

Memorandum to Council

Financial Services Department



To: Mayor and Members of Council
CC:
From: Fuwing Wong, Commissioner, Financial Services and Treasurer
Date: May 26, 2025
File #: FS 26-25
Subject: Status of Development Charges Reserve Funds and Impact on 2026 and Future Budgets

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

Recent staff reports noted the low uncommitted balance of Development Charge (“DC”) reserve funds and the need to defer growth-related (or development charges funded) capital projects planned in the Town’s 10-year capital forecast:

- May 5, 2025 [Staff Report FS 26-25](#) allocating/committing \$17 million for the construction of a new Fire Station (Fire Hall 6);
- May 12, 2025 [Staff Report PDE 02-25](#) committing \$4.3 million for the Columbus Road Phase 1 Construction (from Country Lane and Ashburn Road) project; and
- May 12, 2025 [Staff Report PDE 04-25](#) committing \$11.3 million related to payments for Des Newman Boulevard and Rossland Road works.

The May 5 and 12, 2025 Committee Reports are on the May 26, 2025 Council agenda and this memo provides supplemental information on the status of the Town’s Development Charges Reserve Funds and impact on future budgets should the \$32.6 million (= \$17 + \$4.3 + \$11.3 million) in capital project funding be approved.

Executive Summary

As noted in this memo:

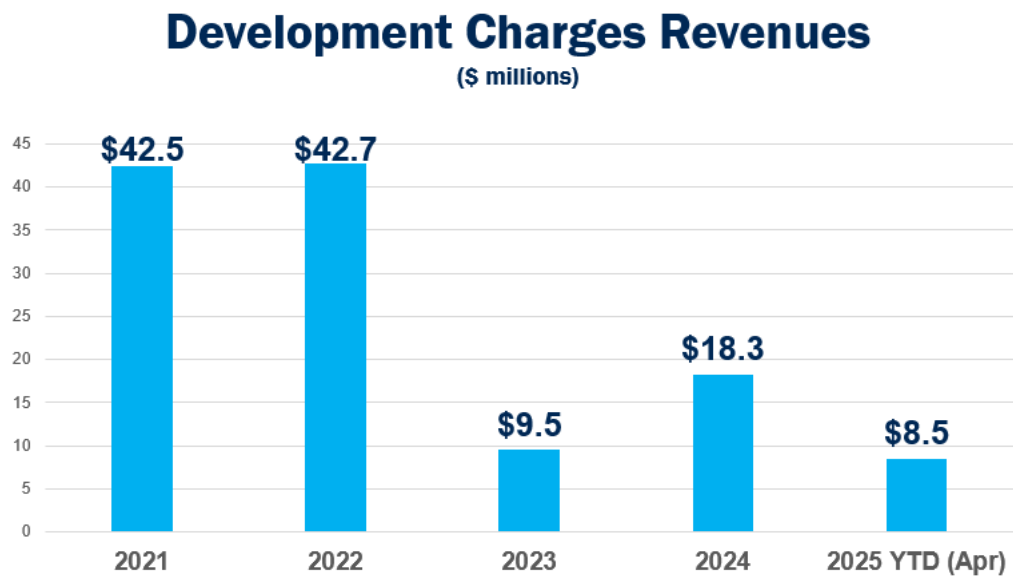
- Following the approval of the reports noted above, the Town's uncommitted DC Reserve Fund Balances will be relatively low at \$16.3 million;
- The Town's growth-related capital infrastructure plan outlines \$83.3 million of planned expenditures (total) over the next two years, 2026 and 2027 (see attachment to this memo for listing of projects);
- It is projected that the Town will be challenged to collect significant DC revenues until approximately May 2027. Accordingly, the \$16.3 million uncommitted balance of DC reserves is not projected to increase significantly over the next couple of years;
- The \$16.3 million can only fund approximately 20% of the planned \$83.3 million of planned expenditures over 2026 and 2027. The combination of relatively low uncommitted DC reserve balances and projected low DC revenue inflows until mid-2027 means that a significant portion of the 2026 and 2027 growth-related capital program will need to be deferred to future years;
- Staff will review existing commitments to propose re-allocating growth-related capital projects (already approved) to other priorities on the 2026 and 2027 plan and/or to fund the Town's share of future grant-related infrastructure projects.

Development Charges Revenue

Development Charges are one-time fees from residential and non-residential developers to pay for infrastructure, (such as roads, new recreational parks and facilities, fire, library facilities, etc.) to support growth related to additional population and employment. Once collected, DCs are allocated to specific DC reserve funds for the each of the growth-related infrastructure service areas in accordance with and the proportions outlined in the Town's DC Background Study. As growth-related capital projects are approved in the Town's budget and capital projects are started, funds are subsequently drawn from the DC reserve funds to pay or partially pay for the capital projects.

