

APPENDIX B.1

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
LIBRARIES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
1.0 LIBRARIES										
Recovery of Central Public Library Facility										
1.1.1 Principle Payment	2021 - 2021	\$ 735,527	\$ -	\$ 735,527	0%	\$ -	\$ 735,527	\$ 82,262	\$ 653,265	\$ -
1.1.2 Principle Payment	2022 - 2022	\$ 464,938	\$ -	\$ 464,938	0%	\$ -	\$ 464,938	\$ -	\$ 464,938	\$ -
Subtotal Recovery of Central Public Library Facility		\$ 1,200,465	\$ -	\$ 1,200,465		\$ -	\$ 1,200,465	\$ 82,262	\$ 1,118,203	\$ -
Whitby Library Branches										
90221502 CPL - F10 Makerspace Conversion	2022 - 2022	\$ 73,500	\$ -	\$ 73,500	0%	\$ -	\$ 73,500	\$ -	\$ 73,500	\$ -
71301501 Future Library Branch	2030 - 2030	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -
Subtotal Whitby Library Branches		\$ 10,073,500	\$ -	\$ 10,073,500		\$ -	\$ 10,073,500	\$ -	\$ 10,073,500	\$ -
Administrative Studies and Initiatives										
90237001 Library Strategic Plan	2023 - 2028	\$ 80,000	\$ -	\$ 80,000	50%	\$ 40,000	\$ 40,000	\$ -	\$ 40,000	\$ -
Subtotal Administrative Studies and Initiatives		\$ 80,000	\$ -	\$ 80,000		\$ 40,000	\$ 40,000	\$ -	\$ 40,000	\$ -
Library Collection and Information Technology										
90204001 Library Collection Expansion	2021 - 2030	\$ 3,760,000	\$ -	\$ 3,760,000	0%	\$ -	\$ 3,760,000	\$ -	\$ 3,760,000	\$ -
90204101 Pilot Project - Book Lending Machine	2022 - 2022	\$ 65,000	\$ -	\$ 65,000	0%	\$ -	\$ 65,000	\$ -	\$ 65,000	\$ -
Subtotal Library Collection and Information Technology		\$ 3,825,000	\$ -	\$ 3,825,000		\$ -	\$ 3,825,000	\$ -	\$ 3,825,000	\$ -
Provision for Future Growth-Related Infrastructure										
1.2.1 Provision for Future Growth-Related Infrastructure	2030 - 2030	\$ 4,300,000	\$ -	\$ 4,300,000	0%	\$ -	\$ 4,300,000	\$ -	\$ 4,300,000	\$ -
Subtotal Provision for Future Growth-Related Infrastructure		\$ 4,300,000	\$ -	\$ 4,300,000		\$ -	\$ 4,300,000	\$ -	\$ 4,300,000	\$ -
TOTAL LIBRARIES - DC ELIGIBLE PROJECTS		\$ 19,478,965	\$ -	\$ 19,478,965		\$ 40,000	\$ 19,438,965	\$ 82,262	\$ 19,356,703	\$ -

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	100.0%	\$19,356,703
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$331.77
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$0.00

2021 - 2030 Net Funding Envelope	\$20,643,488
Reserve Fund Balance	
Balance as at December 31, 2020	\$82,262

APPENDIX B.1

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
LIBRARIES
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

LIBRARIES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$82.26	\$348.11	\$481.87	\$1,260.57	\$2,120.81	\$3,044.65	\$3,933.76	\$7,009.54	\$10,406.31	\$14,198.02	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$82.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$82.3
- Libraries: Non Inflated	\$255.0	\$393.5	\$275.0	\$255.0	\$255.0	\$355.0	\$355.0	\$375.0	\$355.0	\$15,365.0	\$18,238.5
- Central Library Debt Principle Payment (1)	\$653.3	\$464.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,118.2
- Libraries: Inflated	\$990.5	\$866.3	\$286.1	\$270.6	\$276.0	\$391.9	\$399.8	\$430.8	\$415.9	\$18,362.6	\$22,690.6
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$1,300.1	\$999.5	\$1,034.8	\$1,072.7	\$1,111.0	\$1,161.0	\$3,287.4	\$3,528.0	\$3,784.5	\$4,060.9	\$21,340.0
INTEREST											
- Interest on Opening Balance	\$2.9	\$12.2	\$16.9	\$44.1	\$74.2	\$106.6	\$137.7	\$245.3	\$364.2	\$496.9	\$1,501.0
- Interest on In-year Transactions	\$5.4	\$2.3	\$13.1	\$14.0	\$14.6	\$13.5	\$50.5	\$54.2	\$58.9	(\$393.3)	(\$166.7)
- Interest on Central Library Debt	(\$52.0)	(\$14.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$66.0)
TOTAL REVENUE	\$1,256.4	\$1,000.1	\$1,064.8	\$1,130.8	\$1,199.9	\$1,281.1	\$3,475.6	\$3,827.5	\$4,207.6	\$4,164.6	\$22,608.3
CLOSING CASH BALANCE	\$348.1	\$481.9	\$1,260.6	\$2,120.8	\$3,044.6	\$3,933.8	\$7,009.5	\$10,406.3	\$14,198.0	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Capita

\$325.35

Allocation of Capital Program

Residential Sector	100.0%
Non-Residential Sector	0.0%

Rates for 2021

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

APPENDIX B.2
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
PARKS & RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
2.0 PARKS & RECREATION										
Parks, Forestry and Horticulture Services Fleet and Equipment										
30222105 FORE - 1 Ton Truck (additional)	2022 - 2022	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30242105 FORE - Chipper (additional)	2024 - 2024	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
30292403 FORE - Chipper (additional)	2030 - 2030	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
30242107 FORE - Chipper Truck (additional)	2024 - 2024	\$ 158,500	\$ -	\$ 158,500	0%	\$ -	\$ 158,500	\$ -	\$ 158,500	\$ -
30292404 FORE - Chipper Truck (additional)	2029 - 2029	\$ 158,500	\$ -	\$ 158,500	0%	\$ -	\$ 158,500	\$ -	\$ 158,500	\$ -
30212402 HORT - 2 Ton Dump Truck (additional)	2021 - 2021	\$ 96,500	\$ -	\$ 96,500	0%	\$ -	\$ 96,500	\$ 96,500	\$ -	\$ -
30278801 HORT - 2 Ton Dump Truck (additional)	2027 - 2027	\$ 96,500	\$ -	\$ 96,500	0%	\$ -	\$ 96,500	\$ -	\$ 96,500	\$ -
30212105 HORT - 3/4 Ton Truck and Plow (additional)	2022 - 2022	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
30278802 HORT - 3/4 Ton Truck and Plow (additional)	2028 - 2028	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
30212409 HORT - Material Handler/Leaf Shredder	2021 - 2021	\$ 10,000	\$ -	\$ 10,000	0%	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -
30202401 HORT - Sportsfield Mower (additional)	2022 - 2022	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30200406 PKSG - Front Mount Mower (additional)	2022 - 2022	\$ 32,500	\$ -	\$ 32,500	0%	\$ -	\$ 32,500	\$ -	\$ 32,500	\$ -
30271801 PKSG - Front Mount Mower (additional)	2027 - 2027	\$ 32,500	\$ -	\$ 32,500	0%	\$ -	\$ 32,500	\$ -	\$ 32,500	\$ -
30200403 PKSG - Grounds Maintenance Trailer (additional)	2022 - 2022	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ -	\$ 16,100	\$ -
30271802 PKSG - Maintenance Trailer (additional)	2027 - 2027	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ -	\$ 16,100	\$ -
30200405 PKSG - Wide Cut Mower (additional)	2022 - 2022	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30271803 PKSG - Wide Cut Mower (additional)	2027 - 2027	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30212401 PKSG - Wide Front Mount Mower (additional)	2023 - 2023	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30292402 PKSG - Wide Front Mount Mower (additional)	2030 - 2030	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30252001 PKSM - 1/2 Ton Truck (additional)	2025 - 2025	\$ 46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ 46,000	\$ -
30292006 PKSM - 1/2 Ton Truck (additional)	2029 - 2029	\$ 46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ 46,000	\$ -
30262402 PKSM - 2 Ton Van with Man Lift Bucket (additional)	2026 - 2026	\$ 139,500	\$ -	\$ 139,500	0%	\$ -	\$ 139,500	\$ -	\$ 139,500	\$ -
30252104 PKSM - Front End Loader (additional)	2030 - 2030	\$ 161,000	\$ -	\$ 161,000	0%	\$ -	\$ 161,000	\$ -	\$ 161,000	\$ -
30292503 PKSM - Garbage Truck (additional)	2029 - 2029	\$ 172,000	\$ -	\$ 172,000	0%	\$ -	\$ 172,000	\$ -	\$ 172,000	\$ -
30202502 PKSM - Garbage Truck with Crane (additional)	2022 - 2022	\$ 193,000	\$ -	\$ 193,000	0%	\$ -	\$ 193,000	\$ -	\$ 193,000	\$ -
30252402 PKSM - Shoulder Box (additional)	2025 - 2025	\$ 102,000	\$ -	\$ 102,000	0%	\$ -	\$ 102,000	\$ -	\$ 102,000	\$ -
30268801 PKSM - Utility Truck (additional)	2026 - 2026	\$ 96,500	\$ -	\$ 96,500	0%	\$ -	\$ 96,500	\$ -	\$ 96,500	\$ -
Subtotal Parks, Forestry and Horticulture Services Fleet and Equipment		\$ 2,845,700	\$ -	\$ 2,845,700		\$ -	\$ 2,845,700	\$ 106,500	\$ 2,739,200	\$ -

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PARKS & RECREATION

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Recreational Trails Program											
70220114	BCCL to Kinsmen Court	2022 - 2022	\$ 23,000	\$ -	\$ 23,000	30%	\$ 6,820	\$ 16,180	\$ -	\$ 16,180	\$ -
70200112	HEPC Trail (Longwood Park to Thickson)	2021 - 2021	\$ 197,775	\$ -	\$ 197,775	30%	\$ 58,642	\$ 139,133	\$ -	\$ 139,133	\$ -
70270101	Birches Open Space - Thickson to Garrard	2027 - 2027	\$ 204,125	\$ -	\$ 204,125	30%	\$ 60,525	\$ 143,600	\$ -	\$ 143,600	\$ -
70290111	Brawley to Columbus/Lynde	2029 - 2029	\$ 366,735	\$ -	\$ 366,735	30%	\$ 108,741	\$ 257,994	\$ -	\$ 257,994	\$ -
70310101	Brawley to Lynde Creek	2030 - 2030	\$ 299,690	\$ -	\$ 299,690	30%	\$ 88,861	\$ 210,829	\$ -	\$ 210,829	\$ -
70220101	Brooklin Lions Trail - Stormpond to St Thomas	2022 - 2022	\$ 109,825	\$ -	\$ 109,825	30%	\$ 32,564	\$ 77,261	\$ -	\$ 77,261	\$ -
70220108	Brooklin Lions Trail - to Roybrook Ave	2022 - 2022	\$ 388,700	\$ -	\$ 388,700	30%	\$ 115,254	\$ 273,446	\$ -	\$ 273,446	\$ -
70290108	Brooklin SP Boundary to Lynde Creek	2029 - 2029	\$ 368,115	\$ -	\$ 368,115	30%	\$ 109,150	\$ 258,965	\$ -	\$ 258,965	\$ -
70270102	Brooklin SP Boundary to W of Duffs to Lynde	2027 - 2027	\$ 189,060	\$ -	\$ 189,060	30%	\$ 56,058	\$ 133,002	\$ -	\$ 133,002	\$ -
70290102	Brookvalley east to Oshawa	2029 - 2029	\$ 216,487	\$ -	\$ 216,487	30%	\$ 64,191	\$ 152,296	\$ -	\$ 152,296	\$ -
70280104	Camber Court to Brooklin High School Section	2028 - 2028	\$ 120,750	\$ -	\$ 120,750	30%	\$ 35,804	\$ 84,946	\$ -	\$ 84,946	\$ -
70260102	Cedarbrook Trail to west of Baldwin	2026 - 2026	\$ 324,990	\$ -	\$ 324,990	30%	\$ 96,363	\$ 228,627	\$ -	\$ 228,627	\$ -
70290107	Columbus / Cochrane to Lynde Creek	2029 - 2029	\$ 154,560	\$ -	\$ 154,560	30%	\$ 45,829	\$ 108,731	\$ -	\$ 108,731	\$ -
70208302	Country Lane to Coronation	2023 - 2023	\$ 272,550	\$ -	\$ 272,550	30%	\$ 80,814	\$ 191,736	\$ -	\$ 191,736	\$ -
70220104	Cullen Central Park Trail Connections	2022 - 2022	\$ 185,150	\$ -	\$ 185,150	50%	\$ 92,575	\$ 92,575	\$ -	\$ 92,575	\$ -
70220107	Cullen to Heber Down (East Field Route) w/ Bridge	2022 - 2022	\$ 327,750	\$ -	\$ 327,750	30%	\$ 97,181	\$ 230,569	\$ -	\$ 230,569	\$ -
70220112	Deverell Park to Thickson Road	2022 - 2022	\$ 123,395	\$ -	\$ 123,395	30%	\$ 36,588	\$ 86,807	\$ -	\$ 86,807	\$ -
70300104	E of Thickson to N of Columbus	2030 - 2030	\$ 90,965	\$ -	\$ 90,965	30%	\$ 26,972	\$ 63,993	\$ -	\$ 63,993	\$ -
70290106	East of Ashburn to Cedarbrook Trail	2029 - 2029	\$ 237,705	\$ -	\$ 237,705	30%	\$ 70,482	\$ 167,223	\$ -	\$ 167,223	\$ -
70290105	Fallingbrook Open Space - Dryden to Rossland	2029 - 2029	\$ 243,340	\$ -	\$ 243,340	30%	\$ 72,153	\$ 171,187	\$ -	\$ 171,187	\$ -
70210102	Florence Drive to Garden Street	2021 - 2021	\$ 120,000	\$ -	\$ 120,000	30%	\$ 35,581	\$ 84,419	\$ 84,419	\$ -	\$ -
70290101	Future Parks Trail System Segments	2029 - 2030	\$ 575,000	\$ -	\$ 575,000	30%	\$ 170,494	\$ 404,506	\$ -	\$ 404,506	\$ -
70290001	Future Trails Development & Linkages	2029 - 2030	\$ 1,225,900	\$ -	\$ 1,225,900	30%	\$ 363,492	\$ 862,408	\$ -	\$ 862,408	\$ -
70310102	Garrard to Pringle Creek	2030 - 2030	\$ 421,475	\$ -	\$ 421,475	30%	\$ 124,972	\$ 296,503	\$ -	\$ 296,503	\$ -
70220111	HEPC Trail - Ashburn to Hwy 407	2022 - 2022	\$ 550,000	\$ -	\$ 550,000	30%	\$ 163,081	\$ 386,919	\$ -	\$ 386,919	\$ -
70290104	HEPC Trail - Heber Down Lyndebrook to Halls Rd	2029 - 2029	\$ 524,975	\$ -	\$ 524,975	30%	\$ 155,661	\$ 369,314	\$ -	\$ 369,314	\$ -
70280101	Hannam Trail - Solmar to Brooklin	2028 - 2028	\$ 640,550	\$ -	\$ 640,550	30%	\$ 189,930	\$ 450,620	\$ -	\$ 450,620	\$ -
70250101	IPSC Pathway	2025 - 2025	\$ 115,000	\$ -	\$ 115,000	30%	\$ 34,099	\$ 80,901	\$ -	\$ 80,901	\$ -

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PARKS & RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Recreational Trails Program Continued										
70200118 Lynde Creek Trail (Annes to Brock)	2021 - 2021	\$ 305,000	\$ -	\$ 305,000	30%	\$ 90,436	\$ 214,564	\$ 214,564	\$ -	\$ -
70300101 Lynde Creek Trail (Burns St W to Michael Blvd Opening)	2030 - 2030	\$ 132,250	\$ -	\$ 132,250	30%	\$ 39,214	\$ 93,036	\$ -	\$ 93,036	\$ -
70188301 Lynde Creek Trail (Twin Streams to Rossland)	2021 - 2021	\$ 222,300	\$ -	\$ 222,300	30%	\$ 65,914	\$ 156,386	\$ 156,386	\$ -	\$ -
70200113 Lynde Creek Trail - Bonacord to Dundas	2021 - 2021	\$ 220,000	\$ -	\$ 220,000	30%	\$ 65,232	\$ 154,768	\$ 154,768	\$ -	\$ -
70200114 Lynde Creek Trail - Rossland to Bonacord	2021 - 2021	\$ 276,000	\$ -	\$ 276,000	30%	\$ 81,837	\$ 194,163	\$ 194,163	\$ -	\$ -
70210101 Lynde Creek Trail - Taunton to Twin Streams	2021 - 2021	\$ 161,115	\$ -	\$ 161,115	30%	\$ 47,772	\$ 113,343	\$ 113,343	\$ -	\$ -
70300103 Lynde Creek to Thickson	2030 - 2030	\$ 99,015	\$ -	\$ 99,015	30%	\$ 29,359	\$ 69,656	\$ -	\$ 69,656	\$ -
70220106 Manning Trail Open Space (Bassett Pk to Anderson)	2022 - 2022	\$ 217,350	\$ -	\$ 217,350	30%	\$ 64,447	\$ 152,903	\$ -	\$ 152,903	\$ -
70220105 McClintock Trail	2024 - 2024	\$ 82,000	\$ -	\$ 82,000	30%	\$ 24,314	\$ 57,686	\$ -	\$ 57,686	\$ -
70300102 North of Columbus to Brooklin SP Boundary	2030 - 2030	\$ 382,605	\$ -	\$ 382,605	30%	\$ 113,446	\$ 269,159	\$ -	\$ 269,159	\$ -
70280102 Palmerston Open Space - Palmerston Pk to Cochrane	2028 - 2028	\$ 68,425	\$ -	\$ 68,425	30%	\$ 20,289	\$ 48,136	\$ -	\$ 48,136	\$ -
70280103 Pipeline Open Space to Columbus	2028 - 2028	\$ 24,725	\$ -	\$ 24,725	30%	\$ 7,331	\$ 17,394	\$ -	\$ 17,394	\$ -
70200110 Pringle Creek Open Space (Wynfield Pk to Garden)	2021 - 2021	\$ 155,250	\$ -	\$ 155,250	30%	\$ 46,033	\$ 109,217	\$ 109,217	\$ -	\$ -
70240101 Rosedale Park To Hopkins	2024 - 2024	\$ 55,000	\$ -	\$ 55,000	30%	\$ 16,308	\$ 38,692	\$ -	\$ 38,692	\$ -
70220109 Rosedale Park to Burns St	2024 - 2024	\$ 180,000	\$ -	\$ 180,000	30%	\$ 53,372	\$ 126,628	\$ -	\$ 126,628	\$ -
70220102 Rosedale Pk to Galimere Court SWM Pond	2024 - 2024	\$ 100,000	\$ -	\$ 100,000	30%	\$ 29,651	\$ 70,349	\$ -	\$ 70,349	\$ -
70220110 Rossland to Dryden to Morningstar	2022 - 2022	\$ 399,050	\$ -	\$ 399,050	30%	\$ 118,323	\$ 280,727	\$ -	\$ 280,727	\$ -
70268302 S of Winchester to E of Ashburn	2026 - 2026	\$ 749,915	\$ -	\$ 749,915	30%	\$ 222,358	\$ 527,557	\$ -	\$ 527,557	\$ -
70290110 Thickson/Brawley to Columbus	2029 - 2029	\$ 392,265	\$ -	\$ 392,265	30%	\$ 116,311	\$ 275,954	\$ -	\$ 275,954	\$ -
70210309 Trail Rest Stops and Benches	2021 - 2021	\$ 97,150	\$ -	\$ 97,150	30%	\$ 28,806	\$ 68,344	\$ 68,344	\$ -	\$ -
70220301 Trailhead Signs	2022 - 2024	\$ 75,000	\$ -	\$ 75,000	30%	\$ 22,238	\$ 52,762	\$ -	\$ 52,762	\$ -
70290103 Waterfront Trail - Gordon to South Blair	2029 - 2029	\$ 499,100	\$ -	\$ 499,100	30%	\$ 147,988	\$ 351,112	\$ -	\$ 351,112	\$ -
70250102 Waterfront Trail LCBO Boardwalk	2025 - 2025	\$ 700,000	\$ -	\$ 700,000	30%	\$ 207,557	\$ 492,443	\$ -	\$ 492,443	\$ -
70290109 Winchester to Conlin	2029 - 2029	\$ 440,105	\$ -	\$ 440,105	30%	\$ 130,496	\$ 309,609	\$ -	\$ 309,609	\$ -
Subtotal Recreational Trails Program		\$ 14,651,187	\$ -	\$ 14,651,187		\$ 4,381,909	\$ 10,269,278	\$ 1,095,203	\$ 9,174,075	\$ -

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Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Parks Program										
70300205 Ardwick Park Design / Construction	2030 - 2030	\$ 355,500	\$ -	\$ 355,500	0%	\$ -	\$ 355,500	\$ -	\$ 355,500	\$ -
70200306 Ashburn Park Picnic Shelter	2021 - 2021	\$ 130,000	\$ -	\$ 130,000	0%	\$ -	\$ 130,000	\$ -	\$ 130,000	\$ -
70270206 Baldwin/Winchester Intensification Accessible Playground, Splash Pad & Skate Park	2027 - 2027	\$ 1,680,000	\$ -	\$ 1,680,000	0%	\$ -	\$ 1,680,000	\$ -	\$ 1,680,000	\$ -
70290203 Brock/Taunton Intensification - Accessible Playground & Splashpad	2029 - 2029	\$ 600,000	\$ -	\$ 600,000	0%	\$ -	\$ 600,000	\$ -	\$ 600,000	\$ -
70260206 Brooklin Future District Park	2026 - 2026	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ -	\$ 2,847,000	\$ -
70280206 Brooklin Future District Park	2028 - 2028	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ -	\$ 2,847,000	\$ -
70300202 Brooklin Future District Park	2030 - 2030	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ -	\$ 2,847,000	\$ -
70320201 Brooklin Future District Park	2030 - 2030	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ -	\$ 2,847,000	\$ -
70260214 Brooklin Future Local Park	2026 - 2026	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70270214 Brooklin Future Local Park	2027 - 2027	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70270215 Brooklin Future Local Park	2027 - 2027	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70280216 Brooklin Future Local Park	2028 - 2028	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70290207 Brooklin Future Local Park	2029 - 2029	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70300215 Brooklin Future Local Park	2030 - 2030	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70310201 Brooklin Future Local Park	2030 - 2030	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70320202 Brooklin Future Local Park	2030 - 2030	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70350201 Brooklin Future Local Park	2030 - 2030	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70360201 Brooklin Future Local Park	2030 - 2030	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70280208 Brooklin Future Parkette	2028 - 2028	\$ 440,400	\$ -	\$ 440,400	0%	\$ -	\$ 440,400	\$ -	\$ 440,400	\$ -
70300204 Brooklin Future Parkette	2030 - 2030	\$ 440,400	\$ -	\$ 440,400	0%	\$ -	\$ 440,400	\$ -	\$ 440,400	\$ -
70320203 Brooklin Future Parkette	2030 - 2030	\$ 440,400	\$ -	\$ 440,400	0%	\$ -	\$ 440,400	\$ -	\$ 440,400	\$ -
70340202 Brooklin Future Parkette	2030 - 2030	\$ 440,400	\$ -	\$ 440,400	0%	\$ -	\$ 440,400	\$ -	\$ 440,400	\$ -
70360202 Brooklin Future Parkette	2030 - 2030	\$ 440,400	\$ -	\$ 440,400	0%	\$ -	\$ 440,400	\$ -	\$ 440,400	\$ -
70210209 Brooklin Memorial Park Design / Construction	2022 - 2023	\$ 4,786,200	\$ -	\$ 4,786,200	65%	\$ 3,111,030	\$ 1,675,170	\$ -	\$ 1,675,170	\$ -
70220218 Chelseahill Local Park	2022 - 2022	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70200226 Cullen Central Park Redevelopment - Phase 2	2022 - 2022	\$ 4,233,600	\$ -	\$ 4,233,600	0%	\$ -	\$ 4,233,600	\$ -	\$ 4,233,600	\$ -
70270208 Downtown Intensification Accessible Playground	2027 - 2027	\$ 560,000	\$ -	\$ 560,000	50%	\$ 280,000	\$ 280,000	\$ -	\$ 280,000	\$ -
70320204 DuPont Lands Development	2030 - 2030	\$ 4,985,000	\$ -	\$ 4,985,000	0%	\$ -	\$ 4,985,000	\$ -	\$ 4,985,000	\$ -

APPENDIX B.2

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
PARKS & RECREATION

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Parks Program Continued											
70270207	Dundas St E Intensification - Accessible Playground & Splashpad	2027 - 2027	\$ 784,000	\$ -	\$ 784,000	50%	\$ 392,000	\$ 392,000	\$ -	\$ 392,000	\$ -
30210003	Fleet to Trees Program	2021 - 2030	\$ 100,000	\$ 100,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
70280210	Intrepid Park	2028 - 2029	\$ 3,500,000	\$ -	\$ 3,500,000	0%	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ -
70260207	Iroquois Beach Park Development	2026 - 2027	\$ 2,700,000	\$ -	\$ 2,700,000	0%	\$ -	\$ 2,700,000	\$ -	\$ 2,700,000	\$ -
70210308	Iroquois Park Baseball - Field 4 - Add Lighting	2021 - 2021	\$ 290,000	\$ -	\$ 290,000	0%	\$ -	\$ 290,000	\$ 290,000	\$ -	\$ -
70230208	Iroquois Park Skatepark (expansion)	2023 - 2023	\$ 650,000	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
70220302	Kiwanis Heydenshore Pumphouse	2022 - 2023	\$ 650,000	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
70200217	Kiwanis Heydenshore Redevelopment	2021 - 2021	\$ 812,500	\$ -	\$ 812,500	75%	\$ 609,375	\$ 203,125	\$ 203,125	\$ -	\$ -
70210215	Lazy Dolphin Local Park	2022 - 2022	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70290202	Leash Free Park Areas	2029 - 2029	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
70220103	Lion's Promenade Parking Lot Expansion	2022 - 2022	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
70200225	Mattamy District Park	2021 - 2021	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ 2,847,000	\$ -	\$ -
70220210	Portage Park Multiskills Court	2022 - 2022	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 180,000	\$ -	\$ 180,000	\$ -
70260301	Pringle Creek Park Splash Pad Development	2026 - 2026	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
70200224	Shirley Scott Park	2022 - 2022	\$ 570,000	\$ -	\$ 570,000	0%	\$ -	\$ 570,000	\$ -	\$ 570,000	\$ -
70230205	Skate Zones	2023 - 2027	\$ 172,500	\$ -	\$ 172,500	0%	\$ -	\$ 172,500	\$ -	\$ 172,500	\$ -
70250207	Sports Fields / Multi-Use Fields / Artificial Turf - Construction	2025 - 2025	\$ 6,200,000	\$ -	\$ 6,200,000	25%	\$ 1,550,000	\$ 4,650,000	\$ -	\$ 4,650,000	\$ -
70210216	TFP Whitby District Park	2021 - 2021	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ 2,847,000	\$ -	\$ -
70250212	Trails of Whitby Local Park	2025 - 2025	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70240207	Victoria Fields Urban Park	2024 - 2024	\$ 9,100,000	\$ -	\$ 9,100,000	0%	\$ -	\$ 9,100,000	\$ -	\$ 9,100,000	\$ -
70240301	Waterfront Lighting	2024 - 2024	\$ 900,000	\$ -	\$ 900,000	0%	\$ -	\$ 900,000	\$ -	\$ 900,000	\$ -
70240206	Waterfront Master Plan Capital Improvements	2024 - 2024	\$ 1,200,000	\$ -	\$ 1,200,000	0%	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000	\$ -
70280211	West Whitby Holdings Local Park	2028 - 2028	\$ 995,000	\$ -	\$ 995,000	0%	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ -
70210208	Whitby Optimist Park - Soccer Field / Parking Lot Addition	2024 - 2024	\$ 385,000	\$ -	\$ 385,000	0%	\$ -	\$ 385,000	\$ -	\$ 385,000	\$ -
70260213	Whitby Taunton Holdings - District Park	2026 - 2026	\$ 2,847,000	\$ -	\$ 2,847,000	0%	\$ -	\$ 2,847,000	\$ -	\$ 2,847,000	\$ -
Subtotal Parks Program			\$ 82,635,300	\$ 100,000	\$ 82,535,300		\$ 5,942,405	\$ 76,592,895	\$ 6,187,125	\$ 70,405,770	\$ -

APPENDIX B.2

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
PARKS & RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Other Community Centres										
71231113 Heydenshore Pavilion Redevelopment	2023 - 2023	\$ 3,500,000	\$	\$ 3,500,000	75%	\$ 2,625,000	\$ 875,000		\$ 875,000	\$
Subtotal Other Community Centres		\$ 3,500,000	\$ -	\$ 3,500,000		\$ 2,625,000	\$ 875,000	\$ -	\$ 875,000	\$ -
Iroquois Park Sports Centre										
71211012 IPSC - F1010 Garage and Garbage Storage Building Construction	2023 - 2023	\$ 825,000	\$	\$ 825,000	0%	\$ -	\$ 825,000		\$ 825,000	\$
Subtotal Iroquois Park Sports Centre		\$ 825,000	\$ -	\$ 825,000		\$ -	\$ 825,000	\$ -	\$ 825,000	\$ -
Luther Vipond Memorial Arena										
71251016 LVMA - Repurpose Conversion / Development	2025 - 2025	\$ 9,281,000	\$	\$ 9,281,000	76%	\$ 7,080,388	\$ 2,200,612		\$ 2,200,612	\$
Subtotal Luther Vipond Memorial Arena		\$ 9,281,000	\$ -	\$ 9,281,000		\$ 7,080,388	\$ 2,200,612	\$ -	\$ 2,200,612	\$ -
Port Whitby Marina										
74301101 PWM - F10 Staff Work Building	2030 - 2030	\$ 420,000	\$ -	\$ 420,000	50%	\$ 210,000	\$ 210,000	\$ -	\$ 210,000	\$ -
74201104 PWM - Fencing Dredge Sediment Containment Facility	2022 - 2022	\$ 70,000	\$	\$ 70,000	0%	\$ -	\$ 70,000		\$ 70,000	\$
Subtotal Port Whitby Marina		\$ 490,000	\$ -	\$ 490,000		\$ 210,000	\$ 280,000	\$ -	\$ 280,000	\$ -
Operations Centre⁽¹⁾										
30211305 OPC - Expansion Phase 2	2021 - 2023	\$ 3,666,600	\$ -	\$ 3,666,600	17%	\$ 630,000	\$ 3,036,600	\$ 1,012,200	\$ 2,024,400	\$ -
30291301 OPC - Expansion Phase 3	2029 - 2029	\$ 945,000	\$	\$ 945,000	0%	\$ -	\$ 945,000		\$ 945,000	\$
Subtotal Operations Centre		\$ 4,611,600	\$ -	\$ 4,611,600		\$ 630,000	\$ 3,981,600	\$ 1,012,200	\$ 2,969,400	\$ -
New Whitby Sports Complex										
71201033 New Whitby Sports Complex	2021 - 2022	\$ 66,978,657	\$	\$ 66,978,657	0%	\$ -	\$ 66,978,657	\$ 36,901,632	\$ 30,077,025	\$
Subtotal New Whitby Sports Complex		\$ 66,978,657	\$ -	\$ 66,978,657		\$ -	\$ 66,978,657	\$ 36,901,632	\$ 30,077,025	\$ -

APPENDIX B.2

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
PARKS & RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
Parks, Parks Maintenance and Recreation Studies										
72080101 Brooklin Memorial Park Master Plan	2022 - 2022	\$ 100,000	\$ -	\$ 100,000	65%	\$ 65,000	\$ 35,000	\$ -	\$ 35,000	\$ -
70247301 CPROS Update	2021 - 2021	\$ 257,500	\$ -	\$ 257,500	25%	\$ 64,375	\$ 193,125	\$ 193,125	\$ -	\$ -
70207302 Cullen Master Plan	2021 - 2021	\$ 100,000	\$ -	\$ 100,000	20%	\$ 20,000	\$ 80,000	\$ 80,000	\$ -	\$ -
70217301 Parks Cash in Lieu of Parkland Dedication Study	2021 - 2021	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
30227102 Parks Waste Analysis and Strategy	2022 - 2022	\$ 75,000	\$ -	\$ 75,000	75%	\$ 56,371	\$ 18,629	\$ -	\$ 18,629	\$ -
74257301 Prelim Site Assessment - Charles St	2025 - 2025	\$ 154,500	\$ -	\$ 154,500	50%	\$ 77,250	\$ 77,250	\$ -	\$ 77,250	\$ -
Subtotal Parks, Parks Maintenance and Recreation Studies		\$ 787,000	\$ -	\$ 787,000		\$ 282,996	\$ 504,004	\$ 373,125	\$ 130,879	\$ -
Existing Debt (Principal 10yr)⁽¹⁾										
2.1.1 Operations Centre Expansion (Phase 1)	2021 - 2030	\$ 1,484,573	\$ -	\$ 1,484,573	0%	\$ -	\$ 1,484,573	\$ -	\$ 1,484,573	\$ -
Subtotal Existing Debt (Principal 10yr)		\$ 1,484,573	\$ -	\$ 1,484,573		\$ -	\$ 1,484,573	\$ -	\$ 1,484,573	\$ -
TOTAL PARKS & RECREATION		\$ 188,090,017	\$ 100,000	\$ 187,990,017		\$ 21,152,698	\$ 166,837,319	\$ 45,675,785	\$ 121,161,534	\$ -

(1) - Operations Centre costs have been allocated 45% by Parks Services and 55% Opertaions services based on anticipated future use of the facility.

