EX33.3

Appendix 4

2018 Development Charges Background Study



Addendum Report to the January 9, 2018 Development Charge Background Study

HEMSON Consulting Ltd.

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DISCLAIMER

A. Amended Appendices Attached

Only the appendices that have been changed since the release of the January 9, 2018 DC Background Study are included in this Addendum Report.

B. Consolidated 2018 DC Background Study to be Prepared Following Approval of DC By-law

Following Council's approval of the new 2018 DC By-law, a complete consolidated version of the 2018 Development Charges Background Study, reflecting the adopted development charge rates, will be prepared and posted on the City's website.

INTRODUCTION

A. Background

1. DC Background Study Was Published in Accordance with the DCA and Associated Regulations

The City of Toronto DC Background Study and Amendment Study have been prepared in accordance with the requirements of the Development Charges Act, 1997 (DCA) and associated regulations, as summarized below:

Task	Description
Release DC Background	60 days prior to by-law passage (including)
Study to Public	on website)
Advertise for Public Meeting	20 days notice
Release Proposed DC By-	2 weeks before Public Meeting (or
law	sooner)
Hold Statutory Public	Receive submissions from public and
Meeting	Council
	Amend proposed charges and by-law if
	warranted
	Determine if additional Public Meeting is
	required
DC By-law Passage	Any changes brought forward for adoption
(Current Task)	
Notice of By-law Passage	20 days after DC by-law passage
Appeal Period	40 days following DC by-law passage
DC Pamphlet	60 days after passage of DC by-law

2. Early and Extensive Consultation Has Been Held with Stakeholders

On January 9, 2018, the City of Toronto 2018 Development Charges Background Study was formally released to the public. The background study and accompanying draft by-law were considered at a statutory public meeting held on January 24, 2018. Verbal and written submissions by members of the public, the development industry and Council were received during the consultation period, including the statutory public meeting, and responses to pertinent written and verbal questions were provided.



As shown in the table below, prior to the public release of the January 9, 2018 DC Background Study, meetings were held with key industry stakeholders such as the Building Industry and Land Development Association (BILD), Toronto Board of Trade, NAIOP, REALpac, TIN, GTAA, TREB on technical and policy matters. Meetings began in June 2017 and continued into early 2018 to facilitate a review of technical inputs and provide written and/or verbal response to questions.

In addition to the industry stakeholder meetings, two general public and rate payer consultation sessions were held. In particular, following the statutory public meeting on January 24, 2018, City staff held two meetings with rental housing providers, one meeting with representatives from universities and colleges, and one meeting with home ownership assistance housing providers (HOAP).

Activity	Timeline		
Key Industry Stakeholders	June 5, July 10, October 30,		
 BILD, TBoT, TREB, REALpac, 	December 1 (2017)		
NAIOP, GTAA, TIN)			
Technical Review	November 2017 and angaing		
 BILD Consultants 	November 2017 and ongoing		
Ratepayer Meeting	January 11, 2018		
Key Industry Stakeholder Meeting	January 12, 2018		
General Public Meetings	January 15 & 17, 2018		
Statutory Public Meeting	January 24, 2018		
Other Stakeholders:			
 Rental Housing Providers 			
 Universities and Colleges 	February to March 2018		
Home Ownership Assistance	-		
Housing Providers			

As a result of the consultation process and ongoing review, Hemson is recommending a series of adjustments to the January 9, 2018 DC Background Study which are described in this Addendum Report.

3. Amended DC rates are Calculated in Accordance with the DCA and Associated Regulations

It is Hemson's role as the City's development charges consultants to prepare a study that meets the requirements of the DCA and represents a fair and reasonable calculation of the charges that are, in our view, defensible at the



Ontario Municipal Board (OMB). The changes contemplated in this Addendum Report largely stem from comments and documentation provided by stakeholders and City staff that improve the accuracy of the data used to calculate the development charges for the City. In our opinion the proposed changes are reasonable and in keeping with the provisions of the DCA.

B. Changes Will Be Reflected in the Consolidated 2018 DC Background Study

All identified changes will be reflected in a consolidated 2018 DC Background Study, which will be prepared following the passage of the new DC By-law and subsequently posted on the City's website.

II 2018 ADDENDUM REPORT IS CONSISTENT WITH THE DEVELOPMENT CHARGES ACT

A. The Report is Consistent with the Development Charges Act (DCA)

- This study calculates the amended DCs for the City of Toronto in compliance with the provisions of the DCA and its associated regulation Ontario Regulation 82/98 (O.Reg 82/98).
- The City needs to continue implementing DCs to fund capital projects related to growth throughout Toronto so that development pays for its share of capital requirements to the extent allowed by the DCA so that new services required by growth are provided in a fiscally responsible manner.
- The DCA and O. Reg. 82/98 require that a DC background study be prepared in which DCs are determined with reference to:
 - a forecast of the amount, type and location of housing units, population and non-residential development anticipated in the City;
 - a review of future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and nondevelopment-related components of the capital projects;
 - an examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the DC bylaw would relate; and
 - an asset management plan that demonstrates that all the assets proposed to be funded under the development charge by-law are financially sustainable.
- This report identifies the amended development charge rate and associated calculations since the January 9, 2018 DC Background Study. It is intended that Council will pass a new DC by-law as informed based on the inputs and assumptions identified in the January 9, 2018 DC Background Study, and the updated calculations identified in this Addendum report.

B. All Services with Development-Related Costs are Included in the Analysis

The following City services were identified in the January 9, 2018 DC Background Study. Inputs and assumptions have been updated for select services based on dialogue with development industry representatives and City staff.

Services denoted with an (*) have been amended since the release of the January 9, 2018 DC Background Study

- Spadina Subway Extension*
- Transit*
- Roads and Related*
- Water*
- Sanitary Sewer*
- Storm Water Management*
- Parks and Recreation
- Library
- Subsidized Housing*

- Shelter*
- Police
- Fire
- Paramedic Services
- Development-Related Studies
- Civic Improvements
- Child Care
- Public Health
- Pedestrian Infrastructure

III RECOMMENDED CHANGES TO THE JANUARY 9, 2018 DC BACKGROUND STUDY ARE PROPOSED

This section describes the proposed changes to the January 9, 2018 DC Background Study. The following also indicates the impact of the changes on the calculated development charge for large apartments. In total, the development charge for a large apartment was calculated at \$51,740 per unit in the January 9, 2018 DC Background Study. After the identified changes, the large apartment rate has decreased by \$4,777 per unit to \$46,963 per unit. The associated impacts to the other residential and non-residential rate categories are discussed further in the following sections.

Supporting analysis including the related inventory, capital program and cash flow analysis tables are attached as appendices to this report.

A. Transit Ridership

The forecast change in transit ridership is used to inform the allocation of transit costs between benefit to existing (BTE), in-period and post-period benefit (PPB) allocations. Further to a review of submissions received from the development industry, it is proposed that the AM peak period ridership forecast be amended so that the one-third trip adjustment for "added trips from 2011 existing at 2041" be increased from 66% to 85% as shown in Table 1 below.

Tab	Table 1: Summary of Ridership Growth					
	Analysis of Ridership Growth	AM Peak Period Trips				
Α	Increased Ridership 2011-2041	218,000				
	Trips from 2011 Base					
В	Added trips if network improvements available in 2011	53,000				
С	Added trips from 2011 existing at 2041, approx. 15% (E*85%)	45,000				
D	Trips Generated from Growth 2011 to 2041 (A-C)	173,000				



This adjustment results in a change to benefit to existing (BTE), in-period and post-period benefit (PPB) allocations as shown in Table 2. The associated DC rate impact resulting from this change is discussed further in the following sections.

Table 2: Allocations Used for Transit Related Capital Costs						
Allocation	Year	AM Peak Period	% of Allocation			
Benefit to Existing	2011 + 2011-2018	94,222	43.2%			
In-Period	2018-2027	46,608	21.4%			
Post-Period	2028 and beyond	77,170	35.4%			
	Total	218,000	100.0%			

B. Transit

1. Benefit to Existing (BTE)

Based on the changes to the Transit ridership analysis, the benefit to existing share calculation was increased from 40% to 43% for the majority of Transit projects. As outlined in the January 9, 2018 DC Background Study, certain projects, such as rolling stock associated with streetcars, higher-order transit projects and conventional bus transit are examined on a project-by-project basis; as such, these projects are not effected by this change.

In addition to this change, minor increases were made to the benefit to existing shares for the "2.1.4.1 Purchase of 204 Streetcars – Replacement" and "2.2.9.3 Purchase of 372 New Subway Cars (T1 Replacement)" projects based on dialogue with industry stakeholders and City staff.

2. In-Period Share Allocation

The changes to the Transit ridership analysis also impact the in-period share allocations for the majority of the Transit projects. As a result, the in-period recovery share was reduced from 23% to 21%.

3. Post-Period Benefit (PPB)

Similar to the in-period share allocations, the post-period allocations also changed as a result of the amended Transit ridership analysis. Since the January 9, 2018 DC Background Study, the post-period share allocation has decreased from 37% to 35%.



4. Capital Costs

Capital costs for the following "Development-related Higher Order Transit Projects" were amended to reflect updated capital cost (i.e. new capital costing information or adjustments for inflation) and grant assumptions (i.e. new transit funding announcements and agreements with upper levels of government). A brief description of these changes are provided below:

2.2.5.1 Eglinton East LRT

- Updated capital costs assumptions to reflect Council approved "Option 3" for Eglinton East LRT: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 6.1
- Grant assumptions were updated based the agreement in principle with the Province executed in January 2018. The terms of the agreement were set out as , Appendix 1, item 4, of the Transit Network Plan Update and Financing Strategy report:
 http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 https://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 https://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
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 https://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016.EX1
 https://app.toronto.ca/tmmis/viewAgendaltemHistory.do/https://app.toronto.ca/tmmis/viewAgendaltemHistory.do/https://app.toronto.ca/tmmis/viewAgendaltemHistory.do/<a href="ht

2.2.5.2 Waterfront Transit "Reset"

- Updated capital costs assumptions to reflect the latest estimates and cost assumptions approved by Council January 31, 2018.
- Staff Report: Waterfront Transit Network Plan https://www.toronto.ca/legdocs/mmis/2018/ex/bgrd/backgroundfile-110749.pdf
- Grant assumptions are based on the Phase 2 Federal Funding program for PTIF announce by Infrastructure Canada on March 14, 2018: <a href="https://www.canada.ca/en/office-infrastructure/news/2018/03/canada-and-ontario-to-make-significant-infrastructure-investments-that-will-improve-the-lives-of-canadians.html?wbdisable=true

2.2.5.6 Warden Station - AODA

 Updated capital costs and grant assumption to reflect latest project cost estimates provided by the Toronto Transit Commission

2.2.5.7 Islington Station – AODA

 Updated capital costs and grant assumption to reflect latest project cost estimates provided by the Toronto Transit Commission



2.2.5.8 Relief Line South

- Updated capital costs to inflated dollars and grant assumptions to reflect the latest funding announcement relating to the Public Transit Infrastructure Fund (PTIF) in March. As a result, the grant share was reduced from 80% to 73% (40% federal and 33% provincial).
- The DC Background Study only includes costs proposed to be incurred during the 10-year planning horizon from 2018-2027. The total estimated cost of the Relief Line is \$6.8 billion (2021-2031).

2.2.5.9 SmartTrack

 Updated capital costs and grants assumption to reflect inflated project costs, City share of project only (i.e. costs exclude segment of Eglinton West LRT located outside of the City of Toronto as it is assumed to be funded by others) and incorporated minor cash flow adjustment of capital costs shifted one year as per estimates provided by Metrolinx.

In addition to these changes, the following projects were removed from the capital program. The updated project costs for the "2.2.5.2 Waterfront Transit Reset" include these expenditures, and as such, the related costs were removed from the capital program.

- 2.2.5.3 Queens Quay (Bay to Small area)
- 2.2.5.4 Queens Quay (Small to Cherry incls. Parliament infill; realignment of Parliament)
- 2.2.5.5 Queens Quay (Spadina to Bay)

Table 3 provides a summary of the gross, grant and net costs, by project, since the release of the January 9, 2018 DC Background Study.



11 TABLE 3

CITY OF TORONTO 2018 DEVELOPMENT CHARGES STUDY HIGHER-ORDER TRANSIT PROJECTS CHANGES FROM JANUARY 9, 2018 DC BACKGROUND STUDY

1. Updated Transit Project Costs - As Included in Addendum Study

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost
Projects with Cost and Grant Changes					
2.2.5.1 Eglinton East LRT	Inflated	2018 - 2027	\$1,674,000,000	\$669,600,000	\$1,004,400,000
2.2.5.2 Waterfront Transit "Reset"	Inflated	2018 - 2027	\$1,807,990,000	\$1,319,832,700	\$488,157,300
2.2.5.6 Warden Station - AODA	Not inflated	2018 - 2026	\$71,400,000	\$47,838,000	\$23,562,000
2.2.5.7 Islington Station - AODA	Not inflated	2023 - 2027	\$78,800,000	\$52,796,000	\$26,004,000
2.2.5.5 Relief Line South	Inflated	2021 - 2027	\$4,104,970,000	\$2,996,628,100	\$1,108,341,900
2.2.5.6 Smart Track	Inflated	2018 - 2026	\$3,242,000,000	\$1,297,000,000	\$1,945,000,000
Sub-Total			\$10,979,160,000	\$6,383,694,800	\$4,595,465,200
Project lines being Removed (1)					
2.2.5.3 Queens Quay (Bay to Small street)	Removed	2018 - 2023	\$0	\$0	\$0
2.2.5.4 Queens Quay (Small to Cherry)	Removed	2018 - 2022	\$0	\$0	\$0
2.2.5.5 Queens Quay (Spadina to Bay)	Removed	2018 - 2021	\$0	\$0	\$0
Sub-Total			\$0	\$0	\$0
TOTAL			\$10,979,160,000	\$6,383,694,800	\$4,595,465,200

⁽¹⁾ These projects are now included in the revised Waterfront Transit "Reset" costs identified in the Addendum Report

2. As Shown in January 9, 2018 Background Study

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost
Projects with Cost and Grant Changes					
2.2.5.1 Eglinton East LRT	Inflated	2018 - 2027	\$1,832,000,000	\$1,465,600,000	\$366,400,000
2.2.5.2 Waterfront Transit "Reset"	Inflated	2018 - 2027	\$1,133,763,440	\$901,601,461	\$232,161,979
2.2.5.6 Warden Station - AODA	Inflated	2018 - 2026	\$68,000,000	\$45,560,000	\$22,440,000
2.2.5.7 Islington Station - AODA	Inflated	2023 - 2027	\$77,000,000	\$51,590,000	\$25,410,000
2.2.5.5 Relief Line South	Not inflated	2021 - 2027	\$3,561,035,000	\$2,848,828,000	\$712,207,000
2.2.5.6 Smart Track	Non-Inflated	2018 - 2026	\$3,324,100,000	\$1,526,700,000	\$1,797,400,000
Sub-Total			\$9,995,898,440	\$6,839,879,461	\$3,156,018,979
Project lines being Removed (2)					
2.2.5.3 Queens Quay (Bay to Small street)	Inflated	2018 - 2023	\$159,328,560	\$3,929,671	\$155,398,889
2.2.5.4 Queens Quay (Small to Cherry)	Inflated	2018 - 2022	\$101,908,000	\$1,479,620	\$100,428,380
2.2.5.5 Queens Quay (Spadina to Bay)	Inflated	2018 - 2021	\$4,764,612	\$0	\$4,764,612
Sub-Total			\$266,001,172	\$5,409,291	\$260,591,881
TOTAL			\$10,261,899,612	\$6,845,288,752	\$3,416,610,860

⁽²⁾ Waterfront Transit Reset costs identified in the January 9th DC Background Study were net of the "Queens Quay" projects

3. Change in Project Costs & Funding: Addendum Study - January 9, 2018 Background Study

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost
Projects with Cost and Grant Changes					
2.2.5.1 Eglinton East LRT		2018 - 2027	(\$158,000,000)	(\$796,000,000)	\$638,000,000
2.2.5.2 Waterfront Transit "Reset"		2018 - 2027	\$674,226,560	\$418,231,239	\$255,995,321
2.2.5.6 Warden Station - AODA		2018 - 2026	\$3,400,000	\$2,278,000	\$1,122,000
2.2.5.7 Islington Station - AODA		2023 - 2027	\$1,800,000	\$1,206,000	\$594,000
2.2.5.5 Relief Line South		2021 - 2027	\$543,935,000	\$147,800,100	\$396,134,900
2.2.5.6 Smart Track		2018 - 2026	(\$82,100,000)	(\$229,700,000)	\$147,600,000
Sub-Total			\$983,261,560	(\$456,184,661)	\$1,439,446,221
Project lines being Removed (2)					
2.2.5.3 Queens Quay (Bay to Small street)		2018 - 2023	(\$159,328,560)	(\$3,929,671)	(\$155,398,889)
2.2.5.4 Queens Quay (Small to Cherry)		2018 - 2022	(\$101,908,000)	(\$1,479,620)	(\$100,428,380)
2.2.5.5 Queens Quay (Spadina to Bay)		2018 - 2021	(\$4,764,612)	\$0	(\$4,764,612)
Sub-Total			(\$266,001,172)	(\$5,409,291)	(\$260,591,881)
TOTAL			\$717,260,388	(\$461,593,952)	\$1,178,854,340



5. Cash Flow Analysis Assumptions

Since the release of the January 9, 2018 DC Background Study, it was determined that some of the costs included in the Transit capital program were expressed as inflated rather than current dollars.

As a result, the cash flow analysis has been adjusted to account for inflated and non-inflated projects. For the purposes of this analysis, only the non-inflated projects are inflated using an assumption of 2%. Inflated and non-inflated projects are identified in the detailed capital program tables in the attached appendices.

6. Impact to Large Apartment DC \$/Unit

After the above noted adjustments, this results in a decrease of \$238 to the Transit services large apartment charge identified in the January 9, 2018 DC Background Study before other adjustments.

Appendix 1 provides a detailed summary of Transit services calculation integrating the changes discussed above.

C. Spadina Subway Extension (TYSSE)

1. Benefit to Existing (BTE)

Consistent with the adjustment to Transit services, the benefit to existing share was increased from 40% to 43% to reflect changes in the ridership forecast.

2. In-Period Share

The changes to the Transit ridership analysis also impact the in-period share allocations for TYSSE. As a result, the in-period recovery share is proposed to be reduced from 23% to 21%.

3. Post-Period Benefit (PPB)

Similar to the in-period share allocations, the post-period allocations also changed as a result of the amended Transit ridership analysis. Since the January 9, 2018 DC Background Study, the post-period share allocation has decreased from 37% to 35%.



4. Impact to Large Apartment DC \$/unit

This change results in a decrease of \$85 to the Spadina Subway Extension large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 2 provides a detailed summary of the Spadina Subway Extension (TYSSE) calculation integrating the changes discussed above.

D. Roads and Related

1. Capital Costs

Through discussions with the development industry and staff following the release of the January 9, 2018 DC Background Study, the following projects were removed from the Roads and Related capital program:

- 1.2.44 Gardiner Ramp Improvement (Park Lawn to 427)- Land only

 This project involves several components including the widening of the Gardiner Expressway, the reconstruction of ramps and the extension of an exiting road. As the associated cost and scope of this project is not fully known, it is not proposed that the land costs be included in the DC capital program at this time.
- 1.6.14 Broadview Underpass Upon further review, staff have determined that the costs associated with this project are now included in SmartTrack costs. As a result, this project has been removed from the capital program.
- 1.7.14 Repair Cherry Street Bascule Bridge Upon further review of this project, it was determined that the repair of the existing Cherry Street Bascule Bridge is to maintain the existing structure and will not create additional capacity. As such, this project has been removed from the DC eligible costs included in the capital program.

2. Benefit to Existing (BTE)

As a result of feedback from the development industry and through further discussions with staff, adjustments were made to the benefit to existing shares identified for certain projects in the capital program. As a result, the BTE share allocation for "1.2.26 St. Clair TMP: Widening: Keele to Old Weston Road" was increased from 1% to 46%. This adjustment is intended to reflect that a portion of the project relates to rehabilitation and that third party sources, including Metrolinx and CP Rail, will also contribute to the project.

3. Post-Period Benefit (PPB)

The City's Roads and Related capital program is proposed to benefit two planning periods, 2018-2027 and 2018-2041. Through the DC Study consultation process, the development industry raised concern with the lack of post-period benefit share allocations attributed to infrastructure occurring during the later years of the planning period. Based on discussions with City staff, a number of projects at the end of the planning period have been moved post-2041 and will be considered for recovery under subsequent development charge studies.

4. Impact to Large Apartment DC \$/Unit

These changes result in a decrease of \$1,257 to the Roads and Related services large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 3 provides a detailed summary of Roads and Related calculation integrating the changes discussed above.

E. Water

1. Capital Costs

Unallocated watermain projects included in the January 9, 2018 DC Background Study were reviewed with City staff and it was determined that these costs were not required due to revised local infrastructure requirements. It is proposed that the \$60 million in unallocated costs be removed from the capital program.

2. Benefit to Existing (BTE)

Based on comments received from the development industry, staff reviewed the BTE allocation applied to watermain replacement projects. In recognition that in certain instances watermains are replaced with similarly sized new pipes, the BTE share was increased from 75% to 92% (as informed based on shares of population and employment growth). There continues to be a development related share, 8%, for these projects as the replacement results in additional capacity to meet the increased servicing needs arising from development.

3. Post-Period Benefit (PPB)

The City's Water capital program is proposed to benefit two planning periods, 2018-2027 and 2018-2041. Given that some of the identified infrastructure was proposed to be constructed at the end of the planning period, the



development industry has argued that these projects should have a postperiod benefit allocation. Based on discussions with City staff, a number of projects at the end of the planning period have been moved post-2041 and will be considered for recovery under subsequent development charge studies.

4. Impact to Large Apartment DC \$/unit

In total, changes result in a decrease of \$1,459 to the Water services large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 4 provides a detailed summary of Water services calculation integrating the changes discussed above.

F. Sanitary Sewer (Wastewater)

1. Post-Period Benefit (PPB)

The City's Sanitary Sewer (Wastewater) capital program is proposed to benefit two planning periods, 2018-2027 and 2018-2041. Similar to other engineering services, the development industry raised concern with the lack of post-period benefit share allocations attributed to infrastructure occurring during the later years of the planning period. Based on discussions with City staff, a number of projects at the end of the planning period have been moved post-2041 and will be considered for recovery under subsequent development charge studies.

2. Impact to Large Apartment DC \$/Unit

The changes result in a total decrease of \$37 to the Sanitary Sewer services large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 5 provides a detailed summary of Sanitary Sewer (Wastewater) services calculation integrating the changes discussed above.

G. Storm Water

1. Post-Period Benefit (PPB)

The Storm Water infrastructure identified in the 2018 DC Background Study is proposed to benefit development occurring from 2018-2041. Given that some of the identified infrastructure was proposed to be constructed at the end of the planning period, the development industry has argued that these projects should have a post-period benefit allocation. Based on discussions with City



staff, a number of projects at the end of the planning period have been moved post-2041 and will be considered for recovery under subsequent development charge studies.

2. Impact to Large Apartment DC \$/Unit

The changes result in a total decrease of \$834 to the Storm Water services large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 6 provides a detailed summary of Storm Water services calculation integrating the changes discussed above.

H. Subsidized Housing

1. Affordable Ownership Units

The inclusion of affordable ownership units in the historical inventory and capital program for Subsidized Housing services were reviewed and it was determined that the associated costs should be removed from the January 9, 2018 DC Background Study.

The City's share of the affordable ownership program is supported through down-payment assistance loan funding programs. These loans are secured with no-payment second mortgages that are paid back to the City when the home is re-sold, with a share of the home's capital appreciation. As the City is reimbursed for these expenditures with interest, it was determined that the inclusion of these costs in the DC capital program was unreasonable and, therefore, removed from the historical inventory and capital program identified in the January 9, 2018 DC Background Study.

2. Impact to Large Apartment DC \$/Unit

The changes result in a total decrease of \$867 to the Subsidized Housing large apartment charge identified in the January 9, 2018 DC Background Study.

Appendix 7 provides a detailed summary of Subsidized Housing services DC calculation integrating the changes discussed above.



I. Shelter Services

1. Capital Costs

Following the release of the January 9, 2018 DC Background Study, Council approved the opening and operation of 1,000 permeant Shelter beds "as quickly as possible" ¹ through the construction of addition sites (see Table 4 below).

The Shelter capital program in the January 9, 2018 DC Background Study included a provision for the construction of approximately 355 new beds valued at a total cost of \$68.13 million. In recognition of the recent announcement by Council, the additional incremental costs over the \$68.13 million identified in the January 9, 2018 DC Background Study has been attributed as a post-period benefit and may be brought forward into the 10-year planning period as part of subsequent DC Study updates.

Table 4: Sum	able 4: Summary of Shelter Capital Costs						
Millions	Description						
\$178.60	9 new sites						
\$1.50	2 leased sites						
\$180.10	Total Capital Costs						
\$68.13	Cost included in DC capital program						
\$111.97	Cost to be shown in DC capital program but included as post-period benefit (inclusive of 10% statutory discount)						

2. Impact to Large Apartment DC \$/Unit

There is no associated impact to the DC rates through this proposed change.

Appendix 8 provides a detailed summary of Shelter services DC calculation integrating the changes discussed above.

J. Other Changes

1. Local Service Guidelines

Through feedback received from the development industry, some minor language adjustments were made to the draft Local Service Guidelines. These guidelines are not required to be included in the DC Background

¹ See City of Toronto Council briefing note https://www.toronto.ca/legdocs/mmis/2018/ex/bgrd/backgroundfile-111879.pdf



Study, and as a result, were not included in the January 9, 2018 DC Study. However, as the guidelines are used to determine the eligible capital costs for inclusion in the development charges calculation, the Local Service Guidelines are provided in this Addendum report and will also be included in the final consolidated 2018 DC Background Study.

The current Local Service Guidelines can be found in Appendix 9.

2. Proposed DC By-law Policies

A number of changes have been made to the proposed draft DC By-law. This by-law is available under separate cover.



IV REVISED CALCULATED DEVELOPMENT CHARGES

The following provides a summary of the revised calculated development charges arising from the changes identified in this Addendum report.

A. Revised DC Capital Forecast for All City-Services

Table 5 provides a summary of the revised eligible capital program costs for all DC eligible services over the 2018-2027 and 2018-2041 benefitting period. The table summarizes the total gross capital costs and also the anticipated grants, subsidies or other recoveries. Anticipated grants are reduced from the total gross capital costs to determine the net municipal share.

1. 2018-2027 Benefitting Period

The development-related capital forecast is estimated at a total gross cost of \$35,063.69 million. It is anticipated senior government grants, subsidies or other recoveries total \$12,770.68 million, yielding a net cost of \$22,293.01 million.

2. 2018-2041 Benefitting Period

An additional \$9,182.02 million in costs is related to development occurring over the longer planning horizon from 2018-2041. This include costs relating to roads, water, sanitary sewer and storm water management projects. It is anticipated senior government grants, subsidies or other recoveries total \$902.19 million, yielding a net cost of \$8,279.83 million.

TABLE 5

CITY OF TORONTO SUMMARY OF DEVELOPMENT-RELATED CAPITAL PROGRAM CAPITAL PROGRAM BY SERVICE (in \$000s)

		Develo	pment-Related Ca	Development-Related Capital Program 2018-2027			
	Service	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Costs	Share of Net Costs		
1	Spadina Subway extension	\$3,184,168.5	\$2,276,999.9	\$907,168.6	4.1%		
2	Transit (balance)	\$22,201,427.1	\$9,526,668.1	\$12,674,759.0	56.9%		
3	Roads and Related	\$2,172,751.2	\$376,314.6	\$1,796,436.5	8.1%		
4	Water	\$1,310,338.5	\$1,627.3	\$1,308,711.2	5.9%		
5	Sanitary Sewer	\$443,344.9	\$24,557.2	\$418,787.7	1.9%		
6	Storm Water Management	\$0.0	\$0.0	\$0.0	0.0%		
7	Parks and Recreation	\$3,638,054.7	\$483,180.4	\$3,154,874.3	14.2%		
8	Library	\$486,702.0	\$2,829.0	\$483,873.0	2.2%		
9	Shelter	\$180,100.0	\$0.0	\$180,100.0	0.8%		
10	Subsidized housing	\$755,557.0	\$0.0	\$755,557.0	3.4%		
11	Police	\$219,131.0	\$0.0	\$219,131.0	1.0%		
12	Fire	\$43,264.4	\$0.0	\$43,264.4	0.2%		
13	Paramedic Services	\$151,260.0	\$56,250.0	\$95,010.0	0.4%		
14	Development-related studies	\$74,264.2	\$21,893.0	\$52,371.2	0.2%		
15	Civic improvements	\$60,533.1	\$0.0	\$60,533.1	0.3%		
16	Child Care	\$80,870.0	\$0.0	\$80,870.0	0.4%		
17	Public Health	\$800.0	\$0.0	\$800.0	0.0%		
18	Pedestrian Infrastructure	\$61,124.6	\$365.0	\$60,759.6	0.3%		
TOTAL		\$35,063,691.1	\$12,770,684.6	\$22,293,006.5	100.0%		

	Development-Related Capital Program 2018-2041				
Service	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Costs	Share of Net Costs	
1 Roads and Related	\$1,037,724.6	\$145,187.9	\$892,536.6	10.8%	
2 Water	\$764,754.2	\$106,522.6	\$658,231.6	7.9%	
3 Sanitary Sewer	\$5,754,566.9	\$29,478.7	\$5,725,088.2	69.1%	
4 Storm Water Management	\$1,624,972.7	\$621,000.0	\$1,003,972.6	12.1%	
TOTAL	\$9,182,018.3	\$902,189.2	\$8,279,829.1	100.0%	

TOTAL 2018-2027 and 2018-2041	\$44,245,709.4 \$1	13,672,873.8 \$30,	572,835.6
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B. Revised Total DC Recoverable Share of the Net Capital Forecast

The capital forecast for DC-eligible services, incorporates those projects identified to be related to growth anticipated over the identified benefitting periods. As engineered services include projects with both ten-year and longer term planning periods, separate tables have been shown for 2018-2027 and 2018-2041 costs.

1. 2018-2027 Benefitting Period

Not all of the capital costs are to be recovered from new development by way of DCs. Table 6 shows that \$10,241.31 million of the ten-year capital forecast relates to replacement of existing capital facilities or for shares of projects that provide benefit to the existing community in the 2018-2027 planning period.

This amount relates to shares of projects that are replacing existing facilities, addressing existing deficiencies, and recognized benefit to existing taxpayers, including prior growth. These portions of capital costs will have to be funded from non-DC revenue sources.

An additional share of \$5,642.36 million is attributable to growth beyond the 2027 period and is considered committed excess capacity and will be considered for recovery under future development charge studies.

The DCA, s. 5.(1)8., requires that development-related net capital costs for "general" services be reduced by ten per cent in calculating the applicable DC. The discount does not apply to the fire, police, roads, water, sanitary sewer, storm water management services or transit services. The ten per cent share of development-related net capital costs not included in the DC calculation must be funded from non-DC sources. In total, about \$396.84 million is identified as the required ten per cent reduction. A further \$122.40 million relates to DCs that have been collected and applied to projects and is removed from the DC eligible costs. Finally, \$74.70 million is available in the Roads and Related reserve fund and has been removed from the ten year DC eligible project costs. After these adjustments, the discounted net development-related capital cost is \$5,833.41 million.

2. 2018-2041 Benefitting Period

Table 6 also provides a summary and identifies the allocation of costs for engineered projects that benefit growth over the longer planning period of 2018-2041. After adjusting for shares of projects that will provide a benefit to the existing community, DCs that have been collected and applied to project



costs, available reserve funds and post-period benefit, the total DC eligible cost is reduced to \$2,285.83 million.

In total, \$8,119.23 million is considered to be DC eligible over the 2018-2027 and 2018-2041 planning periods.

23 TABLE 6

CITY OF TORONTO SUMMARY OF DEVELOPMENT-RELATED CAPITAL PROGRAM CAPITAL PROGRAM BY SERVICE (in \$000s)

		Development-Related Capital Program 2018-2027							
Service	Net Project Cost	Replacement & BTE Shares	Required Service Discount	Prior Growth	Available DC Reserves	Post-Period Benefit	Total DC Eligible Costs for Recovery		
1 Spadina Subway extension	\$907,168.6	\$392,089.4	\$0.0	\$0.0	\$0.0	\$321,130.6	\$193,948.6		
2 Transit (balance)	\$12,674,759.0	\$6,813,460.0	\$0.0	\$93,503.5	\$0.0	\$3,152,098.6	\$2,615,696.8		
3 Roads and Related	\$1,796,436.5	\$662,877.4	\$0.0	\$7,506.7	\$74,697.8	\$25,000.0	\$1,026,354.6		
4 Water	\$1,308,711.2	\$1,021,316.4	\$0.0	\$0.0	\$0.0	\$0.0	\$287,394.8		
5 Sanitary Sewer	\$418,787.7	\$273,262.6	\$0.0	\$15,520.0	\$0.0	\$0.0	\$130,005.1		
6 Storm Water Management	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0		
7 Parks and Recreation	\$3,154,874.3	\$232,470.4	\$292,240.4	\$5,868.0	\$0.0	\$1,944,870.0	\$679,425.5		
8 Library	\$483,873.0	\$342,612.8	\$14,126.0	\$0.0	\$0.0	\$0.0	\$127,134.2		
9 Shelter	\$180,100.0	\$600.0	\$17,950.0	\$0.0	\$0.0	\$100,772.9	\$60,777.1		
10 Subsidized housing	\$755,557.0	\$341,346.0	\$41,421.1	\$0.0	\$0.0	\$0.0	\$372,789.9		
11 Police	\$219,131.0	\$119,416.0	\$0.0	\$0.0	\$0.0	\$0.0	\$99,715.0		
12 Fire	\$43,264.4	\$2,500.0	\$0.0	\$0.0	\$0.0	\$0.0	\$40,764.4		
13 Paramedic Services	\$95,010.0	\$1,750.0	\$9,326.0	\$0.0	\$0.0	\$36,669.7	\$47,264.3		
14 Development-related studies	\$52,371.2	\$1,415.0	\$5,095.6	\$0.0	\$0.0	\$0.0	\$45,860.5		
15 Civic improvements	\$60,533.1	\$4,391.0	\$5,614.2	\$0.0	\$0.0	\$27,090.9	\$23,437.0		
16 Child Care	\$80,870.0	\$7,046.7	\$7,382.3	\$0.0	\$0.0	\$0.0	\$66,441.0		
17 Public Health	\$800.0	\$0.0	\$80.0	\$0.0	\$0.0	\$0.0	\$720.0		
18 Pedestrian Infrastructure	\$60,759.6	\$24,755.0	\$3,600.5	\$0.0	\$0.0	\$16,725.5	\$15,678.6		
TOTAL	\$22,293,006.5	\$10,241,308.6	\$396,836.1	\$122,398.3	\$74,697.8	\$5,624,358.2	\$5,833,407.5		

	Development-Related Capital Program 2018-2041								
Service	Net Project Cost	Replacement & BTE Shares	Required Service Discount	Prior Growth	Available DC Reserves	Post-Period Benefit	Total DC Eligible Costs for Recovery		
1 Roads and Related	\$892,536.6	\$29,626.2	\$0.0	\$0.0	\$0.0	\$426,806.0	\$436,104.5		
2 Water	\$658,231.6	\$222,855.5	\$0.0	\$0.0	\$111,106.5	\$13,579.9	\$310,689.8		
3 Sanitary Sewer	\$5,725,088.2	\$4,459,649.6	\$0.0	\$0.0	\$87,741.1	\$17,080.5	\$1,160,617.0		
4 Storm Water Management	\$1,003,972.6	\$247,554.1	\$0.0	\$7,200.0	\$21,178.9	\$349,623.6	\$378,415.9		
TOTAL	\$8,279,829.1	\$4,959,685.3	\$0.0	\$7,200.0	\$220,026.6	\$807,090.0	\$2,285,827.1		
TOTAL 2018-2027 and 2018-2041	\$30,572,835.6	\$15,200,994.0	\$396,836.1	\$129,598.3	\$294,724.4	\$6,431,448.2	\$8,119,234.7		

C. Cost of Growth Analysis

The changes to the January 9, 2018 DC Background Study results in an overall reduction in the amount of DC capital costs eligible for recovery over the 2018-2027 and 2018-2041 planning periods. As such, it is reasonable to assume that the assets identified in this Addendum report are within the current asset management and long-term capital and operating requirements identified in the January 9, 2018 DC Background Study and are therefore considered to be financially sustainable.

The consolidated DC Background Study prepared following the passage of the DC by-law will reflect the changes outlined in this addendum report.

D. Adjusted Rates for City-wide Residential and Non-Residential DCs

1. Summary of DC Impacts Residential Large Apartment

As shown in Table 7, the large apartment rates identified in the January 9, 2018 DC Background Study was \$51,740 per unit. After the aforementioned changes, the large apartment rate is reduced to \$46,963 per unit, a decrease of \$4,777 or 9%.

TABLE 7

CITY OF TORONTO CALCULATED CITY-WIDE DEVELOPMENT CHARGES COMPARISON OF JAN. 9TH DC BACKGROUND STUDY RATES VS. ADDENDUM REPORT

	Apartments 2+	- Bedrooms	Difference		
Service	January 9th DC Study	Addendum Report	(\$)	(%)	
Spadina Subway Extension	\$1,555	\$1,470	-\$85	-5%	
Transit (balance)	\$16,631	\$16,393	-\$238	-1%	
Parks and Recreation	\$6,038	\$6,038	\$0	0%	
Library	\$1,060	\$1,060	\$0	0%	
Subsidized Housing	\$4,049	\$3,182	-\$867	-21%	
Shelter	\$533	\$533	\$0	0%	
Police	\$628	\$628	\$0	0%	
Fire	\$260	\$260	\$0	0%	
Paramedic Services	\$292	\$292	\$0	0%	
Development-related Studies	\$297	\$297	\$0	0%	
Civic Improvements	\$142	\$142	\$0	0%	
Child Care	\$446	\$446	\$0	0%	
Health	\$5	\$5	\$0	0%	
Pedestrian Infrastructure	\$29	\$29	\$0	0%	
Subtotal General Services	\$31,965	\$30,775	-\$1,190	-4%	
Roads and Related	\$8,760	\$7,503	-\$1,257	-14%	
Water	\$4,258	\$2,799	-\$1,459	-34%	
Sanitary Sewer	\$4,582	\$4,545	-\$37	-1%	
Storm Water Management	\$2,175	\$1,341	-\$834	-38%	
Subtotal Engineered Services	\$19,775	\$16,188	-\$3,587	-18%	
TOTAL CHARGE PER UNIT	\$51,740	\$46,963	-\$4,777	-9%	

2. Proposed City-wide Residential and Non-Residential Rates

Table 8 and 9 summarize the proposed revised residential and non-residential City-wide DCs. The revised calculated residential rate ranges from a low of \$21,743 per dwelling room unit to a high of \$80,227 for a single and semi-detached unit. The revised non-residential rate amounts to \$173.07 per square metre of industrial gross floor area and \$407.15 per square metre of non-industrial gross floor area.

27 **TABLE 8**

CITY OF TORONTO CALCULATED CITY-WIDE DEVELOPMENT CHARGES (ADDENDUM REPORT) RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

				Residential Cha	rge By Unit Type			
Service	Adjusted Charge Per Capita	Singles & Semis	Multiples 2+ Bedrooms	Multiples 1 Bed and Bach.	Apartments 2+ Bedrooms	Apartments 1 Bed and Bach.	Dwelling Room	Percentage of Charge
Spadina Subway Extension	\$680.61	\$2,511	\$2,076	\$1,041	\$1,470	\$960	\$681	3.1%
Transit (balance)	\$7,589.29	\$28,004	\$23,147	\$11,612	\$16,393	\$10,701	\$7,589	34.9%
Parks and Recreation	\$2,795.23	\$10,314	\$8,525	\$4,277	\$6,038	\$3,941	\$2,795	12.9%
Library	\$490.53	\$1,810	\$1,496	\$751	\$1,060	\$692	\$491	2.3%
Subsidized Housing	\$1,473.24	\$5,436	\$4,493	\$2,254	\$3,182	\$2,077	\$1,473	6.8%
Shelter	\$246.60	\$910	\$752	\$377	\$533	\$348	\$247	1.1%
Police	\$290.75	\$1,073	\$887	\$445	\$628	\$410	\$291	1.3%
Fire	\$120.48	\$445	\$367	\$184	\$260	\$170	\$120	0.6%
Paramedic Services	\$135.02	\$498	\$412	\$207	\$292	\$190	\$135	0.6%
Development-related Studies	\$137.60	\$508	\$420	\$211	\$297	\$194	\$138	0.6%
Civic Improvements	\$65.92	\$243	\$201	\$101	\$142	\$93	\$66	0.3%
Child Care	\$206.66	\$763	\$630	\$316	\$446	\$291	\$207	1.0%
Health	\$2.28	\$8	\$7	\$3	\$5	\$3	\$2	0.0%
Pedestrian Infrastructure	\$13.37	\$49	\$41	\$20	\$29	\$19	\$13	0.1%
Subtotal General Services	\$14,247.58	\$52,572	\$43,454	\$21,799	\$30,775	\$20,089	\$14,248	65.5%
Roads and Related	\$3,473.75	\$12,818	\$10,595	\$5,315	\$7,503	\$4,898	\$3,474	16.0%
Water	\$1,295.92	\$4,782	\$3,953	\$1,983	\$2,799	\$1,827	\$1,296	6.0%
Sanitary Sewer	\$2,104.05	\$7,764	\$6,417	\$3,219	\$4,545	\$2,967	\$2,104	9.7%
Storm Water Management	\$620.92	\$2,291	\$1,894	\$950	\$1,341	\$875	\$621	2.9%
Subtotal Engineered Services	\$7,494.64	\$27,655	\$22,859	\$11,467	\$16,188	\$10,567	\$7,495	34.5%
TOTAL CHARGE PER UNIT	\$21,742.23	\$80,227	\$66,313	\$33,266	\$46,963	\$30,656	\$21,743	100.0%
(1) Based on Persons Per Unit Of:		3.69	3.05	1.53	2.16	1.41	1.00	



28 **TABLE 9**

CITY OF TORONTO CALCULATED CITY-WIDE DEVELOPMENT CHARGES (ADDENDUM REPORT) NON-RESIDENTIAL DEVELOPMENT CHARGES

		Non-Residential	Charge By Type	
Service	Adjusted Charge per Employee	Industrial	Non-Industrial	Percentage of Charge
Spadina Subway Extension	\$502.01	\$6.71	\$15.79	3.9%
Transit (balance)	\$5,607.83	\$74.97	\$176.35	43.3%
Parks and Recreation	\$266.08	\$3.56	\$8.37	2.1%
Library	\$46.69	\$0.62	\$1.47	0.4%
Subsidized Housing	\$0.00	\$0.00	\$0.00	0.0%
Shelter	\$0.00	\$0.00	\$0.00	0.0%
Police	\$214.85	\$2.87	\$6.76	1.7%
Fire	\$89.02	\$1.19	\$2.80	0.7%
Paramedic Services	\$99.72	\$1.33	\$3.14	0.8%
Development-related Studies	\$101.68	\$1.36	\$3.20	0.8%
Civic Improvements	\$48.70	\$0.65	\$1.53	0.4%
Child Care	\$152.71	\$2.04	\$4.80	1.2%
Health	\$1.69	\$0.02	\$0.05	0.0%
Pedestrian Infrastructure	\$96.76	\$1.29	\$3.04	0.7%
Subtotal General Services	\$7,227.72	\$96.61	\$227.30	55.8%
Roads and Related	\$2,638.90	\$35.28	\$82.98	20.4%
Water	\$1,017.40	\$13.60	\$31.99	7.9%
Sanitary Sewer	\$1,595.33	\$21.33	\$50.17	12.3%
Storm Water Management	\$467.72	\$6.25	\$14.71	3.6%
Subtotal Engineered Services	\$5,719.35	\$76.46	\$179.85	44.2%
TOTAL CHARGE PER SQUARE METRE	\$12,947.08	\$173.07	\$407.15	100.0%
(1) Based on Floor Space Per Worker (FSW)	74.8	31.8	



3. Comparison of Current and Proposed DCs

Table 10 provides a comparison of the proposed residential development charges in comparison with the City's current development charges (as of February 1, 2018). As shown, the calculated charge of \$46,963 per large apartment represents an 85% increase over the current rate of \$25,366 per large apartment. The differences in the percentage increase between unit types relates to the occupancy factors (person per unit assumptions) as informed based on available Census data.

Table 10: Comparison of Current vs Calculated Residential Rates by Unit Type

	Residential Charge By Unit Type								
Service	Singles & Semis	Multiples 2+ Bedrooms	Multiples 1 Bed and Bach.	Apartments 2+ Bedrooms	Apartments 1 Bed and Bach.	Dwelling Room			
Current Rates (As of Feburary 1, 2018)	\$ 41,251	\$ 34,742	\$ 24,816	\$ 25,366	\$ 17,644	\$ 11,028			
Calculated Rates (Addendum Report)	\$ 80,227	\$ 66,313	\$ 33,266	\$ 46,963	\$ 30,656	\$ 21,743			
Difference (\$)	\$ 38,976	\$ 31,571	\$ 8,450	\$ 21,597	\$ 13,012	\$ 10,715			
Difference (%)	94%	91%	34%	85%	74%	97%			

Table 11 provides a comparison of the calculated non-residential industrial and non-industrial development charges in comparison with the City's current development charges (as of February 1, 2018). As shown, the calculated charge of \$173.07 per square metre of non-industrial is \$40.58 per square metre less than the current rate of \$213.65 per square metre. For non-industrial development, the calculated rate of \$407.15 per square metre is \$193.50 higher than the current rate of \$213.65 per square metre.

Table 11: Comparison of Current vs Calculated Non-Residential Rates by Unit Type

Service		Non-Residential Charge By Type				
		Industrial		Non-Industrial		
Current Rates (As of Feburary 1, 2018)	\$	213.65	\$	213.65		
Calculated Rates (Addendum Report)	\$	173.07	\$	407.15		
Difference (\$)	\$	-40.58	\$	193.50		
Difference (%)		-19%		91%		

Tables 12 and 13 present a comparison of total proposed City-wide DCs for a large apartment unit and per square metre of non-industrial non-residential development with the City's existing charges (as at February 1, 2018) for each DC eligible service.

31 **TABLE 12**

CITY OF TORONTO COMPARISON OF CURRENT AND CALCULATED (ADDENDUM REPORT) RATES RESIDENTIAL DEVELOPMENT CHARGES

	Current	Calculated	Di	fference in Char	ge
Service	Charge per	Charge per	Amount	Change	Difference
	Large Apt (1)	Large Apt	(\$)	(%)	(%)
Spadina Subway Extension	\$1,864	\$1,470	(\$394)	-21%	-2%
Transit (balance)	\$8,111	\$16,393	\$8,282	102%	38%
Parks and Recreation	\$3,781	\$6,038	\$2,257	60%	10%
Library	\$1,061	\$1,060	(\$1)	0%	0%
Subsidized Housing	\$855	\$3,182	\$2,327	272%	11%
Shelter	\$0	\$533	\$533	N/A	2%
Police	\$496	\$628	\$132	27%	1%
Fire	\$232	\$260	\$28	12%	0%
Paramedic Services	\$130	\$292	\$162	125%	1%
Development-related Studies	\$178	\$297	\$119	67%	1%
Civic Improvements	\$144	\$142	(\$2)	-1%	0%
Child Care	\$254	\$446	\$192	76%	1%
Health	\$40	\$5	(\$35)	-88%	0%
Pedestrian Infrastructure	\$47	\$29	(\$18)	-38%	0%
Subtotal General Services	\$17,193	\$30,775	\$13,582	79%	63%
Roads and Related	\$3,152	\$7,503	\$4,351	138%	20%
Water	\$2,569	\$2,799	\$230	9%	1%
Sanitary Sewer	\$1,937	\$4,545	\$2,608	135%	12%
Storm Water Management	\$517	\$1,341	\$824	159%	4%
Subtotal Engineered Services	\$8,175	\$16,188	\$8,013	98%	37%
TOTAL CHARGE PER UNIT	\$25,368	\$46,963	\$21,595	85%	100%

(1) Current charge as of February 1, 2018 (note: may not add to current rate due to rounding)



32 **TABLE 13**

CITY OF TORONTO COMPARISON OF CURRENT AND CALCULATED (ADDENDUM REPORT) RATES NON-INDUSTRIAL DEVELOPMENT CHARGES

Service	Current	Calculated	Difference in Charge				
Service	Non-Residential	Non-Industrial	Amount	Change	Difference		
	Charge (\$/Sq.M)(1)	Charge (\$/Sq.M)	(\$)	(%)	(%)		
Spadina Subway Extension	\$19.30	\$15.79	(\$3.51)	-18%	-2%		
Transit (balance)	\$84.12	\$176.35	\$92.23	110%	48%		
Parks and Recreation	\$4.20	\$8.37	\$4.17	99%	2%		
Library	\$1.18	\$1.47	\$0.29	25%	0%		
Subsidized Housing	\$0.00	\$0.00	\$0.00	0%	0%		
Shelter	\$0.00	\$0.00	\$0.00	0%	0%		
Police	\$5.12	\$6.76	\$1.64	32%	1%		
Fire	\$2.45	\$2.80	\$0.35	14%	0%		
Paramedic Services	\$1.39	\$3.14	\$1.75	126%	1%		
Development-related Studies	\$1.88	\$3.20	\$1.32	70%	1%		
Civic Improvements	\$1.51	\$1.53	\$0.02	1%	0%		
Child Care	\$2.65	\$4.80	\$2.15	81%	1%		
Health	\$0.43	\$0.05	(\$0.38)	-88%	0%		
Pedestrian Infrastructure	\$3.94	\$3.04	(\$0.90)	-23%	0%		
Subtotal General Services	\$128.17	\$227.30	\$99.13	77%	51%		
Roads and Related	\$32.95	\$82.98	\$50.03	152%	26%		
Water	\$26.82	\$31.99	\$5.17	19%	3%		
Sanitary Sewer	\$20.22	\$50.17	\$29.95	148%	15%		
Storm Water Management	\$5.40	\$14.71	\$9.31	172%	5%		
Subtotal Engineered Services	\$85.39	\$179.85	\$94.46	111%	49%		
TOTAL CHARGE PER SQ.M.	\$213.56	\$407.15	\$193.59	91%	100%		

(1) Current charge as of February 1, 2018 (note: may not add to current rate due to rounding)