The Town's DC revenues have declined from \$40 million+ in 2021 and 2022 to only \$9.5 million for 2023, and \$18.3 million in 2024 (as shown in Chart 1, below). The decline in DC revenues is reflective of a slow-down in development activity in Whitby due to the economy and due to electricity supply/infrastructure issues.

Chart 1:



Development Charges Reserve Fund Balances

The Development Charges Act requires that Development Charge revenues be allocated to specific DC reserve funds for the each of the growth-related infrastructure service areas in accordance with and the proportions outlined in the Town’s DC Background Study. As growth-related capital projects are approved by Town Council, the Town:

- “Commits” or “earmarks” a portion of the DC reserve funds to the capital projects to ensure that the Town does not over-spend funds on hand; and,
- Draws from the DC reserve funds to pay invoices related to the approved growth-related capital projects.

As shown below, at the end of April, 2025, the Town’s uncommitted DC reserve balances total approximately \$48.9 million (before the impact of the May staff reports):

\$187.9 million	Balance of DC Reserve Funds (2024 unaudited ending balance + January to April 2025 collections)
<u>(\$139.0)</u> million	Commitments (approved capital projects)
<u>\$48.9</u> million	Uncommitted DC Reserve Fund Balance (April 2025)

DC Reserve Fund Commitments

The \$139 million in DC Reserve Fund commitments (noted above) are mainly comprised of:

- approximately \$70 million related to outstanding payments under the Whitby Sports Complex construction contract; and,
- approximately \$64 million of approved Road infrastructure projects that include the mid-block arterial road, and Columbus Road projects.

Updated Uncommitted DC Reserve Fund Balance/Impact of May 2025 Reports

Subject to Council approval of the May 5 and 12 Committee Reports, outlined earlier in this memo, there will be a total of \$32.6 of additional commitments against the DC reserves. The Revised Uncommitted DC Reserve Fund Balance is projected to be \$16.3 million (from \$48.9 million):

\$48.9 million	Uncommitted Balance of DC Reserve Funds
<u>(\$32.6)</u> million	Report FS 26-25, PDE 02-25, PDE 04-25 Commitments
<u>\$16.3</u> million	Updated Uncommitted Balance (May 26, 2025)

The Town's updated commitments will total \$171.6 million (= \$139 + \$32.6) or 91% of the projected DC Reserve Fund balance of \$187.9 million. The remaining uncommitted balance of \$16.3 million (plus DC collections for the balance of 2025 (May to December) will be available for 2026 and future growth-related capital projects.

Deferral of 2026 and 2027 Growth-Related (DC) Projects

The **attachment** to this memo outlines growth-related (or DC-related) capital projects planned for 2026 and 2027 totaling \$83.3 million (=\$27.5 million and \$55.8 million planned for 2026 and 2027, respectively).

The current uncommitted DC Reserve Balance is \$16.3 million (as calculated above). While the balance will continue to grow for DC collections for the balance of 2025 (May to December), 2026 and 2027, significant DC revenues/growth are not projected until approximately mid-2027 as noted in the "Challenges to Additional DC Collections" section, below.

Accordingly, it is projected that the majority of 2026 & 2027 growth-related (or DC-related) infrastructure will be deferred. That is, the Town only has \$16.3 million (or approximately 20%) of funding available for \$83.3 million in planned growth-related

projects over 2026 and 2027. Staff will review existing commitments to propose re-allocating growth-related capital projects (already approved) to other priorities on the 2026 and 2027 plan and/or to fund the Town's share of future grant-related infrastructure projects.

Challenges to Additional DC Collections

In the short-term (approximately 2-3 years), the Town's DC revenue inflows will be challenged by:

- 1) The economy (e.g. impact of higher interest rates compared to the pre-COVID-19 period, tariffs initiated by the United States and retaliatory tariffs) resulting in lower demand for residential development;
- 2) Electricity infrastructure that has not kept pace with development resulting in a constraint for developers/lack of electricity supply for proposed developments;
- 3) A discretionary DC deferral/installment program implemented to encourage Whitby industrial construction starts in the current economic environment related to tariffs (see more information in the April 14, 2025 [Staff Report FS 18-25](#)). Under this program, industrial developments to April 30, 2027 will have development charges deferred from the time of building permit issuance to occupancy. Further, at time of occupancy, only one-sixth of the DC amount is payable with the balance of the DC's payable annually over the following five years. Accordingly, the Town may not collect any DC's related to industrial developments for the balance of 2025; and,
- 4) A legislated DC Deferral programs for all residential development proposed under **Bill 17** – the Protect Ontario by Building Faster and Smarter Act, 2025. On May 12, 2025, the Province of Ontario introduced Bill 17, which includes a legislated DC deferral program for all residential developments across Ontario where DC's are deferred from time of building permit issuance to occupancy. The Town's purchasing power is further impacted as Bill 17 also proposes that no interest is to be applied on the deferred and installment payments. Under the proposed legislated residential DC deferral program, the Town may not collect any additional DC's for residential developments until approximately May 2027 (assuming time from building permit to occupancy is 18-24 months). At the time of writing this memo, Bill 17 has not received Royal Assent and more information on Bill 17 will be provided to Council at a future date.