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	100.0%	\$121,161,534
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$2,076.69
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$0.00

2021 - 2030 Net Funding Envelope	-	\$170,139,745
Reserve Fund Balance		
Balance as at December 31, 2020		\$45,675,785

APPENDIX B.2

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
PARKS & RECREATION
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

PARKS & RECREATION	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$45,675.79	\$20,143.17	(\$26,540.34)	(\$27,382.25)	(\$35,067.62)	(\$39,206.53)	(\$42,996.69)	(\$31,120.57)	(\$15,141.38)	(\$1,484.51)	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$22,890.18	\$22,329.1	\$456.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45,675.8
- Parks & Recreation: Non Inflated	\$12,637.81	\$28,966.2	\$5,719.1	\$12,183.4	\$8,644.2	\$8,181.2	\$7,611.0	\$6,043.0	\$9,622.3	\$20,068.7	\$119,677.0
- Operations Centre PH1 Debt Principle Payment (1)	\$143.17	\$144.3	\$145.2	\$146.1	\$147.2	\$148.3	\$149.9	\$151.5	\$153.5	\$155.5	\$1,484.6
- Parks & Recreation: Inflated	\$35,671.2	\$53,234.9	\$6,760.7	\$13,654.1	\$10,066.6	\$9,865.0	\$9,505.7	\$7,839.8	\$12,824.3	\$27,507.1	\$186,929.4
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$9,309.2	\$7,157.3	\$7,410.1	\$7,681.1	\$7,955.6	\$8,313.8	\$23,539.5	\$25,262.7	\$27,099.2	\$29,078.9	\$152,807.6
INTEREST											
- Interest on Opening Balance	\$1,598.7	\$705.0	(\$1,459.7)	(\$1,506.0)	(\$1,928.7)	(\$2,156.4)	(\$2,364.8)	(\$1,711.6)	(\$832.8)	(\$81.6)	(\$9,738.0)
- Interest on In-year Transactions	(\$725.0)	(\$1,267.1)	\$11.4	(\$164.3)	(\$58.1)	(\$42.7)	\$245.6	\$304.9	\$249.8	\$27.5	(\$1,417.9)
- Interest on Operations Centre PH1	(\$44.4)	(\$43.8)	(\$43.0)	(\$42.1)	(\$41.1)	(\$39.9)	(\$38.5)	(\$36.9)	(\$35.1)	(\$33.2)	(\$398.1)
TOTAL REVENUE	\$10,138.5	\$6,551.4	\$5,918.8	\$5,968.7	\$5,927.7	\$6,074.8	\$21,381.8	\$23,819.0	\$26,481.1	\$28,991.6	\$141,253.6
CLOSING CASH BALANCE	\$20,143.2	(\$26,540.3)	(\$27,382.3)	(\$35,067.6)	(\$39,206.5)	(\$42,996.7)	(\$31,120.6)	(\$15,141.4)	(\$1,484.5)	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Capita

\$2,329.69

Allocation of Capital Program

Residential Sector	100.0%
Non-Residential Sector	0.0%

Rates for 2021

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

APPENDIX B.3
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
3.0 FIRE SERVICES										
Whitby Fire Facilities										
71231201 FH6 - New Construction Firehall #6	2023 - 2025	\$ 6,300,000	\$ -	\$ 6,300,000	0%	\$ -	\$ 6,300,000	\$ 1,046,223	\$ 5,253,777	\$ -
71291201 Fire Training Complex	2029 - 2030	\$ 2,887,500	\$ -	\$ 2,887,500	78%	\$ 2,252,250	\$ 635,250	\$ -	\$ 635,250	\$ -
Subtotal Whitby Fire Facilities		\$ 9,187,500	\$ -	\$ 9,187,500		\$ 2,252,250	\$ 6,935,250	\$ 1,046,223	\$ 5,889,027	\$ -
Fire and Emergency Services Fleet and Equipment										
20303101 Fire Training Equipment (Fire Training Facility)	2030 - 2030	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -
20212001 Fire Vehicle (additional)	2024 - 2024	\$ 43,000	\$ -	\$ 43,000	0%	\$ -	\$ 43,000	\$ -	\$ 43,000	\$ -
20212002 Fire Vehicle (additional)	2024 - 2024	\$ 43,000	\$ -	\$ 43,000	0%	\$ -	\$ 43,000	\$ -	\$ 43,000	\$ -
20232001 Fire Vehicle (additional)	2023 - 2023	\$ 43,000	\$ -	\$ 43,000	0%	\$ -	\$ 43,000	\$ -	\$ 43,000	\$ -
20258401 Fire Vehicle (additional)	2025 - 2025	\$ 43,000	\$ -	\$ 43,000	0%	\$ -	\$ 43,000	\$ -	\$ 43,000	\$ -
Subtotal Fire and Emergency Services Fleet and Equipment		\$ 372,000	\$ -	\$ 372,000		\$ -	\$ 372,000	\$ -	\$ 372,000	\$ -
Administrative Studies and Initiatives										
20267001 Fire Master Plan	2026 - 2026	\$ 128,750	\$ -	\$ 128,750	50%	\$ 64,375	\$ 64,375	\$ -	\$ 64,375	\$ -
Subtotal Administrative Studies and Initiatives		\$ 128,750	\$ -	\$ 128,750		\$ 64,375	\$ 64,375	\$ -	\$ 64,375	\$ -
Existing Debt (Principal 10yr)										
3.1.1 Land Acquisition - Fire Hall	2021 - 2030	\$ 864,914	\$ -	\$ 864,914	0%	\$ -	\$ 864,914	\$ -	\$ 864,914	\$ -
3.1.2 Land Acquisition - Fire Training Complex	2021 - 2030	\$ 591,783	\$ -	\$ 591,783	78%	\$ 461,591	\$ 130,192	\$ -	\$ 130,192	\$ -
Subtotal Existing Debt (Principal 10yr)		\$ 1,456,697	\$ -	\$ 1,456,697		\$ 461,591	\$ 995,106	\$ -	\$ 995,106	\$ -
Provision for Future Growth-Related Infrastructure										
3.2.1 Provision for Future Fire Station, Vehicles and Equipment	2030 - 2030	\$ 8,000,000	\$ -	\$ 8,000,000	0%	\$ -	\$ 8,000,000	\$ -	\$ 8,000,000	\$ -
Subtotal Provision for Future Growth-Related Infrastructure		\$ 8,000,000	\$ -	\$ 8,000,000		\$ -	\$ 8,000,000	\$ -	\$ 8,000,000	\$ -
TOTAL FIRE SERVICES - ALL PROJECTS		\$ 19,144,947	\$ -	\$ 19,144,947		\$ 2,778,216	\$ 16,366,731	\$ 1,046,223	\$ 15,320,508	\$ -

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	77.0%	\$11,801,459
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$202.28
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	9.6%	\$1,476,401
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$6.04
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	7.9%	\$1,212,351
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$1.69
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	5.4%	\$830,297
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$3.37

2021 - 2030 Net Funding Envelope	\$24,122,645
Reserve Fund Balance	
Balance as at December 31, 2020	\$1,046,223

APPENDIX B.3

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE SERVICES
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

FIRE SERVICES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$805.9	\$1,560.1	\$2,149.6	\$2,233.0	\$2,820.5	(\$1,364.3)	(\$858.8)	\$1,077.5	\$3,251.0	\$5,604.1	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$0.0	\$0.0	\$80.6	\$0.0	\$725.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$805.9
- Fire Services: Non Inflated	\$0.0	\$0.0	\$437.8	\$66.2	\$3,675.4	\$49.6	\$0.0	\$0.0	\$48.9	\$6,756.9	\$11,034.9
- Land Acquisition-Fire Hall Debt Principle Payment (1)	\$64.25	\$64.75	\$65.16	\$65.56	\$66.06	\$66.56	\$67.27	\$67.97	\$68.88	\$69.78	\$666.2
- Land Acq.-Fire Training Cmplx Debt Principle Pmnt. (1)	\$8.41	\$8.75	\$9.02	\$9.30	\$9.64	\$9.99	\$10.47	\$10.95	\$11.57	\$12.19	\$100.3
- Fire Services: Inflated	\$72.7	\$73.5	\$613.5	\$145.2	\$4,839.2	\$131.3	\$77.7	\$78.9	\$137.8	\$8,157.1	\$14,326.9
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$809.8	\$622.6	\$644.6	\$668.2	\$692.1	\$723.2	\$2,047.7	\$2,197.6	\$2,357.4	\$2,529.6	\$13,292.9
INTEREST											
- Interest on Opening Balance	\$28.2	\$54.6	\$75.2	\$78.2	\$98.7	(\$75.0)	(\$47.2)	\$37.7	\$113.8	\$196.1	\$560.3
- Interest on In-year Transactions	\$12.9	\$9.6	\$0.5	\$9.2	(\$114.0)	\$10.4	\$34.5	\$37.1	\$38.8	(\$154.8)	(\$115.8)
- Interest on Land Acq. - Fire Hall	(\$21.0)	(\$20.7)	(\$20.3)	(\$19.9)	(\$19.4)	(\$18.9)	(\$18.2)	(\$17.4)	(\$16.6)	(\$15.7)	(\$188.1)
- Interest on Land Acq. - Fire Training Cmplx.	(\$3.2)	(\$3.1)	(\$3.1)	(\$3.0)	(\$2.9)	(\$2.8)	(\$2.7)	(\$2.6)	(\$2.5)	(\$2.4)	(\$28.3)
TOTAL REVENUE	\$826.8	\$663.0	\$697.0	\$732.6	\$654.4	\$636.9	\$2,014.1	\$2,252.4	\$2,490.9	\$2,553.0	\$13,521.0
CLOSING CASH BALANCE	\$1,560.1	\$2,149.6	\$2,233.0	\$2,820.5	(\$1,364.3)	(\$858.8)	\$1,077.5	\$3,251.0	\$5,604.1	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Capita

\$202.66

Allocation of Capital Program

Residential Sector 77.0%

Non-Residential Sector 23.0%

Rates for 2021

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%

APPENDIX B.3

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE SERVICES
COMMERCIAL DEVELOPMENT CHARGE
(in \$000)

FIRE SERVICES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$100.82	\$107.08	\$209.22	\$255.44	\$412.05	(\$17.72)	\$151.67	\$345.24	\$557.47	\$782.38	
2021 - 2030 COMMERCIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$0.00	\$0.0	\$10.1	\$0.0	\$90.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$100.8
- Fire Services: Non Inflated	\$0.00	\$0.0	\$54.8	\$8.3	\$459.8	\$6.2	\$0.0	\$0.0	\$6.1	\$845.3	\$1,380.5
- Land Acquisition-Fire Hall Debt Principle Payment (1)	\$8.04	\$8.10	\$8.15	\$8.20	\$8.26	\$8.33	\$8.42	\$8.50	\$8.62	\$8.73	\$83.3
- Land Acq.-Fire Training Cmplx Debt Principle Pmnt. (1)	\$1.05	\$1.09	\$1.13	\$1.16	\$1.21	\$1.25	\$1.31	\$1.37	\$1.45	\$1.52	\$12.5
- Fire Services: Inflated	\$9.1	\$9.2	\$76.8	\$18.2	\$605.4	\$16.4	\$9.7	\$9.9	\$17.2	\$1,020.5	\$1,792.3
NEW COMMERCIAL DEVELOPMENT											
- Growth in Square Metres	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	244,563
REVENUE											
- DC Receipts: Inflated	\$14.7	\$108.8	\$117.9	\$166.1	\$175.8	\$186.5	\$197.3	\$209.0	\$221.5	\$234.6	\$1,632.3
INTEREST											
- Interest on Opening Balance	\$3.5	\$3.7	\$7.3	\$8.9	\$14.4	(\$1.0)	\$5.3	\$12.1	\$19.5	\$27.4	\$101.3
- Interest on In-year Transactions	\$0.1	\$1.7	\$0.7	\$2.6	(\$11.8)	\$3.0	\$3.3	\$3.5	\$3.6	(\$21.6)	(\$15.0)
- Interest on Land Acq. - Fire Hall	(\$2.6)	(\$2.6)	(\$2.5)	(\$2.5)	(\$2.4)	(\$2.4)	(\$2.3)	(\$2.2)	(\$2.1)	(\$2.0)	(\$23.5)
- Interest on Land Acq. - Fire Training Cmplx.	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$3.5)
TOTAL REVENUE	\$15.3	\$111.3	\$123.0	\$174.8	\$175.6	\$185.8	\$203.3	\$222.1	\$242.2	\$238.1	\$1,691.5
CLOSING CASH BALANCE	\$107.1	\$209.2	\$255.4	\$412.1	(\$17.7)	\$151.7	\$345.2	\$557.5	\$782.4	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$5.99

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.3

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE SERVICES
INDUSTRIAL DEVELOPMENT CHARGE
(in \$000)

FIRE SERVICES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$82.79	\$154.54	\$383.91	\$571.95	\$668.92	\$278.47	\$374.05	\$482.71	\$599.32	\$718.03	
2021 - 2030 INDUSTRIAL FUNDING REQUIREMENTS											
-Prior Growth (Funding form DC Reserve Balance)	\$0.00	\$0.0	\$8.3	\$0.0	\$74.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$82.8
- Fire Services: Non Inflated	\$0.0	\$0.0	\$45.0	\$6.8	\$377.6	\$5.1	\$0.0	\$0.0	\$5.0	\$694.1	\$1,133.6
- Land Acquisition-Fire Hall Debt Principle Payment (1)	\$6.60	\$6.65	\$6.69	\$6.73	\$6.79	\$6.84	\$6.91	\$6.98	\$7.08	\$7.17	\$68.4
- Land Acq.-Fire Training Cmplx Debt Principle Pmnt. (1)	\$0.86	\$0.90	\$0.93	\$0.96	\$0.99	\$1.03	\$1.08	\$1.12	\$1.19	\$1.25	\$10.3
- Fire Services: Inflated	\$7.5	\$7.6	\$63.0	\$14.9	\$497.1	\$13.5	\$8.0	\$8.1	\$14.2	\$838.0	\$1,471.8
INDUSTRIAL SPACE GROWTH											
- Growth in Square Metres	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	719,229
REVENUE											
- DC Receipts: Inflated	\$77.6	\$230.1	\$237.0	\$92.9	\$96.6	\$100.0	\$104.0	\$108.1	\$112.1	\$116.5	\$1,274.9
INTEREST											
- Interest on Opening Balance	\$2.9	\$5.4	\$13.4	\$20.0	\$23.4	\$9.7	\$13.1	\$16.9	\$21.0	\$25.1	\$151.0
- Interest on In-year Transactions	\$1.2	\$3.9	\$3.0	\$1.4	(\$11.0)	\$1.5	\$1.7	\$1.8	\$1.7	(\$19.8)	(\$14.7)
- Interest on Land Acq. - Fire Hall	(\$2.2)	(\$2.1)	(\$2.1)	(\$2.0)	(\$2.0)	(\$1.9)	(\$1.9)	(\$1.8)	(\$1.7)	(\$1.6)	(\$19.3)
- Interest on Land Acq. - Fire Training Cmplx.	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.2)	(\$2.9)
TOTAL REVENUE	\$79.2	\$236.9	\$251.1	\$111.9	\$106.7	\$109.1	\$116.6	\$124.7	\$132.9	\$119.9	\$1,389.0
CLOSING CASH BALANCE	\$154.5	\$383.9	\$571.9	\$668.9	\$278.5	\$374.0	\$482.7	\$599.3	\$718.0	(\$0.0)	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$1.64

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.3

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE SERVICES
INSTITUTIONAL DEVELOPMENT CHARGE
(in \$000)

FIRE SERVICES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$56.70	\$54.87	\$53.85	\$16.26	\$115.22	(\$113.19)	(\$4.70)	\$121.98	\$262.02	\$412.46	
2021 - 2030 INSTITUTIONAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$0.00	\$0.0	\$5.7	\$0.0	\$51.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$56.7
- Fire Services: Non Inflated	\$0.0	\$0.0	\$30.8	\$4.7	\$258.6	\$3.5	\$0.0	\$0.0	\$3.4	\$475.4	\$776.4
- Land Acquisition-Fire Hall Debt Principle Payment (1)	\$4.52	\$4.56	\$4.58	\$4.61	\$4.65	\$4.68	\$4.73	\$4.78	\$4.85	\$4.91	\$46.9
- Land Acq.-Fire Training Cmplx Debt Principle Pmnt. (1)	\$0.59	\$0.62	\$0.63	\$0.65	\$0.68	\$0.70	\$0.74	\$0.77	\$0.81	\$0.86	\$7.1
- Fire Services: Inflated	\$5.1	\$5.2	\$43.2	\$10.2	\$340.5	\$9.2	\$5.5	\$5.6	\$9.7	\$573.9	\$1,008.0
INSITUTIONAL SPACE GROWTH											
- Growth in Square Metres	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	246,288
REVENUE											
- DC Receipts: Inflated	\$3.1	\$3.9	\$6.3	\$108.5	\$115.8	\$123.5	\$131.7	\$140.4	\$149.9	\$159.7	\$942.7
INTEREST											
- Interest on Opening Balance	\$2.0	\$1.9	\$1.9	\$0.6	\$4.0	(\$6.2)	(\$0.3)	\$4.3	\$9.2	\$14.4	\$31.8
- Interest on In-year Transactions	(\$0.1)	(\$0.0)	(\$1.0)	\$1.7	(\$6.2)	\$2.0	\$2.2	\$2.4	\$2.5	(\$11.4)	(\$7.9)
- Interest on Land Acq. - Fire Hall	(\$1.5)	(\$1.5)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.3)	(\$1.3)	(\$1.2)	(\$1.2)	(\$1.1)	(\$13.2)
- Interest on Land Acq. - Fire Training Cmplx.	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$2.0)
TOTAL REVENUE	\$3.3	\$4.2	\$5.6	\$109.2	\$112.1	\$117.7	\$132.1	\$145.6	\$160.1	\$161.4	\$951.3
CLOSING CASH BALANCE	\$54.9	\$53.8	\$16.3	\$115.2	(\$113.2)	(\$4.7)	\$122.0	\$262.0	\$412.5	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$3.39

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.4

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
WASTE MANAGEMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
4.0 WASTE MANAGEMENT										
Information Technology - Business Solutions										
10215606 Special Project - Special Collections (Waste)	2021 - 2021	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -
Subtotal Information Technology - Business Solutions		\$ 50,000	\$ -	\$ 50,000		\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -
Waste Management Services Fleet and Equipment										
30242502 Garbage Packer - Organics/Waste Side Loader (additional)	2024 - 2024	\$ 343,000	\$ -	\$ 343,000	0%	\$ -	\$ 343,000	\$ 343,000	\$ -	\$ -
30292501 Garbage Packer - Organics/Waste Side Loader (additional)	2029 - 2029	\$ 343,000	\$ -	\$ 343,000	0%	\$ -	\$ 343,000	\$ -	\$ 343,000	\$ -
30292502 Garbage Packer - Organics/Waste Side Loader (additional)	2029 - 2029	\$ 343,000	\$ -	\$ 343,000	0%	\$ -	\$ 343,000	\$ -	\$ 343,000	\$ -
30242501 Garbage Packer - Rear Loader (additional)	2024 - 2024	\$ 279,000	\$ -	\$ 279,000	0%	\$ -	\$ 279,000	\$ 147,769	\$ 131,231	\$ -
30308601 Garbage Packer - Yard Waste Side Loader (additional)	2030 - 2030	\$ 343,000	\$ -	\$ 343,000	0%	\$ -	\$ 343,000	\$ -	\$ 343,000	\$ -
30302501 WAST - Garbage Packer - Rear Loader (additional)	2030 - 2030	\$ 311,000	\$ -	\$ 311,000	0%	\$ -	\$ 311,000	\$ -	\$ 311,000	\$ -
30282103 WAST - Hook Lift	2028 - 2028	\$ 193,000	\$ -	\$ 193,000	0%	\$ -	\$ 193,000	\$ -	\$ 193,000	\$ -
Subtotal Waste Management Services Fleet and Equipment		\$ 2,155,000	\$ -	\$ 2,155,000		\$ -	\$ 2,155,000	\$ 490,769	\$ 1,664,231	\$ -
TOTAL WASTE MANAGEMENT		\$ 2,205,000	\$ -	\$ 2,205,000		\$ -	\$ 2,205,000	\$ 540,769	\$ 1,664,231	\$ -

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	100.0%	\$1,664,231
10-Year Growth in Population in New Units (Adjusted)		52,546
Unadjusted Development Charge Per Capita		\$31.67
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$0.00
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	0.0%	\$0
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$0.00

2021 - 2030 Net Funding Envelope	\$1,866,447
Reserve Fund Balance	
Balance as at December 31, 2020	\$540,769

APPENDIX B.4

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
WASTE MANAGEMENT
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

WASTE MANAGEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$540.8	\$621.9	\$730.3	\$845.3	\$289.9	\$395.4	\$509.1	\$807.8	\$910.9	\$441.1	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$50.0	\$0.0	\$0.0	\$490.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$540.8
- Waste Management: Non Inflated	\$0.0	\$0.0	\$0.0	\$131.2	\$0.0	\$0.0	\$0.0	\$193.0	\$686.0	\$654.0	\$1,664.2
- Waste Management: Inflated	\$50.0	\$0.0	\$0.0	\$660.1	\$0.0	\$0.0	\$0.0	\$221.7	\$803.8	\$781.6	\$2,517.1
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,664	2,753	2,784	2,821	2,853	2,931	8,083	8,474	8,878	9,304	52,546
REVENUE											
- DC Receipts: Inflated	\$111.1	\$85.2	\$87.9	\$90.8	\$93.7	\$98.1	\$276.1	\$295.2	\$315.5	\$337.2	\$1,790.8
INTEREST											
- Interest on Opening Balance	\$18.9	\$21.8	\$25.6	\$29.6	\$10.1	\$13.8	\$17.8	\$28.3	\$31.9	\$15.4	\$213.2
- Interest on In-year Transactions	\$1.1	\$1.5	\$1.5	(\$15.7)	\$1.6	\$1.7	\$4.8	\$1.3	(\$13.4)	(\$12.2)	(\$27.7)
TOTAL REVENUE	\$131.1	\$108.4	\$115.0	\$104.7	\$105.5	\$113.7	\$298.7	\$324.8	\$333.9	\$340.5	\$1,976.3
CLOSING CASH BALANCE	\$621.9	\$730.3	\$845.3	\$289.9	\$395.4	\$509.1	\$807.8	\$910.9	\$441.1	\$0.0	

2021 Adjusted Charge Per Capita

\$30.33

Allocation of Capital Program

Residential Sector	100.0%
Non-Residential Sector	0.0%

Rates for 2021

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

APPENDIX B.5

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
BY-LAW ENFORCEMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
5.0 BY-LAW ENFORCEMENT										
Building, Furniture and Land ⁽¹⁾										
71291401 WAS - F10 Building Expansion	2030 - 2030	\$ 787,500	\$ 133,875	\$ 653,625	0%	\$ -	\$ 653,625	\$ -	\$ 206,675	\$ 446,950
71211132 WAS - F1040 Kennel Renovation & Addition	2021 - 2021	\$ 567,000	\$ 96,390	\$ 470,610	34%	\$ 160,988	\$ 309,623	\$ 13,429	\$ 296,193	\$ -
Subtotal Building, Furniture and Land		\$ 1,354,500	\$ 230,265	\$ 1,124,235		\$ 160,988	\$ 963,248	\$ 13,429	\$ 502,868	\$ 446,950
Legal and Enforcement Services Fleet and Equipment										
54212901 BYLW - Ballistic Vests (additional)	2021 - 2027	\$ 7,200	\$ -	\$ 7,200	0%	\$ -	\$ 7,200	\$ -	\$ 7,200	\$ -
54212001 BYLW - Vehicle and Equipment (additional)	2022 - 2022	\$ 45,000	\$ -	\$ 45,000	0%	\$ -	\$ 45,000	\$ -	\$ 45,000	\$ -
54232002 BYLW - Vehicle and Equipment (additional)	2023 - 2023	\$ 45,000	\$ -	\$ 45,000	0%	\$ -	\$ 45,000	\$ -	\$ 45,000	\$ -
54272001 BYLW - Vehicle with Equipment (additional)	2027 - 2027	\$ 45,000	\$ -	\$ 45,000	0%	\$ -	\$ 45,000	\$ -	\$ 45,000	\$ -
54218001 Parking Ballistic Vest (Additional)	2021 - 2026	\$ 7,200	\$ -	\$ 7,200	0%	\$ -	\$ 7,200	\$ -	\$ 7,200	\$ -
54212002 Parking Vehicle & Equipment (additional)	2021 - 2021	\$ 51,000	\$ -	\$ 51,000	0%	\$ -	\$ 51,000	\$ -	\$ 51,000	\$ -
54262001 Parking Vehicle & Equipment (additional)	2026 - 2026	\$ 51,000	\$ -	\$ 51,000	0%	\$ -	\$ 51,000	\$ -	\$ 51,000	\$ -
54232001 WAS - Van with Equipment (additional)	2023 - 2023	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
Subtotal Legal and Enforcement Services Fleet and Equipment		\$ 301,400	\$ -	\$ 301,400		\$ -	\$ 301,400	\$ -	\$ 301,400	\$ -
TOTAL BY-LAW ENFORCEMENT		\$ 1,655,900	\$ 230,265	\$ 1,425,635		\$ 160,988	\$ 1,264,648	\$ 13,429	\$ 804,268	\$ 446,950

(1) Other Recoveries include a share of Town of Ajax's use of the facility (approximately 17% of the total space).

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	77.0%	\$619,531
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$10.62
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	9.6%	\$77,505
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$0.32
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	7.9%	\$63,644
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$0.09
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	5.4%	\$43,587
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$0.18

2021 - 2030 Net Funding Envelope	\$804,268
Reserve Fund Balance	
Balance as at December 31, 2020	\$13,429

APPENDIX B.5

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
BY-LAW ENFORCEMENT
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

BY-LAW ENFORCEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$10.3	(\$231.0)	(\$243.2)	(\$301.1)	(\$278.5)	(\$253.2)	(\$270.5)	(\$206.6)	(\$89.1)	\$44.2	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$10.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
- By-Law Enforcement: Non Inflated	\$271.6	\$34.7	\$77.3	\$0.0	\$0.0	\$40.7	\$36.1	\$0.0	\$0.0	\$159.2	\$619.5
- By-Law Enforcement: Inflated	\$281.9	\$35.4	\$80.5	\$0.0	\$0.0	\$44.9	\$40.6	\$0.0	\$0.0	\$190.3	\$673.5
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$46.7	\$35.9	\$37.1	\$38.5	\$39.9	\$41.7	\$118.0	\$126.6	\$135.8	\$145.8	\$766.0
INTEREST											
- Interest on Opening Balance	\$0.4	(\$12.7)	(\$13.4)	(\$16.6)	(\$15.3)	(\$13.9)	(\$14.9)	(\$11.4)	(\$4.9)	\$1.5	(\$101.1)
- Interest on In-year Transactions	(\$6.5)	\$0.0	(\$1.2)	\$0.7	\$0.7	(\$0.1)	\$1.4	\$2.2	\$2.4	(\$1.2)	(\$1.6)
TOTAL REVENUE	\$40.6	\$23.2	\$22.6	\$22.6	\$25.3	\$27.7	\$104.5	\$117.5	\$133.3	\$146.1	\$663.2
CLOSING CASH BALANCE	(\$231.0)	(\$243.2)	(\$301.1)	(\$278.5)	(\$253.2)	(\$270.5)	(\$206.6)	(\$89.1)	\$44.2	\$0.0	

2021 Adjusted Charge Per Capita

\$11.68

Allocation of Capital Program

Residential Sector	77.0%
Non-Residential Sector	23.0%

Rates for 2021

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

APPENDIX B.5

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
BY-LAW ENFORCEMENT
COMMERCIAL DEVELOPMENT CHARGE
(in \$000)

BY-LAW ENFORCEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$1.29	(\$34.03)	(\$34.04)	(\$39.30)	(\$31.75)	(\$23.22)	(\$19.31)	(\$14.01)	(\$2.56)	\$10.25	
2021 - 2030 COMMERCIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$1.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.3
- By-Law Enforcement: Non Inflated	\$34.0	\$4.3	\$9.7	\$0.0	\$0.0	\$5.1	\$4.5	\$0.0	\$0.0	\$19.9	\$77.5
- By-Law Enforcement: Inflated	\$35.3	\$4.4	\$10.1	\$0.0	\$0.0	\$5.6	\$5.1	\$0.0	\$0.0	\$23.8	\$84.3
NEW COMMERCIAL DEVELOPMENT											
- Growth in Square Metres	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	244,563
REVENUE											
- DC Receipts: Inflated	\$0.8	\$6.3	\$6.8	\$9.5	\$10.1	\$10.7	\$11.3	\$12.0	\$12.7	\$13.5	\$93.8
INTEREST											
- Interest on Opening Balance	\$0.0	(\$1.9)	(\$1.9)	(\$2.2)	(\$1.7)	(\$1.3)	(\$1.1)	(\$0.8)	(\$0.1)	\$0.4	(\$10.5)
- Interest on In-year Transactions	(\$0.9)	\$0.0	(\$0.1)	\$0.2	\$0.2	\$0.1	\$0.1	\$0.2	\$0.2	(\$0.3)	(\$0.3)
TOTAL REVENUE	(\$0.1)	\$4.4	\$4.8	\$7.5	\$8.5	\$9.5	\$10.4	\$11.4	\$12.8	\$13.6	\$83.0
CLOSING CASH BALANCE	(\$34.0)	(\$34.0)	(\$39.3)	(\$31.8)	(\$23.2)	(\$19.3)	(\$14.0)	(\$2.6)	\$10.3	(\$0.0)	

2021 Adjusted Charge Per Square Metre	\$0.34
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Allocation of Capital Program	
Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%
Rates for 2021	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.5

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
BY-LAW ENFORCEMENT
INDUSTRIAL DEVELOPMENT CHARGE
(in \$000)

BY-LAW ENFORCEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$1.06	(\$24.21)	(\$16.15)	(\$11.98)	(\$7.36)	(\$2.27)	(\$1.40)	\$0.19	\$6.34	\$12.94	
2021 - 2030 INDUSTRIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$1.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.1
- By-Law Enforcement: Non Inflated	\$27.9	\$3.6	\$7.9	\$0.0	\$0.0	\$4.2	\$3.7	\$0.0	\$0.0	\$16.4	\$63.6
- By-Law Enforcement: Inflated	\$29.0	\$3.6	\$8.3	\$0.0	\$0.0	\$4.6	\$4.2	\$0.0	\$0.0	\$19.5	\$69.2
INDUSTRIAL SPACE GROWTH											
- Growth in Square Metres	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	719,229
REVENUE											
- DC Receipts: Inflated	\$4.3	\$12.9	\$13.2	\$5.2	\$5.4	\$5.6	\$5.8	\$6.0	\$6.3	\$6.5	\$71.2
INTEREST											
- Interest on Opening Balance	\$0.0	(\$1.3)	(\$0.9)	(\$0.7)	(\$0.4)	(\$0.1)	(\$0.1)	\$0.0	\$0.2	\$0.5	(\$2.8)
- Interest on In-year Transactions	(\$0.7)	\$0.2	\$0.1	\$0.1	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.4)	(\$0.3)
TOTAL REVENUE	\$3.7	\$11.7	\$12.4	\$4.6	\$5.1	\$5.5	\$5.8	\$6.2	\$6.6	\$6.6	\$68.1
CLOSING CASH BALANCE	(\$24.2)	(\$16.2)	(\$12.0)	(\$7.4)	(\$2.3)	(\$1.4)	\$0.2	\$6.3	\$12.9	\$0.0	

2021 Adjusted Charge Per Square Metre

\$0.09

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.5

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
BY-LAW ENFORCEMENT
INSTITUTIONAL DEVELOPMENT CHARGE
(in \$000)

BY-LAW ENFORCEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$0.73	(\$19.45)	(\$22.84)	(\$29.53)	(\$24.73)	(\$19.24)	(\$16.20)	(\$12.20)	(\$4.56)	\$4.07	
2021 - 2030 INSTITUTIONAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$0.73	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
- By-Law Enforcement: Non Inflated	\$19.1	\$2.4	\$5.4	\$0.0	\$0.0	\$2.9	\$2.5	\$0.0	\$0.0	\$11.2	\$43.6
- By-Law Enforcement: Inflated	\$19.8	\$2.5	\$5.7	\$0.0	\$0.0	\$3.2	\$2.9	\$0.0	\$0.0	\$13.4	\$47.4
INSITUTIONAL SPACE GROWTH											
- Growth in Square Metres	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	246,288
REVENUE											
- DC Receipts: Inflated	\$0.2	\$0.2	\$0.4	\$6.3	\$6.7	\$7.2	\$7.7	\$8.2	\$8.7	\$9.3	\$54.9
INTEREST											
- Interest on Opening Balance	\$0.0	(\$1.1)	(\$1.3)	(\$1.6)	(\$1.4)	(\$1.1)	(\$0.9)	(\$0.7)	(\$0.3)	\$0.1	(\$8.0)
- Interest on In-year Transactions	(\$0.5)	(\$0.1)	(\$0.1)	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.2	(\$0.1)	(\$0.2)
TOTAL REVENUE	(\$0.3)	(\$0.9)	(\$1.0)	\$4.8	\$5.5	\$6.2	\$6.9	\$7.6	\$8.6	\$9.3	\$46.7
CLOSING CASH BALANCE	(\$19.4)	(\$22.8)	(\$29.5)	(\$24.7)	(\$19.2)	(\$16.2)	(\$12.2)	(\$4.6)	\$4.1	\$0.0	

2021 Adjusted Charge Per Square Metre

\$0.20

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.6

TABLE 1

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
DEVELOPMENT RELATED STUDIES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
6.0 DEVELOPMENT RELATED STUDIES										
Corporate Services Studies and Initiatives										
13227001 DC Study Prep - Facility Replacement Cost Analysis	2022 - 2028	\$ 141,000	\$ -	\$ 141,000	0%	\$ -	\$ 141,000	\$ 141,000	\$ -	\$ -
13237001 Growth Plan - DC Study, Long Range Financial Plan	2023 - 2029	\$ 780,000	\$ -	\$ 780,000	25%	\$ 195,000	\$ 585,000	\$ -	\$ 585,000	\$ -
13197001 Long Range Financial Plan Annual Update	2021 - 2030	\$ 103,000	\$ -	\$ 103,000	50%	\$ 51,500	\$ 51,500	\$ 51,500	\$ -	\$ -
Subtotal Corporate Services Studies and Initiatives		\$ 1,024,000	\$ -	\$ 1,024,000		\$ 246,500	\$ 777,500	\$ 192,500	\$ 585,000	\$ -
Administrative Studies and Initiatives										
10247001 Digital Strategy	2021 - 2030	\$ 211,800	\$ -	\$ 211,800	75%	\$ 159,192	\$ 52,608	\$ 5,261	\$ 47,347	\$ -
10227001 GIS Master Plan	2023 - 2023	\$ 50,000	\$ -	\$ 50,000	75%	\$ 37,581	\$ 12,419	\$ 12,419	\$ -	\$ -
55207501 Economic Development Strategy Update	2025 - 2025	\$ 100,000	\$ -	\$ 100,000	50%	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -
10247002 Informational Technology Master Plan	2021 - 2030	\$ 422,250	\$ -	\$ 422,250	75%	\$ 317,370	\$ 104,880	\$ 10,488	\$ 94,392	\$ -
51237001 Ward Boundary Review	2023 - 2023	\$ 61,800	\$ -	\$ 61,800	50%	\$ 30,900	\$ 30,900	\$ 30,900	\$ -	\$ -
50217001 Workforce Planning Study	2022 - 2022	\$ 200,000	\$ -	\$ 200,000	75%	\$ 150,323	\$ 49,677	\$ 49,677	\$ -	\$ -
Subtotal Administrative Studies and Initiatives		\$ 1,045,850	\$ -	\$ 1,045,850		\$ 745,365	\$ 300,485	\$ 158,745	\$ 141,740	\$ -
Planning and Development Studies										
81287201 Official Plan (Major Review)	2028 - 2029	\$ 2,060,000	\$ -	\$ 2,060,000	20%	\$ 412,000	\$ 1,648,000	\$ -	\$ 1,648,000	\$ -
81227201 Official Plan (Minor Review)	2022 - 2024	\$ 515,000	\$ -	\$ 515,000	20%	\$ 103,000	\$ 412,000	\$ 206,000	\$ 206,000	\$ -
81297201 Zoning By-Law Update	2029 - 2029	\$ 412,000	\$ -	\$ 412,000	20%	\$ 82,400	\$ 329,600	\$ -	\$ 329,600	\$ -
Subtotal Planning and Development Studies		\$ 2,987,000	\$ -	\$ 2,987,000		\$ 597,400	\$ 2,389,600	\$ 206,000	\$ 2,183,600	\$ -

APPENDIX B.6

TABLE 1

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
DEVELOPMENT RELATED STUDIES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Sustainability Program										
55227602 Corporate Sustainability Plan Update	2022 - 2022	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ -
55237602 Sustainable Development Guidelines Update	2023 - 2028	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 100,000	\$ 37,028	\$ 62,972	\$ -
Subtotal Sustainability Program		\$ 160,000	\$ -	\$ 160,000		\$ -	\$ 160,000	\$ 97,028	\$ 62,972	\$ -
Downtown Related Studies										
81227401 Brooklin HCD Plan and Guidelines Update	2023 - 2023	\$ 51,500	\$ -	\$ 51,500	50%	\$ 25,750	\$ 25,750	\$ 25,750	\$ -	\$ -
81247401 Downtown Whitby Four Corners HCD Plan and Guidelines	2024 - 2024	\$ 103,000	\$ -	\$ 103,000	50%	\$ 51,500	\$ 51,500	\$ 51,500	\$ -	\$ -
81217401 Downtown Whitby Perry's Plan HCD Plan and Guidelines	2022 - 2022	\$ 103,000	\$ -	\$ 103,000	50%	\$ 51,500	\$ 51,500	\$ 51,500	\$ -	\$ -
Subtotal Downtown Related Studies		\$ 257,500	\$ -	\$ 257,500		\$ 128,750	\$ 128,750	\$ 128,750	\$ -	\$ -
Provision for Future Growth-Related Studies										
6.1.1 Provision for Future Growth Related Studies	2030 - 2030	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
Subtotal Provision for Future Growth-Related Studies		\$ 2,000,000	\$ -	\$ 2,000,000		\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
TOTAL DEVELOPMENT RELATED STUDIES		\$ 7,474,350	\$ -	\$ 7,474,350		\$ 1,718,015	\$ 5,756,335	\$ 783,023	\$ 4,973,312	\$ -

Residential Development Charge Calculation

Residential Share of 2021 - 2030 DC Eligible Costs	77.0%	\$3,830,965
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$65.66

Non-Residential Development Charge Calculation

<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	9.6%	\$479,266
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$1.96
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	7.9%	\$393,551
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$0.55
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	5.4%	\$269,529
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$1.09

Reserve Fund Balance	-
Balance as at December 31, 2020	\$783,023

APPENDIX B.6

TABLE 2

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
DEVELOPMENT RELATED STUDIES
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

DEVELOPMENT RELATED STUDIES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$603.2	\$852.1	\$877.5	\$679.9	\$706.2	\$865.5	\$953.9	\$1,601.4	\$1,525.0	\$1,084.2	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$6.6	\$180.2	\$152.6	\$108.1	\$78.7	\$4.0	\$7.1	\$54.4	\$4.0	\$7.4	\$603.2
- Development Related Studies: Non Inflated	\$23.9	\$15.9	\$255.7	\$87.5	\$0.0	\$150.2	\$28.4	\$659.0	\$1,038.8	\$1,571.6	\$3,831.0
- Development Related Studies: Inflated	\$30.6	\$200.0	\$424.8	\$207.6	\$85.2	\$170.2	\$40.0	\$819.5	\$1,221.8	\$1,887.1	\$5,086.7
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$254.5	\$195.7	\$202.6	\$210.0	\$217.5	\$227.3	\$643.5	\$690.6	\$740.8	\$795.0	\$4,177.5
INTEREST											
- Interest on Opening Balance	\$21.1	\$29.8	\$30.7	\$23.8	\$24.7	\$30.3	\$33.4	\$56.0	\$53.4	\$37.9	\$341.2
- Interest on In-year Transactions	\$3.9	(\$0.1)	(\$6.1)	\$0.0	\$2.3	\$1.0	\$10.6	(\$3.5)	(\$13.2)	(\$30.0)	(\$35.2)
TOTAL REVENUE	\$279.5	\$225.4	\$227.2	\$233.8	\$244.5	\$258.6	\$687.5	\$743.1	\$781.0	\$802.9	\$4,483.5
CLOSING CASH BALANCE	\$852.1	\$877.5	\$679.9	\$706.2	\$865.5	\$953.9	\$1,601.4	\$1,525.0	\$1,084.2	\$0.0	

2021 Adjusted Charge Per Capita

\$63.69

Allocation of Capital Program

Residential Sector	77.0%
Non-Residential Sector	23.0%

Rates for 2021

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

APPENDIX B.6

TABLE 2

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
DEVELOPMENT RELATED STUDIES
COMMERCIAL DEVELOPMENT CHARGE
(in \$000)

DEVELOPMENT RELATED STUDIES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$75.46	\$2.31	\$35.55	\$41.09	\$84.48	\$144.35	\$188.67	\$255.07	\$235.03	\$159.18	
2021 - 2030 COMMERCIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$75.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75.5
- Development Related Studies: Non Inflated	\$3.0	\$2.0	\$32.0	\$10.9	\$0.0	\$18.8	\$3.6	\$82.4	\$130.0	\$196.6	\$479.3
- Development Related Studies: Inflated	\$78.5	\$2.0	\$33.3	\$11.6	\$0.0	\$20.7	\$4.0	\$94.7	\$152.3	\$235.0	\$632.1
NEW COMMERCIAL DEVELOPMENT											
- Growth in Square Metres	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	244,563
REVENUE											
- DC Receipts: Inflated	\$4.7	\$34.6	\$37.5	\$52.8	\$55.9	\$59.3	\$62.8	\$66.5	\$70.5	\$74.6	\$519.3
INTEREST											
- Interest on Opening Balance	\$2.6	\$0.1	\$1.2	\$1.4	\$3.0	\$5.1	\$6.6	\$8.9	\$8.2	\$5.6	\$42.7
- Interest on In-year Transactions	(\$2.0)	\$0.6	\$0.1	\$0.7	\$1.0	\$0.7	\$1.0	(\$0.8)	(\$2.3)	(\$4.4)	(\$5.4)
TOTAL REVENUE	\$5.3	\$35.3	\$38.8	\$55.0	\$59.9	\$65.1	\$70.4	\$74.7	\$76.4	\$75.8	\$556.6
CLOSING CASH BALANCE	\$2.3	\$35.6	\$41.1	\$84.5	\$144.3	\$188.7	\$255.1	\$235.0	\$159.2	\$0.0	

2021 Adjusted Charge Per Square Metre	\$1.91
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Allocation of Capital Program	
Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%
Rates for 2021	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.6

TABLE 2

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
DEVELOPMENT RELATED STUDIES
INDUSTRIAL DEVELOPMENT CHARGE
(in \$000)

DEVELOPMENT RELATED STUDIES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$61.96	\$85.85	\$141.86	\$178.55	\$192.94	\$221.81	\$243.92	\$281.69	\$240.12	\$155.94	
2021 - 2030 INDUSTRIAL FUNDING REQUIREMENTS											
-Prior Growth (Funding form DC Reserve Balance)	\$0.68	\$18.51	\$15.68	\$11.11	\$8.08	\$0.41	\$0.73	\$5.59	\$0.41	\$0.76	\$62.0
- Development Related Studies: Non Inflated	\$2.5	\$1.6	\$26.3	\$9.0	\$0.0	\$15.4	\$2.9	\$67.7	\$106.7	\$161.4	\$393.6
- Development Related Studies: Inflated	\$3.1	\$20.5	\$43.6	\$21.3	\$8.7	\$17.5	\$4.1	\$84.2	\$125.5	\$193.9	\$522.5
INDUSTRIAL SPACE GROWTH											
- Growth in Square Metres	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	719,229
REVENUE											
- DC Receipts: Inflated	\$24.5	\$72.6	\$74.8	\$29.3	\$30.5	\$31.6	\$32.8	\$34.1	\$35.4	\$36.8	\$402.5
INTEREST											
- Interest on Opening Balance	\$2.2	\$3.0	\$5.0	\$6.2	\$6.8	\$7.8	\$8.5	\$9.9	\$8.4	\$5.5	\$63.2
- Interest on In-year Transactions	\$0.4	\$0.9	\$0.5	\$0.1	\$0.4	\$0.2	\$0.5	(\$1.4)	(\$2.5)	(\$4.3)	(\$5.1)
TOTAL REVENUE	\$27.0	\$76.6	\$80.3	\$35.7	\$37.6	\$39.6	\$41.9	\$42.6	\$41.3	\$37.9	\$460.6
CLOSING CASH BALANCE	\$85.9	\$141.9	\$178.6	\$192.9	\$221.8	\$243.9	\$281.7	\$240.1	\$155.9	\$0.0	

2021 Adjusted Charge Per Square Metre

\$0.52

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX B.6

TABLE 2

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
DEVELOPMENT RELATED STUDIES
INSTITUTIONAL DEVELOPMENT CHARGE
(in \$000)

DEVELOPMENT RELATED STUDIES	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$42.44	\$42.70	\$31.01	\$3.44	\$23.48	\$55.31	\$84.64	\$126.94	\$117.58	\$81.87	
2021 - 2030 INSTITUTIONAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$0.47	\$12.68	\$10.74	\$7.61	\$5.54	\$0.28	\$0.50	\$3.83	\$0.28	\$0.52	\$42.4
- Development Related Studies: Non Inflated	\$1.7	\$1.1	\$18.0	\$6.2	\$0.0	\$10.6	\$2.0	\$46.4	\$73.1	\$110.6	\$269.5
- Development Related Studies: Inflated	\$2.2	\$14.1	\$29.9	\$14.6	\$6.0	\$12.0	\$2.8	\$57.7	\$86.0	\$132.8	\$357.9
INSITUTIONAL SPACE GROWTH											
- Growth in Square Metres	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	246,288
REVENUE											
- DC Receipts: Inflated	\$1.0	\$1.2	\$2.0	\$34.2	\$36.5	\$38.9	\$41.5	\$44.2	\$47.2	\$50.3	\$296.9
INTEREST											
- Interest on Opening Balance	\$1.5	\$1.5	\$1.1	\$0.1	\$0.8	\$1.9	\$3.0	\$4.4	\$4.1	\$2.9	\$21.3
- Interest on In-year Transactions	(\$0.0)	(\$0.4)	(\$0.8)	\$0.3	\$0.5	\$0.5	\$0.7	(\$0.4)	(\$1.1)	(\$2.3)	(\$2.8)
TOTAL REVENUE	\$2.4	\$2.4	\$2.3	\$34.6	\$37.8	\$41.3	\$45.1	\$48.3	\$50.3	\$50.9	\$315.4
CLOSING CASH BALANCE	\$42.7	\$31.0	\$3.4	\$23.5	\$55.3	\$84.6	\$126.9	\$117.6	\$81.9	\$0.0	

2021 Adjusted Charge Per Square Metre

\$1.07

Allocation of Capital Program

Commercial Share 9.6%

Industrial Share 7.9%

Institutional Share 5.4%

Rates for 2021

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%

APPENDIX C.1
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
OPERATIONS

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
1.0 OPERATIONS										
Information Technology - Business Solutions										
10245601 Special Project - Vehicle Routing Optimization	2023 - 2028	\$ 206,000	\$ -	\$ 206,000	75%	\$ 154,833	\$ 51,167	\$ -	\$ 51,167	\$ -
Subtotal Information Technology - Business Solutions		\$ 206,000	\$ -	\$ 206,000		\$ 154,833	\$ 51,167	\$ -	\$ 51,167	\$ -
Roads, Construction & Storm Water Services Fleet and Equipment										
30222102 RDSR - 1 Ton Truck with Dump (additional)	2022 - 2022	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30252105 RDSR - 1 Ton Truck with Dump (additional)	2027 - 2027	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30292008 RDSR - 1/2 Ton Pickup Truck (additional)	2029 - 2029	\$ -46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
30272105 RDSR - 4x4 Truck with Plow (additional)	2027 - 2027	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ 64,500	\$ -
30262006 RDSR - Extended Cab Pickup (additional)	2026 - 2026	\$ 46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ 46,000	\$ -
30250401 RDSR - Front End Loader (additional)	2025 - 2025	\$ 322,000	\$ -	\$ 322,000	0%	\$ -	\$ 322,000	\$ -	\$ 322,000	\$ -
30252102 RDSR - Hook Lift with 3 bodies (additional)	2025 - 2025	\$ 183,000	\$ -	\$ 183,000	0%	\$ -	\$ 183,000	\$ -	\$ 183,000	\$ -
30160904 RDSR - Single Axle Dump Truck (additional)	2021 - 2021	\$ 268,000	\$ -	\$ 268,000	0%	\$ -	\$ 268,000	\$ -	\$ 268,000	\$ -
30292103 RDSR - Single Axle Dump Truck (additional)	2029 - 2029	\$ 268,000	\$ -	\$ 268,000	0%	\$ -	\$ 268,000	\$ -	\$ -	\$ 268,000
30242106 RDSR - Tandem Dump with Plow, Wing and Sander (additional)	2024 - 2024	\$ 322,000	\$ -	\$ 322,000	0%	\$ -	\$ 322,000	\$ -	\$ 322,000	\$ -
30160401 RDSR - Vibratory Roller (additional)	2022 - 2022	\$ 50,000	\$ -	\$ 50,000	0%	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
30212101 RDSU - 1 Ton Truck with Dump (additional)	2022 - 2022	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30252103 RDSU - 1 Ton Truck with Dump (additional)	2025 - 2025	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30212102 RDSU - 1/2 Ton Pickup Truck (additional)	2022 - 2022	\$ 46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ 46,000	\$ -
30222101 RDSU - 2 Ton Crane Truck (additional)	2023 - 2023	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
30170902 RDSU - 4x4 Truck with Plow (additional)	2021 - 2021	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ 64,500	\$ -	\$ -
30288701 RDSU - 4x4 Truck with Plow (additional)	2028 - 2028	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ -	\$ -	\$ 64,500
30222104 RDSU - Hook Lift with 3 bodies (additional)	2022 - 2022	\$ 183,000	\$ -	\$ 183,000	0%	\$ -	\$ 183,000	\$ -	\$ 183,000	\$ -
30232101 RDSU - Portable Vactor (additional)	2023 - 2023	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ -	\$ 129,000	\$ -
30130908 RDSU - Single Axle Dump Truck	2022 - 2022	\$ 268,000	\$ -	\$ 268,000	0%	\$ -	\$ 268,000	\$ -	\$ 268,000	\$ -
30242104 RDSU - Single Axle Dump Truck (additional)	2024 - 2024	\$ 268,000	\$ -	\$ 268,000	0%	\$ -	\$ 268,000	\$ -	\$ 268,000	\$ -
30212103 RDSU - Street Sweeper	2021 - 2021	\$ 353,500	\$ -	\$ 353,500	0%	\$ -	\$ 353,500	\$ 353,500	\$ -	\$ -
30252106 RDSU - Street Sweeper (additional)	2025 - 2025	\$ 353,500	\$ -	\$ 353,500	0%	\$ -	\$ 353,500	\$ -	\$ 353,500	\$ -
30202201 RDSU - Tri-Axle Trailer (additional)	2022 - 2022	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ 16,100	\$ -	\$ -
30302203 RDSU - Tri-Axle Trailer (additional)	2030 - 2030	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ -	\$ -	\$ 16,100
30252101 RDSU - Water Truck / Flusher (additional)	2025 - 2025	\$ 268,000	\$ -	\$ 268,000	0%	\$ -	\$ 268,000	\$ -	\$ 268,000	\$ -
30242703 RDSU - 2 Tonne Truck with Plow and Salter	2024 - 2024	\$ 94,500	\$ -	\$ 94,500	0%	\$ -	\$ 94,500	\$ -	\$ 94,500	\$ -
30242701 RDSU - Loader with Variable Wing	2024 - 2024	\$ 340,000	\$ -	\$ 340,000	0%	\$ -	\$ 340,000	\$ -	\$ 340,000	\$ -
30242702 RDSU - Single Axle Dump Truck	2024 - 2024	\$ 262,500	\$ -	\$ 262,500	0%	\$ -	\$ 262,500	\$ -	\$ 262,500	\$ -
30222005 STRM - 1/2 Ton Pickup Truck (additional)	2022 - 2022	\$ 46,000	\$ -	\$ 46,000	0%	\$ -	\$ 46,000	\$ -	\$ 46,000	\$ -
30278705 STRM - 3/4 Ton Pickup Truck with Dump (additional)	2027 - 2027	\$ 80,500	\$ -	\$ 80,500	0%	\$ -	\$ 80,500	\$ -	\$ 80,500	\$ -
30222103 STRM - Crane Truck 5 Ton (additional)	2022 - 2022	\$ 139,500	\$ -	\$ 139,500	0%	\$ -	\$ 139,500	\$ 139,500	\$ -	\$ -
30202901 STRM - Sewer Camera System (additional)	2021 - 2021	\$ 12,900	\$ -	\$ 12,900	0%	\$ -	\$ 12,900	\$ 12,900	\$ -	\$ -
30150401 STRM - Trailer with Water Pump (additional)	2021 - 2021	\$ 10,200	\$ -	\$ 10,200	0%	\$ -	\$ 10,200	\$ 10,200	\$ -	\$ -
30212201 STRM - Trailer with Water Pump (additional)	2021 - 2021	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ 16,100	\$ -	\$ -
30292201 STRM - Trailer with Water Pump (additional)	2029 - 2029	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ -	\$ -	\$ 16,100
30302202 STRM - Trailer with Water Pump (additional)	2030 - 2030	\$ 16,100	\$ -	\$ 16,100	0%	\$ -	\$ 16,100	\$ -	\$ -	\$ 16,100
30212104 STRM - Utility Truck with Lift/Winch/Racking (additional)	2021 - 2021	\$ 96,500	\$ -	\$ 96,500	0%	\$ -	\$ 96,500	\$ 96,500	\$ -	\$ -
Subtotal Roads, Construction & Storm Water Services Fleet and Equipment		\$ 5,181,600	\$ -	\$ 5,181,600		\$ -	\$ 5,181,600	\$ 709,300	\$ 3,981,000	\$ 491,300