APPENDIX 1

TRANSIT

2.1.4 Purchase of Streetures 2.1.4.5 Purchase of Streetures - Replacement 2.1.5 Shop Englaneer 2.1.5 Shop Englanee														1		1				
21 TAMONT PALACES	Projec	rt Description		Timing					Net	RTF ²							evelo		osts	Post
1.11	riojec	ac description	Not-iiiiated			Cost 1		_												2027
1.1 September 1.2 Sept	2.0 TRANS	SIT (BALANCE)																		
Section Process Company Comp	2.1 STREE	ETCAR RELATED INFRASTRUCTURE																		
Part	2.1.1	Surface Track																		
Part		2.1.1.1 King/Queen/Roncesvalles Modifications	Inflated	2018 - 2019	9 \$	8,310,000	\$	\$	8,310,000	43%	\$	3,592,000	\$	\$	4,718,000	\$	\$	1,776,325	\$	2,941,675
2.1.3 Stockware foundamental content of the conte		Subtotal Surface Track			\$	8,310,000	\$ -	\$	8,310,000		\$	3,592,000	\$ -	\$	4,718,000	s -	\$	1,776,325	\$	2,941,675
2.1.3 Stockware foundamental content of the conte	242	Varda 9 Boada																		
2.12 TO Eleveture Discharder Recoverances Basel Services Basel	2.1.2		1-61-4-4	2018 - 202	0 6	70 054 000		_	70 054 000	400/		22 070 000	•		40 404 000			40 050 540		26,921,458
2.13 Buildings & Brunchers				1	-		•	9			8		٠ -	e ·		-	٩		9	1,433,668
2.1.3 Leaks Barrier Common Program Indicated 2018 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 5 2019 6 2019 7 2019 6 2019 7 2019 6 2019 7 2019			madod		\$		\$ -	\$		4070	\$		\$ -	\$, ,	\$ -	\$		\$	28,355,126
2.1.1 Late fatem of Mintelle 2019 - 2019 is 1,200 and 2019 - 2019 is 2,200 and 2019						-														
2.1.4 Profuse of Single-scene Program Subtrace Shorteners Subtrace Shorteners 2.1.4 Profuse of Single-scene Shorteners 2.1.4 Profuse of Single-scene Shorteners 2.1.4 Profuse of Single-scene Shorteners 3.1.4 Shortener Shortener Shorteners 3.1.4 Shortener Shorteners 3.1.4 Shortener Shortener Shorteners 3.1.4 Shortener Shorteners 3.1.4 Shortener Shortener Shortener Shorteners 3.1.4 Shortener Shorten	2.1.3		Inflated	2018 - 2019	9 .	E22 490 000	e		E22 490 000	420/		226 259 000	e		07 224 000			111 010 007		185.311.003
Section Continue						,,	\$	9	,,		\$., ,	\$			s -	\$		\$	32,439,842
2.1.4 Purchase of Streetcers Replacement 2.1.4 Streetcers Replacement 2.1.4 Purchase of Streetcers Replacement 2.1.4 Streetcers Replacement Experiment 2.1.4 Streetcers Replacement Experiment 2.1.5 Streetcers Replacement Experiment 2.1.5 Streetcers Replacement Experiment 2.1.5 Streetcers Replacement Experiment 2.1.5 Streetc			iiiiateu	2010 2021			•			4370	•		•	1		•	- -		-	217,750,844
2.1.4 Purthame of AD Servicence Registration Service Ser		Substal Bullings & Substales			\$	-	\$ -	\$	615,129,000		\$	265,866,000	\$ -	\$ 3	49,263,000	\$ -	\$	131,512,156	\$	217,750,844
2.1.4.2 Purchase of 80 Services - New Substant Purchase of 90 Services - New Substant Purchase	2.1.4																			
Substitution Subs							\$ -	\$			\$		\$ -			\$ -	\$			-
2.1.5 Shop Equipment 2.1.5.1 Greed Car Carhouse Strop Equipment Solidad Shopper Equipment Solidad Shopper Equipment 1.6.1 Greed Car Carhouse Strop Equipment Solidad Shopper Equipment 2.1.6.1 Greed Car Carhouse Strop Equipment 1.6.1 Greed Car Carhouse Strop Equipment 2.1.6.1 Greed Car Carhouse Strop Equipment Strop Str		2.1.4.2 Purchase of 60 Streetcars - New	Inflated	2018 - 2021	1 \$	360,885,000	\$	\$	360,885,000	43%	\$	155,979,000	\$	\$ 2	04,906,000	\$	\$	77,155,539	\$	127,750,461
2.1.5.1 Sheet Can Canause Shop Equipment Subdated Shop Equipment 2.1.6.1 Officer Maintenance Equipment 2.1.6.1 Sheet Can Equipment Subdated Shop Equipment 2.1.6.2 Sheet Can Equipment Subdated Shop Equipment 2.1.6.2 Sheet Can Equipment Subdated Shop Shop Equipment Subdated Shop Shop Shop Shop Shop Shop Shop Shop		Subtotal Purchase of Streetcars			\$	1,547,388,000	\$ -	\$	1,547,388,000		\$	986,531,000	s -	\$ 5	60,857,000	\$ -	\$	433,106,539	\$	127,750,461
2.1.5 Sheed Can Chances Shop Equipment Inflated 2019 2027 \$ 4,786,000 \$ \$ 4,786,000 \$ \$ 4,786,000 \$ \$ 4,786,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 1,018,873 \$ \$ \$ 1,018,873 \$ \$ \$ \$ 2,000,000 \$ \$ \$ 2,000,000 \$ \$ \$ 2,000,000 \$ \$ \$ 2,000,000 \$ \$ \$ 1,018,873 \$ \$ \$ \$ 2,000,000 \$ \$ \$ 1,018,873 \$ \$ \$ \$ 2,000,000 \$ \$ \$ 1,018,873 \$ \$ \$ 2,000,000 \$ \$ \$ 2,000,000 \$ \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$ \$ 2,000,000 \$	2.1.5	Shop Equipment				-														
2.1.6 Other Maintenance Equipment 2.1.6 Subtocal Other Maintenance Equipment 3.000000000000000000000000000000000000			Inflated	2018 - 202	7 \$	4,766,000	\$	\$	4,766,000	43%	\$	2,060,000	\$	\$	2,706,000	\$	\$	1,018,873	\$	1,687,126.6
2.1.6 Streetune Equipment Subtoolal Cities Maintenance Eq		Subtotal Shop Equipment			\$	4,766,000	\$ -	\$	4,766,000		\$	2,060,000	\$ -	\$	2,706,000		\$	1,018,873	\$	1,687,127
2.16.1 Streetward Departments Equipment Subtotal Chern Maintenance Equipment Subtotal Street Maintenance Equipme												-								
Subtotal Other Maintenance Equipment S	2.1.6	• •	Inflated	2018 - 2027	7 6	7 555 000	e		7 555 000	13%	e	3 265 000	e	e	4 200 000	e		1 615 580	e	2,674,411
22.1 Scarborough Subway Extension 22.11 Scarborough Subway Extension 22.12 SRT Les Extension - Facilities, Equipment & Vehicles Inflated 2018 - 2027 \$ 3.356,000,000 \$ 2.2523,504,000 \$ 781,496,000 \$ 5 78,646,000 \$ 5 . \$ 443,724,000 \$ \$. \$ 167,080,542 \$ \$. \$. \$. \$. \$. \$. \$. \$. \$.			IIIIatou	2010 2021	\$		\$ -	\$		4370	\$		\$ -	\$		<u> </u>	- s		\$	2,674,411
2.2.1 Scarborough Subway Extension 2.2.1.1 Scarborough Subway 2.2.1.2 SRT Life Extension - Facilities, Equipment & Vehicles 1 Inflated 2018 - 2027 \$ 3,305,000,000 \$ 2,253,504,000 \$ 78,646,000 100% \$ 78,646,000 100% \$ 78,646,000 \$ - \$ 443,724,000 \$ - \$ 443,724,000 \$ - \$ 5 167,080,542 \$ 122,000,000 \$ 2,249,996,000 \$ 100% \$ 49,862,000 \$ - \$ 443,724,000 \$ - \$ 443,724,000 \$ - \$ 167,080,542 \$ 122,000,000 \$ 2,249,996,000 \$ 100% \$ 49,862,000 \$ - \$ 443,724,000 \$ - \$ 443,724,000 \$ - \$ 5 167,080,542 \$ 122,000,000 \$ - \$ 167,000,542 \$ 122,000,000 \$ - \$ 167,000,542 \$ 122,000,000 \$ 122,000,000 \$ 122,000,000 \$ 122,000,000 \$ 122,000,000 \$ 122,0												-								
2.2.1.1 Scarborough Subway 2.2.1.2 SRTLife Extension - Facilities, Equipment & Vehicles Inflated 2.2.1.3 SRT Decormonishing A Denistry Subtotal Scarborough Subway Extension Inflated 2.2.1.4 Separad Subway 2.2.1.5 Sheppard Subway Subtotal Sheppard Subway 2.2.2.1 Sheppard Subway 3.3.6.0.00.00 S																				
2.2.1.2 SRT Life Extension - Facilities, Equipment & Vehicles Inflated 2018 - 2026 \$ 132,000,000 \$ 5,354,000 \$ 78,846,000 \$ 5 78,646,000 \$ 5	2.2.1			2018 - 2027	7				704 400 000	4007		007 770 000				_		107.000.510		070 040 450
2.2.1 SRT Decommissioning & Demoition Subtotal Scarborough Subway Extension Inflated 2026 - 2027 \$ \frac{123,000,000}{5} \$ \					~						1			· .				167,080,542		276,643,458
Subtotal Scarborough Subway Extension 2.2.2 Sheppard Subway 2.2.2.1 Sheppard Subway 2.2.2.1 Sheppard Subway 3.586,000,000 \$ 2,649,996,000 \$ 910,004,000 \$ \$ 466,280,000 \$ \$ - \$ 443,724,000 \$ \$ 167,080,542 \$ \$ 2.2.3 Planning and Design Studies 2.2.3.1 Transit Expansion Initiatives 3.586,000,000 \$ 2,649,996,000 \$ 910,004,000 \$ \$ 450,000 \$ \$ - \$ 115,474,238 \$ 73,008,842 \$ 42,465,396 \$ \$ 2.2.3 COO - Union Station 3.2.2.3 COO - Ball Time Transit Screens 3.0 Not inflated Not inflated Not inflated Screens 3.0 Not inflate				1	-						\$		s -	s		\$ -	\$	-	\$	-
2.2.1 Sheppard Subway Subtotal Sheppard Subway		Ţ.	madod		\$					10070	\$		\$ -	\$ 4	43,724,000	<u> </u>	\$	167,080,542	\$	276,643,458
2.2.1 Sheppard Subway Subtotal Sheppard Subway Planning and Design Studies 2.2.3.1 Transit Expansion Initiatives A control of the control o																				
Subtotal Sheppard Subway 2.2.3 Planning and Design Studies 2.2.3.1 Transit Expansion Initiatives 2.2.3.2 CCOO - Union Station Not inflated Not inflated 2018 - 2018 2018 2018 3,000,000 3,000 43% 5,000,000	2.2.2	**	Inflated	2018 - 2027	7 6	384 014 238	e	e	384 014 238	70%	e	269 440 000	¢	¢ 1	15 474 238	\$ 73,008.8	12 6	42 465 306	e	
2.2.3 Planning and Design Studies 2.2.3.1 Transit Expansion Initiatives 2.2.3.1 Transit Expansion Initiatives 2.2.3.2 CCOO - Union Station Not inflated 2018 - 2018 s 1,500,000 s 750,000 s 750,000 d 3% s 324,000 s - \$ 426,000 s - \$ 160,506 s s - \$ 1,500,000 s - \$ 1,			iiiiatou	2010 2021	1		•			7070	6		•	1						
2.2.3.1 Transit Expansion Initiatives		,			٥	304,914,230	-	•	304,914,236		э	-	-	\$ 1	15,474,236	\$ 73,000,04	12 3	42,405,390	э	-
2.2.3.2 CCOO - Union Station Not inflated 2018 - 2018 \$ 1,500,000 \$ 750,000 \$ 750,000 \$ 30	2.2.3																			
2.2.3.3 CCOO-Real Time Transit Screens Not inflated 2018 - 2018 \$ 60,000 \$ 30,000 \$ 30,000 \$ 30,000 \$ 30,000 \$ \$ 5,000 \$ \$ 5,000 \$ \$ \$ 5,000 \$ \$ \$ \$ 5,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		2.2.3.1 Transit Expansion Initiatives	Not inflated		~			\$	1,500,000	43%	\$	648,000	\$ -	\$	852,000	\$ -	\$			530,988
2.2.3.4 Ontario Piace / Exhibition Piace 2.2.3.5 Waterfront Transit (Planning, Design and Engineering) Not inflated 2018 - 2018 201											\$		\$ -	\$		\$ -				265,494
2.2.3.5 Waterfront Transit (Planning, Design and Engineering) Not inflated 2018 2018 3,600,000 \$ 1,800,000 \$ 1,800,000 \$ 1,800,000 \$ 1,800,000 \$ 1,800,000 \$ 1,90						-					\$		\$ -	\$						10,620
2.2.3.6 Relief Line South (Planning, Design and Engineering) Not inflated 2018 - 2018 \$ 55,520,000 \$ 27,760,000 \$ 27,760,000 \$ 27,760,000 \$ 11,998,000 \$ 13,955,000 \$ 13,955,000 \$ 18,335,000 \$ 6,904,593 \$ 22,4 GO Transit			Not inflated		- 3	-			450,000		\$		\$ -	\$			1.		\$	159,296
Subtotal Planning and Design Studies \$ 63,080,000 \$ 30,790,000 \$ 32,290,000 \$ 13,955,000 \$ - \$ 18,335,000 \$ - \$ 6,904,593 \$ \$ 2.2.4 GO Transit											\$		\$ -	*		\$ -	\$		-	637,186
2.2.4 GO Transit			Not inflated	2018 - 2018	8 \$	55,520,000	\$ 27,760,000	\$	27,760,000	43%	\$	11,998,000	\$	\$	15,762,000	\$	_ \$_			9,826,822
		Subtotal Planning and Design Studies			\$	63,080,000	\$ 30,790,000	\$	32,290,000		\$	13,955,000	\$ -	\$	18,335,000	s -	\$	6,904,593	\$	11,430,407
2.2.4.1 Go Translit Ten-Year Expansion Program Not inflated 2018 2018 \$ 60,000,000 \$ \$ 60,000,000 \$ \$ 5,933,000 \$ \$ 34,067,000 \$ \$ 12,827,470 \$	2.2.4	GO Transit																		
,g		2.2.4.1 Go Transit Ten-Year Expansion Program	Not inflated	2018 - 2018	8 \$	60,000,000	\$	\$	60,000,000	43%	\$	25,933,000	\$	\$	34,067,000	\$	\$	12,827,470	\$	21,239,530
Subtotal GO Transit		Subtotal GO Transit			\$	60,000,000	\$ -	\$	60,000,000		\$	25,933,000	s -	\$	34,067,000	\$ -	\$	12,827,470	\$	21,239,530
												-								



		Inflated/		Gross	Grants/			Ineligible Costs	3	Total	Develo	sts	
Projec	t Description	Not-Inflated	Timing	Project Cost ¹	Subsidies/Other Recoveries	Net Cost	BTE ²	Replacement & BTE Shares	0% Reduction	Development Related Costs	Prior Growth	2018- 2027	Post 2027
2.2.5	Development-Related Higher Order Projects												
	2.2.5.1 Eglinton East LRT	Inflated	2018 - 2027	\$ 1,674,000,000	\$ 669,600,000	\$ 1,004,400,000	43%	\$ 434,114,000	\$ -	\$ 570,286,000	s - s	214,736,273	\$ 355,549,72
	2.2.5.2 Waterfront Transit "Reset"	Inflated	2018 - 2027	\$ 1,807,990,000	\$ 1,319,832,700	\$ 488,157,300	43%	\$ 210,988,000	\$ -	\$ 277,169,300	s - s	104,365,442	\$ 172,803,85
	2.2.5.3 Warden Station - AODA	Not inflated	2018 - 2026	\$ 71,400,000	\$ 47,838,000	\$ 23,562,000	43%	\$ 10,184,000	\$ -	\$ 13,378,000	\$ - \$	5,037,237	\$ 8,340,76
	2.2.5.4 Islington Station - AODA	Not inflated	2023 - 2027	\$ 78,800,000	\$ 52,796,000	\$ 26,004,000	43%	\$ 11,239,000	\$ -	\$ 14,765,000	\$ - \$	5,559,788	\$ 9,205,21
	2.2.5.5 Relief Line South	Inflated	2021 - 2027	\$ 4,104,970,000		\$ 1,108,341,900		\$ 479,039,000	\$ -	\$ 629,302,900	\$ - \$		\$ 392,344,34
	2.2.5.6 Smart Track	Inflated	2018 - 2026	\$ 3,242,000,000		\$ 1,945,000,000	43%	\$ 840,653,000	\$ -	\$ 1,104,347,000	\$ - \$,,	\$ 688,514,75
	2.2.5.7 Union Station Second Platform	Not inflated	2018 - 2018	\$ 138,281,224	\$ 80,067,802	\$ 58,213,422	43%	\$ 25,161,000	\$	\$ 33,052,422	\$ 20,494,705	12,557,717	\$
	Subtotal Development-Related Higher Order Projects			\$ 11,117,441,224	\$ 6,463,762,602	\$ 4,653,678,622		\$ 2,011,378,000	\$ -	\$ 2,642,300,622	\$ 20,494,705 \$	995,047,256	\$ 1,626,758,66
2.2.6	Signal Systems												
	2.2.6.1 YUS ATC Resignalling	Inflated	2018 - 2021	\$ 562,836,000	\$ -	\$ 562,836,000	43%	\$ 243,265,000	\$ -	\$ 319,571,000	\$ - \$	120,331,468	\$ 199,239,53
	2.2.6.2 Bloor-Danforth ATC Resignalling	Inflated	2018 - 2027	\$ 300,675,000	<u>\$</u>	\$ 300,675,000	43%	\$ 129,955,000	\$	\$ 170,720,000	<u>\$</u>	64,283,407	\$ 106,436,59
	Subtotal Signal Systems			\$ 863,511,000	\$ -	\$ 863,511,000		\$ 373,220,000	\$ -	\$ 490,291,000	s - s	184,614,874 -	\$ 305,676,12
2.2.7	Finishes												
	2.2.7.1 Interchange Station Rehabilitation - Eglinton Crosstown LRT - Study	Inflated	2018 - 2018	\$ 200,000	\$	\$ 200,000	43%	\$ 86,000	\$	\$ 114,000	\$ \$	43,202	\$ 70,79
	Subtotal Finishes			\$ 200,000	\$ -	\$ 200,000		\$ 86,000	\$ -	\$ 114,000	s - s	43,202	\$ 70,79
2.2.8	Buildings & Structures							-		-			
	2.2.8.1 Yonge - Bloor Capacity Improvements Conceptual Design & Alignment	Inflated	2018 - 2018	\$ 6,000,000	s -	\$ 6,000,000	43%	\$ 2,593,000	\$ -	\$ 3,407,000	s - s	1,283,047	\$ 2,123,95
	2.2.8.2 Station Capacity Study for Increased Passenger Demand	Inflated	2018 - 2018	\$ 600,000	s -	\$ 600,000	43%	\$ 259,000	\$ -	\$ 341,000	s - s	128,605	\$ 212,39
	2.2.8.3 Union Station New Platform	Inflated		\$ 18,000,000	s -	\$ 18,000,000	43%	\$ 7,780,000	\$ -	\$ 10,220,000	s - s	3,848,141	\$ 6,371,85
	2.2.8.4 Union Station Revitalization	Inflated	2018 - 2018	\$ 750,700,000	\$ 358,600,000	\$ 392,100,000	43%	\$ 169,470,000	\$ -	\$ 222,630,000	s - s	83,829,673	\$ 138,800,32
	2.2.8.5 New Subway Maintenance and Storage Facility	Inflated	2018 - 2018	\$ 120,000,000	s -	\$ 120,000,000	43%	\$ 51,865,000	\$ -	\$ 68,135,000	s - s	25,655,941	\$ 42,479,05
	2.2.8.6 Stations Transformation	Inflated	2018 - 2026	\$ 50,816,000	\$	\$ 50,816,000	43%	\$ 21,963,000	\$	\$ 28,853,000	\$ \$	10,864,534	\$ 17,988,46
	Subtotal Buildings & Structures			\$ 946,116,000	\$ 358,600,000	\$ 587,516,000		\$ 253,930,000	\$ -	\$ 333,586,000	s - s	125,609,941	\$ 207,976,05
2.2.9	Purchase of Subway Cars and LRT												
	2.2.9.1 Replacement of 126 H6 Subway Cars	Inflated	2018 - 2018	\$ 294,953,000	\$ -	\$ 294,953,000	100%	\$ 294,953,000	\$ -	\$ -	\$ - \$	-	\$ -
	2.2.9.2 Purchase of 60 New Subway Cars (Ridership Growth and ATC)	Inflated	2018 - 2018	\$ 222,170,000	\$ -	\$ 222,170,000	43%	\$ 96,025,000	\$ -	\$ 126,145,000	\$ - \$	47,498,561	\$ 78,646,43
	2.2.9.3 Purchase of 372 New Subway Cars (T1 Replacement)	Inflated	2018 - 2027	\$ 1,416,247,000	\$ -	\$ 1,416,247,000	100%	\$ 1,416,247,000	\$ -	\$ -	\$ - \$	-	\$ -
	2.2.9.4 Rolling Stock - LRT	Inflated	2026 - 2027	\$ - 3,076,720	-	\$ 3,076,720	43%	\$ 1,330,000	\$ -	\$ 1,746,720	\$ - \$	657,585	\$ 1,089,13
	2.2.9.5 Ridership Growth for YUS & BD	Inflated	2027 - 2027	\$ 69,784,000	\$	\$ 69,784,000	43%	\$ 30,162,000	\$	\$ 39,622,000	<u>\$</u>	14,919,011	\$ 24,702,98
	Subtotal Purchase of Subway Cars			\$ 2,006,230,720	\$ -	\$ 2,006,230,720		\$ 1,838,717,000	\$ -	\$ 167,513,720	s - s	63,075,158	\$ 104,438,56
2.2.10	Shop Equipment												
	2.2.10.1 Greenwood Shop/Subway/SRT Car Carhouse Shop Equipment	Inflated	2018 - 2027	\$ 16,983,000	\$	\$ 16,983,000	43%	\$ 7,340,000	\$	\$ 9,643,000	\$ \$	3,631,151	\$ 6,011,84
	Subtotal Shop Equipment			\$ 16,983,000	\$ -	\$ 16,983,000		\$ 7,340,000	\$ -	\$ 9,643,000	s - s	3,631,151	\$ 6,011,84
2.2.11	Other Maintenance Equipment			-				-		-			
	2.2.11.1 Subway Infrastructure Department Equipment	Inflated	2018 - 2027	\$ 8,493,000	\$ -	\$ 8,493,000	43%	\$ 3,671,000	\$ -	\$ 4,822,000	\$ - \$	1,815,545	\$ 3,006,45
	2.2.11.2 Station Services Equipment	Inflated	2018 - 2027	\$ 1,694,000	\$	\$ 1,694,000	43%	\$ 732,000	\$	\$ 962,000	\$	362,337	\$ 599,66
	Subtotal Other Maintenance Equipment			\$ 10,187,000	\$ -	\$ 10,187,000		\$ 4,403,000	\$ -	\$ 5,784,000	s - s	2,177,882	\$ 3,606,11
CONVE	NTIONAL TRANSIT (BUSES)												
231	Equipment												
2.5.1		Inflated	2018 - 2022	\$ 74,181,000	\$ 1,910,000	\$ 72,271,000	43%	6 24 220 200	•	\$ 41,035,000		15,451,632	\$ 25,583,36
2.0.1	2.3.1.1 Bus Hoists	miated	2010 - 2022	3 74,181,000	3 1,310,000	9 12,211,000	4370	\$ 31,236,000	3	\$ 41,033,000	ş ş	10,401,002	ψ <u>20,000,00</u>



2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 3 2.3 3 2.3 3 2.3 3 2.3 4 2.4 GENERAL Et al. (2.4.4 Communication of the control of th	Idings & Structures 2.1 McNicoll Bus Garage 2.2 Surface Way Buildings Replacement 2.3 Building Extensions for New Articulated Hoists Study 2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures **Chase of Buses** 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses Subtotal Purchase of Buses **Subtotal Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses **Chase of Automotive Non-Revenue Vehicles**	Inflated	2018 - 2022 2018 - 2018 2018 - 2018 2018 - 2018 2018 - 2018 2018 - 2021 2018 - 2021 2019 - 2022 2021 - 2021	1 1 s 9 s 8 8 s s 1 s 9 s s 7 s	181,000,000 38,760,000 114,000 36,713,000 42,507,000 11,500,000 310,594,000	\$ 16,584,500 \$ -	\$ \$ \$ \$	181,000,000 22,175,500 114,000 36,713,000 42,507,000 11,500,000 294,009,500	43% 43% 43% 43% 43% 43%		78,230,000 9,585,000 49,000 15,868,000 18,372,000 4,970,000	0% Reduction		102,770,000 12,590,500 65,000 20,845,000 24,135,000 166,935,500	\$ - \$ - \$ - \$ 5	\$ \$ \$ \$ \$	2018- 2027 38.697,419 4,740,547 24,645 7,848.886 9,087,855 2,459,090	\$ \$ \$ \$ \$	Post 2027 64,072, 7,849, 40, 12,996, 15,047, 4,070
2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 3 2.3 3 2.3 3 2.3 3 2.3 4 2.4 GENERAL Et al. (2.4.4 Communication of the control of th	2.1 McNicoll Bus Garage 2.2 Surface Way Buildings Replacement 2.3 Building Extensions for New Articulated Hoists Study 2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated Inflated Inflated Inflated Inflated Inflated Inflated	2018 - 2018 2018 - 2018 2018 - 2018 2018 - 202- 2018 - 2018 2019 - 2027	9 s 8 s 8 s 1 s 9 s 5 s 5 s 5 7 s	38,760,000 114,000 36,713,000 42,507,000 11,500,000 310,594,000	\$ 16,584,500 \$ - \$ - \$ - \$ - \$ S	\$ \$ \$ \$	22,175,500 114,000 36,713,000 42,507,000 11,500,000	43% 43% 43% 43%	\$ \$ \$ \$ \$	9,585,000 49,000 15,868,000 18,372,000 4,970,000	\$ - \$ - \$ - \$ - \$	\$ \$ \$ \$	12,590,500 65,000 20,845,000 24,135,000 6,530,000	\$ - \$ - \$ - \$ 5	\$ \$ \$ \$	4,740,547 24,645 7,848,886 9,087,855	\$ \$ \$ \$	7,849, 40, 12,996, 15,047,
2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 3 2.3 3 2.3 3 2.3 3 2.3 4 2.4 GENERAL Et al. (2.4.4 Communication of the control of th	2.1 McNicoll Bus Garage 2.2 Surface Way Buildings Replacement 2.3 Building Extensions for New Articulated Hoists Study 2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated Inflated Inflated Inflated Inflated Inflated Inflated	2018 - 2018 2018 - 2018 2018 - 2018 2018 - 202- 2018 - 2018 2019 - 2027	9 s 8 s 8 s 1 s 9 s 5 s 5 s 5 7 s	38,760,000 114,000 36,713,000 42,507,000 11,500,000 310,594,000	\$ 16,584,500 \$ - \$ - \$ - \$ - \$ S	\$ \$ \$ \$	22,175,500 114,000 36,713,000 42,507,000 11,500,000	43% 43% 43% 43%	\$ \$ \$ \$ \$ \$	9,585,000 49,000 15,868,000 18,372,000 4,970,000	\$ - \$ - \$ - \$ - \$	\$ \$ \$ \$	12,590,500 65,000 20,845,000 24,135,000 6,530,000	\$ - \$ - \$ - \$ 5	\$ \$ \$ \$	4,740,547 24,645 7,848,886 9,087,855	\$ \$ \$ \$	7,849 40 12,996 15,047
2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 2 2.3 3 2.3 3 2.3 4 Purc 2.3 4 Purc 2.3 4 Cannot 2.3 4 C	2.2 Surface Way Buildings Replacement 2.3 Building Extensions for New Articulated Hoists Study 2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures **Chase of Buses** 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated Inflated Inflated Inflated Inflated Inflated Inflated	2018 - 2018 2018 - 2018 2018 - 2018 2018 - 202- 2018 - 2018 2019 - 2027	9 s 8 s 8 s 1 s 9 s 5 s 5 s 5 7 s	38,760,000 114,000 36,713,000 42,507,000 11,500,000 310,594,000	\$ 16,584,500 \$ - \$ - \$ - \$ - \$ S	\$ \$ \$ \$	22,175,500 114,000 36,713,000 42,507,000 11,500,000	43% 43% 43% 43%	\$ \$ \$ \$ \$ \$	9,585,000 49,000 15,868,000 18,372,000 4,970,000	\$ - \$ - \$ - \$ - \$	\$ \$ \$ \$	12,590,500 65,000 20,845,000 24,135,000 6,530,000	\$ - \$ - \$ - \$ 5	\$ \$ \$ \$	4,740,547 24,645 7,848,886 9,087,855	\$ \$ \$ \$	7,849 40 12,996 15,047
2.3.2 2.3.2 2.3.2 2.3.3 Purc 2.3.3 2.3.3 2.3.4 Purc 2.3.4 2.3.4 2.4 GENERAL EC 2.4.1 Comm	2.3 Building Extensions for New Articulated Hoists Study 2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures **Chase of Buses** 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses Subtotal Purchase of Buses	Inflated Inflated Inflated Inflated Inflated	2018 - 2018 2018 - 2018 2018 - 202 2018 - 2018 2019 - 202	8	114,000 36,713,000 42,507,000 11,500,000 310,594,000	\$ - \$ - \$ - \$ \$ 16,584,500	\$ \$ \$ \$	114,000 36,713,000 42,507,000 11,500,000	43% 43% 43%	\$ \$	49,000 15,868,000 18,372,000 4,970,000	\$ - \$ - \$ - \$	\$ \$ \$ \$	65,000 20,845,000 24,135,000 6,530,000	\$ - \$ - \$ - \$	\$ \$ \$ \$	24,645 7,848,886 9,087,855	\$ \$ \$ \$	40, 12,996 15,047
2.3.2 2.3.2 2.3.2 2.3.3 Purc 2.3.3 2.3.3 2.3.4 Purc 2.3.4 2.3.4 2.4 GENERAL EC 2.4.1 Comm	2.4 Victoria Park Bus Terminal Replacement 2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures **Chase of Buses** 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses **Subtotal Purchase of Buses** **Subtota	Inflated Inflated Inflated	2018 - 2018 2018 - 202 2018 - 2019 2019 - 202	8 s s s s s s s s s s s s s s s s s s s	36,713,000 42,507,000 11,500,000 310,594,000	\$ - \$ - \$ \$ 16,584,500	\$ \$ \$	36,713,000 42,507,000 11,500,000	43% 43%	\$ \$ \$	15,868,000 18,372,000 4,970,000	\$ - \$ - \$	\$ \$ \$ \$	20,845,000 24,135,000 6,530,000	\$ - \$ - \$	\$ \$	7,848,886 9,087,855	\$ \$ \$	12,996 15,047
2.3.2 Purc 2.3.3 Purc 2.3.3 2.3.3 2.3.4 Purc 2.3.4 Purc 2.3.4 GENERAL EC. 2.4.1 Comm	2.5 Wheel-Trans 10-Yr Transformation Program 2.6 Bus Maintenance Facility Subtotal Buildings & Structures chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated Inflated	2018 - 202° 2018 - 2019 2019 - 202°	1 s 9 s s s s 7 s	42,507,000 11,500,000 310,594,000 262,889,880	\$ - \$ \$ 16,584,500	\$ \$	42,507,000 11,500,000	43%	\$ \$	18,372,000 4,970,000	\$ - \$	\$ \$ \$	24,135,000 6,530,000	\$ - \$	\$	9,087,855	\$	15,047
2.3.2 2.3.3 Purc 2.3.3 2.3.4 Purc 2.3.4 2.4 GENERAL E4 2.4.1 Comm	2.6 Bus Maintenance Facility Subtotal Buildings & Structures chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated	2018 - 2019	9 <u>s</u> s	11,500,000 310,594,000 262,889,880	\$ \$ 16,584,500	\$	11,500,000		\$	4,970,000	\$	\$ \$	6,530,000	\$	\$_	.,,	\$	
2.3.3 Purc 2.3.3 2.3.3 2.3.4 Purc 2.3.4 2.4 GENERAL EC 2.4.1 Comm	Subtotal Buildings & Structures chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses	Inflated	2019 - 2027	\$ 7 \$	310,594,000 262,889,880		\$		43%	\$		\$ \$ -	\$		*	\$	2,459,090	\$	4.070
2.3.4 Purc 2.3.4 Purc 2.3.4 2.4 GENERAL EC 2.4.1 Comi	chase of Buses 3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses			9	262,889,880		\$	294,009,500		\$	127,074,000	\$ -	\$	166,935,500					4,070
2.3.4 Purc 2.3.4 Purc 2.3.4 2.4 GENERAL EC 2.4.1 Comi	3.1 Purchase of Buses - Regular 40 ft (278 New Buses) 3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses			9	. ,	\$ -									\$ -	\$	62,858,442	\$	104,077
2.3.4 Purc 2.3.4 2.4 GENERAL EC 2.4.1 Comi	3.2 Purchase of Buses - Articulated Buses (38 New Buses) Subtotal Purchase of Buses			9	. ,	\$ -													
2.3.4 Purc 2.3.4 .4 GENERAL EC 2.4.1 Comi	Subtotal Purchase of Buses	Inflated	2021 - 2021	1 \$	26 100 000		\$	262,889,880	0%	\$	-	\$ -	\$	262,889,880	\$ -	\$	262,889,880	\$	
2.3.4 4.4 GENERAL EC 2.4.1 Com					30,100,000	\$	\$	36,100,000	0%	\$	-	\$	\$	36,100,000	\$	\$	36,100,000	\$	
2.3.4 4 GENERAL EC	chase of Automotive Non-Revenue Vehicles			\$	298,989,880	\$ -	\$	298,989,880		\$		\$ -	\$	298,989,880	s -	\$	298,989,880	\$	
.4 GENERAL EC																			
2.4.1 Com	4.1 Automotive Non-Revenue Vehicles Purchase - Additions (92 Vehicles)	Inflated	2018 - 2027	7 <u>\$</u>	8,455,000	\$	\$	8,455,000	43%	\$	3,654,000	\$	\$	4,801,000	\$	\$	1,807,996	\$	2,99
2.4.1 Com	Subtotal Purchase of Automotive Non-Revenue Vehicles			\$	8,455,000	\$ -	\$	8,455,000		\$	3,654,000	\$ -	\$	4,801,000	s -	\$	1,807,996	\$	2,993
	EQUIPMENT													-			-		
2.4.1	nmunications Equipment																		
	1.1 SCADA RTU Upgrades	Inflated	2018 - 2027	7 <u>\$</u>	8,198,000	\$	\$	8,198,000	43%	\$	3,543,000	\$	\$	4,655,000	\$	\$	1,752,972	\$	2,90
	Subtotal Communications Equipment			\$	8,198,000	\$ -	\$	8,198,000		\$	3,543,000	\$ -	\$	4,655,000	\$ -	\$	1,752,972	\$	2,90
2.4.2 Reve	venue & Fare Handling Equipment																		
2.4.2	2.1 Turnstile Replacement - Faregates	Inflated	2018 - 2018	8 \$	60,856,000	\$	\$	60,856,000	43%	\$	26,303,000	\$	\$	34,553,000	\$	\$	13,010,453	\$	21,54
	Subtotal Revenue & Fare Handling Equipment			\$	60,856,000	\$ -	\$	60,856,000		\$	26,303,000	\$ -	\$	34,553,000	\$ -	\$	13,010,453	\$	21,54
2.4.3 Othe	er Maintenance Equipment				-									-					
2.4.3	3.1 Plant Maintenance Department Equipment	Inflated	2018 - 2027	9	7,731,000	\$ -	\$	7,731,000	43%	\$	3,341,000	\$ -	\$	4,390,000	\$ -	\$	1,653,287	\$	2,73
2.4.3	3.2 Revenue Operations Maintenance Equipment	Inflated	2018 - 2027	7 \$	354,000	\$	\$	354,000	43%	\$	153,000	\$	\$	201,000	\$	\$	75,687	\$	12
	Subtotal Other Maintenance Equipment			\$	8,085,000	\$ -	\$	8,085,000		\$	- 3,494,000	\$ -	\$	4,591,000	\$ -	\$	1,728,973	\$	2,86
2.4.4 Fare																			
2.4.4	e System		2018 - 2018	8 \$	47,612,000	\$	\$	47,612,000	43%	\$	20,578,000	\$	\$	27,034,000	\$	\$	10,179,725	\$	16,8
	e System 4.1 TTC-PRESTO Project			s	47,612,000	s -	s	47,612,000		s		s -				s	10,179,725	0	



	_	Inflated/		Gross	Grants/			Ineligible Cos	ts	Total	Dev	elopment Related C	osts
Proj	ect Description	Not-Inflated	Timing	Project	Subsidies/Other	Net	BTE ²	Replacement	0%	Development	Prior	2018-	Post
				Cost 1	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Growth	2027	2027
2.5 SER\	/ICE PLANNING												
2.5.1	Service Planning												
	2.5.1.1 Delivery of Growth-Related Capital Program		2018 - 2027	\$ 2,000,000	s -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
	2.5.1.2 Transit Priorities	Inflated	2018 - 2027	\$ 30,783,000	s -	\$ 30,783,000	43%	\$ 13,305,000	\$ -	\$ 17,478,000	\$ -	\$ 6,581,059	\$ 10,896,941
	2.5.1.3 Construct BRT Lines on the Avenues - Environmental Assessment	Inflated	2018 - 2019	\$ 2,711,000	s -	\$ 2,711,000	43%	\$ 1,172,000	\$ -	\$ 1,539,000	\$ -	\$ 579,327	\$ 959,673
	2.5.1.4 Platform Modifications to Accommodate Articualted Buses	Inflated	2018 - 2020	\$ 22,000,000	\$ 1,875,000	\$ 20,125,000	43%	\$ 8,698,000	\$ -	\$ 11,427,000	\$ -	\$ 4,302,908	\$ 7,124,092
	2.5.1.5 Automatic Passenger Counting (APC) Equipment on Future Bus & Streetcar Orders	Inflated	2018 - 2020	\$ 3,050,000	s -	\$ 3,050,000	43%	\$ 1,318,000	\$ -	\$ 1,732,000	\$ -	\$ 652,324	\$ 1,079,676
	2.5.1.6 Opportunities to Improve Transit Service - Transit Priority Measures	Inflated	2018 - 2022	\$ 32,000,000	\$ 3,150,000	\$ 28,850,000	43%	\$ 12,469,000	\$	\$ 16,381,000	\$	\$ 6,168,326	\$ 10,212,674
	Subtotal Service Planning			\$ 92,544,000	\$ 5,025,000	\$ 87,519,000		\$ 36,962,000	\$ -	\$ 50,557,000	s -	\$ 20,283,944	\$ 30,273,056
TOTA	L TRANSIT (BALANCE)			\$ 22,201,427,062	\$ 9,526,668,102	\$ 12,674,758,960		\$ 6,813,460,000	\$ -	\$ 5,861,298,960	\$ 93,503,547	\$ 2,615,696,839	\$ 3,152,098,573
			1										

Capital program does not include cash flow or financing assumptions.
 BTE shares include costs that meet the needs of existing residents and employees including past developments

Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Costs	71%	\$1,856,987,177
10-Year Growth in Population in New Permits Issued		252,79
Unadjusted Development Charge Per Capita		\$7,345.9
Large Apartment Person Per Unit Assumption		2.3
Unadjusted Charge per Apartment Unit		\$16,895.73
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	29%	\$758,709,663
10-Year Growth in Employees in New Space		140,20
Unadjusted Development Charge Per Employee		\$5,411.6

Allocation of Ridership Growth										
Planning Period	Ridership	Share								
BTE: 2011 + 2011-2018	94,222	43.2%								
Ridership Growth 2018-2027	46,607	21.4%								
Ridership Capacity at 2028	77,170	35.4%								
Total	218.000	100.0%								



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE TRANSIT (BALANCE) RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

TRANSIT (BALANCE)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	(\$427,045.6)	(\$372,620.4)	(\$338,856.3)	(\$351,995.7)	(\$339,161.5)	(\$310,056.8)	(\$229,773.1)	(\$117,324.3)	(\$12,199.9)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS											
- Transit (Balance): Non Inflated (1)	\$23,321.15	\$397.35	\$397.35	\$397.35	\$397.35	\$1,186.77	\$1,186.77	\$1,186.77	\$1,186.77	\$789.42	\$30,447.0
- Transit (Balance): Inflated Projects (1)	\$550,967.19	\$101,330.11	\$137,024.93	\$178,887.17	\$167,159.49	\$155,119.37	\$110,587.41	\$87,592.65	\$94,561.79	\$94,545.03	\$1,677,775.1
- Transit Sheppard Sinking Fund Payments (2)	\$40,516.68	\$11,526.32	\$11,526.32	\$11,526.32	\$1,064.37	\$1,064.37	\$1,064.37	\$1,064.37	\$1,064.37	\$0.00	\$80,417.5
- Transit Scarborough Subway Sinking Fund Payments (2)	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$6,556.87	\$109,358.48	\$168,370.3
- Transit (Balance): Inflated	\$621,361.88	\$119,818.59	\$155,521.52	\$197,392.03	\$175,210.84	\$164,050.91	\$119,545.14	\$96,577.12	\$103,573.53	\$204,846.94	\$1,957,898.5
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE											
- DC Receipts: Inflated	\$205,745.8	\$196,391.2	\$208,846.6	\$202,795.2	\$206,851.1	\$210,988.1	\$215,207.9	\$219,512.0	\$213,231.8	\$217,496.4	\$2,097,066.1
INTEREST											
- Interest on Opening Balance	\$0.0	(\$23,487.5)	(\$20,494.1)	(\$18,637.1)	(\$19,359.8)	(\$18,653.9)	(\$17,053.1)	(\$12,637.5)	(\$6,452.8)	(\$671.0)	(\$137,446.8)
- Interest on In-year Transactions	(\$11,429.4)	\$1,340.0	\$933.2	\$94.6	\$553.7	\$821.4	\$1,674.1	\$2,151.4	\$1,919.0	\$221.4	(\$1,720.7)
TOTAL REVENUE	\$194,316.3	\$174,243.7	\$189,285.7	\$184,252.6	\$188,045.0	\$193,155.6	\$199,828.8	\$209,025.9	\$208,698.0	\$217,046.8	\$1,957,898.5
CLOSING CASH BALANCE	(\$427,045.6)	(\$372,620.4)	(\$338,856.3)	(\$351,995.7)	(\$339,161.5)	(\$310,056.8)	(\$229,773.1)	(\$117,324.3)	(\$12,199.9)	\$0.0	

¹ Net of Sheppard Subway and Scarborough Subway Extension

² Sheppard and Scarborough Sinking Fund Payments are not inflated

2018 Adjusted Charge Per Capita	\$7,589.29
2018 Adjusted Charge Per Capita	\$7,589.29

Allocation of Capital Program										
Residential Sector	71.0%									
Non-Residential Sector	29.0%									
Rates for 2018										
Inflation Rate	2.0%									
Interest Rate on Positive Balances	3.5%									
Interest Rate on Negative Balances	5.5%									



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE TRANSIT (BALANCE) NON-RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

TRANSIT (BALANCE)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	(\$180,067.5)	(\$158,184.6)	(\$148,308.6)	(\$153,631.3)	(\$148,327.7)	(\$136,361.1)	(\$103,467.9)	(\$57,415.6)	(\$9,901.0)	
2018 - 2027 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Transit (Balance): Non Inflated (1)	\$9,528.33	\$162.34	\$162.34	\$162.34	\$162.34	\$484.88	\$484.88	\$484.88	\$484.88	\$322.53	\$12,439.8
- Transit (Balance): Inflated Projects (1)	\$225,108.79	\$41,400.46	\$55,984.30	\$73,087.97	\$68,296.39	\$63,377.16	\$45,182.72	\$35,787.75	\$38,635.13	\$38,628.28	\$685,489.0
- Transit Sheppard Sinking Fund Payments (2)	\$16,553.91	\$4,709.31	\$4,709.31	\$4,709.31	\$434.87	\$434.87	\$434.87	\$434.87	\$434.87	\$0.00	\$32,856.2
- Transit Scarborough Subway Sinking Fund Payments (2)	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$2,678.94	\$44,680.62	\$68,791.1
- Transit (Balance): Inflated	\$253,869.96	\$48,954.31	\$63,541.46	\$80,648.51	\$71,585.93	\$67,026.31	\$48,842.59	\$39,458.53	\$42,317.06	\$83,694.36	\$799,939.0
NEW NON-RESIDENTIAL DEVELOPMENT											
- Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	140,200
REVENUE											
- DC Receipts: Inflated	\$78,621.8	\$80,194.2	\$81,798.1	\$83,434.1	\$85,102.7	\$86,804.8	\$88,540.9	\$90,311.7	\$92,117.9	\$93,960.3	\$860,886.5
INTEREST											
- Interest on Opening Balance	\$0.0	(\$9,903.7)	(\$8,700.2)	(\$8,157.0)	(\$8,449.7)	(\$8,158.0)	(\$7,499.9)	(\$5,690.7)	(\$3,157.9)	(\$544.6)	(\$60,261.6)
- Interest on In-year Transactions	(\$4,819.3)	\$546.7	\$319.5	\$48.7	\$236.5	\$346.1	\$694.7	\$889.9	\$871.5	\$179.7	(\$685.9)
TOTAL DEVIANUE	#70 000 F	# 7 0.00 7 .0	070 447 4	#75.005.0	# 7 0,000,0	# 7 0.000.0	004 705 7	#05 540 0	000 004 0	# 00 505 4	*****
TOTAL REVENUE	\$73,802.5	\$70,837.2	\$73,417.4	\$75,325.8	\$76,889.6	\$78,992.9	\$81,735.7	\$85,510.9	\$89,831.6	\$93,595.4	\$799,939.0
CLOSING CASH BALANCE	(\$180,067.5)	(\$158,184.6)	(\$148,308.6)	(\$153,631.3)	(\$148,327.7)	(\$136,361.1)	(\$103,467.9)	(\$57,415.6)	(\$9,901.0)	\$0.0	

¹ Net of Sheppard Subway and Scarborough Subway Extension

² Sheppard and Scarborough Sinking Fund Payments are not inflated

2018 Adjusted Charge Per Employee \$5,607.	83
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Allocation of Capital Program	
Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 2 SPADINA SUBWAY EXTENSION

CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST SPADINA SUBWAY EXTENSION

		Gross	Grants/	Net		Ineligible Co	sts	Total	Allocation	to Period
Project Description	Timing	Project	Subsidies/Other	Municipal	BTE ²	Replacement	0%	Development	2018-	Post
		Cost 1	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	2027	2027
1 SPADINA SUBWAY EXTENSION										
1.1 Spadina Subway Extension 1.1.1 Spadina Subway Extension	2018 - 2027	\$3,184,168,477	\$2,276,999,869	\$ 907,168,608	43%	\$ 392.089.405	\$	\$ 515,079,203	\$ 193,948,626	\$ 321,130,577
Subtotal Spadina Subway Extension		\$3,184,168,477	\$2,276,999,869			\$ 392,089,405	\$ -	\$ 515,079,203	· · · · · · · · · · · · · · · · · · ·	
TOTAL SPADINA SUBWAY EXTENSION		\$3,184,168,477	\$2,276,999,869	\$907,168,608		\$ 392,089,405	\$ -	\$ 515,079,203	\$ 193,948,626	\$ 321,130,577

Capital program does not include cash flow or financing assumptions
 BTE shares include costs that meet the needs of existing residents and employees including past developments

Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Principle Costs	71.0%	\$137,691,840
10-Year Growth in Population in New Permits Issued		252,790
Unadjusted Development Charge Per Capita		\$544.69
Large Apartment	2.30	\$1,253
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Principle Costs	29.0%	\$56,256,786
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$401.26

Allocation of Ridership Growth		
	Ridership	Share
BTE: 2011 + 2011-2018	94,222	43%
Ridership Growth 2018-2027	46,607	21%
Ridership Capacity at 2028	77,170	35%
Total	218,000	100%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SPADINA SUBWAY EXTENSION RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

SPADINA SUBWAY EXTENSION	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	\$3,285.3	\$13,576.5	\$25,364.4	\$37,012.8	\$49,438.9	\$62,677.4	\$76,764.3	\$91,737.0	\$106,660.7	
2018 - 2027 RESIDENTIAL FUNDING REQUIRED - TYSSE Sinking Fund Payments (1)	MENTS \$15,222.6	\$7,611.3	\$7,611.3	\$7,611.3	\$7,611.3	\$7,611.3	\$7,611.3	\$7,611.3	\$7,611.3	\$126,944.4	\$203,057.3
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE - DC Receipts: Inflated	\$18,451.4	\$17,612.5	\$18,729.5	\$18,186.8	\$18,550.5	\$18,921.5	\$19,299.9	\$19,685.9	\$19,122.7	\$19,505.2	\$188,065.9
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 \$56.5	\$115.0 \$175.0	\$475.2 \$194.6	\$887.8 \$185.1	\$1,295.4 \$191.4	\$1,730.4 \$197.9	\$2,193.7 \$204.6	\$2,686.8 \$211.3	\$3,210.8 \$201.5	\$3,733.1 (\$2,954.6)	\$16,328.1 (\$1,336.7)
TOTAL REVENUE	\$18,507.9	\$17,902.5	\$19,399.2	\$19,259.6	\$20,037.4	\$20,849.8	\$21,698.2	\$22,584.0	\$22,535.0	\$20,283.7	\$203,057.3
CLOSING CASH BALANCE	\$3,285.3	\$13,576.5	\$25,364.4	\$37,012.8	\$49,438.9	\$62,677.4	\$76,764.3	\$91,737.0	\$106,660.7	\$0.0	

⁽¹⁾ Sinking Fund Payments are not inflated

2018 Adjusted Charge Per Capita	\$680.61

Allocation of Capital Program	
Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SPADINA SUBWAY EXTENSION NON-RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

SPADINA SUBWAY EXTENSION	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.00	\$833.01	\$5,002.57	\$9,464.15	\$14,230.90	\$19,316.48	\$24,735.09	\$30,501.49	\$36,631.00	\$43,139.57	
2018 - 2027 NON-RESIDENTIAL FUNDING REQI - TYSSE Sinking Fund Payments	UIREMENTS \$6,219.5	\$3,109.7	\$3,109.7	\$3,109.7	\$3,109.7	\$3,109.7	\$3,109.7	\$3,109.7	\$3,109.7	\$51,865.7	\$82,963.1
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	140,200
REVENUE - DC Receipts: Inflated	\$7,038.2	\$7,178.9	\$7,322.5	\$7,469.0	\$7,618.3	\$7,770.7	\$7,926.1	\$8,084.6	\$8,246.3	\$8,411.3	\$77,066.0
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 \$14.3	\$29.2 \$71.2	\$175.1 \$73.7	\$331.2 \$76.3	\$498.1 \$78.9	\$676.1 \$81.6	\$865.7 \$84.3	\$1,067.6 \$87.1	\$1,282.1 \$89.9	\$1,509.9 (\$1,195.0)	\$6,434.9 (\$537.7)
TOTAL REVENUE	\$7,052.5	\$7,279.3	\$7,571.3	\$7,876.5	\$8,195.3	\$8,528.4	\$8,876.1	\$9,239.3	\$9,618.3	\$8,726.2	\$82,963.1
CLOSING CASH BALANCE	\$833.0	\$5,002.6	\$9,464.2	\$14,230.9	\$19,316.5	\$24,735.1	\$30,501.5	\$36,631.0	\$43,139.6	(\$0.0)	

(1) Sinking Fund Payments are not inflated

2018 Adjusted Charge Per Employee \$502.01

Allocation of Capital Program	
Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%
-	



APPENDIX 3 ROADS AND RELATED

2018 DEVELOPMENT CHARGES BACKGROUND STUDY CITY OF TORONTO INVENTORY OF CAPITAL ASSETS ROADS AND RELATED

SYSTEM LANE KILOMETERS				L	ane Kilometers						UNIT COST
Road Category	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	(\$/Lane Km)
City Expressway	310.6	316.0	353.0	390.0	390.0	318.0	314.0	321.0	321.0	321.0	\$4,000,000
Major Arterial	3,111.4	3,125.2	3,224.8	3,324.4	3,324.4	3,237.0	3,211.0	3,344.0	3,344.0	3,344.0	\$1,100,000
Minor Arterial	1,164.9	1,148.4	1,139.4	1,130.3	1,130.3	1,415.0	1,410.0	1,408.0	1,408.0	1,408.0	\$1,100,000
Collector	1,940.5	1,981.4	2,132.5	2,283.6	2,283.6	1,906.0	1,910.0	1,943.0	1,943.0	1,943.0	\$900,000
Total (lane km)	6,527.4	6,571.0	6,849.7	7,128.3	7,128.3	6,876.0	6,845.0	7,016.0	7,016.0	7,016.0	
Total (\$000)	\$7,692,650.0	\$7,748,220.0	\$8,131,815.0	\$8,515,410.0	\$8,515,410.0	\$8,104,600.0	\$8,058,100.0	\$8,259,900.0	\$8,259,900.0	\$8,259,900.0	

BRIDGES/CULVERTS		Area (Sq. m)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	(\$/Sq. m)	
Square Metres of Bridge, Culvert or Viaduct deck with a	588,561	592,493	617,619	642,744	642,744	579,516	636,523	632,618	632,618	632,618	\$8,000	
span of greater than 3 metres (all Roads)												
Total (\$000)	\$4,708,487.9	\$4,739,946.3	\$4,940,948.6	\$5,141,950.8	\$5,141,950.8	\$4,636,125.8	\$5,092,186.4	\$5,060,944.0	\$5,060,944.0	\$5,060,944.0		

OTHER ASSETS		Value of Assets (\$000)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
20% of Roads and Bridges/Culverts to account for other assets	\$2,480,227.6	\$2,497,633.3	\$2,614,552.7	\$2,731,472.2	\$2,731,472.2	\$2,548,145.2	\$2,630,057.3	\$2,664,168.8	\$2,664,168.8	\$2,664,168.8		
Total (\$000)	\$2,480,227.6	\$2,497,633.3	\$2,614,552.7	\$2,731,472.2	\$2,731,472.2	\$2,548,145.2	\$2,630,057.3	\$2,664,168.8	\$2,664,168.8	\$2,664,168.8		



2018 DEVELOPMENT CHARGES BACKGROUND STUDY CITY OF TORONTO CALCULATION OF SERVICE LEVELS ROADS AND RELATED

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Historical Population	2,525,400	2,543,200	2,560,400	2,615,100	2,635,176	2,653,004	2,667,085	2,696,070	2,731,600	2,753,048
Historical Employment	<u>1,406,700</u>	1,418,100	1,429,600	1,441,100	1,470,100	1,499,700	1,529,900	1,560,700	1,592,100	1,608,200
Total	3,932,100	3,961,300	3,990,000	4,056,200	4,105,276	4,152,704	4,196,985	4,256,770	4,323,700	4,361,248

INVENTORY SUMMARY (\$000)

				\$5,141,950.8	\$4,636,125.8	\$5.092.186.4	\$5,060,944.0	\$5,060,944.0	\$5,060,944.0
Bridges & Culverts \$4,708,487.9	\$4,739,946.3	\$4,940,948.6	\$5,141,950.8		, , ,	, , , , , , , , , , , , , , , , , , , ,			
Other Assets \$2,480,227.6 Total (\$000) \$14,881,365.5	\$2,497,633.3 \$14.985.799.5	\$2,614,552.7 \$15.687.316.3	\$2,731,472.2 \$16,388,833.0	\$2,731,472.2 \$16,388,833.0	\$2,548,145.2 \$15,288,870.9	, ,,	\$2,664,168.8 \$15,985,012.8	\$2,664,168.8 \$15.985.012.8	\$2,664,168.8 \$15.985.012.8

Average
SERVICE LEVEL (\$/capita)

Level

											Level
System Lane Kilometres	\$1,956.37	\$1,955.98	\$2,038.05	\$2,099.36	\$2,074.26	\$1,951.64	\$1,919.97	\$1,940.41	\$1,910.38	\$1,893.93	\$1,974.04
Bridges & Culverts	\$1,197.45	\$1,196.56	\$1,238.33	\$1,267.68	\$1,252.52	\$1,116.41	\$1,213.30	\$1,188.92	\$1,170.51	\$1,160.43	\$1,200.21
Other Assets	\$630.76	\$630.51	\$655.28	\$673.41	\$665.36	\$613.61	\$626.65	\$625.87	\$616.18	\$610.87	\$634.85
Total (\$/capita)	\$3,784.58	\$3,783.05	\$3,931.66	\$4,040.44	\$3,992.14	\$3,681.67	\$3,759.92	\$3,755.20	\$3,697.07	\$3,665.24	\$3,809.10

CITY OF TORONTO
CALCULATION OF MAXIMUM ALLOWABLE
ROADS AND RELATED

10-Year Funding Envelope Calculation	
10 Year Average Service Level 2007 - 2016	\$3,809.10
Net Population & Employmeny Growth 2017 - 2041	736,403
Maximum Allowable Funding Envelope	\$2,805,032,793
Discounted Maximum Allowable Funding Envelope	\$2,805,032,793



			DC Study	Grants/				Inel	ligible Costs		Total		Develo	opment Related Costs	
Project Desc	ription	Timing	Gross Project	Subsidies/Othe	r	Net	BTE		placement	0%	Development	Prior DC		In-Period	Post
			Cost	Recoveries		Cost	%	& E	BTE Shares	Reduction	Related Costs	Funding			Period
10-YEAR RO	ADS PROJECTS														
1.1 Traffic	Control & Signalization														
1.1.1	New Traffic Control Signals / Devices - 2017	2018 - 2018	\$ 4,080,000	s -	\$	4,080,000	40%	\$	1,632,000	\$ -	\$ 2,448,000	s -	\$	2,448,000 \$	
1.1.2	New Traffic Control Signals / Devices	2018 - 2027	\$ 21,800,000	\$ -	\$	21,800,000	40%	\$	8,720,000	\$ -	\$ 13,080,000	s -	\$	13,080,000 \$	
1.1.3	Traffic Signal Major Modifications - 2017	2018 - 2018	\$ 2,490,000	\$ -	\$	2,490,000	50%	\$	1,245,000	\$ -	\$ 1,245,000	s -	\$	1,245,000 \$	
1.1.4	Traffic Signal Major Modifications	2018 - 2027	\$ 17,900,000	\$ -	\$	17,900,000	50%	\$	8,950,000	\$ -	\$ 8,950,000	\$ -	\$	8,950,000 \$	
1.1.5	Traffic Control - RESCU - 2017	2018 - 2018	\$ 350,000	\$ -	\$	350,000	92%	\$	323,103	\$ -	\$ 26,897	s -	\$	26,897 \$	
1.1.6	Traffic Control - RESCU	2018 - 2019	\$ 1,300,000	\$ -	\$	1,300,000	92%	\$	1,200,098	\$ -	\$ 99,902	\$ -	\$	99,902 \$	
1.1.7	Traffic Congestion Management - 2017	2018 - 2018	\$ 11,618,000	\$ -	\$	11,618,000	92%	\$	10,725,182	\$ -	\$ 892,818	s -	\$	892,818 \$	
1.1.8	Traffic Congestion Management	2018 - 2020	\$ 25,440,000	\$ -	\$	25,440,000	92%	\$	23,484,992	\$ -	\$ 1,955,008	s -	\$	1,955,008 \$	
1.1.9	Pedestrian Safety & Infrastructure - 2017	2018 - 2018	\$ 2,630,500	\$ -	\$	2,630,500	92%	\$	2,428,352	\$ -	\$ 202,148	\$ -	\$	202,148 \$	
1.1.10	Pedestrian Safety & Infrastructure	2018 - 2027	\$ 7,851,000	\$ -	\$	7,851,000	92%	\$	7,247,668	\$ -	\$ 603,332	\$ -	\$	603,332 \$	
1.1.11	Accessible Pedestrian Signals (Audible Signals) - 2017	2018 - 2018	\$ 3,571,000	\$ -	\$	3,571,000	92%	\$	3,296,577	\$ -	\$ 274,423	\$ -	\$	274,423 \$	
1.1.12	Accessible Pedestrian Signals (Audible Signals)	2018 - 2027	\$ 16,020,000	\$ -	\$	16,020,000	92%	\$	14,788,898	\$ -	\$ 1,231,102	\$ -	\$	1,231,102 \$	
1.1.13	Advanced Traffic Signal Control - 2017	2018 - 2018	\$ 2,437,000	\$ -	\$	2,437,000	50%	\$	1,218,500	\$ -	\$ 1,218,500	\$ -	\$	1,218,500 \$	
1.1.14	Advanced Traffic Signal Control	2018 - 2025	\$ 10,420,000	\$ -	\$	10,420,000	50%	\$	5,210,000	\$ -	\$ 5,210,000	\$ -	\$	5,210,000 \$	
1.1.15	Transportation Safety & Local Improvements - 2017	2018 - 2018	\$ 2,445,000	\$ -	\$	2,445,000	92%	\$	2,257,107	\$ -	\$ 187,893	s -	\$	187,893 \$	
1.1.16	Transportation Safety & Local Improvements	2018 - 2027	\$ 14,066,000	\$ -	\$	14,066,000	92%	\$	12,985,059	\$ -	\$ 1,080,941	\$ -	\$	1,080,941 \$	
1.1.17	Road Safety Plan - 2017	2018 - 2018	\$ 2,445,000	\$ -	\$	2,445,000	92%	\$	2,257,107	\$ -	\$ 187,893	s -	\$	187,893 \$	
1.1.18	Road Safety Plan	2018 - 2021	\$ 25,998,000	\$	\$	25,998,000	92%	\$	24,000,111	\$	\$ 1,997,889	\$	\$	1,997,889 \$	
	Subtotal Traffic Control & Signalization		\$ 172,861,500	\$ -	\$	172,861,500		\$	131,969,754	\$ -	\$ 40,891,746	\$ -	\$	40,891,746 \$	



		DC Study	Grants/			Ineligible Costs		Total		Development Related Costs	,
oject Description	Timing	Gross Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior DC	In-Period	Post
		Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Funding		Period
.2 Road Infrastructure											
1.2.1 Six Points Interchange Redevelopment - 2017	2018 - 2018	\$ 28,751,000	s -	\$ 28,751,000	72%	\$ 20,700,720	s -	\$ 8,050,280	s -	\$ 8,050,280 \$	
1.2.2 Six Points Interchange Redevelopment	2018 - 2020			\$ 36,176,000	72%	\$ 26,046,720	s -	\$ 10,129,280	s -	\$ 10,129,280 \$	
1.2.3 Scarlett / St. Clair / Dundas - 2017	2018 - 2018			\$ 300,000	63%	\$ 189,000	*	\$ 111,000	s -	\$ 111,000 \$	
1.2.4 Scarlett / St. Clair / Dundas	2018 - 2018	\$ 35,075,000		\$ 35,075,000	63%	\$ 22,097,250	s -	\$ 12,977,750	, . S -	\$ 12,977,750 \$	
1.2.5 Regent Park Revitalization - 2017	2018 - 2018			\$ 1,565,000	28%	\$ 438,200	s -	\$ 1,126,800	s -	\$ 1,126,800 \$	
1.2.6 Regent Park Revitalization	2018 - 2021	\$ 765,000		\$ 765,000	28%	\$ 214,200	s -	\$ 550,800	s -	\$ 550,800 \$	
1.2.7 Gardiner York/Bay/Yonge Ramp Reconfiguration - 2017	2018 - 2021			\$ 28,812,000	75%	\$ 21,609,000	s -	\$ 7,203,000	s -	\$ 7,203,000 \$	
1.2.8 Gardiner York/Bay/Yonge Ramp Reconfiguration - 2018	2018 - 2018			\$ 28,812,000	75%	\$ 28,500	s -	\$ 9,500	s -	\$ 9,500 \$	
1.2.9 Lawr-Allen Revitalization - 2013-2016	2018 - 2018			\$ 524,788	16%	\$ 84,526	s -	\$ 440,262	\$ 110,065	\$ 330,196 \$	
1.2.10 Lawr-Allen Revitalization - 2017	2018 - 2018			\$ 1,153,000	16%	\$ 185,710	s -	\$ 967,290	\$ 110,000	\$ 967,290 \$	
1.2.11 Lawrence-Allen Revitalization – Phase 1	2018 - 2023			\$ 8,414,000	16%	\$ 1,355,215	s -	\$ 7,058,785	s -	\$ 7,058,785 \$	
1.2.12 Lawrence-Allen Revitalization – Pedestrian Bridges	2018 - 2023			\$ 50,000,000	0%	e 1,333,213	s -	\$ 50,000,000	s -	\$ 25,000,000 \$	25,0
1.2.13 Varna Drive Extension (Lawrence-Allen)	2025 - 2027	\$ 30,000,000		\$ 30,000,000	0%		s -	\$ 30,000,000	φ - e	\$ 30,000,000 \$	23,0
1.2.14 Legion Road - 2017	2018 - 2018			\$ 490,000	0%	s -	s -	\$ 490,000	s -	\$ 490,000 \$	
1.2.15 Legion Road	2019 - 2023			\$ 26,399,000	0%	s -	s -	\$ 26,399,000	-	\$ 26,399,000 \$	
1.2.16 Steeles Widenings (Tapscott Road - Beare Road) - 2017	2018 - 2018			\$ 999,000	15%	\$ 149,333	*	\$ 849,667	s -	\$ 849,667 \$	
1.2.17 Steeles Widenings (Tapscott Road - Beare Road)	2018 - 2022			\$ 14,500,000	15%	\$ 2,167,500	s -	\$ 12,332,500	•	\$ 12,332,500 \$	
1.2.17 Steeles Ave Widening: Hilda Avenue to Bathurst Street	2018 - 2022			\$ 15,000,000 \$ 15,000,000	7%	\$ 1,047,420	s -	\$ 13,952,580	s -	\$ 13,952,580 \$	
1.2.19 Morningside Ave Extension - McNicoll Ave to Steeles Ave	2023 - 2024			\$ 33,000,000	0%	\$ 1,047,420	s -	\$ 33,000,000	s -	\$ 33,000,000 \$	
1.2.20 North York Service Road- Extension of Doris Ave South of Sheppard - 2017	2018 - 2018			\$ 1,650,000	0%		s -	\$ 1,650,000	, . S -	\$ 1,650,000 \$	
1.2.21 North York Service Road- Extension of Doris Ave South of Sheppard	2019 - 2022			\$ 34,750,000	0%		s -	\$ 34,750,000	s -	\$ 34,750,000 \$	
1,2,22 North York Centre- Beecroft Ave. Extension from Finch to Steeles	2019 - 2022	\$ 25,000,000		\$ 25,000,000	0%		s -	\$ 25,000,000	, .	\$ 25,000,000 \$	
1,2,23 Port Union Road Widening: Lawrence Ave - Kingston Rd - 2017	2019 - 2027			\$ 25,000,000	9%	\$ 80,182	s -	\$ 25,000,000	, . S -	\$ 819,818 \$	
1.2.24 Port Union Road Widening: Lawrence Ave - Kingston Rd	2018 - 2018	\$ 9,350,000		\$ 9,350,000	9%	\$ 833,000	s -	\$ 8,517,000	, . S -	\$ 8,517,000 \$	
1.2.25 St. Clair TMP - 2017	2018 - 2021			\$ 4,000,000	0%	\$ 633,000	s -	\$ 4,000,000		\$ 4,000,000 \$	
1.2.26 St. Clair TMP: Widening: Keele to Old Weston Road	2019 - 2023			\$ 47,350,000	46%	\$ 21,587,500	s -	\$ 25,762,500	\$ - \$.	\$ 25,762,500 \$	
1.2.27 St Clair TMP - Gunns Extension	2019 - 2023			\$ 28,275,000	0%	\$ 21,367,300	s -	\$ 28,275,000	, . S -	\$ 28,275,000 \$	
1.2.28 St Clair TMP - Keele Extension	2019 - 2023			\$ 11,300,000	0%		s -	\$ 11,300,000	s -	\$ 11,300,000 \$	
1.2.29 St Clair TMP - Davenport Extension	2019 - 2023			\$ 37,500,000	0%		s -	\$ 37,500,000	s -	\$ 37,500,000 \$	
1.2.30 North Queen Street Extension	2024 - 2027	\$ 25,956,000		\$ 25,956,000	0%		s -	\$ 25,956,000	s -	\$ 25,956,000 \$	
1.2.31 Ingram Drive Extension - 2017	2018 - 2018			\$ 250,000	0%	\$	s -	\$ 250.000	s -	\$ 250,000 \$	
1.2.31 Ingram Drive Extension - 2017 1.2.32 Ingram Drive Extension	2018 - 2018	\$ 250,000		\$ 250,000 \$ 55,050,000	0%		s -	\$ 250,000 3	· ·	\$ 250,000 \$	
1.2.33 Lake Shore Blvd West Widening	2022 - 2027	\$ 9,000,000		\$ 9,000,000	18%	\$ 1,637,600	s -	\$ 7,362,400	s -	\$ 7,362,400 \$	
1.2.34 New East-West Road: Rean to Kenaston Gardens	2018 - 2019			\$ 1,000,000	0%	e 1,007,000	s -	\$ 1,000,000	• -	\$ 1,000,000 \$	
1.2.35 REimagining Yonge Sheppard to Finch - 2017	2018 - 2018			\$ 1,000,000	48%	•	s -	\$ 1,000,000	• -	s - s	
1.2.36 REimagining Yonge Sheppard to Finch	2019 - 2021	\$ 51,879,000		\$ 51,879,000	48%	\$ 24,901,920	s -	\$ 26,977,080	-	\$ 26,977,080 \$	



CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST ROADS AND RELATED

		DC Study	Grants/			Ineligible Costs		Total		Development Related Co	sts
Project Description	Timing	Gross Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior DC	In-Period	Post
		Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Funding		Period
1.2 Road Infrastructure continued											ì
1.2.37 Lower Yonge Precinct	2021 - 2024	\$ 100,000,000	s -	\$ 100,000,000	25%	\$ 25,000,000	s -	\$ 75,000,000	s -	\$ 75,000,000	\$
1.2.38 John Street Revitalization	2018 - 2027	\$ 43,800,000	\$ 2,000,000	\$ 41,800,000	92%	\$ 38,587,762	s -	\$ 3,212,238	s -	\$ 3,212,238	\$
1.2.39 Liberty New Street	2018 - 2022	\$ 92,120,000	s -	\$ 92,120,000	0%	s -	s -	\$ 92,120,000	s -	\$ 92,120,000	\$
1.2.40 Passmore Avenue Widening	2018 - 2020	\$ 2,310,000	s -	\$ 2,310,000	17%	\$ 384,750	s -	\$ 1,925,250	s -	\$ 1,925,250	\$
1.2.41 Emery Village Improvements	2018 - 2021	\$ 4,830,000	\$ -	\$ 4,830,000	0%	\$ -	\$ -	\$ 4,830,000	\$ -	\$ 4,830,000	\$
1.2.42 New Cycling Infrastructure - 2017	2018 - 2018	\$ 7,900,000	\$ -	\$ 7,900,000	75%	\$ 5,925,000	\$ -	\$ 1,975,000	\$ -	\$ 1,975,000	\$
1.2.43 New Cycling Infrastructure	2018 - 2027	\$ 160,000,000	\$ -	\$ 160,000,000	75%	\$ 120,000,000	\$ -	\$ 40,000,000	\$ -	\$ 40,000,000	\$
1.2.44 Gardiner Ramp Improvement (Park Lawn to 427)- Land only	2019 - 2020	\$ 15,000,000	\$ -	\$ 15,000,000	100%	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$
1.2.45 Downsview Road Project (Previously Transit Road Extension)	2027 - 2027	\$ 130,000,000	\$ 71,500,000	\$ 58,500,000	0%	\$ -	\$ -	\$ 58,500,000	\$ -	\$ 58,500,000	\$
1.2.46 Yonge Street/Highway 401 Interchange Improvements	2022 - 2024	\$ 22,500,000	\$ 11,250,000	\$ 11,250,000	0%	\$ -	\$ -	\$ 11,250,000	\$ -	\$ 11,250,000	\$
1.2.47 Eglinton Connects	2022 - 2027	\$ 90,000,000	\$ -	\$ 90,000,000	92%	\$ 83,083,699	s -	\$ 6,916,301	s -	\$ 6,916,301	\$
1.2.48 Metrolinx Additonal Infrastructure Program (Finch & Eglinton)	2020 - 2023	\$ 17,750,000	\$ -	\$ 17,750,000	20%	\$ 3,550,000	s -	\$ 14,200,000	\$ -	\$ 14,200,000	\$
1.2.49 King-Liberty Bridge	2018 - 2019	\$ 11,830,000	\$ -	\$ 11,830,000	0%	\$ -	s -	\$ 11,830,000	s -	\$ 11,830,000	\$
1.2.50 Mill Street	2018 - 2018	\$ 6,436,690	\$ 698,374	\$ 5,738,316	23%	\$ 1,291,121	s -	\$ 4,447,195	\$ 4,000,000	\$ 447,195	\$
1.2.51 Cherry Street	2018 - 2018	\$ 11,100,000	\$ 10,374,158	\$ 725,842	23%	\$ 163,314	s -	\$ 562,528	s -	\$ 562,528	\$
1.2.52 Preliminary Infrastructure Engineering (EBF)	2018 - 2018	\$ 2,820,165	\$ 401,553	\$ 2,418,612	23%	\$ 544,188	s -	\$ 1,874,424	\$ 1,333,333	\$ 541,091	\$
1.2.53 Lower Sherborne Street	2018 - 2018	\$ 5,000,000	\$ 2,423,400	\$ 2,576,600	23%	\$ 579,735	s -	\$ 1,996,865	\$ 1,815,153	\$ 181,712	\$
1.2.54 Bonnycastle Street	2018 - 2022	\$ 8,730,992	\$ 4,230,960	\$ 4,500,032	23%	\$ 1,012,507	s -	\$ 3,487,525	\$ 248,184	\$ 3,239,341	\$
1.2.55 Leslie Street Streetscaping	2018 - 2018	\$ 2,761,018	\$ 2,112,166	\$ 648,852	23%	\$ 145,992	s -	\$ 502,860	\$ -	\$ 502,860	\$
1.2.56 Lakeshore Road Re-alignment	2018 - 2022	\$ 21,470,000	\$ -	\$ 21,470,000	23%	\$ 4,938,100	s -	\$ 16,531,900	\$ -	\$ 16,531,900	\$
1.2.57 Peel Avenue from Gladstone Ave to Dufferin St	2018 - 2018	\$ 1,280,000	\$ -	\$ 1,280,000	23%	\$ 320,000	s -	\$ 960,000	\$ -	\$ 960,000	\$
1.2.58 Gladstone Ave from Queen St to Peel Ave	2018 - 2018	\$ 1,560,000	\$ -	\$ 1,560,000	29%	\$ 390,000	\$ -	\$ 1,170,000	s -	\$ 1,170,000	\$
1.2.59 Silver Star Boulevard from Passmore Ave to Midland Ave.	2019 - 2027	\$ 25,000,000	\$ -	\$ 25,000,000	0%	\$ -	\$ -	\$ 25,000,000	\$ -	\$ 25,000,000	\$
1.2.60 UNALLOCATED PROJECTS	2018 - 2027	\$ 99,000,000	\$	\$ 99,000,000	40%	\$ 39,600,000	\$	\$ 59,400,000	\$	\$ 59,400,000	\$
Subtotal Road Infrastructure		\$ 1,578,894,653	\$ 145,514,611	\$ 1,433,380,042		\$ 485,869,664	\$ -	\$ 947,510,377	\$ 7,506,736	\$ 915,003,641	\$ 25,0

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				DC Study		Grants/			ln	neligible Costs			Total		Develo	pment Related Costs	
Project Desci	ription	Tim	ing	Gross Project		bsidies/Other	Net	BTE		Replacement	0%		elopment	Prior DC		In-Period	Post
				Cost	ı	Recoveries	Cost	%	8	& BTE Shares	Reduction	Rela	ited Costs	Funding			Period
	ade Separations and Related																
1.3.1	Steeles Avenue East / Kennedy Road Grade Separation	2021 -		\$ 6,000,000		5,550,000	450,000	20%	\$,		\$	360,000		\$	360,000 \$	
1.3.2	Finch Avenue East (Stouffville)	2018 -	2027			47,600,000	8,400,000	15%	\$	1,260,000		\$	7,140,000		\$	7,140,000 \$	
1.3.3	Scarborough Golf Club Road (LSE)	2018 -	2027	\$ 69,000,000	\$	58,650,000	\$ 10,350,000	25%	\$	2,587,500	\$ -	\$	7,762,500	\$ -	\$	7,762,500 \$	
1.3.4	Galloway Road (LSE)	2018 -	2027	\$ 71,000,000	\$	60,350,000	\$ 10,650,000	5%	\$	532,500	\$ -	\$	10,117,500	\$ -	\$	10,117,500 \$	-
1.3.5	Morningside Drive (LSE)	2018 -	2027	\$ 69,000,000	\$	58,650,000	\$ 10,350,000	15%	\$	1,552,500	\$ -	\$	8,797,500	\$ -	\$	8,797,500 \$	
1.3.6	Georgetown South City - Infrastructure Upgrades - 2017	2018 -	2018	\$ 13,420,000	\$	-	\$ 13,420,000	20%	\$	2,684,000	\$ -	\$	10,736,000	s -	\$	10,736,000 \$	
1.3.7	Georgetown South City - Infrastructure Upgrades	2018 -	2019	\$ 26,840,000	\$	-	\$ 26,840,000	20%	\$	5,368,000	\$ -	\$	21,472,000	\$ -	\$	21,472,000 \$	
1.3.8	Agincourt Grade Separation (new north-south road connecting Sheppard Avenue East with Village Green Square)	2018 -	2027	\$ 50,000,000	\$		\$ 50,000,000	0%	\$	-	\$	\$	50,000,000	\$	\$	50,000,000 \$	
	Subtotal Rail Grade Separations and Related			\$ 361,260,000	\$	230,800,000	\$ 130,460,000		\$	14,074,500	\$ -	\$	116,385,500	\$ -	\$	116,385,500 \$	
1.4 Engine	ering Studies																
1.4.1	Ten year studies	2018 -	2027	\$ 36,798,000	\$		\$ 36,798,000	36%	\$	13,389,271	\$ -	\$	23,408,729	\$ -	\$	23,408,729 \$	
1.4.2	2017 Studies	2018 -	2018	\$ 6,437,000	\$		\$ 6,437,000	36%	\$	2,342,158	\$	\$	4,094,842	\$	\$	4,094,842 \$	
	Subtotal Engineering Studies			\$ 43,235,000	\$	-	\$ 43,235,000		\$	15,731,429	\$ -	\$	27,503,571	\$ -	\$	27,503,571 \$	
1.5 Works	Buildings and Yards			-									-			-	
1.5.1	Facility improvements - 2017	2018 -	2018	\$ 1,500,000	\$		\$ 1,500,000	92%	s	1,384,728	s -	\$	115,272	s -	s	115,272 \$	
1.5.2	Facility improvements	2018 -	2027	\$ 15,000,000			\$ 15,000,000	92%	\$	13,847,283	s	\$	1,152,717	\$	\$	1,152,717 \$	
	Subtotal Works Buildings and Yards			\$ 16,500,000	\$	-	\$ 16,500,000		\$	15,232,011	\$ -	\$	1,267,989	s -	\$	1,267,989 \$	
TOTAL	10-YEAR ROADS			\$ 2,172,751,153	\$	376,314,611	\$ 1,796,436,542		\$	662,877,358	\$ -	\$ 1	1,133,559,183	\$ 7,506,736	\$	1,101,052,447 \$	25,000



			DC Study	Grants/			Ineligible Costs		Total		Development Related Costs	
roject Desc	ription	Timing	Gross Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior DC	In-Period	Post
			Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Funding		Period
1.6 ROAD	Design Cherry St Realignment and Bridges - 2017	2018 - 2018	\$ 4,200,000		\$ 4.200.000	0%	s -	s -	\$ 4.200.000	s .	s 4.200.000 s	
1.6.1	Design Cherry St Realignment and Bridges - 2017 Design Cherry St Realignment and Bridges		,,		\$ 4,200,000 \$ 1,400,000	0%	s -	s -	\$ 4,200,000 \$ 1,400,000	s -	\$ 4,200,000 \$	
1.6.2	Don Roadway North	2018 - 2018			\$ 1,400,000		s -		\$ 1,400,000		\$ 1,400,000 \$	
1.6.3	•	2018 - 2022			\$ 2,308,405	0%	s -	s -	\$ 2,308,405 \$ 9,448.817	s -	\$ 2,308,405 \$	
1.6.4	Don Roadway Valley Wall Feature			, . ,	\$ 9,448,817 \$ 7.001.739	0%	s -	s -	\$ 9,448,817 \$ 7.001.739	s -	\$ 9,448,817 \$ \$ 7.001.739 \$	
1.6.5	Lake Shore Road Bridge Modifications			, , , , , , , , , , , , , , , , , , , ,	.,,.		1	s -	.,,	s -	, , , , , , , , , , , , , , , , , , , ,	
1.6.6	Cherry Street Re-alignment				\$ 2,336,812	0%	\$ -	*	-,,		\$ 2,336,812 \$	
1.6.7	Cherry Street Bridge North (V+T)				\$ 20,438,933	0%	\$ -	\$ -	\$ 20,438,933	\$ -	\$ 20,438,933 \$	
1.6.8	Cherry Street Bridge South				\$ 15,500,935	0%	\$ -	\$ -	\$ 15,500,935	\$ -	\$ 15,500,935 \$	
1.6.9	Old Cherry Street Bridge Demolition	2018 - 2020	\$ 3,669,395		\$ 1,390,665	0%	\$ -	\$ -	\$ 1,390,665	\$ -	\$ 1,390,665 \$	
1.6.10	Commissioners Street West	2018 - 2020	\$ 16,894,634		\$ 6,402,900	0%	s -	\$ -	\$ 6,402,900	\$ -	\$ 6,402,900 \$	
1.6.11	Commissioners Street Bridge				\$ 15,891,109	0%	\$ -	\$ -	\$ 15,891,109	\$ -	\$ 15,891,109 \$	
1.6.12	Commissioners Street East Reconstruct Broadview and Extend Broadview LRT (Queen to Eastern in Mixed) with	2018 - 2019	\$ 6,029,310	\$ 3,744,261	\$ 2,285,049	0%	\$ -	\$ -	\$ 2,285,049	\$ -	\$ 2,285,049 \$	
1.6.13	allowance for servicing relocates	2026 - 2035	\$ 13,006,046	\$ -	\$ 13,006,046	1%	\$ 181,250	s -	\$ 12,824,796	\$ -	\$ 12,824,796 \$	
1.6.14	Broadview Underpass	2018 - 2025	s -	\$ -	\$ -	0%	s -	s -	\$ -	\$ -	s - s	
1.6.15	Broadview Valley Wall Feature (allowance consistent with Due Dilligence)	2018 - 2025	\$ 4,746,000	\$ -	\$ 4,746,000	0%	\$ -	s -	\$ 4,746,000	\$ -	\$ 4,746,000 \$	
1.6.16	Extend Broadview Avenue with Interim BRT (Eastern to Lake Shore)	2018 - 2025	\$ 19,544,333	\$ -	\$ 19,544,333	0%	\$ -	\$ -	\$ 19,544,333	\$ -	\$ 19,544,333 \$	
1.6.17	Bouchette Extension	2026 - 2035	\$ 7,735,904	\$ -	\$ 7,735,904	0%	\$ -	s -	\$ 7,735,904	\$ -	\$ 7,735,904 \$	
1.6.18	New East Street	2018 - 2025	\$ 14,343,655	\$ -	\$ 14,343,655	0%	\$ -	\$ -	\$ 14,343,655	\$ -	\$ 14,343,655 \$	
1.6.19	Upgrade Broadview BRT to LRT (Eastern to Lake Shore)	2026 - 2035	\$ 1,428,566	\$ -	\$ 1,428,566	0%	\$ -	\$ -	\$ 1,428,566	\$ -	\$ 1,428,566 \$	
1.6.20	Eastern Avenue Upgrades (Broadview to Carlaw) with Allowance for upgrade the Underpass	2026 - 2035	\$ 18.425.420	s .	\$ 18.425.420	3%	\$ 552.500	s .	\$ 17.872.920	s -	\$ 17.872.920 \$	
1.6.21	Eastern Avenue Upgrades (Carlaw to Leslie)	2026 - 2035		1	\$ 12,892,151	4%	\$ 559,000	s -	\$ 17,872,920 \$ 12.333.151	s -	\$ 17,872,920 \$ \$ 12.333.151 \$	
1.6.22	Eastern Avenue Upgrades (Callaw to Lesile) Eastern Avenue Upgrades (Lesile to Woodfield)	2026 - 2035		· ·	\$ 9,278,311	5%	\$ 487,500	s -	,,	s -	\$ 8,790,811 \$	
1.6.22	Caroline Extension (Eastern to Lake Shore)	2026 - 2035			\$ 9,278,311	0%	\$ 467,500	s -	\$ 9,762,600	s -	\$ 9,762,600 \$	
	,						s -	s -	,,			
1.6.24	Woodfield Extension and Upgrades Commissioners Street with Interim BRT (Don Roadway to Saulter)	2018 - 2025 2026 - 2035	\$ 2,140,997 \$ 2,298,998		\$ 2,140,997 \$ 2,298,998	0% 15%	\$ 336,600	s -	\$ 2,140,997 \$ 1,962,398	s -	\$ 2,140,997 \$ \$ 1,962,398 \$	
	* * * *						\$ 252,450			-	\$ 1,962,398 \$	
1.6.26	Commissioners Street with Interim BRT (Saulter Street, to Broadview)		\$ 6,086,350 \$ 9,874,753		,,	4%	\$ 252,450		\$ 5,833,900 \$ 9,874,753	s -	,,	
1.6.27	Broadview Extension with Interim BRT (Lake Shore to Commissioners)	2026 - 2035			,-: ,:	0%	s -	•	0,014,700			
1.6.28	Commissioners Street and protect for future LRT (Broadview to Carlaw)	2026 - 2035		l *	\$ 14,026,597	0%	1*	\$ -	,,,,,,,,,,	\$ -	\$ 14,026,597 \$	
1.6.29	Carlaw Avenue Upgrades (Lake Shore to Eastern)	2026 - 2035			\$ 4,207,557	6%	\$ 243,000	\$ -	,,	\$ -	\$ 3,964,557 \$	
1.6.30	Carlaw Avenue Reconstruction (Lake Shore to Commissioners)	2026 - 2035			\$ 6,599,835	3%	\$ 192,375	\$ -	\$ 6,407,460	\$ -	\$ 6,407,460 \$	
1.6.31	Carlaw Avenue Extension (Commissioners to Basin Extension)	2036 - 2041	\$ 3,261,700	\$ -	\$ 3,261,700	0%	\$ -	\$ -	\$ 3,261,700	\$ -	\$ 3,261,700 \$	
1.6.32	Broadview Extension and Protect for Future LRT (Commissioners to Ship Channel)	2036 - 2041	\$ 9,150,832	\$ -	\$ 9,150,832	0%	\$ -	\$ -	\$ 9,150,832	\$ -	\$ 9,150,832 \$	
1.6.33	Basin Transmission Station Relocation	2036 - 2041	\$ 169,274,000	\$ -	\$ 169,274,000	0%	s -	s -	\$ 169,274,000	\$ -	s - s	169



		DC Study	Grants/			Ineligible Costs		Total		Development Related Costs	
Project Description	Timing	Gross Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior DC	In-Period	Post
		Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Funding		Period
1.7 ROADS TO 2041 CONTINUED											
1.7.1 New East-West Street in McCleary District (Don Roadway to Logan)	2026 - 2035		-	\$ 13,201,005	0%	s -	\$ -	\$ 13,201,005	l '	\$ 13,201,005 \$	-
1.7.2 New East-West Street in Turning Basin District (Logan to Carlaw)	Post - 0	\$ 4,367,451		\$ 4,367,451	0%	s -	\$ -	\$ 4,367,451	l -	s - s	4,367,4
1.7.3 Basin Street Extension in Media City (Don Roadway to Broadview)	2026 - 2035			\$ 9,110,772	0%	s -	\$ -	\$ 9,110,772	\$ -	\$ 9,110,772 \$	
1.7.4 Basin Street Extension in Turning Basin District (Broadview to Carlaw)	Post - 0	\$ 8,558,080	\$ -	\$ 8,558,080	0%	\$ -	\$ -	\$ 8,558,080	\$ -	\$ - \$	8,558,0
1.7.5 Replace Interim BRT with LRT on Commissioners (Don Roadway to Broadway)	2036 - 2041	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ - \$	
1.7.6 Convert Broadview Interim BRT to LRT (Lake Shore to Commissioners)	2036 - 2041	\$ 730,208	\$ -	\$ 730,208	0%	\$ -	\$ -	\$ 730,208	\$ -	\$ - \$	730,2
1.7.7 Underground Hydro Transmission Wires on Don Roadway and Commissi	oners 2036 - 2041	\$ 99,666,000	\$ -	\$ 99,666,000	0%	\$ -	\$ -	\$ 99,666,000	\$ -	\$ - \$	99,666,0
1.7.8 Relocate Existing Bouchette Hydro Underground Circuits	2026 - 2035	\$ 17,402,000	\$ -	\$ 17,402,000	0%	\$ -	\$ -	\$ 17,402,000	\$ -	\$ 17,402,000 \$	
1.7.9 Commissioners Street TTC/LRT Bridge	2026 - 2035	\$ 31,348,279	\$ -	\$ 31,348,279	0%	s -	s -	\$ 31,348,279	s -	\$ 31,348,279 \$	
1.7.10 Don Roadway (south of Commissioners)	2026 - 2035	\$ 13,182,766	\$ -	\$ 13,182,766	0%	s -	s -	\$ 13,182,766	s -	\$ 13,182,766 \$	
1.7.11 Caroline Extension	2026 - 2035	\$ 6,381,943	\$ -	\$ 6,381,943	0%	\$ -	\$ -	\$ 6,381,943	\$ -	\$ 6,381,943 \$	
1.7.12 Replace Interim BRT with LRT on Commissioners (Broadview to Carlaw)	Post - 0	\$ 428,785	\$ -	\$ 428,785	0%	\$ -	\$ -	\$ 428,785	\$ -	\$ - \$	428,7
1.7.13 Replace Interim Sodded Condition with LRT on Commissioners (Carlaw	o Leslie) Post - 0	\$ 761,417	\$ -	\$ 761,417	0%	s -	s -	\$ 761,417	s -	s - s	761,4
1.7.14 Repair Cherry Street Bascule Bridge	2018 - 2025	\$ 23,730,000	\$ -	\$ 23,730,000	100%	\$ 23,730,000	s -	\$ -	s -	s - s	-
1.7.15 Cherry Street Upgrades (Ship Channel to Unwin)	2026 - 2035	\$ 8,420,728	\$ -	\$ 8,420,728	3%	\$ 237,500	s -	\$ 8,183,228	s -	\$ 8,183,228 \$	
1.7.16 Construct Broadview Bridge and Extension to Unwin	2036 - 2041	\$ 73,020,066	\$ -	\$ 73,020,066	0%	s -	s -	\$ 73,020,066	s -	s - s	73,020,0
1.7.17 Commissioners Street Upgrades and Protect for LRT (Carlaw to Leslie)	2026 - 2035	\$ 25,304,175	\$ -	\$ 25,304,175	3%	\$ 795,500	s -	\$ 24,508,675	s -	\$ 24,508,675 \$	
1.7.18 Unwin Avenue Realignment and Upgrades	2026 - 2035	\$ 33,360,425	\$ -	\$ 33,360,425	5%	\$ 1,687,500	s -	\$ 31,672,925	s -	\$ 31,672,925 \$	
1.7.19 Allowance for Relocation of PEC Infrastructure/Fill/New Circulating Chan	nel Bridge 2026 - 2035	\$ 19,775,000	\$ -	\$ 19,775,000	0%	\$ -	\$ -	\$ 19,775,000	s -	\$ 19,775,000 \$	
1.7.20 Leslie Street Upgrades (Commissioners to Unwin)	2026 - 2035	\$ 7,097,564	\$ -	\$ 7,097,564	5%	\$ 371,000	\$ -	\$ 6,726,564	s -	\$ 6,726,564 \$	
1.7.21 Basin Street Bridge & Road Connections	Post - 0	\$ 40,000,000	s -	\$ 40,000,000	0%	s -	s -	\$ 40,000,000	s -	s - s	40,000,0
1.7.22 Munition Street Bridge & Road Connections	Post - 0	\$ 30,000,000	\$	\$ 30,000,000	0%	\$ -	\$	\$ 30,000,000	\$	\$ \$	30,000,
SUBTOTAL ROADS TO 2041		\$ 1,037,724,565	\$ 145,187,933	\$ 892,536,633		\$ 29,626,175	\$ -	\$ 862,910,458	\$ -	\$ 436,104,451 \$	426,806,
SUBTOTAL ROADS TO 2027		\$ 2,172,751,153	\$ 376,314,611	\$ 1,796,436,542		\$ 662,877,358	s -	\$ 1,133,559,183	\$ 7,506,736	\$ 1,101,052,447 \$	25,000
SUBTOTAL ROADS TO 2027 SUBTOTAL ROADS TO 2041		\$ 2,172,751,153 \$ 1.037.724.565		\$ 1,796,436,542 \$ 892.536.633		\$ 29.626.175		\$ 1,133,559,163		\$ 1,101,052,447 \$ \$ 436.104.451 \$	426.806
OUD LOTAL ROADS TO 2041		a 1,037,724,565	a 145,167,933	a 892,536,633		⇒ ∠3,6∠6,1/5	\$ -	φ 00∠,910,458		\$ 430,104,451 \$	420,806,
TOTAL ROADS 2018-2027 and 2018-2041		\$ 3,210,475,718	\$ 521,502,544	\$ 2,688,973,174		\$ 692,503,533	\$ -	\$ 1,996,469,641	\$ 7,506,736	\$ 1,537,156,898 \$	451,806

ROADS 2018-2027		
Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Costs	71%	\$781.680.906
10-Year Growth in Population in New Permits Issued		252,790
Unadjusted Development Charge Per Capita		\$3,092.21
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	29% \$	319,371,541
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$2,277.97
ROADS 2018-2041		
Residential Development Charge Calculation		
Residential Share of 2018 - 2041 DC Eligible Costs	72%	\$312,214,343
23-Year Growth in Population in New Units		541,150
Unadjusted Development Charge Per Capita		\$576.95
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2041 DC Eligible Costs	28%	\$123,890,108
23-Year Growth in Employees in New Space		293,000
Unadjusted Development Charge Per Employee		\$422.83



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE ROADS AND RELATED SERVICES RESIDENTIAL DEVELOPMENT CHARGE (2018-2027) (in \$000)

ROADS 10-YEAR (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$59,758.2	\$44,645.0	\$26,955.4	\$15,674.1	(\$11,399.4)	(\$38,232.3)	(\$52,388.9)	(\$42,638.6)	(\$15,938.6)	\$16,309.2	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS - Roads 10-Year (Residential): Non Inflated - Roads 10-Year (Residential): Inflated	\$94,551.8 \$94,551.8	\$91,183.2 \$93,006.9	\$87,348.9 \$90,877.8	\$97,600.5 \$103,574.5	\$95,830.6 \$103,730.2	\$82,893.7 \$91,521.3	\$61,244.7 \$68,971.4	\$47,417.7 \$54,468.0	\$41,039.2 \$48,083.9	\$82,570.6 \$98,679.5	\$781,680.9 \$847,465.3
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE - DC Receipts: Inflated	\$77,807.6	\$74,269.9	\$78,980.2	\$76,691.7	\$78,225.6	\$79,790.1	\$81,385.9	\$83,013.6	\$80,638.6	\$82,251.3	\$793,054.5
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$2,091.5 (\$460.5)	\$1,562.6 (\$515.3)	\$943.4 (\$327.2)	\$548.6 (\$739.3)	(\$627.0) (\$701.4)	(\$2,102.8) (\$322.6)	(\$2,881.4) \$217.3	(\$2,345.1) \$499.5	(\$876.6) \$569.7	\$570.8 (\$451.8)	(\$3,115.9) (\$2,231.4)
TOTAL REVENUE	\$79,438.6	\$75,317.2	\$79,596.5	\$76,501.0	\$76,897.2	\$77,364.7	\$78,721.7	\$81,168.0	\$80,331.7	\$82,370.4	\$787,707.1
CLOSING CASH BALANCE	\$44,645.0	\$26,955.4	\$15,674.1	(\$11,399.4)	(\$38,232.3)	(\$52,388.9)	(\$42,638.6)	(\$15,938.6)	\$16,309.2	\$0.0	

2018 Adjusted Charge Per Capita	\$2,870.07

Allocation of Capital Program Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE ROADS AND RELATED SERVICES RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

ROADS TO 2041 (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PENING CASH BALANCE	\$0.0	(\$25,618.0)	(\$34,720.8)	(\$30,064.5)	(\$19,601.5)	(\$8,320.8)	\$4,198.9	\$17,582.8	\$31,699.8	\$24,871.0	\$17,644.5	\$10,003.
018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS Roads To 2041 (Residential): Non Inflated Roads To 2041 (Residential): Inflated	\$41,298.2 \$41,298.2	\$22,656.5 \$23,109.7	\$9,765.0 \$10,159.6	\$3,979.5 \$4,223.0	\$3,979.5 \$4,307.5	\$3,648.9 \$4,028.7	\$3,648.9 \$4,109.3	\$3,648.9 \$4,191.5	\$21,070.2 \$24,687.2	\$21,070.2 \$25,180.9	\$21,070.2 \$25,684.5	\$21,070 \$26,198
IEW RESIDENTIAL DEVELOPMENT Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	23,980	21,1
EVENUE DC Receipts: Inflated	\$16,365.9	\$15,621.8	\$16,612.5	\$16,131.2	\$16,453.8	\$16,782.9	\$17,118.5	\$17,460.9	\$16,961.3	\$17,300.6	\$17,646.6	\$15,875
NTEREST Interest on Opening Balance Interest on In-year Transactions	\$0.0 (\$685.6)	(\$1,409.0) (\$205.9)	(\$1,909.6) \$112.9	(\$1,653.5) \$208.4	(\$1,078.1) \$212.6	(\$457.6) \$223.2	\$147.0 \$227.7	\$615.4 \$232.2	\$1,109.5 (\$212.5)	\$870.5 (\$216.7)	\$617.6 (\$221.0)	\$350 (\$283
OTAL REVENUE	\$15,680.2	\$14,006.9	\$14,815.8	\$14,686.0	\$15,588.3	\$16,548.4	\$17,493.2	\$18,308.5	\$17,858.4	\$17,954.3	\$18,043.1	\$15,94
LOSING CASH BALANCE	(\$25,618.0)	(\$34,720.8)	(\$30,064.5)	(\$19,601.5)	(\$8,320.8)	\$4.198.9	\$17,582.8	\$31.699.8	\$24,871.0	\$17,644.5	\$10,003.1	(\$25
200 O C. COLD ID HOLE	(ψ20,010.0)	(ψ04,720.0)	(\$60,001.0)	(+ 10,001110)	(++,+=+++)	, ,		, , , , , , , ,				
ROADS TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
ROADS TO 2041 (RESIDENTIAL)						2036 (\$78,456.3)	2037 (\$66,368.8)	2038 (\$53,288.5)	2039 (\$39,154.2)	2040 (\$23,901.2)	2041 (\$7,461.2)	TOTAL
	2031 (\$11,086.5)	2032	2033	2034	2035							\$312,21
ROADS TO 2041 (RESIDENTIAL) PENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS - Roads To 2041 (Residential): Non Inflated - Roads To 2041 (Residential): Inflated	2031 (\$11,086.5) S \$21,070.2	2032 (\$22,731.5) \$21,070.2	2033 (\$35,237.8) \$21,070.2	2034 (\$48,657.0) \$21,070.2	2035 (\$63,043.9) \$21,070.2	(\$78,456.3) \$1,481.1	(\$66,368.8) \$1,481.1	(\$53,288.5) \$1,481.1	(\$39,154.2) \$1,481.1	(\$23,901.2) \$1,481.1	(\$7,461.2) \$1,481.1	\$312,214 \$379,086
ROADS TO 2041 (RESIDENTIAL) PENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS Roads To 2041 (Residential): Non Inflated - Roads To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	2031 (\$11,086.5) 8 \$21,070.2 \$27,256.6	2032 (\$22,731.5) \$21,070.2 \$27,801.7	2033 (\$35,237.8) \$21,070.2 \$28,357.8	2034 (\$48,657.0) \$21,070.2 \$28,924.9	2035 (\$63,043.9) \$21,070.2 \$29,503.4	(\$78,456.3) \$1,481.1 \$2,115.3	\$1,481.1 \$2,157.6	(\$53,288.5) \$1,481.1 \$2,200.8	(\$39,154.2) \$1,481.1 \$2,244.8	(\$23,901.2) \$1,481.1 \$2,289.7	\$1,481.1 \$2,335.5	\$312,21 \$379,08 541,
ROADS TO 2041 (RESIDENTIAL) PENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS - Roads To 2041 (Residential): Non Inflated	2031 (\$11,086.5) \$ \$21,070.2 \$27,256.6 21,150	2032 (\$22,731.5) \$21,070.2 \$27,801.7 21,150	2033 (\$35,237.8) \$21,070.2 \$28,357.8 21,150	2034 (\$48,657.0) \$21,070.2 \$28,924.9 21,150	2035 (\$63,043.9) \$21,070.2 \$29,503.4 21,150	(\$78,456.3) \$1,481.1 \$2,115.3 21,150	(\$66,368.8) \$1,481.1 \$2,157.6 21,150	(\$53,288.5) \$1,481.1 \$2,200.8 21,150	(\$39,154.2) \$1,481.1 \$2,244.8 21,150	(\$23,901.2) \$1,481.1 \$2,289.7 21,150	(\$7,461.2) \$1,481.1 \$2,335.5 10,580	\$312,21 \$379,08
ROADS TO 2041 (RESIDENTIAL) PENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS - Roads To 2041 (Residential): Non Inflated - Roads To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE - DC Receipts: Inflated NTEREST - Interest on Opening Balance	2031 (\$11,086.5) \$21,070.2 \$27,256.6 21,150 \$16,516.7 (\$609.8)	2032 (\$22,731.5) \$21,070.2 \$27,801.7 21,150 \$16,847.0 (\$1,250.2)	2033 (\$35,237.8) \$21,070.2 \$28,357.8 21,150 \$17,183.9 (\$1,938.1)	2034 (\$48,657.0) \$21,070.2 \$28,924.9 21,150 \$17,527.6 (\$2,676.1)	2035 (\$63,043.9) \$21,070.2 \$29,503.4 21,150 \$17,878.2 (\$3,467.4)	(\$78,456.3) \$1,481.1 \$2,115.3 21,150 \$18,235.7 (\$4,315.1)	\$1,481.1 \$2,157.6 21,150 \$18,600.4 (\$3,650.3)	(\$53,288.5) \$1,481.1 \$2,200.8 21,150 \$18,972.5 (\$2,930.9)	\$1,481.1 \$2,244.8 21,150 \$19,351.9 (\$2,153.5)	(\$23,901.2) \$1,481.1 \$2,289.7 21,150 \$19,738.9 (\$1,314.6)	\$1,481.1 \$2,335.5 10,580 \$10,071.6 (\$410.4)	\$312,21 \$379,08 541, \$407,44

2018 Adjusted Charge Per Capita \$603.68

Allocation of Capital Program	
Residential Sector	71.6% 28.4%
Non-Residential Sector	28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

2030 (\$253.6)

\$21,070.2 \$26,722.2

21,150

\$16,192.8

(\$13.9) (\$289.6) \$15,889.3 (\$11,086.5)



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE ROADS AND RELATED SERVICES NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2027) (in \$000)

ROADS 10-YEAR (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$14,939.6	\$7,395.7	\$869.0	(\$4,347.2)	(\$14,505.0)	(\$24,615.5)	(\$29,472.1)	(\$24,495.7)	(\$12,510.9)	\$3,506.7	
2018 - 2027 NON-RESIDENTIAL FUNDING REQUIRE - Roads To 2041 (Non-Residential): Non Inflated - Roads To 2041 (Non-Residential): Inflated	EMENTS \$38,631.1 \$38,631.1	\$37,254.8 \$37,999.8	\$35,688.2 \$37,130.0	\$39,876.7 \$42,317.4	\$39,153.5 \$42,381.1	\$33,867.9 \$37,392.9	\$25,022.7 \$28,179.7	\$19,373.4 \$22,254.0	\$16,767.4 \$19,645.7	\$33,735.9 \$40,317.5	\$319,371.5 \$346,249.1
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	140,200
REVENUE - DC Receipts: Inflated	\$30,780.2	\$31,395.9	\$32,023.8	\$32,664.2	\$33,317.5	\$33,983.9	\$34,663.6	\$35,356.8	\$36,064.0	\$36,785.2	\$337,035.1
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$522.9 (\$215.9)	\$258.9 (\$181.6)	\$30.4 (\$140.4)	(\$239.1) (\$265.5)	(\$797.8) (\$249.2)	(\$1,353.9) (\$93.7)	(\$1,621.0) \$113.5	(\$1,347.3) \$229.3	(\$688.1) \$287.3	\$122.7 (\$97.1)	(\$5,112.2) (\$613.4)
TOTAL REVENUE	\$31,087.2	\$31,473.1	\$31,913.8	\$32,159.7	\$32,270.5	\$32,536.3	\$33,156.1	\$34,238.9	\$35,663.2	\$36,810.8	\$331,309.5
CLOSING CASH BALANCE	\$7,395.7	\$869.0	(\$4,347.2)	(\$14,505.0)	(\$24,615.5)	(\$29,472.1)	(\$24,495.7)	(\$12,510.9)	\$3,506.7	(\$0.0)	

2018 Adjusted Charge Per Employee	\$2,195.45
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71.0%
29.0%
2.0%
3.5%
5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE ROADS AND RELATED SERVICES NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

•													
ROADS TO 2041 (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
OPENING CASH BALANCE	\$0.0	(\$10,450.2)	(\$13,931.4)	(\$12,218.1)	(\$7,882.1)	(\$3,207.4)	\$1,973.9	\$7,507.9	\$13,344.8	\$11,231.0	\$8,991.6	\$4,896.2	\$569
2018 - 2041 NON-RESIDENTIAL FUNDING REQUIREI - Roads To 2041 (Non-Residential): Non Inflated - Roads To 2041 (Non-Residential): Inflated	MENTS \$16,387.6 \$16,387.6	\$8,990.4 \$9,170.2	\$3,874.9 \$4,031.4	\$1,579.1 \$1,675.7	\$1,579.1 \$1,709.3	\$1,447.9 \$1,598.6	\$1,447.9 \$1,630.6	\$1,447.9 \$1,663.2	\$8,360.9 \$9,796.1	\$8,360.9 \$9,992.1	\$8,360.9 \$10,191.9	\$8,360.9 \$10,395.7	\$8,360 \$10,603
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	10,914	10,914	10,9
REVENUE - DC Receipts: Inflated	\$6,217.1	\$6,341.5	\$6,468.3	\$6,597.7	\$6,729.6	\$6,864.2	\$7,001.5	\$7,141.5	\$7,284.3	\$7,430.0	\$5,899.8	\$6,017.8	\$6,138
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 (\$279.7)	(\$574.8) (\$77.8)	(\$766.2) \$42.6	(\$672.0) \$86.1	(\$433.5) \$87.9	(\$176.4) \$92.1	\$69.1 \$94.0	\$262.8 \$95.9	\$467.1 (\$69.1)	\$393.1 (\$70.5)	\$314.7 (\$118.0)	\$171.4 (\$120.4)	\$19 (\$122
TOTAL REVENUE	\$5,937.4	\$5,688.9	\$5,744.7	\$6,011.8	\$6,384.0	\$6,779.9	\$7,164.6	\$7,500.2	\$7,682.3	\$7,752.7	\$6,096.5	\$6,068.8	\$6,035
CLOSING CASH BALANCE	(\$10,450.2)	(\$13,931.4)	(\$12,218.1)	(\$7,882.1)	(\$3,207.4)	\$1,973.9	\$7,507.9	\$13,344.8	\$11,231.0	\$8,991.6	\$4,896.2	\$569.2	(\$3,999
ROADS TO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
ROADS TO 2041 (NON-RESIDENTIAL) OPENING CASH BALANCE	2031 (\$3,999.1)	2032 (\$8,899.2)	2033 (\$14,162.3)	2034 (\$19,810.3)	2035 (\$25,866.4)	2036 (\$32,354.9)	2037 (\$27,954.9)	2038 (\$23,189.4)	2039 (\$18,035.7)	2040 (\$12,470.0)	2041 (\$6,467.0)	TOTAL	
,	(\$3,999.1)											TOTAL \$123,890.1 \$150,426.5	
OPENING CASH BALANCE 2018 - 2041 NON-RESIDENTIAL FUNDING REQUIRE - Roads To 2041 (Non-Residential): Non Inflated	(\$3,999.1) EMENTS \$8,360.9	(\$8,899.2) \$8,360.9	(\$14,162.3) \$8,360.9	(\$19,810.3) \$8,360.9	(\$25,866.4) \$8,360.9	(\$32,354.9) \$587.7	(\$27,954.9) \$587.7	(\$23,189.4) \$587.7	(\$18,035.7) \$587.7	(\$12,470.0) \$587.7	(\$6,467.0) \$587.7	\$123,890.1	
OPENING CASH BALANCE 2018 - 2041 NON-RESIDENTIAL FUNDING REQUIRE - Roads To 2041 (Non-Residential): Non Inflated - Roads To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT	(\$3,999.1) EMENTS \$8,360.9 \$10,815.7	(\$8,899.2) \$8,360.9 \$11,032.0	(\$14,162.3) \$8,360.9 \$11,252.7	(\$19,810.3) \$8,360.9 \$11,477.7	(\$25,866.4) \$8,360.9 \$11,707.3	(\$32,354.9) \$587.7 \$839.4	(\$27,954.9) \$587.7 \$856.2	(\$23,189.4) \$587.7 \$873.3	(\$18,035.7) \$587.7 \$890.8	(\$12,470.0) \$587.7 \$908.6	(\$6,467.0) \$587.7 \$926.7	\$123,890.1 \$150,426.5	
OPENING CASH BALANCE 2018 - 2041 NON-RESIDENTIAL FUNDING REQUIRE - Roads To 2041 (Non-Residential): Non Inflated - Roads To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE	(\$3,999.1) EMENTS \$8,360.9 \$10,815.7	(\$8,899.2) \$8,360.9 \$11,032.0	(\$14,162.3) \$8,360.9 \$11,252.7	(\$19,810.3) \$8,360.9 \$11,477.7	(\$25,866.4) \$8,360.9 \$11,707.3	(\$32,354.9) \$587.7 \$839.4 10,914	(\$27,954.9) \$587.7 \$856.2 10,914	(\$23,189.4) \$587.7 \$873.3	(\$18,035.7) \$587.7 \$890.8 10,914	(\$12,470.0) \$587.7 \$908.6	(\$6,467.0) \$587.7 \$926.7	\$123,890.1 \$150,426.5 293,000	
OPENING CASH BALANCE 2018 - 2041 NON-RESIDENTIAL FUNDING REQUIRE - Roads To 2041 (Non-Residential): Non Inflated - Roads To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$3,999.1) EMENTS \$8,360.9 \$10,815.7 10,914 \$6,260.9 (\$220.0)	(\$8,899.2) \$8,360.9 \$11,032.0 10,914 \$6,386.1 (\$489.5)	(\$14,162.3) \$8,360.9 \$11,252.7 10,914 \$6,513.9 (\$778.9)	\$8,360.9 \$11,477.7 10,914 \$6,644.1 (\$1,089.6)	\$8,360.9 \$11,707.3 10,914 \$6,777.0 (\$1,422.7)	(\$32,354.9) \$587.7 \$839.4 10,914 \$6,912.6 (\$1,779.5)	(\$27,954.9) \$587.7 \$856.2 10,914 \$7,050.8 (\$1,537.5)	(\$23,189.4) \$587.7 \$873.3 10,914 \$7,191.8 (\$1,275.4)	(\$18,035.7) \$587.7 \$890.8 10,914 \$7,335.7 (\$992.0)	(\$12,470.0) \$587.7 \$908.6 10,914 \$7,482.4 (\$685.8)	(\$6,467.0) \$587.7 \$926.7 10,914 \$7,632.0 (\$355.7)	\$123,890.1 \$150,426.5 293,000 \$162,318.9 (\$11,551.4)	

2018 Adjusted Charge Per Employee	\$443.45

Allocation of Capital Program Residential Sector	71.6%
Non-Residential Sector	71.6% 28.4%
Rates for 2018	20.4 //
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 4 WATER