Based on the above and subject to Bill 17 receiving Royal Assent in 2025, significant DC Revenue inflows are not projected to be received by the Town until May 2027.

External DC-Debt Not Recommended At This Time

The Town could issue external debt (via the Region of Durham) to raise funds to pay for major growth-related capital projects. However, staff do not recommended that the Town proceed with external debt-financing of Development Charges/Growth-related capital projects at this time as the Town is currently experiencing low development growth/low DC revenue inflows (see Chart 1, above). Accordingly, DC revenue inflows may not be sufficient to cover debt servicing costs (i.e. principal and interest payments) to a financial institution for a number of years. If the Town borrowed funds externally and future annual DC revenues were insufficient to fully service the annual debt payments, the Town may be required to use tax dollars to supplement the fixed debt payment obligations.

The example provided in the Fire Hall 6 report (May 5 Staff Report # FS 26-25) is as follows:

- Construction costs for the new fire station is projected to be \$17 million;
- If the Town borrowed \$17 million externally to fund the new Fire Hall construction, the debt servicing costs (i.e. annual principal and interest payments) are projected to be \$1.6 million per year (assumed 6.95% interest, 20 year term).
- Based on historic DC revenue inflows for Fire services, DC revenues alone would be insufficient to service the annual debt payments:
 - 1) The Town's 2021 and 2022 DC revenues exceeded \$40 million per year (see Chart 1). Of this amount, an average of \$1.4 million per year was collected/allocated to the Fire DC Reserve Fund.
 - 2) In 2023 and 2024, DC revenues dropped to \$9.5 million and \$18 million, respectively (see Chart 1). The corresponding DC revenues from 2023 and 2024 allocated to the Fire DC Reserve was \$0.2 million and \$0.4 million, respectively.
 - 3) External debt payments (to financial institutions) cannot be deferred so the Town may have to use tax-based reserves/sources of funding to pay for any shortfalls in DC revenues related to annual debt servicing payments.
- If all DC inflows were used to service this debt, this will not leave much Fire DC reserves remaining to purchase growth-related fire vehicles or to fund the next fire hall (Fire Hall #7).

Further, future DC revenues inflows may be paused and will take time to recover (see more information in the “Challenges to Additional DC Collections” section):

- 1) DC revenues related to residential development are currently challenged by economic conditions and electricity infrastructure constraints; and,
- 2) Discretionary and legislated DC Deferral programs could result in nominal DC's over the next 18-24 months (i.e. until approximately mid-2027). The impact would be the Town's uncommitted reserve balance would not change significantly until approximately mid-2027.

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
Development Charges ("DC")		
DC - Fire		
30PA2006 Low Carbon Fleet Vehicles		
20212002 Fire Vehicle (additional)	(57,000)	0
20232301 Fire Vehicle (additional)	(57,000)	0
20258401 Fire Vehicle (additional)	0	(57,000)
	(114,000)	(57,000)
71PA1201 Whitby Fire Facilities		
71261216 Fire Training Complex Additional Props	(200,000)	0
	(200,000)	0
Total DC - Fire	(314,000)	(57,000)
DC - Waste		
30PA2501 Waste Management Services Fleet and Equipment		
30242502 Garbage Packer - Organics/Waste Side Loader (additional)	0	(390,000)
30242501 Garbage Packer - Rear Loader (additional)	0	(380,000)
	0	(770,000)
Total DC - Waste	0	(770,000)
DC - Development Related Study		
55PA7501 Economic Development Program		
55257501 Economic Development Strategy Update	0	(52,550)
	0	(52,550)
13PA7001 Financial Services Studies and Initiatives		
13227001 Growth Plan - Facility Replacement Cost Analysis for DC Study	0	(65,000)
13237004 Long Range Financial Plan Annual Update	(12,500)	(12,500)
	(12,500)	(77,500)
10PA7801 Organizational Effectiveness Department Studies & Initiatives		
10247004 Informational Technology Master Plan	(45,684)	0
	(45,684)	0
81PA7001 Planning and Development Department Studies		
81247401 Downtown Whitby Four Corners HCD Plan and Guidelines	(54,126)	0
81217401 Downtown Whitby Perry's Plan HCD Plan and Guidelines	(54,126)	0
	(108,252)	0
55PO7601 Sustainability Program		
55237602 Sustainable Development Guidelines Update	0	(80,000)
	0	(80,000)
Total DC - