



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.

I 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 Study to Public	<ul style="list-style-type: none"> 60 days prior to by-law passage (including on website)
Advertise for Public Meeting	<ul style="list-style-type: none"> 20 days notice
Release Proposed DC By-law	<ul style="list-style-type: none"> 2 weeks before Public Meeting (or sooner)
Hold Statutory Public Meeting	<ul style="list-style-type: none"> Receive submissions from public and Council Amend proposed charges and by-law if warranted Determine if additional Public Meeting is required
DC By-law Passage (Current Task)	<ul style="list-style-type: none"> Any changes brought forward for adoption
Notice of By-law Passage	<ul style="list-style-type: none"> 20 days after DC by-law passage
Appeal Period	<ul style="list-style-type: none"> 40 days following DC by-law passage
DC Pamphlet	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> BILD, TBoT, TREB, REALpac, NAIOP, GTAA, TIN) 	June 5, July 10, October 30, December 1 (2017)
Technical Review <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Rental Housing Providers Universities and Colleges Home Ownership Assistance Housing Providers 	February to March 2018

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 non-development-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 by-law 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* | • Shelter* |
| • Transit* | • Police |
| • Roads and Related* | • Fire |
| • Water* | • Paramedic Services |
| • Sanitary Sewer* | • Development-Related Studies |
| • Storm Water Management* | • Civic Improvements |
| • Parks and Recreation | • Child Care |
| • Library | • Public Health |
| • Subsidized Housing* | • 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.

Table 1: Summary of Ridership Growth		
	Analysis of Ridership Growth	AM Peak Period Trips
A	Increased Ridership 2011-2041	218,000
	Trips from 2011 Base	
B	Added trips if network improvements available in 2011	53,000
C	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/viewAgendaItemHistory.do?item=2016.EX16.1>
- 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/viewAgendaItemHistory.do?item=2016.EX19.1> The Provincial contribution to the Scarborough Transit Network (SSE and Eglinton East LRT) is reflected in the SSE project.

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: <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.

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 YYSSE. 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 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.

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: 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)

Service	Development-Related Capital Program 2018-2027			
	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%

Service	Development-Related Capital Program 2018-2041			
	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	\$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.

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TABLE 6

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

Service	Development-Related Capital Program 2018-2027						
	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

Service	Development-Related Capital Program 2018-2041						
	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
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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

Service	Apartments 2+ Bedrooms		Difference	
	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.

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TABLE 8

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

Service	Adjusted Charge Per Capita	Residential Charge By Unit Type						Percentage of Charge
		Singles & Semis	Multiples 2+ Bedrooms	Multiples 1 Bed and Bach.	Apartments 2+ Bedrooms	Apartments 1 Bed and Bach.	Dwelling Room	
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	

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TABLE 9

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

Service	Adjusted Charge per Employee	Non-Residential Charge By Type		Percentage of Charge
		Industrial	Non-Industrial	
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

Service	Residential Charge By Unit Type					
	Singles & Semis	Multiples 2+ Bedrooms	Multiples 1 Bed and Bach.	Apartments 2+ Bedrooms	Apartments 1 Bed and Bach.	Dwelling Room
Current Rates (As of February 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 February 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.

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TABLE 12

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

Service	Current Charge per Large Apt (1)	Calculated Charge per Large Apt	Difference in Charge		
			Amount (\$)	Change (%)	Difference (%)
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)

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TABLE 13

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

Service	Current Non-Residential Charge (\$/Sq.M)(1)	Calculated Non-Industrial Charge (\$/Sq.M)	Difference in Charge		
			Amount (\$)	Change (%)	Difference (%)
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

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
TRANSIT (BALANCE)

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost ¹	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
						BTE ² %	Replacement & BTE Shares	0% Reduction		Prior Growth	2018- 2027	Post 2027
2.0 TRANSIT (BALANCE)												
2.1 STREETCAR RELATED INFRASTRUCTURE												
2.1.1 Surface Track												
2.1.1.1 King/Queen/Roncesvalles Modifications	Inflated	2018 - 2019	\$ 8,310,000	\$ -	\$ 8,310,000	43%	\$ 3,592,000	\$ -	\$ 4,718,000	\$ -	\$ 1,776,325	\$ 2,941,675
Subtotal Surface Track			\$ 8,310,000	\$ -	\$ 8,310,000		\$ 3,592,000	\$ -	\$ 4,718,000	\$ -	\$ 1,776,325	\$ 2,941,675
2.1.2 Yards & Roads												
2.1.2.1 Streetcar Network Upgrades for LRV	Inflated	2018 - 2020	\$ 76,051,000	\$ -	\$ 76,051,000	43%	\$ 32,870,000	\$ -	\$ 43,181,000	\$ -	\$ 16,259,542	\$ 26,921,458
2.1.2.2 TTC Streetcar Shelter Reconstruction	Inflated	2018 - 2027	\$ 4,050,000	\$ -	\$ 4,050,000	43%	\$ 1,750,000	\$ -	\$ 2,300,000	\$ -	\$ 866,332	\$ 1,433,668
Subtotal Yards & Roads			\$ 80,101,000	\$ -	\$ 80,101,000		\$ 34,620,000	\$ -	\$ 45,481,000	\$ -	\$ 17,125,874	\$ 28,355,126
2.1.3 Buildings & Structures												
2.1.3.1 Leslie Barns	Inflated	2018 - 2019	\$ 523,489,000	\$ -	\$ 523,489,000	43%	\$ 226,258,000	\$ -	\$ 297,231,000	\$ -	\$ 111,919,997	\$ 185,311,003
2.1.3.2 LRV Carhouse Facility Renewal Program	Inflated	2018 - 2027	\$ 91,640,000	\$ -	\$ 91,640,000	43%	\$ 39,608,000	\$ -	\$ 52,032,000	\$ -	\$ 19,592,158	\$ 32,439,842
Subtotal Buildings & Structures			\$ 615,129,000	\$ -	\$ 615,129,000		\$ 265,866,000	\$ -	\$ 349,263,000	\$ -	\$ 131,512,156	\$ 217,750,844
2.1.4 Purchase of Streetcars												
2.1.4.1 Purchase of 204 Streetcars - Replacement	Inflated	2018 - 2020	\$ 1,186,503,000	\$ -	\$ 1,186,503,000	70%	\$ 830,552,000	\$ -	\$ 355,951,000	\$ -	\$ 355,951,000	\$ -
2.1.4.2 Purchase of 60 Streetcars - New	Inflated	2018 - 2021	\$ 360,885,000	\$ -	\$ 360,885,000	43%	\$ 155,979,000	\$ -	\$ 204,906,000	\$ -	\$ 77,155,539	\$ 127,750,461
Subtotal Purchase of Streetcars			\$ 1,547,388,000	\$ -	\$ 1,547,388,000		\$ 986,531,000	\$ -	\$ 560,857,000	\$ -	\$ 433,106,539	\$ 127,750,461
2.1.5 Shop Equipment												
2.1.5.1 Street Car Carhouse Shop Equipment	Inflated	2018 - 2027	\$ 4,766,000	\$ -	\$ 4,766,000	43%	\$ 2,060,000	\$ -	\$ 2,706,000	\$ -	\$ 1,018,873	\$ 1,687,126.6
Subtotal Shop Equipment			\$ 4,766,000	\$ -	\$ 4,766,000		\$ 2,060,000	\$ -	\$ 2,706,000	\$ -	\$ 1,018,873	\$ 1,687,127
2.1.6 Other Maintenance Equipment												
2.1.6.1 Streetcar Department Equipment	Inflated	2018 - 2027	\$ 7,555,000	\$ -	\$ 7,555,000	43%	\$ 3,265,000	\$ -	\$ 4,290,000	\$ -	\$ 1,615,589	\$ 2,674,411
Subtotal Other Maintenance Equipment			\$ 7,555,000	\$ -	\$ 7,555,000		\$ 3,265,000	\$ -	\$ 4,290,000	\$ -	\$ 1,615,589	\$ 2,674,411
2.2 HIGHER-ORDER TRANSIT (SUBWAYS and LRT)												
2.2.1 Scarborough Subway Extension												
2.2.1.1 Scarborough Subway	Inflated	2018 - 2027	\$ 3,305,000,000	\$ 2,523,504,000	\$ 781,496,000	43%	\$ 337,772,000	\$ -	\$ 443,724,000	\$ -	\$ 167,080,542	\$ 276,643,458
2.2.1.2 SRT Life Extension - Facilities, Equipment & Vehicles	Inflated	2018 - 2028	\$ 132,000,000	\$ 53,354,000	\$ 78,646,000	100%	\$ 78,646,000	\$ -	\$ -	\$ -	\$ -	\$ -
2.2.1.3 SRT Decommissioning & Demolition	Inflated	2026 - 2027	\$ 123,000,000	\$ 73,138,000	\$ 49,862,000	100%	\$ 49,862,000	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Scarborough Subway Extension			\$ 3,560,000,000	\$ 2,649,996,000	\$ 910,004,000		\$ 466,280,000	\$ -	\$ 443,724,000	\$ -	\$ 167,080,542	\$ 276,643,458
2.2.2 Sheppard Subway												
2.2.2.1 Sheppard Subway	Inflated	2018 - 2027	\$ 384,914,238	\$ -	\$ 384,914,238	70%	\$ 269,440,000	\$ -	\$ 115,474,238	\$ 73,008,842	\$ 42,465,396	\$ -
Subtotal Sheppard Subway			\$ 384,914,238	\$ -	\$ 384,914,238		\$ 269,440,000	\$ -	\$ 115,474,238	\$ 73,008,842	\$ 42,465,396	\$ -
2.2.3 Planning and Design Studies												
2.2.3.1 Transit Expansion Initiatives	Not inflated	2018 - 2018	\$ 1,500,000	\$ -	\$ 1,500,000	43%	\$ 648,000	\$ -	\$ 852,000	\$ -	\$ 321,012	\$ 530,988
2.2.3.2 CCOO - Union Station	Not inflated	2018 - 2018	\$ 1,500,000	\$ 750,000	\$ 750,000	43%	\$ 324,000	\$ -	\$ 426,000	\$ -	\$ 160,506	\$ 265,494
2.2.3.3 CCOO - Real Time Transit Screens	Not inflated	2018 - 2018	\$ 60,000	\$ 30,000	\$ 30,000	43%	\$ 13,000	\$ -	\$ 17,000	\$ -	\$ 6,380	\$ 10,620
2.2.3.4 Ontario Place / Exhibition Place	Not inflated	2018 - 2018	\$ 900,000	\$ 450,000	\$ 450,000	43%	\$ 194,000	\$ -	\$ 256,000	\$ -	\$ 96,704	\$ 159,296
2.2.3.5 Waterfront Transit (Planning, Design and Engineering)	Not inflated	2018 - 2018	\$ 3,600,000	\$ 1,800,000	\$ 1,800,000	43%	\$ 778,000	\$ -	\$ 1,022,000	\$ -	\$ 384,814	\$ 637,186
2.2.3.6 Relief Line South (Planning, Design and Engineering)	Not inflated	2018 - 2018	\$ 55,520,000	\$ 27,760,000	\$ 27,760,000	43%	\$ 11,998,000	\$ -	\$ 15,762,000	\$ -	\$ 5,935,178	\$ 9,826,822
Subtotal Planning and Design Studies			\$ 63,080,000	\$ 30,790,000	\$ 32,290,000		\$ 13,955,000	\$ -	\$ 18,335,000	\$ -	\$ 6,904,593	\$ 11,430,407
2.2.4 GO Transit												
2.2.4.1 Go Transit Ten-Year Expansion Program	Not inflated	2018 - 2018	\$ 60,000,000	\$ -	\$ 60,000,000	43%	\$ 25,933,000	\$ -	\$ 34,067,000	\$ -	\$ 12,827,470	\$ 21,239,530
Subtotal GO Transit			\$ 60,000,000	\$ -	\$ 60,000,000		\$ 25,933,000	\$ -	\$ 34,067,000	\$ -	\$ 12,827,470	\$ 21,239,530

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
TRANSIT (BALANCE)

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost ¹	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
						BTE ² %	Replacement & BTE Shares	0% Reduction		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	\$ -	\$ 214,736,273	\$ 355,549,727
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	\$ -	\$ 104,365,442	\$ 172,803,858
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	\$ 8,340,763
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	\$ 9,205,212
2.2.5.5 Relief Line South	Inflated	2021 - 2027	\$ 4,104,970,000	\$ 2,996,628,100	\$ 1,108,341,900	43%	\$ 479,039,000	\$ -	\$ 629,302,900	\$ -	\$ 236,958,555	\$ 392,344,345
2.2.5.6 Smart Track	Inflated	2018 - 2026	\$ 3,242,000,000	\$ 1,297,000,000	\$ 1,945,000,000	43%	\$ 840,653,000	\$ -	\$ 1,104,347,000	\$ -	\$ 415,832,245	\$ 688,514,755
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	\$ 1,626,758,660
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	\$ 199,239,532
2.2.6.2 Bloor-Danforth ATC Resignalling	Inflated	2018 - 2027	\$ 300,675,000	\$ -	\$ 300,675,000	43%	\$ 129,955,000	\$ -	\$ 170,720,000	\$ -	\$ 64,283,407	\$ 106,436,593
Subtotal Signal Systems			\$ 863,511,000	\$ -	\$ 863,511,000		\$ 373,220,000	\$ -	\$ 490,291,000	\$ -	\$ 184,614,874	\$ 305,676,126
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	\$ 70,798
Subtotal Finishes			\$ 200,000	\$ -	\$ 200,000		\$ 86,000	\$ -	\$ 114,000	\$ -	\$ 43,202	\$ 70,798
2.2.8 Buildings & Structures												
2.2.8.1 Yonge - Bloor Capacity Improvements Conceptual Design & Alignment	Inflated	2018 - 2018	\$ 6,000,000	\$ -	\$ 6,000,000	43%	\$ 2,593,000	\$ -	\$ 3,407,000	\$ -	\$ 1,283,047	\$ 2,123,953
2.2.8.2 Station Capacity Study for Increased Passenger Demand	Inflated	2018 - 2018	\$ 600,000	\$ -	\$ 600,000	43%	\$ 259,000	\$ -	\$ 341,000	\$ -	\$ 128,605	\$ 212,395
2.2.8.3 Union Station New Platform	Inflated	2018 - 2018	\$ 18,000,000	\$ -	\$ 18,000,000	43%	\$ 7,780,000	\$ -	\$ 10,220,000	\$ -	\$ 3,848,141	\$ 6,371,859
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	\$ -	\$ 83,829,673	\$ 138,800,327
2.2.8.5 New Subway Maintenance and Storage Facility	Inflated	2018 - 2018	\$ 120,000,000	\$ -	\$ 120,000,000	43%	\$ 51,865,000	\$ -	\$ 68,135,000	\$ -	\$ 25,655,941	\$ 42,479,059
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	\$ 17,988,466
Subtotal Buildings & Structures			\$ 946,116,000	\$ 358,600,000	\$ 587,516,000		\$ 253,930,000	\$ -	\$ 333,586,000	\$ -	\$ 125,609,941	\$ 207,976,059
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	\$ 78,646,439
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	\$ 1,089,135
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	\$ -	\$ 14,919,011	\$ 24,702,989
Subtotal Purchase of Subway Cars			\$ 2,006,230,720	\$ -	\$ 2,006,230,720		\$ 1,838,717,000	\$ -	\$ 167,513,720	\$ -	\$ 63,075,158	\$ 104,438,562
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	\$ 6,011,849
Subtotal Shop Equipment			\$ 16,983,000	\$ -	\$ 16,983,000		\$ 7,340,000	\$ -	\$ 9,643,000	\$ -	\$ 3,631,151	\$ 6,011,849
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	\$ 3,006,455
2.2.11.2 Station Services Equipment	Inflated	2018 - 2027	\$ 1,694,000	\$ -	\$ 1,694,000	43%	\$ 732,000	\$ -	\$ 962,000	\$ -	\$ 362,337	\$ 599,663
Subtotal Other Maintenance Equipment			\$ 10,187,000	\$ -	\$ 10,187,000		\$ 4,403,000	\$ -	\$ 5,784,000	\$ -	\$ 2,177,882	\$ 3,606,118
2.3 CONVENTIONAL TRANSIT (BUSES)												
2.3.1 Equipment												
2.3.1.1 Bus Hoists	Inflated	2018 - 2022	\$ 74,181,000	\$ 1,910,000	\$ 72,271,000	43%	\$ 31,236,000	\$ -	\$ 41,035,000	\$ -	\$ 15,451,632	\$ 25,583,368
Subtotal Equipment			\$ 74,181,000	\$ 1,910,000	\$ 72,271,000		\$ 31,236,000	\$ -	\$ 41,035,000	\$ -	\$ 15,451,632	\$ 25,583,368

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
TRANSIT (BALANCE)

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost ¹	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
						BTE ² %	Replacement & BTE Shares	0% Reduction		Prior Growth	2018- 2027	Post 2027
2.3.2 Buildings & Structures												
2.3.2.1 McNicol Bus Garage	Inflated	2018 - 2021	\$ 181,000,000	\$ -	\$ 181,000,000	43%	\$ 78,230,000	\$ -	\$ 102,770,000	\$ -	\$ 38,697,419	\$ 64,072,581
2.3.2.2 Surface Way Buildings Replacement	Inflated	2018 - 2019	\$ 38,760,000	\$ 16,584,500	\$ 22,175,500	43%	\$ 9,585,000	\$ -	\$ 12,590,500	\$ -	\$ 4,740,547	\$ 7,849,953
2.3.2.3 Building Extensions for New Articulated Hoists Study	Inflated	2018 - 2018	\$ 114,000	\$ -	\$ 114,000	43%	\$ 49,000	\$ -	\$ 65,000	\$ -	\$ 24,645	\$ 40,355
2.3.2.4 Victoria Park Bus Terminal Replacement	Inflated	2018 - 2018	\$ 36,713,000	\$ -	\$ 36,713,000	43%	\$ 15,868,000	\$ -	\$ 20,845,000	\$ -	\$ 7,848,886	\$ 12,996,114
2.3.2.5 Wheel-Trans 10-Yr Transformation Program	Inflated	2018 - 2021	\$ 42,507,000	\$ -	\$ 42,507,000	43%	\$ 18,372,000	\$ -	\$ 24,135,000	\$ -	\$ 9,087,855	\$ 15,047,145
2.3.2.6 Bus Maintenance Facility	Inflated	2018 - 2019	\$ 11,500,000	\$ -	\$ 11,500,000	43%	\$ 4,970,000	\$ -	\$ 6,530,000	\$ -	\$ 2,459,090	\$ 4,070,910
Subtotal Buildings & Structures			\$ 310,594,000	\$ 16,584,500	\$ 294,009,500		\$ 127,074,000	\$ -	\$ 166,935,500	\$ -	\$ 62,858,442	\$ 104,077,058
2.3.3 Purchase of Buses												
2.3.3.1 Purchase of Buses - Regular 40 ft (278 New Buses)	Inflated	2019 - 2027	\$ 262,889,880	\$ -	\$ 262,889,880	0%	\$ -	\$ -	\$ 262,889,880	\$ -	\$ 262,889,880	\$ -
2.3.3.2 Purchase of Buses - Articulated Buses (38 New Buses)	Inflated	2021 - 2021	\$ 36,100,000	\$ -	\$ 36,100,000	0%	\$ -	\$ -	\$ 36,100,000	\$ -	\$ 36,100,000	\$ -
Subtotal Purchase of Buses			\$ 298,989,880	\$ -	\$ 298,989,880		\$ -	\$ -	\$ 298,989,880	\$ -	\$ 298,989,880	\$ -
2.3.4 Purchase of Automotive Non-Revenue Vehicles												
2.3.4.1 Automotive Non-Revenue Vehicles Purchase - Additions (92 Vehicles)	Inflated	2018 - 2027	\$ 8,455,000	\$ -	\$ 8,455,000	43%	\$ 3,654,000	\$ -	\$ 4,801,000	\$ -	\$ 1,807,996	\$ 2,993,004
Subtotal Purchase of Automotive Non-Revenue Vehicles			\$ 8,455,000	\$ -	\$ 8,455,000		\$ 3,654,000	\$ -	\$ 4,801,000	\$ -	\$ 1,807,996	\$ 2,993,004
2.4 GENERAL EQUIPMENT												
2.4.1 Communications Equipment												
2.4.1.1 SCADA RTU Upgrades	Inflated	2018 - 2027	\$ 8,198,000	\$ -	\$ 8,198,000	43%	\$ 3,543,000	\$ -	\$ 4,655,000	\$ -	\$ 1,752,972	\$ 2,902,028
Subtotal Communications Equipment			\$ 8,198,000	\$ -	\$ 8,198,000		\$ 3,543,000	\$ -	\$ 4,655,000	\$ -	\$ 1,752,972	\$ 2,902,028
2.4.2 Revenue & Fare Handling Equipment												
2.4.2.1 Turnstile Replacement - Faregates	Inflated	2018 - 2018	\$ 60,856,000	\$ -	\$ 60,856,000	43%	\$ 26,303,000	\$ -	\$ 34,553,000	\$ -	\$ 13,010,453	\$ 21,542,547
Subtotal Revenue & Fare Handling Equipment			\$ 60,856,000	\$ -	\$ 60,856,000		\$ 26,303,000	\$ -	\$ 34,553,000	\$ -	\$ 13,010,453	\$ 21,542,547
2.4.3 Other Maintenance Equipment												
2.4.3.1 Plant Maintenance Department Equipment	Inflated	2018 - 2027	\$ 7,731,000	\$ -	\$ 7,731,000	43%	\$ 3,341,000	\$ -	\$ 4,390,000	\$ -	\$ 1,653,287	\$ 2,736,713
2.4.3.2 Revenue Operations Maintenance Equipment	Inflated	2018 - 2027	\$ 354,000	\$ -	\$ 354,000	43%	\$ 153,000	\$ -	\$ 201,000	\$ -	\$ 75,687	\$ 125,313
Subtotal Other Maintenance Equipment			\$ 8,085,000	\$ -	\$ 8,085,000		\$ 3,494,000	\$ -	\$ 4,591,000	\$ -	\$ 1,728,973	\$ 2,862,027
2.4.4 Fare System												
2.4.4.1 TTC-PRESTO Project		2018 - 2018	\$ 47,612,000	\$ -	\$ 47,612,000	43%	\$ 20,578,000	\$ -	\$ 27,034,000	\$ -	\$ 10,179,725	\$ 16,854,275
Subtotal Fare System			\$ 47,612,000	\$ -	\$ 47,612,000		\$ 20,578,000	\$ -	\$ 27,034,000	\$ -	\$ 10,179,725	\$ 16,854,275

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
TRANSIT (BALANCE)

Project Description	Inflated/ Not-Inflated	Timing	Gross Project Cost ¹	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
						BTE ² %	Replacement & BTE Shares	0% Reduction		Prior Growth	2018- 2027	Post 2027
2.5 SERVICE PLANNING												
2.5.1 Service Planning												
2.5.1.1 Delivery of Growth-Related Capital Program		2018 - 2027	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
2.5.1.2 Transit Priorities	Inflated	2018 - 2027	\$ 30,783,000	\$ -	\$ 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	\$ -	\$ 2,711,000	43%	\$ 1,172,000	\$ -	\$ 1,539,000	\$ -	\$ 579,327	\$ 959,673
2.5.1.4 Platform Modifications to Accommodate Articulated 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	\$ -	\$ 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	\$ -	\$ 20,283,944	\$ 30,273,056
TOTAL 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.