				Gross	Grants/			Ineligible Costs		Total	Development-Related			
Project Description		Timir	ng	Project Cost	Subsidies/Other Recoveries	Net Cost	BTE %	Replacement & BTE Shares	0% Reduction	Development Related Costs	Prior Reserves		Post-Period Costs	
				COST	Recoveries	Cost	70	G DIE Giales	Reduction	Related Costs			00313	
2.0 WATER (2027) PROJECTS														
2.1 Mains					_				_		_			
2.1.1 2.1.2	NEW WM NEW WM - 10 YEAR	2018 -	2020 2027			\$ 560,000 \$ 3,500,000	0% 0%	\$ -	\$ -	\$ 560,000 \$ 3.500.000	\$ -	\$ 560,000 \$ 3,500,000		
2.1.2	2013 WM REPLC - UPGRADES	2021 -	2019			\$ 3,300,000	50%	\$ 55,613	\$ -	\$ 55.613	s -	\$ 55,613	s -	
2.1.4	DIST W/M REPLACEMENT - 2014	2018 -	2019	\$ 611,000	\$ -	\$ 611,000	92%	\$ 564,046	\$ -	\$ 46,954	\$ -	\$ 46,954	\$ -	
2.1.5	WATERMAIN UPGRADES - 2014	2018 -	2018			\$ 8,000	50%	\$ 4,000		\$ 4,000	\$ -	\$ 4,000	\$ -	
2.1.6 2.1.7	DIST W/M REPLACEMENT - 2015 WATERMAIN UPGRADES - 2015	2018 - 2018 -	2019 2019			\$ 5,264,000 \$ 445,274	92% 50%	\$ 4,859,473 \$ 222,637	\$ -	\$ 404,527 \$ 222,637	\$ -	\$ 404,527 \$ 222,637	\$ -	
2.1.7	DIST W/M REPLACEMENT - 2016	2018 -	2019			\$ 32,081,000	92%	\$ 29,615,646	\$ -	\$ 2,465,354	s -	\$ 2,465,354	\$ -	
2.1.9	WATERMAIN UPGRADES - 2016	2018 -	2019			\$ 7,587,000		\$ 3,793,500		\$ 3,793,500	š -	\$ 3,793,500	s -	
2.1.10	DIST W/M REPLACEMENT - 2017	2018 -	2020			\$ 70,356,000		\$ 64,949,297		\$ 5,406,703	\$ -	\$ 5,406,703	\$ -	
2.1.11	WATERMAIN UPGRADES - 2017	2018 -	2019			\$ 13,345,000	50%	\$ 6,672,500		\$ 6,672,500	\$ -	\$ 6,672,500	\$ -	
2.1.12 2.1.13	DIST W/M REPLACEMENT - 2018 WATERMAIN UPGRADES - 2018	2018 -	2021	\$ 91,877,000 \$ 25,297,000		\$ 91,877,000 \$ 25,297,000	92% 50%	\$ 84,816,455 \$ 12,648,500		\$ 7,060,545 \$ 12,648,500	\$ -	\$ 7,060,545 \$ 12,648,500		
2.1.13	DIST W/M REPLACEMENT - 2019	2019 -	2020		s -	\$ 25,297,000	92%	\$ 76,193,291	\$ -	\$ 6,342,709	s -	\$ 6,342,709	\$ -	
2.1.15	WATERMAIN UPGRADES - 2019	2019 -	2022		\$ -	\$ 36,142,000	50%	\$ 18,071,000		\$ 18,071,000	š -	\$ 18,071,000	\$ -	
2.1.16	10 YEAR WATERMAIN REPLACEMENT	2020 -	2027		\$ -	\$ 737,000,000	92%	\$ 680,363,177		\$ 56,636,823	\$ -	\$ 56,636,823	\$ -	
2.1.17	10 YEAR WATERMAIN UPGRADES	2020 -	2027	\$ 20,644,000	\$ -	\$ 20,644,000	50%	\$ 10,322,000		\$ 10,322,000	\$ -	\$ 10,322,000	\$ -	
2.1.18 2.1.19	REGENT PARK CAPITAL CONTRIBUTION - PHASE 3 - 5	2018 -	2024			\$ 4,915,000	0% 0%		\$ - \$ -	\$ 4,915,000 \$ 23,353,000	\$ -	\$ 4,915,000 \$ 23,353,000	\$ -	
2.1.19	LAWRENCE ALLAN REVITALIZATION PLAN - INTERNAL LAWRENCE ALLAN REVITALIZATION PLAN - EXTERNAL	2010 -	2022 2021	\$ 23,353,000 \$ 8,184,000	s -	\$ 23,353,000 \$ 8,184,000		s -	\$ -	\$ 8 184 000	s -	\$ 23,353,000	\$ -	
2.1.21	CHURCH ST FROM BLOOR TO CARLTON	2022 -	2022	\$ 3,873,000	\$ -	\$ 3,873,000	50%	\$ 1,936,500		\$ 1,936,500	š -	\$ 1,936,500	š -	
2.1.22	RICHMOND ST E FROM SHERBOURNE TO PARLIAMENT	2022 -	2022	\$ 1,625,000	\$ -	\$ 1,625,000	50%	\$ 812,500	\$ -	\$ 812,500	\$ -	\$ 812,500	\$ -	
2.1.23	PARLIAMENT FROM WELLESLEY TO CARLTON	2022 -	2022		\$ -	\$ 1,544,000	0%	\$ -	\$ -	\$ 1,544,000	\$ -	\$ 1,544,000	\$ -	
2.1.24	EASTERN AVE FROM TRINITY ST TO CHERRY ST	2022 -	2022		\$ -	\$ 818,000	0%	\$ -	\$ -	\$ 818,000	\$ -	\$ 818,000	\$ -	
2.1.25 2.1.26	KING E FROM QUEEN ST E TO SUMACH GERRARD ST W FROM YONGE TO LA PLANTE AVE	2022 -	2022 2022			\$ 1,318,000 \$ 1,366,000		\$ -	\$ - \$ -	\$ 1,318,000 \$ 1,366,000		\$ 1,318,000 \$ 1,366,000		
2.1.20	GERRARD ST E FROM JARVIS TO DON VALLEY	2022 -	2022	\$ 5.983.000	\$ -	\$ 5,983,000	50%	\$ 2,991,500	\$ -	\$ 2.991.500	s -	\$ 2,991,500	s -	
2.1.28	BLOOR ST W FROM CPR TRACKS TO GARDENVALE	2023 -	2023		\$ -	\$ 2,942,000	0%	\$ -	\$ -	\$ 2,942,000	š -	\$ 2,942,000	š -	
2.1.29	BLOOR ST W FROM EAST MALL TO KIPLING	2024 -	2024			\$ 7,107,000		\$ -	\$ -	\$ 7,107,000	\$ -	\$ 7,107,000		
2.1.30	QUEEN ST W FROM FULLER TO FENNING	2024 -	2024			\$ 5,701,000		\$ 2,850,500		\$ 2,850,500	\$ -	\$ 2,850,500		
2.1.31	BEDFORD RD FROM BLOOR TO DAVENPORT	2024 -	2024			\$ 2,803,000	50%	\$ 1,401,500		\$ 1,401,500	\$ -	\$ 1,401,500	\$ -	
2.1.32 2.1.33	HARBORD ST FROM BATHURST TO ST.GEORGE BEVERLEY ST FROM QUEEN TO COLLEGE	2025 - 2025 -	2025 2025			\$ 3,880,000 \$ 4,320,000	50% 50%	\$ 1,940,000 \$ 2,160,000		\$ 1,940,000 \$ 2,160,000		\$ 1,940,000 \$ 2,160,000		
2.1.34	LANSDOWNE AVE FROM DUPONT TO WALLACE	2025 -	2025		s -	\$ 2,066,000	0%	\$ 2,100,000	\$ -	\$ 2,066,000	\$ -	\$ 2,066,000	\$ -	
2.1.35	EVANS AVE FROM ROYAL YORK TO ISLINGTON	2025 -	2025		\$ -	\$ 3,737,000	0%	\$ -	\$ -	\$ 3,737,000	š -	\$ 3,737,000	š -	
2.1.36	JANE ST FROM WESTON TO EMMETT	2025 -	2025	\$ 534,000		\$ 534,000	0%	\$ -	\$ -	\$ 534,000	\$ -	\$ 534,000		
2.1.37	KEELE FROM BLOOR TO GLENLAKE	2025 -	2025	\$ 1,684,000		\$ 1,684,000	0%	\$ -	\$ -	\$ 1,684,000	\$ -	\$ 1,684,000	\$ -	
2.1.38	LAKESHORE AVE W FROM FOURTEENTH TO TWENTYFOURTH	2026 -	2026			\$ 3,416,000	0%	\$ -	\$ -	\$ 3,416,000	\$ -	\$ 3,416,000	\$ -	
2.1.39 2.1.40	MAIN ST FROM DANFORTH TO DONCASTER YONGE ST (EAST SIDE) FROM KING TO FRONT ST	2026 - 2026 -	2026 2026			\$ 1,755,000 \$ 1,119,000		\$ 559,500	\$ - \$ -	\$ 1,755,000 \$ 559,500		\$ 1,755,000 \$ 559,500		
2.1.40	KING ST W (NORTH SIDE) FROM SIMCOE TO BATHURST	2026 -	2026			\$ 5.910.000	0%	\$ 559,500	\$ -	\$ 5.910.000	s -	\$ 5.910.000	s -	
2.1.42	QUEEN ST E (SOUTH SIDE) FROM BOND TO JARVIS	2026 -	2026	\$ 1,188,000	\$ -	\$ 1,188,000	0%	\$ -	\$ -	\$ 1,188,000	\$ -	\$ 1,188,000	\$ -	
2.1.43	JARVIS FROM COLLEGE TO BLOOR	2027 -	2027	\$ 4,725,000	\$ -	\$ 4,725,000	50%	\$ 2,362,500		\$ 2,362,500	\$ -	\$ 2,362,500	\$ -	
2.1.44	QUEEN ST E (SOUTH SIDE) FROM PARLIAMENT TO RIVER	2027 -	2027	\$ 2,865,000	\$ -	\$ 2,865,000	50%	\$ 1,432,500		\$ 1,432,500		\$ 1,432,500	\$ -	
2.1.45 2.1.46	KING ST W FROM JAMESON TO DUFFERIN ISLINGTON AVE FROM BLOOR TO SIX POINT	2027 -	2027 2027	\$ 3,402,000 \$ 3,997,000		\$ 3,402,000 \$ 3,997,000	0% 0%	\$ -	\$ - \$ -	\$ 3,402,000 \$ 3,997,000		\$ 3,402,000 \$ 3,997,000	\$ -	
2.1.47	YONGE ST FROM DAVISVILLE TO EGLINTON	2027 -	2027	\$ 4,337,000		\$ 4,337,000	0%	9 -	\$ -	\$ 4,337,000	9 -	\$ 4,337,000	9	
2.1.48	YONGE ST FROM ST.CLAIR TO HEATH	2027 -	2027	\$ 1,072,000		\$ 1,072,000	0%	š -	\$ -	\$ 1.072.000	š -	\$ 1,072,000	š -	
2.1.49	YONGE ST FROM HEATH TO HEATH (CROSSING YONGE)	2027 -	2027	\$ 462,000		\$ 462,000	0%	\$ -	\$ -	\$ 462,000	\$ -	\$ 462,000	\$ -	
2.1.50	ST.CLAIR AVE E FROM YONGE TO AVOCA	2027 -	2027	\$ 1,585,000		\$ 1,585,000	0%	\$ -	\$ -	\$ 1,585,000	s -	\$ 1,585,000	\$ -	
2.1.51	MOUNT PLEASANT RD FROM EGLINTON TO DAVISVILLE	2027 -	2027	\$ 4,342,000		\$ 4,342,000	0%	\$ -	\$ -	\$ 4,342,000	\$ -	\$ 4,342,000	s -	
2.1.52 2.1.53	BATHRUST FROM BROOK TO LAWRENCE DANFORTH AVE FROM MAIN ST TO SIBLEY	2027 -	2027	\$ 6,014,000 \$ 3,521,000		\$ 6,014,000 \$ 3,521,000	0%	7	\$ - \$ -	\$ 6,014,000 \$ 3,521,000		\$ 6,014,000 \$ 3,521,000	s -	
2.1.54	KINGSTON RD FROM BRIMLEY TO RANDAL	2027 -	2027	\$ 4,160,000	\$ -	\$ 4,160,000	0%	\$ -	\$ -	\$ 4,160,000	š -	\$ 4,160,000	š -	
2.1.55	LAKESHORE AVE W FROM DWIGHT TO LAKE	2027 -	2027	\$ 3,891,000	\$ -	\$ 3,891,000	0%	\$ -	\$ -	\$ 3,891,000	s -	\$ 3,891,000	\$ -	
2.1.56	LAKESHORE AVE W FROM FORTY SECOND TO THIRTY SECOND	2027 -	2027	\$ 6,994,000	\$	\$ 6,994,000	0%	\$ -	\$	\$ 6,994,000	\$	\$ 6,994,000	\$	
	Subtotal Mains			\$ 1,279,872,499	\$ -	\$ 1,279,872,499		\$1,011,598,134	\$ -	\$ 268,274,365	\$ -	\$ 268,274,365	\$ -	
2.2 Studies													1	
2.2.1	WATERMAIN ASSET PLANNING	2018 -				\$ 1,207,714	75%	\$ 905,786	\$ -	\$ 301,929	\$ -	\$ 301,929		
2.2.2	JOS UPDATE PHASE II	2018 -	2019			\$ 836,000		\$ -	\$ -	\$ 836,000	s -	\$ 836,000	\$ -	
2.2.3	ASSET MGMT SYSTEM IMPLEMENTATION	2018 -	2025 2027			\$ 8,315,000	75% 75%	\$ 6,236,250		\$ 2,078,750 \$ 858,750	\$ -	\$ 2,078,750 \$ 858,750	\$ -	
2.2.4 2.2.5	WATERMAIN ASSET PLANNING - 10 YEAR ICLINDOOR WATER AUDIT	2019 -	2027	\$ 3,435,000 \$ 1,800,000		\$ 3,435,000 \$ 1,800,000	75% 0%	\$ 2,576,250 \$	\$ - \$ -	\$ 858,750	\$ -	\$ 858,750 \$ 1,800,000	s -	
2.2.6	PUBLIC EDUCATION & PROMOTIONS	2018 -	2022		š -	\$ 1,600,000	0%	š -	\$ -	\$ 525,000	lš -	\$ -525,000	š -	
2.2.7	ANCILLARY COSTS	2018 -	2022		\$ -	\$ 420,000	0%	\$ -	\$ -	\$ 420,000	\$ -	\$ 420,000	\$ -	
2.2.8	WEP - FUTURE -ICI	2023 -	2027			\$ 2,600,000	0%	\$ -	\$ -	\$ 2,600,000	\$ -	\$ 2,600,000	\$ -	
2.2.9	2021 JOS UPDATE	2021 -	2022			\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	
2.2.10	PD4 HYDRAULIC STUDY	2019 -	2020			\$ 500,000	0%	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	
2.2.11 2.2.12	10 YEAR PDS HYDRAULIC STUDIES INTEGRATE DEVELOPMENT RELATED ASSET INFO INTO TWAG FOR CAPACITY	2021 -	2026			\$ 2,000,000 \$ 750,000	0%	\$ - \$ -	\$ - \$ -	\$ 2,000,000 \$ 750,000	-	\$ 2,000,000 \$ 750,000	s -	
2.2.12 2.2.13	FIRE FLOW CRITERIA & STANDARDS REVIEW	2019 -	2021			\$ 750,000 \$ 150,000	0%	s -	\$ - \$ -	\$ 750,000	s -	\$ 750,000 \$ 150,000	s -	
2.2.14	FIELD MONITORING TO FACILITATE CAPACITY ANALYSIS	2019 -	2020			\$ 3,000,000	0%	\$ -	\$ -	\$ 3,000,000	ls -	\$ 3,000,000	\$ -	
2.2.15	WATER DISTRIBUTION SYSTEM RESILIENCY STUDY	2022 -	2024	\$ 300,000		\$ 300,000	0%	\$ -	\$ -	\$ 300,000	s -	\$ 300,000	\$ -	
2.2.16	Delivery of Growth-Related Capital Program	2018 -	2027	\$ 1,000,000	\$	\$ 1,000,000	0%	\$ -	\$	\$ 1,000,000	\$	\$ 1,000,000	\$	
	Subtotal Studies			\$ 30,466,000	\$ 1,627,286	\$ 28,838,714		\$ 9,718,286	\$ -	\$ 19,120,429	\$ -	\$ 19,120,429	\$ -	
	SUBTOTAL WATER (2027) PROJECTS			\$ 1,310,338,499	\$ 1.627.286	\$ 1,308,711,213		\$1,021,316,420	s -	\$ 287,394,793	s -	\$ 287,394,793	s -	
	ODDIOTAL HALLINGER / I HOULDTO	<u> </u>		,0.0,000,409	,027,200	,000,711,213	<u> </u>	J.,02.,010,420	<u> </u>	20.,004,790	<u> </u>		<u> </u>	



			Gross	Grants/				Ineligible Cost	s	Total	Dev	elopment-Related C	
Project Description		Timing	Project	Subsidies/Oth		Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period Costs	Post-Period
			Cost	Recoveries	-	Cost	%	& BTE Shares	Reduction	Related Costs			Costs
2.0 WATER (2041) PROJECTS													
, ,													
2.3 Prior Projects (Remaining Growth Shares Only													
2.3.1 HORGAN EXPANSN-STUDY/ENVIR ASSESS	DESIGN		8 \$ 3,403,0			3,403,075	0%	\$ -	\$ -	\$ 3,403,075		\$ 3,403,075	
2.3.2 HORGAN EXPANSN-STUDY/ENVIR ASSESS	PLANT EXPANSION - CONSTRUCTION		8 \$ 82,107,4		v	82,107,406	0%	\$ -	\$ -	\$ 82,107,406		\$ 82,107,406	
2.3.3 ISLAND EQUIP R&R	CHEMICAL & RESIDUALS MANAGMENT CONST		8 \$ 629,8			629,845	0%	\$ -	\$ -	\$ 629,845	\$ -	\$ 629,845	
2.3.4 CLARK F.P. EQUIPMENT R&R	PROCESS EQUIPMENT UPGRADE ENGINEERING		8 \$ 574,6			574,616	0%	\$ -	\$ -	\$ 574,616	\$ -		
2.3.5 CLARK F.P. EQUIPMENT R&R	PROCESS EQUIPMENT UPGRADE CONSTRUCTION		8 \$ 5,984,9		+	5,984,976	0%	\$ -	\$ -	\$ 5,984,976		\$ 5,984,976	\$ -
2.3.6 ENGINEERING STUDIES	CORROSION CONTROL		8 \$ 582,54			582,548	0%	\$ -	\$ -	\$ 582,548	\$ -	\$ 582,548	\$ -
2.3.7 DUFFERIN RESERVOIR EXTENSION	DUFFERIN RESERVOIR EXTENSION		8 \$ 782,4			782,413	0%	\$ -	\$ - \$ -	\$ 782,413	\$ -	\$ 782,413	
2.3.8 DUFFERIN RESERVOIR EXTENSION	MILLIKEN P.S.&RESERVOIR EXT-DESIGN&CONT		8 \$ 898,6 8 \$ 22,252.0		1.7	898,672 22.252.007	0% 0%	5 -	\$ -	\$ 898,672 \$ 22,252,007	\$ -	\$ 898,672 \$ 22,252,007	\$ -
2.3.9 DUFFERIN RESERVOIR EXTENSION	DUFFERIN RES.EXT - CONSTRUCTION						0%	5 -	5 -	\$ 22,252,007 \$ 30,787,454	\$ -		\$ -
2.3.10 DUFFERIN RESERVOIR EXTENSION 2.3.11 TRUNK W/MAIN REPLACEMENT	MILLIKEN P.S.&RESERVOIR EXT-CONSTRUCTION W/M AVENUE RD-LAWRENCE		8 \$ 30,787,4		1.7	30,787,454 1,344,228	0%	\$ -	\$ - \$ -		\$ -	\$ 30,787,454	\$ -
2.3.11 TRONK W/MAIN REPLACEMENT 2.3.12 TRUNK W/MAIN REPLACEMENT	AVENUE RD WM CONSTRUCTION - HI LEVELTO		8 \$ 1,344,2 8 \$ 34,191.3		1.7	34.191.351	0%	ş -	s -	\$ 1,344,228 \$ 34,191,351	5 -	\$ 1,344,228 \$ 34.191.351	s -
2.3.12 TRONK W/MAIN REPLACEMENT 2.3.13 TRUNK W/MAIN EXPANSION	W/M HORGAN PLANT TO ELLESMERE		18 \$ 767.6			767.688	0%	\$ -	s -	\$ 767.688	s -	\$ 767.688	
2.3.14 TRUNK W/M ENHANCEMENT	BATHURST-DUPONT W/M - ENGINEERING		18 \$ 582.4		1 :	582.469	0%	\$ - \$ -	\$ -	\$ 582.469		\$ 582,469	
2.3.14 TRUNK W/M ENHANCEMENT 2.3.15 TRUNK W/MAIN EXPANSION	CONSTRUCTION ON WATER MAINS-HORGAN TO		18 \$ 990.0		1.7	990.052	0%	ş -	÷ -	\$ 990.052		\$ 990.052	
2.3.16 TRUNK W/MAIN EXPANSION 2.3.16 TRUNK W/M ENHANCEMENT	SPADINA-RIVER WM CONSTRUCTION		18 \$ 2.685.4		1 2	2.685.460	0%	ş -	÷ -	\$ 2.685.460		\$ 2.685.460	
2.3.17 PUMPING EQUIPMENT - RICHVIEW PS	PUMPING EQUIPMENT - RICHVIEW PS		18 \$ 2,065,4		1.7	259.456	0%	\$ -	\$ -	\$ 259.456		\$ 259,456	
2.3.18 TRANSMISSION R&R	PUMPING EQUIPMENT - PARKDALE, WM JOHNSON		18 \$ 1,969,6			1.969.628	0%	s -	s -	\$ 1.969.628		\$ 1,969,628	
2.3.19 DIST W/MAINS NEW	DIST W/MAINS NEW		18 \$ 489,1		1	489,197	0%	9 -	s -	\$ 489.197		\$ 1,909,028	
2.3.19 DIST W/MAINS NEW 2.3.20 TRUNK W/M EXPANSION	NEILSON-SHEPPARD WM CONSTRUCTION		18 \$ 7,029,3		1.7	7,029,354	0%	\$ -	\$ -	\$ 7.029.354	ş -	\$ 7,029,354	\$
2.3.21 TRUNK WATERMAIN ENHANCEMENTS	GO HAGERMAN CROSSING		18 \$ 1,130.9i		1.5	1.130.983	0%	s -	s -	\$ 1,130,983		\$ 1,130,983	
2.3.22 DIST W/M REPLACEMENT	DIST W/M REPLACEMENT - 2009		18 \$ 8.276.10		1 :	8.276.162	0%	9 -	s -	\$ 8.276.162		\$ 8,276,162	
2.3.23 TRUNK WATERMAIN ENHANCEMENTS	D4 IMPROVEMENTS		8 \$ 384.79			384.790	0%	\$	¢ -	\$ 384.790		\$ 384.790	
2.3.24 DIST W/M REPLACEMENT	2010 WM REPLACEMENT PROGRAM		8 \$ 6,047,1		1.1	6.047.153	0%	s -	\$ -	\$ 6,047,153		\$ 6.047.153	
2.3.25 DIST W/M REPLACEMENT	DIST WM REPLACEMENT - 2011		8 \$ 945,6		1.7	945,658	0%	\$	\$ -	\$ 945.658		\$ 945.658	
2.3.26 DIST W/M REPLACEMENT	WATERMAIN UPGRADES		8 \$ 410.6			410.688	0%	š .	\$ -	\$ 410.688		\$ 410.688	
2.3.27 DIST W/M REPLACEMENT	WATERMAIN UPGRADES - 2015		8 \$ 710.7		Š	710,713	0%	s -	s -	\$ 710,713		\$ 710,713	
2.3.28 DIST W/M REPLACEMENT	DIST W/M REPLACEMENT - 2016		18 \$ 1.723.9		1.7	1.723.951	0%	s -	\$ -	\$ 1.723.951	š .	\$ 1.723.951	
2.3.29 DIST W/M REPLACEMENT	WATERMAIN UPGRADES - 2016		8 \$ 373.3		1.7	373.399	0%	s -	s -	\$ 373.399	s -	\$ 373,399	
	2899 SPADINA-WELLINGTON TRUNK WATERMAIN		8 \$ 383,0		Š	383.036	0%	s -	\$ -	\$ 383.036	s -		
2.3.31 ENGINEERING	JOS UPDATE PHASE II		8 \$ 389,5		1.5	389,511	0%	\$ -	\$ -	\$ 389,511	\$ -	\$ 389,511	
	Subtotal Prior Projects		\$ 219,087,9	ı1 \$ -	s :	219,087,941		\$ -	\$ -	\$219,087,941	\$0	\$219,087,941	
2.4 Plant			1	1									
2.4.1 WTP - Plantwide	STANDBY POWER - PHASE 2 - ENG	2018 - 202	4 \$ 11.651.0	00 \$ 3,499.0	59 \$	8.151.942	85%	\$ 6.945.752	s -	\$ 1,206,190	s -	\$ 1,206,190	s
2.4.2 WTP - Plantwide	STANDBY POWER - PHASE 2 - CONSTRUCTION		24 \$ 63,600,0			44.499.484	85%	\$ 37,915,183	\$ -	\$ 6.584.300		\$ 6.584.300	
2.4.3 WTP - Plantwide	SCRUBBER AND TONNER CONNECTION IMPROVEMENTS AT WTP		3 \$ 4.643.0			3.246.538	85%	\$ 2,766,168	s -	\$ 480.369			
2.4.4 WTP - Plantwide	STANDBY POWER - FUTURE - ENG		1 \$ 11,500,0			8,050,000	85%	\$ 6,858,894	\$ -	\$ 1,191,106		\$ 1,191,106	
2.4.5 WTP - Plantwide	STANDBY POWER - FUTURE - CONSTRUCTION		1 \$ 57,500,0			40,250,000	85%	\$ 34,294,468	\$ -	\$ 5,955,532		\$ 5,955,532	
2.4.6 Clark	PROCESS EQUIPMENT UPGRADE ENGINEERING		22 \$ 3,033,0			3,033,000	85%	\$ 2,584,227	\$ -	\$ 448,773	s -	\$ 448,773	
2.4.7 Clark	PROCESS EQUIPMENT UPGRADE CONSTRUCTION		20 \$ 26,155,50			26,155,565	85%	\$ 22,285,496	\$ -	\$ 3,870,070	s -	\$ 3,870,070	
2.4.8 Horgan	PLANT EXPANSION - DESIGN & CONSTR ADMIN		8 \$ 59,0		80 \$	40,120	0%	\$ -	\$ -	\$ 40,120		\$ 40,120	
2.4.9 Horgan	PLANT EXPANSION - CONSTRUCTION	2022 - 202	22 \$ 41,00		25 \$	27,675	0%	\$ -	\$ -	\$ 27,675		\$ 27,675	
2.4.10 Island	CHEMICAL & RESIDUALS MANAGEMENT CONST		22 \$ 54,150,0			54,150,000	85%	\$ 46,137,775	\$ -	\$ 8,012,225	\$ -	\$ 8,012,225	\$
2.4.11 Island	ISLAND FILTER AIR SCOUR SYSTEM	2018 - 201	18 \$ 5,0	00 \$ -	\$	5,000	85%	\$ 4,260.18	\$ -	\$ 740	\$ -	\$ 740	\$
	Subtotal Plant		\$232,337,5	\$44,728,2	42 6	\$187,609,324		\$159,792,223	\$0	\$27,817,101	so	\$27,817,101	



				Gross	Grants/			Ineligible Cost			Development-Related C		
Project Description		Timing	ı	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period Costs	Post-Period
			-	Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs			Costs
2 E Storago	I Pumping Stations												
2.5.1 WT - Storage at		2018 -	2018	\$ 20,000	s .	\$ 20,000	85%	\$ 17.040.73	s -	\$ 2.959	s .	\$ 2,959	e .
2.5.2 WT - Store			2018				0%	\$ 17,040.75	\$ -	\$ 72.621		\$ 72.621	\$ -
2.5.3 WT - Store			2019			\$ 631.098	0%	\$ -	\$ -	\$ 631.098		\$ 631.098	\$ -
2.5.4 WT - Store			2023			\$ 12,000,000	0%	s -	s -	\$ 12,000,000		\$ 12,000,000	s .
2.5.5 WT - Store			2020				85%	\$ 14.568.269		\$ 2,529,906		\$ 2.529.906	s .
2.5.6 WT - Store			2022					\$ 7,643,256		\$ 1,327,318		\$ 1,327,318	š -
									*				
	Subtotal Storage and Pumping Stations			\$ 50,043,570	\$ 11,251,103	\$ 38,792,467		\$ 22,228,565	'	\$16,563,902	\$0	\$16,563,902	\$0
2.6 Trunks													
2.6.1	DOWNSVIEW MAIN (KEELE PS TO DOWNSVIEW) Engineering	2018 -	2026	\$ 6,580,000	\$ -	\$ 6,580,000	0%	\$ -	\$ -	\$ 6,580,000	\$ -	\$ 6,580,000	\$ -
2.6.2	DOWNSVIEW MAIN (KEELE PS TO DOWNSVIEW) Construction	2020 -	2024	\$ 60.000.000	s -	\$ 60,000,000	0%	s -	s -	\$ 60,000,000	s -	\$ 60,000,000	s -
2.6.3	JOS - GERRARD ST WM - ENGINEERING	2018 -	2018	\$ 20,000	\$ 15.833	\$ 4,167		s -	\$ -	\$ 4,167	s -	\$ 4.167	s -
2.6.4	JOS - VICTORIA PARK W/M - ENGINEERING		2027			\$ 2,480,000	48%	\$ 1,190,400	\$ -	\$ 1,289,600	s -	\$ 1,289,600	\$ -
2.6.5	JOS - VICTORIA PARK W/M - CONST	2024 -	2027	\$ 54,000,000	\$ 9,370,000	\$ 44,630,000	48%	\$ 21,422,400	\$ -	\$ 23,207,600	s -	\$ 23,207,600	\$ -
2.6.6	JOS - WM from Scar PS to St. Clair and Midland (ENG)		2021			\$ 2,006,613	48%	\$ 963,174	\$ -	\$ 1,043,439	\$ -	\$ 1,043,439	\$ -
2.6.7	JOS - WM from Scar PS to St. Clair and Midland (CONST)	2018 -	2021	\$ 46,525,000	\$ 10,569,385	\$ 35,955,615	48%	\$ 17,258,695	\$ -	\$ 18,696,920	\$ -	\$ 18,696,920	\$ -
	Subtotal Trunks		:	\$ 172,720,968	\$ 21,064,574	\$ 151,656,394		\$ 40,834,669	\$ -	\$ 110,821,725	s -	\$ 110,821,725	\$ -
2.7 Mains													
2.7.1	Site Wide Municipal Infrastructure - assumed 50:50 water and wastewater	2018 - 2	2022	\$ 47.468.929	\$ 29,478,671	\$ 17.990.258	0%	s -	s -	\$ 17.990.258	s -	\$ 17,990,258	s -
2.7.2	Unilever Precinct Site Wide Servicing (water, sanitary and storm) - assumed 50:50 wa		2035		\$ -	\$ 5,863,683	0%	s -	\$ -	\$ 5.863.683	s -	\$ 5,863,683	s -
2.7.3	Watermain Upgrades (Eastern, Morse, Heward, Woodfield and Leslie)		2041			\$ 5.040.252		s -	s -	\$ 5.040.252	s -	S -	\$ 5.040.252
2.7.4	Commissioners Watermain Upgrade	2026 - 2	2035	\$ 5,533,836	\$ -	\$ 5,533,836	0%	s -	\$ -	\$ 5,533,836	s -	\$ 5,533,836	s -
2.7.5	Carlaw Watermain Replacement		2035			\$ 1,069,432	0%	\$ -	\$ -	\$ 1,069,432	s -	\$ 1,069,432	s -
2.7.6	McCleary District and Media City Site Wide Servicing - assumed 50:50 water and was	2026 - 2	2035	\$ 6,314,553	\$ -	\$ 6,314,553	0%	\$ -	\$ -	\$ 6,314,553	s -	\$ 6,314,553	\$ -
2.7.7	Turning Basin District Site wide Servicing - assumed 50:50 water and wastewater	Post -	0 :	\$ 2,857,092	\$ -	\$ 2,857,092	0%	\$ -	\$ -	\$ 2,857,092	s -	\$ -	\$ 2,857,092
2.7.8	Caroline Sanitary Sewer and Watermain	2026 - 2	2035	\$ 3,423,448	\$ -	\$ 3,423,448	0%	\$ -	\$ -	\$ 3,423,448	s -	\$ 3,423,448	\$ -
2.7.9	Leslie/Unwin Watermain	2026 - 2	2035	\$ 9,828,966	\$ -	\$ 9,828,966	0%	\$ -	\$ -	\$ 9,828,966	\$ -	\$ 7,310,391	\$ 2,518,575
2.7.10	Construct new watermain across the Ship Channel at Broadview (allowance)	2036 - 2	2041	\$ 3,164,000	\$ -	\$ 3,164,000	0%	\$ -	\$ -	\$ 3,164,000	\$ -	\$ -	\$ 3,164,000
1	Subtotal Mains		:	\$ 90,564,191	\$ 29,478,671	\$ 61,085,520		\$ -	\$ -	\$ 61,085,520	\$ -	\$ 47,505,601	\$ 13,579,919
I	SUBTOTAL WATER (2041) PROJECTS		:	\$ 764,754,236	\$ 106,522,590	\$ 658,231,646		\$ 222,855,458	\$ -	\$ 435,376,188	\$ -	\$ 421,796,269	\$ 13,579,919
	SUBTOTAL WATER (2027) PROJECTS		١,	\$ 1.310.338.499	\$ 1.627.286	\$ 1.308.711.213		\$1.021.316.420	s -	\$ 287.394.793	s -	\$ 287.394.793	s .
	SUBTOTAL WATER (2041) PROJECTS			\$ 764,754,236				\$ 222,855,458		\$ 435,376,188		\$ 421,796,269	
	TOTAL ALL PROJECTS			\$ 2,075,092,735	\$ 108,149,875	\$ 1,966,942,859		\$1,244,171,878	\$ -	\$ 722,770,981	\$ -	\$ 709,191,062	\$ 13,579,919

WATER 2018-2027	
Residential Development Charge Calculation	
Residential Share of 2018 - 2027 DC Eligible Costs	71% \$ 204,032,989.50
10-Year Growth in Population in New Permits Issued	252,39
Unadjusted Development Charge Per Capita	\$808.40
Non-Residential Development Charge Calculation	
Non-Residential Share of 2018 - 2027 DC Eligible Costs	29% \$83,361,804
10-Year Growth in Employees in New Space	140,200
Unadjusted Development Charge Per Employee	\$594.5
WATER 2018-2041	
Residential Development Charge Calculation	
Residential Share of 2018 - 2041 DC Eligible Costs	72% \$301,970,88
23-Year Growth in Population in New Permits Issued	540,750
Unadjusted Development Charge Per Capita	\$558.4
Non-Residential Development Charge Calculation	
Non-Residential Share of 2018 - 2041 DC Eligible Costs	28% \$119,825,386
23-Year Growth in Employees in New Space	293,000
Unadjusted Development Charge Per Employee	\$408.9



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE WATER MANAGEMENT RESIDENTIAL DEVELOPMENT CHARGE (2018-2027) (in \$000)

WATER 10-YEAR (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	\$6,606.2	\$4,365.2	\$2,073.4	\$2,174.9	\$581.7	\$9,814.0	\$15,140.1	\$20,821.4	\$25,275.8	
2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Water 10-Year (Residential): Non Inflated - Water 10-Year (Residential): Inflated	ENTS \$15,297.4 \$15,297.4	\$22,750.2 \$23,205.2	\$23,546.3 \$24,497.6	\$20,211.9 \$21,449.0	\$21,739.6 \$23,531.6	\$12,038.6 \$13,291.6	\$15,890.4 \$17,895.2	\$15,831.3 \$18,185.1	\$16,149.1 \$18,921.2	\$40,578.2 \$48,494.7	\$204,033.0 \$224,768.7
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE - DC Receipts: Inflated	\$21,790.0	\$20,799.2	\$22,118.4	\$21,477.5	\$21,907.0	\$22,345.2	\$22,792.1	\$23,247.9	\$22,582.8	\$23,034.4	\$222,094.4
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 \$113.6	\$231.2 (\$66.2)	\$152.8 (\$65.4)	\$72.6 \$0.5	\$76.1 (\$44.7)	\$20.4 \$158.4	\$343.5 \$85.7	\$529.9 \$88.6	\$728.7 \$64.1	\$884.7 (\$700.2)	\$3,039.8 (\$365.5)
TOTAL REVENUE	\$21,903.6	\$20,964.3	\$22,205.7	\$21,550.5	\$21,938.5	\$22,524.0	\$23,221.2	\$23,866.4	\$23,375.6	\$23,218.9	\$224,768.7
CLOSING CASH BALANCE	\$6,606.2	\$4,365.2	\$2,073.4	\$2,174.9	\$581.7	\$9,814.0	\$15,140.1	\$20,821.4	\$25,275.8	\$0.0	

2018 Adjusted Charge Per Capita	\$803.76
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Allocation of Capital Program Residential Sector Non-Residential Sector	71.0% 29.0%
Rates for 2018 Inflation Rate Interest Rate on Positive Balances Interest Rate on Negative Balances	2.0% 3.5% 5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE WATER MANAGEMENT RESIDENTIAL DEVELOPMENT CHARGE (2017-2041)

(in \$000)

WATER TO 2041 (RESIDENTIAL)													
WATER TO 2041 (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	203
OPENING CASH BALANCE	\$88,885.2	(\$66,478.9)	(\$68,220.5)	(\$78,374.4)	(\$91,397.9)	(\$101,575.6)	(\$108,136.0)	(\$116,503.1)	(\$114,382.5)	(\$115,197.8)	(\$115,312.0)	(\$109,965.3)	(\$105,
2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Water To 2041 (Residential): Non Inflated - Water To 2041 (Residential): Inflated	S167,576.2 \$167,576.2	\$10,641.2 \$10,854.0	\$19,006.3 \$19,774.2	\$20,383.3 \$21,630.9	\$17,023.9 \$18,427.2	\$13,251.0 \$14,630.2	\$14,483.7 \$16,311.0	\$5,096.0 \$5,853.7	\$7,209.0 \$8,446.5	\$6,685.6 \$7,989.9	\$2,378.1 \$2,898.8	\$2,378.1 \$2,956.8	\$2,3 \$3,0
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	23,980	21,150	2
REVENUE - DC Receipts: Inflated	\$13,342.6	\$12,735.9	\$13,543.7	\$13,151.2	\$13,414.2	\$13,682.5	\$13,956.2	\$14,235.3	\$13,828.0	\$14,104.6	\$14,386.7	\$12,942.6	\$13,
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$3,111.0 (\$4,241.4)	(\$3,656.3) \$32.9	(\$3,752.1) (\$171.3)	(\$4,310.6) (\$233.2)	(\$5,026.9) (\$137.9)	(\$5,586.7) (\$26.1)	(\$5,947.5) (\$64.8)	(\$6,407.7) \$146.7	(\$6,291.0) \$94.2	(\$6,335.9) \$107.0	(\$6,342.2) \$201.0	(\$6,048.1) \$174.8	(\$5,8 \$^
TOTAL REVENUE	\$12,212.1	\$9,112.5	\$9,620.2	\$8,607.4	\$8,249.5	\$8,069.8	\$7,943.9	\$7,974.3	\$7,631.2	\$7,875.7	\$8,245.6	\$7,069.3	\$7,
CLOSING CASH BALANCE	(\$66,478.9)	(\$68,220.5)	(\$78,374.4)	(\$91,397.9)	(\$101,575.6)	(\$108,136.0)	(\$116,503.1)	(\$114,382.5)	(\$115,197.8)	(\$115,312.0)	(\$109,965.3)	(\$105,852.9)	(\$101,
WATER TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
WATER TO 2041 (RESIDENTIAL) OPENING CASH BALANCE	2031 (\$101,311.0)	2032 (\$96,312.1)	2033 (\$90,826.8)	2034 (\$84,824.1)	2035 (\$78,271.4)	2036 (\$71,133.9)	2037 (\$60,304.2)	2038 (\$48,584.1)	2039 (\$35,918.6)	2040 (\$22,249.7)	2041 (\$7,516.2)	TOTAL	
,	(\$101,311.0)											TOTAL \$301,970.9 \$318,762.2	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREN - Water To 2041 (Residential): Non Inflated	(\$101,311.0) MENTS \$2,378.1	(\$96,312.1) \$2,378.1	(\$90,826.8) \$2,378.1	(\$84,824.1) \$2,378.1	(\$78,271.4) \$2,378.1	(\$71,133.9) \$265.0	(\$60,304.2) \$265.0	(\$48,584.1) \$265.0	(\$35,918.6) \$265.0	(\$22,249.7) \$265.0	(\$7,516.2) \$265.0	\$301,970.9	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Water To 2041 (Residential): Non Inflated - Water To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT	(\$101,311.0) MENTS \$2,378.1 \$3,076.3	(\$96,312.1) \$2,378.1 \$3,137.8	(\$90,826.8) \$2,378.1 \$3,200.6	(\$84,824.1) \$2,378.1 \$3,264.6	\$2,378.1 \$3,329.9	\$265.0 \$378.5	\$265.0 \$386.1	(\$48,584.1) \$265.0 \$393.8	\$265.0 \$401.7	\$265.0 \$409.7	\$265.0 \$417.9	\$301,970.9 \$318,762.2	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Water To 2041 (Residential): Non Inflated - Water To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE	(\$101,311.0) MENTS \$2,378.1 \$3,076.3	(\$96,312.1) \$2,378.1 \$3,137.8 21,150	(\$90,826.8) \$2,378.1 \$3,200.6	(\$84,824.1) \$2,378.1 \$3,264.6 21,150	(\$78,271.4) \$2,378.1 \$3,329.9 21,150	(\$71,133.9) \$265.0 \$378.5 21,150	(\$60,304.2) \$265.0 \$386.1 21,150	(\$48,584.1) \$265.0 \$393.8 21,150	(\$35,918.6) \$265.0 \$401.7 21,150	(\$22,249.7) \$265.0 \$409.7 21,150	(\$7,516.2) \$265.0 \$417.9	\$301,970.9 \$318,762.2 541,150	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Water To 2041 (Residential): Non Inflated - Water To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$101,311.0) MENTS \$2,378.1 \$3,076.3 21,150 \$13,465.5 (\$5,572.1)	(\$96,312.1) \$2,378.1 \$3,137.8 21,150 \$13,734.8 (\$5,297.2)	\$2,378.1 \$3,200.6 21,150 \$14,009.5 (\$4,995.5)	(\$84,824.1) \$2,378.1 \$3,264.6 21,150 \$14,289.7 (\$4,665.3)	\$2,378.1 \$3,329.9 21,150 \$14,575.5 (\$4,304.9)	\$265.0 \$378.5 21,150 \$14,867.0 (\$3,912.4)	\$265.0 \$386.1 21,150 \$15,164.3 (\$3,316.7)	(\$48,584.1) \$265.0 \$393.8 21,150 \$15,467.6 (\$2,672.1)	(\$35,918.6) \$265.0 \$401.7 21,150 \$15,777.0 (\$1,975.5)	(\$22,249.7) \$265.0 \$409.7 21,150 \$16,092.5 (\$1,223.7)	\$265.0 \$417.9 10,580 \$8,211.1 (\$413.4)	\$301,970.9 \$318,762.2 541,150 \$332,179.6 (\$100,764.7)	

2018 Adjusted Charge Per Capita	\$492.16
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Allocation of Capital Program	
Residential Sector	71.6%
Non-Residential Sector	28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE WATER MANAGEMENT

NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2027) (in \$000)

WATER 10-YEAR (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	\$2,100.2	\$1,145.6	(\$210.7)	(\$161.7)	(\$802.3)	\$2,968.1	\$5,159.5	\$7,497.5	\$9,805.8	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMEI - Water 10-Year (Non-Residential): Non Inflated - Water 10-Year (Non-Residential): Inflated	NTS \$6,250.1 \$6,250.1	\$9,295.1 \$9,481.0	\$9,620.3 \$10,009.0	\$8,258.0 \$8,763.4	\$8,882.2 \$9,614.3	\$4,918.6 \$5,430.5	\$6,492.3 \$7,311.4	\$6,468.2 \$7,429.9	\$6,598.0 \$7,730.6	\$16,579.1 \$19,813.5	\$83,361.8 \$91,833.8
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	140,200
REVENUE - DC Receipts: Inflated	\$8,314.1	\$8,480.4	\$8,650.0	\$8,823.0	\$8,999.5	\$9,179.4	\$9,363.0	\$9,550.3	\$9,741.3	\$9,936.1	\$91,037.2
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 \$36.1	\$73.5 (\$27.5)	\$40.1 (\$37.4)	(\$11.6) \$1.0	(\$8.9) (\$16.9)	(\$44.1) \$65.6	\$103.9 \$35.9	\$180.6 \$37.1	\$262.4 \$35.2	\$343.2 (\$271.6)	\$939.1 (\$142.5)
TOTAL REVENUE	\$8,350.2	\$8,526.4	\$8,652.7	\$8,812.5	\$8,973.7	\$9,200.9	\$9,502.8	\$9,768.0	\$10,038.9	\$10,007.7	\$91,833.8
CLOSING CASH BALANCE	\$2,100.2	\$1,145.6	(\$210.7)	(\$161.7)	(\$802.3)	\$2,968.1	\$5,159.5	\$7,497.5	\$9,805.8	\$0.0	

2018 Adjusted Charge Per Employee	\$593.02

Allocation of Capital Program Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE WATER MANAGEMENT NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2041)

(in \$000)

WATER TO 2041 (NON-RESIDENTIAL)													
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
OPENING CASH BALANCE	\$22,221.3	(\$39,212.3)	(\$39,576.3)	(\$43,455.0)	(\$48,176.8)	(\$51,722.4)	(\$53,790.1)	(\$56,516.5)	(\$55,034.3)	(\$54,378.4)	(\$53,360.2)	(\$51,720.4)	(\$49,
2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN - Water To 2041 (Non-Residential): Non Inflated - Water To 2041 (Non-Residential): Inflated	\$66,496.1 \$66,496.1	\$4,222.6 \$4,307.0	\$7,541.9 \$7,846.6	\$8,088.3 \$8,583.4	\$6,755.3 \$7,312.1	\$5,258.2 \$5,805.4	\$5,747.3 \$6,472.4	\$2,022.1 \$2,322.8	\$2,860.6 \$3,351.7	\$2,652.9 \$3,170.5	\$943.6 \$1,150.3	\$943.6 \$1,173.3	\$! \$1,
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	10,914	10,914	1
REVENUE - DC Receipts: Inflated	\$5,949.8	\$6,068.8	\$6,190.2	\$6,314.0	\$6,440.3	\$6,569.1	\$6,700.5	\$6,834.5	\$6,971.2	\$7,110.6	\$5,646.1	\$5,759.1	\$5,
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$777.7 (\$1,665.0)	(\$2,156.7) \$30.8	(\$2,176.7) (\$45.6)	(\$2,390.0) (\$62.4)	(\$2,649.7) (\$24.0)	(\$2,844.7) \$13.4	(\$2,958.5) \$4.0	(\$3,108.4) \$79.0	(\$3,026.9) \$63.3	(\$2,990.8) \$69.0	(\$2,934.8) \$78.7	(\$2,844.6) \$80.3	(\$2,
TOTAL REVENUE	\$5,062.5	\$3,943.0	\$3,967.9	\$3,861.6	\$3,766.6	\$3,737.7	\$3,746.0	\$3,805.0	\$4,007.6	\$4,188.7	\$2,790.0	\$2,994.7	\$3,
CLOSING CASH BALANCE	(\$39,212.3)	(\$39,576.3)	(\$43,455.0)	(\$48,176.8)	(\$51,722.4)	(\$53,790.1)	(\$56,516.5)	(\$55,034.3)	(\$54,378.4)	(\$53,360.2)	(\$51,720.4)	(\$49,899.0)	(\$47
WATER TO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
WATER TO 2041 (NON-RESIDENTIAL) OPENING CASH BALANCE	2031 (\$47,884.1)	2032 (\$45,663.2)	2033 (\$43,223.1)	2034 (\$40,549.7)	2035 (\$37,628.3)	2036 (\$34,443.2)	2037 (\$29,759.2)	2038 (\$24,686.1)	2039 (\$19,199.8)	2040 (\$13,274.8)	2041 (\$6,884.3)	TOTAL	
,	(\$47,884.1)											TOTAL	
OPENING CASH BALANCE	(\$47,884.1)											TOTAL \$119,825.4 \$126,488.4	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN - Water To 2041 (Non-Residential): Non Inflated	(\$47,884.1) NTS \$943.6	(\$45,663.2) \$943.6	(\$43,223.1) \$943.6	(\$40,549.7) \$943.6	(\$37,628.3) \$943.6	(\$34,443.2) \$105.2	(\$29,759.2) \$105.2	(\$24,686.1) \$105.2	(\$19,199.8) \$105.2	(\$13,274.8) \$105.2	(\$6,884.3) \$105.2	\$119,825.4	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN - Water To 2041 (Non-Residential): Non Inflated - Water To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT	(\$47,884.1) NTS \$943.6 \$1,220.7	(\$45,663.2) \$943.6 \$1,245.1	(\$43,223.1) \$943.6 \$1,270.0	(\$40,549.7) \$943.6 \$1,295.4	\$943.6 \$1,321.3	\$105.2 \$150.2	(\$29,759.2) \$105.2 \$153.2	\$105.2 \$156.3	(\$19,199.8) \$105.2 \$159.4	\$105.2 \$162.6	\$105.2 \$165.8	\$119,825.4 \$126,488.4	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN - Water To 2041 (Non-Residential): Non Inflated - Water To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE	(\$47,884.1) NTS \$943.6 \$1,220.7	(\$45,663.2) \$943.6 \$1,245.1 10,914	(\$43,223.1) \$943.6 \$1,270.0	(\$40,549.7) \$943.6 \$1,295.4	(\$37,628.3) \$943.6 \$1,321.3	(\$34,443.2) \$105.2 \$150.2	(\$29,759.2) \$105.2 \$153.2	(\$24,686.1) \$105.2 \$156.3	(\$19,199.8) \$105.2 \$159.4	(\$13,274.8) \$105.2 \$162.6	\$105.2 \$165.8	\$119,825.4 \$126,488.4 293,000	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN - Water To 2041 (Non-Residential): Non Inflated - Water To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$47,884.1) NTS \$943.6 \$1,220.7 10,914 \$5,991.7 (\$2,633.6)	(\$45,663.2) \$943.6 \$1,245.1 10,914 \$6,111.6 (\$2,511.5)	(\$43,223.1) \$943.6 \$1,270.0 10,914 \$6,233.8 (\$2,377.3)	(\$40,549.7) \$943.6 \$1,295.4 10,914 \$6,358.5 (\$2,230.2)	(\$37,628.3) \$943.6 \$1,321.3 10,914 \$6,485.6 (\$2,069.6)	(\$34,443.2) \$105.2 \$150.2 10,914 \$6,615.4 (\$1,894.4)	(\$29,759.2) \$105.2 \$153.2 10,914 \$6,747.7 (\$1,636.8)	(\$24,686.1) \$105.2 \$156.3 10,914 \$6,882.6 (\$1,357.7)	(\$19,199.8) \$105.2 \$159.4 10,914 \$7,020.3 (\$1,056.0)	\$105.2 \$162.6 10,914 \$7,160.7 (\$730.1)	\$105.2 \$165.8 10,914 \$7,303.9 (\$378.6)	\$119,825.4 \$126,488.4 293,000 \$155,340.0 (\$50,924.3)	

2018 Adjusted Charge Per Employee	\$424.38
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Allocation of Capital Program	
Residential Sector	71.6%
Non-Residential Sector	28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 5

SANITARY SEWER (WASTEWATER)

			Gross	Grants/			Ineligible Costs	Costs Total		tal Development Relate		
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Pasaryas	In-Period Costs	Post
			Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	T TIOT IXESET VES	III-I ellou costs	•
1.0 SANITARY SEWER (2027)												
1.0 CANTACT SEVER (2027)												
1.1	Mains											
1.1.1	NEW SEWERS		20 \$ 603,00		\$ 603,000	0%	\$ -	\$ -	\$ 603,000		\$ 603,000	\$.
1.1.2	WATERFRONT SANITARY MASTER SERVICING PLAN IMPLEMENTATION	2018 - 20		\$ -	\$ 16,750,000	50%	\$ 8,375,000		\$ 8,375,000		\$ 8,375,000	\$.
1.1.3	WATERFRONT SANITARY MASTER SERVICING PLAN IMPLEMENTATION - FUTURE	2024 - 20	27 \$ 27,500,00	\$ -	\$ 27,500,000	50%	\$ 13,750,000	\$ -	\$ 13,750,000	\$ -	\$ 13,750,000	\$ -
1.1.4	DOWNSVIEW LANDS EXTERNAL UPGRADES	2018 - 201	22 \$ 9,450,00	\$ -	\$ 9,450,000	0%	\$ -	\$ -	\$ 9,450,000	\$ -	\$ 9,450,000	\$ -
1.1.5	SHEPPARD SANITARY SEWER AT EAST DON STS	2018 - 201	20 \$ 4,000,00) \$ -	\$ 4,000,000	38%	\$ 1,511,200	\$ -	\$ 2,488,800	\$ -	\$ 2,488,800	\$ -
1.1.6	NEW SEWERS - FUTURE	2021 - 20	7,000,00) \$ -	\$ 7,000,000	0%	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 7,000,000	s -
1.1.7	GEORGETOWN SOUTH CITY INFRASTRUCTURE UPGRADES	2018 - 20	9 \$ 15,910,00) \$ -	\$ 15,910,000	0%	\$ -	\$ -	\$ 15,910,000	\$ -	\$ 15,910,000	s -
1.1.8	GEORGETOWN SOUTH CITY INFRASTRUCTURE UPGRADES - FUTURE	_	\$ -	s -	S -	0%	S -	\$ -	S -	\$ -	\$ -	s -
1.1.9	2013 SEWER REPLC	2018 - 20	9 \$ 33.45) s -	\$ 33,450	92%	\$ 30,879	\$ -	\$ 2.571	\$ -	\$ 2,571	s -
1.1.10	EBF REPORT	2018 - 20	19 \$ -	s -	s -	0%	\$ -	s -	s .	s -	\$ -	s .
1.1.11	FBF REPORT		18 \$ -	š .	š .	0%	š .	\$ -	š .	s -	\$ -	š .
1.1.12	SEWER REPLC - 2014 PROGRAM		9 \$ 85.00) š -	\$ 85.000	92%	\$ 78,468	\$ -	\$ 6.532	s -	\$ 6.532	
1.1.13	SEWER REPLC - 2015 PROGRAM	2018 - 20			\$ 2.039.345	92%	\$ 1.882.626	\$ -	\$ 156,719		\$ 156.719	
1.1.14	SEWER REPLC - 2016 PROGRAM	2018 - 20			\$ 15.319.082	92%	\$ 14.141.844		\$ 1,177,238		\$ 1,177,238	
1.1.15	SEWER REPLC - 2017 PROGRAM	2018 - 20			\$ 7,753,000	92%	\$ 7,157,199		\$ 595,801		\$ 595,801	
1.1.16	SEWER REPLC - 2018 PROGRAM	2018 - 20			\$ 8,993,000	92%	\$ 8.301.908		\$ 691.092		\$ 691.092	
1.1.17	CSP RENEWAL	2018 - 20			\$ 5.711.000	92%	\$ 5,272,122		\$ 438.878		\$ 438,878	
1.1.17	SEWER REPLC - 2019 PROGRAM		21 \$ 26,800,00		\$ 26.800.000	92%	\$ 24.740.479		\$ 2,059,521		\$ 2,059,521	
1.1.19	10YR SEWER REPLACEMENT		27 \$ 115.500.00		\$ 115.500.000	92%	\$ 106.624.080		\$ 8,875,920		\$ 8.875.920	
1.1.20	UNALLOCATED PROJECTS		27 \$ 115,500,00		\$ 40.000.000	0%	\$ 100,024,000	\$ -	\$ 40.000.000		\$ 40.000.000	
			,,		,,		- ·	3 -	,,		,,	
1.1.21	External Sanitary Sewer (EBF)		21 \$ 47,304,00			0%	\$ -	\$ -		\$ 15,520,000		
1.1.22	Queens Quay (Spadina to Bay)	2018 - 20			\$ 4,524,044	23%	\$ 1,017,910		\$ 3,506,134		\$ 3,506,134	
	Subtotal Mains		\$ 355,274,92	1 \$ 24,557,243	\$ 330,717,678		\$ 192,883,716	\$ -	\$ 137,833,962	\$ 15,520,000.0	\$ 122,313,962	\$
1.2	Studies											
1.2.1	SEWER ASSET PLANNING	2018 - 20	3 \$ 49.070.00	n s -	\$ 49.070.000	92%	\$ 45,299,079	s -	\$ 3,770,921	s -	\$ 3.770.921	s .
1.2.2	SEWER ASSET PLANNING - 10 YEAR	2020 - 20			\$ 38,000,000	92%	\$ 35.079.784		\$ 2,920,216		\$ 2,920,216	
1.2.3	Delivery of Growth-Related Capital Program		27 \$ 1.000.00		\$ 1,000,000	0%	\$ 55,075,764	s	\$ 1,000,000		\$ 1,000,000	
1.2.0	Subtotal Studies	2010 - 20.		-	\$88,070,000	370	\$80,378,863	\$0		\$0		
	Subtotal Studies		\$88,070,00	\$0	\$00,070,000		\$60,378,863	\$0	\$7,691,137	\$0	\$7,691,137	
	SUBTOTAL PROJECTS TO 2027	1	\$443,344,92	1 \$24,557,243	\$418,787,678	1	\$273,262,578	so	\$145,525,100	\$15,520,000	\$130,005,100	