APPENDIX C.1

TABLE 2

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
OPERATIONS

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE (%)	Replacement & BTE Shares		Prior Growth	2021- 2030	Post 2030
Traffic Services Fleet and Equipment											
30302103	TRAF - 2 Ton Crane Truck (additional)	2030 - 2030	\$ 129,000	\$ -	\$ 129,000	0%	\$ -	\$ 129,000	\$ 129,000	\$ -	\$ -
30202002	TRAF - Extended Cab Pickup Truck (additional)	2021 - 2021	\$ 45,500	\$ -	\$ 45,500	0%	\$ -	\$ 45,500	\$ 45,500	\$ -	\$ -
40161806	TRAF - Portable Radar Message Boards (additional)	2021 - 2021	\$ 6,600	\$ -	\$ 6,600	0%	\$ -	\$ 6,600	\$ 6,600	\$ -	\$ -
30212901	TRAF - Portable Traffic Signs (additional)	2021 - 2021	\$ 49,500	\$ -	\$ 49,500	0%	\$ -	\$ 49,500	\$ 49,500	\$ -	\$ -
30212902	TRAF - Portable Traffic Signs (additional)	2021 - 2021	\$ 10,200	\$ -	\$ 10,200	0%	\$ -	\$ 10,200	\$ 10,200	\$ -	\$ -
30251402	TRAF - Portable Traffic Signs (additional)	2026 - 2026	\$ 11,000	\$ -	\$ 11,000	0%	\$ -	\$ 11,000	\$ -	\$ 11,000	\$ -
30262901	TRAF - Portable Traffic Signs (additional)	2026 - 2026	\$ 49,500	\$ -	\$ 49,500	0%	\$ -	\$ 49,500	\$ -	\$ 49,500	\$ -
30212701	TRAF - Sidewalk Plow and Sander (additional)	2021 - 2021	\$ 174,000	\$ -	\$ 174,000	0%	\$ -	\$ 174,000	\$ 174,000	\$ -	\$ -
30252701	TRAF - Sidewalk Plow and Sander (additional)	2025 - 2025	\$ 182,500	\$ -	\$ 182,500	0%	\$ -	\$ 182,500	\$ -	\$ 182,500	\$ -
30281403	TRAF - Sidewalk Plow and Sander (additional)	2027 - 2027	\$ 182,500	\$ -	\$ 182,500	0%	\$ -	\$ 182,500	\$ -	\$ 182,500	\$ -
30281404	TRAF - Sidewalk Plow and Sander (additional)	2028 - 2028	\$ 182,500	\$ -	\$ 182,500	0%	\$ -	\$ 182,500	\$ -	\$ -	\$ 182,500
30302403	TRAF - Trackless Side and Rear Mower (additional)	2030 - 2030	\$ 64,500	\$ -	\$ 64,500	0%	\$ -	\$ 64,500	\$ 64,500	\$ -	\$ -
Subtotal Traffic Services Fleet and Equipment			\$ 1,087,300	\$ -	\$ 1,087,300		\$ -	\$ 1,087,300	\$ 414,800	\$ 490,000	\$ 182,500
Operations Centre ⁽¹⁾											
30211305	OPC - Expansion Phase 2	2021 - 2023	\$ 4,481,400	\$ -	\$ 4,481,400	0%	\$ -	\$ 4,481,400	\$ 1,225,885	\$ 3,255,515	\$ -
30291301	OPC - Expansion Phase 3	2029 - 2029	\$ 1,155,000	\$ -	\$ 1,155,000	0%	\$ -	\$ 1,155,000	\$ -	\$ -	\$ 1,155,000
Subtotal Operations Centre			\$ 5,636,400	\$ -	\$ 5,636,400		\$ -	\$ 5,636,400	\$ 1,225,885	\$ 3,255,515	\$ 1,155,000
Sustainability Program											
55208001	EV Joint Venture (charging stations)	2021 - 2029	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 225,000	\$ -	\$ 125,000	\$ 100,000
Subtotal Sustainability Program			\$ 300,000	\$ -	\$ 300,000		\$ 75,000	\$ 225,000	\$ -	\$ 125,000	\$ 100,000
Other Administrative / Operational Facilities											
30261302	Future Satellite Facility	2026 - 2029	\$ 4,830,000	\$ -	\$ 4,830,000	0%	\$ -	\$ 4,830,000	\$ -	\$ 2,280,442	\$ 2,549,558
30251307	Salt Dome	2025 - 2025	\$ 446,250	\$ -	\$ 446,250	0%	\$ -	\$ 446,250	\$ -	\$ 446,250	\$ -
30251306	Sand Dome	2025 - 2025	\$ 446,250	\$ -	\$ 446,250	0%	\$ -	\$ 446,250	\$ -	\$ 446,250	\$ -
30277101	Fleet Strategic Master Plan Update	2027 - 2027	\$ 75,000	\$ -	\$ 75,000	20%	\$ 15,000	\$ 60,000	\$ -	\$ 60,000	\$ -
Subtotal Other Administrative / Operational Facilities			\$ 5,797,500	\$ -	\$ 5,797,500		\$ 15,000	\$ 5,782,500	\$ -	\$ 3,232,942	\$ 2,549,558

APPENDIX C.1
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
OPERATIONS

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares		Prior Growth	2021-2030	Post 2030
Existing Debt (Principal 10yr)										
1.1.1 Land Acquisition - Operations Satellite Facility	2021 - 2030	\$ 819,392	\$ -	\$ 819,392	0%	\$ -	\$ 819,392	\$ -	\$ 819,392	\$ -
1.1.2 Operations Centre Expansion (Phase 1) ⁽¹⁾	2021 - 2030	\$ 1,814,478	\$ -	\$ 1,814,478	0%	\$ -	\$ 1,814,478	\$ -	\$ 1,814,478	\$ -
Subtotal Existing Debt (Principal 10yr)		\$ 2,633,870	\$ -	\$ 2,633,870		\$ -	\$ 2,633,870	\$ -	\$ 2,633,870	\$ -
TOTAL OPERATIONS		\$ 20,842,670	\$ -	\$ 20,842,670		\$ 244,833	\$ 20,597,837	\$ 2,349,985	\$ 13,769,494	\$ 4,478,358

(1) - Operations Centre costs have been allocated 45% by Parks Services and 55% Operations services based on anticipated future use of the facility.

Residential Development Charge Calculation		
Residential Share of 2021 - 2030 DC Eligible Costs	77.0%	\$10,606,706
10-Year Growth in Population in New Units		58,344
Unadjusted Development Charge Per Capita		\$181.80
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	9.6%	\$1,326,934
10-Year Growth in Square Metres		244,563
Unadjusted Development Charge Per Square Metre		\$5.43
<i>Industrial</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	7.9%	\$1,089,615
10-Year Growth in Square Metres		719,229
Unadjusted Development Charge Per Square Metre		\$1.51
<i>Institutional</i>		
Non-Residential Share of 2021 - 2030 DC Eligible Costs	5.4%	\$746,240
10-Year Growth in Square Metres		246,288
Unadjusted Development Charge Per Square Metre		\$3.03

2021 - 2030 Net Funding Envelope	\$13,769,494
Reserve Fund Balance	
Balance as at December 31, 2020	\$2,349,985

APPENDIX C.1

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
OPERATIONS
RESIDENTIAL DEVELOPMENT CHARGE
(in \$000)

OPERATIONS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$1,810.2	\$1,411.7	(\$774.1)	(\$2,322.7)	(\$3,150.6)	(\$4,838.9)	(\$4,987.9)	(\$4,255.6)	(\$2,561.4)	(\$1,994.4)	
2021 - 2030 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding form DC Reserve Balance)	\$676.8	\$608.1	\$425.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$99.4	\$1,810.2
- Operations: Non Inflated	\$318.6	\$1,877.5	\$1,349.5	\$1,023.5	\$1,757.8	\$311.2	\$692.7	\$19.7	\$1,177.7	\$49.7	\$8,577.8
- Land Acq. - Ops. Satellite Facility Debt Principle Pmnt. (1)	\$60.9	\$61.3	\$61.7	\$62.1	\$62.6	\$63.1	\$63.7	\$64.4	\$65.3	\$66.1	\$631.2
- Operaions Centre PH1 Debt Principle Pmnt. (1)	\$134.8	\$135.8	\$136.7	\$137.5	\$138.6	\$139.6	\$141.1	\$142.6	\$144.5	\$146.4	\$1,397.7
- Operations: Inflated	\$1,191.0	\$2,732.5	\$2,045.6	\$1,285.8	\$2,103.9	\$546.3	\$984.9	\$229.6	\$1,589.6	\$390.6	\$13,099.9
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	58,344
REVENUE											
- DC Receipts: Inflated	\$801.6	\$616.3	\$638.0	\$661.4	\$685.0	\$715.8	\$2,026.8	\$2,175.2	\$2,333.3	\$2,503.8	\$13,157.1
INTEREST											
- Interest on Opening Balance	\$63.4	\$49.4	(\$42.6)	(\$127.8)	(\$173.3)	(\$266.1)	(\$274.3)	(\$234.1)	(\$140.9)	(\$109.7)	(\$1,255.9)
- Interest on In-year Transactions	(\$10.7)	(\$58.2)	(\$38.7)	(\$17.2)	(\$39.0)	\$3.0	\$18.2	\$34.0	\$13.0	\$37.0	(\$58.6)
- Interest on Land Acq. - Ops. Satellite Facility	(\$19.9)	(\$19.6)	(\$19.3)	(\$18.9)	(\$18.4)	(\$17.9)	(\$17.2)	(\$16.5)	(\$15.7)	(\$14.8)	(\$178.2)
- Interest on Operaions Centre PH1 Debt Principle Pmnt	(\$41.8)	(\$41.2)	(\$40.5)	(\$39.7)	(\$38.7)	(\$37.6)	(\$36.2)	(\$34.8)	(\$33.1)	(\$31.2)	(\$374.8)
TOTAL REVENUE	\$792.5	\$546.7	\$497.0	\$457.9	\$415.6	\$397.2	\$1,717.2	\$1,923.9	\$2,156.7	\$2,385.0	\$11,289.6
CLOSING CASH BALANCE	\$1,411.7	(\$774.1)	(\$2,322.7)	(\$3,150.6)	(\$4,838.9)	(\$4,987.9)	(\$4,255.6)	(\$2,561.4)	(\$1,994.4)	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Capita

\$200.59

Allocation of Capital Program

Residential Sector	77.0%
Non-Residential Sector	23.0%

Rates for 2021

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

APPENDIX C.1

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
OPERATIONS
COMMERCIAL DEVELOPMENT CHARGE
(in \$000)

OPERATIONS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$226.46	\$88.46	(\$157.37)	(\$317.40)	(\$339.70)	(\$458.38)	(\$373.48)	(\$328.71)	(\$173.34)	(\$169.81)	
2021 - 2030 COMMERCIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$84.67	\$76.08	\$53.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.43	\$226.5
- Operations: Non Inflated	\$39.85	\$234.9	\$168.8	\$128.0	\$219.9	\$38.9	\$86.7	\$2.5	\$147.3	\$6.2	\$1,073.1
- Land Acq. - Ops. Satellite Facility Debt Principle Pmnt. (1)	\$7.62	\$7.7	\$7.7	\$7.8	\$7.8	\$7.9	\$8.0	\$8.1	\$8.2	\$8.3	\$79.0
- Operations Centre PH1 Debt Principle Pmnt. (1)	\$16.86	\$17.0	\$17.1	\$17.2	\$17.3	\$17.5	\$17.7	\$17.8	\$18.1	\$18.3	\$174.9
- Operations: Inflated	\$149.0	\$341.8	\$255.9	\$160.9	\$263.2	\$68.3	\$123.2	\$28.7	\$198.9	\$48.9	\$1,638.8
NEW COMMERCIAL DEVELOPMENT											
- Growth in Square Metres	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	244,563
REVENUE											
- DC Receipts: Inflated	\$14.5	\$107.0	\$115.9	\$163.3	\$172.8	\$183.4	\$194.0	\$205.5	\$217.7	\$230.6	\$1,604.6
INTEREST											
- Interest on Opening Balance	\$7.9	\$3.1	(\$8.7)	(\$17.5)	(\$18.7)	(\$25.2)	(\$20.5)	(\$18.1)	(\$9.5)	(\$9.3)	(\$116.5)
- Interest on In-year Transactions	(\$3.7)	(\$6.5)	(\$3.9)	\$0.0	(\$2.5)	\$2.0	\$1.2	\$3.1	\$0.3	\$3.2	(\$6.6)
- Interest on Land Acq. - Ops. Satellite Facility	(\$2.5)	(\$2.5)	(\$2.4)	(\$2.4)	(\$2.3)	(\$2.2)	(\$2.2)	(\$2.1)	(\$2.0)	(\$1.9)	(\$22.3)
- Interest on Operations Centre PH1	(\$5.2)	(\$5.2)	(\$5.1)	(\$5.0)	(\$4.8)	(\$4.7)	(\$4.5)	(\$4.4)	(\$4.1)	(\$3.9)	(\$46.9)
TOTAL REVENUE	\$11.0	\$96.0	\$95.9	\$138.6	\$144.5	\$153.2	\$168.0	\$184.1	\$202.4	\$218.7	\$1,412.4
CLOSING CASH BALANCE	\$88.5	(\$157.4)	(\$317.4)	(\$339.7)	(\$458.4)	(\$373.5)	(\$328.7)	(\$173.3)	(\$169.8)	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$5.89

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.1

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
OPERATIONS
INDUSTRIAL DEVELOPMENT CHARGE
(in \$000)

OPERATIONS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$185.96	\$136.69	\$73.04	\$86.42	\$39.02	(\$92.58)	(\$63.06)	(\$73.69)	(\$1.72)	(\$64.34)	
2021 - 2030 INDUSTRIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$69.53	\$62.47	\$43.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10.21	\$186.0
- Operations: Non Inflated	\$32.73	\$192.9	\$138.6	\$105.1	\$180.6	\$32.0	\$71.2	\$2.0	\$121.0	\$5.1	\$881.2
- Land Acq. - Ops. Satellite Facility Debt Principle Pmnt. (	\$6.25	\$6.3	\$6.3	\$6.4	\$6.4	\$6.5	\$6.5	\$6.6	\$6.7	\$6.8	\$64.8
- Operations Centre PH1 Debt Principle Pmnt. (1)	\$13.85	\$14.0	\$14.0	\$14.1	\$14.2	\$14.3	\$14.5	\$14.6	\$14.8	\$15.0	\$143.6
- Operations: Inflated	\$122.4	\$280.7	\$210.1	\$132.1	\$216.1	\$56.1	\$101.2	\$23.6	\$163.3	\$40.1	\$1,345.7
INDUSTRIAL SPACE GROWTH											
- Growth in Square Metres	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	719,229
REVENUE											
- DC Receipts: Inflated	\$74.2	\$220.2	\$226.8	\$88.9	\$92.4	\$95.7	\$99.6	\$103.5	\$107.3	\$111.5	\$1,220.1
INTEREST											
- Interest on Opening Balance	\$6.5	\$4.8	\$2.6	\$3.0	\$1.4	(\$5.1)	(\$3.5)	(\$4.1)	(\$0.1)	(\$3.5)	\$2.0
- Interest on In-year Transactions	(\$1.3)	(\$1.7)	\$0.3	(\$1.2)	(\$3.4)	\$0.7	(\$0.0)	\$1.4	(\$1.5)	\$1.2	(\$5.5)
- Interest on Land Acq. - Ops. Satellite Facility	(\$2.0)	(\$2.0)	(\$2.0)	(\$1.9)	(\$1.9)	(\$1.8)	(\$1.8)	(\$1.7)	(\$1.6)	(\$1.5)	(\$18.3)
- Interest on Operations Centre PH1	(\$4.3)	(\$4.2)	(\$4.2)	(\$4.1)	(\$4.0)	(\$3.9)	(\$3.7)	(\$3.6)	(\$3.4)	(\$3.2)	(\$38.5)
TOTAL REVENUE	\$73.1	\$217.1	\$223.5	\$84.7	\$84.5	\$85.6	\$90.5	\$95.6	\$100.7	\$104.5	\$1,159.8
CLOSING CASH BALANCE	\$136.7	\$73.0	\$86.4	\$39.0	(\$92.6)	(\$63.1)	(\$73.7)	(\$1.7)	(\$64.3)	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$1.57

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.1

TABLE 3

TOWN OF WHITBY
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
OPERATIONS
INSTITUTIONAL DEVELOPMENT CHARGE
(in \$000)

OPERATIONS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
OPENING CASH BALANCE	\$127.36	\$44.50	(\$151.72)	(\$305.65)	(\$308.63)	(\$363.19)	(\$300.99)	(\$258.33)	(\$150.27)	(\$123.84)	
2021 - 2030 INSTITUTIONAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$47.62	\$42.8	\$30.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.0	\$127.4
- Operations: Non Inflated	\$22.41	\$132.1	\$94.9	\$72.0	\$123.7	\$21.9	\$48.7	\$1.4	\$82.9	\$3.5	\$603.5
- Land Acq. - Ops. Satellite Facility Debt Principle Pmnt. (1)	\$4.28	\$4.3	\$4.3	\$4.4	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$44.4
- Operations Centre PH1 Debt Principle Pmnt. (1)	\$9.48	\$9.6	\$9.6	\$9.7	\$9.8	\$9.8	\$9.9	\$10.0	\$10.2	\$10.3	\$98.3
- Operations: Inflated	\$83.8	\$192.2	\$143.9	\$90.5	\$148.0	\$38.4	\$69.3	\$16.2	\$111.8	\$27.5	\$921.6
INSITUTIONAL SPACE GROWTH											
- Growth in Square Metres	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	246,288
REVENUE											
- DC Receipts: Inflated	\$3.0	\$3.9	\$6.3	\$108.1	\$115.4	\$123.0	\$131.2	\$139.9	\$149.3	\$159.1	\$939.2
INTEREST											
- Interest on Opening Balance	\$4.5	\$1.6	(\$8.3)	(\$16.8)	(\$17.0)	(\$20.0)	(\$16.6)	(\$14.2)	(\$8.3)	(\$6.8)	(\$101.9)
- Interest on In-year Transactions	(\$2.2)	(\$5.2)	(\$3.8)	\$0.3	(\$0.9)	\$1.5	\$1.1	\$2.2	\$0.7	\$2.3	(\$4.1)
- Interest on Land Acq. - Ops. Satellite Facility	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.3)	(\$1.3)	(\$1.3)	(\$1.2)	(\$1.2)	(\$1.1)	(\$1.0)	(\$12.5)
- Interest on Operations Centre PH1	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.8)	(\$2.7)	(\$2.6)	(\$2.6)	(\$2.4)	(\$2.3)	(\$2.2)	(\$26.4)
TOTAL REVENUE	\$0.9	(\$4.0)	(\$10.0)	\$87.5	\$93.5	\$100.6	\$112.0	\$124.2	\$138.3	\$151.3	\$794.3
CLOSING CASH BALANCE	\$44.5	(\$151.7)	(\$305.6)	(\$308.6)	(\$363.2)	(\$301.0)	(\$258.3)	(\$150.3)	(\$123.8)	\$0.0	

1 Principle payments not inflated

2021 Adjusted Charge Per Square Metre

\$3.38

Allocation of Capital Program

Commercial Share	9.6%
Industrial Share	7.9%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2
TABLE 2

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* & Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
2.0 ROADS & RELATED - TOWN-WIDE INFRASTRUCTURE												
Bridges and Culverts Program												
40366101	Anderson Highway 407 Structure Widening	2031 - 2031	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	0%	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000	\$ -
40276110	BR A08 01 - Coultice Bridge	2027 - 2029	\$ 2,700,000	\$ -	\$ -	\$ 2,700,000	90%	\$ 2,430,000	\$ 270,000	\$ -	\$ 270,000	\$ -
40206111	BR A08 02 - White Bridge	2021 - 2022	\$ 6,350,000	\$ -	\$ -	\$ 6,350,000	72%	\$ 4,581,015	\$ 1,768,985	\$ 1,768,985	\$ -	\$ -
40306113	BR A08 06 - Way Bridge	2025 - 2031	\$ 3,170,000	\$ -	\$ -	\$ 3,170,000	90%	\$ 2,853,000	\$ 317,000	\$ -	\$ 317,000	\$ -
40276101	BR B04 01 - Kerr Bridge	2026 - 2027	\$ 341,000	\$ -	\$ -	\$ 341,000	90%	\$ 306,900	\$ 34,100	\$ -	\$ 34,100	\$ -
40236103	Bonacord Crossing at Lynde Creek (L6 Tributary)	2023 - 2025	\$ 2,650,000	\$ -	\$ -	\$ 2,650,000	0%	\$ -	\$ 2,650,000	\$ -	\$ 2,650,000	\$ -
40230301	Brawley Road Culvert (CU_A07_02)	2021 - 2028	\$ 28,000	\$ -	\$ -	\$ 28,000	80%	\$ 22,400	\$ 5,600	\$ 1,400	\$ 4,200	\$ -
40206105	Bridge & Culvert Structure Design Future Work	2022 - 2031	\$ 900,000	\$ -	\$ -	\$ 900,000	0%	\$ -	\$ 900,000	\$ 75,000	\$ 825,000	\$ -
40336101	Columbus White's Structure Widening	2031 - 2031	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
40236104	CU D01 06 - Lynde Creek Gardens Culvert	2023 - 2027	\$ 5,200,000	\$ -	\$ -	\$ 5,200,000	80%	\$ 4,160,000	\$ 1,040,000	\$ -	\$ 1,040,000	\$ -
40216105	Des Newman/CP Rail Grade Separation - Environmental	2021 - 2021	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000	0%	\$ -	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -
40130201	Des Newman/CP Rail Grade Separation - Phase 1	2021 - 2021	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000	0%	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ -
40316111	Des Newman/CP Rail Grade Separation - Phase 2	2023 - 2023	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -
40326101	Des Newman/CP Rail Grade Separation - Phase 3	2031 - 2031	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	0%	\$ -	\$ 7,500,000	\$ -	\$ 7,500,000	\$ -
40316102	Mary St / Crawforth St Extension	2031 - 2031	\$ 17,825,000	\$ -	\$ 460,809	\$ 17,364,191	10%	\$ 1,736,419	\$ 15,627,772	\$ -	\$ 15,627,772	\$ -
40246037	New Road XI Bridge (Brooklin Development Area)	2031 - 2031	\$ 34,000,000	\$ -	\$ -	\$ 34,000,000	0%	\$ -	\$ 34,000,000	\$ -	\$ 34,000,000	\$ -
40266023	New Road XVI Bridge (Brooklin Development Area)	2031 - 2031	\$ 5,700,000	\$ -	\$ -	\$ 5,700,000	0%	\$ -	\$ 5,700,000	\$ -	\$ 5,700,000	\$ -
40326019	Twin Streams - Baycliffe to Coronation	2031 - 2031	\$ 11,870,000	\$ -	\$ 85,157	\$ 11,784,843	0%	\$ 44,477	\$ 11,740,366	\$ -	\$ 11,740,366	\$ -
40306102	Pedestrian Bridge - Victoria at Victoria Fields	2029 - 2030	\$ 1,305,000	\$ -	\$ 5,327	\$ 1,299,673	20%	\$ 259,935	\$ 1,039,738	\$ -	\$ 1,039,738	\$ -
40316110	Pedestrian Tunnel - Taunton Rd at Hydro Corridor	2030 - 2031	\$ 3,320,000	\$ -	\$ -	\$ 3,320,000	30%	\$ 984,415	\$ 2,335,585	\$ -	\$ 2,335,585	\$ -
Subtotal Bridges and Culverts Program			\$ 141,059,000	\$ -	\$ 551,293	\$ 140,507,707		\$ 17,378,560	\$ 123,129,147	\$ 4,045,385	\$ 119,083,761	\$ -
Roads Reconstruction Program												
40256049	Anderson - 620m north of Solmar to MBA	2025 - 2025	\$ 3,950,000	\$ -	\$ -	\$ 3,950,000	20%	\$ 790,000	\$ 3,160,000	\$ -	\$ 3,160,000	\$ -
40256048	Ashburn Rd - Highway 7 to Columbus	2023 - 2023	\$ 5,820,000	\$ -	\$ -	\$ 5,820,000	21%	\$ 1,217,563	\$ 4,602,437	\$ -	\$ 4,602,437	\$ -
40306034	Ashburn Road - Columbus to Street D	2027 - 2027	\$ 7,080,000	\$ -	\$ -	\$ 7,080,000	21%	\$ 1,476,802	\$ 5,603,198	\$ -	\$ 5,603,198	\$ -
40316041	Ashburn - Street D to Brawley	2031 - 2031	\$ 4,720,000	\$ -	\$ -	\$ 4,720,000	21%	\$ 968,610	\$ 3,751,390	\$ -	\$ 3,751,390	\$ -
40316042	Cochrane - Columbus to Street C	2031 - 2031	\$ 5,860,000	\$ -	\$ -	\$ 5,860,000	21%	\$ 1,222,668	\$ 4,637,332	\$ -	\$ 4,637,332	\$ -
40326078	Cochrane - Street C to Brawley	2031 - 2031	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000	20%	\$ 360,000	\$ 1,440,000	\$ -	\$ 1,440,000	\$ -
40206030	Colborne St - Brock to Green	2023 - 2023	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	20%	\$ 200,000	\$ 800,000	\$ -	\$ 800,000	\$ -
40336028	Conlin - Anderson to Garrard	2031 - 2031	\$ 2,140,000	\$ -	\$ -	\$ 2,140,000	20%	\$ 428,000	\$ 1,712,000	\$ -	\$ 1,712,000	\$ -
40326079	Conlin - Garrard to Oshawa	2031 - 2031	\$ 720,000	\$ -	\$ -	\$ 720,000	20%	\$ 144,000	\$ 576,000	\$ -	\$ 576,000	\$ -
40246046	Coronation Rd - Tauton to 650m North	2024 - 2024	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	21%	\$ 518,820	\$ 1,981,180	\$ -	\$ 1,981,180	\$ -
40255901	Durham St - Winchester to Cassels	2025 - 2025	\$ 1,020,000	\$ -	\$ -	\$ 1,020,000	20%	\$ 204,000	\$ 816,000	\$ -	\$ 816,000	\$ -
40316043	Garrard - Birchpark to Conlin	2031 - 2031	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	21%	\$ 1,592,723	\$ 5,907,277	\$ -	\$ 5,907,277	\$ -
40236051	Garrard - Conlin to MBA	2023 - 2023	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	20%	\$ 260,000	\$ 1,040,000	\$ -	\$ 1,040,000	\$ -
40316044	Garrard - Conlin to MBA	2031 - 2031	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000	20%	\$ 840,000	\$ 3,360,000	\$ -	\$ 3,360,000	\$ -
40296022	Pearl St - Cassels to Baldwin	2029 - 2029	\$ 880,000	\$ -	\$ -	\$ 880,000	20%	\$ 176,000	\$ 704,000	\$ -	\$ 704,000	\$ -
40236019	Water Street 2, Design	2023 - 2023	\$ 300,000	\$ -	\$ -	\$ 300,000	20%	\$ 60,000	\$ 240,000	\$ -	\$ 240,000	\$ -
40246022	Water Street 3, Property	2024 - 2024	\$ 300,000	\$ -	\$ -	\$ 300,000	20%	\$ 60,000	\$ 240,000	\$ -	\$ 240,000	\$ -
40256015	Water Street 4, Utilities	2025 - 2025	\$ 30,000	\$ -	\$ -	\$ 30,000	20%	\$ 6,000	\$ 24,000	\$ -	\$ 24,000	\$ -
40226012	Water Street 5, Construction	2026 - 2026	\$ 5,390,000	\$ -	\$ -	\$ 5,390,000	20%	\$ 1,078,000	\$ 4,312,000	\$ -	\$ 4,312,000	\$ -
Subtotal Roads Reconstruction Program			\$ 56,510,000	\$ -	\$ -	\$ 56,510,000		\$ 11,603,186	\$ 44,906,814	\$ -	\$ 44,906,814	\$ -