² 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		252,790
Unadjusted Development Charge Per Capita		\$7,345.97
Large Apartment Person Per Unit Assumption		2.30
Unadjusted Charge per Apartment Unit		\$16,895.73
Non-Residential Development Charge Calculation		
Non-Residential Share of 2018 - 2027 DC Eligible Costs	29%	\$758,709,662
10-Year Growth in Employees in New Space		140,200
Unadjusted Development Charge Per Employee		\$5,411.62

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%

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APPENDIX B.2
TABLE 2

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

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%

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APPENDIX B.2
TABLE 2

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 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**

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

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APPENDIX B.1
TABLE 1

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SPADINA SUBWAY EXTENSION

Project Description	Timing	Gross Project Cost ¹	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total Development Related Costs	Allocation to Period	
					BTE ² %	Replacement & BTE Shares	0% Reduction		2018-2027	Post 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	\$ 907,168,608		\$ 392,089,405	\$ -	\$ 515,079,203	\$ 193,948,626	\$ 321,130,577
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

1 Capital program does not include cash flow or financing assumptions

2 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%

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APPENDIX B.1
TABLE 2

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 REQUIREMENTS											
- TYSSSE Sinking Fund Payments (1)	\$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	\$0.0	\$115.0	\$475.2	\$887.8	\$1,295.4	\$1,730.4	\$2,193.7	\$2,686.8	\$3,210.8	\$3,733.1	\$16,328.1
- Interest on In-year Transactions	\$56.5	\$175.0	\$194.6	\$185.1	\$191.4	\$197.9	\$204.6	\$211.3	\$201.5	(\$2,954.6)	(\$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%

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APPENDIX B.1
TABLE 2

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 REQUIREMENTS											
- TYSSE Sinking Fund Payments	\$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	\$0.0	\$29.2	\$175.1	\$331.2	\$498.1	\$676.1	\$865.7	\$1,067.6	\$1,282.1	\$1,509.9	\$6,434.9
- Interest on In-year Transactions	\$14.3	\$71.2	\$73.7	\$76.3	\$78.9	\$81.6	\$84.3	\$87.1	\$89.9	(\$1,195.0)	(\$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

APPENDIX C.1
TABLE 1

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

SYSTEM LANE KILOMETERS Road Category	Lane Kilometers										UNIT COST (\$/Lane Km)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
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)										UNIT COST (\$/Sq. m)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Square Metres of Bridge, Culvert or Viaduct deck with a span of greater than 3 metres (all Roads)	588,561	592,493	617,619	642,744	642,744	579,516	636,523	632,618	632,618	632,618	\$8,000
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

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APPENDIX C.1
TABLE 1

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>	<u>1,418,100</u>	<u>1,429,600</u>	<u>1,441,100</u>	<u>1,470,100</u>	<u>1,499,700</u>	<u>1,529,900</u>	<u>1,560,700</u>	<u>1,592,100</u>	<u>1,608,200</u>
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)

System Lane Kilometres	\$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	\$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	\$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)	\$14,881,365.5	\$14,985,799.5	\$15,687,316.3	\$16,388,833.0	\$16,388,833.0	\$15,288,870.9	\$15,780,343.7	\$15,985,012.8	\$15,985,012.8	\$15,985,012.8

SERVICE LEVEL (\$/capita)

											Average Service 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 & Employment Growth 2017 - 2041	736,403
Maximum Allowable Funding Envelope	\$2,805,032,793
Discounted Maximum Allowable Funding Envelope	\$2,805,032,793

APPENDIX C.1
TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post Period
1 10-YEAR ROADS PROJECTS											
1.1 Traffic Control & Signalization											
1.1.1 New Traffic Control Signals / Devices - 2017	2018 - 2018	\$ 4,080,000	\$ -	\$ 4,080,000	40%	\$ 1,632,000	\$ -	\$ 2,448,000	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 892,818	\$ -
1.1.8 Traffic Congestion Management	2018 - 2020	\$ 25,440,000	\$ -	\$ 25,440,000	92%	\$ 23,484,992	\$ -	\$ 1,955,008	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -

APPENDIX C.1
TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post Period
1.2 Road Infrastructure											
1.2.1 Six Points Interchange Redevelopment - 2017	2018 - 2018	\$ 28,751,000	\$ -	\$ 28,751,000	72%	\$ 20,700,720	\$ -	\$ 8,050,280	\$ -	\$ 8,050,280	\$ -
1.2.2 Six Points Interchange Redevelopment	2018 - 2020	\$ 36,176,000	\$ -	\$ 36,176,000	72%	\$ 26,046,720	\$ -	\$ 10,129,280	\$ -	\$ 10,129,280	\$ -
1.2.3 Scarlett / St. Clair / Dundas - 2017	2018 - 2018	\$ 300,000	\$ -	\$ 300,000	63%	\$ 189,000	\$ -	\$ 111,000	\$ -	\$ 111,000	\$ -
1.2.4 Scarlett / St. Clair / Dundas	2018 - 2021	\$ 35,075,000	\$ -	\$ 35,075,000	63%	\$ 22,097,250	\$ -	\$ 12,977,750	\$ -	\$ 12,977,750	\$ -
1.2.5 Regent Park Revitalization - 2017	2018 - 2018	\$ 1,565,000	\$ -	\$ 1,565,000	28%	\$ 438,200	\$ -	\$ 1,126,800	\$ -	\$ 1,126,800	\$ -
1.2.6 Regent Park Revitalization	2018 - 2021	\$ 765,000	\$ -	\$ 765,000	28%	\$ 214,200	\$ -	\$ 550,800	\$ -	\$ 550,800	\$ -
1.2.7 Gardiner York/Bay/Yonge Ramp Reconfiguration - 2017	2018 - 2018	\$ 28,812,000	\$ -	\$ 28,812,000	75%	\$ 21,609,000	\$ -	\$ 7,203,000	\$ -	\$ 7,203,000	\$ -
1.2.8 Gardiner York/Bay/Yonge Ramp Reconfiguration - 2018	2018 - 2018	\$ 38,000	\$ -	\$ 38,000	75%	\$ 28,500	\$ -	\$ 9,500	\$ -	\$ 9,500	\$ -
1.2.9 Lawr-Allen Revitalization - 2013-2016	2018 - 2018	\$ 524,788	\$ -	\$ 524,788	16%	\$ 84,526	\$ -	\$ 440,262	\$ 110,065	\$ 330,196	\$ -
1.2.10 Lawr-Allen Revitalization - 2017	2018 - 2018	\$ 1,153,000	\$ -	\$ 1,153,000	16%	\$ 185,710	\$ -	\$ 967,290	\$ -	\$ 967,290	\$ -
1.2.11 Lawrence-Allen Revitalization - Phase 1	2018 - 2023	\$ 8,414,000	\$ -	\$ 8,414,000	16%	\$ 1,355,215	\$ -	\$ 7,058,785	\$ -	\$ 7,058,785	\$ -
1.2.12 Lawrence-Allen Revitalization - Pedestrian Bridges	2023 - 2025	\$ 50,000,000	\$ -	\$ 50,000,000	0%	\$ -	\$ -	\$ 50,000,000	\$ -	\$ 25,000,000	\$ 25,000,000
1.2.13 Varna Drive Extension (Lawrence-Allen)	2025 - 2027	\$ 30,000,000	\$ -	\$ 30,000,000	0%	\$ -	\$ -	\$ 30,000,000	\$ -	\$ 30,000,000	\$ -
1.2.14 Legion Road - 2017	2018 - 2018	\$ 490,000	\$ -	\$ 490,000	0%	\$ -	\$ -	\$ 490,000	\$ -	\$ 490,000	\$ -
1.2.15 Legion Road	2019 - 2023	\$ 26,399,000	\$ -	\$ 26,399,000	0%	\$ -	\$ -	\$ 26,399,000	\$ -	\$ 26,399,000	\$ -
1.2.16 Steeles Widenings (Tapscott Road - Beare Road) - 2017	2018 - 2018	\$ 1,998,000	\$ 999,000	\$ 999,000	15%	\$ 149,333	\$ -	\$ 849,667	\$ -	\$ 849,667	\$ -
1.2.17 Steeles Widenings (Tapscott Road - Beare Road)	2018 - 2022	\$ 29,000,000	\$ 14,500,000	\$ 14,500,000	15%	\$ 2,167,500	\$ -	\$ 12,332,500	\$ -	\$ 12,332,500	\$ -
1.2.18 Steeles Ave Widening: Hilda Avenue to Bathurst Street	2023 - 2024	\$ 30,000,000	\$ 15,000,000	\$ 15,000,000	7%	\$ 1,047,420	\$ -	\$ 13,952,580	\$ -	\$ 13,952,580	\$ -
1.2.19 Morningside Ave Extension - McNicoll Ave to Steeles Ave	2020 - 2023	\$ 33,000,000	\$ -	\$ 33,000,000	0%	\$ -	\$ -	\$ 33,000,000	\$ -	\$ 33,000,000	\$ -
1.2.20 North York Service Road- Extension of Doris Ave South of Sheppard - 2017	2018 - 2018	\$ 1,650,000	\$ -	\$ 1,650,000	0%	\$ -	\$ -	\$ 1,650,000	\$ -	\$ 1,650,000	\$ -
1.2.21 North York Service Road- Extension of Doris Ave South of Sheppard	2019 - 2022	\$ 34,750,000	\$ -	\$ 34,750,000	0%	\$ -	\$ -	\$ 34,750,000	\$ -	\$ 34,750,000	\$ -
1.2.22 North York Centre- Beecroft Ave. Extension from Finch to Steeles	2019 - 2027	\$ 25,000,000	\$ -	\$ 25,000,000	0%	\$ -	\$ -	\$ 25,000,000	\$ -	\$ 25,000,000	\$ -
1.2.23 Port Union Road Widening: Lawrence Ave - Kingston Rd - 2017	2018 - 2018	\$ 900,000	\$ -	\$ 900,000	9%	\$ 80,182	\$ -	\$ 819,818	\$ -	\$ 819,818	\$ -
1.2.24 Port Union Road Widening: Lawrence Ave - Kingston Rd	2018 - 2021	\$ 9,350,000	\$ -	\$ 9,350,000	9%	\$ 833,000	\$ -	\$ 8,517,000	\$ -	\$ 8,517,000	\$ -
1.2.25 St. Clair TMP - 2017	2018 - 2018	\$ 4,000,000	\$ -	\$ 4,000,000	0%	\$ -	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000	\$ -
1.2.26 St. Clair TMP: Widening: Keele to Old Weston Road	2019 - 2023	\$ 57,250,000	\$ 9,900,000	\$ 47,350,000	46%	\$ 21,587,500	\$ -	\$ 25,762,500	\$ -	\$ 25,762,500	\$ -
1.2.27 St. Clair TMP - Gunns Extension	2019 - 2023	\$ 28,275,000	\$ -	\$ 28,275,000	0%	\$ -	\$ -	\$ 28,275,000	\$ -	\$ 28,275,000	\$ -
1.2.28 St. Clair TMP - Keele Extension	2019 - 2023	\$ 11,300,000	\$ -	\$ 11,300,000	0%	\$ -	\$ -	\$ 11,300,000	\$ -	\$ 11,300,000	\$ -
1.2.29 St. Clair TMP - Davenport Extension	2019 - 2023	\$ 37,500,000	\$ -	\$ 37,500,000	0%	\$ -	\$ -	\$ 37,500,000	\$ -	\$ 37,500,000	\$ -
1.2.30 North Queen Street Extension	2024 - 2027	\$ 25,956,000	\$ -	\$ 25,956,000	0%	\$ -	\$ -	\$ 25,956,000	\$ -	\$ 25,956,000	\$ -
1.2.31 Ingram Drive Extension - 2017	2018 - 2018	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
1.2.32 Ingram Drive Extension	2022 - 2027	\$ 55,050,000	\$ -	\$ 55,050,000	0%	\$ -	\$ -	\$ 55,050,000	\$ -	\$ 55,050,000	\$ -
1.2.33 Lake Shore Blvd West Widening	2024 - 2027	\$ 9,000,000	\$ -	\$ 9,000,000	18%	\$ 1,637,600	\$ -	\$ 7,362,400	\$ -	\$ 7,362,400	\$ -
1.2.34 New East-West Road: Rean to Kenaston Gardens	2018 - 2019	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
1.2.35 REimagining Yonge Sheppard to Finch - 2017	2018 - 2018	\$ 125,000	\$ 125,000	\$ -	48%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.2.36 REimagining Yonge Sheppard to Finch	2019 - 2021	\$ 51,879,000	\$ -	\$ 51,879,000	48%	\$ 24,901,920	\$ -	\$ 26,977,080	\$ -	\$ 26,977,080	\$ -

APPENDIX C.1
TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post Period
1.2 Road Infrastructure continued											
1.2.37 Lower Yonge Precinct	2021 - 2024	\$ 100,000,000	\$ -	\$ 100,000,000	25%	\$ 25,000,000	\$ -	\$ 75,000,000	\$ -	\$ 75,000,000	\$ -
1.2.38 John Street Revitalization	2018 - 2027	\$ 43,800,000	\$ 2,000,000	\$ 41,800,000	92%	\$ 38,587,762	\$ -	\$ 3,212,238	\$ -	\$ 3,212,238	\$ -
1.2.39 Liberty New Street	2018 - 2022	\$ 92,120,000	\$ -	\$ 92,120,000	0%	\$ -	\$ -	\$ 92,120,000	\$ -	\$ 92,120,000	\$ -
1.2.40 Passmore Avenue Widening	2018 - 2020	\$ 2,310,000	\$ -	\$ 2,310,000	17%	\$ 384,750	\$ -	\$ 1,925,250	\$ -	\$ 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	\$ -	\$ 6,916,301	\$ -	\$ 6,916,301	\$ -
1.2.48 Metrolinx Additional Infrastructure Program (Finch & Eglinton)	2020 - 2023	\$ 17,750,000	\$ -	\$ 17,750,000	20%	\$ 3,550,000	\$ -	\$ 14,200,000	\$ -	\$ 14,200,000	\$ -
1.2.49 King-Liberty Bridge	2018 - 2019	\$ 11,830,000	\$ -	\$ 11,830,000	0%	\$ -	\$ -	\$ 11,830,000	\$ -	\$ 11,830,000	\$ -
1.2.50 Mill Street	2018 - 2018	\$ 6,436,690	\$ 698,374	\$ 5,738,316	23%	\$ 1,291,121	\$ -	\$ 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	\$ -	\$ 562,528	\$ -	\$ 562,528	\$ -
1.2.52 Preliminary Infrastructure Engineering (EBF)	2018 - 2018	\$ 2,820,165	\$ 401,553	\$ 2,418,612	23%	\$ 544,188	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 502,860	\$ -	\$ 502,860	\$ -
1.2.56 Lakeshore Road Re-alignment	2018 - 2022	\$ 21,470,000	\$ -	\$ 21,470,000	23%	\$ 4,938,100	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ 25,000,000

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TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post Period
1.3 Rail Grade Separations and Related											
1.3.1 Steeles Avenue East / Kennedy Road Grade Separation	2021 - 2021	\$ 6,000,000	\$ 5,550,000	\$ 450,000	20%	\$ 90,000	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -
1.3.2 Finch Avenue East (Stouffville)	2018 - 2027	\$ 56,000,000	\$ 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	\$ -	\$ 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 Engineering 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%	\$ 1,384,728	\$ -	\$ 115,272	\$ -	\$ 115,272	\$ -
1.5.2 Facility Improvements	2018 - 2027	\$ 15,000,000		\$ 15,000,000	92%	\$ 13,847,283	\$ -	\$ 1,152,717		\$ 1,152,717	
Subtotal Works Buildings and Yards		\$ 16,500,000	\$ -	\$ 16,500,000		\$ 15,232,011	\$ -	\$ 1,267,989	\$ -	\$ 1,267,989	\$ -
TOTAL 10-YEAR ROADS		\$ 2,172,751,153	\$ 376,314,611	\$ 1,796,436,542		\$ 662,877,358	\$ -	\$ 1,133,559,183	\$ 7,506,736	\$ 1,101,052,447	\$ 25,000,000

APPENDIX C.1
TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post Period
1.6 ROADS TO 2041											
1.6.1 Design Cherry St Realignment and Bridges - 2017	2018 - 2018	\$ 4,200,000	\$ -	\$ 4,200,000	0%	\$ -	\$ -	\$ 4,200,000	\$ -	\$ 4,200,000	\$ -
1.6.2 Design Cherry St Realignment and Bridges	2018 - 2018	\$ 1,400,000	\$ -	\$ 1,400,000	0%	\$ -	\$ -	\$ 1,400,000	\$ -	\$ 1,400,000	\$ -
1.6.3 Don Roadway North	2018 - 2022	\$ 6,090,935	\$ 3,782,531	\$ 2,308,405	0%	\$ -	\$ -	\$ 2,308,405	\$ -	\$ 2,308,405	\$ -
1.6.4 Don Roadway Valley Wall Feature	2018 - 2020	\$ 24,931,561	\$ 15,482,744	\$ 9,448,817	0%	\$ -	\$ -	\$ 9,448,817	\$ -	\$ 9,448,817	\$ -
1.6.5 Lake Shore Road Bridge Modifications	2018 - 2020	\$ 18,474,724	\$ 11,472,985	\$ 7,001,739	0%	\$ -	\$ -	\$ 7,001,739	\$ -	\$ 7,001,739	\$ -
1.6.6 Cherry Street Re-alignment	2018 - 2019	\$ 15,341,998	\$ 13,005,186	\$ 2,336,812	0%	\$ -	\$ -	\$ 2,336,812	\$ -	\$ 2,336,812	\$ -
1.6.7 Cherry Street Bridge North (V+T)	2018 - 2018	\$ 53,929,981	\$ 33,491,048	\$ 20,438,933	0%	\$ -	\$ -	\$ 20,438,933	\$ -	\$ 20,438,933	\$ -
1.6.8 Cherry Street Bridge South	2018 - 2019	\$ 40,900,623	\$ 25,399,689	\$ 15,500,935	0%	\$ -	\$ -	\$ 15,500,935	\$ -	\$ 15,500,935	\$ -
1.6.9 Old Cherry Street Bridge Demolition	2018 - 2020	\$ 3,669,395	\$ 2,278,730	\$ 1,390,665	0%	\$ -	\$ -	\$ 1,390,665	\$ -	\$ 1,390,665	\$ -
1.6.10 Commissioners Street West	2018 - 2020	\$ 16,894,634	\$ 10,491,734	\$ 6,402,900	0%	\$ -	\$ -	\$ 6,402,900	\$ -	\$ 6,402,900	\$ -
1.6.11 Commissioners Street Bridge	2018 - 2019	\$ 41,930,134	\$ 26,039,025	\$ 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 allowance for servicing relocates	2018 - 2019	\$ 6,029,310	\$ 3,744,261	\$ 2,285,049	0%	\$ -	\$ -	\$ 2,285,049	\$ -	\$ 2,285,049	\$ -
1.6.13	2026 - 2035	\$ 13,006,046	\$ -	\$ 13,006,046	1%	\$ 181,250	\$ -	\$ 12,824,796	\$ -	\$ 12,824,796	\$ -
1.6.14 Broadview Underpass	2018 - 2025	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.6.15 Broadview Valley Wall Feature (allowance consistent with Due Dilligence)	2018 - 2025	\$ 4,746,000	\$ -	\$ 4,746,000	0%	\$ -	\$ -	\$ 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%	\$ -	\$ -	\$ 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	\$ -	\$ 18,425,420	3%	\$ 552,500	\$ -	\$ 17,872,920	\$ -	\$ 17,872,920	\$ -
1.6.21 Eastern Avenue Upgrades (Carlaw to Leslie)	2026 - 2035	\$ 12,892,151	\$ -	\$ 12,892,151	4%	\$ 559,000	\$ -	\$ 12,333,151	\$ -	\$ 12,333,151	\$ -
1.6.22 Eastern Avenue Upgrades (Leslie to Woodfield)	2026 - 2035	\$ 9,278,311	\$ -	\$ 9,278,311	5%	\$ 487,500	\$ -	\$ 8,790,811	\$ -	\$ 8,790,811	\$ -
1.6.23 Caroline Extension (Eastern to Lake Shore)	2026 - 2035	\$ 9,762,600	\$ -	\$ 9,762,600	0%	\$ -	\$ -	\$ 9,762,600	\$ -	\$ 9,762,600	\$ -
1.6.24 Woodfield Extension and Upgrades	2018 - 2025	\$ 2,140,997	\$ -	\$ 2,140,997	0%	\$ -	\$ -	\$ 2,140,997	\$ -	\$ 2,140,997	\$ -
1.6.25 Commissioners Street with Interim BRT (Don Roadway to Saultier)	2026 - 2035	\$ 2,298,998	\$ -	\$ 2,298,998	15%	\$ 336,600	\$ -	\$ 1,962,398	\$ -	\$ 1,962,398	\$ -
1.6.26 Commissioners Street with Interim BRT (Saultier Street, to Broadview)	2026 - 2035	\$ 6,086,350	\$ -	\$ 6,086,350	4%	\$ 252,450	\$ -	\$ 5,833,900	\$ -	\$ 5,833,900	\$ -
1.6.27 Broadview Extension with Interim BRT (Lake Shore to Commissioners)	2026 - 2035	\$ 9,874,753	\$ -	\$ 9,874,753	0%	\$ -	\$ -	\$ 9,874,753	\$ -	\$ 9,874,753	\$ -
1.6.28 Commissioners Street and protect for future LRT (Broadview to Carlaw)	2026 - 2035	\$ 14,026,597	\$ -	\$ 14,026,597	0%	\$ -	\$ -	\$ 14,026,597	\$ -	\$ 14,026,597	\$ -
1.6.29 Carlaw Avenue Upgrades (Lake Shore to Eastern)	2026 - 2035	\$ 4,207,557	\$ -	\$ 4,207,557	6%	\$ 243,000	\$ -	\$ 3,964,557	\$ -	\$ 3,964,557	\$ -
1.6.30 Carlaw Avenue Reconstruction (Lake Shore to Commissioners)	2026 - 2035	\$ 6,599,835	\$ -	\$ 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%	\$ -	\$ -	\$ 169,274,000	\$ -	\$ -	\$ 169,274,000

APPENDIX C.1
TABLE 2CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
ROADS AND RELATED

Project Description	Timing	DC Study Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior DC Funding	In-Period	Post 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	\$ -	\$ 13,201,005	0%	\$ -	\$ -	\$ 13,201,005	\$ -	\$ 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%	\$ -	\$ -	\$ 4,367,451	\$ -	\$ -	\$ 4,367,451
1.7.3 Basin Street Extension in Media City (Don Roadway to Broadview)	2026 - 2035	\$ 9,110,772	\$ -	\$ 9,110,772	0%	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ 8,558,080
1.7.5 Replace Interim BRT with LRT on Commissioners (Don Roadway to Broadview)	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	\$ -	\$ -	\$ 730,208
1.7.7 Underground Hydro Transmission Wires on Don Roadway and Commissioners	2036 - 2041	\$ 99,666,000	\$ -	\$ 99,666,000	0%	\$ -	\$ -	\$ 99,666,000	\$ -	\$ -	\$ 99,666,000
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%	\$ -	\$ -	\$ 31,348,279	\$ -	\$ 31,348,279	\$ -
1.7.10 Don Roadway (south of Commissioners)	2026 - 2035	\$ 13,182,766	\$ -	\$ 13,182,766	0%	\$ -	\$ -	\$ 13,182,766	\$ -	\$ 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	\$ -	\$ -	\$ 428,785
1.7.13 Replace Interim Sodded Condition with LRT on Commissioners (Carlaw to Leslie)	Post - 0	\$ 761,417	\$ -	\$ 761,417	0%	\$ -	\$ -	\$ 761,417	\$ -	\$ -	\$ 761,417
1.7.14 Repair Cherry Street Bascule Bridge	2018 - 2025	\$ 23,730,000	\$ -	\$ 23,730,000	100%	\$ 23,730,000	\$ -	\$ -	\$ -	\$ -	\$ -
1.7.15 Cherry Street Upgrades (Ship Channel to Unwin)	2026 - 2035	\$ 8,420,728	\$ -	\$ 8,420,728	3%	\$ 237,500	\$ -	\$ 8,183,228	\$ -	\$ 8,183,228	\$ -
1.7.16 Construct Broadview Bridge and Extension to Unwin	2036 - 2041	\$ 73,020,066	\$ -	\$ 73,020,066	0%	\$ -	\$ -	\$ 73,020,066	\$ -	\$ -	\$ 73,020,066
1.7.17 Commissioners Street Upgrades and Protect for LRT (Carlaw to Leslie)	2026 - 2035	\$ 25,304,175	\$ -	\$ 25,304,175	3%	\$ 795,500	\$ -	\$ 24,508,675	\$ -	\$ 24,508,675	\$ -
1.7.18 Unwin Avenue Realignment and Upgrades	2026 - 2035	\$ 33,360,425	\$ -	\$ 33,360,425	5%	\$ 1,687,500	\$ -	\$ 31,672,925	\$ -	\$ 31,672,925	\$ -
1.7.19 Allowance for Relocation of PEC Infrastructure/Fill/New Circulating Channel Bridge	2026 - 2035	\$ 19,775,000	\$ -	\$ 19,775,000	0%	\$ -	\$ -	\$ 19,775,000	\$ -	\$ 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	\$ -	\$ 6,726,564	\$ -
1.7.21 Basin Street Bridge & Road Connections	Post - 0	\$ 40,000,000	\$ -	\$ 40,000,000	0%	\$ -	\$ -	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000
1.7.22 Munition Street Bridge & Road Connections	Post - 0	\$ 30,000,000	\$ -	\$ 30,000,000	0%	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000
SUBTOTAL ROADS TO 2041		\$ 1,037,724,565	\$ 145,187,933	\$ 892,536,633		\$ 29,626,175	\$ -	\$ 862,910,458	\$ -	\$ 436,104,451	\$ 426,806,007
SUBTOTAL ROADS TO 2027		\$ 2,172,751,153	\$ 376,314,611	\$ 1,796,436,542		\$ 662,877,358	\$ -	\$ 1,133,559,183	\$ 7,506,736	\$ 1,101,052,447	\$ 25,000,000
SUBTOTAL ROADS TO 2041		\$ 1,037,724,565	\$ 145,187,933	\$ 892,536,633		\$ 29,626,175	\$ -	\$ 862,910,458	\$ -	\$ 436,104,451	\$ 426,806,007
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	\$ 451,806,007
		-						-			

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

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APPENDIX C.1
TABLE 3

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	\$94,551.8	\$91,183.2	\$87,348.9	\$97,600.5	\$95,830.6	\$82,893.7	\$61,244.7	\$47,417.7	\$41,039.2	\$82,570.6	\$781,680.9
- Roads 10-Year (Residential): Inflated	\$94,551.8	\$93,006.9	\$90,877.8	\$103,574.5	\$103,730.2	\$91,521.3	\$68,971.4	\$54,468.0	\$48,083.9	\$98,679.5	\$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	\$2,091.5	\$1,562.6	\$943.4	\$548.6	(\$627.0)	(\$2,102.8)	(\$2,881.4)	(\$2,345.1)	(\$876.6)	\$570.8	(\$3,115.9)
- Interest on In-year Transactions	(\$460.5)	(\$515.3)	(\$327.2)	(\$739.3)	(\$701.4)	(\$322.6)	\$217.3	\$499.5	\$569.7	(\$451.8)	(\$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%

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TABLE 3

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	2030
OPENING 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	\$10,003.1	(\$253.6)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Roads To 2041 (Residential): Non Inflated	\$41,298.2	\$22,656.5	\$9,765.0	\$3,979.5	\$3,979.5	\$3,648.9	\$3,648.9	\$3,648.9	\$21,070.2	\$21,070.2	\$21,070.2	\$21,070.2	\$21,070.2
- Roads To 2041 (Residential): Inflated	\$41,298.2	\$23,109.7	\$10,159.6	\$4,223.0	\$4,307.5	\$4,028.7	\$4,109.3	\$4,191.5	\$24,687.2	\$25,180.9	\$25,684.5	\$26,198.2	\$26,722.2
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	21,150
REVENUE													
- 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	\$15,875.3	\$16,192.8
INTEREST													
- Interest on Opening Balance	\$0.0	(\$1,409.0)	(\$1,909.6)	(\$1,653.5)	(\$1,078.1)	(\$457.6)	\$147.0	\$615.4	\$1,109.5	\$870.5	\$617.6	\$350.1	(\$13.9)
- Interest on In-year Transactions	(\$685.6)	(\$205.9)	\$112.9	\$208.4	\$212.6	\$223.2	\$227.7	\$232.2	(\$212.5)	(\$216.7)	(\$221.0)	(\$283.9)	(\$289.6)
TOTAL 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	\$15,941.5	\$15,889.3
CLOSING 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	(\$253.6)	(\$11,086.5)

ROADS TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$11,086.5)	(\$22,731.5)	(\$35,237.8)	(\$48,657.0)	(\$63,043.9)	(\$78,456.3)	(\$66,368.8)	(\$53,288.5)	(\$39,154.2)	(\$23,901.2)	(\$7,461.2)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Roads To 2041 (Residential): Non Inflated	\$21,070.2	\$21,070.2	\$21,070.2	\$21,070.2	\$21,070.2	\$1,481.1	\$1,481.1	\$1,481.1	\$1,481.1	\$1,481.1	\$1,481.1	\$312,214.3
- Roads To 2041 (Residential): Inflated	\$27,256.6	\$27,801.7	\$28,357.8	\$28,924.9	\$29,503.4	\$2,115.3	\$2,157.6	\$2,200.8	\$2,244.8	\$2,289.7	\$2,335.5	\$379,088.6
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Permits Issued	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	10,580	541,150
REVENUE												
- DC Receipts: Inflated	\$16,516.7	\$16,847.0	\$17,183.9	\$17,527.6	\$17,878.2	\$18,235.7	\$18,600.4	\$18,972.5	\$19,351.9	\$19,738.9	\$10,071.6	\$407,448.5
INTEREST												
- Interest on Opening Balance	(\$609.8)	(\$1,250.2)	(\$1,938.1)	(\$2,676.1)	(\$3,467.4)	(\$4,315.1)	(\$3,650.3)	(\$2,930.9)	(\$2,153.5)	(\$1,314.6)	(\$410.4)	(\$27,528.1)
- Interest on In-year Transactions	(\$295.3)	(\$301.3)	(\$307.3)	(\$313.4)	(\$319.7)	\$282.1	\$287.7	\$293.5	\$299.4	\$305.4	\$135.4	(\$831.8)
TOTAL REVENUE	\$15,611.6	\$15,295.5	\$14,938.6	\$14,538.1	\$14,091.1	\$14,202.7	\$15,237.9	\$16,335.1	\$17,497.8	\$18,729.7	\$9,796.6	\$379,088.6
CLOSING CASH BALANCE	(\$22,731.5)	(\$35,237.8)	(\$48,657.0)	(\$63,043.9)	(\$78,456.3)	(\$66,368.8)	(\$53,288.5)	(\$39,154.2)	(\$23,901.2)	(\$7,461.2)	\$0.0	

2018 Adjusted Charge Per Capita

\$603.68

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%

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APPENDIX C.1
TABLE 3

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 REQUIREMENTS											
- Roads To 2041 (Non-Residential): Non Inflated	\$38,631.1	\$37,254.8	\$35,688.2	\$39,876.7	\$39,153.5	\$33,867.9	\$25,022.7	\$19,373.4	\$16,767.4	\$33,735.9	\$319,371.5
- Roads To 2041 (Non-Residential): Inflated	\$38,631.1	\$37,999.8	\$37,130.0	\$42,317.4	\$42,381.1	\$37,392.9	\$28,179.7	\$22,254.0	\$19,645.7	\$40,317.5	\$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	\$522.9	\$258.9	\$30.4	(\$239.1)	(\$797.8)	(\$1,353.9)	(\$1,621.0)	(\$1,347.3)	(\$688.1)	\$122.7	(\$5,112.2)
- Interest on In-year Transactions	(\$215.9)	(\$181.6)	(\$140.4)	(\$265.5)	(\$249.2)	(\$93.7)	\$113.5	\$229.3	\$287.3	(\$97.1)	(\$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

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 C.1
TABLE 3

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	\$569.2
2018 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS													
- Roads To 2041 (Non-Residential): Non Inflated	\$16,387.6	\$8,990.4	\$3,874.9	\$1,579.1	\$1,579.1	\$1,447.9	\$1,447.9	\$1,447.9	\$8,360.9	\$8,360.9	\$8,360.9	\$8,360.9	\$8,360.9
- Roads To 2041 (Non-Residential): Inflated	\$16,387.6	\$9,170.2	\$4,031.4	\$1,675.7	\$1,709.3	\$1,598.6	\$1,630.6	\$1,663.2	\$9,796.1	\$9,992.1	\$10,191.9	\$10,395.7	\$10,603.7
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	10,914
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	\$6,138.2
INTEREST													
- Interest on Opening Balance	\$0.0	(\$574.8)	(\$766.2)	(\$672.0)	(\$433.5)	(\$176.4)	\$69.1	\$262.8	\$467.1	\$393.1	\$314.7	\$171.4	\$19.9
- Interest on In-year Transactions	(\$279.7)	(\$77.8)	\$42.6	\$86.1	\$87.9	\$92.1	\$94.0	\$95.9	(\$69.1)	(\$70.5)	(\$118.0)	(\$120.4)	(\$122.8)
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	\$6,035.3
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	(\$3,999.1)

ROADS TO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$3,999.1)	(\$8,899.2)	(\$14,162.3)	(\$19,810.3)	(\$25,866.4)	(\$32,354.9)	(\$27,954.9)	(\$23,189.4)	(\$18,035.7)	(\$12,470.0)	(\$6,467.0)	
2018 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS												
- Roads To 2041 (Non-Residential): Non Inflated	\$8,360.9	\$8,360.9	\$8,360.9	\$8,360.9	\$8,360.9	\$587.7	\$587.7	\$587.7	\$587.7	\$587.7	\$587.7	\$123,890.1
- Roads To 2041 (Non-Residential): Inflated	\$10,815.7	\$11,032.0	\$11,252.7	\$11,477.7	\$11,707.3	\$839.4	\$856.2	\$873.3	\$890.8	\$908.6	\$926.7	\$150,426.5
NEW NON-RESIDENTIAL DEVELOPMENT												
- Employees in New Space	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	293,000
REVENUE												
- DC Receipts: Inflated	\$6,260.9	\$6,386.1	\$6,513.9	\$6,644.1	\$6,777.0	\$6,912.6	\$7,050.8	\$7,191.8	\$7,335.7	\$7,482.4	\$7,632.0	\$162,318.9
INTEREST												
- Interest on Opening Balance	(\$220.0)	(\$489.5)	(\$778.9)	(\$1,089.6)	(\$1,422.7)	(\$1,779.5)	(\$1,537.5)	(\$1,275.4)	(\$992.0)	(\$685.8)	(\$355.7)	(\$11,551.4)
- Interest on In-year Transactions	(\$125.3)	(\$127.8)	(\$130.3)	(\$132.9)	(\$135.6)	\$106.3	\$108.4	\$110.6	\$112.8	\$115.0	\$117.3	(\$341.0)
TOTAL REVENUE	\$5,915.7	\$5,768.9	\$5,604.6	\$5,421.7	\$5,218.8	\$5,239.3	\$5,621.7	\$6,027.0	\$6,456.5	\$6,911.6	\$7,393.7	\$150,426.5
CLOSING CASH BALANCE	(\$8,899.2)	(\$14,162.3)	(\$19,810.3)	(\$25,866.4)	(\$32,354.9)	(\$27,954.9)	(\$23,189.4)	(\$18,035.7)	(\$12,470.0)	(\$6,467.0)	\$0.0	

2018 Adjusted Charge Per Employee

\$443.45

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 4

WATER

APPENDIX C.2

TABLE 1

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
WATER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development-Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post-Period Costs
2.0 WATER (2027) PROJECTS											
2.1 Mains											
2.1.1 NEW WM	2018 - 2020	\$ 560,000	\$ -	\$ 560,000	0%	\$ -	\$ -	\$ 560,000	\$ -	\$ 560,000	\$ -
2.1.2 NEW WM - 10 YEAR	2021 - 2027	\$ 3,500,000	\$ -	\$ 3,500,000	0%	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ -
2.1.3 2013 WM REPLC - UPGRADES	2018 - 2019	\$ 111,225	\$ -	\$ 111,225	50%	\$ 55,613	\$ -	\$ 55,613	\$ -	\$ 55,613	\$ -
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 - 2019	\$ 8,000	\$ -	\$ 8,000	50%	\$ 4,000	\$ -	\$ 4,000	\$ -	\$ 4,000	\$ -
2.1.6 DIST W/M REPLACEMENT - 2015	2018 - 2019	\$ 5,264,000	\$ -	\$ 5,264,000	92%	\$ 4,859,473	\$ -	\$ 404,527	\$ -	\$ 404,527	\$ -
2.1.7 WATERMAIN UPGRADES - 2015	2018 - 2019	\$ 445,274	\$ -	\$ 445,274	50%	\$ 222,637	\$ -	\$ 222,637	\$ -	\$ 222,637	\$ -
2.1.8 DIST W/M REPLACEMENT - 2016	2018 - 2019	\$ 32,081,000	\$ -	\$ 32,081,000	92%	\$ 29,615,646	\$ -	\$ 2,465,354	\$ -	\$ 2,465,354	\$ -
2.1.9 WATERMAIN UPGRADES - 2016	2018 - 2019	\$ 7,587,000	\$ -	\$ 7,587,000	50%	\$ 3,793,500	\$ -	\$ 3,793,500	\$ -	\$ 3,793,500	\$ -
2.1.10 DIST W/M REPLACEMENT - 2017	2018 - 2020	\$ 70,356,000	\$ -	\$ 70,356,000	92%	\$ 64,949,297	\$ -	\$ 5,406,703	\$ -	\$ 5,406,703	\$ -
2.1.11 WATERMAIN UPGRADES - 2017	2018 - 2019	\$ 13,345,000	\$ -	\$ 13,345,000	50%	\$ 6,672,500	\$ -	\$ 6,672,500	\$ -	\$ 6,672,500	\$ -
2.1.12 DIST W/M REPLACEMENT - 2018	2018 - 2021	\$ 91,877,000	\$ -	\$ 91,877,000	92%	\$ 84,816,455	\$ -	\$ 7,060,545	\$ -	\$ 7,060,545	\$ -
2.1.13 WATERMAIN UPGRADES - 2018	2018 - 2020	\$ 25,297,000	\$ -	\$ 25,297,000	50%	\$ 12,648,500	\$ -	\$ 12,648,500	\$ -	\$ 12,648,500	\$ -
2.1.14 DIST W/M REPLACEMENT - 2019	2019 - 2022	\$ 82,536,000	\$ -	\$ 82,536,000	92%	\$ 76,193,291	\$ -	\$ 6,342,709	\$ -	\$ 6,342,709	\$ -
2.1.15 WATERMAIN UPGRADES - 2019	2019 - 2022	\$ 36,142,000	\$ -	\$ 36,142,000	50%	\$ 18,071,000	\$ -	\$ 18,071,000	\$ -	\$ 18,071,000	\$ -
2.1.16 10 YEAR WATERMAIN REPLACEMENT	2020 - 2027	\$ 737,000,000	\$ -	\$ 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 REGENT PARK CAPITAL CONTRIBUTION - PHASE 3 - 5	2018 - 2024	\$ 4,915,000	\$ -	\$ 4,915,000	0%	\$ -	\$ -	\$ 4,915,000	\$ -	\$ 4,915,000	\$ -
2.1.19 LAWRENCE ALLAN REVITALIZATION PLAN - INTERNAL	2018 - 2022	\$ 23,353,000	\$ -	\$ 23,353,000	0%	\$ -	\$ -	\$ 23,353,000	\$ -	\$ 23,353,000	\$ -
2.1.20 LAWRENCE ALLAN REVITALIZATION PLAN - EXTERNAL	2019 - 2021	\$ 8,184,000	\$ -	\$ 8,184,000	0%	\$ -	\$ -	\$ 8,184,000	\$ -	\$ 8,184,000	\$ -
2.1.21 CHURCH ST FROM BLOOR TO CARLTON	2022 - 2022	\$ 3,873,000	\$ -	\$ 3,873,000	50%	\$ 1,936,500	\$ -	\$ 1,936,500	\$ -	\$ 1,936,500	\$ -
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	\$ -	\$ 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	\$ -	\$ 818,000	0%	\$ -	\$ -	\$ 818,000	\$ -	\$ 818,000	\$ -
2.1.25 KING E FROM QUEEN ST E TO SUMACH	2022 - 2022	\$ 1,318,000	\$ -	\$ 1,318,000	0%	\$ -	\$ -	\$ 1,318,000	\$ -	\$ 1,318,000	\$ -
2.1.26 GERRARD ST W FROM YONGE TO LA PLANTE AVE	2022 - 2022	\$ 1,366,000	\$ -	\$ 1,366,000	0%	\$ -	\$ -	\$ 1,366,000	\$ -	\$ 1,366,000	\$ -
2.1.27 GERRARD ST E FROM JARVIS TO DON VALLEY	2023 - 2023	\$ 5,983,000	\$ -	\$ 5,983,000	50%	\$ 2,991,500	\$ -	\$ 2,991,500	\$ -	\$ 2,991,500	\$ -
2.1.28 BLOOR ST W FROM CPR TRACKS TO GARDENVALE	2023 - 2023	\$ 2,942,000	\$ -	\$ 2,942,000	0%	\$ -	\$ -	\$ 2,942,000	\$ -	\$ 2,942,000	\$ -
2.1.29 BLOOR ST W FROM EAST MALL TO KIPLING	2024 - 2024	\$ 7,107,000	\$ -	\$ 7,107,000	0%	\$ -	\$ -	\$ 7,107,000	\$ -	\$ 7,107,000	\$ -
2.1.30 QUEEN ST W FROM FULLER TO FENNING	2024 - 2024	\$ 5,701,000	\$ -	\$ 5,701,000	50%	\$ 2,850,500	\$ -	\$ 2,850,500	\$ -	\$ 2,850,500	\$ -
2.1.31 BEDFORD RD FROM BLOOR TO DAVENPORT	2024 - 2024	\$ 2,803,000	\$ -	\$ 2,803,000	50%	\$ 1,401,500	\$ -	\$ 1,401,500	\$ -	\$ 1,401,500	\$ -
2.1.32 HARBORD ST FROM BATHURST TO ST.GEORGE	2025 - 2025	\$ 3,880,000	\$ -	\$ 3,880,000	50%	\$ 1,940,000	\$ -	\$ 1,940,000	\$ -	\$ 1,940,000	\$ -
2.1.33 BEVERLEY ST FROM QUEEN TO COLLEGE	2025 - 2025	\$ 4,320,000	\$ -	\$ 4,320,000	50%	\$ 2,160,000	\$ -	\$ 2,160,000	\$ -	\$ 2,160,000	\$ -
2.1.34 LANSDOWNE AVE FROM DUPONT TO WALLACE	2025 - 2025	\$ 2,066,000	\$ -	\$ 2,066,000	0%	\$ -	\$ -	\$ 2,066,000	\$ -	\$ 2,066,000	\$ -
2.1.35 EVANS AVE FROM ROYAL YORK TO ISLINGTON	2025 - 2025	\$ 3,737,000	\$ -	\$ 3,737,000	0%	\$ -	\$ -	\$ 3,737,000	\$ -	\$ 3,737,000	\$ -
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	\$ 1,884,000	\$ -	\$ 1,884,000	0%	\$ -	\$ -	\$ 1,884,000	\$ -	\$ 1,884,000	\$ -
2.1.38 LAKESHORE AVE W FROM FOURTEENTH TO TWENTYFOURTH	2026 - 2026	\$ 3,416,000	\$ -	\$ 3,416,000	0%	\$ -	\$ -	\$ 3,416,000	\$ -	\$ 3,416,000	\$ -
2.1.39 MAIN ST FROM DANFORTH TO DONCASTER	2026 - 2026	\$ 1,755,000	\$ -	\$ 1,755,000	0%	\$ -	\$ -	\$ 1,755,000	\$ -	\$ 1,755,000	\$ -
2.1.40 YONGE ST (EAST SIDE) FROM KING TO FRONT ST	2026 - 2026	\$ 1,119,000	\$ -	\$ 1,119,000	50%	\$ 559,500	\$ -	\$ 559,500	\$ -	\$ 559,500	\$ -
2.1.41 KING ST W (NORTH SIDE) FROM SIMCOE TO BATHURST	2026 - 2026	\$ 5,910,000	\$ -	\$ 5,910,000	0%	\$ -	\$ -	\$ 5,910,000	\$ -	\$ 5,910,000	\$ -
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 KING ST W FROM JAMESON TO DUFFERIN	2027 - 2027	\$ 3,402,000	\$ -	\$ 3,402,000	0%	\$ -	\$ -	\$ 3,402,000	\$ -	\$ 3,402,000	\$ -
2.1.46 ISLINGTON AVE FROM BLOOR TO SIX POINT	2027 - 2027	\$ 3,997,000	\$ -	\$ 3,997,000	0%	\$ -	\$ -	\$ 3,997,000	\$ -	\$ 3,997,000	\$ -
2.1.47 YONGE ST FROM DAVISVILLE TO EGLINTON	2027 - 2027	\$ 4,337,000	\$ -	\$ 4,337,000	0%	\$ -	\$ -	\$ 4,337,000	\$ -	\$ 4,337,000	\$ -
2.1.48 YONGE ST FROM ST.CLAIR TO HEATH	2027 - 2027	\$ 1,072,000	\$ -	\$ 1,072,000	0%	\$ -	\$ -	\$ 1,072,000	\$ -	\$ 1,072,000	\$ -
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	\$ -	\$ 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	\$ -
2.1.52 BATHURST FROM BROOK TO LAWRENCE	2027 - 2027	\$ 6,014,000	\$ -	\$ 6,014,000	0%	\$ -	\$ -	\$ 6,014,000	\$ -	\$ 6,014,000	\$ -
2.1.53 DANFORTH AVE FROM MAIN ST TO SIBLEY	2027 - 2027	\$ 3,521,000	\$ -	\$ 3,521,000	0%	\$ -	\$ -	\$ 3,521,000	\$ -	\$ 3,521,000	\$ -
2.1.54 KINGSTON RD FROM BRIMLEY TO RANDAL	2027 - 2027	\$ 4,160,000	\$ -	\$ 4,160,000	0%	\$ -	\$ -	\$ 4,160,000	\$ -	\$ 4,160,000	\$ -
2.1.55 LAKESHORE AVE W FROM DWIGHT TO LAKE	2027 - 2027	\$ 3,891,000	\$ -	\$ 3,891,000	0%	\$ -	\$ -	\$ 3,891,000	\$ -	\$ 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											
2.2.1 WATERMAIN ASSET PLANNING	2018 - 2024	\$ 1,999,000	\$ 791,286	\$ 1,207,714	75%	\$ 905,786	\$ -	\$ 301,929	\$ -	\$ 301,929	\$ -
2.2.2 JOS UPDATE PHASE II	2018 - 2019	\$ 1,672,000	\$ 836,000	\$ 836,000	0%	\$ -	\$ -	\$ 836,000	\$ -	\$ 836,000	\$ -
2.2.3 ASSET MGMT SYSTEM IMPLEMENTATION	2018 - 2025	\$ 8,315,000	\$ -	\$ 8,315,000	75%	\$ 6,236,250	\$ -	\$ 2,078,750	\$ -	\$ 2,078,750	\$ -
2.2.4 WATERMAIN ASSET PLANNING - 10 YEAR	2019 - 2027	\$ 3,435,000	\$ -	\$ 3,435,000	75%	\$ 2,576,250	\$ -	\$ 858,750	\$ -	\$ 858,750	\$ -
2.2.5 ICI INDOOR WATER AUDIT	2018 - 2022	\$ 1,800,000	\$ -	\$ 1,800,000	0%	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -
2.2.6 PUBLIC EDUCATION & PROMOTIONS	2018 - 2022	\$ 525,000	\$ -	\$ 525,000	0%	\$ -	\$ -	\$ 525,000	\$ -	\$ 525,000	\$ -
2.2.7 ANCILLARY COSTS	2018 - 2022	\$ 420,000	\$ -	\$ 420,000	0%	\$ -	\$ -	\$ 420,000	\$ -	\$ 420,000	\$ -
2.2.8 WEP - FUTURE -ICI	2023 - 2027	\$ 2,600,000	\$ -	\$ 2,600,000	0%	\$ -	\$ -	\$ 2,600,000	\$ -	\$ 2,600,000	\$ -
2.2.9 2021 JOS UPDATE	2021 - 2022	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
2.2.10 PD4 HYDRAULIC STUDY	2019 - 2020	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
2.2.11 10 YEAR PDS HYDRAULIC STUDIES	2021 - 2026	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
2.2.12 INTEGRATE DEVELOPMENT RELATED ASSET INFO INTO TWAG FOR CAPACITY	2019 - 2021	\$ 750,000	\$ -	\$ 750,000	0%	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -
2.2.13 FIRE FLOW CRITERIA & STANDARD REVIEW	2019 - 2020	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
2.2.14 FIELD MONITORING TO FACILITATE CAPACITY ANALYSIS	2019 - 2021	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.2.15 WATER DISTRIBUTION SYSTEM RESILIENCY STUDY	2022 - 2024	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ -	\$ 300,000	\$ -	\$ 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	\$ -	\$ 287,394,793	\$ -	\$ 287,394,793	\$ -