				Gross	Grants/			Ineligible Costs	3	Total	Deve	opment Related	Costs
Project Description		Timing	,	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period	Post
				Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	FIIOI RESERVES	Costs	
1.0 SANITARY SEWER (2041)													
1.1 Prior Projects													
1.1.1 ASHBRIDGES BAY T.P IV -2000	STANDBY POWER GENERATION		2018 \$	599,928		\$ 599,928	0%	\$ -	\$ -	\$ 599,928	\$ -	\$ 599,928	\$ -
1.1.2 WW EQUIPMENT	DIG. TANKS # 1-12 MODS -2000		2018 \$	1,834,384		\$ 1,834,384	0%	\$ -	\$ -	\$ 1,834,384		\$ 1,834,384	\$ -
1.1.3 ASHBRIDGES BAY T.P. YR2006	DEWATERING EQUIPMENT UPGRADES		2018 \$	2,607,516		\$ 2,607,516	0%	\$ -	\$ -	\$ 2,607,516		\$ 2,607,516	\$ -
1.1.4 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	RAW SEWAGE PUMP STN REBUILD ENGINEERING		2018 \$	1,127,375		\$ 1,127,375	0%	\$ -	\$ -	\$ 1,127,375		\$ 1,127,375	\$ -
1.1.5 ASHBRIDGES BAY WWTP - LIQUID TREATMENT & 1.1.6 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	FINE BUBBLE AERATION AND PILOT TESTING O PRIMARY AND FINAL TANK UPGRADES		2018 \$ 2018 \$	228,554 584.075		\$ 228,554 \$ 584,075	0% 0%	\$ -	\$ - \$ -	\$ 228,554 \$ 584.075		\$ 228,554 \$ 584,075	\$ -
1.1.6 ASHBRIDGES BAY WWTP - LIQUID TREATMENT & 1.1.7 ASHBRIDGES BAY WWTP - ODOUR CONTROL	D BUILDING TREATMENT & BIOFILTER		2018 \$	6,613,380		\$ 6,613,380	0%	\$ -	s -	\$ 6,613,380		\$ 6,613,380	÷ -
1.1.7 ASHBRIDGES BAY WWTF - ODOUR CONTROL 1.1.8 ASHBRIDGES BAY T.P IV -2000	PT ENGINEERING STUDY		2018 \$	729.701		\$ 729.701	0%	•	\$ -	\$ 729.701	-	\$ 729,701	•
1.1.9 ASHBRIDGES BAY T.P IV -2000	ODOUR CTRL ENGINEERING		2018 \$	710.857		\$ 710.857	0%	\$ -	s -	\$ 710.857		\$ 710.857	s -
1.1.10 ASHBRIDGES BAY TP	PCS-PLANT SRVS		2018 \$	684.839	s -	\$ 684.839	0%	\$ -	s -	\$ 684.839	š -	\$ 684.839	š -
1.1.11 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	PRIMARY TREATMENT UPGRADE CONT #1		2018 \$	3,847,083	\$ -	\$ 3,847,083	0%	\$ -	\$ -	\$ 3,847,083	\$ -	\$ 3,847,083	\$ -
1.1.12 ASHBRIDGES BAY WWTP - ODOUR CONTROL	BIOFILTERS UPGRADE	2018 - 3	2018 \$	338,877	\$ -	\$ 338,877	0%	\$ -	s -	\$ 338,877	s -	\$ 338,877	\$ -
1.1.13 ASHBRIDGES BAY WWTP - ODOUR CONTROL	M & T PUMPING STATION		2018 \$	591,744		\$ 591,744	0%	\$ -	\$ -	\$ 591,744	\$ -	\$ 591,744	
1.1.14 ASHBRIDGES BAY WWTP - ODOUR CONTROL	EMISSION AIR TREATMENT UPGRADE		2018 \$	851,545		\$ 851,545	0%	\$ -	\$ -	\$ 851,545		\$ 851,545	
1.1.15 ODOUR CONTROL IMPLEMENTATION - PH 1 C	ODOUR CONTROL IMPLEMENTATION - PH 1 C		2018 \$	941,245		\$ 941,245	0%	\$ -	\$ -	\$ 941,245		\$ 941,245	\$ -
1.1.16 HUMBER TP	PCS PLANT SERVICES		2018 \$	399,924		\$ 399,924	0%	\$ -	\$ -	\$ 399,924		\$ 399,924	\$ -
1.1.17 REPLC FINAL TK RETURN HEADER	HEADHOUSE UPGRADES ODOLIR PHASE IV - NORTH PRIMARY CLARIFIER		2018 \$	1,152,529		\$ 1,152,529	0%	\$ -	\$ -	\$ 1,152,529		\$ 1,152,529	\$ -
1.1.18 REPLC FINAL TK RETURN HEADER 1.1.19 HUMBER WWTP - O&M UPGRADES	PROCESS EQUIPMENT UPGRADES		2018 \$ 2018 \$	669,090		\$ 669,090 \$ 784,234	0% 0%	\$ -	\$ - \$ -	\$ 669,090 \$ 784,234	-	\$ 669,090 \$ 784,234	5 -
1.1.20 SECONDARY TREATMENT UPGRADES	SECONDARY TREATMENT UPGRADES		2018 \$	784,234 1.751.883	\$ - \$ -	\$ 764,234 \$ 1.751.883	0%	\$ -	\$ - \$ -	\$ 1.751.883		\$ 784,234 \$ 1,751,883	÷ -
1.1.20 SECONDARY TREATMENT OF GRADES	HTP II - WAS UPGRADE CONTRACT		2018 \$	1,731,883		\$ 1,731,863	0%	•	s -	\$ 1,731,863		\$ 1,731,663	
1.1.22 WW EQUIPMENT	EQUIP-HCTP-AUTOMATED CHAMBERS REHAB		2018 \$	441.657	s -	\$ 441.657	0%	\$ -	s -	\$ 441.657		\$ 441.657	\$ -
1.1.23 WAS THICKENING IMPROVEMENTS	WAS THICKENING IMPROVEMENTS		2018 \$	336,981	\$ -	\$ 336,981	0%	\$ -	š -	\$ 336,981		\$ 336,981	š -
1.1.24 ASHBRIDGES BAY WWTP - SOLIDS & GAS HANDL	WASTE ACTIVATED SLUDGE UPGRADE		2018 \$	240,554	s -	\$ 240.554	0%	s -	s -	\$ 240.554	s -	\$ 240.554	s -
1.1.25 HIGHLAND CREEK TP	PCS PLANT SERVICES	2018 - 3	2018 \$	430,615	\$ -	\$ 430,615	0%	\$ -	\$ -	\$ 430,615	\$ -	\$ 430,615	\$ -
1.1.26 HIGHLAND CREEK TREATMENT PLANT V	BIOSOLIDS TREATMENT UPGRADES	2018 - :	2018 \$	2,303,346	\$ -	\$ 2,303,346	0%	\$ -	\$ -	\$ 2,303,346	\$ -	\$ 2,303,346	\$ -
1.1.27 HIGHLAND CREEK WWTP - ODOUR CONTROL	ODOUR CONTROL UPGRADES PHASE 1 CONST		2018 \$	2,028,372	\$ -	\$ 2,028,372	0%	\$ -	\$ -	\$ 2,028,372	\$ -	\$ 2,028,372	\$ -
1.1.28 WAS THICKENING AND DEWATERING CONSTR	WAS THICKENING AND DEWATERING CONSTR		2018 \$	4,020,785	\$ -	\$ 4,020,785	0%	\$ -	\$ -	\$ 4,020,785		\$ 4,020,785	\$ -
1.1.29 HIGHLAND CREEK WWTP - ODOUR CONTROL	ODOUR CONTROL UPGRADES - PHASE 1 ENG		2018 \$	579,482	\$ -	\$ 579,482	0%	\$ -	\$ -	\$ 579,482		\$ 579,482	\$ -
1.1.30 YR06 DIST SEWER REHAB OPS	GROUP 2 & 3 SEWAGE P.S. UPGRADES		2018 \$	1,636,838	\$ -	\$ 1,636,838	0%	\$ -	\$ -	\$ 1,636,838		\$ 1,636,838	\$ -
1.1.31 DIST SEWER NEW	DIST SEWER NEW		2018 \$	800,526	\$ -	\$ 800,526	0%	\$ -	\$ -	\$ 800,526		\$ 800,526	\$ -
1.1.32 SEWAGE PUMPING STATION UPGRADES 1.1.33 YR05 DIST SEWER REHAB OPS	SPS UPGRADES GROUP 1 SEWAGE P.S. UPGRADES		2018 \$ 2018 \$	267,597 353,802		\$ 267,597 \$ 353.802	0% 0%	\$ -	\$ - \$ -	\$ 267,597 \$ 353.802		\$ 267,597 \$ 353.802	5 -
1.1.33 YRUS DIST SEWER REHAB OPS 1.1.34 DON & WATERFRONT TRUNK/CSO	DON & WATERFRONT TRUNK/CSO PHASE 1 - DES		2018 \$	439,995	s -	\$ 353,802 \$ 439,995	0%	9 -	\$ - \$ -	\$ 353,802 \$ 439,995		\$ 353,802 \$ 439,995	
1.1.35 DIST SEWER REPLACEMENT	SEWER REPLACMENT - 2013 PROGRAM		2018 \$	439,995 365.804	\$ -	\$ 439,995	0%	\$ -	s -	\$ 439,995		\$ 439,995 \$ 365.804	\$ -
1.1.36 SEWAGE PUMPING STATION UPGRADES	SCOTT STREET PS UPGRADES		2018 \$	238.900	\$ -	\$ 238,900	0%	\$.	s -	\$ 238,900		\$ 238,900	\$.
1.1.37 SEWAGE PUMPING STATION UPGRADES	SUNNYSIDE AND MARYPORT SPS UPGRADES		2018 \$	252.896	\$ -	\$ 252.896	0%	\$ -	\$ -	\$ 252.896		\$ 252.896	š -
1.1.38 GEORGETOWN SOUTH CITY INFRASTRUCTURE UPG	GEORGETOWN SOUTH CITY INFRASTRUCTURE UPG		2018 \$		\$	\$ 7,672,523	0%	\$ -	\$	\$ 7,672,523	\$	\$ 7,672,523	\$
	Subtotal Prior Projects		1 1	\$50,732,714	\$0	\$50,732,714		SO.	\$0	\$50,732,714	\$0	\$50,732,714	\$0
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			Gross Grants/				Ineligible Costs		Total	al Development Related		Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Daisa Dassauss	In-Period Costs	Pos
,		3	Cost	Recoveries	Cost	%	& BTE Shares		Related Costs	Prior Reserves	in-Period Costs	1
1.2 Plant				_				_		_		1_
1.2.1 ABTP	ABTP - DIG. TANKS #1-8 MODS.	2018 - 2018			\$ 1,000	85%	\$ 852		\$ 148	\$ -	\$ 148	\$
1.2.2 ABTP	STANDBY POWER GENERATION	2018 - 2018			\$ 20,000	85%			\$ 2,959	\$ -	\$ 2,959	\$
1.2.3 ABTP	P BLDG HEADWORKS - ENGINEERING DESIGN & CONTRACT ADMIN	2018 - 2021			\$ 5,870,524	85%	\$ 5,001,901		\$ 868,623		\$ 868,623	
1.2.4 ABTP	PROCESS UPGRADES & ODOUR CONTROL ENGINEERING	2018 - 2019		\$ -	\$ 273,000	85%	\$ 232,606		\$ 40,394	\$ -	\$ 40,394	\$
1.2.5 ABTP	FERROUS UPGRADES	2018 - 2020	\$ 29,973,000	\$ -	\$ 29,973,000	85%	\$ 25,538,089		\$ 4,434,911	\$ -	\$ 4,434,911	\$
1.2.6 ABTP	PCS-PLANT SRVS	2018 - 2018		\$ -	\$ 60,000	85%	\$ 51,122		\$ 8,878	\$ -	\$ 8,878	
1.2.7 ABTP	MISC MECH ENGINEERING	2018 - 2020		\$ -	\$ 1,691,132	85%	\$ 1,440,906	\$ -	\$ 250,226	\$ -	\$ 250,226	
1.2.8 ABTP	MEDIATION AGREEMENT IMPLEMENTATION	2018 - 2018	\$ 1,420	\$ -	\$ 1,420	85%	\$ 1,210	\$ -	\$ 210	\$ -	\$ 210	\$
1.2.9 ABTP	DEWATERING EQUIPMENT UPGRADES	2018 - 2019	\$ 527,486	\$ -	\$ 527,486	85%	\$ 449,437	\$ -	\$ 78,049	\$ -	\$ 78,049	\$
1.2.10 ABTP	DISINFECTION ENGINEERING	2018 - 2024	\$ 10,901,000	\$ -	\$ 10,901,000	85%	\$ 9,288,050	\$ -	\$ 1,612,950	\$ -	\$ 1,612,950	\$
1.2.11 ABTP	DISINFECTION SYSTEM CONSTRUCTION	2018 - 2022	\$ 281,505,000	S -	\$ 281,505,000	85%	\$ 239.852.528	S -	\$ 41.652.472	\$ -	\$ 41.652.472	s
1.2.12 ABTP	OUTFALL ASSESSMENT	2018 - 2019	\$ 72,000	s -	\$ 72,000	85%	\$ 61.347	\$ -	\$ 10.653	s -	\$ 10.653	s
1.2.13 ABTP	OUTFALL ENGINEERING	2018 - 2026			\$ 31.337.000	85%			\$ 4.636.733	-	\$ 4,636,733	
1.2.14 ABTP	OUTFALL - SITE PREP	2018 - 2018			\$ 500.000	85%	\$ 426.018		\$ 73.982	s -	\$ 73.982	
1.2.15 ABTP	OUTFALL CONSTRUCTION	2018 - 2025		\$.	\$ 327.000.000	85%	\$ 278.615.927		\$ 48,384,073	\$ -	\$ 48.384.073	
1.2.16 ABTP	FINE BUBBLE AERATION - TANK #2	2018 - 2019		s -	\$ 456.000	85%	\$ 388.529		\$ 67.471	ų.	\$ 67.471	
1.2.17 ABTP	INTEGRATED PUMPING STATION (IPS) - ENGINEERING	2018 - 2019	\$ 50.565.000		\$ 50.565.000	85%	\$ 43.083.224		\$ 7.481.776	-	\$ 7.481.776	
1.2.17 ABTP	P BLDG HEADWORKS UPGRADE	2018 - 2019			\$ 40.215.404	85%	\$ 34.264.991		\$ 5.950.413	9 -	\$ 5.950.413	
										ş -		
1.2.19 ABTP	INTEGRATED PUMPING STATION (IPS) - CONSTRUCTION					85%	\$ 330,739,259			\$ -		
1.2.20 ABTP	Primary and Final Tank Upgrades	2018 - 2018		\$ -	4 42,000	85%	\$ 35,786		\$ 6,214	\$ -	Ψ 0,2.1.1	
1.2.21 ABTP	FINE BUBBLE AERATION - ENGINEERING	2018 - 2041	\$ 18,750,000	\$ -	\$ 18,750,000	85%	\$ 15,975,684		\$ 2,774,316		\$ 2,774,316	
1.2.22 ABTP	FINE BUBBLE AERATION - CONTRUCTION	2025 - 2041	\$ 75,000,000		\$ 75,000,000	85%	\$ 63,902,736		\$ 11,097,264	\$ -	\$ 11,097,264	\$
1.2.23 ABTP	AERATION TANK 12 & 13	2019 - 2027	\$ 157,150,000	\$ -	\$ 157,150,000	0%			\$ 157,150,000	\$ -	\$ 157,150,000	\$
1.2.24 ABTP	ODOUR CONTROL - PRIMARY TANKS 7-9 UPGRADES	2024 - 2027	\$ 61,100,000	\$ -	\$ 61,100,000	85%	\$ 52,059,429		\$ 9,040,571	\$ -	\$ 9,040,571	\$
1.2.25 ABTP	D BUILDING TREATMENT & BIOFILTER	2018 - 2019	\$ 1,539,686	\$ -	\$ 1,539,686	85%	\$ 1,311,869	\$ -	\$ 227,817	\$ -	\$ 227,817	\$
1.2.26 ABTP	BIOFILTERS UPGRADE & REPLACEMENT	2018 - 2021	\$ 16,537,000	\$ -	\$ 16,537,000	85%	\$ 14,090,127	\$ -	\$ 2,446,873	\$ -	\$ 2,446,873	\$
1.2.27 ABTP	DIGESTERS 9-12 REFURBISH	2018 - 2023	\$ 46,922,000	\$ -	\$ 46,922,000	85%	\$ 39,979,256	\$ -	\$ 6,942,744	\$ -	\$ 6,942,744	\$
1.2.28 ABTP	WASTE ACTIVATED SLUDGE UPGRADE - ENGINEERING	2018 - 2025	\$ 13,266,299	\$ -	\$ 13,266,299	85%	\$ 11,303,371	\$ -	\$ 1,962,928	\$ -	\$ 1,962,928	\$
1.2.29 ABTP	WASTE ACTIVATED SLUDGE UPGRADE - CONSTRUCTION	2018 - 2023	\$ 161,323,000	\$ -	\$ 161.323.000	85%	\$ 137,453,080	S -	\$ 23,869,920	\$ -	\$ 23,869,920	s
1.2.30 HTP	PCS PLANT SERVICES	2018 - 2018		\$ -	\$ 6.000	85%	\$ 5.112		\$ 888	s -	\$ 888	s
1.2.31 HTP	LIQUID STREAM UPGRADES	2018 - 2019	\$ 477,264	s -	\$ 477.264	85%	\$ 406,646	s -	\$ 70.618	s -	\$ 70.618	s
1.2.32 HTP	ODOUR CONTROL IMPLEMENTATION - PHASE 1	2018 - 2019			\$ 13.212.000	85%	\$ 11.257.106	\$ -	\$ 1.954.894	š -	\$ 1.954.894	
1.2.33 HTP	SECONDARY TREATMENT UPGRADES - SOUTH - ENGINEERING	2018 - 2027	\$ 25,437,000		\$ 25,437,000	85%	\$ 21,673,252		\$ 3,763,748	š -	\$ 3,763,748	
1.2.34 HTP	SECONDARY TREATMENT UPGRADES - SOUTH - CONSTRUCTION	2018 - 2024			\$ 164,120,000	85%	\$ 139.836.226		\$ 24.283.774	š -	\$ 24,283,774	
1.2.35 HTP	SECONDARY TREATMENT UPGRADES - NORTH PLANT	2021 - 2041			\$ 135.500.000	85%	\$ 115,450,942		\$ 20.049.058	š -	\$ 20.049.058	
1.2.36 HCTP	WAS THICKENING AND DEWATERING - ENG	2018 - 2018			\$ 40.595	85%	\$ 34.588		\$ 6.007	s -	\$ 6.007	ě
1.2.37 HCTP	BIOSOLIDS TREATMENT UPGRADES	2018 - 2020	\$ 8.580.214		\$ 8.580.214	85%	\$ 7.310.655		\$ 1.269.559	s -	\$ 1.269.559	ě
1.2.37 HCTP	TRANSFORMERS AND SWITCHGEAR	2018 - 2020	\$ 1,510,000		\$ 1,510,000	85%	\$ 1,286,575		\$ 223,425	s -	\$ 223,425	
1.2.30 HCTP	ODOUR CONTROL UPGRADES - PHASE 1 ENG	2018 - 2021			\$ 1,510,000	85%	\$ 1,266,575		\$ 223,425		\$ 343.671	9
	ODOUR CONTROL UPGRADES - PHASE 1 ENG ODOUR CONTROL UPGRADES - PHASE 1 CONSTR											\$
1.2.40 HCTP		2018 - 2020			\$ 28,196,000	85%	\$ 24,024,020		\$ 4,171,980	7	\$ 4,171,980	
1.2.41 HCTP	ODOUR CONTROL UPGRADES - PHASE 2	2023 - 2041	\$ 35,100,000	1.1	\$ 35,100,000	85%	\$ 29,906,480		\$ 5,193,520	\$ -	\$ 5,193,520	3
1.2.42 HCTP	WAS THICKENING - CONSTR	2018 - 2018		\$ -	\$ 545,000	85%	\$ 464,360		\$ 80,640	\$ -	\$ 80,640	\$
1.2.43 HCTP	BMP IMPLEMENTATION & ENHANCEMENTS - ENGINEERING	2018 - 2027	\$ 18,750,000	\$ -	\$ 18,750,000	85%	\$ 15,975,684		\$ 2,774,316	\$ -	\$ 2,774,316	\$
1.2.44 HCTP	BMP IMPLEMENTATION - CONSTRUCTION	2018 - 2026	\$ 107,000,000	\$ -	\$ 107,000,000	85%	\$ 91,167,903	\$ -	\$ 15,832,097	\$ -	\$ 15,832,097	\$
1.2.45 HCTP	BMP IMPLEMENTATION ENHANCEMENTS - CONSTRUCTION	2023 - 2026	\$ 22,000,000	\$	\$ 22,000,000	85%	\$ 18,744,802	\$	\$ 3,255,198	\$	\$ 3,255,198	\$
	Subtotal Plant		\$2,283,570,695	\$0	\$2,283,570,695		\$1.811.787.995	\$0	\$471,782,701	SO.	\$471,782,701	



				Gross	Grants/		Ineligible Costs			Total	tal Development Related		Costs						
Project Description		Tim	ing Project !		Timing Project		Timing Project		Timina Project		Subsidies/Other	Net	BTE	Replacement	0%	Development			Pos
Troject Description			9	Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Prior Reserves	In-Period Costs	103						
1.3	Pumping Stations																		
1.3.1	GROUP 1 SEWAGE PUMPING STATION UPGRADES	2018 -	- 2020 \$			\$ 73,000	85%	\$ 62,199		\$ 10,801		\$ 10,801	\$						
1.3.2	GROUPS 2, 3 & 4 SEWAGE PUMPING STATION UPGRADES	2018 -	- 2018 \$			\$ 42,000	85%	\$ 35,786		\$ 6,214		\$ 6,214	\$						
1.3.3	SPS SCADA UPGRADES - ENGINEERING	2018 -	- 2019 \$			\$ 1,096,000	85%	\$ 933,832	\$ -	\$ 162,168	\$ -	\$ 162,168	\$						
1.3.4	SEWAGE PUMPING STATION STANDBY POWER	2018 -	2019 \$	135,003	\$ -	\$ 135,003	85%	\$ 115,027	\$ -	\$ 19,976	\$ -	\$ 19,976	\$						
1.3.5	GROUP 5 SEWAGE PUMPING STATION UPGRADES	2018 -	2021 \$	18,773,000	\$ -	\$ 18,773,000	85%	\$ 15,995,281	\$ -	\$ 2,777,719	\$ -	\$ 2,777,719	\$						
1.3.6	SUNNYSIDE SPS REHAB	2018 -	- 2018 \$	293.882	s -	\$ 293.882	85%	\$ 250.398	\$ -	\$ 43,484	S -	\$ 43,484	s						
1.3.7	SUNNYSIDE SPS - WETWELL	2020 -	- 2023 \$	2.500.000	s -	\$ 2,500,000	85%	\$ 2,130,091	s -	\$ 369,909	s -	\$ 369,909	s						
1.3.8	SPS UPGRADES	2018 -	- 2020 \$	7,042,000		\$ 7.042.000	85%	\$ 6,000,041	š .	\$ 1,041,959		\$ 1.041.959	Š						
1.3.9	SPS UPGRADES - GROUP 6	2018	2024 \$	23,217,368		\$ 23,217,368	85%	\$ 19,782,044	š -	\$ 3,435,324		\$ 3,435,324	ě						
1.3.10	SPS UPGRADES - GROUP 7	2020	2027 \$	14.700.000		\$ 14,700,000	85%	\$ 12.524.936		\$ 2,175,064		\$ 2.175.064	ě						
	SCOTT ST PS & SIMCOE ST PS	2018	2021 \$	10.250.000		\$ 10.250.000	50%	\$ 5.125.000		\$ 5.125.000		\$ 5.125.000	÷						
1.3.11	SPS UPGRADES - GROUP 8	2016			ş -		85%		3 -		ş -	\$ 3,454,948	3						
1.3.12		2022 -	- 2027 <u>\$</u>	23,350,000	\$	\$ 23,350,000	85%	\$ 19,895,052	\$	\$ 3,454,948	5		3						
	Subtotal Pumping Stations			\$101,472,253	\$0	\$101,472,253		\$82,849,687	\$0	\$18,622,566	\$0	\$18,622,566							
1.4	Trunks																		
1.4.1	BLACK CREEK STS DESIGN & CONSTRUCTION	2019 -	2041 \$	363,000,000	S	\$ 363,000,000	38%	\$ 137,150,389	\$	\$ 225.849.611	S	\$ 225.849.611	s						
	Subtotal Trunks		1	\$363,000,000	\$0	\$363,000,000		\$137,150,389	\$0	\$225,849,611	\$0	\$225,849,611	-						
1.5	Mains							_											
		2040	0000	47 400 000	00 470 074	. 47.000.050	00/		_				_						
1.5.1	Site Wide Municipal Infrastructure - assumed 50:50 water and wastewater	2018 -	2022 \$			\$ 17,990,258	0%	\$ -	\$ -	\$ 17,990,258		\$ 17,990,258							
1.5.2	Unilever Precinct Site Wide Servicing (water, sanitary and storm) - assumed 50:50 water and wastewater	2026 -	2035 \$			\$ 5,863,683	0%	\$ -	\$ -	\$ 5,863,683		\$ 5,863,683							
1.5.3	Caroline Sanitary Sewer (Eastern to Lake Shore)	2026 -	2035 \$	1,599,402		\$ 1,599,402	0%	\$ -	\$ -	\$ 1,599,402		\$ 1,599,402	\$						
1.5.4	Commissioners Street Sanitary Sewer (Don Roadway to Carlaw Avenue)	2026 -	2035 \$	11,656,809		\$ 11,656,809	0%	\$	\$ -	\$ 11,656,809		\$ 11,656,809	\$						
1.5.5	Carlaw Avenue Interconnecting Sewer (Commissioners to Eastern)	2026 -	2035 \$		\$ -	\$ 10,942,694	0%	\$ -	\$ -	\$ 10,942,694	\$ -	\$ 10,942,694	\$						
1.5.6	McCleary District and Media City Site Wide Servicing - assumed 50:50 water and wastewater	2026 -	2035 \$	6,314,553	\$ -	\$ 6,314,553	0%	\$ -	\$ -	\$ 6,314,553	\$ -	\$ _ 6,314,553	\$						
1.5.7	Turning Basin District Site wide Servicing - assumed 50:50 water and wastewater	Post -	0 \$	2,857,092	\$ -	\$ 2,857,092	0%	\$ -	\$ -	\$ 2,857,092	\$ -	\$ -	\$ 2						
1.5.8	Leslie/Unwin Sanitary Sewer	2026 -	2035 \$	19,607,308	S	\$ 19,607,308	0%	s -	\$	\$ 19,607,308	S	\$ 5,383,926	\$ 14						
	Subtotal Mains		-	\$106,310,470	\$29,478,671	\$76,831,799		\$0	\$0		\$0	\$59,751,325	\$17						
1.6	Wet Weather Flow & Flood Protection																		
1.6.1	NORTH TORONTO CSO CONSTR	2018 -	- 2020 \$	1.417.187	e	\$ 1,417,187	85%	\$ 1,207,495	s -	\$ 209.692	s -	\$ 209.692							
1.6.2	Don & Waterfront Trunk/CSO Design - PH1- Coxwell & Lower Don	2018	- 2020 \$			\$ 42.451.832	85%	\$ 1,207,495		\$ 6,281,323		\$ 6.281.323							
		2018					85% 85%						\$						
1.6.3	DCW - PHASE 1 - OFFLINE STORAGE TANK AT SHEPPARD/LESLIE		- 2023 \$	17,236,000		\$ 17,236,000		\$ 14,685,701		\$ 2,550,299		\$ 2,550,299	\$						
1.6.4	Don & Waterfront Trunk/CSO Construction - PHASE 1	2018 -	2024 \$			\$ 500,000,000	85%	\$ 426,018,238		\$ 73,981,762		\$ 73,981,762	\$						
1.6.5	DCW - PHASE 1 - ADDITIONAL SCOPE	2018 -	- 2019 \$			\$ 8,500,000	85%	\$ 7,242,310		\$ 1,257,690		\$ 1,257,690	Ş						
1.6.6	DCW - MTI REGULATION/RTC	2019 -	- 2023 \$			\$ 14,800,000	85%	\$ 12,610,140		\$ -2,189,860		\$ 2,189,860	\$						
1.6.7	DCW - HRT	2020 -	- 2041 \$			\$ 316,000,000	85%	\$ 269,243,526		\$ 46,756,474		\$ 46,756,474	\$						
1.6.8	DCW - COXWELL CONNECTIONS	2023 -	- 2041 \$		\$ -	\$ 89,500,000	85%	\$ 76,257,265		\$ 13,242,735	\$ -	\$ 13,242,735	\$						
1.6.9	Don & Waterfront Trunk/CSO Construction - PHASE 2	2025 -	- 2041 \$	210,000,000	\$	\$ 210,000,000	85%	\$ 178,927,660	\$	\$ 31,072,340	\$	\$ 31,072,340	\$						
	Wet Weather Flow & Flood Protection			\$1,199,905,019	\$0	\$1,199,905,019	1	\$1,022,362,844	\$0	\$177,542,176	\$0	\$177,542,176							
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			Gross	Grants/			Ineligible Costs	š	Total	Deve	elopment Related	d Costs
Project Description		Timing	Project Cost	Subsidies/Other Recoveries	Net Cost	BTE %	Replacement & BTE Shares	0% Reduction	Development Related Costs	Prior Reserves	In-Period Costs	P
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS											
1.7.1	EGLINTON AVENUE EAST from BRENTCLIFFE RD - 104m West of to BRENTCLIFFE RD							<u> </u>	ļ	ļ		
1.7.2	JEGLINTON AVENUE EAST from BRENTCLIFFE RD - 209m West of to BRENTCLIFFE RD - 104m West of							1		4		
1.7.3	EGLINTON AVENUE EAST from LAIRD RD to LAIRD RD - 96m East of							1		4		
1.7.3	EGLINTON AVENUE EAST from LAIRD RD to LAIRD RD - 96m East of EGLINTON AVENUE EAST from LAIRD RD - 96m East of to BRENTCLIFFE RD - 209m West of							1		4		
								1		4		
1.7.5 1.7.6	BRENTCLIFFE ROAD from BRENTCLIFFE to BRENTCLIFFE		00.450.00			0.50/		1		4.		
	EGLINTON AVENUE EAST from BRENTCLIFFE to BRENTCLIFFE - 28m East of	2022 - 2024	\$2,450,00) \$ -	\$ 2,450,000	85%	\$ 2,087,489.36	\$0	\$ 362,511		\$ 362,511	1 5
1.7.7	BESSBOROUGH DRIVE from 11m North of DONLEA to DONLEA							1		4		
1.7.8	BESSBOROUGH DRIVE from CRAIG CRES to CRAIG CRES - 73m South of							1		4		
1.7.9	DONLEA DRIVE from BESSBOROUGH - 96m North of to BESSBOROUGH - 121m North of							1		4		
1.7.10	BESSBOROUGH DRIVE from BROADWAY AVE to CRAIG CRES - 79m North of							1		4		
1.7.11	BESSBOROUGH DRIVE from 79m North of CRAIG CRES to CRAIG CRES						4	4		1		
1.7.12	CRAIG CRESCENT from BAYVIEW AVE to BESSBOROUGH DR							1		4		
1.7.13	DONLEA DRIVE from BESSBOROUGH DR to BESSBOROUGH - 23m North of							1		4		
1.7.14	BESSBOROUGH DRIVE from 77m North of DONLEA to DONLEA - 11m North of						4	4		1		
1.7.15	RUMSEY ROAD from EGLINTON AVE E to EGLINTON AVE E - 22m South of						4	4		1		
1.7.16	DONLEA DRIVE from BESSBOROUGH - 23m North of to BESSBOROUGH - 96m North of							1		4		
1.7.17	DONLEA DRIVE from BESSBOROUGH - 121m North of to HANNA RD	2019 - 2020	\$5,403,12	5 \$ -	\$ 5,403,125	85%	\$ 4.603.660	\$0	\$ 799,465	s -	\$ 799,465	
	VANDERHOOF AVENUE from SUTHERLAND DR - 104m East of to SUTHERLAND DR	2019 - 2020	\$3,403,12	, a	\$ 5,403,123	0370	\$ 4,003,000		\$ 799,400		\$ 799,400	<u> </u>
1.7.18								1		4		
1.7.19	FLEMING CRESCENT from PARKHURST BLVD - 66m North of to PARKHURST BLVD							1		4		
1.7.20	FLEMING CRESCENT from PARKHURST BLVD - 199m North of to PARKHURST BLVD - 133m North of							1		4		
1.7.21	FLEMING CRESCENT from PARKHURST BLVD - 6m South of to PARKHURST BLVD						4	4		1		
1.7.22	MACNAUGHTON ROAD from PARKHURST BLVD - 90m South of to PARKHURST BLVD							1		4		
1.7.23	FLEMING CRESCENT from PARKHURST BLVD - 133m North of to PARKHURST BLVD - 66m North of							1		4		
1.7.24	FLEMING CRESCENT from PARKHURST BLVD - 96m South of to PARKHURST BLVD - 6m South of						4	4		1		
1.7.25	HANNA ROAD from PARKLEA DR - 59m South of to PARKLEA DR							1		4		
1.7.26	VANDERHOOF AVENUE from LAIRD DR to SUTHERLAND DR - 104m East of						4	4		1		
1.7.27	SUTHERLAND DRIVE from PARKHURST BLVD - 108m South of to PARKHURST BLVD	2019 - 2020	\$2,016,90	3 5 -	\$ 2,016,903	85%	\$ 1,718,474	\$0	\$ 298,428	s -	\$ 298,428	3 8
1.7.28	MARKHAM AVENUE from SUTHERLAND DR - 46m East of to RANDOLPH RD	2019 - 2020	92,010,30	3 5	2,010,303	0070	-9		200,420	+*	230,420	4
1.7.29	SUTHERLAND DRIVE from LEA AVE to LEA AVE - 84m North of							1		4		
1.7.30	SUTHERLAND DRIVE from LEA AVE - 84m North of to MARKHAM AVE						4	4		1		
1.7.30								1		4		
	MARKHAM AVENUE from SUTHERLAND DR to RANDOLPH RD						4	4		1		
1.7.32	MARKHAM AVENUE from RANDOLPH RD - 55m East of to RANDOLPH RD						4	4		4.		
1.7.33	MARKHAM AVENUE from SUTHERLAND DR to SUTHERLAND DR - 46m East of	2019 - 2020	\$1,989,56	3 \$ -	\$ 1,989,563	85%	\$ 1,695,180	\$0	\$ 294,383	\$ -	\$ 294,383	3 \$
1.7.34	ESANDAR DRIVE from LAIRD DR - 210m East of to LAIRD DR - 304m East of							1		4		
1.7.35	ESANDAR DRIVE from LAIRD DR - 140m East of to LAIRD DR - 210m East of						4	4		1		
1.7.36	ESANDAR DRIVE from LAIRD DR - 304m East of to LAIRD DR - 356m East of	2018 - 2027	\$1,028,02	5 \$ -	\$ 1,028,025	85%	\$ 875,915	\$0	\$ 152,110	\$ -	\$ 152,110	\$
1.7.37	MCRAE DRIVE from FIELD AVE to MILLWOOD RD	2019 - 2020	\$744,18	В\$-	\$ 744,188	85%	\$ 634,075	\$0 \$0	\$ 110,113	\$ -	\$ 110,113	3 \$
1.7.38	HANNA ROAD from ROLPH RD to HANNA ROAD					1	/	1				
1.7.39	RUMSEY ROAD from RUMSEY RD to MCRAE DR	2019 - 2020	\$706,22) s -	\$ 706,220	85%	\$ 601,725	\$0	\$ 104,495	s -	\$ 104,495	5 S
1.7.40	MOORE AVENUE from BESSBOROUGH DR to POTTERY RD - 19m East of					1	1	1			1	
1.7.41	MOORE AVENUE from SOUTHLEA AVE to BESSBOROUGH DR							1		4		
1.7.42	BESSBOROUGH DRIVE from SUTHERLAND DR to MOORE AVE - 153m North of						4	4		1		
1.7.43	SOUTHLEA AVENUE from MOORE AVE - 81m North of to MOORE AVE						4	4		1		
1.7.43	SOUTHLEA AVENUE from SUTHERLAND DR to MOORE AVE - 156m North of							1		4		
							4	4		1		
1.7.45	MOORE AVENUE from MALLORY CRES to SOUTHLEA AVE							1		4		
1.7.46	BESSBOROUGH DRIVE from MOORE AVE - 153m North of to MOORE AVE - 78m North of						4	4		1		
1.7.47	ASTOR AVENUE from SOUTHVALE DR - 82m North of to SOUTHVALE DR							1		4		
1.7.48	MOORE AVENUE from ASTOR AVE to MALLORY CRES						4	4		1		
1.7.49	ASTOR AVENUE from SOUTHVALE DR - 161m North of to SOUTHVALE DR - 82m North of						4	4				
1.7.50	SOUTHLEA AVENUE from MOORE AVE - 156m North of to MOORE AVE - 81m North of											
1.7.51	BESSBOROUGH DRIVE from MOORE AVE - 78m North of to MOORE AVE	2018 - 2027	\$10,574,21	3 \$ -	\$ 10,574,213	85%	\$ 9,009,615	\$0	\$ 1,564,598	\$ -	\$ 1,564,598	3 \$
1.7.52	BURNHAM ROAD from BRENDAN RD to BRENDAN RD - 88m East of				1	1		1			1	1
	BENNINGTON HEIGHTS DRIVE from HEATH ST E to HEATH ST E - 45m South of											
1 7 53	LUMLEY AVENUE from BURNHAM RD to HEATH ST E											
1.7.53 1.7.54												
1.7.54								1	1			
1.7.54 1.7.55	HEATH STREET EAST from LUMLEY AVE to BENNINGTON HEIGHTS DR											
1.7.54		2018 - 2027	20.110.00	3 \$ -	\$ 6,119,283	85%	\$ 5,213,852	\$0	\$ 905,431		\$ 905,431	



			Gross	Grants/			Ineligible Costs		Total	Deve	lopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE %	Replacement	0% Reduction	Development	Prior Reserves	In-Period Costs	Pos
			Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs		Costs	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED								L	L		ļ
1.7.58	EASEMENT KEERSDALE PARK from WESTBURY CRES to BLACK CREEK											
1.7.59	WESTMOUNT AVE from GENESSEE AVE to MARTIN ST											
1.7.60	FAIRBANK PARK from EASEMENT FAIRBANK PARK to EASEMENT BERT ROBINSON PARK											
1.7.61	EASEMENT FAIRBANK PARK from NORTHCLIFFE BLVD to EASEMENT FAIRBANK PARK											
1.7.62	NASHVILLE AVE from KEELE ST to BICKNELL AVE - BLACK CREEK											
1.7.63	2m South of KEITH AVE, 18M WEST OF GILBERT AVE from 36m South of KEITH AVE to GILBERT AVE											
1.7.64	DUNRAVEN DR & CNR EASEMENT from 20m West of GILBERT AVE to KEELE ST											
1.7.65	2m South of KEITH AVE, 18M WEST OF GILBERT AVE from 36m South of KEITH AVE to GILBERT AVE											
1.7.66	AILEEN AVE from KANE AVE to KEELE ST											
1.7.67	ALLENVALE AVE from GLENHOLME AVE to NORTHCLIFFE BLVD											
1.7.68	BICKNELL AVE from NASHVILLE AVE to WESTBURY CRES - BLACK CREEK											
1.7.69	BLACKTHORN AVE from 150m South of KENORA CRES to ROGERS RD											
1.7.70	BLACKTHORN AVE from 50m North of HELEN AVE to ROGERS RD											
1.7.71	BLANDFORD ST from 61m North of ROGERS RD to HANSON RD											
1.7.72	BOWIE AVE from FAIRBANK AVE to CROHAM RD											
1.7.73	BRANSTONE RD from 37m North of THORNTON AVE to ENNERDALE RD											
1.7.74 1.7.75	CALEDONIA RD from 106m South of BOWIE AVE to EGLINTON AVE											
	CHAMBERLAIN AVE from 54m South of SCHELL AVE to BOWIE AVE											
1.7.76	CHUDLEIGH RD from ENNERDALE RD to HARVIE AVE											
1.7.77	COMMODORE AVE from 58m West of HAVERSON BLVD to SILVERTHORN AVE											
1.7.78	CROHAM RD from BOWIE AVE to EGLINTON AVE WEST											
1.7.79 1.7.80	DUFFERIN ST from HUNTER AVE to KEYWEST AVE DUNRAVEN DR & CNR EASEMENT from 20m West of GILBERT AVE to KEELE ST											
1.7.80	DUNRAVEN DR & CNR EASEMENT From 20m West of GILBERT AVE to KEELE ST											
1.7.82 1.7.83	DUNRAVEN DR from 26m West of SILVERTHORN AVE to KEELE ST DUNRAVEN DR from BLACKTHORN AVE to SILVERTHORN AVE											
1.7.83	DYNEVOR RD from EASEMENT FAIRBANK PARK to EASEMENT BERT ROBINSON PARK											
	DYNEVOR RD from ENNERDALE RD to KIRKNEWTON RD											
1.7.85 1.7.86	EASEMENT FAIRBANK PARK from 7m South of KEYWEST AVE to EASEMENT FAIRBANK PARK											
1.7.87	EASEMENT FAIRBANK PARK from NORTHCLIFFE BLVD to EASEMENT FAIRBANK PARK											
1.7.67	EASEMENT FAIRBANK PARK ITOM NORTHCLIFFE BLYD TO EASEMENT FAIRBANK PARK EASEMENT KEERSDALE PARK from WESTBURY CRES to BLACK CREEK											
1.7.89	EGLINTON AVE W from LITTLE BLVD to GILBERT AVE											
1.7.69	ENNERDALE RD from BRANSTONE RD to HARLOW AVE											
1.7.91	ENNERDALE RD from HOLMESDALE RD to CHUDLEIGH RD											
1.7.92	FAIRBANK AVE from 73m South of SCHELL AVE to BOWIE AVE											
1.7.92	FAIRBANK PARK from EASEMENT FAIRBANK PARK to EASEMENT BERT ROBINSON PARK											
1.7.94	GENESSEE AVE from GLENHOLME AVE to WESTMOUNT AVE											
1.7.95	GILBERT AVE from 17m South of EGLINTON AVE W to KITCHENER AVE											
1.7.96	IGILBERT AVE from 97m South of KEITH AVE to KITCHENER AVE											
1.7.97	GLENHOLME AVE from HANSON RD to GENESSEE AVE											
1798	GLENHOLME AVE from VAUGHAN RD to ALLENVALE AVE											
1.7.99	HANSON RD from OAKWOOD AVE to GLENHOLME AVE											
1.7.100	HARLOW AVE from ENNERDALE RD to KIRKNEWTON RD											
1 7 101	HARVIE AVE from CHUDLEIGH RD to KITCHENER AVE											
1.7.102	HAVERSON BLVD from 5m North of DUNRAVEN DR to DUNRAVEN DR											
1.7.103	HOLMESDALE RD from DHIR MEWS to ENNERDALE RD											
1.7.104	KANE AVE from KERSDALE AVE to DUNRAVEN DR											
1.7.105	KEELE ST from 45m North of ROGERS RD to DUNRAVEN DR											
1.7.106	KERSDALE AVE from KANE AVE to SCOTT RD											
1.7.107	KEYWEST AVE from EASEMENT FARIBANK PARK to 11m East of DUFFERIN ST											
1.7.108	KIRKNEWTON RD from EGLINTON AVE W to DYNEVOR RD											
1.7.109	KITCHENER AVE from EASEMENT FAIRBANK PARK to EASEMENT BERT ROBINSON PARK											
1.7.110	KITCHENER AVE from GILBERT AVE to EASEMENT 20m West of GILBERT AVE IN PARK											
1.7.111	KITCHENER AVE from MCROBERTS AVE to GILBERT AVE											
1.7.112	LITTLE BLVD from 44m South of SCHELL AVE to BOWIE AVE											
1.7.113	MARTIN ST from WESTMOUNT AVE to DUFFERIN ST											
1.7.114	MCROBERTS AVE from 100m North of SUMMIT AVE to KITCHENER AVE											
1.7.115	INASHVILLE AVE from KEELE ST to BICKNELL AVE - BLACK CREEK											
1.7.116	NORTHCLIFFE BLVD from 186m North of ROGERS RD to GENESSEE AVE											
1.7.117	NORTHCLIFFE BLVD from 34m South of KEYWEST AVE to 70m South of ALLENVALE											
1.7.118	OAKWOOD AVE from AMHERST AVE to HANSON RD											
1.7.119	REGENT ST from 60m North of ROGERS RD to AlLEEN AVE											
1.7.120	ROGERS RD from 57m East of BLACKTHORN AVE to SILVERTHORN AVE											
1.7.121	ROGERS RD from BLACKTHORN AVE to SILVERTHORN AVE											
1.7.122	SCOTT RD from KERSDALE AVE to AILEEN AVE											
1.7.123	SILVERTHORN AVE from CAMERON AVE to DUNRAVEN DR											
1.7.124	SILVERTHORN AVE from ROGERS RD to DUNRAVEN DR											
1.7.125	SNIDER AVE from 149m South of BOWIE AVE to EGLINTON AVE											
1.7.126	WESTBURY CRES from BICKNELL AVE to ROTHERHAM AVE - BLACK CREEK											1.
1.7.127	WESTMOUNT AVE from GENESSEE AVE to MARTIN ST HUMBERCREST BLVD from #255 HUMBERCREST BLVD to ST JOHNS RD - 154m North of WATSON AVENUE from BRADLEY AVENUE to ST JOHNS RD - 107m North of	2020 - 2024	\$ 392,500,000) \$ -	\$ 392,500,000		\$ 334,424,317	\$0			\$ 58,075,683	\$
1.7.128	HUMBERCREST BLVD from #255 HUMBERCREST BLVD to ST JOHNS RD - 154m North of	2018 - 2018	\$707,50) \$ -	\$ 707,500	85%	\$ 602,816	\$0	\$ 104,684	\$ -	\$ 104,684	\$
1 7 129	WATSON AVENUE from BRADLEY AVENUE to ST JOHNS RD - 107m North of											
1.7.130 1.7.131	WATSON AVENUE from DUNDAS ST W to BRADLEY AVENUE DURIE STREET from #710 DURIE ST to 13m North of ST JOHNS RD	2018 - 2018	\$792,50		\$ 792,500 \$ 527,500	85% 85%	\$ 675,239 \$ 449,449	\$0 \$0	\$ 117,261 \$ 78,051	\$ -	\$ 117,261 \$ 78,051	\$



			Gross	Grants/			Ineligible Costs	;	Total	Deve	lopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period	Pos
		-	Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	FIIOI RESEIVES	Costs	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED											
1.7.132	ALLIANCE AVE from 31m West of CLIFF ST to JANE ST 65M WEST TO BLACK CREEK						<u> </u>					
1.7.132	CORDELLA AVENUE from #88-90 CORDELLA AVE to #90-92 CORDELLA AVE											
1.7.134	ALLIANCE AVE from 31m West of ALLIANCE AVE to SE OF CLIFF ST AND ALLIANCE AVE											
1.7.135	CORDELLA AVENUE from #70-72 CORDELLA AVE to #88-90 CORDELLA AVE											
1.7.136	CORDELLA AVENUE from #90-92 CORDELLA AVE to CLIFF ST											
1.7.137	ALLIANCE AVE from 14m East of ALLIANCE AVE to CLIFF ST 8m South of ALLAINCE AVE											
1.7.138	CLIFF ST from LANGDEN AVE to CORDELLA AVE - 65m North of											
1.7.139	CLIFF ST from CORDELLA AVE - 65m North of to CORDELLA AVE											
1.7.140	CORDELLA AVENUE from CLIFF ST NORTH OF CORDELLA AVE to CLIFF ST SOUTH OF CORDELLA AVE											
1.7.141	ICLIFF ST from CORDELLA AVE to ALLIANCE AVE - 53m North of											
1.7.142	CLIFF ST from 53m North of ALLIANCE AVE to BLACK CREEK OUTFALL											
1.7.143	ALLIANCE AVE from CLIFF STREET to ROCKCLIFFE BOULEVARD - 55m West of											
1.7.144	ALLIANCE AVE from ALLIANCE AVE to ALLIANCE AVE											
1.7.145	CLIFF ST from ALLIANCE AVE to 39M SE OF CLIFF ST & ALLIANCE AVE	2018 - 2027	\$50,270,00	0 8 -	\$ 50,270,000	85%	\$ 42,831,874	so.	\$ 7,438,126	s .	\$ 7,438,126	s s
1.7.146	HENRIETTA STREET from RUNNYMEDE RD to CASTLETON A VE		400,270,00	0 \$ -	ψ 00,E10,000		42,001,014		Ψ 7,400,120	<u> </u>	\$ 7,400,120	~~
1.7.147	RUNNYMEDE RD from LIVERPOOL ST to HERIETTA ST											
1.7.148	HENRIETTA STREET from NORVAL ST to RUNNYMEDE RD											
1.7.149	BLAKELEY AVE from #25 BLAKLEY AVE to HENRIETTA ST											
1.7.150	HENRIETTA STREET from BLAKLEY AVE to RAVENAL ST											
1.7.151	CASTLETON AVE from HENRIETTA ST to 26M NE OF WOOLNER AVE & ROCKCLIFFE BLVD											
1.7.152	BLAKELEY AVE from DEAD END BLAKLEY AVE to #25 BLAKLEY AVE											
1.7.153	ICASTLETON AVE from ST CLAIR AVE W to HENRIETTA ST											
1.7.154	HENRIETTA STREET from CRISCOE ST to NORVAL ST											
1.7.155	RUNNYMEDE RD from HENRIETTA ST - 166m North of to HENRIETTA ST - 91m North of											
1.7.156	ST CLAIR AVENUE WEST from 15m East of JANE ST to 13m West of BATAVIA AVE											
1.7.157	HENRIETTA STREET from RAVENAL ST to CRISOE ST											
1.7.158	IST CLAIR AVENUE WEST from 13m West of BATAVIA AVE to 5m East of CASTLETON AVE	2018 - 2027	\$14,830,00	0 6	\$ 14,830,000	85%	\$ 12,635,701	\$0	\$ 2,194,299	e	\$ 2,194,299	
		2010 - 2021	\$14,030,00	0 \$ -	\$ 14,030,000	0370	\$ 12,035,701	- 40	\$ 2,194,299	<u> </u>	\$ 2,194,299	<u>'</u>
1.7.159	CRIPPS AVE from SPEARS ST to 40m West of HILLDALE RD TO BLACK CREEK											
1.7.160	AVON AVE from FELTHAM AVE to 13m South of NORTHLAND AVE											
1.7.161	CAYUGA AVE from #81-83 CAYUGA AVE to SPEARS ST											
1.7.162	AVON AVE from 24m South of AVON CRES to 18m North of CAYUGA AVE											
1.7.163	SPEARS STREET from CAYUGA AVE to CRIPPS AVE											
1.7.164	AVON AVE from 13m South of NORTHDALE AVE to 18m North of CAYUGA AVE											
1.7.165	CAYUGA AVE from AVON AVE to #81-83 CAYUGA AVE	2018 - 2027	\$4,092,50	0 S -	\$ 4,092,500	85%	\$ 3,486,959	\$0	\$ 605,541	s -	\$ 605,541	s
1.7.166	HILLDALE ROAD from 14m North of ORMAN AVE to CRIPPS AVE							l		 		
1.7.167		2019 - 2020	\$5,177,50	0 5 -	\$ 5,177,500	85%	\$ 4,411,419	\$0	\$ 766,081	s .	S 766.081	s
1.7.168	HILLDALE ROAD from CRIPPS AVE to NEAST OF HUMBER BLVD & CRIPPS AVE WESTON ROAD from LIPPINCOTT ST to CLOUSTON AVE	2010 - 2020		0 \$ - 0 \$ -	\$ 475,000		\$ 404,717		\$ 70,283		\$ 70,283	
1.7.169	CV/EC AVENUE from 179m North of DENISON DD W to DENISON DD W 22m North of		\$475,00	<u> </u>	\$ 473,000	85%	\$ 404,717		φ /U,203	<u> </u>	\$ 10,203	
1.7.170	SYKES AVENUE from 23m North of DENISON RD W to DENISON RD W	2040 2040	\$412,50	0 0	6 440.500	85%	\$ 351,465	60	6 04.005		\$ 61,035	
	STRES AVENUE ITOM 23th NORM OF DENISON RD W TO DENISON RD W	2018 - 2018	\$412,50	U 3	\$ 412,500	80%	\$ 351,405	\$0	\$ 61,035	3	\$ 01,030	3
1.7.171	BOTD AVE ITOM 62M East OF RALPH ST to PINE ST											
1.7.172	PINE ST from CHURCH ST to KING ST											
1.7.173	QUEEN'S DR from ROSEMOUNT AVE to 123 m East of ROSEMOUNT AVE											
1.7.174	PINE ST from KING ST to QUEENS DR											
1.7.175	QUEEN'S DR from 123m East of ROSEMOUNT AVE to 79 m West of ELM ST											
1.7.176	ELM ST from 50m North of QUEENS DR to QUEENS DR											
1.7.177	PINE ST from WILLIAM ST to MACDONALD AVE											
1.7.178	QUEEN'S DR from ELM ST to 82 m West of PINE ST											
1.7.179	QUEEN'S DR from 82m West of PINE ST to 188m West of PINE ST											
1.7.180	VIMY AVE from 145m West of LAWRENCE AVE W to 48 m West of LAWRENCE AVE W											
1.7.181	QUEEN'S DR from 73m West of ELM ST to ELM ST											
	IQUEEN'S DR from 188m West of PINE ST to PINE ST											
1.7.182												
1.7.183	HELEN AVE (WADSWORTH BLVD) from WILLIAM ST to WADSWORTH BLVD											
1.7.184	KING ST from 112m West of PINE ST to PINE STREET											
1.7.185	WRIGHT AVE from 7m East of GIBSON ST to GIBSON ST											
1.7.186	PINE ST from JOHN ST to WILLIAM ST											
1.7.187	BOYD AVE from RALPH ST to 82 m East of RALPH ST											
1.7.188	RALPH ST from MACDONALD AVE to LAWRENCE AVE W											
1.7.189	WRIGHT AVE from 169m East of GIBSON ST to 7 m East of GIBSON ST											
1.7.190	PINE ST from KING ST to JOHN ST											
1.7.191	WILLIAM ST from PINE ST to 227 m East of PINE ST											
1.7.191	ROBERT ST from PORTAGE AVE to CYPRESS ST											
1.7.193 1.7.194	CYPRESS ST from WOODWARD AVE to ROBERT ST	0010				0.50/						
	PORTAGE AVE from 75m South of QUEENSLEA AVE to ROBERT ST	2019 - 2020	\$40,395,89	8 5 -	\$ 40,395,898	85%	\$ 34,418,778	\$0	\$ 5,977,119	\$ -	\$ 5,977,119	1 \$



			Gross	Grants/			Ineligible Costs		Total	Deve	elopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE %	Replacement & BTE Shares	0% Reduction	Development	Prior Reserves	In-Period Costs	Post
			Cost	Recoveries	Cost	76	& DIE Silates	Reduction	Related Costs		COSIS	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED									_	.	
1.7.195	WESTON ROAD from WRIGHT AVE - 182 SOUTH OF to WRIGHT AVE - 96 SOUTH OF											
1.7.196 1.7.197	WESTON ROAD from WRIGHT AVE - 247 SOUTH OF to WRIGHT AVE - 182 SOUTH OF	2040 2040	\$760,000		6 700,000	0.50/	0.47.540	60	6 440.450		6 440.450	
1.7.197	WESTON ROAD from WRIGHT AVE - 96 SOUTH OF to WRIGHT AVE CENTRE ROAD from EDMUND AVE to CLOUSTON AVE	2018 - 2018	\$760,000	\$	\$ 760,000	85%	\$ 647,548	\$0	\$ 112,452		\$ 112,452	
1.7.199	EDMLIND AVENUE from 92m East of CENTRE RD to CENTRE RD											
1.7.200	EDMLIND AVENUE from 228m East of CENTRE RD to CENTRE RD - 92m East of	2018 - 2018	\$942 500	s -	\$ 942.500	85%	\$ 803,044	SO.	\$ 139 456	s -	\$ 139 456	s
1.7.201	EDMUND AVENUE from 228m East of CENTRE RD to CENTRE RD - 92m East of CLOUSTON AVENUE from WESTON RD - 192m East of to WESTON RD - 42m East of CLOUSTON AVENUE from WESTON RD - 192m East of to WESTON RD - 42m East of COURT	2018 - 2018	\$337,500	\$	\$ 337,500	85%	\$ 803,044 \$ 287,562	\$0	\$ 139,456 \$ 49,938	\$ -	\$ 139,456 \$ 49,938	\$
1.7.202	QUEENSLEA AVENUE from WENDELL AVE to GRATTAN ST			 						T'		
1.7.203	QUEENSLEA AVENUE from WALWYN AVE - 93m West of to WALWYN AVE											
1.7.204	WALWYN AVENUE from QUEENSLEA AVE to LAMONT AVE											
1.7.205	WENDELL AVENUE from QUEENSLEA AVE - 85m North of to QUEENSLEA AVE											
1.7.206	LAMONT AVENUE from RANWOOD DR to LANGSIDE AVE - 43m West of											
1.7.207	LANGSIDE AVENUE from LAMONT AVE to WOODWARD AVE											
1.7.208	WOODWARD AVENUE from 15m East of CYPRESS ST to CYPRESS ST											
1.7.209	WOODWARD AVENUE from 35m East of CYPRESS ST to CYPRESS ST - 15m East of											
1.7.210 1.7.211	LANGSIDE AVENUE from WOODWARD AVE to WOODWARD AVE WENDELL AVENUE from QUEENSLEA AVE - 256m North of to QUEENSLEA AVE - 171m North of											
1.7.211	LAMONT AVENUE from PORTAGE AVE to PORTAGE AVE											
1.7.212	LAMONT AVENUE from PORTAGE AVE to PORTAGE AVE											
1.7.213	QUEENSLEA AVENUE from GRATTAN ST to WALWYN AVE - 93m West of											
1.7.215	LAMONT AVENUE from LANCSIDE AVE. 42m Woot of to LANCSIDE AVE											
1.7.216	IWENDELL AVENUE from QUEENSLEA AVE - 171m North of to QUEENSLEA AVE - 85m North of	2018 - 2018	\$5,497,500	s -	\$ 5,497,500 \$ -	85%	\$ 4,684,071	\$0	\$ 813.429	s -	\$ 813,429 \$ -	s
1.7.217	LAMONT AVENUE from WALWYN AVE to PORTAGE AVE	2018 - 2018 2018 - 2018		\$	\$ -	85%	\$ -	\$0 \$0	\$ 813,429 \$ -	\$	\$ -	\$
1.7.218	APPLEDALE RD from LESMAR DR to NORTH HEIGHTS RD											
1.7.219	LESMAR DR from LLOYD MANOR RD to APPLEDALE RD											
1.7.220	PRINCE GEORGE DR from BILSTON CRT to APPLEDALE RD											
1.7.221	APPLEDALE RD from FIRWOOD CRES to LESMAR DR											
1.7.222	FIRWOOD CRES from KIPLING AVE to APPLEDALE RD											
1.7.223	LLOYD MANOR RD from LLOYD MANOR RD to LESMAR DR	2018 - 2027	\$5,968,250	\$ -	\$ 5,968,250	85%	\$ 5,085,167	\$0	\$ 883,083	\$ -	\$ 883,083	\$
1.7.224	BEAVERBROOK AVE from SHADOWBROOK DR to LLOYD MANOR RD											
1.7.225	BEAVERBROOK AVE from LLOYD MANOR RD to VASSAR DR											
1.7.226	BEAVERBROOK AVE from GLEN AGAR DR to SHADOWBROOK DR											
1.7.227 1.7.228	BEAVERBROOK AVE from THORNLY CRES to KIPLING AVE BEAVERBROOK AVE from VASSAR DR to APPLEDALE RD											
1.7.229		2018 2020	¢1 EGO 7EO		e 1 500 750	85%	¢ 4 227 404	60	e 222.200	e	e 222.200	
1.7.230	BEAVERBROOK AVE from VASSAR DR to THORNLY CRES TWYFORD RD from BALLANTYNE CRT to KIPLING AVE	2016 - 2020	\$1,369,730	<u> </u>	\$ 1,309,730	0070	\$ 1,337,484	\$0	\$ 232,266	3	\$ 232,266	
1.7.231	SIR WILLIAMS LANE from ABILENE DR to TWYFORD RD	2018 - 2027	\$2 180 750	s -	\$ 2,180,750	85%	\$ 1,858,079	\$0	\$ 322,671	s -	\$ 322,671	s
1.7.232	ALLONSIUS DR from WINDUST GT to RENFORTH DR		92,100,100	 	2,100,100		1,000,010		022,071	<u> </u>	-V	
1.7.233	RENFORTH DR from EMBERS DR to ALLONSIUS DR											
1.7.234	RENFORTH DR from RENOVA DR to EMBERS DR											
1.7.235	RENFORTH DR from EDA CRT to RENOVA DR											
1.7.236	RENFORTH DR from BURNHAMTHORPE RD to RATHGAR AVE											
1.7.237	RENFORTH DR from RATHGAR AVE to BOREAL RD											
1.7.238	TRANQUIL DR from BURNHAMTHORPE RD to BOREAL RD											
1.7.239	WINDUST GT from ALLONSIUS DR to BURNHAMTHORPE RD											
1.7.240	BURNHAMTHORPE RD from TUNBRIDGE CRES to TUNBRIDGE CRES											
1.7.241	BURNHAMTHORPE RD from TUNBRIDGE CRES to MULGROVE DR											
1.7.242	EASEMENT from ELDERFIELD CRES to BURNHAMTHORPE RD											
1.7.243	CRENDON DR from ULVERSTON RD to GLOS RD											
1.7.244 1.7.245	CRENDON DR from GLOS RD to BOTLEY RD BOTLEY RD from HERNSHAW CRES to CRENDON DR											
1.7.246	RENFORTH DR from CRENDON DR to BURNHAMTHORPE RD											
1.7.247	CARSBROOKE RD from ENDWOOD RD to KRIS CRT											
1.7.248	CARSBROOKE RD from ENDWOOD RD to RENFORTH DR											
1.7.249	RENFORTH DR from CARSBROOKE RD to ALLONSIUS DR											
1.7.250	RENFORTH DR from ALLONSIUS DR to CRENDON DR											
1.7.251	RENFORTH DR from CRENDON DR to EDA CRT											
1.7.252	BOREAL RD from TRANQUIL DR to SATURN RD											
1.7.253	SATURN RD from BOREAL RD to EASEMENT											
1.7.254	EASEMENT from SATURN RD to ELMCREST CREEK											
1.7.255	CARSBROOKE RD from CRENDON RD to KRIS CRT											
1.7.256	ELDERFIELD CRES from GLOS RD to GLOS RD											
1.7.257	SATURN RD from BURNHAMTHORPE RD to BOREAL RD											
1.7.258	BOREAL RD from RENFORTH DR to TRANQUIL DR											
1.7.259	GLOS RD from ELDERFIELD CRES to ELDERFIELD CRES											
1.7.260	BURNHAMTHORPE RD from TUNBRIDGE CRES to RENFORTH DR											
1.7.261	CRENDON DR from BOTLEY RD to RENFORTH DR GLOS RD from ELDERFIELD CRES to CRENDON DR	2010 2000	670 704 750		\$ 72,784,750	85%	\$ 62,015,262	60	\$ 10,769,488		\$ 10,769,488	
1.7.262 1.7.263	OCCUBINGE DE Fore 1900s North of CLENWOOD OR	2019 - 2020 2018 - 2018	\$12,184,750	<u>s</u> -				\$0				
	O'CONNOR DR from 180m North of GLENWOOD CR to 90m North of GLENWOOD CR	2018 - 2018	\$30,009,875	9 -	\$ 38,869,875	50%	\$ 33,118,551	\$0	\$ 5,751,324	φ -	\$ 5,751,324	3



			Gross	Grants/			Ineligible Costs		Total	Deve	elopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period	-
			Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	FIIOI Reserves	Costs	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED								L			4
1.7.264	ST COLUMBA PL from 60m South of ST CLAIR AVE EAST to GLENWOOD CR											
1.7.265	GLENWOOD CR from REXLEIGH DR to 88m West of REXLEIGH DR											
1.7.266	TAYLOR CREEK TRL from GLENWOOD CR to 12m South of GLEDWOOD CR											
1.7.267	GLENWOOD CR from 88m West of REXLEIGH DR to 42m West of GLEN GANNON DR											
1.7.268	GLENWOOD CR from STAG HILL DR to 89m South of STAG HILL DR											
1.7.269	GLENWOOD CR from 140m North of STAG HILL DR to STAG HILL DR											
1.7.270	GLENWOOD CR from 87m North of GLENWOOD TER to GLENWOOD TER											
1.7.271	WESTVIEW BLVD from 70m North of DOHME AVE											
1.7.272	WESTVIEW BLVD from TIAGO AVE to 53m South of TIAGO AVE											
1.7.273	ST CLAIR AVE EAST from GLENEDEN CR to 11m West of GLENEDEN CR											
1.7.274	ST CLAIR AVE EAST from SELWYN AVE to 71m West of SELWYN AVE											
1.7.275	WESTVIEW BLVD from 57m North of TIAGO AVE to TIAGO AVE											
1.7.276	WESTVIEW BLVD from YARDLEY AVE to 60m South of YARDLEY AVE											
1.7.277	WESTVIEW BLVD from GALBRAITH AVE to YARDLEY AVE											
1.7.278	IST CLAIR AVE EAST from 13m East of GLENEDEN CR to GLENEDEN CR	2019 - 2021	\$38,869,875	5 \$ -	\$ 38,869,875	85%	\$ 33,118,551	so.	\$ 5,751,324		\$ 5,751,324	s
1.7.279	LOMAR DR from 97m North of RYEWOOD DRIVE to RYEWOOD DRIVE		400,000,010	·	00,000,010	- 0070	00,110,001			+*	0,701,021	
1.7.280	STANLEY ROAD from RICKLAN DRIVE to 88m West of RICKLAN DRIVE											
		0010 0010	****			0.50/						
1.7.281	LAURA RD from STANLEY ROAD to 25m North of STANLEY ROAD	2018 - 2018	\$36,363,895		\$ 36,363,895	85%	\$ 30,983,365	\$0	\$ 5,380,530	1 3	\$ 5,380,530	3
1.7.282	EASEMENT from GRANDRAVINE DR, 47m West of SENTINEL RD to BLACK CREEK	2018 - 2027	\$17,182,500) \$ -	\$ 17,182,500	85%	\$ 14,640,117		\$ 2,542,383	\$ -	\$ 2,542,383	\$
1.7.283	FALLINGDALE CRES from HUCKNALL RD to IKLEY RD	2018 - 2018	L	\$ -	\$ -	85%	\$ -	\$0		\$ -	\$ -	\$
1.7.284	JANE ST from WILLIAM CRAGG DR to 552m South of WILLIAM CRAGG DR	2018 - 2020	\$1,882,170) \$ -	\$ 1,882,170	85%	\$ 1,603,677	\$0	\$ 278,493	\$ -	\$ 278,493	\$
1.7.285	IMONCLOVA RD from 9m North of DATCHET RD to DATCHET RD							1	T	T		1
1.7.286	NEAMES CRES from NEAMES CRES to 873m North of NEANES CRES	2018 - 2020	\$16,167,810) S -	\$ 16,167,810	85%	\$ 13,775,564	\$0	\$ 2,392,246	s -	\$ 2,392,246	S
1.7.287	NORTH PARK RAVINE from 97m South of EDISON CRCL to 100m South of LOOKOUT PL	2018 - 2027	\$2,952,500		\$ 2,952,500	85%	\$ 2,515,638	\$0			\$ 436,862	- S
1.7.288	MAPLE LEAF DR from LISCOMBE RD to STELLA ST	2018 - 2027	\$6,077,500	(+=	\$ 6,077,500	85%	\$ 5,178,252	\$0			\$ 899,248	
	MAPLE LEAF DR ITOM LISCOMBE RD to STELLA ST	2018 - 2027					\$ 5,178,252					3_
1.7.289	DE MARCO BLVD from DANTE RD to LAWRENCE AVE W	2018 - 2027	\$2,400,000) \$ -	\$ 2,400,000	85%	\$ 2,044,888	\$0	\$ 355,112	\$ -	\$ 355,112	\$
1.7.290	JGLENCAIRN AVE from ENNERDALE ST to LANSDOWNE AVE											
1.7.291	EASEMENT from GLENCAIRN AVE to TYCOS DR											
1.7.292	TYCOS DR from ENNERDALE ST to EASEMENT											
1.7.293	EASEMENT from 100m North of TYCOS DR to 150m West of DUFFERIN ST											
1.7.294	EASEMENT from TYCOS DR to 100m North of TYCOS DR	2018 - 2019	\$5,000,000) \$ -	\$ 5,000,000	85%	\$ 4,260,182	\$0	\$ 739,818		\$ 739,818	s
1.7.295	DUFFERIN ST from DANE AVE to LAWRENCE AVE W		40,000,000	·+	0,000,000		4,200,102		100,010	*********	700,010	4-×-
1.7.296	MULHOLLAND AVE from 80m South of CELT AVE to DANE AVE	2010 2020	2000 000		000,000	0.50/	e 601 600	60	£ 110.274		e 110 271	
	MULHOLLAND AVE ITOM SOM SOUTH OF CELT AVE TO DAIVE AVE	2019 - 2020 2018 - 2018	\$800,000	S	\$ 800,000 \$ 2,485,500	85%	\$ 681,629 \$ 2,117,737		\$ 118,371 \$ 367,763	· - · · - · · - · · - · · - · · · - ·	\$ 118,371	
1.7.297	WILLIAM R ALLEN RD N from WILLIAM R ALLEN RD N to VIEWMOUNT PARK TRL	2018 - 2018	\$2,485,500					\$0 \$0	\$ 367,763		\$ 367,763	\$
1.7.298	HILLHURS I BLVD from BATHURS I ST to RUBY CRES	2019 - 2020	\$102,527,750) \$ -	\$ 102,527,750	85%	\$ 87,357,383	\$0	\$ 15,170,367	\$	\$ 15,170,367	\$
1.7.299	LAWRENCE AVE W from 89m West of SHERMOUNT AVE to SHERMOUNT AVE											
1.7.300	SHERMOUNT AVE from LAWRENCE AVE W to HILLMOUNT AVE											
1.7.301	HILLMOUNT AVE from SHERMOUNT AVE to BATHURST ST											
1.7.302	BATHURST ST from HILLMOUNT AVE to HILLHURST BLVD											
1.7.303	GLEN LONG PARK from #26 GLEN LONG PARK to ENNERDALE ST	2018 - 2027	\$0	\$ -	٠.	85%	s -	\$0	s -	s .	s .	s
1.7.304	WESTGATE BLVD from SANDRINGHAM DR to WESTGATE CRES			:	·×	- 0070			 	+*		
1.7.305	WESTGATE BLVD (WESTGATE RAVINE PATHWAY) from SANDRINGHAM DR to 150M NEAST OF SANDRING	OLIAM DD										
	WESTGATE BLVD (WESTGATE CRES to AMOUR BLVD		000 101 001			0.50/						
1.7.306		2018 - 2018	\$32,134,250	. T.a	\$ 32,134,250	85%	\$ 27,379,553	\$0	\$ 4,754,697		\$ 4,754,697	\$
1.7.307	TIMBERLANE DR from 55m East of BATHURST ST to 105m East of BATHURST ST											
1.7.308	GARRATT BLVD from REGENT RD to WILSON AVE											
1.7.309	ELLISON AVE from 160m East of YEOMANS RD to 80m West of BATHURST ST											
1.7.310	ELLISON AVE from 80m West of BATHURST ST to BATHURST ST											
1.7.311	WESTGATE BLVD (NOT WESTGATE RAVINE) from WESTGATE BLVD to WESTGATE BLVD											
1 7 312	TIMBERLANE from 105m East of BATHURST ST to 157m East of BATHURST ST											
1.7.312	PLANNING BOUNDARY (AT WILSON AVE) from BILLY BISHOP WAY to 160m West of BILLY BISHOP WAY											
1.7.314	PLANNING BOUNDARY (AT WILSON AVE) from BILLY BISHOP WAY to BILLY BISHOP WAY	2018 - 2018	\$28,259,000		\$ 28,259,000	0.50/	\$ 24,077,699	20	\$ 4,181,301	e	\$ 4,181,301	
		2016 - 2018	\$20,209,000		\$ 28,259,000	50%	φ <u>24,011,699</u>	\$0	φ 4,161,301	<u> </u>	4,161,301 ° و	- s
1.7.315	FAYWOOD BLVD from LAURELCREST AVE to 28m South of PALM DR											
1.7.316	KING HIGH AVE from 81m South of LAURELCREST AVE to REDMOUNT RD											
1.7.317	KING HIGH AVE from LAURELCREST AVE to 65m North of REDMOUNT RD											
1.7.318	LAURELCREST AVE from FAYWOOD BLVD to KING HIGH AVE											
1.7.319	LAURELCREST AVE from KING HIGH AVE to KING HIGH AVE	2018 - 2018	\$576.000) s -	\$ 576,000	85%	\$ 490,773	\$0	\$ 85,227	\$ -	\$ 85,227	\$
1.7.320	SHAFTESBURY ST from KENNARD AVE to CLIFTON AVE							1	T		1	10-
1.7.321	HOVE ST from 70m North of BRIGHTON AVE to BRIGHTON AVE											
1.7.322	HOVE ST from ACTON AVE to 70m North of BRIGHTON AVE											
1.7.323	OVERBROOK PL from 90m West of WILMINGTON AVE to SHAFTESBURY ST											
1.7.324	OVERBROOK PL from WILMINGTON AVE to 102m East of SHAFTESBURY ST											
1.7.325	OVERBROOK PL from WILMINGTON AVE to 93m West of ELDER ST											
1.7.326	MAXWELL from SEARLE AVE to BRIGHTON AVE											
1.7.327	CLIFTON AVE from 96m West of WILMINGTON AVE to SHAFTESBURY ST											
1.7.328	CLIFTON AVE from WILMINGTON AVE to 95m East of SHAFTESBURY ST											
1.7.329	OVERBROOK PL from 100m East of WILMINGTON AVE to ELDER ST											
1.7.330	BEAVER VALLEY RD from 60m West of MAXWELL ST to ARTEEVA DR	2010 2010	64 704 004		6 4 704 000	0.50/	\$ 4,084,663	20	\$ 709,337		\$ 709,337	
		2018 - 2018	\$4,794,000	ــــــــــــــــــــــــــــــــــــــ	a 4,794,000	85%	φ 4,004,663	\$0	\$ 709,337		19 /09,33/	- 3



Triangle Project Societies Project Societies Project Societies				Gross	Grants/			Ineligible Costs	3	Total	Deve	lopment Related	Costs
1.73 PRODUITY LINEAR BANTARY CAPACITY PROJECTS CONTINUED 1.73 1.	roject Description		Timing	Project	Subsidies/Other	Net		Replacement	0%	Development	Prior Reserves		P
1.231				Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	11101110001100	Costs	
1.7.201 COCCOMENTED TO Provided Code (Conf. Conf.	17	DDIODITY I INEAD SANITADY CADACITY DDO IECTS CONTINUED											
PALIO Financia with wind of Enth-West ST in Section VID. Part			2019 2010	\$22,200,75		e 22 200 750	0.50/	¢ 27.426.244		¢ 4.704.530		e 4.704.530	
17.35			2010 - 2019	\$32,200,73	<u> </u>	\$ 32,200,730	0370	\$ 21,430,214		\$ 4,704,550		\$ 4,704,030	· -
1234 COLUMNY ROY Flow Part Time East of ENTHREST ST to 2200 East of East of ENTHREST ST to 2200 East Of ENTHR													
1235 SCHEEF FOR Damp 22m East of BUTNERS F1 to Bin West of ANDOLUS F1 to 12m Model S 1 to 12m Model S													
1230 DOCCOSTREL DAY Flow the Said ANAMOREL OF 1 to the Said ANAMORE ST 2019 20													١.
1.337 McCCASH TR. from 10m kend of WH STHE DOWN/YE MCCCASH TO 10m Sound of WH STHE			2018 - 2018	\$9,690,50) \$ -	\$ 9,690,500			\$0	\$ 1,433,841	\$ -	\$ 1,433,841	\$
17.38 THE CONNAY E (min ST HE DOWNAY E min ST HE DOWN HE MIN ST HE			2019 - 2020	\$42,728,75	0 \$ -	\$ 42,728,750	85%	\$ 36,406,454	\$0	\$ 6,322,296	\$ -	\$ 6,322,296	\$
17-380 MOCCASH TRE, form 7m Name of MOCCASH TRE, 37m Name of MOCCAS			AY E MOCCASIN										
17340 GREENALAD FO from 220 Name of PREPARAD FOR 15th ADM CREE SUBMINION OF SUB	1.7.338	THE DONWAY E from 15 THE DONWAY E to 15 THE DONWAY E											
17-240 GIREENAND RD 10m 22m North of GREENAND RD 10 50m North of GREENAND RD 10m 12m North of GREENAND RD 12m	1.7.339		2020 - 2022	\$12,527,23	8 \$ -	\$ 12,527,238	85%	\$ 10,673,663	\$0	\$ 1,853,574	\$ -	\$ 1,853,574	\$
17-241 17-242 17-243 17-244	1 7 340	GREENI AND RD from 25m North of GREENI AND RD to 25m North of GREENI AND RD							1	T			-i
1.7.542			2020 - 2022	\$729.75	n s	\$ 729 750	85%	\$ 621 774	\$0	\$ 107.976	٠.	\$ 107.976	s
17-344				9720,70	· •	120,100			-		<u> </u>	107,070	
17-344			2020 2022	62 110 00		6 2 110 000	0.50/	¢ 1 00E 46E	60	e 242 E2E	e	e 242.525	
17-346 CECRARBANC RESE to the CECRARBANC CRES to 12 CECRARBANC CRES to 13 CECRARBANC CRES to 12 CECRARBANC CRES to 13 CECRARBANC C			2020 - 2022	\$2,119,000	<u></u>	\$ 2,119,000					<u> </u>	004.004	- <u> </u>
17-346 CIEDARRANK CRES for 16 (CIEDARRANK CRES 10 & CIEDARRANK CRES			2020 - 2022	\$2,561,25		\$ 2,561,250	85%	\$ 2,199,319	\$0	\$ 361,931	3 -	\$ 361,931	٥_
17.347 CHEPPING RDI from the West DC CHEPPING RDI 2009 2022 \$29.500 \$ \$ 20.000 20.000 \$ \$ 33.00 \$ \$ \$ 33.00 \$ \$ \$ \$ \$ \$ \$ \$ \$													
17.347			2020 - 2022	\$140,50	0 \$ -	\$ 140,500	85%	\$ 119,711	\$0	\$ 20,789	\$ -	\$ 20,789	\$
17.349			2020 - 2022	\$228,50) \$ -	\$ 228,500	85%	\$ 194,690	\$0	\$ 33,810	\$ -	\$ 33,810	\$
LEGATO CRT from the least of LEGATO CRT in office and of LEGATO CRT in office and offi	1.7.348	FARMCOTE RD from YEWFIELD CRES to YEWFIELD CRES						1	T	T	T		
LECATO CRT from the fast of LECATO CRT to she fast of LECATO CRT	1.7.349	YEWFIELD CRES from 100m North of FARMCOTE RD to FARMCOTE RD											
17.351													
17.352 IFARMCOTE RD for 23m East of FARMCOTE RD to 23m East of FARMCOTE RD													
17.353 SWIFTDALE PL form 55m West of SWIFTDALE PL D 5m West of SWIFTDALE PL													
HERMIT CRT from 11m North of HERMIT CRT to 11m North of HERMIT CRT 17.355 FUFFFELD CRES 10.000 Sound / YEWFELD CRES													
17.355 YEWFIELD CRES from \$2m South of YEWFIELD CRES 202 2022 \$4.711.738 \$ - \$ \$ 4.711.738 89% \$ 4.014.572 \$0 \$ \$ 697.165 \$ - \$ \$ 697.11 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7357 \$1.7359 \$1.7357 \$1.7359 \$1.7357 \$1.7359 \$1.7359 \$1.7357 \$1.7359													
17.356 SERN RD from 15m West of KERN RD 15m West of KERN RD 15m West of KERN RD 2020 202											_		
1.7.350 1.7.357 1.7.35			2020 - 2022	\$4,711,73	3 \$ -	\$ 4,711,738	85%	\$ 4,014,572	\$0	\$ 697,165	\$ -	\$ 697,165	\$
17.388													
TANBARK CRES from 86m South of TANBARK CRES to 86m South of TANBARK CRES TANBARK CRES from 86m South of TANBARK CRES to 94m East of BARRYDALE CRES TANBARK CRES from 86m Nactify of MARES CRCL CRES may be fleat of BARRYDALE CRES AMES CRCL From 86m Nactify of MARES CRCL LO 86m AND AMES CRCL LO 86m	1.7.357		2020 - 2022	\$5,022,91	3 \$ -	\$ 5,022,918	85%	\$ 4,279,709	\$0	\$ 743,209	\$ -	\$ 743,209	\$
TANBARK CRES from 86m South of TANBARK CRES form 86m South of TANBARK CRES	1.7.358	FIRTHWAY CRT from 2m East of FIRTHWAY CRT to 2m East of FIRTHWAY CRT					1		1	T			
DENLOW BLVD from TEAKWOOD GRV to LEACOK CRES	1.7.359	TANBARK CRES from 86m South of TANBARK CRES to 86m South of TANBARK CRES											
ABARYDALE CRES from 94m East of BARRYDALE CRES to 94m East of BARRYDALE CRES	1.7.360												
1.7.362 AMES CRCL from 88m North of AMES CRCL 88m North of CASSIDY PI. 10 33m North of CASSIDY PI.													
1.7.383 1.7.384 CASSIDY Pt. form 37m West of ASBEY Pt. 30m North of CASSIDY Pt. 30m North of SERVING Pt. 30m North of S													
1.7.364 1.7.365 1.7.366 1.7.366 1.7.366 1.7.367 1.3.4080URNE PL from NORDEN CRES to JOCELYN CRES 1.7.368 1.3.4080URNE PL from JOCELYN CRES to 3 meta of MALLOW RD 1.7.367 1.3.4080URNE PL from JOCELYN CRES to 3 meta of MALLOW RD 1.7.368 1.7.369 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.360 1.7.370 1.7.371 1.7.371 1.7.371 1.7.371 1.7.372 1.7.372 1.7.373 1.7.373 1.7.374 1.7.374 1.7.375 1.7.376 1.7.376 1.7.377 1.7.377 1.7.377 1.7.377 1.7.377 1.7.378 1.7.377 1.7.378 1.7.377 1.7.378 1.7.378 1.7.379 1.7.379 1.7.370 1.7.370 1.7.370 1.7.370 1.7.370 1.7.370 1.7.370 1.7.377 1.7.370 1.7.377 1.7.370 1.7.377 1.7.370 1.7.377 1.7.370 1.7.377 1.7.377 1.7.378 1.7.378 1.7.378 1.7.378 1.7.379 1.7.378 1.7.379 1.7.370 1.				011 507 00			0.50/						
1.7.386			2020 - 2022	\$44,597,29		\$ 44,597,295	85%	\$ 37,998,522		\$ 0,596,773	3	\$ 6,598,773	- S
1.7.396													
1.ASGBOURNE Pt from JOCELYN CRES to 30m East of JOCELYN CRES 1.ASGBOURNE Pt from JOCELYN CRES to 30m East of JOCELYN CRES 1.7.369													
17.388 SIBICHBANK LANE from 8m North of BIRCHBANK LANE to 8m North of BIRCHBANK LANE 17.370 SELTON RD from 27m West of BELTON RD 10.27m 27m West of SCARSDALE RD 17.371 SERRINGHAW CRES from 37m North of BERKINSHAW CRES to Sm North of BUNCAIRN PARK TRL to 4m North of DUNCAIRN PARK TRL to 4m North of SHADWELL PL to 6m Sm North of SHADWELL PL to 6m Sm North of SHADWELL PL to 6m North of CHELFORR RD 6m North of SHADWELL PL to 6m		LANGBOURNE PL from NORDEN CRES to JOCELYN CRES											
17.389 EBLTON RD from 27m West of BELTON RD 27m West of BELTON RD 2020 2022 \$26,475,960 \$ \$ 26,475,960 \$ \$ 3,917,476 \$ \$ 3,917,476 \$ \$ 3,917,476 \$ 3,917,477 \$	1.7.367	LANGBOURNE PL from JOCELYN CRES to 30m East of JOCELYN CRES											
17.370 SCARSDALE RD from 105 SCARSDALE RD 17.371 IBERKINSHAW CRES from 5m North of BERKINSHAW CRES to 5m North of SERKINSHAW CRES to 7m North of SERKINSHAW	1.7.368	BIRCHBANK LANE from 8m North of BIRCHBANK LANE to 8m North of BIRCHBANK LANE											
1.7.370 SCARSDALE RD from 105 SCARSDALE RD 17.371 BERKINSHAW CRES from 5m North of BERKINSHAW CRES to 3m North of SERKINSHAW			2020 - 2022	\$26,475.96	0 \$ -	\$ 26,475.960	85%	\$ 22,558.484	\$0	\$ 3,917.476	s -	\$ 3,917,476	\$
1.7.371 SERKINSHAW CRES from 53m North of BERKINSHAW CRES to 53m North of DERKINSHAW CRES to 53m North of SERKINSHAW CRES to 53m North of DERKINSHAW CRES to 53m North of DERKINSHAW CRES to 53m North of DUNCAIRN PARK TRL to 1.7.372 SCARSDALE RD to 60 SCARSD						I	<u>-</u>		t		f		111
1.7.372 SCARSDALE RD from 80 SCARSDALE RD 10 90 SCARSDALE RD 17.373 OVERTION CRESS from 4m North of DUNCAIRN PARK TRL 50 m And hof DUNCAIRN PARK TRL 50 m													
17.373 OVERTON CRES from 4m North of DUNCAIRN PARK TRL to 4m North of DUNCAIRN PARK TRL 17.374 BOND A WE from 13m South of PLANNING BOUNDARY to 13m South of PLANNING BOUNDARY 17.375 SCARSDALE RD from 85 SCARSDALE RD 17.376 IGRANGEMILL CRES from 72 GRANGEMILL CRES to 72 GRANGEMILL CRES 17.377 DUNCAIRN PARK TRL from 8m East of DUNCAIRN PARK TRL 17.378 SHADWELL PL from 8m North of SHADWELL PL 17.379 TALWOOD DR from 45m East of TALWOOD DR 17.380 CHELFORD RD from 65m North of CHELFORD RD 68m North of CHELFORD RD 67m S2m West of GRANGEMILL CRES to 52m West of GRANGEMILL CRES 50 52m West of GRANGEMILL													
1.7.374 IBOND AVE from 13m South of PLANNING BOUNDARY to 13m South of PLANNING BOUNDARY 1.7.375 SCARSDLAE FD to 8													
1.7.375 SCARSDALE RD from 85 SCARSDALE RD 1.7.376 IGRANGEMILL CRES from 72 GRANGEMILL CRES 1.7.377 GRANGEMILL CRES from 72 GRANGEMILL CRES 1.7.377 GRANGEMILL CRES from 72 GRANGEMILL CRES 1.7.378 SHADWELL PL from 8 mouth of 10 shady better 1.7.378 SHADWELL PL from 8 mouth of 10 shady better 1.7.379 TALWOOD DR from 45m feast of TALWOOD DR 1.7.380 CHELFORD RD from 65m nowth of CHELFORD RD 67m 52m West of GRANGEMILL CRES 1.5.20 S. 7.993.522 S. 7.993.523 CROSSSBURN DR 10 37 GRSSBURN DR 10 37													
1.7.376 GRANGEMILL CRES from 72 GRANGEMILL CRES to 73 GRANGEMILL CRES to 74 GRANGEMILL													
17.377 ODUNCAIRN PARK TRI, from 8m East of DUNCAIRN PARK TRL 18 fm East of DUNCAIRN PARK TRL 17.378 ISHADWELL PL from 8m North of SHADWELL PL 17.379 17.380 TALWOOD DR from 45m East of TALWOOD DR 10.45m East of TALWOOD DR 10.45													
1.7.378 SHADWELL Pt, from 8m North of SHADWELL Pt, to 8m North of SHADWELL Pt, 1 to 8m North o													
1.7.379 TALWOOD DR from 45m East of TALWOOD DR to 45m East of TALWOOD DR 1.7.380 CHELFORD RD from 65m North of CHELFORD RD 1.7.381 GRANGEMILL CRES from 52m West of GRANGEMILL CRES to 52m West of GRANGEMILL CRES 1.7.382 COSSSBURN DR from 37 CROSSBURN DR to 37 C	1.7.377	DUNCAIRN PARK TRL from 8m East of DUNCAIRN PARK TRL to 8m East of DUNCAIRN PARK TRL											
1.7.379 TALWOOD DR from 45m East of TALWOOD DR to 45m East of TALWOOD DR 1.7.380 CHELFORD RD from 65m North of CHELFORD RD 1.7.381 GRANGEMILL CRES from 52m West of GRANGEMILL CRES to 52m West of GRANGEMILL CRES 1.7.382 COSSSBURN DR from 37 CROSSBURN DR to 37 C	1.7.378												
17.380 CHELFORD RD from 56m North of CHELFORD RD to 56m North of CHELFORD RD 17.381 [GRANGEMILL CRES trans 52m West of GRANGEMILL CRES to 52m West of GRANGEMILL CRES to 22m West of GRANG													
1.7.381 GRANGEMILL CRES from 52m West of GRANGEMILL CRES to													
1.7.382 CROSSBURN DR from 37 CROSSBURN DR to 37 CROSSBURN DR			2020 2022	\$54.000 CO		e E4 022 600	0.50/	e 46 020 070	60	¢ 7,002,522	e	e 7,002,522	
			2020 - 2022	\$54,023,60	· La	φ 54,0∠3,600	50%	φ 40,030,078	<u> </u>	φ /,993,522	٠	a 1,993,522	\$_
1.7.383 UKUSSBURN DR from 85m South of CROSSBURN DR to 85m East of CROSSBURN DR 2020 - 2022 \$3,386,605 \$ - \$ 3,386,605 85% \$ 2,885,511 \$0 \$ 501,094 \$ - \$ 501,00			0000	*******			0.50/						
	1.7.383	CROSSBURN DR from 85m South of CROSSBURN DR to 85m East of CROSSBURN DR	2020 - 2022	\$3,386,60	5 \$ -	\$ 3,386,605	85%	\$ 2,885,511	\$0	\$ 501,094	\$	\$ 501,094	\$



			Gross	Grants/		г	Ineligible Costs		Total	Deve	elopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development		In-Period	P
. reject Bescription		9	Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Prior Reserves	Costs	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED											
1.7.384	ECCLESTON DR from ELVASTON DR to 49m West of ELVASTON DR			+		l			†	†	 	i
1.7.385	EASEMENT from 30m North of ECCLESTON DR to 75m North of ECCLESTON DR											
1.7.386	ELVASTON DR from #147 ELVASTON DR to ECCLESTON DR											
1.7.387 1.7.388	ELVASTON DR from #121 ELVASTON DR to #129 ELVASTON DR ELVASTON DR from HALKIN CRES EAST to #91 ELVASTON DR											
1.7.389	ELVASTON DR ITOM HALKIN CRES EAST to #91 ELVASTON DR											
1.7.390	ELVASTON DR from #141 ELVASTON DR to #147 ELVASTON DR											
1.7.391	ELVASTON DR from #129 ELVASTON DR to #141 ELVASTON DR											
1.7.392	ELVASTON DR from #101 ELVASTON DR to HALKIN CRES WEST											
1.7.393	ELVASTON DR from #91 ELVASTON DR to #101 ELVASTON DR	2020 - 2021	\$12,550,348	s -	\$ 12,550,348	85%	\$ 10,693,354	\$0	\$ 1,856,994	\$ -	\$ 1,856,994	\$
1.7.394 1.7.395	FORTROSE CRES from 106 FORTROSE CRES to 106 FORTROSE CRES SKELMORE CRES from 97m East of SKELMORE CRES to 97m East of SKELMORE CRES											
1.7.395	ROYWOOD DR from 67m West of ROYWOOD DR to 67m West of ROYWOOD DR											
1.7.397	MARBURY CRES from 78m South of MARBURY CRES to 78m South of MARBURY CRES											
1.7.398	MARBURY CRES from 55m North of MARBURY CRES to 55m North of MARBURY CRES											
1.7.399	ROYWOOD DR from 3m North of ROYWOOD DR to 3m North of ROYWOOD DR											
1.7.400	BALTRAY CRES from 97m North of BALTRAY CRES to 97m North of BALTRAY CRES											
1.7.401 1.7.402	BILLINGTON CRES from 77m North of BILLINGTON CRES to 77m North of BILLINGTON CRES	0004 0000	645 000 050		45 000 050	0.50/	. 40.000.004		e 0.004.000		6 0 004 000	_
1.7.402	BILLINGTON CRES from 3m North of BILLINGTON CRES to 3m North of BILLINGTON CRES FARM GREENWAY from 31m North of ROYWOOD PARK TRL to 31m North of ROYWOOD PARK TRL	2021 - 2022	\$15,688,250)-[3	\$ 15,688,250	85%	\$ 13,366,961	\$0	\$ 2,321,289	\$	\$ 2,321,289	\$
1.7.404	ROYWOOD DR from 30m West of ROYWOOD DR to 30m West of ROYWOOD DR	2021 - 2022	\$5,170,000	s -	\$ 5,170,000	85%	\$ 4,405,029	\$0	\$ 764,971	s -	\$ 764,971	s
1.7.405	BROOKBANKS PARK TRL from 15m North of YORK MILLS RD to CANNONBURY CRTYORK MILLS RD									·		1
1.7.406	DUKINFIELD CRES from 4m North of DUKINFIELD CRES to 4m North of DUKINFIELD CRES											
1.7.407	CLAYLAND DR from 73m North of CLAYLAND DR to 73m North of CLAYLAND DR	2021 - 2022		\$ -	\$ -	85%	\$	\$0	\$	\$ -	\$ -	\$
1.7.408	CANNONBURY CRT from 10m North of CANNONBURY CRT to 10m North of CANNONBURY CRT											
1.7.409 1.7.410	PTARMIGAN CRES from 8m West of PTARMIGAN CRES to 8m West of PTARMIGAN CRES COMBERMERE DR from 1m North of PINEMORE CRES to 1m North of PINEMORE CRES											
1.7.410	COMBERMERE DR from 1m East of COMBERMERE DR to 1m East of COMBERMERE DR											
1.7.412	WALLINGFORD RD from 5m North of WALLINGFORD RD to 5m North of WALLINGFORD RD											
1.7.413	TREADGOLD CRES from 65m North of TREADGOLD CRES to 65m North of TREADGOLD CRES	2021 - 2022	\$24,447,500	s -	\$ 24,447,500	85%	\$ 20,830,162	\$0	\$ 3,617,338	s -	\$ 3,617,338	\$
1.7.414	SAGEBRUSH LANE from 6m West of SAGEBRUSH LANE to 6m West of SAGEBRUSH LANE					1					1	1
1.7.415	LICHEN PL from 7m West of LICHEN PL to 7m West of LICHEN PL											
1.7.416	SAGEBRUSH LANE from 4m South of SAGEBRUSH LANE to 4m South of SAGEBRUSH LANE	2021 - 2022	\$3,128,250	\$	\$ 3,128,250	85%	\$ 2,665,383	\$0	\$ 462,867	\$ -	\$ 462,867	\$
1.7.417 1.7.418	HOCKLEY PL from 7m North of HOCKLEY PL to 7m North of HOCKLEY PL 'TRUXFORD RD from 10m East of TRUXFORD RD to 10m East of TRUXFORD RD	2024 2022	60,000,500		6 0000 500	0.50/	0 500 405		6 444.005		s 441.005	_
1.7.418	OVERBANK CRES from 9m North of OVERBANK CRES to 9m North of OVERBANK CRES	2021 - 2022 2021 - 2022	\$2,980,500 \$2,015,500	<u> </u>	\$ 2,980,500 \$ 2,015,500	85%	\$ 2,539,495 \$ 1,717,280		\$ 441,005 \$ 298,220		\$ 298,220	3
1.7.420	BRUSHWOOD CRT from 8m West of BRUSHWOOD CRT to 8m West of BRUSHWOOD CRT	2021 - 2022	\$2,070,250		\$ 2,070,250	85%	\$ 1,763,929	\$0	\$ 306.321	s -	\$ 306,321	s .
1.7.421	VALLEY WOODS RD from 55m East of VALLEY WOODS RD to 55m East of VALLEY WOODS RD	2021 - 2022	\$1,168,000		\$ 1,168,000	85%	\$ 995,179	\$0	\$ 172,821	š -	\$ 172,821	š
1.7.422	GROVELAND CRES from 91m East of GROVELAND CRES to 91m East of GROVELAND CRES	2021 - 2022	\$5,166,500		\$ 5,166,500	85%	\$ 4,402,046	\$0	\$ 764,454	\$ -	\$ 764,454	\$
1.7.423	LACEWOOD CRES from 60m North of LACEWOOD CRES to 60m North of LACEWOOD CRES	2021 - 2022	\$7,634,000		\$ 7,634,000	85%	\$ 6,504,446	\$0	\$ 1,129,554	\$ -	\$ 1,129,554	\$
1.7.424	THREE VALLEYS DR from 121 THREE VALLEYS DR to 121 THREE VALLEYS DR		\$3,689,000	S -	\$ 3,689,000	85%	\$ 3,143,163	\$0	\$ 545,837	\$ -	\$ 545,837	\$
1.7.425 1.7.426	YORKVIEW DRIVE from to CAMERON AVE from 4m East of WALKER RD to 189 CAMERON AVE	2018 - 2027	\$0	S	<u> </u>	85%	\$	\$0	\$	\$ -	\$ -	\$
1.7.426	PEWTER RD from 7m South of FLORENCE AVE to 6m South of CAMERON AVE											
1.7.428	FRANKLIN AVE from 15m West of PLANNING BOUNDARY to 3m East of PLANNING BOUNDARY											
1.7.429	IFRANKLIN AVE from 17m North of PLANNING BOUNDARY to 11m South of FRANKLIN AVE											
1.7.430	FLORENCE AVE from 86m East of FLORENCE AVE to 7m South of FLORENCE AVE											
1.7.431	CAMERON AVE from 189 CAMERON AVE to 7m East of RADINE RD											
1.7.432	CAMERON AVE from 6m South of CAMERON AVE to 4m East of WALKER RD											
1.7.433 1.7.434	FRANKLIN AVE from 13m West of WALKER RD to 17m North of PLANNING BOUNDARY FRANKLIN AVE from 82m Fast of FRANKLIN AVE to 1m North of RADINE RD											
1.7.434	FRANKLIN AVE from 82m East of FRANKLIN AVE to 1m North of RADINE RD FRANKLIN AVE from 11m South of FRANKLIN AVE to 82m East of FRANKLIN AVE											
1.7.436	FRANKLIN AVE from 3m East of PLANNING BOUNDARY to 13m West of WALKER RD											
1.7.437	FRANKLIN AVE from 82m East of FRANKLIN AVE to 6m South of RADINE RD											
1.7.438	FRANKLIN AVE from 8m South of FRANKLIN AVE to 15m West of PLANNING BOUNDARY	2021 - 2023	\$14,550,000	s -	\$ 14,550,000	85%	\$ 12,397,131	\$0	\$ 2,152,869	\$ -	\$ 2,152,869	\$
1.7.439	TEFLEY ROAD from 50m West of TEFLEY RD to 92m East of TEFLEY RD	7										
1.7.440	TEFLEY ROAD from 2m East of TEFLEY RD to 50m West of TEFLEY RD					0.504						
1.7.441 1.7.442	TEFLEY ROAD from 92m East of TEFLEY RD to 4m North of GRANTBROOK ST	2020 - 2022	\$3,439,338	5	\$ 3,439,338	85%_	\$ 2,930,441	\$0	\$ 508,896		\$ 508,896	\$
1.7.442	FINCH AVENUE WEST from 89m West of FINCH AVE W to 9m South of FINCH AVE W FINCH AVENUE WEST from 39m East of FINCH AVE W to 89m West of FINCH AVE W											
1.7.443	FINCH AVENUE WEST from 9m South of FINCH AVE W to 7m East of EDITHVALE DR	2020 - 2022	\$977.450) S -	\$ 977.450	85%	\$ 832.823	\$0	\$ 144.627	s -	\$ 144.627	s
1.7.445	FINCH AVENUE WEST from 28m West of FINCH AVE W to 4m North of ALTAMONT RD	2020 - 2022	\$236,225		\$ 236,225	85%	\$ 201,272	\$0	\$ 34,953	\$ -	\$ 34,953	š-
1.7.446	PARK HOME AVENUE from 5 PARK HOME AVE to 63m West of PARK HOME AVE							I		T		1
1.7.447	EMPRESS AVENUE from 8m East of EMPRESS AVE to 4m East of WILLOWDALE PARK TRL	2020 - 2022	\$2,997,255	\$ -	\$ 2,997,255	85%	\$ 2,553,771	\$0	\$ 443,484	\$ -	\$ 443,484	\$
1.7.448	ELLERSLIE AVENUE from 98m West of ELLERSLIE AVE to 4m South of TAMWORTH RD											
1.7.449	ELLERSLIE AVENUE from 97m East of ELLERSLIE AVE to 98m West of ELLERSLIE AVE											
1.7.450 1.7.451	TAMWORTH ROAD from 74m North of TAMWORTH RD to 4m South of CHURCHILL AVE											
1.7.451	TAMWORTH ROAD from 98m North of TAMWORTH RD to 4m South of HORSHAM AVE											
1.7.452	TAMWORTH ROAD from 4m South of CHURCHILL AVE to 98m North of TAMWORTH RD											
1.7.454	TAMWORTH ROAD from 4m South of HORSHAM AVE to 74m North of TAMWORTH RD	2020 - 2022	\$3,372,783	s -	\$ 3,372,783	85%	\$ 2,873,734	\$0	\$ 499,049	s -	\$ 499,049	s
1.7.455	SPRING GARDEN AVENUE from 3m South of KENNETH AVE to 10m East of KENNETH AVE	2020 - 2022	\$2,810,628		\$ 2,810,628	85%	\$ 2,394,757	\$0	\$ 415,870	\$ -	\$ 415,870	\$
1.7.456	KINGSDALE AVENUE from 1m North of ESTELLE AVE to 392 KINGSDALE AVE									†		1
1.7.457	KINGSDALE AVENUE from 392 KINGSDALE AVE to 5m West of KINGSDALE AVE											
1.7.458	ESTELLE AVENUE from 1m North of ESTELLE AVE to 1m North of ESTELLE AVE											
1.7.459	ESTELLE AVENUE from 53m South of ESTELLE AVE to 1m North of ESTELLE AVE	2021 - 2023	\$3,673,918	s -	\$ 3,673,918	85%	\$ 3,130,312	\$0	\$ 543,606	\$ -	\$ 543,606	\$
1.7.460	ELMWOOD AVENUE from 8m East of ELMWOOD AVE to 86m West of ELMWOOD AVE											
1.7.461 1.7.462	FOXWARREN DRIVE from 40m East of FOXWARREN DR to 61m West of FOXWARREN DR FOXWARREN DR FOXWARREN DR FOXWARREN DR											
1.7.462 1.7.463	FOXWARREN DRIVE from 61m West of FOXWARREN DR to 2m East of FOXWARREN DR ELMWOOD AVENUE from 86m West of ELMWOOD AVE to 12m West of ELMWOOD AVE	2024 2000	\$2.900.570		e 2,000 570	85%	¢ 2.474.204	60	\$ 429,179	e	e 400.470	e
1.7.463	HILDA AVE from 100m South of DREWRY AVE to PATRICIA AVE	2021 - 2023 2018 - 2027	\$2,900,570 \$8,941,075	· · · · · · · · · · · · · · · · · · ·	\$ 2,900,570 \$ 8,941,075	85%	\$ 2,471,391 \$ 7,618,122	\$0 en	\$ 429,179 \$ 1,322,953	\$	\$ 429,179 \$ 1,322,953	\$
	GLENTWORTH RD from 100m South of ENNISMORE PL to ENNISMORE PL	2018 - 2027	\$25,887,015	<u> </u>	\$ 8,941,075 \$ 25,887,015		\$ 22,056,681		\$ 3,830,334	+*	\$ 3,830,334	1
1.7.465												