APPENDIX C.2
TABLE 2

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

Project Description			Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* d Future Considerati	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
								BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031	
Urban Road Resurfacing Program														
40256003	Anderson St - Clair to Winchester	2025 - 2025	\$ 832,900	\$ -	\$ -	\$ 832,900	90%	\$ 749,610	\$ 83,290	\$ -	\$ 83,290	\$ -		
40266015	Anderson St - Dryden Blvd to Taunton Rd	2026 - 2026	\$ 861,700	\$ -	\$ -	\$ 861,700	90%	\$ 775,530	\$ 86,170	\$ -	\$ 86,170	\$ -		
40236023	Anderson St - Glen Dhu Dr to Dryden Blvd	2023 - 2023	\$ 855,200	\$ -	\$ -	\$ 855,200	90%	\$ 769,680	\$ 85,520	\$ -	\$ 85,520	\$ -		
40366002	Anderson St - Rossland Rd E to Glen Dhu Dr (R1)	2031 - 2031	\$ 118,600	\$ -	\$ -	\$ 118,600	90%	\$ 106,740	\$ 11,860	\$ -	\$ 11,860	\$ -		
40306008	Annes St - Burns St to Dunlop St	2030 - 2030	\$ 660,100	\$ -	\$ -	\$ 660,100	90%	\$ 594,090	\$ 66,010	\$ -	\$ 66,010	\$ -		
40356006	Annes St - Burns St to End of Rd	2031 - 2031	\$ 94,300	\$ -	\$ -	\$ 94,300	90%	\$ 84,870	\$ 9,430	\$ -	\$ 9,430	\$ -		
40356007	Annes St - Dunlop St to Dundas St (R1)	2031 - 2031	\$ 107,000	\$ -	\$ -	\$ 107,000	90%	\$ 96,300	\$ 10,700	\$ -	\$ 10,700	\$ -		
40296043	Ashburn - Winchester to Columbus	2029 - 2029	\$ 1,346,700	\$ -	\$ -	\$ 1,346,700	90%	\$ 1,212,030	\$ 134,670	\$ -	\$ 134,670	\$ -		
40236028	Bonacord Ave - Mackey Dr to McQuay Blvd	2026 - 2026	\$ 463,200	\$ -	\$ -	\$ 463,200	90%	\$ 416,880	\$ 46,320	\$ -	\$ 46,320	\$ -		
40346001	Bonacord Ave - McQuay Blvd to Cochrane St (R1)	2029 - 2031	\$ 1,259,660	\$ -	\$ -	\$ 1,259,660	90%	\$ 1,133,694	\$ 125,966	\$ -	\$ 125,966	\$ -		
40266016	Brock N - Dundas to Manning	2026 - 2026	\$ 1,884,600	\$ -	\$ -	\$ 1,884,600	90%	\$ 1,696,140	\$ 188,460	\$ -	\$ 188,460	\$ -		
40286028	Brock S - 401 to Dundas	2028 - 2028	\$ 1,966,100	\$ -	\$ -	\$ 1,966,100	90%	\$ 1,769,490	\$ 196,610	\$ -	\$ 196,610	\$ -		
40226028	Burns - Annes to Brock	2022 - 2022	\$ 762,800	\$ -	\$ -	\$ 762,800	90%	\$ 686,520	\$ 76,280	\$ -	\$ 76,280	\$ -		
40341701	Burns - Brock to Hopkins	2027 - 2027	\$ 1,544,000	\$ -	\$ -	\$ 1,544,000	90%	\$ 1,389,600	\$ 154,400	\$ -	\$ 154,400	\$ -		
40296001	Burns - End of Rd to Annes St (R1)	2029 - 2029	\$ 228,200	\$ -	\$ -	\$ 228,200	90%	\$ 205,380	\$ 22,820	\$ -	\$ 22,820	\$ -		
40256023	Burns - Thickson to Oshawa	2025 - 2025	\$ 1,355,700	\$ -	\$ -	\$ 1,355,700	90%	\$ 1,220,130	\$ 135,570	\$ -	\$ 135,570	\$ -		
40356005	Cachet Blvd - Carnwith Dr to Columbus Rd	2031 - 2031	\$ 518,490	\$ -	\$ -	\$ 518,490	90%	\$ 466,641	\$ 51,849	\$ -	\$ 51,849	\$ -		
40256041	Carnwith Dr - Ashburn Rd to Montgomery Ave	2025 - 2025	\$ 1,164,900	\$ -	\$ -	\$ 1,164,900	90%	\$ 1,048,410	\$ 116,490	\$ -	\$ 116,490	\$ -		
40256033	Carnwith Dr - Baldwin St to Thickson Rd	2025 - 2025	\$ 1,176,000	\$ -	\$ -	\$ 1,176,000	90%	\$ 1,058,400	\$ 117,600	\$ -	\$ 117,600	\$ -		
40296049	Carnwith Dr - Montgomery Ave to Baldwin St	2029 - 2029	\$ 1,260,600	\$ -	\$ -	\$ 1,260,600	90%	\$ 1,134,540	\$ 126,060	\$ -	\$ 126,060	\$ -		
40306002	Carnwith Dr - Thickson Rd to End of Rd	2030 - 2030	\$ 1,023,500	\$ -	\$ -	\$ 1,023,500	90%	\$ 921,150	\$ 102,350	\$ -	\$ 102,350	\$ -		
40286032	Cochrane - Bonacord to Rossland	2028 - 2028	\$ 1,117,800	\$ -	\$ -	\$ 1,117,800	90%	\$ 1,006,020	\$ 111,780	\$ -	\$ 111,780	\$ -		
40296048	Cochrane - Rossland to Taunton	2029 - 2029	\$ 1,900,800	\$ -	\$ -	\$ 1,900,800	90%	\$ 1,710,720	\$ 190,080	\$ -	\$ 190,080	\$ -		
40306009	Dryden Blvd - Anderson St to Bremner St (R1)	2030 - 2030	\$ 414,100	\$ -	\$ -	\$ 414,100	90%	\$ 372,690	\$ 41,410	\$ -	\$ 41,410	\$ -		
40246019	Dryden Blvd - Brock St to Jason Dr	2024 - 2024	\$ 1,355,500	\$ -	\$ -	\$ 1,355,500	90%	\$ 1,219,950	\$ 135,550	\$ -	\$ 135,550	\$ -		
40216047	Dryden Blvd - Fallingbrook St to Anderson St	2021 - 2021	\$ 520,000	\$ -	\$ -	\$ 520,000	90%	\$ 468,000	\$ 52,000	\$ 52,000	\$ -	\$ -		
40286033	Dryden Blvd - Jason Dr to Fallingbrook St (R1)	2028 - 2028	\$ 155,400	\$ -	\$ -	\$ 155,400	90%	\$ 139,860	\$ 15,540	\$ -	\$ 15,540	\$ -		
40236029	Dryden Blvd - Thickson to Oshawa	2023 - 2023	\$ 1,608,900	\$ -	\$ -	\$ 1,608,900	90%	\$ 1,448,010	\$ 160,890	\$ -	\$ 160,890	\$ -		
40256031	Dundas E - Bowman to Oshawa	2025 - 2025	\$ 2,148,200	\$ -	\$ 18,690	\$ 2,129,510	90%	\$ 1,916,559	\$ 212,951	\$ -	\$ 212,951	\$ -		
40326040	Dundas St E - Brock St to Hickory St (R1)	2031 - 2031	\$ 256,800	\$ -	\$ -	\$ 256,800	90%	\$ 231,120	\$ 25,680	\$ -	\$ 25,680	\$ -		
40276033	Dundas St E - Craydon St to Hopkins St (R1)	2027 - 2027	\$ 383,500	\$ -	\$ -	\$ 383,500	90%	\$ 345,150	\$ 38,350	\$ -	\$ 38,350	\$ -		
40256025	Dundas St E - Hickory to Craydon	2025 - 2025	\$ 1,031,400	\$ -	\$ -	\$ 1,031,400	90%	\$ 928,260	\$ 103,140	\$ -	\$ 103,140	\$ -		
40256021	Dundas St E - Hopkins to Bowman	2025 - 2025	\$ 619,100	\$ -	\$ -	\$ 619,100	90%	\$ 557,190	\$ 61,910	\$ -	\$ 61,910	\$ -		
40276034	Dundas St E - Springwood St to Garrard Rd (R1)	2027 - 2027	\$ 323,900	\$ -	\$ -	\$ 323,900	90%	\$ 291,510	\$ 32,390	\$ -	\$ 32,390	\$ -		
40256034	Dundas St W - Annes to Brock	2025 - 2025	\$ 1,104,200	\$ -	\$ -	\$ 1,104,200	90%	\$ 993,780	\$ 110,420	\$ -	\$ 110,420	\$ -		
40256026	Dundas St W - Jeffery to Fothergill	2025 - 2025	\$ 685,700	\$ -	\$ -	\$ 685,700	90%	\$ 617,130	\$ 68,570	\$ -	\$ 68,570	\$ -		
40326041	Dundas St W - Jeffrey St to Annes St (R1)	2031 - 2031	\$ 546,800	\$ -	\$ -	\$ 546,800	90%	\$ 492,120	\$ 54,680	\$ -	\$ 54,680	\$ -		

APPENDIX C.2
TABLE 2

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

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* Future Considerati	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031
Urban Road Resurfacing Program Continued											
40226040 Garden St - Consumers Dr to 180m South of Burns St	2022 - 2022	\$ 546,100	\$ -	\$ -	\$ 546,100	90%	\$ 491,490	\$ 54,610	\$ -	\$ 54,610	\$ -
40236049 Garden St - Dundas to Mary	2023 - 2023	\$ 424,700	\$ -	\$ -	\$ 424,700	90%	\$ 382,230	\$ 42,470	\$ -	\$ 42,470	\$ -
40226034 Garden St - Manning to Dryden	2023 - 2023	\$ 1,909,700	\$ -	\$ -	\$ 1,909,700	90%	\$ 1,718,730	\$ 190,970	\$ -	\$ 190,970	\$ -
40216019 Garden St - Martinet to Manning	2022 - 2022	\$ 862,100	\$ -	\$ -	\$ 862,100	90%	\$ 775,890	\$ 86,210	\$ -	\$ 86,210	\$ -
40216029 Garden St - Mary to Martinet	2022 - 2022	\$ 890,000	\$ -	\$ -	\$ 890,000	90%	\$ 801,000	\$ 89,000	\$ -	\$ 89,000	\$ -
40316001 Garden St - Taunton Rd to Robert Attersley Dr	2031 - 2031	\$ 846,000	\$ -	\$ -	\$ 846,000	90%	\$ 761,400	\$ 84,600	\$ -	\$ 84,600	\$ -
40311701 Garrard Rd - Dundas to Rossland	2031 - 2031	\$ 1,984,600	\$ -	\$ -	\$ 1,984,600	90%	\$ 1,786,140	\$ 198,460	\$ -	\$ 198,460	\$ -
40276024 Garrard Rd - Rossland to Taunton	2027 - 2027	\$ 1,864,800	\$ -	\$ -	\$ 1,864,800	90%	\$ 1,678,320	\$ 186,480	\$ -	\$ 186,480	\$ -
40286001 Garrard Rd - Taunton Rd to Birchpark Dr	2028 - 2028	\$ 304,200	\$ -	\$ -	\$ 304,200	90%	\$ 273,780	\$ 30,420	\$ -	\$ 30,420	\$ -
40256004 Gordon St - Victoria to End of Rd	2025 - 2025	\$ 434,100	\$ -	\$ -	\$ 434,100	90%	\$ 390,690	\$ 43,410	\$ -	\$ 43,410	\$ -
40316026 Green St - Dunlop St E to Dundas St E	2031 - 2031	\$ 244,100	\$ -	\$ 18,538	\$ 225,562	90%	\$ 203,006	\$ 22,556	\$ -	\$ 22,556	\$ -
40331701 Kendalwood - Burns to Dundas	2031 - 2031	\$ 1,125,000	\$ -	\$ -	\$ 1,125,000	90%	\$ 1,012,500	\$ 112,500	\$ -	\$ 112,500	\$ -
40256017 Mary St E - Hickory St to Garden St	2025 - 2025	\$ 433,600	\$ -	\$ -	\$ 433,600	90%	\$ 390,240	\$ 43,360	\$ -	\$ 43,360	\$ -
40366001 South Blair St - Watson St E to Victoria St E	2031 - 2031	\$ 650,200	\$ -	\$ -	\$ 650,200	90%	\$ 585,180	\$ 65,020	\$ -	\$ 65,020	\$ -
40306006 Thickson Rd - Wentworth St to End of Rd	2030 - 2030	\$ 678,600	\$ -	\$ -	\$ 678,600	90%	\$ 610,740	\$ 67,860	\$ -	\$ 67,860	\$ -
40301702 Twin Streams - Baycliffe to Cochrane	2030 - 2030	\$ 935,600	\$ -	\$ 117,412	\$ 818,188	90%	\$ 736,369	\$ 81,819	\$ -	\$ 81,819	\$ -
Subtotal Urban Road Resurfacing Program		\$ 47,789,750	\$ -	\$ 154,640	\$ 47,635,110		\$ 42,871,599	\$ 4,763,511	\$ 52,000	\$ 4,711,511	\$ -
Rural Road Resurfacing Program											
40306001 Ashburn Rd - Brawley Rd to Myrtle Rd	2030 - 2030	\$ 1,750,000	\$ -	\$ -	\$ 1,750,000	90%	\$ 1,575,000	\$ 175,000	\$ -	\$ 175,000	\$ -
40246045 Ashburn Rd - Spencers to Mid Arterial	2024 - 2024	\$ 900,000	\$ -	\$ -	\$ 900,000	90%	\$ 810,000	\$ 90,000	\$ -	\$ 90,000	\$ -
40286026 Spencers - Baldwin to Ashburn Rehabilitation	2028 - 2028	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	90%	\$ 1,080,000	\$ 120,000	\$ -	\$ 120,000	\$ -
40306005 South Blair St - Water St to Watson St E	2030 - 2030	\$ 791,805	\$ -	\$ 47,950.0	\$ 743,855	90%	\$ 669,470	\$ 74,386	\$ -	\$ 74,386	\$ -
Subtotal Rural Road Resurfacing Program		\$ 4,641,805	\$ -	\$ 47,950	\$ 4,593,855		\$ 4,134,470	\$ 459,386	\$ -	\$ 459,386	\$ -
Roads Maintenance Program											
40216404 New Guiderails	2021 - 2021	\$ 102,000	\$ -	\$ -	\$ 102,000	15%	\$ 15,300	\$ 86,700	\$ 86,700	\$ -	\$ -
Subtotal Roads Maintenance Program		\$ 102,000	\$ -	\$ -	\$ 102,000		\$ 15,300	\$ 86,700	\$ 86,700	\$ -	\$ -
Transportation Infrastructure Resilience Program											
40216503 Additional Hydraulic Assessments Bridges & Culverts	2021 - 2021	\$ 50,000	\$ -	\$ -	\$ 50,000	72%	\$ 36,071	\$ 13,929	\$ 13,929	\$ -	\$ -
40246114 CU360001 - Anderson St Culvert n/o Darren Ave	2024 - 2024	\$ 1,940,000	\$ -	\$ -	\$ 1,940,000	72%	\$ 1,399,554	\$ 540,446	\$ -	\$ 540,446	\$ -
40256113 CU480017 - Conlin Rd Culvert e/o Thickson Rd	2025 - 2025	\$ 980,000	\$ -	\$ -	\$ 980,000	72%	\$ 706,991	\$ 273,009	\$ -	\$ 273,009	\$ -
40236102 Rehabilitation & Upsizing Culverts - Lynde Creek	2025 - 2027	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	72%	\$ 2,885,678	\$ 1,114,322	\$ -	\$ 1,114,322	\$ -
40246101 Rehabilitation & Upsizing Culverts - Pringle Creek	2026 - 2026	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	72%	\$ 721,420	\$ 278,580	\$ -	\$ 278,580	\$ -
Subtotal Transportation Infrastructure Resilience Program		\$ 7,970,000	\$ -	\$ -	\$ 7,970,000		\$ 5,749,714	\$ 2,220,286	\$ 13,929	\$ 2,206,357	\$ -

APPENDIX C.2
TABLE 2

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* and Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031	
Multi-Use Paths and Cycling Facilities Program													
40246208	Anderson - Claire to Winchester (Paved Shoulders)	2031 - 2031	\$ 210,000	\$ -	\$ -	\$ 210,000	30%	\$ 62,267	\$ 147,733	\$ -	\$ 147,733	\$ -	
40256046	Baldwin - Taunton to Sonley	2025 - 2025	\$ 450,000	\$ -	\$ -	\$ 450,000	30%	\$ 133,430	\$ 316,570	\$ -	\$ 316,570	\$ -	
40286203	Bonacord - Cochrane to Mackey	2022 - 2030	\$ 600,000	\$ -	\$ -	\$ 600,000	30%	\$ 177,906	\$ 422,094	\$ -	\$ 422,094	\$ -	
40286035	Brock - Consumers to Mary	2028 - 2028	\$ 2,850,000	\$ -	\$ -	\$ 2,850,000	30%	\$ 845,055	\$ 2,004,945	\$ -	\$ 2,004,945	\$ -	
40326075	Brock - Consumers to Victoria	2031 - 2031	\$ 2,210,000	\$ -	\$ -	\$ 2,210,000	30%	\$ 655,289	\$ 1,554,711	\$ -	\$ 1,554,711	\$ -	
40266045	Brock - Maple to Manning	2026 - 2026	\$ 375,000	\$ -	\$ -	\$ 375,000	30%	\$ 111,191	\$ 263,809	\$ -	\$ 263,809	\$ -	
40266046	Brock - Mary to Maple	2026 - 2026	\$ 325,000	\$ -	\$ -	\$ 325,000	30%	\$ 96,366	\$ 228,634	\$ -	\$ 228,634	\$ -	
40316039	Brock - Victoria to Water	2031 - 2031	\$ 445,000	\$ -	\$ -	\$ 445,000	30%	\$ 131,947	\$ 313,053	\$ -	\$ 313,053	\$ -	
40316201	Carnwith - Baldwin to Ashburn	2031 - 2031	\$ 655,000	\$ -	\$ -	\$ 655,000	30%	\$ 194,214	\$ 460,786	\$ -	\$ 460,786	\$ -	
40276203	Cochrane - Rossland to Taunton (Bike Lanes)	2027 - 2027	\$ 45,000	\$ -	\$ -	\$ 45,000	30%	\$ 13,343	\$ 31,657	\$ -	\$ 31,657	\$ -	
40236206	Coronation - Taunton to Winchester (Bike Lane)	2023 - 2023	\$ 1,000,050	\$ -	\$ -	\$ 1,000,050	30%	\$ 296,525	\$ 703,525	\$ -	\$ 703,525	\$ -	
40256206	Coronation - Winchester to Columbus (Signed Route)	2031 - 2031	\$ 10,000	\$ -	\$ -	\$ 10,000	30%	\$ 2,965	\$ 7,035	\$ -	\$ 7,035	\$ -	
40226204	Country Lane - Rossland to Taunton (Signed Route)	2025 - 2025	\$ 10,000	\$ -	\$ -	\$ 10,000	30%	\$ 2,965	\$ 7,035	\$ -	\$ 7,035	\$ -	
35196201	Cycling Misc. Facility Improvements	2021 - 2031	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000	30%	\$ 358,778	\$ 851,222	\$ 154,768	\$ 696,454	\$ -	
40266208	Dryden - Brock to Thickson (Bike Lane)	2026 - 2026	\$ 50,000	\$ -	\$ -	\$ 50,000	30%	\$ 14,826	\$ 35,174	\$ -	\$ 35,174	\$ -	
40306202	Dryden Blvd - Thickson to Oshawa	2031 - 2031	\$ 670,000	\$ -	\$ -	\$ 670,000	30%	\$ 198,662	\$ 471,338	\$ -	\$ 471,338	\$ -	
40150701	Garden - Dundas to Mary	2021 - 2023	\$ 420,000	\$ -	\$ -	\$ 420,000	30%	\$ 124,534	\$ 295,466	\$ 84,419	\$ 211,047	\$ -	
40296205	Garrard - Dundas to Birchpark (Bike Lane)	2029 - 2029	\$ 90,000	\$ -	\$ -	\$ 90,000	30%	\$ 26,686	\$ 63,314	\$ -	\$ 63,314	\$ -	
40316040	McKinney - Taunton to Robert Attersley	2031 - 2031	\$ 410,000	\$ -	\$ -	\$ 410,000	30%	\$ 121,569	\$ 288,431	\$ -	\$ 288,431	\$ -	
40296206	McQuay - Dundas to Rossland (Bike Lane)	2029 - 2029	\$ 55,000	\$ -	\$ -	\$ 55,000	30%	\$ 16,308	\$ 38,692	\$ -	\$ 38,692	\$ -	
40216217	Misc. Striping and Signage	2021 - 2030	\$ 145,000	\$ -	\$ -	\$ 145,000	30%	\$ 42,994	\$ 102,006	\$ 30,250	\$ 71,756	\$ -	
40236201	RH 12 Baldwin - Sonley to Spencers	2024 - 2024	\$ 460,000	\$ -	\$ -	\$ 460,000	30%	\$ 136,395	\$ 323,605	\$ -	\$ 323,605	\$ -	
40246204	RH 12 Baldwin - Spencers Rd to Winchester	2024 - 2024	\$ 900,000	\$ -	\$ -	\$ 900,000	30%	\$ 266,860	\$ 633,140	\$ -	\$ 633,140	\$ -	
40131813	RR 22 Victoria - Brock to South Blair	2021 - 2021	\$ 590,000	\$ -	\$ -	\$ 590,000	30%	\$ 174,941	\$ 415,059	\$ 415,059	\$ -	\$ -	
40206211	RR 22 Victoria - Home Depot to Oshawa	2021 - 2021	\$ 170,000	\$ -	\$ 56,440	\$ 113,560	30%	\$ 33,672	\$ 79,888	\$ 79,888	\$ -	\$ -	
40071802	RR 22 Victoria - South Blair to Thickson	2021 - 2021	\$ 410,000	\$ -	\$ 98,876	\$ 311,124	30%	\$ 92,252	\$ 218,872	\$ 218,872	\$ -	\$ -	
40220701	RR 23 Lake Ridge - Dundas to Rossland	2031 - 2031	\$ 750,000	\$ -	\$ -	\$ 750,000	30%	\$ 222,383	\$ 527,617	\$ -	\$ 527,617	\$ -	
40216204	RR 23 Lake Ridge - Victoria to Dundas	2031 - 2031	\$ 965,000	\$ -	\$ -	\$ 965,000	30%	\$ 286,133	\$ 678,867	\$ -	\$ 678,867	\$ -	
40296202	RR 25 Consumers - Brock to Garden	2030 - 2030	\$ 350,000	\$ -	\$ -	\$ 350,000	30%	\$ 103,779	\$ 246,221	\$ -	\$ 246,221	\$ -	
40306071	RR 25 Consumers - Garden to Hopkins	2030 - 2030	\$ 590,000	\$ -	\$ -	\$ 590,000	30%	\$ 174,941	\$ 415,059	\$ -	\$ 415,059	\$ -	
40306072	RR 25 Consumers - Hopkins to Thickson	2030 - 2030	\$ 385,000	\$ -	\$ -	\$ 385,000	30%	\$ 114,157	\$ 270,843	\$ -	\$ 270,843	\$ -	

APPENDIX C.2
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TOWN OF WHITBY
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ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* and Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Multi-Use Paths and Cycling Facilities Program Continued											
40216216 RR 25 Stellar - City of Oshawa Boundary to Thickson	2021 - 2021	\$ 330,000	\$ -	\$ -	\$ 330,000	30%	\$ 97,849	\$ 232,151	\$ 232,151	\$ -	\$ -
35326203 RR 26 Thickson - Carnwith to Columbus	2031 - 2031	\$ 285,000	\$ -	\$ -	\$ 285,000	30%	\$ 84,506	\$ 200,494	\$ -	\$ 200,494	\$ -
35326001 RR 26 Thickson - Columbus to Brawley	2031 - 2031	\$ 950,000	\$ -	\$ -	\$ 950,000	30%	\$ 281,685	\$ 668,315	\$ -	\$ 668,315	\$ -
35256201 RR 26 Thickson - Conlin to Winchester	2025 - 2025	\$ 980,000	\$ -	\$ -	\$ 980,000	30%	\$ 290,580	\$ 689,420	\$ -	\$ 689,420	\$ -
35286203 RR 26 Thickson - Consumers to Burns	2028 - 2028	\$ 365,000	\$ -	\$ -	\$ 365,000	30%	\$ 108,226	\$ 256,774	\$ -	\$ 256,774	\$ -
35306201 RR 26 Thickson - Glengowan to Conlin	2030 - 2030	\$ 585,000	\$ -	\$ -	\$ 585,000	30%	\$ 173,459	\$ 411,541	\$ -	\$ 411,541	\$ -
40226044 RR 26 Thickson - Hwy 401 Structure	2022 - 2022	\$ 400,000	\$ -	\$ -	\$ 400,000	30%	\$ 118,604	\$ 281,396	\$ 281,396	\$ -	\$ -
40256204 RR 26 Thickson - Rossland to Dryden	2025 - 2025	\$ 450,000	\$ -	\$ -	\$ 450,000	30%	\$ 133,430	\$ 316,570	\$ -	\$ 316,570	\$ -
35296201 RR 26 Thickson - Taunton to Glengowan	2025 - 2025	\$ 375,000	\$ -	\$ -	\$ 375,000	30%	\$ 111,191	\$ 263,809	\$ -	\$ 263,809	\$ -
35326202 RR 26 Thickson - Victoria to Consumers	2031 - 2031	\$ 315,000	\$ -	\$ -	\$ 315,000	30%	\$ 93,401	\$ 221,599	\$ -	\$ 221,599	\$ -
35326201 RR 26 Thickson - Waterfront Trail to Wentworth	2031 - 2031	\$ 285,000	\$ -	\$ -	\$ 285,000	30%	\$ 84,506	\$ 200,494	\$ -	\$ 200,494	\$ -
40206212 RR 26 Thickson - Wentworth to Victoria	2021 - 2021	\$ 215,000	\$ -	\$ -	\$ 215,000	30%	\$ 63,750	\$ 151,250	\$ 151,250	\$ -	\$ -
35326204 RR 26 Thickson - Winchester to Carnwith	2031 - 2031	\$ 590,000	\$ -	\$ -	\$ 590,000	30%	\$ 174,941	\$ 415,059	\$ -	\$ 415,059	\$ -
40216203 RR 28 Rossland - Garden to Oshawa	2031 - 2031	\$ 1,445,000	\$ -	\$ -	\$ 1,445,000	30%	\$ 428,458	\$ 1,016,542	\$ -	\$ 1,016,542	\$ -
40206210 RR 3 Winchester - Durham to Anderson	2021 - 2021	\$ 600,000	\$ -	\$ 10,927	\$ 589,073	30%	\$ 174,666	\$ 414,407	\$ 414,407	\$ -	\$ -
35286202 RR 36 Hopkins - Burns to Nichol (Buffered Bike Lanes)	2028 - 2028	\$ 32,000	\$ -	\$ -	\$ 32,000	30%	\$ 9,488	\$ 22,512	\$ -	\$ 22,512	\$ -
35266201 RR 36 Hopkins - Consumers to Burns (Buffered Bike Lanes)	2028 - 2028	\$ 25,000	\$ -	\$ -	\$ 25,000	30%	\$ 7,413	\$ 17,587	\$ -	\$ 17,587	\$ -
40266202 RR 36 Hopkins - New Victoria Alignment to Champlain	2026 - 2026	\$ 175,000	\$ -	\$ -	\$ 175,000	30%	\$ 51,889	\$ 123,111	\$ -	\$ 123,111	\$ -
35286201 RR 36 Hopkins - Nichol to Dundas (Buffered Bike Lanes)	2028 - 2028	\$ 7,000	\$ -	\$ -	\$ 7,000	30%	\$ 2,076	\$ 4,924	\$ -	\$ 4,924	\$ -
40286201 RR 36 Hopkins - Victoria to Consumers (Buffered Bike Lanes)	2028 - 2028	\$ 25,000	\$ -	\$ -	\$ 25,000	30%	\$ 7,413	\$ 17,587	\$ -	\$ 17,587	\$ -
40171806 RR 4 Taunton - Coronation Rd to Baycliffe Dr	2021 - 2021	\$ 175,000	\$ -	\$ -	\$ 175,000	30%	\$ 51,889	\$ 123,111	\$ 123,111	\$ -	\$ -
40216202 RR 45 Henry - IPSC to North Go Access	2022 - 2025	\$ 3,375,000	\$ -	\$ -	\$ 3,375,000	30%	\$ 1,000,723	\$ 2,374,277	\$ -	\$ 2,374,277	\$ -
40211801 RR 12 Brock - Victoria to Consumers	2026 - 2026	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	30%	\$ 815,404	\$ 1,934,596	\$ -	\$ 1,934,596	\$ -
40246203 RR 46 Brock - Water to Victoria (WS)	2026 - 2026	\$ 520,000	\$ -	\$ -	\$ 520,000	30%	\$ 154,186	\$ 365,814	\$ -	\$ 365,814	\$ -
40306201 RR 58 Manning - Brock to Thickson	2031 - 2031	\$ 1,385,000	\$ -	\$ -	\$ 1,385,000	30%	\$ 410,667	\$ 974,333	\$ -	\$ 974,333	\$ -
40326076 RR 58 Manning - Garrard to Oshawa	2031 - 2031	\$ 260,000	\$ -	\$ -	\$ 260,000	30%	\$ 77,093	\$ 182,907	\$ -	\$ 182,907	\$ -
40246206 RR 58 Manning - Thickson to Garrard	2031 - 2031	\$ 425,000	\$ -	\$ -	\$ 425,000	30%	\$ 126,017	\$ 298,983	\$ -	\$ 298,983	\$ -
40201701 Rossland - Des Newman to Brock	2021 - 2023	\$ 1,720,000	\$ -	\$ -	\$ 1,720,000	30%	\$ 509,998	\$ 1,210,002	\$ -	\$ 1,210,002	\$ -
Subtotal Multi-Use Paths and Cycling Facilities Program		\$ 36,849,050	\$ -	\$ 166,243	\$ 36,682,807		\$ 10,876,842	\$ 25,805,965	\$ 2,185,571	\$ 23,620,394	\$ -

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Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* & Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Sidewalk Program											
40216211 Ash St - Chestnut to Maple	2022 - 2022	\$ 69,825	\$ -	\$ 16,010	\$ 53,815	90%	\$ 48,434	\$ 5,382	\$ 5,382	\$ -	\$ -
40216210 Brock - Rossland to Palmerson (WS)	2021 - 2021	\$ 26,250	\$ -	\$ 16,458	\$ 9,792	50%	\$ 4,896	\$ 4,896	\$ 4,896	\$ -	\$ -
40216208 Cassels Rd E - Baldwin to 50m East	2021 - 2021	\$ 52,500	\$ -	\$ -	\$ 52,500	50%	\$ 26,250	\$ 26,250	\$ 26,250	\$ -	\$ -
40306203 Cedarbrook Trail - Columbus to 700m north	2031 - 2031	\$ 2,073,750	\$ -	\$ -	\$ 2,073,750	0%	\$ -	\$ 2,073,750	\$ -	\$ 2,073,750	\$ -
40276202 Centre St E - Colston Ave E to Queen St	2027 - 2027	\$ 78,750	\$ -	\$ -	\$ 78,750	90%	\$ 70,875	\$ 7,875	\$ -	\$ 7,875	\$ -
40226203 Charles St - Watson to Victoria	2022 - 2022	\$ 183,750	\$ -	\$ 3,880	\$ 179,870	90%	\$ 161,883	\$ 17,987	\$ 17,987	\$ -	\$ -
40216205 Colston Ave - Centre St W to North St	2022 - 2022	\$ 52,500	\$ -	\$ 5,169	\$ 47,331	90%	\$ 42,598	\$ 4,733	\$ 4,733	\$ -	\$ -
40296201 Desmond Newman - Bonacord to Taunton (ws)	2029 - 2029	\$ 945,000	\$ -	\$ -	\$ 945,000	0%	\$ -	\$ 945,000	\$ -	\$ 945,000	\$ -
40216601 Hwy 12 Baldwin - Garden to Winchester	2024 - 2024	\$ 866,250	\$ -	\$ -	\$ 866,250	0%	\$ -	\$ 866,250	\$ -	\$ 866,250	\$ -
40266205 MTO Hwy 7 - Ashburn to Cochrane	2026 - 2026	\$ 656,250	\$ -	\$ -	\$ 656,250	0%	\$ -	\$ 656,250	\$ -	\$ 656,250	\$ -
40256203 MTO Hwy 7 - Baldwin to Ashburn	2025 - 2025	\$ 223,125	\$ -	\$ -	\$ 223,125	0%	\$ -	\$ 223,125	\$ -	\$ 223,125	\$ -
40216212 Maple St - Perry to Hickory	2022 - 2022	\$ 157,500	\$ -	\$ 6,445	\$ 151,055	90%	\$ 135,950	\$ 15,106	\$ 15,106	\$ -	\$ -
40236204 New Sidewalk Installations	2023 - 2031	\$ 1,732,500	\$ -	\$ -	\$ 1,732,500	0%	\$ -	\$ 1,732,500	\$ -	\$ 1,732,500	\$ -
40216214 North - Colston to Baldwin	2022 - 2022	\$ 173,250	\$ -	\$ -	\$ 173,250	90%	\$ 155,925	\$ 17,325	\$ 17,325	\$ -	\$ -
40276201 Pearl Street - Baldwin to Cassels	2027 - 2027	\$ 63,000	\$ -	\$ -	\$ 63,000	90%	\$ 56,700	\$ 6,300	\$ -	\$ 6,300	\$ -
40216209 RR 12 Baldwin - Sonley to Garden (WS)	2024 - 2024	\$ 221,813	\$ -	\$ -	\$ 221,813	0%	\$ -	\$ 221,813	\$ -	\$ 221,813	\$ -
40256202 RR 26 Thickson - Columbus to Brawley	2025 - 2025	\$ 540,750	\$ -	\$ 1,531	\$ 539,219	0%	\$ -	\$ 539,219	\$ -	\$ 539,219	\$ -
40246201 RR 26 Thickson - Taunton to Winchester	2024 - 2024	\$ 1,102,500	\$ -	\$ 65,917	\$ 1,036,583	0%	\$ -	\$ 1,036,583	\$ -	\$ 1,036,583	\$ -
40216201 RR 3 Winchester - Durham to Anderson	2021 - 2021	\$ 315,000	\$ -	\$ -	\$ 315,000	0%	\$ -	\$ 315,000	\$ 315,000	\$ -	\$ -
40266203 RR 36 Hopkins - Consumers to Dundas	2026 - 2026	\$ 433,125	\$ -	\$ 33,561	\$ 399,564	0%	\$ -	\$ 399,564	\$ -	\$ 399,564	\$ -
40266204 RR 36 Hopkins - Victoria to Consumers	2026 - 2026	\$ 105,000	\$ -	\$ 42,434	\$ 62,566	0%	\$ -	\$ 62,566	\$ -	\$ 62,566	\$ -
40226202 RR 58 Manning - Adelaide Connection	2022 - 2022	\$ 157,500	\$ -	\$ -	\$ 157,500	0%	\$ -	\$ 157,500	\$ 157,500	\$ -	\$ -
40216213 Torian - Heber Down to Vipond	2023 - 2023	\$ 173,250	\$ -	\$ -	\$ 173,250	90%	\$ 155,925	\$ 17,325	\$ -	\$ 17,325	\$ -
Subtotal Sidewalk Program		\$ 10,403,138	\$ -	\$ 191,405	\$ 10,211,733		\$ 859,435	\$ 9,352,298	\$ 564,178	\$ 8,788,120	\$ -