APPENDIX C.2

TABLE 1

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
WATER SERVICES

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development-Related Costs		
						BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post-Period Costs
2.0 WATER (2041) PROJECTS												
2.3 Prior Projects (Remaining Growth Shares Only)												
2.3.1 HORGAN EXPANSN-STUDY/ENVIR ASSESS	DESIGN	2018 - 2018	\$ 3,403,075	\$ -	\$ 3,403,075	0%	\$ -	\$ -	\$ 3,403,075	\$ -	\$ 3,403,075	\$ -
2.3.2 HORGAN EXPANSN-STUDY/ENVIR ASSESS	PLANT EXPANSION - CONSTRUCTION	2018 - 2018	\$ 82,107,406	\$ -	\$ 82,107,406	0%	\$ -	\$ -	\$ 82,107,406	\$ -	\$ 82,107,406	\$ -
2.3.3 ISLAND EQUIP R&R	CHEMICAL & RESIDUALS MANAGEMENT CONST	2018 - 2018	\$ 629,845	\$ -	\$ 629,845	0%	\$ -	\$ -	\$ 629,845	\$ -	\$ 629,845	\$ -
2.3.4 CLARK F.P. EQUIPMENT R&R	PROCESS EQUIPMENT UPGRADE ENGINEERING	2018 - 2018	\$ 574,616	\$ -	\$ 574,616	0%	\$ -	\$ -	\$ 574,616	\$ -	\$ 574,616	\$ -
2.3.5 CLARK F.P. EQUIPMENT R&R	PROCESS EQUIPMENT UPGRADE CONSTRUCTION	2018 - 2018	\$ 5,984,976	\$ -	\$ 5,984,976	0%	\$ -	\$ -	\$ 5,984,976	\$ -	\$ 5,984,976	\$ -
2.3.6 ENGINEERING STUDIES	CORROSION CONTROL	2018 - 2018	\$ 582,548	\$ -	\$ 582,548	0%	\$ -	\$ -	\$ 582,548	\$ -	\$ 582,548	\$ -
2.3.7 DUFFERIN RESERVOIR EXTENSION	DUFFERIN RESERVOIR EXTENSION	2018 - 2018	\$ 782,413	\$ -	\$ 782,413	0%	\$ -	\$ -	\$ 782,413	\$ -	\$ 782,413	\$ -
2.3.8 DUFFERIN RESERVOIR EXTENSION	MILLIKEN P.S.&RESERVOIR EXT-DESIGN&CONT	2018 - 2018	\$ 898,672	\$ -	\$ 898,672	0%	\$ -	\$ -	\$ 898,672	\$ -	\$ 898,672	\$ -
2.3.9 DUFFERIN RESERVOIR EXTENSION	DUFFERIN RES.EXT - CONSTRUCTION	2018 - 2018	\$ 22,252,007	\$ -	\$ 22,252,007	0%	\$ -	\$ -	\$ 22,252,007	\$ -	\$ 22,252,007	\$ -
2.3.10 DUFFERIN RESERVOIR EXTENSION	MILLIKEN P.S.&RESERVOIR EXT-CONSTRUCTION	2018 - 2018	\$ 30,787,454	\$ -	\$ 30,787,454	0%	\$ -	\$ -	\$ 30,787,454	\$ -	\$ 30,787,454	\$ -
2.3.11 TRUNK W/MAIN REPLACEMENT	W/M AVENUE RD-LAWRENCE	2018 - 2018	\$ 1,344,228	\$ -	\$ 1,344,228	0%	\$ -	\$ -	\$ 1,344,228	\$ -	\$ 1,344,228	\$ -
2.3.12 TRUNK W/MAIN REPLACEMENT	AVENUE RD W/M CONSTRUCTION - HI LEVELTO	2018 - 2018	\$ 34,191,351	\$ -	\$ 34,191,351	0%	\$ -	\$ -	\$ 34,191,351	\$ -	\$ 34,191,351	\$ -
2.3.13 TRUNK W/MAIN EXPANSION	W/M HORGAN PLANT TO ELLESMERE	2018 - 2018	\$ 767,688	\$ -	\$ 767,688	0%	\$ -	\$ -	\$ 767,688	\$ -	\$ 767,688	\$ -
2.3.14 TRUNK W/M ENHANCEMENT	BATHURST-DUPONT W/M - ENGINEERING	2018 - 2018	\$ 582,469	\$ -	\$ 582,469	0%	\$ -	\$ -	\$ 582,469	\$ -	\$ 582,469	\$ -
2.3.15 TRUNK W/MAIN EXPANSION	CONSTRUCTION ON WATER MAINS-HORGAN TO	2018 - 2018	\$ 990,052	\$ -	\$ 990,052	0%	\$ -	\$ -	\$ 990,052	\$ -	\$ 990,052	\$ -
2.3.16 TRUNK W/M ENHANCEMENT	SPADINA-RIVER W/M CONSTRUCTION	2018 - 2018	\$ 2,685,460	\$ -	\$ 2,685,460	0%	\$ -	\$ -	\$ 2,685,460	\$ -	\$ 2,685,460	\$ -
2.3.17 PUMPING EQUIPMENT - RICHVIEW PS	PUMPING EQUIPMENT - RICHVIEW PS	2018 - 2018	\$ 259,456	\$ -	\$ 259,456	0%	\$ -	\$ -	\$ 259,456	\$ -	\$ 259,456	\$ -
2.3.18 TRANSMISSION R&R	PUMPING EQUIPMENT - PARKDALE, WM JOHNSON	2018 - 2018	\$ 1,969,628	\$ -	\$ 1,969,628	0%	\$ -	\$ -	\$ 1,969,628	\$ -	\$ 1,969,628	\$ -
2.3.19 DIST W/MAINS NEW	DIST W/MAINS NEW	2018 - 2018	\$ 489,197	\$ -	\$ 489,197	0%	\$ -	\$ -	\$ 489,197	\$ -	\$ 489,197	\$ -
2.3.20 TRUNK W/M EXPANSION	NEILSON-SHEPPARD WM CONSTRUCTION	2018 - 2018	\$ 7,029,354	\$ -	\$ 7,029,354	0%	\$ -	\$ -	\$ 7,029,354	\$ -	\$ 7,029,354	\$ -
2.3.21 TRUNK WATERMAIN ENHANCEMENTS	GO HAGERMAN CROSSING	2018 - 2018	\$ 1,130,983	\$ -	\$ 1,130,983	0%	\$ -	\$ -	\$ 1,130,983	\$ -	\$ 1,130,983	\$ -
2.3.22 DIST W/M REPLACEMENT	DIST W/M REPLACEMENT - 2009	2018 - 2018	\$ 8,276,162	\$ -	\$ 8,276,162	0%	\$ -	\$ -	\$ 8,276,162	\$ -	\$ 8,276,162	\$ -
2.3.23 TRUNK WATERMAIN ENHANCEMENTS	D4 IMPROVEMENTS	2018 - 2018	\$ 384,790	\$ -	\$ 384,790	0%	\$ -	\$ -	\$ 384,790	\$ -	\$ 384,790	\$ -
2.3.24 DIST W/M REPLACEMENT	2010 WM REPLACEMENT PROGRAM	2018 - 2018	\$ 6,047,153	\$ -	\$ 6,047,153	0%	\$ -	\$ -	\$ 6,047,153	\$ -	\$ 6,047,153	\$ -
2.3.25 DIST W/M REPLACEMENT	DIST WM REPLACEMENT - 2011	2018 - 2018	\$ 945,658	\$ -	\$ 945,658	0%	\$ -	\$ -	\$ 945,658	\$ -	\$ 945,658	\$ -
2.3.26 DIST W/M REPLACEMENT	WATERMAIN UPGRADES	2018 - 2018	\$ 410,688	\$ -	\$ 410,688	0%	\$ -	\$ -	\$ 410,688	\$ -	\$ 410,688	\$ -
2.3.27 DIST W/M REPLACEMENT	WATERMAIN UPGRADES - 2015	2018 - 2018	\$ 710,713	\$ -	\$ 710,713	0%	\$ -	\$ -	\$ 710,713	\$ -	\$ 710,713	\$ -
2.3.28 DIST W/M REPLACEMENT	DIST W/M REPLACEMENT - 2016	2018 - 2018	\$ 1,723,951	\$ -	\$ 1,723,951	0%	\$ -	\$ -	\$ 1,723,951	\$ -	\$ 1,723,951	\$ -
2.3.29 DIST W/M REPLACEMENT	WATERMAIN UPGRADES - 2016	2018 - 2018	\$ 373,399	\$ -	\$ 373,399	0%	\$ -	\$ -	\$ 373,399	\$ -	\$ 373,399	\$ -
2.3.30 PW - INFRASTRUCTURE STIMULUS FEDERAL	2899- SPADINA-WELLINGTON TRUNK WATERMAIN	2018 - 2018	\$ 383,036	\$ -	\$ 383,036	0%	\$ -	\$ -	\$ 383,036	\$ -	\$ 383,036	\$ -
2.3.31 ENGINEERING	JOS UPDATE PHASE II	2018 - 2018	\$ 389,511	\$ -	\$ 389,511	0%	\$ -	\$ -	\$ 389,511	\$ -	\$ 389,511	\$ -
Subtotal Prior Projects			\$ 219,087,941	\$ -	\$ 219,087,941	\$ -	\$ -	\$ -	\$219,087,941	\$0	\$219,087,941	\$0
2.4 Plant												
2.4.1 WTP - Plantwide	STANDBY POWER - PHASE 2 - ENG	2018 - 2024	\$ 11,651,000	\$ 3,499,059	\$ 8,151,942	85%	\$ 6,945,752	\$ -	\$ 1,206,190	\$ -	\$ 1,206,190	\$ -
2.4.2 WTP - Plantwide	STANDBY POWER - PHASE 2 - CONSTRUCTION	2018 - 2024	\$ 63,600,000	\$ 19,100,516	\$ 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	2018 - 2023	\$ 4,643,000	\$ 1,396,462	\$ 3,246,538	85%	\$ 2,766,168	\$ -	\$ 480,369	\$ -	\$ 480,369	\$ -
2.4.4 WTP - Plantwide	STANDBY POWER - FUTURE - ENG	2021 - 2041	\$ 11,500,000	\$ 3,450,000	\$ 8,050,000	85%	\$ 6,858,894	\$ -	\$ 1,191,106	\$ -	\$ 1,191,106	\$ -
2.4.5 WTP - Plantwide	STANDBY POWER - FUTURE - CONSTRUCTION	2023 - 2041	\$ 57,500,000	\$ 17,250,000	\$ 40,250,000	85%	\$ 34,294,468	\$ -	\$ 5,955,532	\$ -	\$ 5,955,532	\$ -
2.4.6 Clark	PROCESS EQUIPMENT UPGRADE ENGINEERING	2018 - 2022	\$ 3,033,000	\$ -	\$ 3,033,000	85%	\$ 2,584,227	\$ -	\$ 448,773	\$ -	\$ 448,773	\$ -
2.4.7 Clark	PROCESS EQUIPMENT UPGRADE CONSTRUCTION	2018 - 2020	\$ 26,155,565	\$ -	\$ 26,155,565	85%	\$ 22,285,496	\$ -	\$ 3,870,070	\$ -	\$ 3,870,070	\$ -
2.4.8 Horgan	PLANT EXPANSION - DESIGN & CONSTR ADMIN	2018 - 2018	\$ 59,000	\$ 18,880	\$ 40,120	0%	\$ -	\$ -	\$ 40,120	\$ -	\$ 40,120	\$ -
2.4.9 Horgan	PLANT EXPANSION - CONSTRUCTION	2022 - 2022	\$ 41,000	\$ 13,325	\$ 27,675	0%	\$ -	\$ -	\$ 27,675	\$ -	\$ 27,675	\$ -
2.4.10 Island	CHEMICAL & RESIDUALS MANAGEMENT CONST	2018 - 2022	\$ 54,150,000	\$ -	\$ 54,150,000	85%	\$ 46,137,775	\$ -	\$ 8,012,225	\$ -	\$ 8,012,225	\$ -
2.4.11 Island	ISLAND FILTER AIR SCOUR SYSTEM	2018 - 2018	\$ 5,000	\$ -	\$ 5,000	85%	\$ 4,260.18	\$ -	\$ 740	\$ -	\$ 740	\$ -
Subtotal Plant			\$232,337,566	\$44,728,242	\$187,609,324	\$159,792,223	\$0	\$0	\$27,817,101	\$0	\$27,817,101	\$0

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			252,390
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			\$594.59
WATER 2018-2041			
Residential Development Charge Calculation			
Residential Share of 2018 - 2041 DC Eligible Costs	72%		\$301,970,881
23-Year Growth in Population in New Permits Issued			540,750
Unadjusted Development Charge Per Capita			\$558.43
Non-Residential Development Charge Calculation			
Non-Residential Share of 2018 - 2041 DC Eligible Costs	28%		\$119,825,388
23-Year Growth in Employees in New Space			293,000
Unadjusted Development Charge Per Employee			\$408.96

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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 REQUIREMENTS											
- Water 10-Year (Residential): Non Inflated	\$15,297.4	\$22,750.2	\$23,546.3	\$20,211.9	\$21,739.6	\$12,038.6	\$15,890.4	\$15,831.3	\$16,149.1	\$40,578.2	\$204,033.0
- Water 10-Year (Residential): Inflated	\$15,297.4	\$23,205.2	\$24,497.6	\$21,449.0	\$23,531.6	\$13,291.6	\$17,895.2	\$18,185.1	\$18,921.2	\$48,494.7	\$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	\$0.0	\$231.2	\$152.8	\$72.6	\$76.1	\$20.4	\$343.5	\$529.9	\$728.7	\$884.7	\$3,039.8
- Interest on In-year Transactions	\$113.6	(\$66.2)	(\$65.4)	\$0.5	(\$44.7)	\$158.4	\$85.7	\$88.6	\$64.1	(\$700.2)	(\$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	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 C.2
TABLE 2**

**CITY OF TORONTO
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
WATER MANAGEMENT
RESIDENTIAL DEVELOPMENT CHARGE (2017-2041)
(in \$000)**

WATER TO 2041 (RESIDENTIAL)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
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)	(\$105,852.9)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Water To 2041 (Residential): Non Inflated	\$167,576.2	\$10,641.2	\$19,006.3	\$20,383.3	\$17,023.9	\$13,251.0	\$14,483.7	\$5,096.0	\$7,209.0	\$6,685.6	\$2,378.1	\$2,378.1	\$2,378.1
- Water To 2041 (Residential): Inflated	\$167,576.2	\$10,854.0	\$19,774.2	\$21,630.9	\$18,427.2	\$14,630.2	\$16,311.0	\$5,853.7	\$8,446.5	\$7,989.9	\$2,898.8	\$2,956.8	\$3,016.0
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	21,150
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	\$13,201.5
INTEREST													
- Interest on Opening Balance	\$3,111.0	(\$3,656.3)	(\$3,752.1)	(\$4,310.6)	(\$5,026.9)	(\$5,586.7)	(\$5,947.5)	(\$6,407.7)	(\$6,291.0)	(\$6,335.9)	(\$6,342.2)	(\$6,048.1)	(\$5,821.9)
- Interest on In-year Transactions	(\$4,241.4)	\$32.9	(\$171.3)	(\$233.2)	(\$137.9)	(\$26.1)	(\$64.8)	\$146.7	\$94.2	\$107.0	\$201.0	\$174.8	\$178.2
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	\$7,557.8
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)	(\$101,311.0)

WATER TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$101,311.0)	(\$96,312.1)	(\$90,826.8)	(\$84,824.1)	(\$78,271.4)	(\$71,133.9)	(\$60,304.2)	(\$48,584.1)	(\$35,918.6)	(\$22,249.7)	(\$7,516.2)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Water To 2041 (Residential): Non Inflated	\$2,378.1	\$2,378.1	\$2,378.1	\$2,378.1	\$2,378.1	\$265.0	\$265.0	\$265.0	\$265.0	\$265.0	\$265.0	\$301,970.9
- Water To 2041 (Residential): Inflated	\$3,076.3	\$3,137.8	\$3,200.6	\$3,264.6	\$3,329.9	\$378.5	\$386.1	\$393.8	\$401.7	\$409.7	\$417.9	\$318,762.2
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Permits Issued	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	10,580	541,150
REVENUE												
- DC Receipts: Inflated	\$13,465.5	\$13,734.8	\$14,009.5	\$14,289.7	\$14,575.5	\$14,867.0	\$15,164.3	\$15,467.6	\$15,777.0	\$16,092.5	\$8,211.1	\$332,179.6
INTEREST												
- Interest on Opening Balance	(\$5,572.1)	(\$5,297.2)	(\$4,995.5)	(\$4,665.3)	(\$4,304.9)	(\$3,912.4)	(\$3,316.7)	(\$2,672.1)	(\$1,975.5)	(\$1,223.7)	(\$413.4)	(\$100,764.7)
- Interest on In-year Transactions	\$181.8	\$185.4	\$189.2	\$192.9	\$196.8	\$253.5	\$258.6	\$263.8	\$269.1	\$274.4	\$136.4	(\$1,537.8)
TOTAL REVENUE	\$8,075.2	\$8,623.1	\$9,203.2	\$9,817.3	\$10,467.4	\$11,208.2	\$12,106.2	\$13,059.3	\$14,070.5	\$15,143.2	\$7,934.1	\$229,877.1
CLOSING CASH BALANCE	(\$96,312.1)	(\$90,826.8)	(\$84,824.1)	(\$78,271.4)	(\$71,133.9)	(\$60,304.2)	(\$48,584.1)	(\$35,918.6)	(\$22,249.7)	(\$7,516.2)	\$0.0	