			Gross	Grants/			Ineligible Costs	1	Total	Deve	elopment Related	Costs
Project Description		Timing	Project Cost	Subsidies/Othe Recoveries	er Net	BTE %	Replacement & BTE Shares	0% Reduction	Development Related Costs	Prior Reserves	In-Period Costs	F
			Cost	Recoveries	Cost	76	& BTE Shares	Reduction	Related Costs		COSIS	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED											
1.7	FINCH AVE E from 370M E OF PAGE AVE to 460m East of PAGE AVE	2018 - 2027	\$12 453 870	\$ -	\$ 12,453,870	85%	\$ 10,611,152	so	\$ 1,842,718	· · · · · ·	\$ 1,842,718	s
1.7.468	EASEMENT from OLD CUMMER AVE to DON RIVER E BRANCH	2010 - 2021	ψ12,433,070	+*	9 12,433,070	0070	10,011,132		1,042,710	<u> </u>	1,042,710	
1.7.469	OLD CUMMER AVE from CUMMER AVE to EASEMENT											
1.7.470	CUMMER AVE from BEARDMORE CRES to OLD CUMMER AVE											
1.7.471	SNOWCREST AVE from COLONNADE RD to CUMMER AVE	2018 - 2027	\$4,223,110	\$ -	\$ 4,223,110	85%	\$ 3,598,244	\$0	\$ 624,866	\$ -	\$ 624,866	\$
1.7.472	FOREST GROVE DR from RESTWELL CRES to COURTWOOD PL							i				
1.7.473	RESTWELL CRES from FOREST GROVE DR to VIAMEDE CRES	2018 - 2027 2018 - 2027	\$15,773,363	\$ -	\$ 15,773,363	85%	\$ 13,439,480	\$0	\$ 2,333,882	\$ -	\$ 2,333,882	\$
1.7.474	ALAMOSA DR from BOLDMERE CRES to APPIAN DR	2018 - 2027	\$14,157,500	\$ -	\$ 14,157,500	85%	\$ 12,062,706	\$0	\$ 2,094,794	\$ -	\$ 2,094,794	\$
1.7.475 1.7.476	EASEMENT from PAULTIEL DR to CONACHER DR PAULTIEL DR from 118m West of ROBINTER DR to ROBINTER DR											
1.7.476	ROBINTER DR from PAULTIEL DR to NEWTON DR											
1.7.477	NEWTON DR from ROBINTER DR to 75m West of BAYVIEW AVE	2018 - 2027	\$19,773,820	e .	\$ 19,773,820	85%	\$ 16,848,016	\$0	\$ 2,925,804	e .	\$ 2,925,804	e
1.7.479	NEWTON DR from MAXOME AVE to CASWELL DR	2010 - 2021	ψ10,770,020	+*	9 13,773,020	0070	ψ 10,040,010		φ 2,323,004		\$ 2,020,004	
1.7.480	NEWTON DR from ANETA CRCL to CASWELL DR	2018 - 2027	\$19,610,030	s -	\$ 19,610,030	85%	\$ 16,708,461	\$0	\$ 2,901,569	s -	\$ 2,901,569	s
1.7.481	ELINOR AVE from LAWRENCE AVE E to BRIAN AVE	2018 - 2027	\$47,613,373	s -	\$ 47,613,373	85%	\$ 40,568,330	\$0	\$ 7,045,042	\$ -	\$ 7,045,042	\$
1.7.482	OLD SHEPPARD AVE from BRIAN DR to CAIRNSIDE CRES	2018 - 2027	\$43,191,500	\$ -	\$ 43,191,500	85%	\$ 36,800,733	\$0	\$ 6,390,767	\$ -	\$ 6,390,767	\$
1.7.483	KINGSLAKE RD from 90m South of MOSEDALE CR to MOSEDALE CR	2018 - 2027	\$22,417,500	\$ -	\$ 22,417,500	85%	\$ 19,100,528	\$0	\$ 3,316,972	\$ -	\$ 3,316,972	\$
1.7.484	LUTTRELL AVE from LN 2 S DANFORTH W LUTTRELL to DANFORTH AVE					1		I	Τ	1		
1.7.485	DANFORTH AVE from LUTTRELL AVELUTTRELL AVE to KELVIN AVE	2018 - 2027	\$1,512,500	\$ -	\$ 1,512,500	85%	\$ 1,288,705	\$0	\$ 223,795	\$ -	\$ 223,795	\$
1.7.486	KINGSTON RD from MAIN ST to WOODBINE AVE											
1.7.487 1.7.488	KINGSTON RD from WOODBINE AVE to EDGEWOOD AVE											
1.7.489	KINGSTON RD from LEE AVE to ELMER AVE KINGSTON RD from COLUMBINE AVE to EDGEWOOD AVE	2019 2007	\$16,376,130		\$ 16.376.130	85%	\$ 13,953,060	\$0	\$ 2,423,070		e 2.422.070	
1.7.490 1.7.491	IVY AVE from 68m West of GREENWOOD AVE	2018 - 2027 2018 - 2027	\$ 10,376,130	\$			9 13,953,060				\$ 2,423,070	\$
1.7.491 1.7.492	EASTERN AVE from LN E CAROLINE N EASTERN to MOSLEY ST	2016 - 2027	\$950,000	\$ -	\$ 950,000	85%	\$ 809,435	\$0	\$ 140,565		\$ 140,565	5_
1.7.492	WINNIFRED AVE from 74m South of QUEEN ST E to EASTERN AVE											
1.7.494	EASTERN AVE from PAPE AVE to CAROLINE AVE											
1.7.495	LESLIE ST from MOSLEY ST to 56m South of MOSLEY ST											
1.7.496	EASTERN AVE from WINNIFRED AVE to CAROLINE AVE											
1.7.497	MOSLEY ST from EASTERN AVE to LESLIE ST											
1.7.498	EASEMENT from EASTERN AVE to LAKE SHORE BLVD E											
1.7.499	EASTERN AVE from HEWARD AVE to CARLAW AVE	2020 - 2021	\$4,717,170		\$ 4,717,170	85%	\$ 4,019,201	\$0	\$ 697,969		\$ 697,969	\$
1.7.500	GLEN MANOR DR from BEAUFORT RD to GLEN MANOR DR E	2020 - 2020 2020 - 2020	\$445,500	\$ -	\$ 445,500 \$ 88,308	85%	\$ 379,582	\$0	\$ 65,918 \$ 13,066	\$ -	4	\$
1.7.501	RAINSFORD RD from 9m South of LN N QUEEN W WOODBINE to QUEEN ST E	2020 - 2020	\$88,308	s -	\$ 88,308		\$ 75,241	\$0			\$ 13,066	\$
1.7.502	ELMER AVE from 56m North of LN N QUEEN E ELMER to QUEEN ST E	2020 - 2020	\$302,038	\$ -	\$ 302,038	85%	\$ 257,347	\$0	\$ 44,691	\$ -	\$ 44,691	\$
1.7.503	QUEEN ST E from BELLEFAIR AVE to BELLEFAIR AVE					I				1		
1.7.504	QUEEN ST E from WHEELER AVE to WHEELER AVE											
1.7.505	QUEEN ST E from 25m West of KENILWORTH AVE (E INTERSECTION) to KENILWORTH AVE (W INTERSECT	TION)		_						_		
1.7.506	QUEEN ST E from 69m West of WAVERLEY RD to 7m East of KENILWORTH AVE (E INTERSECTION)	2020 - 2020 2021 - 2021	\$66,700		\$ 66,700	85%	\$ 56,831	\$0	\$ 9,869		\$ 9,869	\$
1.7.507	HAMBLY AVE from 188m South of WILLIAMSON RD to QUEEN ST E	2021 - 2021	\$486,665	\$	\$ 486,665	85%	\$ 414,656	\$0 \$0			\$ 72,009	\$
1.7.508 1.7.509	LAKE SHORE BLVD E from WOODBINE AVE to 27m East of NORTHERN DANCER BLVD KEWBEACH AVE from WOODBINE AVE to 95m South of KENILWORTH AVE	2023 - 2024	\$2,830,950	\$	\$ 2,830,950	85%	\$ 2,412,073	\$0	\$ 418,877	\$ -	\$ 418,877	\$
1.7.509 1.7.510	KENILWORTH AVE from 15m South of KEWBEACH AVE to MARTIN GOODMAN TRL											
1.7.510	IWOODBINE AVE from LAKE SHORE BLVD E to MARTIN GOODMAN TRL											
1.7.511 1.7.512	KIPPENDAVIE AVE from 72m North of BULLER AVE to 42m South of KEWBEACH AVE	2023 - 2024	\$4,084,233	s	\$ 4,084,233	85%	\$ 3,479,915	00	\$ 604,317	9	\$ 604,317	s
1.7.512	WAVERLEY RD from KEWBEACH AVE to MARTIN GOODMAN TRL	2023 - 2024 2021 - 2021	\$4,064,233 \$539,198		\$ 4,064,233 \$ 539,198	85%	\$ 459,416	\$0	\$ 79,782	\$	\$ 79,782	ŝ-
1.7.513	LEE AVE from ALFRESCO LWN to MARTIN GOODMAN TRL	2021 - 2021	\$581,765		\$ 581,765	85%	\$ 495,685	\$0	\$ 86,080		\$ 86,080	ıš-
1.7.515	CRAVEN RD from GERRARD ST E to DUNDAS ST E		400,,100	+	1	1-30/3	700,000	1	1	†*·-·	1	1*-
1.7.516	IQUEEN ST E from WOODWARD AVE to COXWELL AVE											
1.7.517	CRAVEN RD from DUNDAS ST E to QUEEN ST E											
1.7.518	CRAVEN RD from FAIRFORD AVE to GERRARD ST E											
1.7.519	RHODES AVE from DUNDAS ST E to QUEEN ST E											
1.7.520	QUEEN ST E from RHODES AVE to EASTERN AVE	2021 - 2022	\$6,123,468	\$ -	\$ 6,123,468	85%	\$ 5,217,418	\$0		\$ -	\$ 906,050	\$
1.7.521	KERR RD from HERTLE AVE to HIGHFIELD RD	2020 - 2020	\$258,990	\$	\$ 258,990	85%	\$ 220,669	\$0	\$ 38,321	\$ -	\$ 38,321	\$
1.7.522	EASTERN AVE from CONNAUGHT AVE to KNOX AVE											
1.7.523	IEASTERN AVE from CONNAUGHT AVE to WOODFIELD RD	2018 - 2027	\$2,927,535	\$	\$ 2,927,535	85%	\$ 2,494,367	\$0	\$ 433,168	\$ -	\$ 433,168	\$
1.7.524	QUEEN ST E from ALTON AVE to LAING ST											
1.7.525	ALTON AVE from LN N QUEEN E HASTINGS to QUEEN ST E	0000				0.507						
1.7.526	LAING ST from QUEEN ST E to EASTERN AVE	2020 - 2020	\$1,331,955	\$ -	\$ 1,331,955	85%	\$ 1,134,874	\$0	\$ 197,081	\$ - <u>-</u>	\$ 197,081	\$
1.7.527 1.7.528	EARL GREY RD from RAVINA CRES to SHUDELL AVE											
1.7.528 1.7.529	HUNTER ST from CONDOR AVE to JONES AVE SHUDELL AVE from EARL GREY RD to CONDOR AVE											
1.7.529 1.7.530	RAVINA CRES from JONES AVE to EARL GREY RD	2020 2020	62 406 600	e	g 2 400 con	9E9/	¢ 2407044	60	g 200 400		e 200 400	e
1.7.530 1.7.531	FIRST AVE from LN E LOGAN N FIRST to 20m West of LOGAN AVE	2020 - 2020	\$2,496,620	₽	\$ 2,496,620	80%	\$ 2,127,211	\$0	\$ 369,409		\$ 369,409	- ·
1.7.531	CARLAW AVE from 64 N OF DUNDAS ST E to DUNDAS ST E											
1.7.532	CARLAW AVE from GERRARD ST E to DUNDAS ST E											
1.7.533	CARLAW AVE from GERRARD ST E to DUNDAS ST E											
1.7.535	CARLAW AVE from 64m South of GERRARD ST E to 64 N OF DUNDAS ST E	2020 - 2020	\$641,815	\$	\$ 641,815	85%	\$ 546,850	\$0	\$ 94.965	s -	\$ 94,965	s
1.7.536	PAPE AVE from DUNDAS ST E to BRIGHTON AVE	2020 - 2020	9041,013	 	♥ 0+1,013	- 00 /0	\$ 540,000	30	÷,900	+	\$ 54,905	<u>*</u> -
1.7.537	PAPE AVE from AUSTIN AVE to DUNDAS ST E	2020 - 2020	\$1,048,595	s	\$ 1,048,595	85%	\$ 893,441	\$0	\$ 155,154	s	\$ 155,154	s
1.7.538	JONES AVE from DUNDAS ST E to QUEEN ST E		\$.,040,383	 	1,040,393	- 55/6			130,134	· [*	100,104	1*
1.7.539	COADY AVE from 82m South of MALLON AVE to QUEEN ST E											
1.7.540	QUEEN ST E from BROOKLYN AVE to LESLIE ST											
1.7.541	LESLIE ST from QUEEN ST E to EASTERN AVE	2020 - 2020	\$5,024,365	s -	\$ 5,024,365	85%	\$ 4,280,942	\$0	\$ 743,423	s -	\$ 743,423	s
1.7.542	CARLAW AVE from 58m South of DUNDAS ST E to QUEEN ST E	2021 - 2021	\$3,087,283		\$ 3,087,283	85%	\$ 2,630,477	\$0			\$ 456,805	š
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			Gross	Grants/			Ineligible Costs	3	Total	Deve	lopment Related	Costs
Project Description		Timing	Project	Subsidies/Other	Net	BTE	Replacement	0%	Development	Prior Reserves	In-Period	Post
4 1		•	Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	Prior Reserves	Costs	
1.7	PRIORITY LINEAR SANITARY CAPACITY PROJECTS CONTINUED						<u> </u>	l	L	<u> </u>		
1.7.543	BOOTH AVE from EASTERN AVE to 50m North of LN 2 S EASTERN W LOGAN			_								_
1.7.544	EMPIRE AVE from 62m South of GRAHAM PL to EASTERN AVE	2020 - 2020	\$1,618,483	\$	\$ 1,618,483	85%	\$ 1,379,006	\$0	\$ 239,476	\$ -	\$ 239,476	\$
1.7.545	EASTERN AVE from SAULTER ST to BROADVIEW AVE					0.50/						
1.7.546	SAULTER ST from QUEEN ST E to EASTERN AVE VICTORIA PARK AVE from MUSGRAVE ST to SWANWICK AVE	2020 - 2020	\$1,534,818	\$ -	\$ 1,534,818	85%	\$ 1,307,720	\$0	\$ 227,097	\$ -	\$ 227,097	\$
1.7.547 1.7.548												
1.7.548	QUEEN ST E from KINGSWOOD RD to NEVILLE PARK BLVD NEVILLE PARK BLVD from QUEEN ST E to 25m North of LAKE FRONT											
						0.50/						
1.7.550	KINGSWOOD RD from BRACKEN AVE to ED EVANS LANE	2021 - 2021	\$1,243,120	\$ <u>-</u>	\$ 1,243,120	85%_	\$1,059,184	\$0	\$ 183,936	\$ -	\$ 183,936	ş <u>-</u>
1.7.551	QUEEN ST E from KINGSWOOD RD to NEVILLE PARK BLVD											
1.7.552	INEVILLE PARK BLVD from QUEEN ST E to 25m North of LAKE FRONT	2024 2027	60 470 440		0 470 440	0.50/	0 407 404		6 005.070		6 005 070	•
1.7.553	KINGSWOOD RD from BRACKEN AVE to ED EVANS LANE	2021 - 2022 2020 - 2020	\$2,473,440 \$1,250,000		\$ 2,473,440 \$ 1,250,000	85%	\$ 2,107,461	\$0	\$ 365,979 \$ 184,954	\$ -	\$ 365,979	<u> </u>
1.7.554	AVALON BLVD from KINGSTON RD to HOLLIS AVE	2020 - 2020	\$1,250,000	\$	\$ 1,250,000	85%	\$ 1,065,046	\$0	\$ 184,954	\$	\$ 184,954	\$ <u>-</u>
1.7.555 1.7.556	PINEGROVE AVE from BIRCHMOUNT RD to HIGHVIEW AVE (SC) S EDGELY AVE from PINEGROVE AVE to HIGHVIEW AVE (SC)											
1.7.557												
1.7.558	AYLESWORTH AVE from PINEGROVE AVE to HIGHVIEW AVE (SC)											
1.7.559	LILLINGTON AVE from PINEGROVE AVE to HIGHVIEW AVE (SC)	2040 200	6050.000		6 050 000	0.50/	040,000		00.004			•
1.7.560	PRESTON ST from MALTA ST to CRAIGLEE DR	2018 - 2027	\$250,000	\$	\$ 250,000	85%	\$ 213,009	\$0	\$36,991	<u> </u>	\$ 36,991	·
1.7.561	CRAIGLEE DR from S BONNINGTON AVE to KENNEDY RD											
1.7.562	MALTA ST from PRESTON ST to KENNEDY RD											
1.7.562	KENNEDY RD from HIGHVIEW AVE (SC) to PARK ST											
1.7.564	HASI AM ST from MIGHVIEW AVE (SC) FO PARK ST	2020 - 2020	\$6,250,000		\$ 6,250,000	85%	\$ 5,325,228		\$ 924,772		\$ 924 772	•
1.7.565	MCINTOSH ST from HIGHVIEW AVE (SC) to PARK ST	2018 - 2020	\$0,250,000	\$	\$ 250,000	85%	\$ 213.009		\$ 924,772	\$	924,772	<u></u>
1.7.566	CHINE DR from KINGSTON RD to ST CLAIR AVE E (SC)	2016 - 2021	\$230,000	· · · · · · · · · · · · · · · · · · ·	\$ 230,000	6376	\$ 213,009		\$ 30,991	<u> </u>	\$ 30,991	·
1.7.567	MONTVALE DR from CHINE DR to GIDLEY RD											
1.7.568	ST CLAIR AVE E (TO) from BRIMLEY RD to DANFORTH RD	2020 - 2020	\$7,250,000	s .	\$ 7.250,000	85%	\$ 6,177,264	60	\$ 1,072,736	s .	e 1 072 726	e
1.7.569	THORNCREST RD from THE WYND to KIPLING AVE	2020 - 2020	\$1,230,000		\$ 7,250,000	0370	\$ 0,177,204		a 1,012,130	·	\$ 1,072,736	·
1.7.570	THORNCREST RD from PHEASANT LANE to THE WYND											
1.7.570	THORNCREST RD from SIR WILLIAMS LANE to PHEASANT LANE											
1.7.572	GREAT OAK DR from KIPLING AVE to PIPPIN PL											
1.7.573	KIPLING AVE from RATHBURN RD to GREAT OAK DR											
1.7.574	IKIPLING AVE IRUIT RATHBURN RD III GRAFAT WAN DR	2018 - 2020	\$7,065,250	e .	\$ 7,065,250	85%	\$ 6.019.851	\$0	\$ 1,045,399	e .	e 1.045.300	e .
1.7.574	IN ENGAVE IN ITTO MODE OF NO LOTATIBUTE TO		91,000,200		9 7,000,200	- 0370	9 0,013,031		Ψ 1,040,000	<u> </u>	\$ 1,045,399	*
	Subtotal: PRIORITY LINEAR SANITARY CAPACITY PROJECTS		\$1,649,575,700	\$0	\$1,649,575,700		\$1,405,498,665		\$ 244,077,035		\$ 244,077,035	s -
	Sabota		Ç.,0-13,013,100	40	Ç.,5-3,575,700		Ç.,-00,400,000		2-4,077,000		\$ 2,077,000	•
									1			
	SUBTOTAL SANITARY PROJECTS TO 2041		\$5,754,566,852	\$29,478,671	\$5,725,088,181		\$4,459,649,580	\$0	\$1,265,438,601	\$0	\$1,248,358,127	\$17,080,47
	SUBTOTAL TO 2027		\$443,344,921	\$24,557,243	\$418.787.678		\$273.262.578		\$145,525,100	\$15,520,000	\$130,005,100	
	SUBTOTAL TO 2027 SUBTOTAL TO 2041		\$443,344,921 \$5,754,566,852	\$24,557,243 \$29,478,671	\$418,787,678 \$5,725,088,181	I	\$273,262,578 \$4,459,649,580		\$145,525,100 \$1,265,438,601		\$130,005,100 \$1,248,358,127	\$17,080,47
	005.07.2.0.200		Ç0,104,000,002	425,470,071	40,120,000,101		Ç-1,-103,043,000		Ç.,200,400,001	***	Ţ.,2-10,000,121	\$17,000,47
	TOTAL ALL PROJECTS		60 407 044 770	654 005 044	60 440 075 050		64 700 040 450		64 440 000 700	645 500 000	64 070 000 007	647.000.47
	TOTAL ALL PROJECTS		\$6,197,911,773	\$54,035,914	\$6,143,875,858	I	\$4,732,912,158	\$0	\$1,410,963,700	\$15,520,000	\$1,378,363,227	\$17,080,47
		1				1		1		<u> </u>		

SANITARY SEWER 2018-2027		
Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Costs	71%	\$92,295,789
10-Year Growth in Population in New Permits Issued		252,390
Unadjusted Development Charge Per Capita		\$365.69
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	29%	\$37,709,311
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$268.97
SANITARY SEWER 2018-2041		
Residential Development Charge Calculation		
Residential Share of 2018 - 2041 DC Eligible Costs	72%	\$893,720,098
23-Year Growth in Population in New Permits Issued		540,750
Unadjusted Development Charge Per Capita		\$1,652.74
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2041 DC Eligible Costs	28%	\$354,638,029
23-Year Growth in Employees in New Space		293,000
Unadjusted Development Charge Per Employee		\$1,210.37



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SANITARY SEWER MANAGEMENT RESIDENTIAL DEVELOPMENT CHARGE (2018-2027) (in \$000)

SANITARY 10-YEAR (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	(\$4,974.0)	(\$11,516.3)	(\$12,682.6)	(\$14,087.6)	(\$12,942.3)	(\$8,782.2)	(\$6,581.1)	(\$4,205.2)	(\$2,180.8)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREME		045 500 0	040 405 5	040.000.0	#7.700.0	05.440.7	A7.407.0	07.407.0	A7.407.0	\$7.407.0	***
- Sanitary 10-Year (Residential): Non Inflated - Sanitary 10-Year (Residential): Inflated	\$15,015.6 \$15,015.6	\$15,503.0 \$15,813.1	\$10,425.5 \$10,846.7	\$10,099.3 \$10,717.4	\$7,706.9 \$8,342.2	\$5,113.7 \$5,645.9	\$7,107.9 \$8,004.7	\$7,107.9 \$8,164.8	\$7,107.9 \$8,328.1	\$7,107.9 \$8,494.6	\$92,295.8 \$99,373.2
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE - DC Receipts: Inflated	\$10,174.7	\$9,712.1	\$10,328.1	\$10,028.8	\$10,229.4	\$10,434.0	\$10,642.7	\$10,855.5	\$10,545.0	\$10,755.9	\$103,706.2
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$0.0 (\$133.1)	(\$273.6) (\$167.8)	(\$633.4) (\$14.3)	(\$697.5) (\$18.9)	(\$774.8) \$33.0	(\$711.8) \$83.8	(\$483.0) \$46.2	(\$362.0) \$47.1	(\$231.3) \$38.8	(\$119.9) \$39.6	(\$4,287.4) (\$45.7)
TOTAL REVENUE	\$10,041.6	\$9,270.8	\$9,680.4	\$9,312.4	\$9,487.6	\$9,806.0	\$10,205.8	\$10,540.7	\$10,352.5	\$10,675.5	\$99,373.2
CLOSING CASH BALANCE	(\$4,974.0)	(\$11,516.3)	(\$12,682.6)	(\$14,087.6)	(\$12,942.3)	(\$8,782.2)	(\$6,581.1)	(\$4,205.2)	(\$2,180.8)	\$0.0	

2018 Adjusted Charge Per Capita	\$375.31

Allocation of Capital Program	
Residential Sector	71.0%
Non-Residential Sector	29.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SANITARY SEWER MANAGEMENT RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

SANITARY TO 2041 (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
OPENING CASH BALANCE	\$70,192.9	\$13,729.1	(\$30,155.1)	(\$90,754.4)	(\$141,916.8)	(\$192,870.6)	(\$227,929.2)	(\$261,321.1)	(\$274,873.8)	(\$289,821.6)	(\$297,344.0)	(\$280,609.8)	(
2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated - Sanitary To 2041 (Residential): Inflated	MENTS \$104,209.6 \$104,209.6	\$86,188.7 \$87,912.4	\$100,860.8 \$104,935.6	\$85,872.9 \$91,129.1	\$82,325.1 \$89,111.3	\$65,082.7 \$71,856.5	\$61,553.2 \$69,318.9	\$42,828.0 \$49,195.9	\$41,312.2 \$48,403.8	\$34,532.6 \$41,269.6	\$14,778.1 \$18,014.4	\$14,778.1 \$18,374.7	
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	23,980	21,150	
REVENUE - DC Receipts: Inflated	\$46,866.0	\$44,735.1	\$47,572.3	\$46,193.9	\$47,117.8	\$48,060.1	\$49,021.3	\$50,001.7	\$48,571.2	\$49,542.6	\$50,533.5	\$45,461.2	
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$2,456.8 (\$1,577.0)	\$480.5 (\$1,187.4)	(\$1,658.5) (\$1,577.5)	(\$4,991.5) (\$1,235.7)	(\$7,805.4) (\$1,154.8)	(\$10,607.9) (\$654.4)	(\$12,536.1) (\$558.2)	(\$14,372.7) \$14.1	(\$15,118.1) \$2.9	(\$15,940.2) \$144.8	(\$16,353.9) \$569.1	(\$15,433.5) \$474.0	
TOTAL REVENUE	\$47,745.8	\$44,028.3	\$44,336.3	\$39,966.7	\$38,157.5	\$36,797.8	\$35,927.0	\$35,643.2	\$33,456.1	\$33,747.2	\$34,748.6	\$30,501.6	
CLOSING CASH BALANCE	\$13,729.1	(\$30,155.1)	(\$90,754.4)	(\$141,916.8)	(\$192,870.6)	(\$227,929.2)	(\$261,321.1)	(\$274,873.8)	(\$289,821.6)	(\$297,344.0)	(\$280,609.8)	(\$268,482.8)	(
SANITARY TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
,	2031 (\$255,137.7)	2032 (\$240,496.3)	2033 (\$224,476.2)	2034 (\$206,990.0)	2035 (\$187,945.4)	2036 (\$167,244.8)	2037 (\$140,440.1)	2038 (\$111,441.0)	2039 (\$80,112.6)	2040 (\$46,311.9)	2041 (\$9,888.1)	TOTAL	
SANITARY TO 2041 (RESIDENTIAL) OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated - Sanitary To 2041 (Residential): Inflated	(\$255,137.7)										(\$9,888.1) \$11,788.3	TOTAL \$893,720.1 \$1,018,167.0	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated	(\$255,137.7) EMENTS \$14,778.1	(\$240,496.3) \$14,778.1	(\$224,476.2) \$14,778.1	(\$206,990.0) \$14,778.1	(\$187,945.4) \$14,778.1	(\$167,244.8) \$11,788.3	(\$140,440.1) \$11,788.3	(\$111,441.0) \$11,788.3	(\$80,112.6) \$11,788.3	(\$46,311.9) \$11,788.3	(\$9,888.1) \$11,788.3	\$893,720.1	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated - Sanitary To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT	(\$255,137.7) EMENTS \$14,778.1 \$19,117.0	(\$240,496.3) \$14,778.1 \$19,499.3	(\$224,476.2) \$14,778.1 \$19,889.3	(\$206,990.0) \$14,778.1 \$20,287.1	(\$187,945.4) \$14,778.1 \$20,692.9	\$11,788.3 \$16,836.6	\$11,788.3 \$17,173.4	(\$111,441.0) \$11,788.3 \$17,516.8	(\$80,112.6) \$11,788.3 \$17,867.2	(\$46,311.9) \$11,788.3 \$18,224.5	(\$9,888.1) \$11,788.3 \$18,589.0	\$893,720.1 \$1,018,167.0	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated - Sanitary To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE	(\$255,137.7) EMENTS \$14,778.1 \$19,117.0 21,150	(\$240,496.3) \$14,778.1 \$19,499.3 21,150	(\$224,476.2) \$14,778.1 \$19,889.3 21,150	(\$206,990.0) \$14,778.1 \$20,287.1 21,150	(\$187,945.4) \$14,778.1 \$20,692.9 21,150	(\$167,244.8) \$11,788.3 \$16,836.6 21,150	(\$140,440.1) \$11,788.3 \$17,173.4 21,150	(\$111,441.0) \$11,788.3 \$17,516.8 21,150	(\$80,112.6) \$11,788.3 \$17,867.2 21,150	(\$46,311.9) \$11,788.3 \$18,224.5 21,150	(\$9,888.1) \$11,788.3 \$18,589.0	\$893,720.1 \$1,018,167.0 \$541,150.0	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRE - Sanitary To 2041 (Residential): Non Inflated - Sanitary To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$255,137.7) EMENTS \$14,778.1 \$19,117.0 21,150 \$47,297.8 (\$14,032.6)	(\$240,496.3) \$14,778.1 \$19,499.3 21,150 \$48,243.7 (\$13,227.3)	(\$224,476.2) \$14,778.1 \$19,889.3 21,150 \$49,208.6 (\$12,346.2)	(\$206,990.0) \$14,778.1 \$20,287.1 21,150 \$50,192.8 (\$11,384.4)	(\$187,945.4) \$14,778.1 \$20,692.9 21,150 \$51,196.6 (\$10,337.0)	\$11,788.3 \$16,836.6 21,150 \$52,220.6 (\$9,198.5)	(\$140,440.1) \$11,788.3 \$17,173.4 21,150 \$53,265.0 (\$7,724.2)	(\$111,441.0) \$11,788.3 \$17,516.8 21,150 \$54,330.3 (\$6,129.3)	(\$80,112.6) \$11,788.3 \$17,867.2 21,150 \$55,416.9 (\$4,406.2)	(\$46,311.9) \$11,788.3 \$18,224.5 21,150 \$56,525.2 (\$2,547.2)	(\$9,888.1) \$11,788.3 \$18,589.0 10,580 \$28,841.5 (\$543.8)	\$893,720.1 \$1,018,167.0 \$541,150.0 \$1,166,786.0 (\$218,523.7)	

2018 Adjusted Charge Per Capita \$1,728.73

Allocation of Capital Program	
Residential Sector	71.6% 28.4%
Non-Residential Sector	28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

2030 (\$268,482.8)

\$14,778.1 \$18,742.2

21,150

\$46,370.4

(\$14,766.6) \$483.5 \$32,087.3 (\$255,137.7)



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SANITARY SEWER MANAGEMENT NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2027)

(in \$000)

SANITARY 10-YEAR (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	(\$2,308.5)	(\$4,998.8)	(\$5,670.7)	(\$6,242.1)	(\$5,771.1)	(\$4,067.6)	(\$3,163.6)	(\$2,187.3)	(\$1,134.3)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMEN	ITS										
- Sanitary 10-Year (Non-Residential): Non Inflated	\$6,134.9	\$6,334.1	\$4,259.6	\$4,126.3	\$3,148.8	\$2,089.3	\$2,904.1	\$2,904.1	\$2,904.1	\$2,904.1	\$37,709.3
- Sanitary 10-Year (Non-Residential): Inflated	\$6,134.9	\$6,460.8	\$4,431.6	\$4,378.8	\$3,408.4	\$2,306.8	\$3,270.5	\$3,335.9	\$3,402.6	\$3,470.7	\$40,600.9
NEW NON-RESIDENTIAL DEVELOPMENT											
- Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	140,200
REVENUE											
- DC Receipts: Inflated	\$3,888.2	\$3,966.0	\$4,045.3	\$4,126.2	\$4,208.8	\$4,292.9	\$4,378.8	\$4,466.4	\$4,555.7	\$4,646.8	\$42,575.1
INTEREST											
- Interest on Opening Balance	\$0.0	(\$127.0)	(\$274.9) (\$10.6)	(\$311.9) (\$6.9)	(\$343.3) \$14.0	(\$317.4) \$34.8	(\$223.7) \$19.4	(\$174.0) \$19.8	(\$120.3) \$20.2	(\$62.4) \$20.6	(\$1,954.9)
- Interest on In-year Transactions	(\$61.8)	(\$68.6)	(\$10.6)	(\$6.9)	\$14.0	\$34.8	\$19.4	\$19.8	\$20.2	\$20.6	(\$19.3)
TOTAL REVENUE	\$3,826.5	\$3,770.4	\$3,759.8	\$3,807.4	\$3,879.4	\$4,010.3	\$4,174.5	\$4,312.1	\$4,455.6	\$4,605.0	\$40,600.9
CLOSING CASH BALANCE	(\$2,308.5)	(\$4,998.8)	(\$5,670.7)	(\$6,242.1)	(\$5,771.1)	(\$4,067.6)	(\$3,163.6)	(\$2,187.3)	(\$1,134.3)	\$0.0	

2018 Adju	sted Charge Per Employee	\$277.33
		*

Allocation of Capital Program Residential Sector Non-Residential Sector	71.0% 29.0%
Rates for 2018 Inflation Rate Interest Rate on Positive Balances Interest Rate on Negative Balances	2.0% 3.5% 5.5%



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SANITARY SEWER MANAGEMENT NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

SANITARYTO 2041 (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
OPENING CASH BALANCE	\$17,548.2	(\$5,339.8)	(\$22,111.2)	(\$46,358.4)	(\$65,915.0)	(\$85,321.5)	(\$98,349.1)	(\$110,639.4)	(\$114,990.4)	(\$118,829.0)	(\$119,557.6)	(\$115,564.5)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Sanitaryto 2041 (Non-Residential): Non Inflated - Sanitaryto 2041 (Non-Residential): Inflated	ENTS \$41,351.5 \$41,351.5	\$34,200.6 \$34,884.6	\$40,022.7 \$41,639.6	\$34,075.3 \$36,161.0	\$32,667.5 \$35,360.4	\$25,825.5 \$28,513.5	\$24,425.0 \$27,506.5	\$16,994.6 \$19,521.5	\$16,393.1 \$19,207.2	\$13,702.9 \$16,376.2	\$5,864.1 \$7,148.3	\$5,864.1 \$7,291.3	
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	10,914	10,914	
REVENUE - DC Receipts: Inflated	\$18,478.3	\$18,847.9	\$19,224.9	\$19,609.4	\$20,001.6	\$20,401.6	\$20,809.6	\$21,225.8	\$21,650.3	\$22,083.3	\$17,535.3	\$17,886.0	
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$614.2 (\$629.0)	(\$293.7) (\$441.0)	(\$1,216.1) (\$616.4)	(\$2,549.7) (\$455.2)	(\$3,625.3) (\$422.4)	(\$4,692.7) (\$223.1)	(\$5,409.2) (\$184.2)	(\$6,085.2) \$29.8	(\$6,324.5) \$42.8	(\$6,535.6) \$99.9	(\$6,575.7) \$181.8	(\$6,356.0) \$185.4	
TOTAL REVENUE	\$18,463.5	\$18,113.2	\$17,392.3	\$16,604.5	\$15,953.9	\$15,485.8	\$15,216.2	\$15,170.5	\$15,368.6	\$15,647.6	\$11,141.4	\$11,715.3	
CLOSING CASH BALANCE	(\$5,339.8)	(\$22,111.2)	(\$46,358.4)	(\$65,915.0)	(\$85,321.5)	(\$98,349.1)	(\$110,639.4)	(\$114,990.4)	(\$118,829.0)	(\$119,557.6)	(\$115,564.5)	(\$111,140.5)	(
SANITARYTO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
SANITARYTO 2041 (NON-RESIDENTIAL) OPENING CASH BALANCE	2031 (\$106,257.5)	2032 (\$100,886.1)	2033 (\$94,994.9)	2034 (\$88,550.9)	2035 (\$81,519.1)	2036 (\$73,862.5)	2037 (\$63,817.9)	2038 (\$52,938.7)	2039 (\$41,173.4)	2040 (\$28,467.5)	2041 (\$14,763.3)	TOTAL	
,	(\$106,257.5)											TOTAL \$354,638.0 \$404,019.9	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Sanitaryto 2041 (Non-Residential): Non Inflated	(\$106,257.5) MENTS \$5,864.1	(\$100,886.1) \$5,864.1	(\$94,994.9) \$5,864.1	(\$88,550.9) \$5,864.1	(\$81,519.1) \$5,864.1	(\$73,862.5) \$4,677.7	(\$63,817.9) \$4,677.7	(\$52,938.7) \$4,677.7	(\$41,173.4) \$4,677.7	(\$28,467.5) \$4,677.7	(\$14,763.3) \$4,677.7	\$354,638.0	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Sanitaryto 2041 (Non-Residential): Non Inflated - Sanitaryto 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT	(\$106,257.5) MENTS \$5,864.1 \$7,585.8	(\$100,886.1) \$5,864.1 \$7,737.6	(\$94,994.9) \$5,864.1 \$7,892.3	(\$88,550.9) \$5,864.1 \$8,050.1	(\$81,519.1) \$5,864.1 \$8,211.2	(\$73,862.5) \$4,677.7 \$6,681.0	(\$63,817.9) \$4,677.7 \$6,814.6	(\$52,938.7) \$4,677.7 \$6,950.9	\$4,677.7 \$7,089.9	(\$28,467.5) \$4,677.7 \$7,231.7	\$4,677.7 \$7,376.3	\$354,638.0 \$404,019.9	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Sanitaryto 2041 (Non-Residential): Non Inflated - Sanitaryto 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE	(\$106,257.5) MENTS \$5,864.1 \$7,585.8	(\$100,886.1) \$5,864.1 \$7,737.6	(\$94,994.9) \$5,864.1 \$7,892.3	(\$88,550.9) \$5,864.1 \$8,050.1	(\$81,519.1) \$5,864.1 \$8,211.2	(\$73,862.5) \$4,677.7 \$6,681.0	(\$63,817.9) \$4,677.7 \$6,814.6	(\$52,938.7) \$4,677.7 \$6,950.9	(\$41,173.4) \$4,677.7 \$7,089.9	(\$28,467.5) \$4,677.7 \$7,231.7	(\$14,763.3) \$4,677.7 \$7,376.3	\$354,638.0 \$404,019.9 293,000	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Sanitaryto 2041 (Non-Residential): Non Inflated - Sanitaryto 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$106,257.5) MENTS \$5,864.1 \$7,585.8 10,914 \$18,608.6 (\$5,844.2)	\$5,864.1 \$7,737.6 10,914 \$18,980.7 (\$5,548.7)	(\$94,994.9) \$5,864.1 \$7,892.3 10,914 \$19,360.3 (\$5,224.7)	(\$88,550.9) \$5,864.1 \$8,050.1 10,914 \$19,747.5 (\$4,870.3)	(\$81,519.1) \$5,864.1 \$8,211.2 10,914 \$20,142.5 (\$4,483.5)	(\$73,862.5) \$4,677.7 \$6,681.0 10,914 \$20,545.3 (\$4,062.4)	\$4,677.7 \$6,814.6 10,914 \$20,956.3 (\$3,510.0)	(\$52,938.7) \$4,677.7 \$6,950.9 10,914 \$21,375.4 (\$2,911.6)	(\$41,173.4) \$4,677.7 \$7,089.9 10,914 \$21,802.9 (\$2,264.5)	(\$28,467.5) \$4,677.7 \$7,231.7 10,914 \$22,238.9 (\$1,565.7)	(\$14,763.3) \$4,677.7 \$7,376.3 10,914 \$22,683.7 (\$812.0)	\$354,638.0 \$404,019.9 293,000 \$482,439.7 (\$96,260.0)	

2018 Adjusted Charge Per Employee \$1,318.00

Allocation of Capital Program	
Residential Sector	71.6%
Non-Residential Sector	28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

2030 (\$111,140.5)

\$5,864.1 \$7,437.1

10,914

\$18,243.7

(\$6,112.7) \$189.1 \$12,320.1 (\$106,257.5)



APPENDIX 6 STORM WATER

CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST STORM WATER MANAGEMENT SERVICES

Project Description			Prior Reserves	In-Period Costs	Post
1.0 STORM WATER MANAGEMENT (2041) 1.1 Prior Projects 1.1.1 SWM CONVEYANCE 2014 2018 - 2018 \$ 647,781 \$ - \$ 647,781 0% \$ 1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$. \$ -		Prior Reserves	i	
1.1 Prior Projects 1.1.1 SWM CONVEYANCE 2014 2018 - 2018 \$ 647,781 \$ - \$ 647,781 0% \$ 1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$	1	¢ 647.794			
1.1 Prior Projects 1.1.1 SWM CONVEYANCE 2014 2018 - 2018 \$ 647,781 \$ - \$ 647,781 0% \$ 1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$	1	¢ 647.704			
1.1.1 SWM CONVEYANCE 2014 2018 - 2018 \$ 647,781 \$ - \$ 647,781 0% \$ 1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$	1	¢ 647.704			
1.1.1 SWM CONVEYANCE 2014 2018 - 2018 \$ 647,781 \$ - \$ 647,781 0% \$ 1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$	1	¢ 647.704			
1.1.2 EMERY CREEK POND 2018 - 2018 \$ 457,742 \$ - \$ 457,742 0% \$	1	¢ 647.704			
	. 8 -			\$ 647,781	
I 1.1.3 EARL BALES SWM FACILITY - PHASE 2 2018 - 2018 \$ 281.401 \$ - \$ 281.401 0% \$	-	\$ 457,742		\$ 457,742	
	\$ -	\$ 281,401		\$ 281,401	\$ -
1.1.4 TRCA CAPITAL FUNDING 2018 2,761,672 \$ - \$ 2,761,672 0% \$	\$ -	\$ 2,761,672		\$ 2,761,672	\$ -
1.1.5 2907_EARL BALES PARK STORM WATER MANAGEM 2018 - 2018 \$ 318,406 \$ 318,406 0% \$	\$	\$ 318,406	\$	\$ 318,406	\$
Subtotal Prior Projects \$4,467,002 \$0 \$4,467,002	\$0 \$0	\$4,467,002	\$0	\$4,467,002	\$
1.2 Wet Weather Flow & Flood Protection					
1.2.1 EMERY CREEK POND 2018 - 2020 \$ 5,259,189 \$ - \$ 5,259,189 85% \$ 4,481,	21 \$ -	\$ 778,168	s -	\$ 778,168	\$ -
	56 \$ -	\$ 444		\$ 444	š -
1.2.3 DON VALLEY SWM 2023 - 2026 \$ 3.960,000 \$ - \$ 3.960,000 8 \$ 3.374,		\$ 585.936		\$ 585.936	\$ -
1.2.4 COATSWORTH CUT WETLAND 2025 - 2027 \$ 10,260,000 \$ - \$ 10,260,000 85% \$ 8,741,		\$ 1.518.106		\$ 1.518.106	\$ -
1.2.5 Scarborough Waterfront Construction 2024 - 2027 \$ 47,950,000 \$ - \$ 47,950,000 85% \$ 40,855,		\$ 7,094,851		\$ 7,094,851	š -
1.2.6 EARL BALES PARK SWM FACILITY - PHASE 2 2018 - 2019 \$ 1.952.000 \$ - \$ 1.952.000 85% \$ 1.663.		\$ 288.825		\$ 288.825	\$ -
1.2.7 Bonar Creek SWMF Construction 2018 - 2022 \$ 21,050,000 \$ - \$ 21,050,000 85% \$ 17,935,		\$ 3.114.632		\$ 3,114,632	š -
1.2.8 HUMBER BAY POND (ETOBICOKE) 2018 - 2020 \$ 700,000 \$ - \$ 700,000 85% \$ 596,		\$ 103,574		\$ 103,574	\$ -
1.2.9 Etobicoke Waterfront Construction 2024 - 2041 \$ 126,320,000 \$ - \$ 126,320,000 8 \$ \$ 107,629.		\$ 18.690.752		\$ 18,690,752	
12.10 SWM INA/EA		\$ 483,693		\$ 483.693	š -
1.2.11 PUBLIC EDUCATION 2018 - 2018 \$ 1,220,000 \$ - \$ 1,220,000 85% \$ 1,039,		\$ 180.515			\$ -
1.2.12 WWFMP IMPLEMENTATION - DESIGN 2018 - 2020 \$ 2,284,000 \$ - \$ 2,284,000 85% \$ 1,946,		\$ 337,949		\$ 337,949	
1.2.13 SWM CONVEYANCE 2012 2018 - 2019 \$ 76,000 \$ - \$ 76,000 85% \$ 64.		\$ 11,245		\$ 11,245	
1.2.14 SWM CONVEYANCE 2014 2018 - 2018 \$ 44,000 \$ - \$ 44,000 85% \$ 37.		\$ 6.510		\$ 6.510	
1.2.15 SWM CONVEYANCE 2015 2018 - 2019 \$ 1,041,000 \$ - \$ 1,041,000 85% \$ 886.		\$ 154.030		\$ 154.030	
1.2.16 SWM CONVEYANCE 2017 2018 - 2021 \$ 7,531,000 \$ - \$ 7,531,000 85% \$ 6,416.		\$ 1,114,313		\$ 1,114,313	
1.2.17 GREEN STREETS 2018 - 2022 \$ 2,595,000 \$ - \$ 2,595,000 85% \$ 2,211,		\$ 383,965		\$ 383,965	\$ -
1.2.18 WATERFRONT MODELLING STUDIES 2019 - 2025 \$ 565,000 \$ - \$ 565,000 85% \$ 481,		\$ 83,599		\$ 83,599	\$ -
1.2.19 10YR WWFMMP PUBLIC EDUCATION 2019 - 2026 \$ 4.880,000 \$ - \$ 4.880,000 85% \$ 4.157.		\$ 722.062		\$ 722,062	\$ -
1.2.20 10YR WWFMMP IMPLEMENTATION 2018 - 2027 \$ 7.400,000 \$ - \$ 7.400,000 85% \$ 6,305.		\$ 1.094.930		\$ 1.094.930	\$ -
1.2.21 WESTERN BEACHES RETROFIT 2018 - 2022 \$ 19.329.797 \$ - \$ 19.329.797 85% \$ 16.469		\$ 2.860.105		\$ 2.860.105	\$ -
1.2.22 STUDIES, EAS, MASTER PLANS 2018 - 2022 \$ 6,949,000 \$ - \$ 6,949,000 85% \$ 5,920,		\$ 1,028,199		\$ 1,028,199	\$ -
1.2.23 STUDY, EA, MASTER PLAN UPDATES - FUTURE 2022 - 2026 \$ 2,500,000 \$ - \$ 2,500,000 85% \$ 2,130.		\$ 369,909		\$ 369,909	
1.2.24 TORONTO WATER TRANSFER TO TRCA CAPITAL 2018 - 2018 \$ 8.657,000 \$ - \$ 8.657,000 85% \$ 7.376.		\$ 1.280.920		\$ 1,280,920	s -
1.2.25 TRCA - SCARBOROUGH WATERFRONT TRAIL EA 2018 - 2018 \$ 2,099,064 \$ - \$ 2,099,064 85% \$ 1,788.		\$ 310,585		\$ 310,585	\$ -
1.2.26 TRCA - SCARBOROUGH WATERFRONT WEST EA 2018 - 2019 \$ 2,650,000 \$ - \$ 2,650,000 \$ \$ 2,257,		\$ 392,103		\$ 392,103	
1 2,000,000 000	-	002,100] -	002,100	,



CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST STORM WATER MANAGEMENT SERVICES

				Gross	Grants/	T			Ineligible Costs		Total	De	velopment Related	Costs
Project Description	Tir	ning		Project	Subsidies/Othe	r	Net	BTE	Replacement	0%	Development		In-Period Costs	Post
				Cost	Recoveries		Cost	%	& BTE Shares	Reduction	Related Costs	Prior Reserves		
1.2.27 Flood Protection Landform & Related Infrastructure (WDL)	2018	- 2018	\$	122,515,785	\$ 120,395,844	\$	2,119,941	0%	\$ -	\$ -	\$ 2,119,941	\$ -	\$ 2,119,941	\$ -
1.2.28 Storm water Quality Management (EBF/WDL/Keating)	2018	- 2021	\$	79,700,000	\$ 42,725,132	\$	36,974,868	0%	\$ -	\$ -	\$ 36,974,868	\$ 7,200,000	\$ 29,774,868	\$ -
1.2.29 Dockwall Upgrades: Parl. Slip East Side	2018	- 2022	\$	2,520,000	\$ -	\$	2,520,000	0%	\$ -	\$ -	\$ 2,520,000	\$ -	\$ 2,520,000	\$ -
1.2.30 Broadview and Eastern Flood Proteciton	2019	- 2022	\$	1,800,000	\$ -	\$	1,800,000	0%	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -
1.2.31 Cherry Street Stormwater and Lake Filling (Essroc Quay)	2018	- 2020	\$	64,149,316	\$ 48,111,987	\$	16,037,329	0%	\$ -	\$ -	\$ 16,037,329	\$ -	\$ 16,037,329	\$ -
1.2.32 Polson Slip Naturalization	2018	- 2020	\$	59.414.189	\$ 36,896,795	\$	22,517,394	0%	\$ -	\$ -	\$ 22,517,394	\$ -	\$ 22,517,394	\$ -
1.2.33 River Valley System	2018	- 2021	\$	225,184,269	\$ 139,841,643			0%	\$ -	\$ -	\$ 85.342.626		\$ 85,342,626	\$ -
1.2.34 Don Greenway (Spillway & Wetland)	2018	- 2022		229,393,320	\$ 142,455,505			0%	\$ -	\$ -	\$ 86.937.815	\$ -	\$ 86,937,815	\$ -
1.2.35 First Gulf/Unilever FPL	2018	- 2022		4.494.975	\$ 2,791,424			0%	\$ -	\$ -	\$ 1,703,551	\$ -	\$ 1,703,551	\$ -
1.2.36 Sediment and Debris Management Area	2018	- 2021	\$	72.573.060	\$ 45,068,583	\$		0%	\$ -	\$ -	\$ 27.504.477		\$ 27,504,477	\$ -
1.2.37 Flow Control Weirs	2018	- 2023	\$	34,067,076	\$ 21,155,989	\$	12,911,087	0%	\$ -	\$ -	\$ 12,911,087	\$ -	\$ 12,911,087	\$ -
1.2.38 Eastern Avenue Flood Protection	2018	- 2022	\$	4,120,030	\$ 2,558,579			0%	\$ -	\$ -	\$ 1,561,451		\$ 1,561,451	\$ -
1.2.39 Keating Channel Modifications	2018	- 2023	\$		\$ 18,998,564		11,594,453	0%	\$ -	\$ -	\$ 11,594,453		\$ 11,594,453	\$ -
1.2.40 Unilever Precinct Site Wide Servicing (storm)	2018	- 2025	\$	7.270,490	\$ -	\$	7,270,490	0%	\$ -	\$ -	\$ 7,270,490		\$ 7.270,490	\$ -
1.2.41 South of Eastern SWM	2026	- 2035	\$	635,727	\$ -	\$	635,727	0%	\$ -	\$ -	\$ 635,727	\$ -	\$ 635,727	\$ -
1.2.42 Commissioners Street Open Channel (Don Roadway to Broadview	2026	- 2035	\$	8.361.829	\$ -	\$	8,361,829	0%	\$ -	\$ -	\$ 8.361.829	\$ -	\$ 8.361.829	\$ -
1,2,43 Commissioners Street Open Channel (Broadview to Carlaw)	2026	- 2035	\$	9.859.170	\$ -	\$		0%	\$ -	\$ -	\$ 9.859.170	\$ -	\$ 9.859.170	\$ -
1.2.44 Turning Basin Outlets	2026	- 2035	\$	4.746.000	\$ -	\$	4.746.000	0%	\$ -	\$ -	\$ 4,746,000	\$ -	\$ 4,746,000	\$ -
1.2.45 Turning Basin Pumping Station	2026	- 2035	\$	18,939,704	\$ -	\$	18,939,704	0%	\$ -	\$ -	\$ 18,939,704	\$ -	\$ 18,939,704	\$ -
1.2.46 Turning Basin SWQMF	2026	- 2035	\$	108,050,600	\$ -	\$		0%	\$ -	\$ -	\$ 108,050,600	\$ -	\$ -	\$ 108,050,600
1.2.47 SWQTF Enabling Infrastructure	2026	- 2035	\$	22.965.261	\$ -	\$	22.965.261	0%	\$ -	\$ -	\$ 22,965,261	\$ -	\$ -	\$ 22,965,261
1.2.48 McCleary District Site Wide Servicing	2026	- 2035	\$	6.804.775	\$ -	\$	6.804.775	0%	\$ -	\$ -	\$ 6.804.775	\$ -	\$ -	\$ 6.804.775
1.2.49 Media City Site Wide Servicing	2026	- 2035	\$	8.464.091	\$ -	\$	8.464.091	0%	\$ -	\$ -	\$ 8,464,091	\$ -	\$ -	\$ 8,464,091
1.2.50 Turning Basin District Site Wide Servicing	Post	- 0	\$	27,703,574	\$ -	\$	27,703,574	0%	\$ -	\$ -	\$ 27,703,574	\$ -	\$ -	\$ 27,703,574
1.2.51 Leslie Street Open Channel (Lake Shore to Commissioners)	Post	- 0	\$	2,820,382	\$ -	\$		0%	\$ -	\$ -	\$ 2,820,382		\$ -	\$ 2,820,382
1.2.52 East Port Site Wide Servicing (Block 7 and 8)	2036	- 2041	\$	8,125,468	\$ -	\$		0%	\$ -	\$ -	\$ 8,125,468	\$ -	\$ -	\$ 8,125,468
1.2.53 Commissioners Street Open Channel (Carlaw to Leslie)	2026	- 2035	\$	15,221,071	\$ -	\$		0%	\$ -	\$ -	\$ 15,221,071		\$ -	\$ 15,221,071
1.2.54 Leslie/Unwin Open Channel	2026	- 2035	\$	39,209,498	\$ -	\$	39,209,498	0%	\$ -	\$ -	\$ 39,209,498	\$ -	\$ -	\$ 39,209,498
1.2.55 Don Greenway SWQMF	2026	- 2035	\$	62,223,728	\$ -	\$	62,223,728	0%	\$ -	\$ -	\$ 62,223,728	\$ -	\$ -	\$ 62,223,728
1.2.56 Don Greenway Outlets	2026	- 2035		1,568,000	\$ -	\$	1,568,000	0%	\$ -	\$ -	\$ 1,568,000		\$ -	\$ 1,568,000
1.2.57 Don Greenway Pumping Station	2026	- 2035	\$	8,535,408	\$ -	\$	8,535,408	0%	\$ -	\$ -	\$ 8,535,408	\$ -	\$ -	\$ 8,535,408
1.2.58 South Ship Channel Site Wide SWM Servicing	2026	- 2035	\$	12,931,791	\$ -	\$	12,931,791	0%	\$ -	\$ -	\$ 12,931,791		\$ -	\$ 12,931,791
1.2.59 Villiers Island - Stormwater Management Facility	2026	- 2035	\$	25,000,000	\$	\$	25,000,000	0%	\$ -	\$	\$ 25,000,000	\$	\$	\$ 25,000,000
Wet Weather Flow & Flood Protection			\$1	,620,505,653	\$621,000,044		\$999.505.609		\$247,554,129	\$0	\$751,951,481	\$7,200,000	\$395,127,835	\$349,623,646
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TOTAL STORM WATER MANAGEMENT TO 2041			\$1	,624,972,655	\$621,000,044		\$1,003,972,611		\$247,554,129	\$0	\$756,418,482	\$7,200,000	\$399,594,836	\$349,623,646

STORM WATER MANAGEMENT 2018-2041		
Residential Development Charge Calculation		
Residential Share of 2018 - 2041 DC Eligible Costs	72%	\$286,076,510
23-Year Growth in Population in New Permits Issued	-	540,750
Unadjusted Development Charge Per Capita		\$529.04
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2041 DC Eligible Costs	28%	\$113,518,326
23-Year Growth in Employees in New Space		293,000
Unadjusted Development Charge Per Employee		\$387.43



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE STORM WATER MANAGEMENT RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