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Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* of Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031	
Traffic Signals Program													
40226045	Downtown Whitby Reduced Speed Limit Review	2022 - 2022	\$ 20,000	\$ -	\$ -	\$ 20,000	0%	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	
40177102	Future Traffic Signage and Pavement Markings	2021 - 2031	\$ 480,000	\$ -	\$ -	\$ 480,000	0%	\$ -	\$ 480,000	\$ 60,000	\$ 420,000	\$ -	
35206402	Future Traffic Signals / Traffic Control Devices	2021 - 2031	\$ 1,735,000	\$ -	\$ -	\$ 1,735,000	0%	\$ -	\$ 1,735,000	\$ 40,000	\$ 1,695,000	\$ -	
40296401	Garden Street and Bradley Drive	2029 - 2029	\$ 525,000	\$ -	\$ -	\$ 525,000	0%	\$ -	\$ 525,000	\$ -	\$ 525,000	\$ -	
40216402	Intersection Modifications - Montgomery/Carnwith	2022 - 2022	\$ 275,000	\$ -	\$ -	\$ 275,000	50%	\$ 137,500	\$ 137,500	\$ 137,500	\$ -	\$ -	
35226001	Pedestrian Traffic Signal - Anderson St Corridor (north of Taunton)	2022 - 2022	\$ 157,500	\$ -	\$ -	\$ 157,500	0%	\$ -	\$ 157,500	\$ 157,500	\$ -	\$ -	
40217101	Pedestrian Traffic Signal - Baldwin / Way	2025 - 2025	\$ 157,500	\$ -	\$ -	\$ 157,500	0%	\$ -	\$ 157,500	\$ -	\$ 157,500	\$ -	
40246401	Pedestrian Traffic Signal - Brock / Elm	2024 - 2024	\$ 157,500	\$ -	\$ -	\$ 157,500	0%	\$ -	\$ 157,500	\$ -	\$ 157,500	\$ -	
35216401	Pedestrian Traffic Signal - Brock / Trent	2023 - 2023	\$ 300,000	\$ -	\$ -	\$ 300,000	0%	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ -	
35226401	Pedestrian Traffic Signal - Dundas / Athol	2022 - 2022	\$ 210,000	\$ -	\$ -	\$ 210,000	0%	\$ -	\$ 210,000	\$ 210,000	\$ -	\$ -	
35236401	Pedestrian Traffic Signal/PXO - Dryden/HEPC	2023 - 2023	\$ 210,000	\$ -	\$ -	\$ 210,000	0%	\$ -	\$ 210,000	\$ -	\$ 210,000	\$ -	
35246401	Traffic Signal - Dryden/Waller	2024 - 2024	\$ 275,000	\$ -	\$ -	\$ 275,000	0%	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -	
Subtotal Traffic Signals Program			\$ 4,502,500	\$ -	\$ -	\$ 4,502,500		\$ 137,500	\$ 4,365,000	\$ 625,000	\$ 3,740,000	\$ -	
Street Lighting Program													
40216602	RR 12 Baldwin - Taunton to Garden	2024 - 2024	\$ 1,050,000	\$ -	\$ -	\$ 1,050,000	9%	\$ 94,500	\$ 955,500	\$ -	\$ 955,500	\$ -	
40226604	RR 23 Lake Ridge - Dundas to Rossland	2023 - 2023	\$ 800,000	\$ -	\$ -	\$ 800,000	11%	\$ 88,000	\$ 712,000	\$ -	\$ 712,000	\$ -	
40216603	RR 23 Lake Ridge - Victoria to Dundas	2022 - 2022	\$ 800,000	\$ -	\$ 24,913	\$ 775,087	27%	\$ 209,273	\$ 565,814	\$ 565,814	\$ -	\$ -	
40236601	RR 26 Thickson - Taunton to Hwy 407	2025 - 2025	\$ 918,750	\$ -	\$ -	\$ 918,750	9%	\$ 82,688	\$ 836,063	\$ -	\$ 836,063	\$ -	
40266601	RR 36 Hopkins - Consumers to Dundas	2028 - 2028	\$ 340,000	\$ -	\$ -	\$ 340,000	5%	\$ 17,000	\$ 323,000	\$ -	\$ 323,000	\$ -	
40266602	RR 36 Hopkins Overpass	2026 - 2026	\$ 450,000	\$ -	\$ 49,506	\$ 400,494	0%	\$ -	\$ 400,494	\$ -	\$ 400,494	\$ -	
40296601	RR 4 Taunton - Lake Ridge to Brock	2031 - 2031	\$ 786,250	\$ -	\$ -	\$ 786,250	12%	\$ 94,350	\$ 691,900	\$ -	\$ 691,900	\$ -	
40216605	RR 58 Manning - Garrard to Oshawa	2024 - 2024	\$ 250,000	\$ -	\$ -	\$ 250,000	1%	\$ 2,500	\$ 247,500	\$ -	\$ 247,500	\$ -	
40216606	Streetlights - Additional Dark Zone Lights	2021 - 2021	\$ 250,000	\$ -	\$ -	\$ 250,000	69%	\$ 173,492	\$ 76,508	\$ 76,508	\$ -	\$ -	
Subtotal Street Lighting Program			\$ 5,645,000	\$ -	\$ 74,419	\$ 5,570,581		\$ 761,803	\$ 4,808,778	\$ 642,322	\$ 4,166,457	\$ -	
Roads, Roads Related and Storm Water Studies													
35207101	Automated Speed Enforcement (ASE) Consideration/Review	2022 - 2022	\$ 100,000	\$ -	\$ -	\$ 100,000	72%	\$ 72,142	\$ 27,858	\$ 27,858	\$ -	\$ -	
40227103	Bike Parking Design Guidelines	2022 - 2022	\$ 5,000	\$ -	\$ -	\$ 5,000	20%	\$ 1,000	\$ 4,000	\$ 4,000	\$ -	\$ -	
40112302	Municipal Engineering Growth Studies/Design Reviews	2021 - 2031	\$ 2,060,000	\$ -	\$ -	\$ 2,060,000	0%	\$ -	\$ 2,060,000	\$ 257,500	\$ 1,802,500	\$ -	
40237101	Route Planning Design	2023 - 2023	\$ 10,000	\$ -	\$ -	\$ 10,000	20%	\$ 2,000	\$ 8,000	\$ -	\$ 8,000	\$ -	
30187701	Salt Management Plan	2022 - 2027	\$ 32,000	\$ -	\$ -	\$ 32,000	20%	\$ 6,400	\$ 25,600	\$ 12,800	\$ 12,800	\$ -	
30197701	Streetlight Strategy Study	2025 - 2025	\$ 30,900	\$ -	\$ -	\$ 30,900	20%	\$ 6,180	\$ 24,720	\$ -	\$ 24,720	\$ -	
40122304	Traffic & Transportation Study	2021 - 2031	\$ 1,648,000	\$ -	\$ -	\$ 1,648,000	0%	\$ -	\$ 1,648,000	\$ 644,500	\$ 1,003,500	\$ -	
Subtotal Roads, Roads Related and Storm Water Studies			\$ 3,885,900	\$ -	\$ -	\$ 3,885,900		\$ 87,722	\$ 3,798,178	\$ 946,658	\$ 2,851,520	\$ -	

APPENDIX C.2
TABLE 2

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* d Future Considerati	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
							BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031
Road Surface Treated to Hot Mix Conversion Program												
40306038	Coronation Rd - Philips Rd to Winchester Rd	2030 - 2030	\$ 745,400	\$ -	\$ -	\$ 745,400	13%	\$ 96,902	\$ 648,498	\$ -	\$ 648,498	\$ -
40266011	Townline Rd - Pickering to Oshawa	2026 - 2026	\$ 3,928,260	\$ -	\$ -	\$ 3,928,260	13%	\$ 510,674	\$ 3,417,586	\$ -	\$ 3,417,586	\$ -
Subtotal Road Surface Treated to Hot Mix Conversion Program			\$ 4,673,660	\$ -	\$ -	\$ 4,673,660		\$ 607,576	\$ 4,066,084	\$ -	\$ 4,066,084	\$ -
Remaining Front Ending Credits												
2.1.1	Remaining Font Ending Credits (West Whitby Frontending Agreement)	2021 - 2027	\$ 46,165,035	\$ 7,251,634	\$ -	\$ 38,913,401	0%	\$ -	\$ 38,913,401	\$ -	\$ 38,913,401	\$ -
Subtotal			\$ 46,165,035	\$ 7,251,634	\$ -	\$ 38,913,401		\$ -	\$ 38,913,401	\$ -	\$ 38,913,401	\$ -
			-						-			
Road Widening and Extension Program												
40236050	Anderson - Taunton to Solmar	2023 - 2023	\$ 3,150,000	\$ -	\$ -	\$ 3,150,000	18%	\$ 563,923	\$ 2,586,077	\$ -	\$ 2,586,077	\$ -
40336027	Anderson - Solmar to 620m north	2031 - 2031	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000	18%	\$ 286,883	\$ 1,313,117	\$ -	\$ 1,313,117	\$ -
40326077	Anderson - 620m north of Solmar to MBA	2031 - 2031	\$ 6,713,000	\$ -	\$ -	\$ 6,713,000	17%	\$ 1,171,042	\$ 5,541,958	\$ -	\$ 5,541,958	\$ -
40366003	Anderson - MBA to Hwy 407	2031 - 2031	\$ 3,040,000	\$ -	\$ -	\$ 3,040,000	17%	\$ 529,841	\$ 2,510,159	\$ -	\$ 2,510,159	\$ -
40336029	Bonacord - Cochrane to Starr Extension 3. Property Acquisition	2031 - 2031	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	15%	\$ 750,000	\$ 4,250,000	\$ -	\$ 4,250,000	\$ -
40296026	Brawley - Lake Ridge to Baldwin (3 Intersections)	2028 - 2028	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000	15%	\$ 900,000	\$ 5,100,000	\$ -	\$ 5,100,000	\$ -
40346011	Brawley - Lake Ridge to Baldwin	2024 - 2031	\$ 16,820,000	\$ -	\$ -	\$ 16,820,000	15%	\$ 2,523,000	\$ 14,297,000	\$ -	\$ 14,297,000	\$ -
40306039	Burns Street - Hopkins to Thickson Extension	2031 - 2031	\$ 19,130,000	\$ -	\$ -	\$ 19,130,000	15%	\$ 2,869,500	\$ 16,260,500	\$ -	\$ 16,260,500	\$ -
40306041	Burns Street - Michael to Dundas	2031 - 2031	\$ 25,180,000	\$ -	\$ -	\$ 25,180,000	15%	\$ 3,864,906	\$ 21,315,094	\$ -	\$ 21,315,094	\$ -
40316045	Cochrane - Hwy 7 to Vipond	2031 - 2031	\$ 8,100,000	\$ -	\$ -	\$ 8,100,000	16%	\$ 1,295,406	\$ 6,804,594	\$ -	\$ 6,804,594	\$ -
40246047	Cochrane - Vipond to Columbus	2024 - 2025	\$ 9,790,000	\$ -	\$ -	\$ 9,790,000	16%	\$ 1,544,031	\$ 8,245,969	\$ -	\$ 8,245,969	\$ -
40346012	Columbus - Lake Ridge to Country Lane	2031 - 2031	\$ 12,860,000	\$ -	\$ -	\$ 12,860,000	15%	\$ 1,929,000	\$ 10,931,000	\$ -	\$ 10,931,000	\$ -
40326080	Columbus - Country Lane to Cochrane	2031 - 2031	\$ 12,900,000	\$ -	\$ -	\$ 12,900,000	15%	\$ 1,972,360	\$ 10,927,640	\$ -	\$ 10,927,640	\$ -
40286036	Columbus - Cochrane to Ashburn	2028 - 2029	\$ 12,900,000	\$ -	\$ -	\$ 12,900,000	15%	\$ 1,970,163	\$ 10,929,837	\$ -	\$ 10,929,837	\$ -
40246048	Columbus - Ashburn to Baldwin	2024 - 2025	\$ 25,800,000	\$ -	\$ 82,886	\$ 25,717,114	15%	\$ 3,934,485	\$ 21,782,629	\$ -	\$ 21,782,629	\$ -
40266047	Columbus - Baldwin to Thickson	2026 - 2026	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	15%	\$ 1,237,360	\$ 6,762,640	\$ -	\$ 6,762,640	\$ -
40276038	Columbus - Thickson to Garrard	2027 - 2027	\$ 12,900,000	\$ -	\$ 16,143	\$ 12,883,857	15%	\$ 1,968,620	\$ 10,915,237	\$ -	\$ 10,915,237	\$ -
40306075	Columbus - Garrard to Oshawa	2030 - 2030	\$ 5,600,000	\$ -	\$ -	\$ 5,600,000	15%	\$ 861,977	\$ 4,738,023	\$ -	\$ 4,738,023	\$ -
40256047	Columbus Road - EA and Design	2025 - 2025	\$ 750,000	\$ -	\$ 70,908	\$ 679,092	15%	\$ 101,864	\$ 577,228	\$ -	\$ 577,228	\$ -
40216032	Desmond Newman Blvd - Taunton to Coronation	2021 - 2022	\$ 4,580,000	\$ -	\$ -	\$ 4,580,000	1%	\$ 65,825	\$ 4,514,175	\$ 4,514,175	\$ -	\$ -
40296032	Garden - Dryden to Taunton 5. Construction	2027 - 2029	\$ 3,170,000	\$ -	\$ -	\$ 3,170,000	15%	\$ 475,500	\$ 2,694,500	\$ -	\$ 2,694,500	\$ -
40226021	Garden - Robert Attersley to MBA 1. EA	2022 - 2022	\$ 800,000	\$ -	\$ -	\$ 800,000	15%	\$ 120,000	\$ 680,000	\$ 680,000	\$ -	\$ -
40246021	Garden - Robert Attersley to MBA 2. Design	2023 - 2023	\$ 800,000	\$ -	\$ -	\$ 800,000	15%	\$ 120,000	\$ 680,000	\$ -	\$ 680,000	\$ -
40256012	Garden - Robert Attersley to MBA 3. Property Acquisition	2023 - 2023	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	15%	\$ 150,000	\$ 850,000	\$ -	\$ 850,000	\$ -
40256014	Garden - Robert Attersley to MBA 4. Utilities	2023 - 2023	\$ 100,000	\$ -	\$ -	\$ 100,000	15%	\$ 15,000	\$ 85,000	\$ -	\$ 85,000	\$ -
40266012	Garden - Robert Attersley to MBA 5. Contruction	2025 - 2026	\$ 21,480,000	\$ -	\$ -	\$ 21,480,000	15%	\$ 3,309,906	\$ 18,170,094	\$ -	\$ 18,170,094	\$ -
40296023	Harbour Street 4. Design	2029 - 2029	\$ 300,000	\$ -	\$ -	\$ 300,000	15%	\$ 45,000	\$ 255,000	\$ -	\$ 255,000	\$ -
40306030	Harbour Street 5. Construction	2031 - 2031	\$ 2,550,000	\$ -	\$ -	\$ 2,550,000	16%	\$ 413,267	\$ 2,136,733	\$ -	\$ 2,136,733	\$ -
40206026	Harbour Street Feasibility Study	2021 - 2021	\$ 150,000	\$ -	\$ -	\$ 150,000	15%	\$ 22,500	\$ 127,500	\$ 127,500	\$ -	\$ -
Subtotal Road Widening and Extension Program			\$ 231,163,000	\$ -	\$ 169,937	\$ 230,993,063		\$ 35,011,361	\$ 195,981,702	\$ 5,321,675	\$ 190,660,027	\$ -

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ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* d Future Considerati	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
							BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031
Road Intersection Improvement Program												
40216040	Brock/Burns Turning Lanes	2022 - 2023	\$ 550,000	\$ -	\$ -	\$ 550,000	50%	\$ 275,000	\$ 275,000	\$ 75,000	\$ 200,000	\$ -
40175906	Carnwith Curb Extension	2022 - 2022	\$ 575,000	\$ -	\$ -	\$ 575,000	50%	\$ 287,500	\$ 287,500	\$ 287,500	\$ -	\$ -
40295801	Civic Centre/Dryden - Roundabout	2029 - 2029	\$ 750,000	\$ -	\$ -	\$ 750,000	50%	\$ 375,000	\$ 375,000	\$ -	\$ 375,000	\$ -
35256001	Conlin/Garrard - Roundabout	2022 - 2022	\$ 650,000	\$ -	\$ -	\$ 650,000	50%	\$ 325,000	\$ 325,000	\$ 325,000	\$ -	\$ -
40226038	Cresser / Lake Ridge Intersection (Hwy 407 Deficiencies) - MTO	2022 - 2022	\$ 25,000	\$ 25,000	\$ -	\$ -	50%	\$ -	\$ -	\$ -	\$ -	\$ -
35236001	Downtown - Mini Roundabout	2023 - 2030	\$ 600,000	\$ -	\$ -	\$ 600,000	50%	\$ 300,000	\$ 300,000	\$ -	\$ 300,000	\$ -
40186008	Future Design - Road Intersection Improvements	2021 - 2030	\$ 500,000	\$ -	\$ -	\$ 500,000	50%	\$ 250,000	\$ 250,000	\$ 50,000	\$ 200,000	\$ -
35186001	Garden/Burns Corridor Safety Review	2022 - 2022	\$ 206,000	\$ -	\$ -	\$ 206,000	50%	\$ 103,000	\$ 103,000	\$ 103,000	\$ -	\$ -
40236020	Gordon/Scadding - Roundabout	2023 - 2023	\$ 300,000	\$ -	\$ -	\$ 300,000	50%	\$ 150,000	\$ 150,000	\$ -	\$ 150,000	\$ -
40246020	Gordon/W. Shores Green. - Roundabout	2024 - 2024	\$ 650,000	\$ -	\$ -	\$ 650,000	50%	\$ 325,000	\$ 325,000	\$ -	\$ 325,000	\$ -
40296025	McQuay/Bonacord - Roundabout	2029 - 2029	\$ 650,000	\$ -	\$ -	\$ 650,000	50%	\$ 325,000	\$ 325,000	\$ -	\$ 325,000	\$ -
40306032	Montgomery/Vipond - Roundabout	2030 - 2030	\$ 300,000	\$ -	\$ -	\$ 300,000	50%	\$ 150,000	\$ 150,000	\$ -	\$ 150,000	\$ -
35196402	Traffic Calming Initiatives	2021 - 2031	\$ 600,000	\$ -	\$ -	\$ 600,000	50%	\$ 300,000	\$ 300,000	\$ 50,000	\$ 250,000	\$ -
40216025	Winchester Road Widening (Baldwin to Garrard)	2021 - 2021	\$ 550,000	\$ -	\$ -	\$ 550,000	50%	\$ 275,000	\$ 275,000	\$ 275,000	\$ -	\$ -
Subtotal Road Intersection Improvement Program			\$ 6,906,000	\$ 25,000	\$ -	\$ 6,881,000		\$ 3,440,500	\$ 3,440,500	\$ 1,165,500	\$ 2,275,000	\$ -
Mid Arterial Roadway												
40306054	Mid Arterial Roadway - Anderson to Oshawa 5. Construction	2030 - 2030	\$ 17,080,000	\$ -	\$ -	\$ 17,080,000	1%	\$ 195,697	\$ 16,884,303	\$ -	\$ 8,442,151	\$ 8,442,151
40216030	Mid Arterial Roadway - Ashburn to Anderson 2. Design	2021 - 2021	\$ 500,000	\$ -	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -
40226020	Mid Arterial Roadway - Ashburn to Anderson 5. Construction	2021 - 2024	\$ 32,500,000	\$ -	\$ -	\$ 32,500,000	1%	\$ 166,342	\$ 32,333,658	\$ 17,694,967	\$ 14,638,690	\$ -
40296054	Mid Arterial Roadway - Cochrane to Ashburn 5. Construction	2029 - 2029	\$ 12,350,000	\$ -	\$ -	\$ 12,350,000	1%	\$ 164,563	\$ 12,185,437	\$ -	\$ 12,185,437	\$ -
40216031	Mid Arterial Roadway - Property Acquisition Future Phases	2025 - 2025	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
Subtotal Mid Arterial Roadway			\$ 65,430,000	\$ -	\$ -	\$ 65,430,000		\$ 526,603	\$ 64,903,397	\$ 18,194,967	\$ 38,266,278	\$ 8,442,151
Dundas Street Multi-Use Path												
40276035	Dundas - Cochrane to Henry	2027 - 2027	\$ 240,000	\$ -	\$ -	\$ 240,000	30%	\$ 71,163	\$ 168,837	\$ -	\$ 168,837	\$ -
40226041	Dundas - Des Newman to McQuay / Jeffery	2022 - 2022	\$ 450,000	\$ -	\$ -	\$ 450,000	30%	\$ 133,430	\$ 316,570	\$ -	\$ 316,570	\$ -
40326053	Dundas - Halls to Des Newman	2031 - 2031	\$ 308,000	\$ -	\$ -	\$ 308,000	30%	\$ 91,325	\$ 216,675	\$ -	\$ 216,675	\$ -
40326052	Dundas - Lake Ridge to Halls	2031 - 2031	\$ 160,000	\$ -	\$ -	\$ 160,000	30%	\$ 47,442	\$ 112,558	\$ -	\$ 112,558	\$ -
40306059	Dundas - McQuay / Jeffery to Cochrane	2030 - 2030	\$ 450,000	\$ -	\$ -	\$ 450,000	30%	\$ 133,430	\$ 316,570	\$ -	\$ 316,570	\$ -
40326074	Dundas - Thickson to Oshawa	2031 - 2031	\$ 675,000	\$ -	\$ -	\$ 675,000	30%	\$ 200,145	\$ 474,855	\$ -	\$ 474,855	\$ -
Subtotal Dundas Street Multi-Use Path			\$ 2,283,000	\$ -	\$ -	\$ 2,283,000		\$ 676,934	\$ 1,606,066	\$ -	\$ 1,606,066	\$ -

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Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* of Future Consideration	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Active Transportation Plan Program												
40236048	Anderson - Clair to Winchester (Signed Route)	2023 - 2023	\$ 2,000	\$ -	\$ -	\$ 2,000	30%	\$ 593	\$ 1,407	\$ -	\$ 1,407	\$ -
40326071	Anderson - Crawforth to Rossland (MUP)	2031 - 2031	\$ 675,000	\$ -	\$ -	\$ 675,000	30%	\$ 200,145	\$ 474,855	\$ -	\$ 474,855	\$ -
40316038	Anderson - Dundas to Crawforth	2031 - 2031	\$ 90,000	\$ -	\$ -	\$ 90,000	30%	\$ 26,686	\$ 63,314	\$ -	\$ 63,314	\$ -
40216044	Anderson - Taunton to Solmar (Signed Route)	2021 - 2021	\$ 150,000	\$ -	\$ -	\$ 150,000	30%	\$ 44,477	\$ 105,523	\$ -	\$ 105,523	\$ -
40216045	Annes - Dundas to Burns (Bike Lanes)	2021 - 2021	\$ 20,000	\$ -	\$ -	\$ 20,000	30%	\$ 5,930	\$ 14,070	\$ -	\$ 14,070	\$ -
40216046	Annes - Roadway terminus to Burns (Signed Route)	2021 - 2021	\$ 2,000	\$ -	\$ -	\$ 2,000	30%	\$ 593	\$ 1,407	\$ -	\$ 1,407	\$ -
40326063	Ashburn - Spencers to 70m south of Spencers	2024 - 2024	\$ 26,250	\$ -	\$ -	\$ 26,250	30%	\$ 7,783	\$ 18,467	\$ -	\$ 18,467	\$ -
40326068	Brawley - Balwin to Oshawa (MUP)	2031 - 2031	\$ 485,000	\$ -	\$ -	\$ 485,000	30%	\$ 143,808	\$ 341,192	\$ -	\$ 341,192	\$ -
40276036	Byron - Maple to Dundas (Signed Route)	2027 - 2027	\$ 2,350	\$ -	\$ -	\$ 2,350	30%	\$ 697	\$ 1,653	\$ -	\$ 1,653	\$ -
40246040	Byron - St John to Dundas (Bike Lane)	2024 - 2024	\$ 12,500	\$ -	\$ -	\$ 12,500	30%	\$ 3,706	\$ 8,794	\$ -	\$ 8,794	\$ -
40256042	Byron - St John to Trail (signed Route)	2025 - 2025	\$ 2,700	\$ -	\$ -	\$ 2,700	30%	\$ 801	\$ 1,899	\$ -	\$ 1,899	\$ -
40236044	Cachet - Carnwith to Columbus (signed Route)	2023 - 2023	\$ 2,000	\$ -	\$ -	\$ 2,000	30%	\$ 593	\$ 1,407	\$ -	\$ 1,407	\$ -
40326054	Canary - Florence to Baldwin (signed Route)	2031 - 2031	\$ 200	\$ -	\$ -	\$ 200	30%	\$ 59	\$ 141	\$ -	\$ 141	\$ -
40326072	Carnwith - Thickson to East Limits (Bike Lane)	2031 - 2031	\$ 15,500	\$ -	\$ -	\$ 15,500	30%	\$ 4,596	\$ 10,904	\$ -	\$ 10,904	\$ -
40236043	Cedarbrook - Columbus to Brawley (Signed Route)	2023 - 2023	\$ 2,000	\$ -	\$ -	\$ 2,000	30%	\$ 593	\$ 1,407	\$ -	\$ 1,407	\$ -
40266025	Centre - Maple to Beech (signed Route)	2026 - 2026	\$ 500	\$ -	\$ -	\$ 500	30%	\$ 148	\$ 352	\$ -	\$ 352	\$ -
40256043	Centre - Rossland to Willis (signed Route)	2025 - 2025	\$ 2,700	\$ -	\$ -	\$ 2,700	30%	\$ 801	\$ 1,899	\$ -	\$ 1,899	\$ -
40276037	Civic Centre - Rossland to Dryden (Bike Lane)	2027 - 2027	\$ 14,000	\$ -	\$ -	\$ 14,000	30%	\$ 4,151	\$ 9,849	\$ -	\$ 9,849	\$ -
40326064	Cochrane - Heber Down to Winchester (Paved Shoulder)	2031 - 2031	\$ 134,000	\$ -	\$ -	\$ 134,000	30%	\$ 39,732	\$ 94,268	\$ -	\$ 94,268	\$ -
40246041	Colborne - Henry to Hickory (Bike Lane)	2024 - 2024	\$ 16,500	\$ -	\$ -	\$ 16,500	30%	\$ 4,892	\$ 11,608	\$ -	\$ 11,608	\$ -
40236047	Colborne - Reynolds to Byron (MUP)	2023 - 2023	\$ 370,000	\$ -	\$ -	\$ 370,000	30%	\$ 109,709	\$ 260,291	\$ -	\$ 260,291	\$ -
40266028	Cork - Fallingbrook to Garden (signed Route)	2026 - 2026	\$ 600	\$ -	\$ -	\$ 600	30%	\$ 178	\$ 422	\$ -	\$ 422	\$ -
40226043	Coronation - Rossland to Trail North of Taunton (Bike Lane)	2022 - 2022	\$ 60,000	\$ -	\$ -	\$ 60,000	30%	\$ 17,791	\$ 42,209	\$ -	\$ 42,209	\$ -
40306069	Coronation - Rossland to Trail North of Taunton (MUP)	2030 - 2030	\$ 1,080,000	\$ -	\$ -	\$ 1,080,000	30%	\$ 320,231	\$ 759,769	\$ -	\$ 759,769	\$ -
40236045	Crawforth - Thickson to Pringle (signed Route)	2023 - 2023	\$ 3,500	\$ -	\$ -	\$ 3,500	30%	\$ 1,038	\$ 2,462	\$ -	\$ 2,462	\$ -
40266036	Darren - Thickson to Anderson (signed Route)	2026 - 2026	\$ 3,000	\$ -	\$ -	\$ 3,000	30%	\$ 890	\$ 2,110	\$ -	\$ 2,110	\$ -
40216043	Data Collection - Radar Message Boards and Cyclist/Pedestrians Counters	2021 - 2030	\$ 300,000	\$ -	\$ -	\$ 300,000	30%	\$ 88,953	\$ 211,047	\$ -	\$ 211,047	\$ -