2018 Adjusted Charge Per Capita

\$492.16

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%

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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 REQUIREMENTS											
- Water 10-Year (Non-Residential): Non Inflated	\$6,250.1	\$9,295.1	\$9,620.3	\$8,258.0	\$8,882.2	\$4,918.6	\$6,492.3	\$6,468.2	\$6,598.0	\$16,579.1	\$83,361.8
- Water 10-Year (Non-Residential): Inflated	\$6,250.1	\$9,481.0	\$10,009.0	\$8,763.4	\$9,614.3	\$5,430.5	\$7,311.4	\$7,429.9	\$7,730.6	\$19,813.5	\$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	\$0.0	\$73.5	\$40.1	(\$11.6)	(\$8.9)	(\$44.1)	\$103.9	\$180.6	\$262.4	\$343.2	\$939.1
- Interest on In-year Transactions	\$36.1	(\$27.5)	(\$37.4)	\$1.0	(\$16.9)	\$65.6	\$35.9	\$37.1	\$35.2	(\$271.6)	(\$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
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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 C.2
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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)	(\$49,899.0)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Water To 2041 (Non-Residential): Non Inflated	\$66,496.1	\$4,222.6	\$7,541.9	\$8,088.3	\$6,755.3	\$5,258.2	\$5,747.3	\$2,022.1	\$2,860.6	\$2,652.9	\$943.6	\$943.6	\$943.6
- Water To 2041 (Non-Residential): Inflated	\$66,496.1	\$4,307.0	\$7,846.6	\$8,583.4	\$7,312.1	\$5,805.4	\$6,472.4	\$2,322.8	\$3,351.7	\$3,170.5	\$1,150.3	\$1,173.3	\$1,196.8
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	10,914	10,914	10,914
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	\$5,874.3
INTEREST													
- Interest on Opening Balance	\$777.7	(\$2,156.7)	(\$2,176.7)	(\$2,390.0)	(\$2,649.7)	(\$2,844.7)	(\$2,958.5)	(\$3,108.4)	(\$3,026.9)	(\$2,990.8)	(\$2,934.8)	(\$2,844.6)	(\$2,744.4)
- Interest on In-year Transactions	(\$1,665.0)	\$30.8	(\$45.6)	(\$62.4)	(\$24.0)	\$13.4	\$4.0	\$79.0	\$63.3	\$69.0	\$78.7	\$80.3	\$81.9
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	\$3,211.7
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)	(\$47,884.1)

WATER TO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$47,884.1)	(\$45,663.2)	(\$43,223.1)	(\$40,549.7)	(\$37,628.3)	(\$34,443.2)	(\$29,759.2)	(\$24,686.1)	(\$19,199.8)	(\$13,274.8)	(\$6,884.3)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Water To 2041 (Non-Residential): Non Inflated	\$943.6	\$943.6	\$943.6	\$943.6	\$943.6	\$105.2	\$105.2	\$105.2	\$105.2	\$105.2	\$105.2	\$119,825.4
- Water To 2041 (Non-Residential): Inflated	\$1,220.7	\$1,245.1	\$1,270.0	\$1,295.4	\$1,321.3	\$150.2	\$153.2	\$156.3	\$159.4	\$162.6	\$165.8	\$126,488.4
NEW NON-RESIDENTIAL DEVELOPMENT												
- Employees in New Space	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	293,000
REVENUE												
- DC Receipts: Inflated	\$5,991.7	\$6,111.6	\$6,233.8	\$6,358.5	\$6,485.6	\$6,615.4	\$6,747.7	\$6,882.6	\$7,020.3	\$7,160.7	\$7,303.9	\$155,340.0
INTEREST												
- Interest on Opening Balance	(\$2,633.6)	(\$2,511.5)	(\$2,377.3)	(\$2,230.2)	(\$2,069.6)	(\$1,894.4)	(\$1,636.8)	(\$1,357.7)	(\$1,056.0)	(\$730.1)	(\$378.6)	(\$50,924.3)
- Interest on In-year Transactions	\$83.5	\$85.2	\$86.9	\$88.6	\$90.4	\$113.1	\$115.4	\$117.7	\$120.1	\$122.5	\$124.9	(\$148.5)
TOTAL REVENUE	\$3,441.6	\$3,685.3	\$3,943.4	\$4,216.8	\$4,506.5	\$4,834.1	\$5,226.3	\$5,642.6	\$6,084.4	\$6,553.0	\$7,050.2	\$104,267.1
CLOSING CASH BALANCE	(\$45,663.2)	(\$43,223.1)	(\$40,549.7)	(\$37,628.3)	(\$34,443.2)	(\$29,759.2)	(\$24,686.1)	(\$19,199.8)	(\$13,274.8)	(\$6,884.3)	(\$0.0)	

2018 Adjusted Charge Per Employee

\$424.38

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)

66
APPENDIX C.3
TABLE 1
CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description		Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
						BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.0 SANITARY SEWER (2027)												
1.1	Mains											
1.1.1	NEW SEWERS	2018 - 2020	\$ 603,000	\$ -	\$ 603,000	0%	\$ -	\$ -	\$ 603,000	\$ -	\$ 603,000	\$ -
1.1.2	WATERFRONT SANITARY MASTER SERVICING PLAN IMPLEMENTATION	2018 - 2022	\$ 16,750,000	\$ -	\$ 16,750,000	50%	\$ 8,375,000	\$ -	\$ 8,375,000	\$ -	\$ 8,375,000	\$ -
1.1.3	WATERFRONT SANITARY MASTER SERVICING PLAN IMPLEMENTATION - FUTURE	2024 - 2027	\$ 27,500,000	\$ -	\$ 27,500,000	50%	\$ 13,750,000	\$ -	\$ 13,750,000	\$ -	\$ 13,750,000	\$ -
1.1.4	DOWNSVIEW LANDS EXTERNAL UPGRADES	2018 - 2022	\$ 9,450,000	\$ -	\$ 9,450,000	0%	\$ -	\$ -	\$ 9,450,000	\$ -	\$ 9,450,000	\$ -
1.1.5	SHEPPARD SANITARY SEWER AT EAST DON STS	2018 - 2020	\$ 4,000,000	\$ -	\$ 4,000,000	38%	\$ 1,511,200	\$ -	\$ 2,488,800	\$ -	\$ 2,488,800	\$ -
1.1.6	NEW SEWERS - FUTURE	2021 - 2027	\$ 7,000,000	\$ -	\$ 7,000,000	0%	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 7,000,000	\$ -
1.1.7	GEORGETOWN SOUTH CITY INFRASTRUCTURE UPGRADES	2018 - 2019	\$ 15,910,000	\$ -	\$ 15,910,000	0%	\$ -	\$ -	\$ 15,910,000	\$ -	\$ 15,910,000	\$ -
1.1.8	GEORGETOWN SOUTH CITY INFRASTRUCTURE UPGRADES - FUTURE	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.1.9	2013 SEWER REPLC	2018 - 2019	\$ 33,450	\$ -	\$ 33,450	92%	\$ 30,879	\$ -	\$ 2,571	\$ -	\$ 2,571	\$ -
1.1.10	EBF REPORT	2018 - 2019	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.1.11	EBF REPORT	2018 - 2018	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.1.12	SEWER REPLC - 2014 PROGRAM	2018 - 2019	\$ 85,000	\$ -	\$ 85,000	92%	\$ 78,468	\$ -	\$ 6,532	\$ -	\$ 6,532	\$ -
1.1.13	SEWER REPLC - 2015 PROGRAM	2018 - 2019	\$ 2,039,345	\$ -	\$ 2,039,345	92%	\$ 1,882,626	\$ -	\$ 156,719	\$ -	\$ 156,719	\$ -
1.1.14	SEWER REPLC - 2016 PROGRAM	2018 - 2019	\$ 15,319,082	\$ -	\$ 15,319,082	92%	\$ 14,141,844	\$ -	\$ 1,177,238	\$ -	\$ 1,177,238	\$ -
1.1.15	SEWER REPLC - 2017 PROGRAM	2018 - 2020	\$ 7,753,000	\$ -	\$ 7,753,000	92%	\$ 7,157,199	\$ -	\$ 595,801	\$ -	\$ 595,801	\$ -
1.1.16	SEWER REPLC - 2018 PROGRAM	2018 - 2020	\$ 8,993,000	\$ -	\$ 8,993,000	92%	\$ 8,301,908	\$ -	\$ 691,092	\$ -	\$ 691,092	\$ -
1.1.17	CSP RENEWAL	2018 - 2022	\$ 5,711,000	\$ -	\$ 5,711,000	92%	\$ 5,272,122	\$ -	\$ 438,878	\$ -	\$ 438,878	\$ -
1.1.18	SEWER REPLC - 2019 PROGRAM	2019 - 2021	\$ 26,800,000	\$ -	\$ 26,800,000	92%	\$ 24,740,479	\$ -	\$ 2,059,521	\$ -	\$ 2,059,521	\$ -
1.1.19	10YR SEWER REPLACEMENT	2020 - 2027	\$ 115,500,000	\$ -	\$ 115,500,000	92%	\$ 106,624,080	\$ -	\$ 8,875,920	\$ -	\$ 8,875,920	\$ -
1.1.20	UNALLOCATED PROJECTS	2018 - 2027	\$ 40,000,000	\$ -	\$ 40,000,000	0%	\$ -	\$ -	\$ 40,000,000	\$ -	\$ 40,000,000	\$ -
1.1.21	External Sanitary Sewer (EBF)	2018 - 2021	\$ 47,304,000	\$ 24,557,243	\$ 22,746,757	0%	\$ -	\$ -	\$ 22,746,757	\$ 15,520,000	\$ 7,226,757	\$ -
1.1.22	Queens Quay (Spadina to Bay)	2018 - 2021	\$ 4,524,044	\$ -	\$ 4,524,044	23%	\$ 1,017,910	\$ -	\$ 3,506,134	\$ -	\$ 3,506,134	\$ -
	Subtotal Mains		\$ 355,274,921	\$ 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 - 2023	\$ 49,070,000	\$ -	\$ 49,070,000	92%	\$ 45,299,079	\$ -	\$ 3,770,921	\$ -	\$ 3,770,921	\$ -
1.2.2	SEWER ASSET PLANNING - 10 YEAR	2020 - 2027	\$ 38,000,000	\$ -	\$ 38,000,000	92%	\$ 35,079,784	\$ -	\$ 2,920,216	\$ -	\$ 2,920,216	\$ -
1.2.3	Delivery of Growth-Related Capital Program	2018 - 2027	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
	Subtotal Studies		\$88,070,000	\$0	\$88,070,000		\$80,378,863	\$0	\$7,691,137	\$0	\$7,691,137	\$0
	SUBTOTAL PROJECTS TO 2027		\$443,344,921	\$24,557,243	\$418,787,678		\$273,262,578	\$0	\$145,525,100	\$15,520,000	\$130,005,100	\$0

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.0 SANITARY SEWER (2041)											
1.1 Prior Projects											
1.1.1 ASHBRIDGES BAY T.P. - IV -2000	2018 - 2018	\$ 599,928	\$ -	\$ 599,928	0%	\$ -	\$ -	\$ 599,928	\$ -	\$ 599,928	\$ -
1.1.2 WW EQUIPMENT	2018 - 2018	\$ 1,834,384	\$ -	\$ 1,834,384	0%	\$ -	\$ -	\$ 1,834,384	\$ -	\$ 1,834,384	\$ -
1.1.3 ASHBRIDGES BAY T.P. YR2006	2018 - 2018	\$ 2,607,516	\$ -	\$ 2,607,516	0%	\$ -	\$ -	\$ 2,607,516	\$ -	\$ 2,607,516	\$ -
1.1.4 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	2018 - 2018	\$ 1,127,375	\$ -	\$ 1,127,375	0%	\$ -	\$ -	\$ 1,127,375	\$ -	\$ 1,127,375	\$ -
1.1.5 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	2018 - 2018	\$ 228,554	\$ -	\$ 228,554	0%	\$ -	\$ -	\$ 228,554	\$ -	\$ 228,554	\$ -
1.1.6 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	2018 - 2018	\$ 584,075	\$ -	\$ 584,075	0%	\$ -	\$ -	\$ 584,075	\$ -	\$ 584,075	\$ -
1.1.7 ASHBRIDGES BAY WWTP - ODOUR CONTROL	2018 - 2018	\$ 6,613,380	\$ -	\$ 6,613,380	0%	\$ -	\$ -	\$ 6,613,380	\$ -	\$ 6,613,380	\$ -
1.1.8 ASHBRIDGES BAY T.P. - IV -2000	2018 - 2018	\$ 729,701	\$ -	\$ 729,701	0%	\$ -	\$ -	\$ 729,701	\$ -	\$ 729,701	\$ -
1.1.9 ASHBRIDGES BAY T.P. - IV -2000	2018 - 2018	\$ 710,857	\$ -	\$ 710,857	0%	\$ -	\$ -	\$ 710,857	\$ -	\$ 710,857	\$ -
1.1.10 ASHBRIDGES BAY TP	2018 - 2018	\$ 684,839	\$ -	\$ 684,839	0%	\$ -	\$ -	\$ 684,839	\$ -	\$ 684,839	\$ -
1.1.11 ASHBRIDGES BAY WWTP - LIQUID TREATMENT &	2018 - 2018	\$ 3,847,083	\$ -	\$ 3,847,083	0%	\$ -	\$ -	\$ 3,847,083	\$ -	\$ 3,847,083	\$ -
1.1.12 ASHBRIDGES BAY WWTP - ODOUR CONTROL	2018 - 2018	\$ 338,877	\$ -	\$ 338,877	0%	\$ -	\$ -	\$ 338,877	\$ -	\$ 338,877	\$ -
1.1.13 ASHBRIDGES BAY WWTP - ODOUR CONTROL	2018 - 2018	\$ 591,744	\$ -	\$ 591,744	0%	\$ -	\$ -	\$ 591,744	\$ -	\$ 591,744	\$ -
1.1.14 ASHBRIDGES BAY WWTP - ODOUR CONTROL	2018 - 2018	\$ 851,545	\$ -	\$ 851,545	0%	\$ -	\$ -	\$ 851,545	\$ -	\$ 851,545	\$ -
1.1.15 ODOUR CONTROL IMPLEMENTATION - PH 1 C	2018 - 2018	\$ 941,245	\$ -	\$ 941,245	0%	\$ -	\$ -	\$ 941,245	\$ -	\$ 941,245	\$ -
1.1.16 HUMBER TP	2018 - 2018	\$ 399,924	\$ -	\$ 399,924	0%	\$ -	\$ -	\$ 399,924	\$ -	\$ 399,924	\$ -
1.1.17 REPLC FINAL TK RETURN HEADER	2018 - 2018	\$ 1,152,529	\$ -	\$ 1,152,529	0%	\$ -	\$ -	\$ 1,152,529	\$ -	\$ 1,152,529	\$ -
1.1.18 REPLC FINAL TK RETURN HEADER	2018 - 2018	\$ 669,090	\$ -	\$ 669,090	0%	\$ -	\$ -	\$ 669,090	\$ -	\$ 669,090	\$ -
1.1.19 HUMBER WWTP - O&M UPGRADES	2018 - 2018	\$ 784,234	\$ -	\$ 784,234	0%	\$ -	\$ -	\$ 784,234	\$ -	\$ 784,234	\$ -
1.1.20 SECONDARY TREATMENT UPGRADES	2018 - 2018	\$ 1,751,883	\$ -	\$ 1,751,883	0%	\$ -	\$ -	\$ 1,751,883	\$ -	\$ 1,751,883	\$ -
1.1.21 HTP 2	2018 - 2018	\$ 1,273,277	\$ -	\$ 1,273,277	0%	\$ -	\$ -	\$ 1,273,277	\$ -	\$ 1,273,277	\$ -
1.1.22 WW EQUIPMENT	2018 - 2018	\$ 441,657	\$ -	\$ 441,657	0%	\$ -	\$ -	\$ 441,657	\$ -	\$ 441,657	\$ -
1.1.23 WAS THICKENING IMPROVEMENTS	2018 - 2018	\$ 336,981	\$ -	\$ 336,981	0%	\$ -	\$ -	\$ 336,981	\$ -	\$ 336,981	\$ -
1.1.24 ASHBRIDGES BAY WWTP - SOLIDS & GAS HANDL	2018 - 2018	\$ 240,554	\$ -	\$ 240,554	0%	\$ -	\$ -	\$ 240,554	\$ -	\$ 240,554	\$ -
1.1.25 HIGHLAND CREEK TP	2018 - 2018	\$ 430,615	\$ -	\$ 430,615	0%	\$ -	\$ -	\$ 430,615	\$ -	\$ 430,615	\$ -
1.1.26 HIGHLAND CREEK TREATMENT PLANT V	2018 - 2018	\$ 2,303,346	\$ -	\$ 2,303,346	0%	\$ -	\$ -	\$ 2,303,346	\$ -	\$ 2,303,346	\$ -
1.1.27 HIGHLAND CREEK WWTP - ODOUR CONTROL	2018 - 2018	\$ 2,028,372	\$ -	\$ 2,028,372	0%	\$ -	\$ -	\$ 2,028,372	\$ -	\$ 2,028,372	\$ -
1.1.28 WAS THICKENING AND DEWATERING CONSTR	2018 - 2018	\$ 4,020,785	\$ -	\$ 4,020,785	0%	\$ -	\$ -	\$ 4,020,785	\$ -	\$ 4,020,785	\$ -
1.1.29 HIGHLAND CREEK WWTP - ODOUR CONTROL	2018 - 2018	\$ 579,482	\$ -	\$ 579,482	0%	\$ -	\$ -	\$ 579,482	\$ -	\$ 579,482	\$ -
1.1.30 YR06 DIST SEWER REHAB OPS	2018 - 2018	\$ 1,636,838	\$ -	\$ 1,636,838	0%	\$ -	\$ -	\$ 1,636,838	\$ -	\$ 1,636,838	\$ -
1.1.31 DIST SEWER NEW	2018 - 2018	\$ 800,526	\$ -	\$ 800,526	0%	\$ -	\$ -	\$ 800,526	\$ -	\$ 800,526	\$ -
1.1.32 SEWAGE PUMPING STATION UPGRADES	2018 - 2018	\$ 267,597	\$ -	\$ 267,597	0%	\$ -	\$ -	\$ 267,597	\$ -	\$ 267,597	\$ -
1.1.33 YR05 DIST SEWER REHAB OPS	2018 - 2018	\$ 353,802	\$ -	\$ 353,802	0%	\$ -	\$ -	\$ 353,802	\$ -	\$ 353,802	\$ -
1.1.34 DON & WATERFRONT TRUNK/CSO	2018 - 2018	\$ 439,995	\$ -	\$ 439,995	0%	\$ -	\$ -	\$ 439,995	\$ -	\$ 439,995	\$ -
1.1.35 DIST SEWER REPLACEMENT	2018 - 2018	\$ 365,804	\$ -	\$ 365,804	0%	\$ -	\$ -	\$ 365,804	\$ -	\$ 365,804	\$ -
1.1.36 SEWAGE PUMPING STATION UPGRADES	2018 - 2018	\$ 238,900	\$ -	\$ 238,900	0%	\$ -	\$ -	\$ 238,900	\$ -	\$ 238,900	\$ -
1.1.37 SEWAGE PUMPING STATION UPGRADES	2018 - 2018	\$ 252,896	\$ -	\$ 252,896	0%	\$ -	\$ -	\$ 252,896	\$ -	\$ 252,896	\$ -
1.1.38 GEORGETOWN SOUTH CITY INFRASTRUCTURE UPG	2018 - 2018	\$ 7,672,523	\$ -	\$ 7,672,523	0%	\$ -	\$ -	\$ 7,672,523	\$ -	\$ 7,672,523	\$ -
Subtotal Prior Projects		\$50,732,714	\$0	\$50,732,714		\$0	\$0	\$50,732,714	\$0	\$50,732,714	\$0

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.2 Plant											
1.2.1 ABTP	ABTP - DIG. TANKS #1-8 MODS.	2018 - 2018 \$ 1,000	\$ -	\$ 1,000	85%	\$ 852	\$ -	\$ 148	\$ -	\$ 148	\$ -
1.2.2 ABTP	STANDBY POWER GENERATION	2018 - 2018 \$ 20,000	\$ -	\$ 20,000	85%	\$ 17,041	\$ -	\$ 2,959	\$ -	\$ 2,959	\$ -
1.2.3 ABTP	P BLDG HEADWORKS - ENGINEERING DESIGN & CONTRACT ADMIN	2018 - 2021 \$ 5,870,524	\$ -	\$ 5,870,524	85%	\$ 5,001,901	\$ -	\$ 868,623	\$ -	\$ 868,623	\$ -
1.2.4 ABTP	PROCESS UPGRADES & ODOUR CONTROL ENGINEERING	2018 - 2019 \$ 273,000	\$ -	\$ 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	\$ -	\$ 60,000	85%	\$ 51,122	\$ -	\$ 8,878	\$ -	\$ 8,878	\$ -
1.2.7 ABTP	MISC MECH ENGINEERING	2018 - 2020 \$ 1,691,132	\$ -	\$ 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	\$ -	\$ 281,505,000	85%	\$ 239,852,528	\$ -	\$ 41,652,472	\$ -	\$ 41,652,472	\$ -
1.2.12 ABTP	OUTFALL ASSESSMENT	2018 - 2019 \$ 72,000	\$ -	\$ 72,000	85%	\$ 61,347	\$ -	\$ 10,653	\$ -	\$ 10,653	\$ -
1.2.13 ABTP	OUTFALL ENGINEERING	2018 - 2026 \$ 31,337,000	\$ -	\$ 31,337,000	85%	\$ 26,700,267	\$ -	\$ 4,636,733	\$ -	\$ 4,636,733	\$ -
1.2.14 ABTP	OUTFALL - SITE PREP	2018 - 2018 \$ 500,000	\$ -	\$ 500,000	85%	\$ 426,018	\$ -	\$ 73,982	\$ -	\$ 73,982	\$ -
1.2.15 ABTP	OUTFALL CONSTRUCTION	2018 - 2025 \$ 327,000,000	\$ -	\$ 327,000,000	85%	\$ 278,615,927	\$ -	\$ 48,384,073	\$ -	\$ 48,384,073	\$ -
1.2.16 ABTP	FINE BUBBLE AERATION - TANK #2	2018 - 2019 \$ 456,000	\$ -	\$ 456,000	85%	\$ 388,529	\$ -	\$ 67,471	\$ -	\$ 67,471	\$ -
1.2.17 ABTP	INTEGRATED PUMPING STATION (IPS) - ENGINEERING	2018 - 2027 \$ 50,565,000	\$ -	\$ 50,565,000	85%	\$ 43,083,224	\$ -	\$ 7,481,776	\$ -	\$ 7,481,776	\$ -
1.2.18 ABTP	P BLDG HEADWORKS UPGRADE	2018 - 2019 \$ 40,215,404	\$ -	\$ 40,215,404	85%	\$ 34,264,991	\$ -	\$ 5,950,413	\$ -	\$ 5,950,413	\$ -
1.2.19 ABTP	INTEGRATED PUMPING STATION (IPS) - CONSTRUCTION	2018 - 2026 \$ 388,175,000	\$ -	\$ 388,175,000	85%	\$ 330,739,259	\$ -	\$ 57,435,741	\$ -	\$ 57,435,741	\$ -
1.2.20 ABTP	Primary and Final Tank Upgrades	2018 - 2018 \$ 42,000	\$ -	\$ 42,000	85%	\$ 35,786	\$ -	\$ 6,214	\$ -	\$ 6,214	\$ -
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 - CONSTRUCTION	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	\$ -	\$ 23,869,920	\$ -	\$ 23,869,920	\$ -
1.2.30 HTP	PCS PLANT SERVICES	2018 - 2018 \$ 6,000	\$ -	\$ 6,000	85%	\$ 5,112	\$ -	\$ 888	\$ -	\$ 888	\$ -
1.2.31 HTP	LIQUID STREAM UPGRADES	2018 - 2019 \$ 477,264	\$ -	\$ 477,264	85%	\$ 406,646	\$ -	\$ 70,618	\$ -	\$ 70,618	\$ -
1.2.32 HTP	ODOUR CONTROL IMPLEMENTATION - PHASE 1	2018 - 2019 \$ 13,212,000	\$ -	\$ 13,212,000	85%	\$ 11,257,106	\$ -	\$ 1,954,894	\$ -	\$ 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	\$ -	\$ 3,763,748	\$ -
1.2.34 HTP	SECONDARY TREATMENT UPGRADES - SOUTH - CONSTRUCTION	2018 - 2024 \$ 164,120,000	\$ -	\$ 164,120,000	85%	\$ 139,836,226	\$ -	\$ 24,283,774	\$ -	\$ 24,283,774	\$ -
1.2.35 HTP	SECONDARY TREATMENT UPGRADES - NORTH PLANT	2021 - 2041 \$ 135,500,000	\$ -	\$ 135,500,000	85%	\$ 115,450,942	\$ -	\$ 20,049,058	\$ -	\$ 20,049,058	\$ -
1.2.36 HCTP	WAS THICKENING AND DEWATERING - ENG	2018 - 2018 \$ 40,595	\$ -	\$ 40,595	85%	\$ 34,588	\$ -	\$ 6,007	\$ -	\$ 6,007	\$ -
1.2.37 HCTP	BIOSEDIMENTATION UPGRADES	2018 - 2020 \$ 8,580,214	\$ -	\$ 8,580,214	85%	\$ 7,310,655	\$ -	\$ 1,269,559	\$ -	\$ 1,269,559	\$ -
1.2.38 HCTP	TRANSFORMERS AND SWITCHGEAR	2018 - 2021 \$ 1,510,000	\$ -	\$ 1,510,000	85%	\$ 1,286,575	\$ -	\$ 223,425	\$ -	\$ 223,425	\$ -
1.2.39 HCTP	ODOUR CONTROL UPGRADES - PHASE 1 ENG	2018 - 2023 \$ 2,322,672	\$ -	\$ 2,322,672	85%	\$ 1,979,001	\$ -	\$ 343,671	\$ -	\$ 343,671	\$ -
1.2.40 HCTP	ODOUR CONTROL UPGRADES - PHASE 1 CONSTR	2018 - 2020 \$ 28,196,000	\$ -	\$ 28,196,000	85%	\$ 24,024,020	\$ -	\$ 4,171,980	\$ -	\$ 4,171,980	\$ -
1.2.41 HCTP	ODOUR CONTROL UPGRADES - PHASE 2	2023 - 2041 \$ 35,100,000	\$ -	\$ 35,100,000	85%	\$ 29,906,480	\$ -	\$ 5,193,520	\$ -	\$ 5,193,520	\$ -
1.2.42 HCTP	WAS THICKENING - CONSTR	2018 - 2018 \$ 545,000	\$ -	\$ 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	\$0	\$471,782,701	\$0

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APPENDIX C.3
TABLE 1
CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.3	Pumping Stations										
1.3.1	GROUP 1 SEWAGE PUMPING STATION UPGRADES	2018 - 2020 \$ 73,000	\$ -	\$ 73,000	85%	\$ 62,199	\$ -	\$ 10,801	\$ -	\$ 10,801	\$ -
1.3.2	GROUPS 2, 3 & 4 SEWAGE PUMPING STATION UPGRADES	2018 - 2018 \$ 42,000	\$ -	\$ 42,000	85%	\$ 35,786	\$ -	\$ 6,214	\$ -	\$ 6,214	\$ -
1.3.3	SPS SCADA UPGRADES - ENGINEERING	2018 - 2019 \$ 1,096,000	\$ -	\$ 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	\$ -	\$ 293,882	85%	\$ 250,398	\$ -	\$ 43,484	\$ -	\$ 43,484	\$ -
1.3.7	SUNNYSIDE SPS - WETWELL	2020 - 2023 \$ 2,500,000	\$ -	\$ 2,500,000	85%	\$ 2,130,091	\$ -	\$ 369,909	\$ -	\$ 369,909	\$ -
1.3.8	SPS UPGRADES	2018 - 2020 \$ 7,042,000	\$ -	\$ 7,042,000	85%	\$ 6,000,041	\$ -	\$ 1,041,959	\$ -	\$ 1,041,959	\$ -
1.3.9	SPS UPGRADES - GROUP 6	2018 - 2024 \$ 23,217,368	\$ -	\$ 23,217,368	85%	\$ 19,782,044	\$ -	\$ 3,435,324	\$ -	\$ 3,435,324	\$ -
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	\$ -
1.3.11	SCOTT ST PS & SIMCOE ST PS	2018 - 2024 \$ 10,250,000	\$ -	\$ 10,250,000	50%	\$ 5,125,000	\$ -	\$ 5,125,000	\$ -	\$ 5,125,000	\$ -
1.3.12	SPS UPGRADES - GROUP 8	2022 - 2027 \$ 23,350,000	\$ -	\$ 23,350,000	85%	\$ 19,895,052	\$ -	\$ 3,454,948	\$ -	\$ 3,454,948	\$ -
	Subtotal Pumping Stations	\$101,472,253	\$0	\$101,472,253		\$82,849,687	\$0	\$18,622,566	\$0	\$18,622,566	\$0
1.4	Trunks										
1.4.1	BLACK CREEK STS DESIGN & CONSTRUCTION	2019 - 2041 \$ 363,000,000	\$ -	\$ 363,000,000	38%	\$ 137,150,389	\$ -	\$ 225,849,611	\$ -	\$ 225,849,611	\$ -
	Subtotal Trunks	\$363,000,000	\$0	\$363,000,000		\$137,150,389	\$0	\$225,849,611	\$0	\$225,849,611	\$0
1.5	Mains										
1.5.1	Site Wide Municipal Infrastructure - assumed 50:50 water and wastewater	2018 - 2022 \$ 47,468,929	\$ 29,478,671	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ -	\$ 2,857,092
1.5.8	Leslie/Unwin Sanitary Sewer	2026 - 2035 \$ 19,607,308	\$ -	\$ 19,607,308	0%	\$ -	\$ -	\$ 19,607,308	\$ -	\$ 5,383,926	\$ 14,223,382
	Subtotal Mains	\$106,310,470	\$29,478,671	\$76,831,799		\$0	\$0	\$76,831,799	\$0	\$59,751,325	\$17,080,474
1.6	Wet Weather Flow & Flood Protection										
1.6.1	NORTH TORONTO CSO CONSTR	2018 - 2020 \$ 1,417,187	\$ -	\$ 1,417,187	85%	\$ 1,207,495	\$ -	\$ 209,692	\$ -	\$ 209,692	\$ -
1.6.2	Don & Waterfront Trunk/CSO Design - PH1- Coxwell & Lower Don	2018 - 2024 \$ 42,451,832	\$ -	\$ 42,451,832	85%	\$ 36,170,510	\$ -	\$ 6,281,323	\$ -	\$ 6,281,323	\$ -
1.6.3	DCW - PHASE 1 - OFFLINE STORAGE TANK AT SHEPPARD/LESLIE	2018 - 2023 \$ 17,236,000	\$ -	\$ 17,236,000	85%	\$ 14,685,701	\$ -	\$ 2,550,299	\$ -	\$ 2,550,299	\$ -
1.6.4	Don & Waterfront Trunk/CSO Construction - PHASE 1	2018 - 2024 \$ 500,000,000	\$ -	\$ 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	\$ -	\$ 8,500,000	85%	\$ 7,242,310	\$ -	\$ 1,257,690	\$ -	\$ 1,257,690	\$ -
1.6.6	DCW - MTI REGULATION/RTC	2019 - 2023 \$ 14,800,000	\$ -	\$ 14,800,000	85%	\$ 12,610,140	\$ -	\$ 2,189,860	\$ -	\$ 2,189,860	\$ -
1.6.7	DCW - HRT	2020 - 2041 \$ 316,000,000	\$ -	\$ 316,000,000	85%	\$ 269,243,526	\$ -	\$ 46,756,474	\$ -	\$ 46,756,474	\$ -
1.6.8	DCW - COXWELL CONNECTIONS	2023 - 2041 \$ 89,500,000	\$ -	\$ 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		\$1,022,362,844	\$0	\$177,542,176	\$0	\$177,542,176	\$0

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7 PRIORITY LINEAR SANITARY CAPACITY PROJECTS											
1.7.1 EGLINTON AVENUE EAST from BRENTCLIFFE RD - 104m West of to BRENTCLIFFE RD											
1.7.2 EGLINTON AVENUE EAST from BRENTCLIFFE RD - 209m West of to BRENTCLIFFE RD - 104m West of											
1.7.3 EGLINTON AVENUE EAST from LAIRD RD to LAIRD RD - 96m East of											
1.7.4 EGLINTON AVENUE EAST from LAIRD RD - 96m East of to BRENTCLIFFE RD - 209m West of											
1.7.5 BRENTCLIFFE ROAD from BRENTCLIFFE to BRENTCLIFFE											
1.7.6 EGLINTON AVENUE EAST from BRENTCLIFFE to BRENTCLIFFE - 28m East of	2022 - 2024	\$2,450,000	\$ -	\$ 2,450,000	85%	\$ 2,087,489.36	\$0	\$ 362,511	\$ -	\$ 362,511	\$ -
1.7.7 BESSBOROUGH DRIVE from 11m North of DONLEA to DONLEA											
1.7.8 BESSBOROUGH DRIVE from CRAIG CRES to CRAIG CRES - 73m South of											
1.7.9 DONLEA DRIVE from BESSBOROUGH - 96m North of to BESSBOROUGH - 121m North of											
1.7.10 BESSBOROUGH DRIVE from BROADWAY AVE to CRAIG CRES - 79m North of											
1.7.11 BESSBOROUGH DRIVE from 79m North of CRAIG CRES to CRAIG CRES											
1.7.12 CRAIG CRESCENT from BAYVIEW AVE to BESSBOROUGH DR											
1.7.13 DONLEA DRIVE from BESSBOROUGH DR to BESSBOROUGH - 23m North of											
1.7.14 BESSBOROUGH DRIVE from 77m North of DONLEA to DONLEA - 11m North of											
1.7.15 RUMSEY ROAD from EGLINTON AVE E to EGLINTON AVE E - 22m South of											
1.7.16 DONLEA DRIVE from BESSBOROUGH - 23m North of to BESSBOROUGH - 96m North of											
1.7.17 DONLEA DRIVE from BESSBOROUGH - 121m North of to HANNA RD	2019 - 2020	\$5,403,125	\$ -	\$ 5,403,125	85%	\$ 4,603,660	\$0	\$ 799,465	\$ -	\$ 799,465	\$ -
1.7.18 VANDERHOOF AVENUE from SUTHERLAND DR - 104m East of to SUTHERLAND DR											
1.7.19 FLEMING CRESCENT from PARKHURST BLVD - 66m North of to PARKHURST BLVD											
1.7.20 FLEMING CRESCENT from PARKHURST BLVD - 199m North of to PARKHURST BLVD - 133m North of											
1.7.21 FLEMING CRESCENT from PARKHURST BLVD - 6m South of to PARKHURST BLVD											
1.7.22 MACNAUGHTON ROAD from PARKHURST BLVD - 90m South of to PARKHURST BLVD											
1.7.23 FLEMING CRESCENT from PARKHURST BLVD - 133m North of to PARKHURST BLVD - 66m North of											
1.7.24 FLEMING CRESCENT from PARKHURST BLVD - 96m South of to PARKHURST BLVD - 6m South of											
1.7.25 HANNA ROAD from PARKLEA DR - 59m South of to PARKLEA DR											
1.7.26 VANDERHOOF AVENUE from LAIRD DR to SUTHERLAND DR - 104m East of											
1.7.27 SUTHERLAND DRIVE from PARKHURST BLVD - 108m South of to PARKHURST BLVD	2019 - 2020	\$2,016,903	\$ -	\$ 2,016,903	85%	\$ 1,718,474	\$0	\$ 298,428	\$ -	\$ 298,428	\$ -
1.7.28 MARKHAM AVENUE from SUTHERLAND DR - 46m East of to RANDOLPH RD											
1.7.29 SUTHERLAND DRIVE from LEA AVE to LEA AVE - 84m North of											
1.7.30 SUTHERLAND DRIVE from LEA AVE - 84m North of to MARKHAM AVE											
1.7.31 MARKHAM AVENUE from SUTHERLAND DR to RANDOLPH RD											
1.7.32 MARKHAM AVENUE from RANDOLPH RD - 55m East of to RANDOLPH RD											
1.7.33 MARKHAM AVENUE from SUTHERLAND DR to SUTHERLAND DR - 46m East of	2019 - 2020	\$1,989,563	\$ -	\$ 1,989,563	85%	\$ 1,695,180	\$0	\$ 294,383	\$ -	\$ 294,383	\$ -
1.7.34 ESANDAR DRIVE from LAIRD DR - 210m East of to LAIRD DR - 304m East of											
1.7.35 ESANDAR DRIVE from LAIRD DR - 140m East of to LAIRD DR - 210m East of											
1.7.36 ESANDAR DRIVE from LAIRD DR - 304m East of to LAIRD DR - 356m East of	2018 - 2027	\$1,028,025	\$ -	\$ 1,028,025	85%	\$ 875,915	\$0	\$ 152,110	\$ -	\$ 152,110	\$ -
1.7.37 MCRAE DRIVE from FIELD AVE to MILLWOOD RD	2019 - 2020	\$744,188	\$ -	\$ 744,188	85%	\$ 634,075	\$0	\$ 110,113	\$ -	\$ 110,113	\$ -
1.7.38 HANNA ROAD from ROLPH RD to HANNA ROAD											
1.7.39 RUMSEY ROAD from RUMSEY RD to MCRAE DR	2019 - 2020	\$706,220	\$ -	\$ 706,220	85%	\$ 601,725	\$0	\$ 104,495	\$ -	\$ 104,495	\$ -
1.7.40 MOORE AVENUE from BESSBOROUGH DR to POTTERY RD - 19m East of											
1.7.41 MOORE AVENUE from SOUTHLEA AVE to BESSBOROUGH DR											
1.7.42 BESSBOROUGH DRIVE from SUTHERLAND DR to MOORE AVE - 153m North of											
1.7.43 SOUTHLEA AVENUE from MOORE AVE - 81m North of to MOORE AVE											
1.7.44 SOUTHLEA AVENUE from SUTHERLAND DR to MOORE AVE - 156m North of											
1.7.45 MOORE AVENUE from MALLORY CRES to SOUTHLEA AVE											
1.7.46 BESSBOROUGH DRIVE from MOORE AVE - 153m North of to MOORE AVE - 78m North of											
1.7.47 ASTOR AVENUE from SOUTHVALE DR - 82m North of to SOUTHVALE DR											
1.7.48 MOORE AVENUE from ASTOR AVE to MALLORY CRES											
1.7.49 ASTOR AVENUE from SOUTHVALE DR - 161m North of to SOUTHVALE DR - 82m North of											
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	\$10,574,213	\$ -	\$ 10,574,213	85%	\$ 9,009,615	\$0	\$ 1,564,598	\$ -	\$ 1,564,598	\$ -
1.7.52 BURNHAM ROAD from BRENDAN RD to BRENDAN RD - 88m East of											
1.7.53 BENNINGTON HEIGHTS DRIVE from HEATH ST E to HEATH ST E - 45m South of											
1.7.54 LUMLEY AVENUE from BURNHAM RD to HEATH ST E											
1.7.55 HEATH STREET EAST from LUMLEY AVE to BENNINGTON HEIGHTS DR											
1.7.56 BURNHAM ROAD from LUMLEY AVE - 87m West of to LUMLEY AVE											
1.7.57 BENNINGTON HEIGHTS DRIVE from NOEL AVE - 45m North of to NOEL AVE	2018 - 2027	\$6,119,283	\$ -	\$ 6,119,283	85%	\$ 5,213,852	\$0	\$ 905,431	\$ -	\$ 905,431	\$ -

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7											
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CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7											
1.7.132											
1.7.133											
1.7.134											
1.7.135											
1.7.136											
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1.7.138											
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1.7.141											
1.7.142											
1.7.143											
1.7.144											
1.7.145											
1.7.146	2018 - 2027	\$50,270,000	\$ -	\$ 50,270,000	85%	\$ 42,831,874	\$0	\$ 7,438,126	\$ -	\$ 7,438,126	\$ -
1.7.147											
1.7.148											
1.7.149											
1.7.150											
1.7.151											
1.7.152											
1.7.153											
1.7.154											
1.7.155											
1.7.156											
1.7.157											
1.7.158	2018 - 2027	\$14,830,000	\$ -	\$ 14,830,000	85%	\$ 12,635,701	\$0	\$ 2,194,299	\$ -	\$ 2,194,299	\$ -
1.7.159											
1.7.160											
1.7.161											
1.7.162											
1.7.163											
1.7.164											
1.7.165	2018 - 2027	\$4,092,500	\$ -	\$ 4,092,500	85%	\$ 3,486,959	\$0	\$ 605,541	\$ -	\$ 605,541	\$ -
1.7.166											
1.7.167	2019 - 2020	\$5,177,500	\$ -	\$ 5,177,500	85%	\$ 4,411,419	\$0	\$ 766,081	\$ -	\$ 766,081	\$ -
1.7.168	2018 - 2018	\$475,000	\$ -	\$ 475,000	85%	\$ 404,717	\$0	\$ 70,283	\$ -	\$ 70,283	\$ -
1.7.169											
1.7.170	2018 - 2018	\$412,500	\$ -	\$ 412,500	85%	\$ 351,465	\$0	\$ 61,035	\$ -	\$ 61,035	\$ -
1.7.171											
1.7.172											
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1.7.192											
1.7.193											
1.7.194	2019 - 2020	\$40,395,898	\$ -	\$ 40,395,898	85%	\$ 34,418,778	\$0	\$ 5,977,119	\$ -	\$ 5,977,119	\$ -

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
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 WESTON ROAD from WRIGHT AVE - 247 SOUTH OF to WRIGHT AVE - 182 SOUTH OF											
1.7.197 WESTON ROAD from WRIGHT AVE - 96 SOUTH OF to WRIGHT AVE	2018 - 2018	\$760,000	\$ -	\$ 760,000	85%	\$ 647,548	\$0	\$ 112,452	\$ -	\$ 112,452	\$ -
1.7.198 CENTRE ROAD from EDMUND AVE to CLOUSTON AVE											
1.7.199 EDMUND AVENUE from 92m East of CENTRE RD to CENTRE RD											
1.7.200 EDMUND AVENUE from 228m East of CENTRE RD to CENTRE RD - 92m East of	2018 - 2018	\$942,500	\$ -	\$ 942,500	85%	\$ 803,044	\$0	\$ 139,456	\$ -	\$ 139,456	\$ -
1.7.201 CLOUSTON AVENUE from WESTON RD - 192m East of to WESTON RD - 42m East of	2018 - 2018	\$337,500	\$ -	\$ 337,500	85%	\$ 287,562	\$0	\$ 49,938	\$ -	\$ 49,938	\$ -
1.7.202 QUEENSLEA AVENUE from WENDELL AVE to GRATTAN ST											
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 LANGSIDE AVENUE from WOODWARD AVE to WOODWARD AVE											
1.7.211 WENDELL AVENUE from QUEENSLEA AVE - 256m North of to QUEENSLEA AVE - 171m North of											
1.7.212 LAMONT AVENUE from PORTAGE AVE to PORTAGE AVE											
1.7.213 LAMONT AVENUE from PORTAGE AVE to RANWOOD DR											
1.7.214 QUEENSLEA AVENUE from GRATTAN ST to WALWYN AVE - 93m West of											
1.7.215 LAMONT AVENUE from LANGSIDE AVE - 43m West of to LANGSIDE AVE											
1.7.216 WENDELL AVENUE from QUEENSLEA AVE - 171m North of to QUEENSLEA AVE - 85m North of	2018 - 2018	\$5,497,500	\$ -	\$ 5,497,500	85%	\$ 4,684,071	\$0	\$ 813,429	\$ -	\$ 813,429	\$ -
1.7.217 LAMONT AVENUE from WALWYN AVE to PORTAGE AVE	2018 - 2018		\$ -	\$ -	85%	\$ -	\$0	\$ -	\$ -	\$ -	\$ -
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	2018 - 2027	\$5,968,250	\$ -	\$ 5,968,250	85%	\$ 5,085,167	\$0	\$ 883,083	\$ -	\$ 883,083	\$ -
1.7.223 LLOYD MANOR RD from LLOYD MANOR RD to LESMAR DR											
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 BEAVERBROOK AVE from THORNLY CRES to KIPLING AVE											
1.7.228 BEAVERBROOK AVE from VASSAR DR to APPLEDALE RD											
1.7.229 BEAVERBROOK AVE from VASSAR DR to THORNLY CRES	2018 - 2020	\$1,569,750	\$ -	\$ 1,569,750	85%	\$ 1,337,484	\$0	\$ 232,266	\$ -	\$ 232,266	\$ -
1.7.230 TWYFORD RD from BALLANTYNE CRT to KIPLING AVE											
1.7.231 SIR WILLIAMS LANE from ABILENE DR to TWYFORD RD	2018 - 2027	\$2,180,750	\$ -	\$ 2,180,750	85%	\$ 1,858,079	\$0	\$ 322,671	\$ -	\$ 322,671	\$ -
1.7.232 ALLONSIUS DR from WINDUST GT to RENFORTH DR											
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 CRENDON DR from GLOS RD to BOTLEY RD											
1.7.245 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 DR 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	2019 - 2020	\$72,784,750	\$ -	\$ 72,784,750	85%	\$ 62,015,262	\$0	\$ 10,769,488	\$ -	\$ 10,769,488	\$ -
1.7.262 GLOS RD from ELDERFIELD CRES to CRENDON DR	2018 - 2018	\$38,869,875	\$ -	\$ 38,869,875	85%	\$ 33,118,561	\$0	\$ 5,751,324	\$ -	\$ 5,751,324	\$ -
1.7.263 O'CONNOR DR from 180m North of GLENWOOD CR to 90m North of GLENWOOD CR											

HEMSON

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7											
1.7.331											
1.7.332											
1.7.333											
1.7.334											
1.7.335											
1.7.336											
1.7.337											
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1.7.382											
1.7.383											

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7											
1.7.384											
1.7.385											
1.7.386											
1.7.387											
1.7.388											
1.7.389											
1.7.390											
1.7.391											
1.7.392											
1.7.393											
1.7.394	2020 - 2021	\$12,550,348	\$ -	\$ 12,550,348	85%	\$ 10,693,354	\$0	\$ 1,856,994	\$ -	\$ 1,856,994	\$ -
1.7.395											
1.7.396											
1.7.397											
1.7.398											
1.7.399											
1.7.400											
1.7.401											
1.7.402											
1.7.403	2021 - 2022	\$15,688,250	\$ -	\$ 15,688,250	85%	\$ 13,366,961	\$0	\$ 2,321,289	\$ -	\$ 2,321,289	\$ -
1.7.404											
1.7.405	2021 - 2022	\$5,170,000	\$ -	\$ 5,170,000	85%	\$ 4,405,029	\$0	\$ 764,971	\$ -	\$ 764,971	\$ -
1.7.406											
1.7.407	2021 - 2022	\$ -	\$ -	\$ -	85%	\$ -	\$0	\$ -	\$ -	\$ -	\$ -
1.7.408											
1.7.409											
1.7.410											
1.7.411											
1.7.412											
1.7.413	2021 - 2022	\$24,447,500	\$ -	\$ 24,447,500	85%	\$ 20,830,162	\$0	\$ 3,617,338	\$ -	\$ 3,617,338	\$ -
1.7.414											
1.7.415											
1.7.416	2021 - 2022	\$3,128,250	\$ -	\$ 3,128,250	85%	\$ 2,665,363	\$0	\$ 462,867	\$ -	\$ 462,867	\$ -
1.7.417											
1.7.418	2021 - 2022	\$2,980,500	\$ -	\$ 2,980,500	85%	\$ 2,539,495	\$0	\$ 441,005	\$ -	\$ 441,005	\$ -
1.7.419	2021 - 2022	\$2,015,500	\$ -	\$ 2,015,500	85%	\$ 1,717,280	\$0	\$ 298,220	\$ -	\$ 298,220	\$ -
1.7.420	2021 - 2022	\$2,070,250	\$ -	\$ 2,070,250	85%	\$ 1,763,929	\$0	\$ 306,321	\$ -	\$ 306,321	\$ -
1.7.421	2021 - 2022	\$1,168,000	\$ -	\$ 1,168,000	85%	\$ 995,179	\$0	\$ 172,821	\$ -	\$ 172,821	\$ -
1.7.422	2021 - 2022	\$5,166,500	\$ -	\$ 5,166,500	85%	\$ 4,402,046	\$0	\$ 764,454	\$ -	\$ 764,454	\$ -
1.7.423	2021 - 2022	\$7,634,000	\$ -	\$ 7,634,000	85%	\$ 6,504,446	\$0	\$ 1,129,554	\$ -	\$ 1,129,554	\$ -
1.7.424	2021 - 2022	\$3,689,000	\$ -	\$ 3,689,000	85%	\$ 3,143,163	\$0	\$ 545,837	\$ -	\$ 545,837	\$ -
1.7.425	2018 - 2027	\$0	\$ -	\$ -	85%	\$ -	\$0	\$ -	\$ -	\$ -	\$ -
1.7.426											
1.7.427											
1.7.428											
1.7.429											
1.7.430											
1.7.431											
1.7.432											
1.7.433											
1.7.434											
1.7.435											
1.7.436											
1.7.437											
1.7.438	2021 - 2023	\$14,550,000	\$ -	\$ 14,550,000	85%	\$ 12,397,131	\$0	\$ 2,152,869	\$ -	\$ 2,152,869	\$ -
1.7.439											
1.7.440											
1.7.441	2020 - 2022	\$3,439,338	\$ -	\$ 3,439,338	85%	\$ 2,930,441	\$0	\$ 508,896	\$ -	\$ 508,896	\$ -
1.7.442											
1.7.443											
1.7.444	2020 - 2022	\$977,450	\$ -	\$ 977,450	85%	\$ 832,823	\$0	\$ 144,627	\$ -	\$ 144,627	\$ -
1.7.445	2020 - 2022	\$236,225	\$ -	\$ 236,225	85%	\$ 201,272	\$0	\$ 34,953	\$ -	\$ 34,953	\$ -
1.7.446											
1.7.447	2020 - 2022	\$2,997,255	\$ -	\$ 2,997,255	85%	\$ 2,553,771	\$0	\$ 443,484	\$ -	\$ 443,484	\$ -
1.7.448											
1.7.449											
1.7.450											
1.7.451											
1.7.452											
1.7.453	2020 - 2022	\$3,372,783	\$ -	\$ 3,372,783	85%	\$ 2,873,734	\$0	\$ 499,049	\$ -	\$ 499,049	\$ -
1.7.454	2020 - 2022	\$2,810,628	\$ -	\$ 2,810,628	85%	\$ 2,394,757	\$0	\$ 415,870	\$ -	\$ 415,870	\$ -
1.7.455											
1.7.456											
1.7.457											
1.7.458											
1.7.459	2021 - 2023	\$3,673,918	\$ -	\$ 3,673,918	85%	\$ 3,130,312	\$0	\$ 543,606	\$ -	\$ 543,606	\$ -
1.7.460											
1.7.461											
1.7.462											
1.7.463	2021 - 2023	\$2,900,570	\$ -	\$ 2,900,570	85%	\$ 2,471,391	\$0	\$ 429,179	\$ -	\$ 429,179	\$ -
1.7.464	2018 - 2027	\$8,941,075	\$ -	\$ 8,941,075	85%	\$ 7,618,122	\$0	\$ 1,322,953	\$ -	\$ 1,322,953	\$ -
1.7.465	2018 - 2027	\$25,887,015	\$ -	\$ 25,887,015	85%	\$ 22,056,661	\$0	\$ 3,830,334	\$ -	\$ 3,830,334	\$ -
1.7.466											

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SANITARY SEWER SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
1.7											
1.7.467											
1.7.468	2018 - 2027	\$12,453,870	\$ -	\$ 12,453,870	85%	\$ 10,611,152	\$0	\$ 1,842,718	\$ -	\$ 1,842,718	\$ -
1.7.469											
1.7.470											
1.7.471	2018 - 2027	\$4,223,110	\$ -	\$ 4,223,110	85%	\$ 3,598,244	\$0	\$ 624,866	\$ -	\$ 624,866	\$ -
1.7.472											
1.7.473	2018 - 2027	\$15,773,363	\$ -	\$ 15,773,363	85%	\$ 13,439,480	\$0	\$ 2,333,882	\$ -	\$ 2,333,882	\$ -
1.7.474	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											
1.7.477	2018 - 2027	\$19,773,820	\$ -	\$ 19,773,820	85%	\$ 16,848,016	\$0	\$ 2,925,804	\$ -	\$ 2,925,804	\$ -
1.7.478											
1.7.479	2018 - 2027	\$19,610,030	\$ -	\$ 19,610,030	85%	\$ 16,708,461	\$0	\$ 2,901,569	\$ -	\$ 2,901,569	\$ -
1.7.480	2018 - 2027	\$47,613,373	\$ -	\$ 47,613,373	85%	\$ 40,568,330	\$0	\$ 7,045,042	\$ -	\$ 7,045,042	\$ -
1.7.481	2018 - 2027	\$43,191,500	\$ -	\$ 43,191,500	85%	\$ 36,800,733	\$0	\$ 6,390,767	\$ -	\$ 6,390,767	\$ -
1.7.482	2018 - 2027	\$22,417,500	\$ -	\$ 22,417,500	85%	\$ 19,100,528	\$0	\$ 3,316,972	\$ -	\$ 3,316,972	\$ -
1.7.483											
1.7.484	2018 - 2027	\$1,512,500	\$ -	\$ 1,512,500	85%	\$ 1,288,705	\$0	\$ 223,795	\$ -	\$ 223,795	\$ -
1.7.485											
1.7.486											
1.7.487											
1.7.488	2018 - 2027	\$16,376,130	\$ -	\$ 16,376,130	85%	\$ 13,953,060	\$0	\$ 2,423,070	\$ -	\$ 2,423,070	\$ -
1.7.489	2018 - 2027	\$950,000	\$ -	\$ 950,000	85%	\$ 809,435	\$0	\$ 140,565	\$ -	\$ 140,565	\$ -
1.7.490											
1.7.491											
1.7.492											
1.7.493											
1.7.494											
1.7.495											
1.7.496											
1.7.497											
1.7.498											
1.7.499											
1.7.500	2020 - 2021	\$4,717,170	\$ -	\$ 4,717,170	85%	\$ 4,019,201	\$0	\$ 697,969	\$ -	\$ 697,969	\$ -
1.7.501	2020 - 2020	\$445,500	\$ -	\$ 445,500	85%	\$ 379,582	\$0	\$ 65,918	\$ -	\$ 65,918	\$ -
1.7.502	2020 - 2020	\$88,308	\$ -	\$ 88,308	85%	\$ 75,241	\$0	\$ 13,066	\$ -	\$ 13,066	\$ -
1.7.503	2020 - 2020	\$302,038	\$ -	\$ 302,038	85%	\$ 257,347	\$0	\$ 44,691	\$ -	\$ 44,691	\$ -
1.7.504											
1.7.505											
1.7.506	2020 - 2020	\$66,700	\$ -	\$ 66,700	85%	\$ 56,831	\$0	\$ 9,869	\$ -	\$ 9,869	\$ -
1.7.507	2021 - 2021	\$486,665	\$ -	\$ 486,665	85%	\$ 414,656	\$0	\$ 72,009	\$ -	\$ 72,009	\$ -
1.7.508	2023 - 2024	\$2,830,950	\$ -	\$ 2,830,950	85%	\$ 2,412,073	\$0	\$ 418,877	\$ -	\$ 418,877	\$ -
1.7.509											
1.7.510											
1.7.511											
1.7.512	2023 - 2024	\$4,084,233	\$ -	\$ 4,084,233	85%	\$ 3,479,915	\$0	\$ 604,317	\$ -	\$ 604,317	\$ -
1.7.513	2021 - 2021	\$539,198	\$ -	\$ 539,198	85%	\$ 459,416	\$0	\$ 79,782	\$ -	\$ 79,782	\$ -
1.7.514	2021 - 2021	\$581,765	\$ -	\$ 581,765	85%	\$ 495,685	\$0	\$ 86,080	\$ -	\$ 86,080	\$ -
1.7.515											
1.7.516											
1.7.517											
1.7.518											
1.7.519											
1.7.520	2021 - 2022	\$6,123,468	\$ -	\$ 6,123,468	85%	\$ 5,217,418	\$0	\$ 906,050	\$ -	\$ 906,050	\$ -
1.7.521	2020 - 2020	\$258,590	\$ -	\$ 258,590	85%	\$ 220,669	\$0	\$ 38,321	\$ -	\$ 38,321	\$ -
1.7.522											
1.7.523	2018 - 2027	\$2,927,535	\$ -	\$ 2,927,535	85%	\$ 2,494,367	\$0	\$ 433,168	\$ -	\$ 433,168	\$ -
1.7.524											
1.7.525											
1.7.526	2020 - 2020	\$1,331,955	\$ -	\$ 1,331,955	85%	\$ 1,134,874	\$0	\$ 197,081	\$ -	\$ 197,081	\$ -
1.7.527											
1.7.528											
1.7.529											
1.7.530	2020 - 2020	\$2,496,620	\$ -	\$ 2,496,620	85%	\$ 2,127,211	\$0	\$ 369,409	\$ -	\$ 369,409	\$ -
1.7.531											
1.7.532											
1.7.533											
1.7.534	2020 - 2020	\$641,815	\$ -	\$ 641,815	85%	\$ 546,850	\$0	\$ 94,965	\$ -	\$ 94,965	\$ -
1.7.535											
1.7.536	2020 - 2020	\$1,048,595	\$ -	\$ 1,048,595	85%	\$ 893,441	\$0	\$ 155,154	\$ -	\$ 155,154	\$ -
1.7.537											
1.7.538											
1.7.539	2020 - 2020	\$5,024,365	\$ -	\$ 5,024,365	85%	\$ 4,280,942	\$0	\$ 743,423	\$ -	\$ 743,423	\$ -
1.7.540	2021 - 2021	\$3,087,283	\$ -	\$ 3,087,283	85%	\$ 2,630,477	\$0	\$ 456,805	\$ -	\$ 456,805	\$ -
1.7.541											
1.7.542											

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

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APPENDIX C.3
TABLE 2

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 REQUIREMENTS											
- Sanitary 10-Year (Residential): Non Inflated	\$15,015.6	\$15,503.0	\$10,425.5	\$10,099.3	\$7,706.9	\$5,113.7	\$7,107.9	\$7,107.9	\$7,107.9	\$7,107.9	\$92,295.8
- Sanitary 10-Year (Residential): Inflated	\$15,015.6	\$15,813.1	\$10,846.7	\$10,717.4	\$8,342.2	\$5,645.9	\$8,004.7	\$8,164.8	\$8,328.1	\$8,494.6	\$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	\$0.0	(\$273.6)	(\$633.4)	(\$697.5)	(\$774.8)	(\$711.8)	(\$483.0)	(\$362.0)	(\$231.3)	(\$119.9)	(\$4,287.4)
- Interest on In-year Transactions	(\$133.1)	(\$167.8)	(\$14.3)	(\$18.9)	\$33.0	\$83.8	\$46.2	\$47.1	\$38.8	\$39.6	(\$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%

**APPENDIX C.3
TABLE 2**

**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	2030
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)	(\$268,482.8)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Sanitary To 2041 (Residential): Non Inflated	\$104,209.6	\$86,188.7	\$100,860.8	\$85,872.9	\$82,325.1	\$65,082.7	\$61,553.2	\$42,828.0	\$41,312.2	\$34,532.6	\$14,778.1	\$14,778.1	\$14,778.1
- Sanitary To 2041 (Residential): Inflated	\$104,209.6	\$87,912.4	\$104,935.6	\$91,129.1	\$89,111.3	\$71,856.5	\$69,318.9	\$49,195.9	\$48,403.8	\$41,269.6	\$18,014.4	\$18,374.7	\$18,742.2
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	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	\$46,370.4
INTEREST													
- Interest on Opening Balance	\$2,456.8	\$480.5	(\$1,658.5)	(\$4,991.5)	(\$7,805.4)	(\$10,607.9)	(\$12,536.1)	(\$14,372.7)	(\$15,118.1)	(\$15,940.2)	(\$16,353.9)	(\$15,433.5)	(\$14,766.6)
- Interest on In-year Transactions	(\$1,577.0)	(\$1,187.4)	(\$1,577.5)	(\$1,235.7)	(\$1,154.8)	(\$654.4)	(\$558.2)	\$14.1	\$2.9	\$144.8	\$569.1	\$474.0	\$483.5
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	\$32,087.3
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)	(\$255,137.7)

SANITARY TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$255,137.7)	(\$240,496.3)	(\$224,476.2)	(\$206,990.0)	(\$187,945.4)	(\$167,244.8)	(\$140,440.1)	(\$111,441.0)	(\$80,112.6)	(\$46,311.9)	(\$9,888.1)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Sanitary To 2041 (Residential): Non Inflated	\$14,778.1	\$14,778.1	\$14,778.1	\$14,778.1	\$14,778.1	\$11,788.3	\$11,788.3	\$11,788.3	\$11,788.3	\$11,788.3	\$11,788.3	\$893,720.1
- Sanitary To 2041 (Residential): Inflated	\$19,117.0	\$19,499.3	\$19,889.3	\$20,287.1	\$20,692.9	\$16,836.6	\$17,173.4	\$17,516.8	\$17,867.2	\$18,224.5	\$18,589.0	\$1,018,167.0
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Permits Issued	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	10,580	\$541,150.0
REVENUE												
- DC Receipts: Inflated	\$47,297.8	\$48,243.7	\$49,208.6	\$50,192.8	\$51,196.6	\$52,220.6	\$53,265.0	\$54,330.3	\$55,416.9	\$56,525.2	\$28,841.5	\$1,166,786.0
INTEREST												
- Interest on Opening Balance	(\$14,032.6)	(\$13,227.3)	(\$12,346.2)	(\$11,384.4)	(\$10,337.0)	(\$9,198.5)	(\$7,724.2)	(\$6,129.3)	(\$4,406.2)	(\$2,547.2)	(\$543.8)	(\$218,523.7)
- Interest on In-year Transactions	\$493.2	\$503.0	\$513.1	\$523.3	\$533.8	\$619.2	\$631.6	\$644.2	\$657.1	\$670.3	\$179.4	(\$288.2)
TOTAL REVENUE	\$33,758.4	\$35,519.5	\$37,375.5	\$39,331.7	\$41,393.5	\$43,641.3	\$46,172.4	\$48,845.3	\$51,667.8	\$54,648.3	\$28,477.1	\$947,974.1
CLOSING CASH BALANCE	(\$240,496.3)	(\$224,476.2)	(\$206,990.0)	(\$187,945.4)	(\$167,244.8)	(\$140,440.1)	(\$111,441.0)	(\$80,112.6)	(\$46,311.9)	(\$9,888.1)	\$0.0	

2018 Adjusted Charge Per Capita **\$1,728.73**

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%

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APPENDIX C.3
TABLE 2

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 REQUIREMENTS											
- 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)	(\$311.9)	(\$343.3)	(\$317.4)	(\$223.7)	(\$174.0)	(\$120.3)	(\$62.4)	(\$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 Adjusted Charge Per Employee	\$277.33
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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 C.3
TABLE 2**

**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	2030
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)	(\$111,140.5)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Sanitaryto 2041 (Non-Residential): Non Inflated	\$41,351.5	\$34,200.6	\$40,022.7	\$34,075.3	\$32,667.5	\$25,825.5	\$24,425.0	\$16,994.6	\$16,393.1	\$13,702.9	\$5,864.1	\$5,864.1	\$5,864.1
- Sanitaryto 2041 (Non-Residential): Inflated	\$41,351.5	\$34,884.6	\$41,639.6	\$36,161.0	\$35,360.4	\$28,513.5	\$27,506.5	\$19,521.5	\$19,207.2	\$16,376.2	\$7,148.3	\$7,291.3	\$7,437.1
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	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	\$18,243.7
INTEREST													
- Interest on Opening Balance	\$614.2	(\$293.7)	(\$1,216.1)	(\$2,549.7)	(\$3,625.3)	(\$4,692.7)	(\$5,409.2)	(\$6,085.2)	(\$6,324.5)	(\$6,535.6)	(\$6,575.7)	(\$6,356.0)	(\$6,112.7)
- Interest on In-year Transactions	(\$629.0)	(\$441.0)	(\$616.4)	(\$455.2)	(\$422.4)	(\$223.1)	(\$184.2)	\$29.8	\$42.8	\$99.9	\$181.8	\$185.4	\$189.1
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	\$12,320.1
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)	(\$106,257.5)

SANITARYTO 2041 (NON-RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$106,257.5)	(\$100,886.1)	(\$94,994.9)	(\$88,550.9)	(\$81,519.1)	(\$73,862.5)	(\$63,817.9)	(\$52,938.7)	(\$41,173.4)	(\$28,467.5)	(\$14,763.3)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Sanitaryto 2041 (Non-Residential): Non Inflated	\$5,864.1	\$5,864.1	\$5,864.1	\$5,864.1	\$5,864.1	\$4,677.7	\$4,677.7	\$4,677.7	\$4,677.7	\$4,677.7	\$4,677.7	\$354,638.0
- Sanitaryto 2041 (Non-Residential): Inflated	\$7,585.8	\$7,737.6	\$7,892.3	\$8,050.1	\$8,211.2	\$6,681.0	\$6,814.6	\$6,950.9	\$7,089.9	\$7,231.7	\$7,376.3	\$404,019.9
NEW NON-RESIDENTIAL DEVELOPMENT												
- Employees in New Space	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	293,000
REVENUE												
- DC Receipts: Inflated	\$18,608.6	\$18,980.7	\$19,360.3	\$19,747.5	\$20,142.5	\$20,545.3	\$20,956.3	\$21,375.4	\$21,802.9	\$22,238.9	\$22,683.7	\$482,439.7
INTEREST												
- Interest on Opening Balance	(\$5,844.2)	(\$5,548.7)	(\$5,224.7)	(\$4,870.3)	(\$4,483.5)	(\$4,062.4)	(\$3,510.0)	(\$2,911.6)	(\$2,264.5)	(\$1,565.7)	(\$812.0)	(\$96,260.0)
- Interest on In-year Transactions	\$192.9	\$196.8	\$200.7	\$204.7	\$208.8	\$242.6	\$247.5	\$252.4	\$257.5	\$262.6	\$267.9	\$291.9
TOTAL REVENUE	\$12,957.3	\$13,628.7	\$14,336.3	\$15,081.9	\$15,867.7	\$16,725.5	\$17,693.7	\$18,716.2	\$19,795.8	\$20,935.9	\$22,139.6	\$386,471.7
CLOSING CASH BALANCE	(\$100,886.1)	(\$94,994.9)	(\$88,550.9)	(\$81,519.1)	(\$73,862.5)	(\$63,817.9)	(\$52,938.7)	(\$41,173.4)	(\$28,467.5)	(\$14,763.3)	\$0.0	