STORM TO 2041 (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	\$16,943.2	(\$26,371.7)	(\$67,878.0)	(\$111,427.6)	(\$148,678.8)	(\$160,048.0)	(\$155,649.8)	(\$149,702.1)	(\$143,560.6)	(\$140,527.1)	(\$136,837.7)	(\$130,595.4)
2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Residential): Non Inflated - Storm To 2041 (Residential): Inflated	MENTS \$59,565.8 \$59,565.8	\$53,972.2 \$55,051.6	\$53,669.2 \$55,837.5	\$44,177.4 \$46,881.4	\$18,504.6 \$20,030.0	\$3,884.0 \$4,288.3	\$2,973.2 \$3,348.4	\$3,335.5 \$3,831.5	\$5,722.0 \$6,704.3	\$5,499.6 \$6,572.5	\$3,789.1 \$4,618.9	\$3,789.1 \$4,711.2
NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	23,980	21,150
REVENUE - DC Receipts: Inflated	\$16,833.1	\$16,067.8	\$17,086.8	\$16,591.7	\$16,923.5	\$17,262.0	\$17,607.3	\$17,959.4	\$17,445.6	\$17,794.5	\$18,150.4	\$16,328.5
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$593.0 (\$1,175.1)	(\$1,450.4) (\$1,072.1)	(\$3,733.3) (\$1,065.6)	(\$6,128.5) (\$833.0)	(\$8,177.3) (\$85.4)	(\$8,802.6) \$227.0	(\$8,560.7) \$249.5	(\$8,233.6) \$247.2	(\$7,895.8) \$188.0	(\$7,729.0) \$196.4	(\$7,526.1) \$236.8	(\$7,182.7) \$203.3
TOTAL REVENUE	\$16,251.0	\$13,545.3	\$12,287.9	\$9,630.2	\$8,660.8	\$8,686.4	\$9,296.1	\$9,973.0	\$9,737.7	\$10,261.9	\$10,861.1	\$9,349.1
CLOSING CASH BALANCE	(\$26,371.7)	(\$67,878.0)	(\$111,427.6)	(\$148,678.8)	(\$160,048.0)	(\$155,649.8)	(\$149,702.1)	(\$143,560.6)	(\$140,527.1)	(\$136,837.7)	(\$130,595.4)	(\$125,957.6)
STORM TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
STORM TO 2041 (RESIDENTIAL) OPENING CASH BALANCE	2031 (\$120,828.2)	2032 (\$115,175.6)	2033 (\$108,966.2)	2034 (\$102,164.3)	2035 (\$94,732.4)	2036 (\$86,630.8)	2037 (\$73,391.2)	2038 (\$59,063.4)	2039 (\$43,580.2)	2040 (\$26,870.9)	2041 (\$8,860.4)	TOTAL
, , ,	(\$120,828.2)											TOTAL
OPENING CASH BALANCE	(\$120,828.2)											TOTAL \$286,076.5 \$308,452.3
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREI - Storm To 2041 (Residential): Non Inflated	(\$120,828.2) MENTS \$3,789.1	(\$115,175.6) \$3,789.1	(\$108,966.2) \$3,789.1	(\$102,164.3) \$3,789.1	(\$94,732.4) \$3,789.1	(\$86,630.8) \$743.4	(\$73,391.2) \$743.4	(\$59,063.4) \$743.4	(\$43,580.2) \$743.4	(\$26,870.9) \$743.4	(\$8,860.4) \$743.4	\$286,076.5
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREI - Storm To 2041 (Residential): Non Inflated - Storm To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT	(\$120,828.2) MENTS \$3,789.1 \$4,901.6	(\$115,175.6) \$3,789.1 \$4,999.6	(\$108,966.2) \$3,789.1 \$5,099.6	(\$102,164.3) \$3,789.1 \$5,201.6	\$3,789.1 \$5,305.6	\$743.4 \$1,061.7	\$743.4 \$1,083.0	(\$59,063.4) \$743.4 \$1,104.6	\$743.4 \$1,126.7	\$743.4 \$1,149.3	(\$8,860.4) \$743.4 \$1,172.3	\$286,076.5 \$308,452.3
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIRED - Storm To 2041 (Residential): Non Inflated - Storm To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE	(\$120,828.2) MENTS \$3,789.1 \$4,901.6	(\$115,175.6) \$3,789.1 \$4,999.6 21,150	(\$108,966.2) \$3,789.1 \$5,099.6 21,150	(\$102,164.3) \$3,789.1 \$5,201.6 21,150	(\$94,732.4) \$3,789.1 \$5,305.6 21,150	(\$86,630.8) \$743.4 \$1,061.7 21,150	(\$73,391.2) \$743.4 \$1,083.0 21,150	(\$59,063.4) \$743.4 \$1,104.6 21,150	(\$43,580.2) \$743.4 \$1,126.7 21,150	(\$26,870.9) \$743.4 \$1,149.3 21,150	(\$8,860.4) \$743.4 \$1,172.3	\$286,076.5 \$308,452.3 \$541,150.0
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREI - Storm To 2041 (Residential): Non Inflated - Storm To 2041 (Residential): Inflated NEW RESIDENTIAL DEVELOPMENT - Population Growth in New Permits Issued REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$120,828.2) MENTS \$3,789.1 \$4,901.6 21,150 \$16,988.2 (\$6,645.6)	(\$115,175.6) \$3,789.1 \$4,999.6 21,150 \$17,328.0 (\$6,334.7)	\$3,789.1 \$5,099.6 21,150 \$17,674.5 (\$5,993.1)	(\$102,164.3) \$3,789.1 \$5,201.6 21,150 \$18,028.0 (\$5,619.0)	(\$94,732.4) \$3,789.1 \$5,305.6 21,150 \$18,388.6 (\$5,210.3)	\$743.4 \$1,061.7 21,150 \$18,756.4 (\$4,764.7)	\$743.4 \$1,083.0 21,150 \$19,131.5 (\$4,036.5)	(\$59,063.4) \$743.4 \$1,104.6 21,150 \$19,514.1 (\$3,248.5)	\$743.4 \$1,126.7 21,150 \$19,904.4 (\$2,396.9)	(\$26,870.9) \$743.4 \$1,149.3 21,150 \$20,302.5 (\$1,477.9)	(\$8,860.4) \$743.4 \$1,172.3 10,580 \$10,359.2 (\$487.3)	\$286,076.5 \$308,452.3 \$541,150.0 \$419,081.1 (\$127,969.4)

2018 Adjusted Charge Per Capita \$620.92

Allocation of Capital Program Residential Sector Non-Residential Sector	71.6% 28.4%
Rates for 2018 Inflation Rate Interest Rate on Positive Balances Interest Rate on Negative Balances	2.0% 3.5% 5.5%

2030 (\$125,957.6)

\$3,789.1 \$4,805.5

21,150

\$16,655.1

(\$6,927.7) \$207.4 \$9,934.8 (\$120,828.2)



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE STORM WATER MANAGEMENT NON-RESIDENTIAL DEVELOPMENT CHARGE (2018-2041) (in \$000)

STORM TO 2041 (NON-RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
OPENING CASH BALANCE	\$4,235.8	(\$13,164.5)	(\$29,461.9)	(\$46,838.5)	(\$61,379.1)	(\$65,628.4)	(\$63,602.8)	(\$60,938.8)	(\$58,173.2)	(\$56,262.0)	(\$54,036.2)	(\$52,541.4)	(\$50,8
2018 - 2027 RESIDENTIAL FUNDING REQUIREME - Storm To 2041 (Non-Residential): Non Inflated - Storm To 2041 (Non-Residential): Inflated	\$23,636.4 \$23,636.4	\$21,416.7 \$21,845.1	\$21,296.6 \$22,156.9	\$17,530.1 \$18,603.1	\$7,342.8 \$7,948.1	\$1,541.2 \$1,701.6	\$1,179.8 \$1,328.7	\$1,323.6 \$1,520.4	\$2,270.6 \$2,660.3	\$2,182.3 \$2,608.0	\$1,503.5 \$1,832.8	\$1,503.5 \$1,869.5	\$1,50 \$1,90
NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	14,020	10,914	10,914	10,
REVENUE - DC Receipts: Inflated	\$6,557.5	\$6,688.6	\$6,822.4	\$6,958.8	\$7,098.0	\$7,240.0	\$7,384.8	\$7,532.5	\$7,683.1	\$7,836.8	\$6,222.8	\$6,347.2	\$6,47
INTEREST - Interest on Opening Balance - Interest on In-year Transactions	\$148.3 (\$469.7)	(\$724.0) (\$416.8)	(\$1,620.4) (\$421.7)	(\$2,576.1) (\$320.2)	(\$3,375.9) (\$23.4)	(\$3,609.6) \$96.9	(\$3,498.2) \$106.0	(\$3,351.6) \$105.2	(\$3,199.5) \$87.9	(\$3,094.4) \$91.5	(\$2,972.0) \$76.8	(\$2,889.8) \$78.4	(\$2,79 \$7
TOTAL REVENUE	\$6,236.0	\$5,547.8	\$4,780.3	\$4,062.5	\$3,698.8	\$3,727.3	\$3,992.6	\$4,286.0	\$4,571.5	\$4,833.9	\$3,327.6	\$3,535.8	\$3,7
CLOSING CASH BALANCE	(\$13,164.5)	(\$29,461.9)	(\$46,838.5)	(\$61,379.1)	(\$65,628.4)	(\$63,602.8)	(\$60,938.8)	(\$58,173.2)	(\$56,262.0)	(\$54,036.2)	(\$52,541.4)	(\$50,875.0)	(\$49,0
												1	
STORM TO 2041 (NON-RESIDENTIAL)	2031	2032		0004									
, , , , , , , , , , , , , , , , , , , ,	2001	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL	
OPENING CASH BALANCE	(\$49,025.9)	(\$46,982.1)	(\$44,731.2)	(\$42,259.7)	2035 (\$39,553.6)	2036 (\$36,598.1)	2037 (\$31,621.1)	2038 (\$26,230.6)	2039 (\$20,401.0)	2040 (\$14,105.4)	2041 (\$7,315.1)	TOTAL	
,	(\$49,025.9)					(\$36,598.1)	(\$31,621.1)	(\$26,230.6)				TOTAL	
OPENING CASH BALANCE	(\$49,025.9)											**TOTAL \$113,518.3 \$122,397.3	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Non-Residential): Non Inflated	(\$49,025.9) ENTS \$1,503.5	(\$46,982.1) \$1,503.5	(\$44,731.2) \$1,503.5	(\$42,259.7) \$1,503.5	(\$39,553.6) \$1,503.5	(\$36,598.1) \$295.0	(\$31,621.1) \$295.0	(\$26,230.6) \$295.0	(\$20,401.0) \$295.0	(\$14,105.4) \$295.0	(\$7,315.1) \$295.0	\$113,518.3	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Non-Residential): Non Inflated - Storm To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT	(\$49,025.9) ENTS \$1,503.5 \$1,945.0	(\$46,982.1) \$1,503.5 \$1,983.9	\$1,503.5 \$2,023.6	\$1,503.5 \$2,064.0	(\$39,553.6) \$1,503.5 \$2,105.3	(\$36,598.1) \$295.0 \$421.3	(\$31,621.1) \$295.0 \$429.7	(\$26,230.6) \$295.0 \$438.3	(\$20,401.0) \$295.0 \$447.1	(\$14,105.4) \$295.0 \$456.0	(\$7,315.1) \$295.0 \$465.2	\$113,518.3 \$122,397.3	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Non-Residential): Non Inflated - Storm To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE	(\$49,025.9) ENTS \$1,503.5 \$1,945.0	(\$46,982.1) \$1,503.5 \$1,983.9	(\$44,731.2) \$1,503.5 \$2,023.6	(\$42,259.7) \$1,503.5 \$2,064.0	(\$39,553.6) \$1,503.5 \$2,105.3	(\$36,598.1) \$295.0 \$421.3	(\$31,621.1) \$295.0 \$429.7 10,914	(\$26,230.6) \$295.0 \$438.3	(\$20,401.0) \$295.0 \$447.1 10,914	(\$14,105.4) \$295.0 \$456.0	(\$7,315.1) \$295.0 \$465.2 10,914	\$113,518.3 \$122,397.3 293,000	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Non-Residential): Non Inflated - Storm To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance	(\$49,025.9) ENTS \$1,503.5 \$1,945.0 10,914 \$6,603.7 (\$2,696.4)	(\$46,982.1) \$1,503.5 \$1,983.9 10,914 \$6,735.7 (\$2,584.0)	(\$44,731.2) \$1,503.5 \$2,023.6 10,914 \$6,870.5 (\$2,460.2)	(\$42,259.7) \$1,503.5 \$2,064.0 10,914 \$7,007.9 (\$2,324.3)	(\$39,553.6) \$1,503.5 \$2,105.3 10,914 \$7,148.0 (\$2,175.4)	(\$36,598.1) \$295.0 \$421.3 10,914 \$7,291.0 (\$2,012.9)	(\$31,621.1) \$295.0 \$429.7 10,914 \$7,436.8 (\$1,739.2)	(\$26,230.6) \$295.0 \$438.3 10,914 \$7,585.5 (\$1,442.7)	(\$20,401.0) \$295.0 \$447.1 10,914 \$7,737.2 (\$1,122.1)	(\$14,105.4) \$295.0 \$456.0 10,914 \$7,892.0 (\$775.8)	(\$7,315.1) \$295.0 \$465.2 10,914 \$8,049.8 (\$402.3)	\$113,518.3 \$122,397.3 293,000 \$171,204.7 (\$53,296.7)	
OPENING CASH BALANCE 2018 - 2027 RESIDENTIAL FUNDING REQUIREM - Storm To 2041 (Non-Residential): Non Inflated - Storm To 2041 (Non-Residential): Inflated NEW NON-RESIDENTIAL DEVELOPMENT - Employees in New Space REVENUE - DC Receipts: Inflated INTEREST - Interest on Opening Balance - Interest on In-year Transactions	(\$49,025.9) ENTS \$1,503.5 \$1,945.0 10,914 \$6,603.7 (\$2,696.4) \$81.5	(\$46,982.1) \$1,503.5 \$1,983.9 10,914 \$6,735.7 (\$2,584.0) \$83.2	\$1,503.5 \$2,023.6 10,914 \$6,870.5 (\$2,460.2) \$84.8	(\$42,259.7) \$1,503.5 \$2,064.0 10,914 \$7,007.9 (\$2,324.3) \$86.5	(\$39,553.6) \$1,503.5 \$2,105.3 10,914 \$7,148.0 (\$2,175.4) \$88.2	(\$36,598.1) \$295.0 \$421.3 10,914 \$7,291.0 (\$2,012.9) \$120.2	(\$31,621.1) \$295.0 \$429.7 10,914 \$7,436.8 (\$1,739.2) \$122.6	(\$26,230.6) \$295.0 \$438.3 10,914 \$7,585.5 (\$1,442.7) \$125.1	(\$20,401.0) \$295.0 \$447.1 10,914 \$7,737.2 (\$1,122.1) \$127.6	(\$14,105.4) \$295.0 \$456.0 10,914 \$7,892.0 (\$775.8) \$130.1	(\$7,315.1) \$295.0 \$465.2 10,914 \$8,049.8 (\$402.3) \$132.7	\$113,518.3 \$122,397.3 293,000 \$171,204.7 (\$53,296.7) \$253.5	

2018 Adjusted Charge Per Employee \$467.72

Allocation of Capital Program Residential Sector Non-Residential Sector	71.6% 28.4%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 7 SUBSIDIZED HOUSING

2018 DEVELOPMENT CHARGES BACKGROUND STUDY CITY OF TORONTO INVENTORY OF CAPITAL ASSETS SUBSIDIZED HOUSING

UNIT TYPE ¹		# of units											
Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	(\$/unit)		
All Unit Types	98,478	99,805	101,193	103,868	103,753	106,438	105,758	105,124	105,491	105,525	\$54,100		
Total (#)	98,478	99,805	101,193	103,868	103,753	106,438	105,758	105,124	105,491	105,525			
Total (\$000)	\$5,327,659.8	\$5,399,450.5	\$5,474,541.3	\$5,619,258.8	\$5,613,037.3	\$5,758,295.8	\$5,721,507.8	\$5,687,208.4	\$5,707,063.1	\$5,708,902.5			

¹⁾ Unit types include:

Shelter, Support and Houisng Administration (SSHA): TCHC, Community non-profits, Community non-profit co-ops, private market housing allowance units, and private market rent supplements. Affordable Housing Office (AHO): New affordable rental and ownership housing, both non-profit and private sector



CITY OF TORONTO INVENTORY OF CAPITAL ASSETS SUBSIDIZED HOUSING

Shelter, Support and Houisng Administration					# of ı	units					Unit Cost
(SSHA) Units	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	\$/Unit
Social Housing Units (1)	90,949	91,001	90,998	91,069	90,225	89,417	89,039	88,845	88,059	88,059	\$59,000
Rent Supplement (2)	5,523	5,811	6,940	8,575	8,635	8,703	8,314	8,108	8,294	8,294	\$10,900
Housing Allowances (3)	980	1,200	1,106	1,284	792	3,957	3,788	3,506	3,844	3,844	\$3,900
Sub-Total	97,452	98,012	99,044	100,928	99,652	102,077	101,141	100,459	100,197	100,197	
Total (\$000)	\$5,430,014	\$5,437,079	\$5,448,841	\$5,471,546	\$5,420,485	\$5,385,898	\$5,358,697	\$5,343,906	\$5,300,877	\$5,300,877	

- (1) Are units developed under various government programs by TCHC, private non-profits and co-operatives.
- (2) Rent supplements are rental subsidies which are provided, under Agreement with the City, to a landlord and distributed by them to tenants in that building.
- (3) Portable housing benefits (usually a flat rate allocation) provided directly to tenants they are not tied to a particular address.

Affordable Housing Office (AHO) Units	# of units										
Anordable nousing office (Ano) offics	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	\$/Unit
Affordable Rental (1)	1,026	1,793	2,149	2,940	4,101	4,361	4,617	4,665	5,294	5,328	\$59,000
Total	98,478	99,805	101,193	103,868	103,753	106,438	105,758	105,124	105,491	105,525	1,035,433
Total (\$000)	\$5,490,548	\$5,542,866	\$5,575,632	\$5,645,006	\$5,662,444	\$5,643,197	\$5,631,100	\$5,619,141	\$5,613,223	\$5,615,229	\$56,038,386,200
Average Cost per Unit									\$54,121		

(1) Units are supported by federal, provincial, and City capital funding programs as well as City incentives in the form of fees, charges, and tax relief.



CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST SUBSIDIZED HOUSING

		Gross	Grants/			Ineligible Cost	S	Total	Dev	elopment Related	Costs
Project Description	Timing	Project Cost	Subsidies/Other Recoveries	Net Cost	BTE ¹	Replacement & BTE Shares	10% Reduction	Development Related Costs	Available DC Reserves	2018- 2027	Post 2027
		Cost	Recoveries	Cost	76	& BTE Snares	Reduction	Related Costs	DC Reserves	2021	2021
4.0 SUBSIDIZED HOUSING											
4.1 Affordable Rental Housing Units											
4.1.1 Annual Commitment of 1,000 units	2018 - 2018	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.2 Annual Commitment of 1,000 units	2019 - 2019	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.3 Annual Commitment of 1,000 units	2020 - 2020	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.4 Annual Commitment of 1,000 units	2021 - 2021	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.5 Annual Commitment of 1,000 units	2022 - 2022	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.6 Annual Commitment of 1,000 units	2023 - 2023	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.7 Annual Commitment of 1,000 units	2024 - 2024	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.8 Annual Commitment of 1,000 units	2025 - 2025	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.9 Annual Commitment of 1,000 units	2026 - 2026	\$ 59,000,000	\$ -	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	\$ -	\$ 37,170,000	\$ -
4.1.10 Annual Commitment of 1,000 units	2027 - 2027	\$ 59,000,000	\$	\$ 59,000,000	30%	\$ 17,700,000	\$ 4,130,000	\$ 37,170,000	<u>\$ -</u>	\$ 37,170,000	<u> </u>
Subtotal Affordable Rental Housing Units		\$ 590,000,000	\$ -	\$ 590,000,000		\$ 177,000,000	\$ 41,300,000	\$ 371,700,000	\$ -	\$ 371,700,000	\$ -
4.2 Affordable Ownership Units											
4.2.1 Annual Commitment of 400 Units	2018 - 2018	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.2 Annual Commitment of 400 Units	2019 - 2019	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.3 Annual Commitment of 400 Units	2020 - 2020	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.4 Annual Commitment of 400 Units	2021 - 2021	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.5 Annual Commitment of 400 Units	2022 - 2022	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.6 Annual Commitment of 400 Units	2023 - 2023	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.7 Annual Commitment of 400 Units	2024 - 2024	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.8 Annual Commitment of 400 Units	2025 - 2025	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.9 Annual Commitment of 400 Units	2026 - 2026	\$ 16,120,000	\$ -	\$ 16,120,000	100%	\$ 16,120,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.10 Annual Commitment of 400 Units	2027 - 2027	\$ 16,120,000	\$	\$ 16,120,000	100%	\$ 16,120,000	\$	\$	\$	\$	\$
Subtotal Affordable Ownership Units		\$ 161,200,000	\$ -	\$ 161,200,000		\$ 161,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
4.3 Shelter, Support & Housing Administration											
4.3.1 Choice Based Housing Access System	2018 - 2019	\$ 4,357,000	\$	\$ 4,357,000	72%	\$ 3,146,000	\$ 121, <u>1</u> 00	\$ 1,089,900	\$	\$ 1,089,900	\$
Subtotal Shelter, Support & Housing Administration		\$ 4,357,000	\$ -	\$ 4,357,000		\$ 3,146,000	\$ 121,100	\$ 1,089,900	\$ -	\$ 1,089,900	\$ -
		-				-					
TOTAL SUBSIDIZED HOUSING		\$ 755,557,000	\$ -	\$ 755,557,000		\$ 341,346,000	\$ 41,421,100	\$ 372,789,900	\$ -	\$ 372,789,900	\$ -

¹ BTE shares include costs that meet the needs of existing residents and employees including past developments

Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Costs	100%	\$372,789,900
10-Year Growth in Population in New Permits Issued		252,790
Unadjusted Development Charge Per Capita		\$1,474.70
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	0%	\$0
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$0.00

2018 - 2027 Net Funding Envelope \$ 483,499,253



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SUBSIDIZED HOUSING RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

SUBSIDIZED HOUSING	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	\$2,263.4	\$1,987.5	\$3,959.5	\$4,017.5	\$4,075.9	\$4,134.7	\$4,194.0	\$4,253.5	\$2,185.1	
2018 - 2027 RESIDENTIAL FUNDING REQUIRE	EMENTS										
- Subsidized Housing: Non Inflated	\$37,715.0	\$37,715.0	\$37,170.0	\$37,170.0	\$37,170.0	\$37,170.0	\$37,170.0	\$37,170.0	\$37,170.0	\$37,170.0	\$372,789.9
- Subsidized Housing: Inflated	\$37,715.0	\$38,469.2	\$38,671.7	\$39,445.1	\$40,234.0	\$41,038.7	\$41,859.5	\$42,696.6	\$43,550.6	\$44,421.6	\$408,101.9
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE											
- DC Receipts: Inflated	\$39,939.5	\$38,123.5	\$40,541.4	\$39,366.7	\$40,154.0	\$40,957.1	\$41,776.2	\$42,611.8	\$41,392.6	\$42,220.5	\$407,083.4
INTEREST											
- Interest on Opening Balance	\$0.0	\$79.2	\$69.6	\$138.6	\$140.6	\$142.7	\$144.7	\$146.8	\$148.9	\$76.5	\$1,087.5
- Interest on In-year Transactions	\$38.9	(\$9.5)	\$32.7	(\$2.2)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.3)	(\$59.3)	(\$60.5)	(\$69.0)
TOTAL REVENUE	\$39,978.4	\$38,193.3	\$40,643.7	\$39,503.1	\$40,292.4	\$41,097.5	\$41,918.7	\$42,756.2	\$41,482.2	\$42,236.5	\$408,101.9
CLOSING CASH BALANCE	\$2,263.4	\$1,987.5	\$3,959.5	\$4,017.5	\$4,075.9	\$4,134.7	\$4,194.0	\$4,253.5	\$2,185.1	\$0.0	

2018 Adjusted Charge Per Capita \$1,473.24

Allocation of Capital Program	
Residential Sector	100.0%
Non-Residential Sector	0.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 8 SHELTER

2018 DEVELOPMENT CHARGES BACKGROUND STUDY CITY OF TORONTO INVENTORY OF CAPITAL ASSETS SHELTER, SUPPORT & HOUSING ADMINISTRATION DIVISION

SHELTER TYPE		# of Beds per Year											
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	(\$/bed)		
COED	103,174	105,117	107,222	117,988	122,622	124,182	123,282	126,273	129,914	149,966			
FAMILY	387,160	408,827	317,425	320,702	338,559	346,199	371,957	368,715	361,230	416,986			
MEN	546,690	561,683	544,794	548,163	560,337	562,933	568,338	572,941	565,828	653,164			
OTHER PERMANENT (1)	20,404	22,940	22,405	23,614	27,282	47,654	55,979	55,200	56,227	64,906			
WOMEN	182,522	181,153	186,470	187,580	191,139	195,828	205,415	207,906	219,036	252,844			
YOUTH	169,074	166,338	168,948	173,351	178,893	170,710	170,931	173,784	179,825	207,581			
Total Number of Beds per Year	1,409,024	1,446,058	1,347,264	1,371,398	1,418,832	1,447,506	1,495,902	1,504,819	1,512,060	1,745,448			
Number of Days per Year	365	365	365	365	365	365	365	365	365	365			
Total Number of Beds per Night	3,860	3,962	3,691	3,757	3,887	3,966	4,098	4,123	4,143	4,782	\$192,000		
Total Cost (\$000)	\$741,185.2	\$760,666.1	\$708,697.8	\$721,392.9	\$746,344.5	\$761,427.8	\$786,885.4	\$791,576.0	\$795,385.0	\$918,153.5			

⁽¹⁾ Was seasonal until 2013



2018 DEVELOPMENT CHARGES BACKGROUND STUDY CITY OF TORONTO CALCULATION OF SERVICE LEVELS SHELTER

2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 **Historic Population** 2,525,400 2,543,200 2,560,400 2,615,100 2,635,176 2,653,004 2,667,085 2,696,070 2,731,600 2,753,048

INVENTORY SUMMARY (\$000)

Total (\$000)	\$741,185.2	\$760,666.1	\$708,697.8	\$721,392.9	\$746,344.5	\$761,427.8	\$786,885.4	\$791,576.0	\$795,385.0	\$918,153.5
Number of Bed	\$741,185.2	\$760,666.1	\$708,697.8	\$721,392.9	\$746,344.5	\$761,427.8	\$786,885.4	\$791,576.0	\$795,385.0	\$918,153.5

SERVICE LEVEL (\$/capita)

Average Service

Level

Number of Bed	\$293.49	\$299.10	\$276.79	\$275.86	\$283.22	\$287.01	\$295.04	\$293.60	\$291.18	\$333.50	\$292.88
Total (\$/capita)	\$293.49	\$299.10	\$276.79	\$275.86	\$283.22	\$287.01	\$295.04	\$293.60	\$291.18	\$333.50	\$292.88

CITY OF TORONTO
CALCULATION OF MAXIMUM ALLOWABLE
SHELTER

 10-Year Funding Envelope Calculation

 10 Year Average Service Level 2008 - 2017
 \$292.88

 Net Population Growth 2018 - 2027
 252,955

 Maximum Allowable Funding Envelope
 \$74,085,546

 Less: 10% Legislated Reduction
 \$7,408,555

 Discounted Maximum Allowable Funding Envelope
 \$66,676,992



CITY OF TORONTO DEVELOPMENT-RELATED CAPITAL FORECAST SHELTER

		Gross	Grants/			Ineligible Cos	sts	Total	Development	Related Costs
Project Description	Timing	Project	Subsidies/Other	Net	BTE ¹	Replacement	10%	Development	2018-	Post
		Cost	Recoveries	Cost	%	& BTE Shares	Reduction	Related Costs	2027	2027
3.0 SHELTER										
3.1 New Shelters										
3.1.1 Provision for New Shelter Capacity	2021 - 2023	\$ 12,710,053	\$ -	\$ 12,710,053	0%	\$ -	\$ 1,271,005	\$ 11,439,048	\$ 11,439,048	\$ -
3.1.2 Provision for New Shelter Capacity	2019 - 2021	\$ 27,710,053	\$ -	\$ 27,710,053	2%	\$ 600,000	\$ 2,711,005	\$ 24,399,048	\$ 24,399,048	\$ -
3.1.3 Provision for New Shelter Capacity	2022 - 2025	\$ 27,710,053	\$ -	\$ 27,710,053	0%	\$ -	\$ 2,771,005	\$ 24,939,048	\$ 24,939,048	\$ -
3.1.4 Provision for New Shelter Capacity	2027 - 2027	\$ 111,969,841	\$	\$ 111,969,841	0%	\$ -	\$ 11,196,984	\$ 100,772,857	\$	\$ 100,772,857
Subtotal New Shelters		\$ 180,100,000	\$ -	\$ 180,100,000		\$ 600,000	\$ 17,950,000	\$ 161,550,000	\$ 60,777,143	\$ 100,772,857
TOTAL SHELTER		\$ 180,100,000	\$ -	\$ 180,100,000		\$ 600,000	\$ 17,950,000	\$ 161,550,000	\$ 60,777,143	\$ 100,772,857

¹ BTE shares include costs that meet the needs of existing residents and employees including past developments

Residential Development Charge Calculation		
Residential Share of 2018 - 2027 DC Eligible Costs	100%	\$60,777,143
10-Year Growth in Population in New Permits Issued		252,790
Unadjusted Development Charge Per Capita		\$240.43
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	0%	\$0
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$0.00

2018 - 2027 Net Funding Envelope \$ 66,676,992



CITY OF TORONTO CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE SHELTER RESIDENTIAL DEVELOPMENT CHARGE (in \$000)

SHELTER	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
OPENING CASH BALANCE	\$0.0	\$6,802.4	\$5,073.7	\$3,529.8	(\$2,601.8)	(\$7,013.8)	(\$11,753.9)	(\$12,429.6)	(\$13,143.1)	(\$6,816.0)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS											
- Shelter: Non Inflated	\$0.0	\$8,133.0	\$8,133.0	\$11,946.0	\$10,047.8	\$10,047.8	\$6,234.8	\$6,234.8	\$0.0	\$0.0	\$60,777.1
- Shelter: Inflated	\$0.0	\$8,295.7	\$8,461.6	\$12,677.2	\$10,876.0	\$11,093.6	\$7,021.4	\$7,161.8	\$0.0	\$0.0	\$65,587.2
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Permits Issued	27,110	25,370	26,450	25,180	25,180	25,180	25,180	25,180	23,980	23,980	252,790
REVENUE											
- DC Receipts: Inflated	\$6,685.4	\$6,381.5	\$6,786.2	\$6,589.6	\$6,721.3	\$6,855.8	\$6,992.9	\$7,132.7	\$6,928.7	\$7,067.2	\$68,141.3
INTEREST											
- Interest on Opening Balance	\$0.0	\$238.1	\$177.6	\$123.5	(\$143.1)	(\$385.8)	(\$646.5)	(\$683.6)	(\$722.9)	(\$374.9)	(\$2,417.5)
- Interest on In-year Transactions	\$117.0	(\$52.6)	(\$46.1)	(\$167.4)	(\$114.3)	(\$116.5)	(\$0.8)	(\$0.8)	\$121.3	\$123.7	(\$136.6)
TOTAL REVENUE	\$6,802.4	\$6,566.9	\$6,917.7	\$6,545.7	\$6,464.0	\$6,353.5	\$6,345.6	\$6,448.3	\$6,327.1	\$6,816.0	\$65,587.2
CLOSING CASH BALANCE	\$6,802.4	\$5,073.7	\$3,529.8	(\$2,601.8)	(\$7,013.8)	(\$11,753.9)	(\$12,429.6)	(\$13,143.1)	(\$6,816.0)	\$0.0	

2018 Adjusted Charge Per Capita \$246.60

Allocation of Capital Program	
Residential Sector	100.0%
Non-Residential Sector	0.0%
Rates for 2018	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



APPENDIX 9 Local Service Guidelines

E General Policy Guidelines On Development Charge And Local Service Funding For City-Related Works

The following provides the definition of "local service" under the Development Charges Act (DCA) for a number of services provided by the City of Toronto. The purpose of establishing these definitions is to determine the eligible capital costs for inclusion in the development charges (DC) calculation for the City of Toronto. The functions or services deemed to be local in nature are not to be included in the determination of the development charge rates. The provision of local services is considered to be a direct developer responsibility under s.59 of the DCA and will (or may) be recovered under other agreement(s) with the landowner or developer. The issue of "local services" is being specifically considered for the services of:

- Water Services
- Wastewater Services
- Stormwater Services
- Transportation Services
- Parkland Development

The following guidelines describe, in general terms, the size and nature of municipal infrastructure that is included in the City of Toronto Development Charges Background Study (DC Study), as a project to be eligible for funding, in whole, or in part by development charges (DCs). For the purposes of this guideline, the term "development" and "development-related" relates to the increase in need for servicing arising from "development" (i.e. growth) as prescribed by the *Development Charges Act, 1997*. Infrastructure that is related to local development (i.e. infrastructure required to service a particular development) is considered to be a local developer responsibility.

In this respect, the following guidelines apply:

 The project must be listed in the most current City of Toronto DC Study, with the following conditions and potential exceptions:



- a. The City, at its sole discretion, may deem a project not listed in the most current DC Study to be development-related and potentially fundable, in whole or in part, from DCs. Inclusion of the "new" project may require the substitution (removal) of a project or projects from the related service project list, as contained in the most current DC Study, or require consideration for future DC funding pending a DC Background Study update or amendment.
- b. The City, at its sole discretion, may deem a project not specifically listed in the most current DC Study to be part of the "unallocated improvements" referenced in the most current DC Study. As such, the project may be considered development-related and potentially fundable, in whole or in part, from DCs.
- A developer will be solely responsible for the cost and implementation of infrastructure upgrades required to serve the associated development site.
 - a. In determining the infrastructure needs arising from development, full consideration will be given to existing and committed capacity allocations to development in the service area.

The following policy guidelines are general principles by which staff will be guided in considering the eligibility of infrastructure for full or partial funding from DCs. Each application will be considered on its own merits having regard to, among other factors:

- the nature, type and location of the infrastructure;
- these policy guidelines;
- the nature, type and location of the development within any existing plan and proposed development in its surrounding area;
- the location and type of services required and their relationship to proposed development; and
- the existing and proposed development in the area, and subsection 59(2) of the *Development Charges Act, 1997* (the *DCA*).



These local service policy guidelines are subject to review and amendment by the City either in conjunction with or independent of any amendments or updates to the City's DC by-laws.

The detailed engineering requirements for all work and/or development applications are governed by the *City of Toronto Official Plan*, or, if not specified in the Official Plan, by the secondary or site-specific planning and associated servicing analysis, or in accordance with the City's *Sewer Capacity Assessment* Policy (Scheduled for November 2017), *Design Criteria for Sewers and Watermains* (2009) and *Building Toronto Together: A Development Guide* (2004), or as may be defined through other studies or environmental assessments

A. Water

1. Water Supply, Storage and Booster Pumping Stations

All projects related to upgrading, expanding or constructing water supply and treatment facilities (plants and water conservation), storage facilities (storage tanks, etc.), and pumping stations, including costs to acquire/expropriate land, considered to be in whole or in part related to development, are considered to be a DC project.

New or expanded local pumping stations, including upgrades identified through a development proposal, servicing a localized area and needs (specific development) are a local service and a direct developer responsibility.

2. Watermains

- Watermains that are required to service a specific development, either internal or external to the site, are considered to be the developer's responsibility.
- Connections to transmission watermains and pumping stations to service specific areas are considered to be a direct developer responsibility.
- Transmission watermains (generally located outside the development area) may be required to provide network integrity, security or reliability to the distribution system. Where such transmission watermains are



identified by a Class Environmental Assessment, Servicing Study or by Toronto Water or listed in the City's most current DC Study, they are considered to be a DC project.

- All other watermains are considered a direct developer responsibility including all required looping to service the development lands.
- A developer-implemented infrastructure upgrade required to service the needs of a specific development will not be eligible for City reimbursement or DC credits when it provides some additional capacity as a by-product(i.e. due to the selection of standard pipe sizes).
- Where the City requests that a developer oversize a watermain to provide servicing capacity greater than the needs of a specific development, the related incremental costs are eligible for reimbursement from the City. Incremental costs are defined as the difference between the cost of the watermain pipe size requested by the City and the estimated cost to install a standard size required for the development, and an additional 10% investigations, testing and engineering fee. Costs are estimated as the lesser of the lowest tendered unit prices that are established in accordance with the City's requirements and standards or the City's unit costs at the time of construction. Only material (not labour) cost of the watermain and related valve/chamber appurtenances will be included in the calculation. Any costs related to the installation of pipe are the responsibility of the developer.

B. Wastewater

1. Wastewater Treatment

 All projects providing for the upgrading, improvement and/or expansion of wastewater treatment facilities, including the cost to acquire/convey land, are considered in whole or in part to be related to development are considered to be a DC project.

2. Sanitary and Combined Sewers

 A developer will be solely responsible for the cost and implementation of new or upgraded sewer infrastructure (sanitary and/or combined sewers), either internal or external, that are required to adequately service a



specific development in accordance with applicable City policies, standards and criteria.

- If a sewer upgrade is required due to additional flows from the development based on an analysis completed in accordance with all City policies, guidelines, standards and criteria then the developer will be responsible for the cost of the sewer upgrade.
- A developer-implemented infrastructure upgrade required to service the needs of a specific development will not be eligible for DC credits when it provides some additional capacity as a by-product (i.e. due to the selection of standard pipe sizes).
- In determining the sanitary and combined sewer infrastructure necessary
 to service a specific development the determination of the infrastructure
 will take into account existing and committed flows. The resulting
 wastewater needs, the "determined need", is deemed to be a direct
 developer responsibility.
- Where the City requests that a developer oversize a sanitary or combined sewer beyond the size that would be required based on the site specifc development flows, a portion of the project may be eligible for DC credits. The value of the oversized portion of the project cost for sanitary and combined sewers shall be the lesser of the calculated cost using lowest tendered unit prices that are established in accordance with the City's requirements and standards, or the City's unit costs at the time of construction. The portion that may be eligible for DC credit shall be the difference between the cost of the sewer pipe size requested by the City and the estimated cost to install the 'determined need' for the development, and an additional 10 percent investigations, testing and engineering fee. Only material (not labour) cost of the sewers and related appurtenances will be included in the calculation. Any costs related to the installation of pipe are the responsibility of the developer.
- A sanitary or combined sewer, of any size, required to connect a specific development to a major pumping station to service development, is considered the sole responsibility of a developer.

3. Pumping Stations

 New pumping stations or expansions of the existing major pumping stations are considered to be a DC project. Major pumping stations are those required by Toronto Water, and are identified through the Class



Environmental Assessment process or a Master Servicing Study. Such improvements will be listed in the City's most current DC Study.

 New or expanded local pumping stations including upgrades identified through a development proposal, to service a specific development in addition to any existing service area, are a local service and a direct developer responsibility.

C. Stormwater Management

1. Storm Sewers

- Storm sewers that are required for a development, either internal or external, are considered to be the developer's responsibility.
- If a storm sewer upgrade is required based on existing flows from the storm sewer service area as well as proposed flows generated by the development according to applicable City policies, guidelines and standard, the developer will be responsible for the cost of the sewer upgrade. If a storm sewer upgrade would be triggered based on an analysis of existing flows within the storm sewer service area alone according to applicable City policies, guidelines and standards then a portion of the project may be eligible for DC credits. The portion that may be eligible for DC credit shall be the cost of the sewer (material only) and calculated using the lesser of the lowest tendered unit prices that are established in accordance with the City's requirements and standards or the City's unit costs at the time of construction. The portion that may be eligible for DC credit shall be the cost of the sewer material and an additional 10 percent investigations, testing and engineering fee. Only material (not labour) cost of the sewers and related appurtenances will be included in the calculation. Any costs related to the installation of pipe are the responsibility of the developer.

2. Stormwater Management Facilities

- Stormwater quality and quantity works required to service a specific development, either internal or external, are a direct developer responsibility.
- Stormwater quality and quantity works outlined in the Wet Weather Flow Management Master Plan, including works recommended from



subsequent Environmental Assessment for projects identified in the Wet Weather Flow Master Plan, are DC projects.

D. Transportation

Transportation in this section of the guideline includes the full range of transportation infrastructure, sometimes refered to as "roads and related", including, but not limited to; transportation infrastructure within the public right-of-way, including the public realm, sidewalks, cycling facilities and roads.

- 1. Expressways, Arterial and Collector Roads (including Structures, Cycling Facilities and Local Roads External to Development)
- New, widened, extended or upgraded, roads internal to a development are a direct developer responsibility.
- New, widened, extended or upgraded, expressway, arterial, collector or local roads external to a development are considered to be DC projects;
- New or upgraded transportation infrastructure external to a development that provides a direct benefit to a development may be considered a direct developer responsibility to the extent that the infrastructure benefits the development. The residual benefit that is triggered by overall growth may be considered a DC project.
- In such circumstances, the local servicing component of new or upgraded regional infrastructure could be determined through: traffic analyses that disaggregate vehicle/cycling/pedestrian volumes that originate from development, are part of the existing network or the product of regional growth. Other factors may also be applied, as determined by the City, that reflect the specifics of any particular project.
- All other roads are considered to be a direct developer responsibility.

2. Traffic Signals and Intersection Improvements

 Traffic signals required on any type of road external to a development that are necessitated by a specific development are considered a direct developer responsibility. Other traffic signals that are required on any type of road due to general growth from increasing traffic are considered to be DC projects.



- Intersection improvements and/or traffic signals required on any type of road, private site entrances or other entrances related to a specific development are considered a direct developer responsibility.
- Intersection improvements and/or traffic signals on other roads due to general development growth resulting from increasing traffic are considered to be DC projects.

3. Streetscaping Improvements

- Streetscaping improvements, or infrastructure, in this section include, but are not limited to, sidewalks and paving, lighting, street furniture, tree plantings, medians, etc.
- Streetscaping improvements on all roads internal to a development are considered to be a direct developer responsibility.
- Streetscaping improvements external to a development considered necessary to connect the development to public spaces and existing sidewalks are considered to be a direct developer responsibility.
- Streetscaping improvements will be considered a local service or DC project based on the categorization of the adjacent road described in D.1 above.
- Streetscaping improvements proposed as part of a development project are a direct developer responsibility.

4. Cycling Infrastructure

- Cycling infrastructure on all internal roads are considered to be a direct developer responsibility.
- The cycling network includes many types of infrastructure, such as Cycle Tracks, bicycle lanes, shared roadway routes and multi-use pathways. Toronto's cycling routes are for both commuter and recreational cycling.
- Cycling infrastructure external to a development considered necessary to connect the development to cycling infrastructure are considered to be a direct developer responsibility.
- Cycling infrastructure will be considered a local service or DC project based on the categorization of the adjacent road described in D.1 above.



- Cycling infrastructure proposed as part of a development project are a direct developer responsibility.
- 5. Strategic Transportation Initiatives (e.g. Congestion Management Initiatives, Signal Modifications, HOV, Bus Lanes, RESCU, ATSC)
- Strategic transportation initiatives on arterial or collector roads external to a development that are necessitated by a specific development are considered a direct developer responsibility. Strategic transportation initiatives on expressways, arterial or collector roads external to a development that are required due to general development growth from increasing traffic are considered to be DC projects.
- Strategic transportation initiatives internal to a development are a direct developer responsibility.

6. Land Acquisition for Transportation Projects & Infrastructure

a. Public Rights-of-Way

Land acquisition for expressways, arterial, collector, or local roads, to
the widths required according to the approved Official Plan or
engineering standards, is primarily provided by dedications under the
Planning Act. In areas where limited or no development is
anticipated, and direct dedication is unlikely, the land acquisition is
considered to be part of the capital cost of the related DC project.
Where property requirements are not identified in the City's Official
Plan, requirements may otherwise be defined through the completion
of studies and/or environmental assessments

b. Grade Separations

 Land acquisition for grade separations (beyond normal dedication requirements) is considered to be part of the capital cost of the related DC project. Specific property requirements are governed by requirements under the City's OP, or as otherwise may be defined through the completion of studies and/or environmental assessments.

c. Land Acquisition Costs

 The cost to acquire land for transportation needs includes, but is not limited to, the cost to purchase the land and any related costs such



as cost associated with expropriation (administration, legal, claims of injurious affection).

E. Parkland Development

Developers dedicating parkland as a condition of development are required to undertake, at their sole expense, the base construction and installation of the parkland improvements (the Base Park Improvements) on lands to be conveyed to the City for park purposes. This work shall include:

- Demolition, removal and disposal of all existing materials, buildings, foundations and associated servicing.
- Grading inclusive of 300mm depth topsoil supply and placement. Where lands have been environmentally risk assessed in accordance with MOECC regulations, the required depth profile of the environmental soil / soft cap will be 1.5 m of engineered fill compacted to 95% SPD and certified by the consulting engineer.
 - In the case of a risk-assessed site, all materials brought on site shall comply with the site-specific standards outlined in the Certificate of Property Use. In the case where no risk assessment of the site was required, all materials brought on site shall comply with the Ontario Reg. 153/04 Table 3 RPI standards;
- Sodding #1 nursery grade;
- Fencing, where deemed necessary;
- Sanitary and storm service connections with manholes at streetline;
- Water and electrical service connections; (minimum water: 50mm to the street line including backflow preventers, shut off valves, water metre and chamber; electrical connection to the street line and electrical panel in a lockable cabinet (100 Amp service));
- Street trees along all public road allowances abutting City-owned parkland; and
- Standard park sign (separate certified cheque required).



APPENDIX 10 NET OPERATING COST ANALYSIS

110 APPENDIX G TABLE 5

CITY OF TORONTO ESTIMATED NET OPERATING COST OF THE PROPOSED DEVELOPMENT-RELATED CAPITAL PROGRAM (in constant 2018 dollars)

General Services (Property Tax Supported)

Category	Description of Operating Costs	Service	Cost (\$000's)	Unit Measurement	Source
	10-Year program provides for 55,858 licensed	2017 Gross Operating Budget	\$480,216	Total Gross Op Budget	Childcare 2017 Operating Budget, p. 132
	child care spaces, 254,264 child care fee subsidy spaces, over 900 centres with wage	2017 Net Operating Budget	\$79,523	Total Net Op Budget	Childcare 2017 Operating Budget, p. 136
Childcare	subsidy programs and 21 agencies for children with special needs, 45 family support programs, 51 After School and Recreational Programs in partnership with Parks Forestry & Recreation, Funding for 2 cc centres, summer day programs,		\$2,462,875	Total Asset Value in 2017	2018 DC Background Study - Childcare Inventory
oaoa.o			\$0.03	Net Op Budget/\$ of Asset Value	
			\$80,870	Added Capital 2018-2027	2018 DC Background Study - Childcare Capital Program
	and health & safety renos.		\$2,611	Additional Net Op Budget at 2027	
		2017 Gross Operating Budget	\$210,484	Total Gross Op Budget	Paramedic Services 2017 Operating Budget, p. 132
	10-Year program provides for 24-hour	2017 Net Operating Budget	\$78,189	Total Net Op Budget	Paramedic Services 2017 Operating Budget, p. 136
Paramedic	emergency medical response, ambulances and vehicles, ambulance stations, paramedics,		\$669,599	Total Asset Value	2018 DC Background Study - Paramedic Inventory
Services	emergency medical dispatchers, power		\$0.12	Net Op Budget/\$ of Asset Value	
	stretchers, and others.		\$151,260	Added Capital 2018-2027	2018 DC Background Study - Paramedic Capital Program
			\$17,663	Additional Net Op Budget at 2027	
		2017 Gross Operating Budget	\$469,669	Total Gross Op Budget	Fire 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$452,568	Total Net Op Budget	Fire 2017 Operating Budget, p. 136
	10 Year program provides for emergency		\$1,559,977	Total Asset Value	2018 DC Background Study - Fire Inventory
_	response, fire stations, heavy and light		\$0.29	Net Op Budget/\$ of Asset Value	, ,
Fire	emergency support and training vehicles, s, firefighters, management and admin staff, and		\$43.264	Added Capital 2018-2027	2018 DC Background Study - Fire Capital Program
	others.		\$12.551	Additional Net Op Budget at 2027	2010 20 Subligitudia Glady 1 110 Capital 1 Togram
			Ų. <u>2,</u> 00.	radialista Not of Badgot at 2027	
		2017 Gross Operating Budget	\$198,371	Total Gross Op Budget	Library 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$178,762	Total Net Op Budget	Library 2017 Operating Budget, p. 136
Library	10 Year program provides for the maintenance of library branches, access to over 11 million		\$2,240,521	Total Asset Value	2018 DC Background Study - Library Inventory
Library	items, and responses reference requests.		\$0.08	Net Op Budget/\$ of Asset Value	
			\$486,702	Added Capital 2018-2027	2018 DC Background Study - Library Capital Program
			\$38,832	Additional Net Op Budget at 2027	
	10 Year program provides for the maintenance	2017 Gross Operating Budget	\$452,327	Total Gross Op Budget	Parks, Forest & Rec 2017 Operating Budget, p. 132
	of over 1,600 named parks, 4,300 ha of	2017 Net Operating Budget	\$316,662	Total Net Op Budget	Parks, Forest & Rec 2017 Operating Budget, p. 136
Parks and	maintained park land, 4+ million trees, planting approximately 75,000 trees, providing more than		\$8,106,012	Total Asset Value	2018 DC Background Study - Parks & Rec Inventory
Recreation	66,000 rec programs for 8.55 million participants,		\$0.04	Net Op Budget/\$ of Asset Value	
	developing reaction and care services through		\$3,638,055	Added Capital 2018-2027	2018 DC Background Study - Parks & Rec Capital Program
	the ARC Program		\$142,121	Additional Net Op Budget at 2027	
	10 Year program provides for the consolidation	2017 Gross Operating Budget	\$396,181	Total Gross Op Budget	Transportation 2017 Operating Budget, p. 132
	of the Front Yard Parking function, implementing		\$215,145	Total Net Op Budget	Transportation 2017 Operating Budget, p. 136
	contracting out of roadway sweeping and		\$15,985,013	Total Asset Value	2018 DC Background Study - Roads Inventory
	redevelopment, updating the Program's Snow Disposal Strategy, installing additional		\$0.01	Net Op Budget/\$ of Asset Value	
D	Changeable Message Signs on the Gardiner		\$2,172,751	Added Capital 2018-2027	2018 DC Background Study - Roads Capital Program
Roads	Expressway, completing the Downtown Toronto		\$29.243	Additional Net Op Budget at 2027	gy
	Transportation Study, continuing roll-out of \$1Billion/25.000-unit coordinated street furniture			-F9	
	program, continue implementation of the Toronto				
	Walking Strategy, and Implementing the Graffiti				
	Management Plan				



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CITY OF TORONTO ESTIMATED NET OPERATING COST OF THE PROPOSED DEVELOPMENT-RELATED CAPITAL PROGRAM (in constant 2018 dollars)

General Services (Property Tax Supported)

Category	Description of Operating Costs	Service	Cost (\$000's)	Unit Measurement	Source
Subsidized Housing	10 Year plan provides for the creation of new affordable rental homes in 4 developments, funding to assist residents in purchasing new homes, and administering the disbursement of funds for modification/renovation of apartments and private low-income homes.	2017 Gross Operating Budget 2017 Net Operating Budget	\$3,474 \$1,170 \$5,746,935 \$0.0002 \$755,557 \$154	Total Gross Op Budget Total Net Op Budget Total Asset Value Net Op Budget(\$ of Asset Value Added Capital 2018-2027 Additional Net Op Budget at 2027	Affordable Housing 2017 Operating Budget, p. 132 Affordable Housing 2017 Operating Budget, p. 136 2018 DC Background Study - Subsidized Housing Inventory 2018 DC Background Study - Subsidized Housing Cap Prog
Police	10 Year program provides for officers, cars, motorcycles, boats, horses, and other transportation equipment pieces.	2017 Gross Operating Budget 2017 Net Operating Budget	\$1,127,817 \$1,004,465 \$2,511,027 \$0.40 \$219,131 \$87,657	Total Gross Op Budget Total Net Op Budget Total Asset Value Net Op Budget\$\$ of Asset Value Added Capital 2018-2027 Additional Net Op Budget at 2027	2017 Police Operating Budget, p. 132 2017 Police Operating Budget, p. 2136 2018 DC Background Study - Police Inventory 2018 DC Background Study - Police Capital Program
Public Health	10 Year program provides for repsoinding to reports of suspected communicable disease cases, inspecting critical and semi-critical personal services settings, providing infection prevention and control services, providing clinic wists at sexual health clinics, providing support for callers through the AIDS and Sexual Health linfo. Line, providing vaccine clinics for children without access to OHIP, inspecting food premises and offering training and certification for food handlers, training health professionals from agencies, reaching youth in schools with Chronic Disease/Injury Prevention Initiatives, reaching schools with the Playground Activity Leaders in Schools program, providing counselling for prental awomen at risk for poor birth outcomes, providing mothers with breastfeeding education, conducting home visits, and providing speech and language therapy to preschool children.	2017 Gross Operating Budget 2017 Net Operating Budget	\$242,017 \$58,473 \$120,605 \$0.48 \$800 \$388	Total Gross Op Budget Total Net Op Budget Total Asset Value Net Op Budget's of Asset Value Added Capital 2018-2027 Additional Net Op Budget at 2027	2017 Public Health Operating Budget, p.132 2017 Public Health Operating Budget, p.136 2018 DC Background Study - Public Health Inventory 2018 DC Background Study - Public Health Capital Program

Note: Transit Services are dealt with separately in Appendix F

Toronto Water (Utility Rate Funded)

	The City of Toronto Water and Wastewater Program (the "Program") is currently fully funded	2017 Gross Operating & Capital from Current	\$1,231,930	Total Gross Op and Capital from Current Budget	Appendix A of 2017 Water and Wastewater Consumption Rates and Service Fees Staff Report https://www.toronto.ca/legdocs/mmis/2016/ex/bgrd/backgroundfil
	on a 'pay-as-you-go' basis through a combined water and wastewater rate without any reliance	2017 Net Rate Funding	\$1,146,250		e-98484.pdf
Toronto Water	financing. Foronto vivater's water and wastewater	2027 Gross Operating & Capital from Current	\$1,624,238	Total Gross Op and Capital from Current Budget	
	ten-year forecast of rate increases that ensure	20277 Net Rate Funding	\$1,514,028	Total Net amount required rate funding	
	including operating costs, capital costs and state	2018-2027 Change in Gross Budget	\$392,308	Gross Increase in Budget (Growth and Non-Growth Related	
	of good repair costs, are fully funded.	2018-2027 Change in Net Rate Funding	\$367,778	Net Increase in Rate funding (Growth and Non-Growth Related	

Addendum Study Notes:

This summary table is included in the DC Addendum Study to reflect that the Police capital program was overstated in the January 9th, 2018 DC Background Study. The Consolidated DC Background Study will provide an updated Net Operating Impact analysis that reflects the changes presented in this Addendum Study.