APPENDIX C.2
TABLE 2

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* d Future Considerati	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
							BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031	
Active Transportation Plan Program Continued													
40246042	Des Newman - Taunton to Coronation (MUP)	2024 - 2024	\$ 312,000	\$ -	\$ -	\$ 312,000	30%	\$ 92,511	\$ 219,489	\$ -	\$ 219,489	\$ -	
40266042	Dundas Street Corridor Review	2026 - 2026	\$ 30,000	\$ -	\$ -	\$ 30,000	30%	\$ 8,895	\$ 21,105	\$ -	\$ 21,105	\$ -	
40266040	Dundas and Brock Street Intersection Design	2026 - 2026	\$ 20,000	\$ -	\$ -	\$ 20,000	30%	\$ 5,930	\$ 14,070	\$ -	\$ 14,070	\$ -	
40256044	Dymond - Garrard to Hazelwood	2025 - 2025	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -	
40266024	Elizabeth - Marta to Ericson (signed Route)	2026 - 2026	\$ 400	\$ -	\$ -	\$ 400	30%	\$ 119	\$ 281	\$ -	\$ 281	\$ -	
40266032	Ericson - Elizabeth to William Stephenson (signed Route)	2026 - 2026	\$ 1,300	\$ -	\$ -	\$ 1,300	30%	\$ 385	\$ 915	\$ -	\$ 915	\$ -	
40326058	Florence Trail to Canary (Signed Route)	2031 - 2031	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -	
40266034	Giffard - Cochrane to Raglan (signed Route)	2026 - 2026	\$ 1,650	\$ -	\$ -	\$ 1,650	30%	\$ 489	\$ 1,161	\$ -	\$ 1,161	\$ -	
40236040	Golders Green - West limits to Willowbrook (signed Route)	2023 - 2023	\$ 300	\$ -	\$ -	\$ 300	30%	\$ 89	\$ 211	\$ -	\$ 211	\$ -	
40216042	Halls - Waterfront Tr to Waterfront Tr (signed Route)	2021 - 2021	\$ 3,000	\$ -	\$ -	\$ 3,000	30%	\$ 890	\$ 2,110	\$ -	\$ 2,110	\$ -	
40266035	Hazelwood - Manning to Dymond (signed Route)	2026 - 2026	\$ 2,500	\$ -	\$ -	\$ 2,500	30%	\$ 741	\$ 1,759	\$ -	\$ 1,759	\$ -	
40306068	Henry - Burn to GO (MUP)	2030 - 2030	\$ 210,000	\$ -	\$ -	\$ 210,000	30%	\$ 62,267	\$ 147,733	\$ -	\$ 147,733	\$ -	
40326057	High - Mary to Walnut (Signed Route)	2031 - 2031	\$ 850	\$ -	\$ -	\$ 850	30%	\$ 252	\$ 598	\$ -	\$ 598	\$ -	
40326055	Holiday - Bonacord to Habitat (Signed Route)	2031 - 2031	\$ 200	\$ -	\$ -	\$ 200	30%	\$ 59	\$ 141	\$ -	\$ 141	\$ -	
40326056	Holiday - Habitat to 30m north of Barrow (Signed Route)	2031 - 2031	\$ 700	\$ -	\$ -	\$ 700	30%	\$ 208	\$ 492	\$ -	\$ 492	\$ -	
40266039	Jeffery - Michael to Dundas (Bike Lane)	2026 - 2026	\$ 8,000	\$ -	\$ -	\$ 8,000	30%	\$ 2,372	\$ 5,628	\$ -	\$ 5,628	\$ -	
40296056	Kendalwood - Nichol to Burns (Bike Lane)	2029 - 2029	\$ 18,500	\$ -	\$ -	\$ 18,500	30%	\$ 5,485	\$ 13,015	\$ -	\$ 13,015	\$ -	
40296055	Kendalwood - Nichol to Dundas (Bike Lane)	2029 - 2029	\$ 6,200	\$ -	\$ -	\$ 6,200	30%	\$ 1,838	\$ 4,362	\$ -	\$ 4,362	\$ -	
40306066	Kilbride - Anderson to Fallingbrook (Signed Route)	2030 - 2030	\$ 2,000	\$ -	\$ -	\$ 2,000	30%	\$ 593	\$ 1,407	\$ -	\$ 1,407	\$ -	
40306065	Lloyd - Garrard to Kathleen (Signed Route)	2030 - 2030	\$ 1,600	\$ -	\$ -	\$ 1,600	30%	\$ 474	\$ 1,126	\$ -	\$ 1,126	\$ -	
40266033	Maple - Centre to Ash (Signed Route)	2026 - 2026	\$ 1,350	\$ -	\$ -	\$ 1,350	30%	\$ 400	\$ 950	\$ -	\$ 950	\$ -	
40266026	Marta - Thickson to Elizabeth (Signed Route)	2026 - 2026	\$ 500	\$ -	\$ -	\$ 500	30%	\$ 148	\$ 352	\$ -	\$ 352	\$ -	
40236046	Mary - Brock to Euclid (Bike Lane)	2023 - 2023	\$ 10,000	\$ -	\$ -	\$ 10,000	30%	\$ 2,965	\$ 7,035	\$ -	\$ 7,035	\$ -	
40226042	Mary - Garden to Brock (Bike Lane)	2022 - 2022	\$ 30,000	\$ -	\$ -	\$ 30,000	30%	\$ 8,895	\$ 21,105	\$ -	\$ 21,105	\$ -	
40266027	Meadowglen - Garden to Forest Heights (Signed Route)	2026 - 2026	\$ 500	\$ -	\$ -	\$ 500	30%	\$ 148	\$ 352	\$ -	\$ 352	\$ -	
40266030	Montgomery - Heber Down to Vipond (Signed Route)	2026 - 2026	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -	
40266038	Montgomery - Vipond to Columbus (Signed Route)	2026 - 2026	\$ 4,200	\$ -	\$ -	\$ 4,200	30%	\$ 1,245	\$ 2,955	\$ -	\$ 2,955	\$ -	
40326067	Nichol - Kendalwood to 100m west of Wood (MUP)	2031 - 2031	\$ 440,000	\$ -	\$ -	\$ 440,000	30%	\$ 130,465	\$ 309,535	\$ -	\$ 309,535	\$ -	
40306060	Pringle - Crawford to 120m north of Crawford	2030 - 2030	\$ 400	\$ -	\$ -	\$ 400	30%	\$ 119	\$ 281	\$ -	\$ 281	\$ -	
40326062	Promenade - Anderson to Garden (Signed Route)	2031 - 2031	\$ 2,600	\$ -	\$ -	\$ 2,600	30%	\$ 771	\$ 1,829	\$ -	\$ 1,829	\$ -	

APPENDIX C.2
TABLE 2

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

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* of Future Consideration	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Active Transportation Plan Program Continued											
40256045 RR4 Taunton - Baycliffe to Coronation	2025 - 2025	\$ 230,000	\$ -	\$ -	\$ 230,000	30%	\$ 68,197	\$ 161,803	\$ -	\$ 161,803	\$ -
40326066 RR4 Taunton - Des Newman to Lake Ridge (MUP)	2031 - 2031	\$ 385,000	\$ -	\$ -	\$ 385,000	30%	\$ 114,157	\$ 270,843	\$ -	\$ 270,843	\$ -
40266029 Raglan - Dundas to Gifford (Signed Route)	2026 - 2026	\$ 625	\$ -	\$ -	\$ 625	30%	\$ 185	\$ 440	\$ -	\$ 440	\$ -
40266031 Resolute - 337m south of Bonacord to Bonacord (Signed Route)	2026 - 2026	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -
40236041 Riverwood - Stonemanor to Taunton (signed Route)	2023 - 2023	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -
40306067 Robert Attersely - Garden to Baldwin (Signed Route)	2030 - 2030	\$ 2,500	\$ -	\$ -	\$ 2,500	30%	\$ 741	\$ 1,759	\$ -	\$ 1,759	\$ -
40306063 Springwood - Nichol to Dundas (Signed Route)	2030 - 2030	\$ 1,200	\$ -	\$ -	\$ 1,200	30%	\$ 356	\$ 844	\$ -	\$ 844	\$ -
40306061 Starr - Brock to Centre (Signed Route)	2030 - 2030	\$ 650	\$ -	\$ -	\$ 650	30%	\$ 193	\$ 457	\$ -	\$ 457	\$ -
40246039 Stonemanor - Forest Heights to Willowbrook (Signed Route)	2024 - 2024	\$ 1,400	\$ -	\$ -	\$ 1,400	30%	\$ 415	\$ 985	\$ -	\$ 985	\$ -
40326060 Tormina - Trail to Robert Attersley (Signed Route)	2031 - 2031	\$ 1,600	\$ -	\$ -	\$ 1,600	30%	\$ 474	\$ 1,126	\$ -	\$ 1,126	\$ -
40316037 Townline - Pickering to Oshawa (Paved Shoulder)	2031 - 2031	\$ 1,117,000	\$ -	\$ -	\$ 1,117,000	30%	\$ 331,202	\$ 785,798	\$ -	\$ 785,798	\$ -
40306064 Trent - Brock to Centre (Signed Route)	2030 - 2030	\$ 1,250	\$ -	\$ -	\$ 1,250	30%	\$ 371	\$ 879	\$ -	\$ 879	\$ -
40306062 Trent - Peel to Brock (Signed Route)	2030 - 2030	\$ 850	\$ -	\$ -	\$ 850	30%	\$ 252	\$ 598	\$ -	\$ 598	\$ -
40266037 Twin Streams - Baycliff to Cochrane (Signed Route)	2026 - 2026	\$ 3,050	\$ -	\$ -	\$ 3,050	30%	\$ 904	\$ 2,146	\$ -	\$ 2,146	\$ -
40266041 Twin Streams - Des Newman to Baycliffe (Bike Lane)	2031 - 2031	\$ 21,300	\$ -	\$ -	\$ 21,300	30%	\$ 6,316	\$ 14,984	\$ -	\$ 14,984	\$ -
40266043 Twin Streams - Des Newman to Baycliffe (MUP)	2031 - 2031	\$ 380,000	\$ -	\$ -	\$ 380,000	30%	\$ 112,674	\$ 267,326	\$ -	\$ 267,326	\$ -
40216403 Urban Mobility Amenities (ie bike repair stands, bike parking)	2021 - 2030	\$ 300,000	\$ -	\$ -	\$ 300,000	30%	\$ 88,953	\$ 211,047	\$ -	\$ 211,047	\$ -
40326061 Whitburn - Brock to Trail (Signed Route)	2031 - 2031	\$ 1,700	\$ -	\$ -	\$ 1,700	30%	\$ 504	\$ 1,196	\$ -	\$ 1,196	\$ -
40326059 William Stephenson - Erickson to Overlord (Signed Route)	2031 - 2031	\$ 1,200	\$ -	\$ -	\$ 1,200	30%	\$ 356	\$ 844	\$ -	\$ 844	\$ -
40246038 Willis - Byron to Centre (Signed Route)	2024 - 2024	\$ 350	\$ -	\$ -	\$ 350	30%	\$ 104	\$ 246	\$ -	\$ 246	\$ -
40306070 Willowbrook - Forest Heights to Stone Manor (Signed Route)	2030 - 2030	\$ 5,000	\$ -	\$ -	\$ 5,000	30%	\$ 1,483	\$ 3,517	\$ -	\$ 3,517	\$ -
40246043 Winchester - Ashburn to Baldwin (MUP)	2024 - 2024	\$ 325,000	\$ -	\$ -	\$ 325,000	30%	\$ 96,366	\$ 228,634	\$ -	\$ 228,634	\$ -
40236042 Woodlands - Willowbrook to Brock (signed Route)	2023 - 2023	\$ 1,000	\$ -	\$ -	\$ 1,000	30%	\$ 297	\$ 703	\$ -	\$ 703	\$ -
Subtotal Active Transportation Plan Program		\$ 7,366,725	\$ -	\$ -	\$ 7,366,725		\$ 2,184,312	\$ 5,182,413	\$ -	\$ 5,182,413	\$ -

APPENDIX C.2
TABLE 2

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* & Future Considerations	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Hwy 407 / Cochrane Interchange Program												
40206110	Cochrane Highway 407 Interchange 1. EA Study & Design	2022 - 2025	\$ 2,600,000	\$ -	\$ 390,000	\$ 2,210,000	0%	\$ -	\$ 2,210,000	\$ -	\$ 2,210,000	\$ -
40316112	Cochrane Highway 407 Ramps	2031 - 2031	\$ 20,000,000	\$ -	\$ 3,000,000	\$ 17,000,000	0%	\$ -	\$ 17,000,000	\$ -	\$ 17,000,000	\$ -
40306114	Cochrane Highway 407 Structure Widening	2030 - 2030	\$ 15,000,000	\$ -	\$ 2,250,000	\$ 12,750,000	0%	\$ -	\$ 12,750,000	\$ -	\$ 12,750,000	\$ -
Subtotal Hwy 407 / Cochrane Interchange Program			\$ 37,600,000	\$ -	\$ 5,640,000	\$ 31,960,000		\$ -	\$ 31,960,000	\$ -	\$ 31,960,000	\$ -
Brooklin Expansion - Traffic Control												
40326046	Baldwin / Duffs (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326048	Baldwin / Minor Collector (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40316402	Baldwin / Street C (Traffic Signal)	2031 - 2031	\$ 275,000	\$ -	\$ -	\$ 275,000	0%	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -
40326045	Brawley / Duffs (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326042	Cochrane / Brawley (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40276406	Columbus / Street V (Traffic Signal)	2027 - 2027	\$ 275,000	\$ -	\$ -	\$ 275,000	0%	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -
40326051	Columbus / Wyecombe (Roundabout)	2031 - 2031	\$ 750,000	\$ -	\$ -	\$ 750,000	0%	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -
40306056	Country Lane / Street G (Roundabout)	2030 - 2030	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40306058	Country Lane / Street E (Roundabout)	2030 - 2030	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326044	Street A / Brawley (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326047	Street B / Baldwin Extension (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326043	Street B / Brawley (Roundabout)	2031 - 2031	\$ 650,000	\$ -	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ -
40326050	Thickson / Baldwin (Roundabout)	2031 - 2031	\$ 750,000	\$ -	\$ -	\$ 750,000	0%	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -
40296403	Thickson / Street C (Traffic Signal)	2029 - 2029	\$ 275,000	\$ -	\$ -	\$ 275,000	0%	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -
Subtotal Brooklin Expansion - Traffic Control			\$ 8,175,000	\$ -	\$ -	\$ 8,175,000		\$ -	\$ 8,175,000	\$ -	\$ 8,175,000	\$ -

**APPENDIX C.2
TABLE 2**

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

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions* of Future Consideration	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
							BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031	
Transportation Master Plan and Related Studies													
35237101	Active Transportation Plan	2023 - 2024	\$ 154,500	\$ -	\$ -	\$ 154,500	20%	\$ 30,900	\$ 123,600	\$ -	\$ 123,600	\$ -	
35227101	Design Initiatives Study	2021 - 2023	\$ 125,000	\$ -	\$ -	\$ 125,000	20%	\$ 25,000	\$ 100,000	\$ -	\$ 100,000	\$ -	
40227101	Traffic Operations Study	2022 - 2023	\$ 103,000	\$ -	\$ -	\$ 103,000	20%	\$ 20,600	\$ 82,400	\$ -	\$ 82,400	\$ -	
40142302	Transportation Master Plan Study Update	2022 - 2029	\$ 922,500	\$ -	\$ -	\$ 922,500	0%	\$ -	\$ 922,500	\$ -	\$ 922,500	\$ -	
40122302	Lakeshore Integrated Transportation Master Plan	2022 - 2022	\$ 370,000	\$ -	\$ -	\$ 370,000	0%	\$ -	\$ 370,000	\$ -	\$ 370,000	\$ -	
40202301	Zones and Corridor Studies / Designs	2022 - 2031	\$ 306,250	\$ -	\$ -	\$ 306,250	20%	\$ 61,250	\$ 245,000	\$ -	\$ 245,000	\$ -	
Subtotal Transportation Master Plan and Related Studies			\$ 1,981,250	\$ -	\$ -	\$ 1,981,250		\$ 137,750	\$ 1,843,500	\$ -	\$ 1,843,500	\$ -	
Downtown Improvement Program													
55217401	Downtown Whitby Brock St. Streetscape Design Study	2022 - 2022	\$ 100,000	\$ -	\$ -	\$ 100,000	72%	\$ 72,142	\$ 27,858	\$ -	\$ 27,858	\$ -	
55207401	Downtown Whitby Gateways and Brock St. Designs	2023 - 2023	\$ 500,000	\$ -	\$ -	\$ 500,000	72%	\$ 360,710	\$ 139,290	\$ -	\$ 139,290	\$ -	
55227401	Downtown Whitby Gateways and Brock St. Implementation	2024 - 2024	\$ 200,000	\$ -	\$ -	\$ 200,000	72%	\$ 144,284	\$ -55,716	\$ -	\$ -55,716	\$ -	
Subtotal Downtown Improvement Program			\$ 800,000	\$ -	\$ -	\$ 800,000		\$ 577,136	\$ 222,864	\$ -	\$ 222,864	\$ -	
Municipal Parking Program													
35216302	On-Street Accessible Parking	2021 - 2023	\$ 150,000	\$ -	\$ -	\$ 150,000	72%	\$ 108,213	\$ 41,787	\$ -	\$ 41,787	\$ -	
35226304	On-Street Metres / Pay and Display (additional)	2022 - 2022	\$ 100,000	\$ -	\$ -	\$ 100,000	72%	\$ 72,142	\$ 27,858	\$ -	\$ 27,858	\$ -	
Subtotal Municipal Parking Program			\$ 250,000	\$ -	\$ -	\$ 250,000		\$ 180,355	\$ 69,645	\$ -	\$ 69,645	\$ -	
Administrative Overhead													
2.2.1	Administrative Overhad (0.5% of Net Municipal Cost)	2021 - 2031	\$ 3,948,336	\$ -	\$ -	\$ 3,948,336	0%	\$ -	\$ 3,948,336	\$ -	\$ 3,948,336	\$ -	
TOTAL ROADS & RELATED - TOWN-WIDE INFRASTRUCTURE			\$ 736,100,149	\$ 7,276,634	\$ 6,995,887	\$ 721,827,628		\$ 137,818,657	\$ 584,008,971	\$ 33,843,885	\$ 541,722,934	\$ 8,442,151	

* Other contributions from subdivision agreements (external funding).

Residential Development Charge Calculation		
Residential Share of 2021 - 2031 DC Eligible Costs	77.9%	\$422,169,479
Growth in Population in New Units 2021 - 2031		69,326
Unadjusted Development Charge Per Capita		\$6,089.64
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	9.4%	\$50,811,829
11-Year Growth in Square Metres		278,628
Unadjusted Development Charge Per Square Metre		\$182.36
<i>Industrial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	7.3%	\$39,555,250
11-Year Growth in Square Metres		779,469
Unadjusted Development Charge Per Square Metre		\$50.75
<i>Institutional</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	5.4%	\$29,186,377
11-Year Growth in Square Metres		287,568
Unadjusted Development Charge Per Square Metre		\$101.49

2021 - 2031 Net Funding Envelope	\$646,894,061
Reserve Fund Balance	
Balance as at December 31, 2020	\$33,843,885

APPENDIX C.2

TABLE 4.1

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

ROADS: RESIDENTIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$26,374.8	\$23,198.2	\$20,163.7	\$7,692.6	(\$4,038.7)	(\$21,906.8)	(\$27,505.2)	\$8,729.0	\$62,316.5	\$110,958.9	\$159,276.8	
2021 - 2031 RESIDENTIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$10,784.5	\$8,333.0	\$3,297.8	\$3,180.7	\$71.9	\$72.9	\$76.9	\$72.9	\$90.3	\$71.5	\$322.6	\$26,374.8
Roads: Residential: Non Inflated	\$8,389.4	\$5,560.6	\$25,275.8	\$22,444.8	\$34,706.6	\$23,178.9	\$15,759.4	\$11,398.1	\$20,943.5	\$26,514.6	\$197,672.2	\$391,843.9
WWLG Credits: Inflated	\$8,968.2	\$8,141.2	\$2,321.2	\$4,413.4	\$168.6	\$173.6	\$6,139.4	\$0.0	\$0.0	\$0.0	\$0.0	\$30,325.6
Roads: Residential: Inflated	\$28,142.1	\$22,312.6	\$32,049.1	\$31,607.4	\$37,813.8	\$25,845.4	\$23,973.6	\$13,176.5	\$24,644.5	\$31,772.8	\$241,354.7	\$512,692.7
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	10,982	69,326
REVENUE												
- DC Receipts: Inflated	\$24,152.1	\$18,569.1	\$19,225.0	\$19,928.1	\$20,640.2	\$21,569.4	\$61,071.4	\$65,542.0	\$70,306.8	\$75,443.0	\$80,915.3	\$477,362.3
INTEREST												
- Interest on Opening Balance	\$923.1	\$811.9	\$705.7	\$269.2	(\$222.1)	(\$1,204.9)	(\$1,512.8)	\$305.5	\$2,181.1	\$3,883.6	\$5,574.7	\$11,715.1
- Interest on In-year Transactions	(\$109.7)	(\$102.9)	(\$352.7)	(\$321.2)	(\$472.3)	(\$117.6)	\$649.2	\$916.4	\$799.1	\$764.2	(\$4,412.1)	(\$2,759.5)
TOTAL REVENUE	\$24,965.5	\$19,278.1	\$19,578.1	\$19,876.1	\$19,945.8	\$20,246.9	\$60,207.9	\$66,763.9	\$73,286.9	\$80,090.7	\$82,077.9	\$486,317.8
CLOSING CASH BALANCE	\$23,198.2	\$20,163.7	\$7,692.6	(\$4,038.7)	(\$21,906.8)	(\$27,505.2)	\$8,729.0	\$62,316.5	\$110,958.9	\$159,276.8	\$0.0	

2021 Adjusted Charge Per Capita

\$6,044.19

Allocation of Capital Program

Residential Sector	77.9%
Non-Residential Sector	22.1%

Rates for 2021

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

APPENDIX C.2

TABLE 5.1

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

ROADS: COMMERCIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$3,174.4	\$258.1	\$845.9	\$533.6	\$1,735.8	\$2,515.5	\$5,114.1	\$8,361.5	\$13,401.2	\$17,590.8	\$21,453.3	
2021 - 2031 COMMERCIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$1,298.0	\$1,002.9	\$396.9	\$382.8	\$8.6	\$8.8	\$9.3	\$8.8	\$10.9	\$8.6	\$38.8	\$3,174.4
Roads: Commercial: Non: Inflated	\$1,009.7	\$669.3	\$3,042.2	\$2,701.4	\$4,177.2	\$2,789.8	\$1,896.8	\$1,371.9	\$2,520.7	\$3,191.3	\$23,791.6	\$47,161.9
WWLG Credits: Inflated	\$1,079.4	\$979.9	\$279.4	\$531.2	\$20.3	\$20.9	\$738.9	\$0.0	\$0.0	\$0.0	\$0.0	\$3,649.9
Roads: Commercial: Inflated	\$3,387.1	\$2,685.5	\$3,857.4	\$3,804.2	\$4,551.2	\$3,110.7	\$2,885.4	\$1,585.9	\$2,966.2	\$3,824.1	\$29,049.2	\$61,707.1
COMMERCIAL DEVELOPMENT												
- New Retail Commerical GFA - SQ.M	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	34,065	278,628
REVENUE												
- DC Receipts: Inflated	\$440.7	\$3,254.4	\$3,524.6	\$4,967.4	\$5,257.8	\$5,578.1	\$5,901.1	\$6,251.3	\$6,622.7	\$7,015.1	\$7,439.3	\$56,252.5
INTEREST												
- Interest on Opening Balance	\$111.1	\$9.0	\$29.6	\$18.7	\$60.8	\$88.0	\$179.0	\$292.7	\$469.0	\$615.7	\$750.9	\$2,624.4
- Interest on In-year Transactions	(\$81.0)	\$10.0	(\$9.2)	\$20.4	\$12.4	\$43.2	\$52.8	\$81.6	\$64.0	\$55.8	(\$594.3)	(\$344.3)
TOTAL REVENUE	\$470.8	\$3,273.4	\$3,545.1	\$5,006.4	\$5,330.9	\$5,709.3	\$6,132.9	\$6,625.6	\$7,155.8	\$7,686.6	\$7,595.9	\$58,532.6
CLOSING CASH BALANCE	\$258.1	\$845.9	\$533.6	\$1,735.8	\$2,515.5	\$5,114.1	\$8,361.5	\$13,401.2	\$17,590.8	\$21,453.3	\$0.0	

2021 Adjusted Charge Per Square Metre

\$179.15

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2

TABLE 6.1

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

ROADS: INDUSTRIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$2,471.2	\$2,218.9	\$7,132.1	\$11,498.2	\$11,695.4	\$11,416.0	\$12,378.8	\$13,674.7	\$16,169.7	\$17,779.9	\$18,898.8	
2021 - 2031 INDUSTRIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$1,010.5	\$780.8	\$309.0	\$298.0	\$6.7	\$6.8	\$7.2	\$6.8	\$8.5	\$6.7	\$30.2	\$2,471.2
Roads: Industrial: Non: Inflated	\$786.0	\$521.0	\$2,368.2	\$2,103.0	\$3,251.8	\$2,171.7	\$1,476.6	\$1,067.9	\$1,962.3	\$2,484.3	\$18,520.9	\$36,713.9
WWLG Credits: Inflated	\$840.3	\$762.8	\$217.5	\$413.5	\$15.8	\$16.3	\$575.2	\$0.0	\$0.0	\$0.0	\$0.0	\$2,841.4
Roads: Industrial: Inflated	\$2,636.8	\$2,090.6	\$3,002.9	\$2,961.5	\$3,543.0	\$2,421.6	\$2,246.2	\$1,234.6	\$2,309.1	\$2,977.0	\$22,613.8	\$48,036.8
NEW INDUSTRIAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	60,240	\$779,468.9
REVENUE												
- DC Receipts: Inflated	\$2,307.0	\$6,843.0	\$7,048.6	\$2,761.7	\$2,872.6	\$2,975.2	\$3,094.0	\$3,216.3	\$3,335.4	\$3,465.0	\$3,577.0	\$41,495.8
INTEREST												
- Interest on Opening Balance	\$86.5	\$77.7	\$249.6	\$402.4	\$409.3	\$399.6	\$433.3	\$478.6	\$565.9	\$622.3	\$661.5	\$4,386.7
- Interest on In-year Transactions	(\$9.1)	\$83.2	\$70.8	(\$5.5)	(\$18.4)	\$9.7	\$14.8	\$34.7	\$18.0	\$8.5	(\$523.5)	(\$316.8)
TOTAL REVENUE	\$2,384.5	\$7,003.8	\$7,369.0	\$3,158.7	\$3,263.5	\$3,384.5	\$3,542.1	\$3,729.6	\$3,919.3	\$4,095.8	\$3,715.0	\$45,565.6
CLOSING CASH BALANCE	\$2,218.9	\$7,132.1	\$11,498.2	\$11,695.4	\$11,416.0	\$12,378.8	\$13,674.7	\$16,169.7	\$17,779.9	\$18,898.8	\$0.0	

2021 Adjusted Charge Per Square Metre

\$48.71

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2

TABLE 7.1

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

ROADS: INSTITUTIONAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$1,823.4	(\$18.0)	(\$1,482.6)	(\$3,645.4)	(\$2,761.7)	(\$2,044.2)	(\$210.4)	\$2,105.8	\$5,532.1	\$8,560.6	\$11,492.5	
2021 - 2031 INSTITUTIONAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balan	\$745.6	\$576.1	\$228.0	\$219.9	\$5.0	\$5.0	\$5.3	\$5.0	\$6.2	\$4.9	\$22.3	\$1,823.4
Roads: Institutional: Non-Inflated	\$580.0	\$384.4	\$1,747.4	\$1,551.7	\$2,399.4	\$1,602.5	\$1,089.5	\$788.0	\$1,447.9	\$1,833.1	\$13,665.9	\$27,089.8
WWLG Credits: Inflated	\$620.0	\$562.8	\$160.5	\$305.1	\$11.7	\$12.0	\$424.4	\$0.0	\$0.0	\$0.0	\$0.0	\$2,096.5
Roads: Institutional: Inflated	\$1,945.6	\$1,542.6	\$2,215.7	\$2,185.2	\$2,614.2	\$1,786.8	\$1,657.4	\$910.9	\$1,703.8	\$2,196.6	\$16,685.9	\$35,444.6
NEW INSTITUTIONAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	41,280	287,568
REVENUE												
- DC Receipts: Inflated	\$91.4	\$118.1	\$190.2	\$3,250.7	\$3,468.7	\$3,699.6	\$3,945.1	\$4,205.9	\$4,489.9	\$4,783.6	\$5,109.5	\$33,352.6
INTEREST												
- Interest on Opening Balance	\$63.8	(\$1.0)	(\$81.5)	(\$200.5)	(\$151.9)	(\$112.4)	(\$11.6)	\$73.7	\$193.6	\$299.6	\$402.2	\$474.1
- Interest on In-year Transactions	(\$51.0)	(\$39.2)	(\$55.7)	\$18.6	\$15.0	\$33.5	\$40.0	\$57.7	\$48.8	\$45.3	(\$318.4)	(\$205.4)
TOTAL REVENUE	\$104.2	\$77.9	\$52.9	\$3,068.8	\$3,331.8	\$3,620.6	\$3,973.5	\$4,337.3	\$4,732.3	\$5,128.5	\$5,193.4	\$33,621.2
CLOSING CASH BALANCE	(\$18.0)	(\$1,482.6)	(\$3,645.4)	(\$2,761.7)	(\$2,044.2)	(\$210.4)	\$2,105.8	\$5,532.1	\$8,560.6	\$11,492.5	\$0.0	

2021 Adjusted Charge Per Square Metre

\$101.54

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2

TABLE 3

TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions*	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
						BTE Share	Replacement & BTE Shares		Prior Growth	2021- 2031	Post 2031	
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE												
Alternate Route for Hwy 7/12												
40206041	Alternate Route for Hwy 7/12 - 1. EA Mod. & Design	2021 - 2024	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	0%	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -
40266009	Alternate Route for Hwy 7/12 - 3. Property Acquisition	2024 - 2024	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	0%	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
40296030	Alternate Route for Hwy 7/12 - 4. Utility Relocation	2029 - 2029	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	0%	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
40306040	Alternate Route for Hwy 7/12 - 5. Construction	2031 - 2031	\$ 77,325,000	\$ -	\$ -	\$ 77,325,000	0%	\$ -	\$ 77,325,000	\$ 4,820,114	\$ 72,504,886	\$ -
40256020	Baldwin/Thickson - Intersection Improvements	2025 - 2027	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	0%	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
	Subtotal Alternate Route for Hwy 7/12		\$ 86,825,000	\$ -	\$ -	\$ 86,825,000		\$ -	\$ 86,825,000	\$ 9,320,114	\$ 77,504,886	\$ -
TOTAL ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE			\$ 86,825,000	\$ -	\$ -	\$ 86,825,000		\$ -	\$ 86,825,000	\$ 9,320,114	\$ 77,504,886	\$ -

* Other contributions from subdivision agreements (external funding).