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%

APPENDIX 6

STORM WATER

APPENDIX C.4
TABLE 1CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
STORM WATER MANAGEMENT SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		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%	\$ -	\$ -	\$ 647,781	\$ -	\$ 647,781	\$ -
1.1.2 EMERY CREEK POND	2018 - 2018	\$ 457,742	\$ -	\$ 457,742	0%	\$ -	\$ -	\$ 457,742	\$ -	\$ 457,742	\$ -
1.1.3 EARL BALES SWM FACILITY - PHASE 2	2018 - 2018	\$ 281,401	\$ -	\$ 281,401	0%	\$ -	\$ -	\$ 281,401	\$ -	\$ 281,401	\$ -
1.1.4 TRCA CAPITAL FUNDING	2018 - 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	\$0
1.2 Wet Weather Flow & Flood Protection											
1.2.1 EMERY CREEK POND	2018 - 2020	\$ 5,259,189	\$ -	\$ 5,259,189	85%	\$ 4,481,021	\$ -	\$ 778,168	\$ -	\$ 778,168	\$ -
1.2.2 YR03 D1 END OF PIPE	2018 - 2020	\$ 3,000	\$ -	\$ 3,000	85%	\$ 2,556	\$ -	\$ 444	\$ -	\$ 444	\$ -
1.2.3 DON VALLEY SWM	2023 - 2026	\$ 3,960,000	\$ -	\$ 3,960,000	85%	\$ 3,374,064	\$ -	\$ 585,936	\$ -	\$ 585,936	\$ -
1.2.4 COATSWORTH CUT WETLAND	2025 - 2027	\$ 10,260,000	\$ -	\$ 10,260,000	85%	\$ 8,741,894	\$ -	\$ 1,518,106	\$ -	\$ 1,518,106	\$ -
1.2.5 Scarborough Waterfront Construction	2024 - 2027	\$ 47,950,000	\$ -	\$ 47,950,000	85%	\$ 40,855,149	\$ -	\$ 7,094,851	\$ -	\$ 7,094,851	\$ -
1.2.6 EARL BALES PARK SWM FACILITY - PHASE 2	2018 - 2019	\$ 1,952,000	\$ -	\$ 1,952,000	85%	\$ 1,663,175	\$ -	\$ 288,825	\$ -	\$ 288,825	\$ -
1.2.7 Bonar Creek SWMF Construction	2018 - 2022	\$ 21,050,000	\$ -	\$ 21,050,000	85%	\$ 17,935,368	\$ -	\$ 3,114,632	\$ -	\$ 3,114,632	\$ -
1.2.8 HUMBER BAY POND (ETOBICOKE)	2018 - 2020	\$ 700,000	\$ -	\$ 700,000	85%	\$ 596,426	\$ -	\$ 103,574	\$ -	\$ 103,574	\$ -
1.2.9 Etobicoke Waterfront Construction	2024 - 2041	\$ 126,320,000	\$ -	\$ 126,320,000	85%	\$ 107,629,248	\$ -	\$ 18,690,752	\$ -	\$ 18,690,752	\$ -
1.2.10 SWM INA/EA	2018 - 2022	\$ 3,269,000	\$ -	\$ 3,269,000	85%	\$ 2,785,307	\$ -	\$ 483,693	\$ -	\$ 483,693	\$ -
1.2.11 PUBLIC EDUCATION	2018 - 2018	\$ 1,220,000	\$ -	\$ 1,220,000	85%	\$ 1,039,485	\$ -	\$ 180,515	\$ -	\$ 180,515	\$ -
1.2.12 WWFMP IMPLEMENTATION - DESIGN	2018 - 2020	\$ 2,284,000	\$ -	\$ 2,284,000	85%	\$ 1,946,051	\$ -	\$ 337,949	\$ -	\$ 337,949	\$ -
1.2.13 SWM CONVEYANCE 2012	2018 - 2019	\$ 76,000	\$ -	\$ 76,000	85%	\$ 64,755	\$ -	\$ 11,245	\$ -	\$ 11,245	\$ -
1.2.14 SWM CONVEYANCE 2014	2018 - 2018	\$ 44,000	\$ -	\$ 44,000	85%	\$ 37,490	\$ -	\$ 6,510	\$ -	\$ 6,510	\$ -
1.2.15 SWM CONVEYANCE 2015	2018 - 2019	\$ 1,041,000	\$ -	\$ 1,041,000	85%	\$ 886,970	\$ -	\$ 154,030	\$ -	\$ 154,030	\$ -
1.2.16 SWM CONVEYANCE 2017	2018 - 2021	\$ 7,531,000	\$ -	\$ 7,531,000	85%	\$ 6,416,687	\$ -	\$ 1,114,313	\$ -	\$ 1,114,313	\$ -
1.2.17 GREEN STREETS	2018 - 2022	\$ 2,595,000	\$ -	\$ 2,595,000	85%	\$ 2,211,035	\$ -	\$ 383,965	\$ -	\$ 383,965	\$ -
1.2.18 WATERFRONT MODELLING STUDIES	2019 - 2025	\$ 565,000	\$ -	\$ 565,000	85%	\$ 481,401	\$ -	\$ 83,599	\$ -	\$ 83,599	\$ -
1.2.19 10YR WWFMP PUBLIC EDUCATION	2019 - 2026	\$ 4,880,000	\$ -	\$ 4,880,000	85%	\$ 4,157,938	\$ -	\$ 722,062	\$ -	\$ 722,062	\$ -
1.2.20 10YR WWFMP IMPLEMENTATION	2018 - 2027	\$ 7,400,000	\$ -	\$ 7,400,000	85%	\$ 6,305,070	\$ -	\$ 1,094,930	\$ -	\$ 1,094,930	\$ -
1.2.21 WESTERN BEACHES RETROFIT	2018 - 2022	\$ 19,329,797	\$ -	\$ 19,329,797	85%	\$ 16,469,692	\$ -	\$ 2,860,105	\$ -	\$ 2,860,105	\$ -
1.2.22 STUDIES, EAs, MASTER PLANS	2018 - 2022	\$ 6,949,000	\$ -	\$ 6,949,000	85%	\$ 5,920,801	\$ -	\$ 1,028,199	\$ -	\$ 1,028,199	\$ -
1.2.23 STUDY, EA, MASTER PLAN UPDATES - FUTURE	2022 - 2026	\$ 2,500,000	\$ -	\$ 2,500,000	85%	\$ 2,130,091	\$ -	\$ 369,909	\$ -	\$ 369,909	\$ -
1.2.24 TORONTO WATER TRANSFER TO TRCA CAPITAL	2018 - 2018	\$ 8,657,000	\$ -	\$ 8,657,000	85%	\$ 7,376,080	\$ -	\$ 1,280,920	\$ -	\$ 1,280,920	\$ -
1.2.25 TRCA - SCARBOROUGH WATERFRONT TRAIL EA	2018 - 2018	\$ 2,099,064	\$ -	\$ 2,099,064	85%	\$ 1,788,479	\$ -	\$ 310,585	\$ -	\$ 310,585	\$ -
1.2.26 TRCA - SCARBOROUGH WATERFRONT WEST EA	2018 - 2019	\$ 2,650,000	\$ -	\$ 2,650,000	85%	\$ 2,257,897	\$ -	\$ 392,103	\$ -	\$ 392,103	\$ -

APPENDIX C.4
TABLE 1

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

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Reserves	In-Period Costs	Post
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 Protection	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	\$ 85,342,626	0%	\$ -	\$ -	\$ 85,342,626	\$ -	\$ 85,342,626	\$ -
1.2.34 Don Greenway (Spillway & Wetland)	2018 - 2022	\$ 229,393,320	\$ 142,455,505	\$ 86,937,815	0%	\$ -	\$ -	\$ 86,937,815	\$ -	\$ 86,937,815	\$ -
1.2.35 First Gulf/Unilever FPL	2018 - 2022	\$ 4,494,975	\$ 2,791,424	\$ 1,703,551	0%	\$ -	\$ -	\$ 1,703,551	\$ -	\$ 1,703,551	\$ -
1.2.36 Sediment and Debris Management Area	2018 - 2021	\$ 72,573,060	\$ 45,068,583	\$ 27,504,477	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	\$ 1,561,451	0%	\$ -	\$ -	\$ 1,561,451	\$ -	\$ 1,561,451	\$ -
1.2.39 Keating Channel Modifications	2018 - 2023	\$ 30,593,017	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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	\$ -	\$ 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
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	

**APPENDIX C.4
TABLE 2**

**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	2030
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)	(\$125,957.6)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Storm To 2041 (Residential): Non Inflated	\$59,565.8	\$53,972.2	\$53,669.2	\$44,177.4	\$18,504.6	\$3,884.0	\$2,973.2	\$3,335.5	\$5,722.0	\$5,499.6	\$3,789.1	\$3,789.1	\$3,789.1
- Storm To 2041 (Residential): Inflated	\$59,565.8	\$55,051.6	\$55,837.5	\$46,881.4	\$20,030.0	\$4,288.3	\$3,348.4	\$3,831.5	\$6,704.3	\$6,572.5	\$4,618.9	\$4,711.2	\$4,805.5
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	23,980	21,150	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	\$16,655.1
INTEREST													
- Interest on Opening Balance	\$593.0	(\$1,450.4)	(\$3,733.3)	(\$6,128.5)	(\$8,177.3)	(\$8,802.6)	(\$8,560.7)	(\$8,233.6)	(\$7,895.8)	(\$7,729.0)	(\$7,526.1)	(\$7,182.7)	(\$6,927.7)
- Interest on In-year Transactions	(\$1,175.1)	(\$1,072.1)	(\$1,065.6)	(\$833.0)	(\$85.4)	\$227.0	\$249.5	\$247.2	\$188.0	\$226.8	\$236.8	\$203.3	\$207.4
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	\$9,934.8
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)	(\$120,828.2)

STORM TO 2041 (RESIDENTIAL)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$120,828.2)	(\$115,175.6)	(\$108,966.2)	(\$102,164.3)	(\$94,732.4)	(\$86,630.8)	(\$73,391.2)	(\$59,063.4)	(\$43,580.2)	(\$26,870.9)	(\$8,860.4)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Storm To 2041 (Residential): Non Inflated	\$3,789.1	\$3,789.1	\$3,789.1	\$3,789.1	\$3,789.1	\$743.4	\$743.4	\$743.4	\$743.4	\$743.4	\$743.4	\$286,076.5
- Storm To 2041 (Residential): Inflated	\$4,901.6	\$4,999.6	\$5,099.6	\$5,201.6	\$5,305.6	\$1,061.7	\$1,083.0	\$1,104.6	\$1,126.7	\$1,149.3	\$1,172.3	\$308,452.3
NEW RESIDENTIAL DEVELOPMENT												
- Population Growth in New Permits Issued	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	21,150	10,580	\$541,150.0
REVENUE												
- DC Receipts: Inflated	\$16,988.2	\$17,328.0	\$17,674.5	\$18,028.0	\$18,388.6	\$18,756.4	\$19,131.5	\$19,514.1	\$19,904.4	\$20,302.5	\$10,359.2	\$419,081.1
INTEREST												
- Interest on Opening Balance	(\$6,645.6)	(\$6,334.7)	(\$5,993.1)	(\$5,619.0)	(\$5,210.3)	(\$4,764.7)	(\$4,036.5)	(\$3,248.5)	(\$2,396.9)	(\$1,477.9)	(\$487.3)	(\$127,969.4)
- Interest on In-year Transactions	\$211.5	\$215.7	\$220.1	\$224.5	\$229.0	\$309.7	\$315.8	\$322.2	\$328.6	\$335.2	\$160.8	\$397.4
TOTAL REVENUE	\$10,554.2	\$11,209.1	\$11,901.5	\$12,633.5	\$13,407.3	\$14,301.3	\$15,410.8	\$16,587.8	\$17,836.1	\$19,159.8	\$10,032.6	\$291,509.1
CLOSING CASH BALANCE	(\$115,175.6)	(\$108,966.2)	(\$102,164.3)	(\$94,732.4)	(\$86,630.8)	(\$73,391.2)	(\$59,063.4)	(\$43,580.2)	(\$26,870.9)	(\$8,860.4)	(\$0.0)	

2018 Adjusted Charge Per Capita

\$620.92

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 C.4
TABLE 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)	(\$50,875.0)
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS													
- Storm To 2041 (Non-Residential): Non Inflated	\$23,636.4	\$21,416.7	\$21,296.6	\$17,530.1	\$7,342.8	\$1,541.2	\$1,179.8	\$1,323.6	\$2,270.6	\$2,182.3	\$1,503.5	\$1,503.5	\$1,503.5
- Storm To 2041 (Non-Residential): Inflated	\$23,636.4	\$21,845.1	\$22,156.9	\$18,603.1	\$7,948.1	\$1,701.6	\$1,328.7	\$1,520.4	\$2,660.3	\$2,608.0	\$1,832.8	\$1,869.5	\$1,906.9
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	10,914	10,914	10,914
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	\$6,474.2
INTEREST													
- Interest on Opening Balance	\$148.3	(\$724.0)	(\$1,620.4)	(\$2,576.1)	(\$3,375.9)	(\$3,609.6)	(\$3,498.2)	(\$3,351.6)	(\$3,199.5)	(\$3,094.4)	(\$2,972.0)	(\$2,889.8)	(\$2,798.1)
- Interest on In-year Transactions	(\$469.7)	(\$416.8)	(\$421.7)	(\$320.2)	(\$23.4)	\$96.9	\$106.0	\$105.2	\$87.9	\$91.5	\$76.8	\$78.4	\$79.9
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	\$3,756.0
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)	(\$49,025.9)

STORM TO 2041 (NON-RESIDENTIAL)	2031	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)	(\$39,553.6)	(\$36,598.1)	(\$31,621.1)	(\$26,230.6)	(\$20,401.0)	(\$14,105.4)	(\$7,315.1)	
2018 - 2027 RESIDENTIAL FUNDING REQUIREMENTS												
- Storm To 2041 (Non-Residential): Non Inflated	\$1,503.5	\$1,503.5	\$1,503.5	\$1,503.5	\$1,503.5	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$113,518.3
- Storm To 2041 (Non-Residential): Inflated	\$1,945.0	\$1,983.9	\$2,023.6	\$2,064.0	\$2,105.3	\$421.3	\$429.7	\$438.3	\$447.1	\$456.0	\$465.2	\$122,397.3
NEW NON-RESIDENTIAL DEVELOPMENT												
- Employees in New Space	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	10,914	293,000
REVENUE												
- DC Receipts: Inflated	\$6,603.7	\$6,735.7	\$6,870.5	\$7,007.9	\$7,148.0	\$7,291.0	\$7,436.8	\$7,585.5	\$7,737.2	\$7,892.0	\$8,049.8	\$171,204.7
INTEREST												
- Interest on Opening Balance	(\$2,696.4)	(\$2,584.0)	(\$2,460.2)	(\$2,324.3)	(\$2,175.4)	(\$2,012.9)	(\$1,739.2)	(\$1,442.7)	(\$1,122.1)	(\$775.8)	(\$402.3)	(\$53,296.7)
- Interest on In-year Transactions	\$81.5	\$83.2	\$84.8	\$86.5	\$88.2	\$120.2	\$122.6	\$125.1	\$127.6	\$130.1	\$132.7	\$253.5
TOTAL REVENUE	\$3,988.8	\$4,234.9	\$4,495.1	\$4,770.1	\$5,060.8	\$5,398.3	\$5,820.3	\$6,267.9	\$6,742.8	\$7,246.3	\$7,780.2	\$118,161.5
CLOSING CASH BALANCE	(\$46,982.1)	(\$44,731.2)	(\$42,259.7)	(\$39,553.6)	(\$36,598.1)	(\$31,621.1)	(\$26,230.6)	(\$20,401.0)	(\$14,105.4)	(\$7,315.1)	\$0.0	

2018 Adjusted Charge Per Employee

\$467.72

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 7
SUBSIDIZED HOUSING

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APPENDIX D.4
TABLE 1

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

UNIT TYPE ¹	# of units										UNIT COST
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 Housing 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

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APPENDIX D.4
TABLE 1

**CITY OF TORONTO
INVENTORY OF CAPITAL ASSETS
SUBSIDIZED HOUSING**

Shelter, Support and Housing Administration (SSHA) Units	# of units										Unit Cost \$/Unit
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
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										Unit Cost \$/Unit
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
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.

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APPENDIX D.4
TABLE 2

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SUBSIDIZED HOUSING

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs		
					BTE ¹ %	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2018-2027	Post 2027
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	\$ -	\$ 37,170,000	\$ -
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	\$ 121,100	\$ 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
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APPENDIX D.4
TABLE 3

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 REQUIREMENTS											
- 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										UNIT COST (\$/bed)
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
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	
<i>Number of Days per Year</i>	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

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APPENDIX D.3
TABLE 1

**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)

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
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

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

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APPENDIX D.3
TABLE 2

CITY OF TORONTO
DEVELOPMENT-RELATED CAPITAL FORECAST
SHELTER

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Cost	Ineligible Costs			Total Development Related Costs	Development Related Costs	
					BTE ¹ %	Replacement & BTE Shares	10% Reduction		2018-2027	Post 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	\$ 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
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APPENDIX D.3
TABLE 3

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:

1. 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.
2. 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 specific 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 referred 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

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
Childcare	10-Year program provides for 55,858 licensed child care spaces, 254,264 child care fee subsidy spaces, over 900 centres with wage 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, and health & safety renos.	2017 Gross Operating Budget	\$480,216	Total Gross Op Budget	Childcare 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$79,523	Total Net Op Budget	Childcare 2017 Operating Budget, p. 136
			\$2,462,875	Total Asset Value in 2017	2018 DC Background Study - Childcare Inventory
			\$0.03	Net Op Budget/\$ of Asset Value	
			\$80,870	Added Capital 2018-2027	2018 DC Background Study - Childcare Capital Program
			\$2,611	Additional Net Op Budget at 2027	
Paramedic Services	10-Year program provides for 24-hour emergency medical response, ambulances and vehicles, ambulance stations, paramedics, emergency medical dispatchers, power stretchers, and others.	2017 Gross Operating Budget	\$210,484	Total Gross Op Budget	Paramedic Services 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$78,189	Total Net Op Budget	Paramedic Services 2017 Operating Budget, p. 136
			\$669,599	Total Asset Value	2018 DC Background Study - Paramedic Inventory
			\$0.12	Net Op Budget/\$ of Asset Value	
			\$151,260	Added Capital 2018-2027	2018 DC Background Study - Paramedic Capital Program
			\$17,663	Additional Net Op Budget at 2027	
Fire	10 Year program provides for emergency response, fire stations, heavy and light emergency support and training vehicles, s, firefighters, management and admin staff, and others.	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
			\$1,559,977	Total Asset Value	2018 DC Background Study - Fire Inventory
			\$0.29	Net Op Budget/\$ of Asset Value	
			\$43,264	Added Capital 2018-2027	2018 DC Background Study - Fire Capital Program
			\$12,551	Additional Net Op Budget at 2027	
Library	10 Year program provides for the maintenance of library branches, access to over 11 million items, and responses reference requests.	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
			\$2,240,521	Total Asset Value	2018 DC Background Study - Library Inventory
			\$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	
Parks and Recreation	10 Year program provides for the maintenance of over 1,600 named parks, 4,300 ha of maintained park land, 4+ million trees, planting approximately 75,000 trees, providing more than 66,000 rec programs for 8.55 million participants, developing reaction and care services through the ARC Program	2017 Gross Operating Budget	\$452,327	Total Gross Op Budget	Parks, Forest & Rec 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$316,662	Total Net Op Budget	Parks, Forest & Rec 2017 Operating Budget, p. 136
			\$8,106,012	Total Asset Value	2018 DC Background Study - Parks & Rec Inventory
			\$0.04	Net Op Budget/\$ of Asset Value	
			\$3,638,055	Added Capital 2018-2027	2018 DC Background Study - Parks & Rec Capital Program
			\$142,121	Additional Net Op Budget at 2027	
Roads	10 Year program provides for the consolidation of the Front Yard Parking function, implementing contracting out of roadway sweeping and redevelopment, updating the Program's Snow Disposal Strategy, installing additional Changeable Message Signs on the Gardiner Expressway, completing the Downtown Toronto Transportation Study, continuing roll-out of \$1Billion/25,000-unit coordinated street furniture program, continue implementation of the Toronto Walking Strategy, and Implementing the Graffiti Management Plan	2017 Gross Operating Budget	\$396,181	Total Gross Op Budget	Transportation 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$215,145	Total Net Op Budget	Transportation 2017 Operating Budget, p. 136
			\$15,985,013	Total Asset Value	2018 DC Background Study - Roads Inventory
			\$0.01	Net Op Budget/\$ of Asset Value	
			\$2,172,751	Added Capital 2018-2027	2018 DC Background Study - Roads Capital Program
			\$29,243	Additional Net Op Budget at 2027	

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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
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	\$3,474	Total Gross Op Budget	Affordable Housing 2017 Operating Budget, p. 132
		2017 Net Operating Budget	\$1,170	Total Net Op Budget	Affordable Housing 2017 Operating Budget, p. 136
			\$5,746,935	Total Asset Value	2018 DC Background Study - Subsidized Housing Inventory
			\$0.0002	Net Op Budget/\$ of Asset Value	
			\$755,557	Added Capital 2018-2027	2018 DC Background Study - Subsidized Housing Cap Prog
			\$154	Additional Net Op Budget at 2027	
Police	10 Year program provides for officers, cars, motorcycles, boats, horses, and other transportation equipment pieces.	2017 Gross Operating Budget	\$1,127,817	Total Gross Op Budget	2017 Police Operating Budget, p. 132
		2017 Net Operating Budget	\$1,004,465	Total Net Op Budget	2017 Police Operating Budget, p. 2136
			\$2,511,027	Total Asset Value	2018 DC Background Study - Police Inventory
			\$0.40	Net Op Budget/\$ of Asset Value	
			\$219,131	Added Capital 2018-2027	2018 DC Background Study - Police Capital Program
			\$87,657	Additional Net Op Budget at 2027	
Public Health	10 Year program provides for repointing to reports of suspected communicable disease cases, inspecting critical and semi-critical personal services settings, providing infection prevention and control services, providing clinic visits at sexual health clinics, providing support for callers through the AIDS and Sexual Health Info 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 prenatal women 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	\$242,017	Total Gross Op Budget	2017 Public Health Operating Budget, p.132
		2017 Net Operating Budget	\$58,473	Total Net Op Budget	2017 Public Health Operating Budget, p.136
			\$120,605	Total Asset Value	2018 DC Background Study - Public Health Inventory
			\$0.48	Net Op Budget/\$ of Asset Value	
			\$800	Added Capital 2018-2027	2018 DC Background Study - Public Health Capital Program
			\$388	Additional Net Op Budget at 2027	

Note: Transit Services are dealt with separately in Appendix F

Toronto Water (Utility Rate Funded)

Toronto Water	The City of Toronto Water and Wastewater Program (the "Program") is currently fully funded on a 'pay-as-you-go' basis through a combined water and wastewater rate without any reliance on property taxes or borrowing/debenture financing. Toronto Water's water and wastewater rate model, which is updated annually, provide a ten-year forecast of rate increases that ensure the delivery of water and wastewater services, including operating costs, capital costs and state of good repair costs, are 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-e-98484.pdf
		2017 Net Rate Funding	\$1,146,250	Total Net amount required rate funding	
		2027 Gross Operating & Capital from Current	\$1,624,238	Total Gross Op and Capital from Current Budget	
		20277 Net Rate Funding	\$1,514,028	Total Net amount required rate funding	
		2018-2027 Change in Gross Budget	\$392,308	Gross Increase in Budget (Growth and Non-Growth Related	
		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.