** Project 40306040 excludes costs beyond the 2031 planning horizon

Residential Development Charge Calculation		
Residential Share of 2021 - 2031 DC Eligible Costs	77.9%	\$60,400,244
Growth in Population in New Units 2021 - 2031		69,326
Unadjusted Development Charge Per Capita		\$871.25
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	9.4%	\$7,269,703
11-Year Growth in Square Metres		278,628
Unadjusted Development Charge Per Square Metre		\$26.09
<i>Industrial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	7.3%	\$5,659,212
11-Year Growth in Square Metres		779,469
Unadjusted Development Charge Per Square Metre		\$7.26
<i>Institutional</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	5.4%	\$4,175,727
11-Year Growth in Square Metres		287,568
Unadjusted Development Charge Per Square Metre		\$14.52

2021 - 2031 Net Funding Envelope (See Roads & Related Funding Envelope)

Reserve Fund Balance
Balance as at December 31, 2020 \$9,320,114

APPENDIX C.2

TABLE 4.2

TOWN OF WHITBY
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: RESIDENTIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$7,263.2	\$10,515.3	\$13,462.6	\$15,779.2	\$17,374.4	\$18,703.6	\$22,354.2	\$29,386.9	\$39,519.2	\$49,738.8	\$61,958.7	
2021 - 2031 RESIDENTIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$350.7	\$0.0	\$779.3	\$1,597.6	\$0.0	\$0.0	\$0.0	\$0.0	\$779.3	\$0.0	\$3,756.4	\$7,263.2
Roads: Residential: Non Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$1,948.3	\$0.0	\$1,948.3	\$0.0	\$0.0	\$0.0	\$56,503.7	\$60,400.2
Roads: Residential: Inflated	\$350.7	\$0.0	\$810.8	\$1,695.4	\$2,108.9	\$0.0	\$2,194.1	\$0.0	\$913.1	\$0.0	\$73,456.7	\$81,529.6
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	10,982	69,326
REVENUE												
- DC Receipts: Inflated	\$3,297.0	\$2,534.9	\$2,624.4	\$2,720.4	\$2,817.6	\$2,944.4	\$8,336.9	\$8,947.2	\$9,597.6	\$10,298.7	\$11,045.8	\$65,164.8
INTEREST												
- Interest on Opening Balance	\$254.2	\$368.0	\$471.2	\$552.3	\$608.1	\$654.6	\$782.4	\$1,028.5	\$1,383.2	\$1,740.9	\$2,168.6	\$10,012.0
- Interest on In-year Transactions	\$51.6	\$44.4	\$31.7	\$17.9	\$12.4	\$51.5	\$107.5	\$156.6	\$152.0	\$180.2	(\$1,716.3)	(\$910.5)
TOTAL REVENUE	\$3,602.8	\$2,947.3	\$3,127.3	\$3,290.6	\$3,438.1	\$3,650.6	\$9,226.8	\$10,132.3	\$11,132.7	\$12,219.8	\$11,498.0	\$74,266.3
CLOSING CASH BALANCE	\$10,515.3	\$13,462.6	\$15,779.2	\$17,374.4	\$18,703.6	\$22,354.2	\$29,386.9	\$39,519.2	\$49,738.8	\$61,958.7	\$0.0	

2021 Adjusted Charge Per Capita

\$825.09

Allocation of Capital Program

Residential Sector	77.9%
Non-Residential Sector	22.1%

Rates for 2021

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

APPENDIX C.2

TABLE 5.2

TOWN OF WHITBY
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: COMMERCIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$874.2	\$923.2	\$1,408.9	\$1,849.8	\$2,398.9	\$2,957.0	\$3,837.5	\$4,525.1	\$5,554.2	\$6,559.3	\$7,766.0	
2021 - 2031 COMMERCIAL FUNDING REQUIREMENTS												
Prior Growth (Funding from DC Reserve Balance)	\$42.2	\$0.0	\$93.8	\$192.3	\$0.0	\$0.0	\$0.0	\$0.0	\$93.8	\$0.0	\$452.1	\$874.2
Roads: Commercial: Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$234.5	\$0.0	\$234.5	\$0.0	\$0.0	\$0.0	\$6,800.7	\$7,269.7
Roads: Commercial: Inflated	\$42.2	\$0.0	\$97.6	\$204.1	\$253.8	\$0.0	\$264.1	\$0.0	\$109.9	\$0.0	\$8,841.2	\$9,812.8
COMMERCIAL DEVELOPMENT												
- New Retail Commercial GFA - SQ.M	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	34,065	278,628
REVENUE												
- DC Receipts: Inflated	\$60.3	\$445.5	\$482.5	\$680.0	\$719.8	\$763.6	\$807.9	\$855.8	\$906.6	\$960.4	\$1,018.4	\$7,700.9
INTEREST												
- Interest on Opening Balance	\$30.6	\$32.3	\$49.3	\$64.7	\$84.0	\$103.5	\$134.3	\$158.4	\$194.4	\$229.6	\$271.8	\$1,352.9
- Interest on In-year Transactions	\$0.3	\$7.8	\$6.7	\$8.3	\$8.2	\$13.4	\$9.5	\$15.0	\$13.9	\$16.8	(\$215.1)	(\$115.2)
TOTAL REVENUE	\$91.2	\$485.6	\$538.6	\$753.1	\$811.9	\$880.5	\$951.7	\$1,029.1	\$1,115.0	\$1,206.7	\$1,075.1	\$8,938.6
CLOSING CASH BALANCE	\$923.2	\$1,408.9	\$1,849.8	\$2,398.9	\$2,957.0	\$3,837.5	\$4,525.1	\$5,554.2	\$6,559.3	\$7,766.0	\$0.0	

2021 Adjusted Charge Per Square Metre

\$24.53

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2

TABLE 6.2

TOWN OF WHITBY
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: INDUSTRIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$680.5	\$992.4	\$1,980.7	\$2,954.9	\$3,281.6	\$3,595.7	\$4,136.1	\$4,502.9	\$5,108.7	\$5,665.2	\$6,346.3	
2021 - 2031 INDUSTRIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$32.9	\$0.0	\$73.0	\$149.7	\$0.0	\$0.0	\$0.0	\$0.0	\$73.0	\$0.0	\$352.0	\$680.5
Roads: Industrial: Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$182.5	\$0.0	\$182.5	\$0.0	\$0.0	\$0.0	\$5,294.1	\$5,659.2
Roads: Industrial: Inflated	\$32.9	\$0.0	\$76.0	\$158.8	\$197.6	\$0.0	\$205.6	\$0.0	\$85.6	\$0.0	\$6,882.5	\$7,638.9
NEW INDUSTRIAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	60,240	\$779,468.9
REVENUE												
- DC Receipts: Inflated	\$316.0	\$937.2	\$965.3	\$378.2	\$393.4	\$407.5	\$423.7	\$440.5	\$456.8	\$474.5	\$489.9	\$5,683.0
INTEREST												
- Interest on Opening Balance	\$23.8	\$34.7	\$69.3	\$103.4	\$114.9	\$125.8	\$144.8	\$157.6	\$178.8	\$198.3	\$222.1	\$1,373.6
- Interest on In-year Transactions	\$5.0	\$16.4	\$15.6	\$3.8	\$3.4	\$7.1	\$3.8	\$7.7	\$6.5	\$8.3	(\$175.8)	(\$98.2)
TOTAL REVENUE	\$344.7	\$988.3	\$1,050.2	\$485.5	\$511.7	\$540.4	\$572.3	\$605.8	\$642.1	\$681.1	\$536.2	\$6,958.4
CLOSING CASH BALANCE	\$992.4	\$1,980.7	\$2,954.9	\$3,281.6	\$3,595.7	\$4,136.1	\$4,502.9	\$5,108.7	\$5,665.2	\$6,346.3	\$0.0	

2021 Adjusted Charge Per Square Metre

\$6.67

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.2

TABLE 7.2

TOWN OF WHITBY
ROADS AND RELATED - ALTERNATE ROUTE AND RELATED INFRASTRUCTURE
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: INSTITUTIONAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$502.1	\$507.6	\$541.6	\$529.5	\$878.1	\$1,239.9	\$1,794.7	\$2,248.4	\$2,908.4	\$3,566.6	\$4,352.5	
2021 - 2031 INSTITUTIONAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balan	\$24.2	\$0.0	\$53.9	\$110.4	\$0.0	\$0.0	\$0.0	\$0.0	\$53.9	\$0.0	\$259.7	\$502.1
Roads: Institutional: Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$134.7	\$0.0	\$134.7	\$0.0	\$0.0	\$0.0	\$3,906.3	\$4,175.7
Roads: Institutional: Inflated	\$24.2	\$0.0	\$56.1	\$117.2	\$145.8	\$0.0	\$151.7	\$0.0	\$63.1	\$0.0	\$5,078.4	\$5,636.5
NEW INSTITUTIONAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	41,280	287,568
REVENUE												
- DC Receipts: Inflated	\$12.4	\$16.0	\$25.8	\$441.6	\$471.2	\$502.5	\$535.9	\$571.3	\$609.9	\$649.8	\$694.1	\$4,530.5
INTEREST												
- Interest on Opening Balance	\$17.6	\$17.8	\$19.0	\$18.5	\$30.7	\$43.4	\$62.8	\$78.7	\$101.8	\$124.8	\$152.3	\$667.4
- Interest on In-year Transactions	(\$0.3)	\$0.3	(\$0.8)	\$5.7	\$5.7	\$8.8	\$6.7	\$10.0	\$9.6	\$11.4	(\$120.6)	(\$63.6)
TOTAL REVENUE	\$29.7	\$34.1	\$44.0	\$465.8	\$507.6	\$554.7	\$605.4	\$660.0	\$721.3	\$786.0	\$725.8	\$5,134.3
CLOSING CASH BALANCE	\$507.6	\$541.6	\$529.5	\$878.1	\$1,239.9	\$1,794.7	\$2,248.4	\$2,908.4	\$3,566.6	\$4,352.5	\$0.0	

2021 Adjusted Charge Per Square Metre

\$13.79

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.3
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
STORMWATER MANAGEMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions*	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
3.0 STORMWATER MANAGEMENT											
Negative Reserve Fund Balance											
3.1.1 Balance as of December 31, 2020	2021 - 2021	\$ 2,040,314		\$	\$ 2,040,314	0%	\$ -	\$ 2,040,314		\$ 2,040,314	
Subtotal Negative Reserve Fund Balance		\$ 2,040,314	\$ -	\$ -	\$ 2,040,314		\$ -	\$ 2,040,314	\$ -	\$ 2,040,314	\$ -
Storm Water Program											
40246501 Braebrook OGS (Anderson/Braebrook)	2024 - 2024	\$ 200,000	\$ -	\$ -	\$ 200,000	60%	\$ 120,000	\$ 80,000	\$ -	\$ 80,000	\$ -
40236501 Cambridge Pond with OGS (Bradley/Cambridge)	2024 - 2025	\$ 636,000	\$ -	\$ -	\$ 636,000	60%	\$ 381,600	\$ 254,400	\$ -	\$ 254,400	\$ -
40216502 Cawker Court SWQ Pond with OGS (Burns / Cawker)	2023 - 2024	\$ 559,300	\$ -	\$ 157,269	\$ 402,031	60%	\$ 241,219	\$ 160,812	\$ -	\$ 160,812	\$ -
40296502 Corbett Creek Plunge Pools with OGS (Rossland/Meadow)	2028 - 2029	\$ 841,700	\$ -	\$ 254,869	\$ 586,831	60%	\$ 352,099	\$ 234,732	\$ -	\$ 234,732	\$ -
40226503 Creek Erosion Restoration Works	2021 - 2031	\$ 8,050,000	\$ -	\$ -	\$ 8,050,000	90%	\$ 7,245,000	\$ 805,000	\$ -	\$ 805,000	\$ -
40256501 Deerfield SWQ Pond (Deerfield/Michael Blvd)	2026 - 2027	\$ 2,667,000	\$ -	\$ 257,368	\$ 2,409,632	60%	\$ 1,445,779	\$ 963,853	\$ -	\$ 963,853	\$ -
40246502 Dunlop Plunge Pool with OGS (Lupin/Dunlop)	2023 - 2024	\$ 470,000	\$ -	\$ -	\$ 470,000	60%	\$ 282,000	\$ 188,000	\$ -	\$ 188,000	\$ -
40226501 Future Capacity Improvement Projects	2022 - 2031	\$ 2,100,000	\$ -	\$ -	\$ 2,100,000	60%	\$ 1,260,000	\$ 840,000	\$ -	\$ 840,000	\$ -
40216501 Garden St Snow Storage Facility - Phase 2	2021 - 2023	\$ 1,365,000	\$ -	\$ -	\$ 1,365,000	60%	\$ 819,000	\$ 546,000	\$ -	\$ 546,000	\$ -
40256503 Glenayr Plunge Pool with OGS (Anderson/Glenayr)	2024 - 2025	\$ 683,000	\$ -	\$ -	\$ 683,000	60%	\$ 409,800	\$ 273,200	\$ -	\$ 273,200	\$ -
40167202 Halls Rd Culvert @ Lynde Creek	2025 - 2029	\$ 682,500	\$ -	\$ -	\$ 682,500	60%	\$ 409,500	\$ 273,000	\$ -	\$ 273,000	\$ -
40256502 Hazelwood Pond (Manning/Hazelwood)	2025 - 2026	\$ 833,000	\$ -	\$ -	\$ 833,000	60%	\$ 499,800	\$ 333,200	\$ -	\$ 333,200	\$ -
40296501 Lynde Creek Berm Work at Michael Blvd	2023 - 2023	\$ 735,000	\$ -	\$ -	\$ 735,000	50%	\$ 367,500	\$ 367,500	\$ -	\$ 367,500	\$ -
40306501 Lynde Creek Plunge Pools	2030 - 2030	\$ 746,300	\$ -	\$ 52,668	\$ 693,632	60%	\$ 416,179	\$ 277,453	\$ -	\$ 277,453	\$ -
40122004 Lynde and Pringle Creek Stabilization	2021 - 2031	\$ 1,932,000	\$ -	\$ -	\$ 1,932,000	90%	\$ 1,738,800	\$ 193,200	\$ -	\$ 193,200	\$ -
40226504 Mid-Arterial SWM Pond	2022 - 2022	\$ 1,700,000	\$ -	\$ -	\$ 1,700,000	0%	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
40276501 Mozart SWQ Pond (Jeffery/Dundas)	2027 - 2028	\$ 750,350	\$ -	\$ 35,900	\$ 714,450	60%	\$ 428,670	\$ 285,780	\$ -	\$ 285,780	\$ -
40296503 Pringle Creek Plunge Pools with OGS (Coniston/Pringle)	2028 - 2029	\$ 771,288	\$ -	\$ -	\$ 771,288	60%	\$ 462,773	\$ 308,515	\$ -	\$ 308,515	\$ -
40306503 Pringle Pond with OGS (Pringle/Bradley)	2029 - 2030	\$ 1,223,000	\$ -	\$ 17,219	\$ 1,205,781	60%	\$ 723,469	\$ 482,312	\$ -	\$ 482,312	\$ -
40206102 Rowe Channel	2021 - 2025	\$ 5,200,000	\$ -	\$ 5,468	\$ 5,194,532	60%	\$ 3,116,719	\$ 2,077,813	\$ -	\$ 2,077,813	\$ -
40177301 SWM Facility Improvement Design	2021 - 2031	\$ 453,600	\$ -	\$ -	\$ 453,600	60%	\$ 272,160	\$ 181,440	\$ -	\$ 181,440	\$ -
40177302 SWM Facility Rehabilitation Analysis	2021 - 2031	\$ 1,008,000	\$ -	\$ -	\$ 1,008,000	60%	\$ 604,800	\$ 403,200	\$ -	\$ 403,200	\$ -
40306502 Stargell Pond with OGS (Stargell/Manning)	2030 - 2030	\$ 1,767,000	\$ -	\$ -	\$ 1,767,000	60%	\$ 1,060,200	\$ 706,800	\$ -	\$ 706,800	\$ -
40206505 Whitby Shoreline Erosion Work	2025 - 2025	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	90%	\$ 1,800,000	\$ 200,000	\$ -	\$ 200,000	\$ -
40306504 Wyndfield Pond (Garden/Wyndfield)	2030 - 2030	\$ 1,305,000		\$ 352,943	\$ 952,057	60%	\$ 571,234	\$ 380,823		\$ 380,823	
Subtotal Storm Water Program		\$ 38,679,038	\$ -	\$ 1,133,704	\$ 37,545,334		\$ 25,028,300	\$ 12,517,034	\$ -	\$ 12,517,034	\$ -

APPENDIX C.3
TABLE 2
TOWN OF WHITBY
DEVELOPMENT-RELATED CAPITAL PROGRAM
STORMWATER MANAGEMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Other Contributions*	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						BTE Share	Replacement & BTE Shares		Prior Growth	2021-2031	Post 2031
Roads, Roads Related and Storm Water Studies											
40162302 Lynde Creek Study Update	2029 - 2029	\$ 267,800	\$ -	\$ -	\$ 267,800	60%	\$ 160,680	\$ 107,120	\$ -	\$ 107,120	\$ -
40297101 SWM Quality and Erosion Control Enhancement Study	2029 - 2029	\$ 115,500	\$ -	\$ -	\$ 115,500	60%	\$ 69,300	\$ 46,200	\$ -	\$ 46,200	\$ -
40227102 SWM Utility Study	2022 - 2022	\$ 273,000	\$ -	\$ -	\$ 273,000	60%	\$ 163,800	\$ 109,200	\$ -	\$ 109,200	\$ -
Subtotal Roads, Roads Related and Storm Water Studies		\$ 656,300	\$ -	\$ -	\$ 656,300		\$ 393,780	\$ 262,520	\$ -	\$ 262,520	\$ -
TOTAL STORMWATER MANAGEMENT		\$ 41,375,652	\$ -	\$ 1,133,704	\$ 40,241,948		\$ 25,422,080	\$ 14,819,868	\$ -	\$ 14,819,868	\$ -

* Other contributions from Subdivision agreements (external funding).

Residential Development Charge Calculation		
Residential Share of 2021 - 2031 DC Eligible Costs	77.9%	\$11,549,254
Growth in Population in New Units 2021 - 2031		69,326
Unadjusted Development Charge Per Capita		\$166.59
Non-Residential Development Charge Calculation		
<i>Commercial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	9.4%	\$1,390,055
11-Year Growth in Square Metres		278,628
Unadjusted Development Charge Per Square Metre		\$4.99
<i>Industrial</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	7.3%	\$1,082,110
11-Year Growth in Square Metres		779,469
Unadjusted Development Charge Per Square Metre		\$1.39
<i>Institutional</i>		
Non-Residential Share of 2021 - 2031 DC Eligible Costs	5.4%	\$798,449
11-Year Growth in Square Metres		287,568
Unadjusted Development Charge Per Square Metre		\$2.78

2021 - 2031 Net Funding Envelope	\$ 92,113,358
Reserve Fund Balance	
Balance as at December 31, 2020	(\$2,040,314)

APPENDIX C.3

TABLE 3

TOWN OF WHITBY
STORMWATER MANAGEMENT
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

STORMWATER: RESIDENTIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	(\$1,590.0)	(\$1,084.6)	(\$2,270.9)	(\$2,533.9)	(\$2,586.4)	(\$4,503.5)	(\$4,537.4)	(\$3,852.9)	(\$2,510.0)	(\$1,444.1)	(\$1,214.1)	
2021 - 2031 RESIDENTIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Stormwater: Residential: Non Inflated	\$135.2	\$1,616.1	\$678.4	\$477.8	\$2,162.7	\$390.3	\$796.8	\$365.7	\$773.8	\$1,622.0	\$940.4	\$9,959.2
Stormwater: Residential: Inflated	\$135.2	\$1,648.5	\$705.8	\$507.0	\$2,340.9	\$430.9	\$897.4	\$420.1	\$906.7	\$1,938.4	\$1,146.3	\$11,077.2
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Units	3,996	3,012	3,057	3,107	3,155	3,232	8,972	9,440	9,928	10,444	10,982	69,326
REVENUE												
- DC Receipts: Inflated	\$717.9	\$552.0	\$571.5	\$592.4	\$613.5	\$641.1	\$1,815.3	\$1,948.2	\$2,089.8	\$2,242.5	\$2,405.2	\$14,189.4
INTEREST												
- Interest on Opening Balance	(\$87.5)	(\$59.7)	(\$124.9)	(\$139.4)	(\$142.3)	(\$247.7)	(\$249.6)	(\$211.9)	(\$138.0)	(\$79.4)	(\$66.8)	(\$1,547.0)
- Interest on In-year Transactions	\$10.2	(\$30.2)	(\$3.7)	\$1.5	(\$47.5)	\$3.7	\$16.1	\$26.7	\$20.7	\$5.3	\$22.0	\$24.9
TOTAL REVENUE	\$640.7	\$462.2	\$442.9	\$454.5	\$423.8	\$397.1	\$1,581.8	\$1,763.0	\$1,972.5	\$2,168.4	\$2,360.4	\$12,667.2
CLOSING CASH BALANCE	(\$1,084.6)	(\$2,270.9)	(\$2,533.9)	(\$2,586.4)	(\$4,503.5)	(\$4,537.4)	(\$3,852.9)	(\$2,510.0)	(\$1,444.1)	(\$1,214.1)	\$0.0	

2021 Adjusted Charge Per Capita

\$179.66

Allocation of Capital Program

Residential Sector	77.9%
Non-Residential Sector	22.1%

Rates for 2021

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

APPENDIX C.3

TABLE 3

TOWN OF WHITBY
STORMWATER MANAGEMENT
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

STORMWATER: COMMERCIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	(\$191.4)	(\$205.3)	(\$321.8)	(\$320.2)	(\$250.9)	(\$394.9)	(\$302.0)	(\$251.5)	(\$129.2)	(\$48.6)	(\$78.5)	
2021 - 2031 COMMERCIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Stormwater: Commercial: Non: Inflated	\$16.3	\$194.5	\$81.6	\$57.5	\$260.3	\$47.0	\$95.9	\$44.0	\$93.1	\$195.2	\$113.2	\$1,198.7
Stormwater: Commercial: Inflated	\$16.3	\$198.4	\$84.9	\$61.0	\$281.8	\$51.9	\$108.0	\$50.6	\$109.1	\$233.3	\$138.0	\$1,333.2
COMMERCIAL DEVELOPMENT												
- New Retail Commerical GFA - SQ.M	2,460	17,809	18,910	26,128	27,113	28,201	29,249	30,377	31,551	32,765	34,065	278,628
REVENUE												
- DC Receipts: Inflated	\$13.0	\$96.0	\$103.9	\$146.5	\$155.0	\$164.5	\$174.0	\$184.3	\$195.3	\$206.9	\$219.4	\$1,658.7
INTEREST												
- Interest on Opening Balance	(\$10.5)	(\$11.3)	(\$17.7)	(\$17.6)	(\$13.8)	(\$21.7)	(\$16.6)	(\$13.8)	(\$7.1)	(\$2.7)	(\$4.3)	(\$137.2)
- Interest on In-year Transactions	(\$0.1)	(\$2.8)	\$0.3	\$1.5	(\$3.5)	\$2.0	\$1.2	\$2.3	\$1.5	(\$0.7)	\$1.4	\$3.1
TOTAL REVENUE	\$2.4	\$81.9	\$86.6	\$130.4	\$137.7	\$144.7	\$158.5	\$172.8	\$189.7	\$203.4	\$216.5	\$1,524.6
CLOSING CASH BALANCE	(\$205.3)	(\$321.8)	(\$320.2)	(\$250.9)	(\$394.9)	(\$302.0)	(\$251.5)	(\$129.2)	(\$48.6)	(\$78.5)	\$0.0	

2021 Adjusted Charge Per Square Metre

\$5.28

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.3

TABLE 3

TOWN OF WHITBY
STORMWATER MANAGEMENT
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

STORMWATER: INDUSTRIAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	(\$149.0)	(\$102.6)	(\$65.3)	\$70.0	\$104.9	(\$32.0)	\$12.2	\$17.6	\$72.2	\$85.8	\$4.6	
2021 - 2031 INDUSTRIAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balance)	(\$149.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$149.0)
Stormwater: Industrial: Non: Inflated	\$161.6	\$151.4	\$63.6	\$44.8	\$202.6	\$36.6	\$74.7	\$34.3	\$72.5	\$152.0	\$88.1	\$1,082.1
Stormwater: Industrial: Inflated	\$12.7	\$154.5	\$66.1	\$47.5	\$219.3	\$40.4	\$84.1	\$39.4	\$84.9	\$181.6	\$107.4	\$1,037.9
NEW INDUSTRIAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	47,361	137,723	139,080	53,425	54,480	55,320	56,400	57,480	58,440	59,520	60,240	779,469
REVENUE												
- DC Receipts: Inflated	\$66.3	\$196.7	\$202.6	\$79.4	\$82.6	\$85.5	\$88.9	\$92.4	\$95.9	\$99.6	\$102.8	\$1,192.7
INTEREST												
- Interest on Opening Balance	(\$8.2)	(\$5.6)	(\$3.6)	\$2.5	\$3.7	(\$1.8)	\$0.4	\$0.6	\$2.5	\$3.0	\$0.2	(\$6.3)
- Interest on In-year Transactions	\$0.9	\$0.7	\$2.4	\$0.6	(\$3.8)	\$0.8	\$0.1	\$0.9	\$0.2	(\$2.3)	(\$0.1)	\$0.5
TOTAL REVENUE	\$59.1	\$191.8	\$201.4	\$82.4	\$82.5	\$84.5	\$89.4	\$94.0	\$98.6	\$100.3	\$102.8	\$1,186.9
CLOSING CASH BALANCE	(\$102.6)	(\$65.3)	\$70.0	\$104.9	(\$32.0)	\$12.2	\$17.6	\$72.2	\$85.8	\$4.6	\$0.0	

2021 Adjusted Charge Per Square Metre

\$1.40

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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

APPENDIX C.3

TABLE 3

TOWN OF WHITBY
STORMWATER MANAGEMENT
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

STORMWATER: INSTITUTIONAL	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	(\$109.9)	(\$122.8)	(\$243.0)	(\$300.7)	(\$254.6)	(\$329.0)	(\$265.5)	(\$224.0)	(\$138.6)	(\$74.2)	(\$70.0)	
2021 - 2031 INSTITUTIONAL FUNDING REQUIREMENTS												
Prior Growth (Funding form DC Reserve Balan	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Stormwater: Institutional: Non: Inflated	\$9.3	\$111.7	\$46.9	\$33.0	\$149.5	\$27.0	\$55.1	\$25.3	\$53.5	\$112.1	\$65.0	\$688.5
Stormwater: Institutional: Inflated	\$9.3	\$114.0	\$48.8	\$35.1	\$161.8	\$29.8	\$62.0	\$29.0	\$62.7	\$134.0	\$79.3	\$765.8
NEW INSTITUTIONAL DEVELOPMENT												
- New Other Non-Residential GFA - SQ.M	900	1,140	1,800	30,168	31,560	33,000	34,500	36,060	37,740	39,420	41,280	287,568
REVENUE												
- DC Receipts: Inflated	\$2.7	\$3.5	\$5.7	\$96.6	\$103.1	\$110.0	\$117.3	\$125.0	\$133.4	\$142.2	\$151.9	\$991.3
INTEREST												
- Interest on Opening Balance	(\$6.0)	(\$6.8)	(\$13.4)	(\$16.5)	(\$14.0)	(\$18.1)	(\$14.6)	(\$12.3)	(\$7.6)	(\$4.1)	(\$3.9)	(\$117.3)
- Interest on In-year Transactions	(\$0.2)	(\$3.0)	(\$1.2)	\$1.1	(\$1.6)	\$1.4	\$1.0	\$1.7	\$1.2	\$0.1	\$1.3	\$1.8
TOTAL REVENUE	(\$3.5)	(\$6.3)	(\$8.9)	\$81.2	\$87.5	\$93.3	\$103.6	\$114.4	\$127.1	\$138.2	\$149.3	\$875.7
CLOSING CASH BALANCE	(\$122.8)	(\$243.0)	(\$300.7)	(\$254.6)	(\$329.0)	(\$265.5)	(\$224.0)	(\$138.6)	(\$74.2)	(\$70.0)	\$0.0	

2021 Adjusted Charge Per Square Metre

\$3.02

Allocation of Capital Program

Commercial Share	9.4%
Industrial Share	7.3%
Institutional Share	5.4%

Rates for 2021

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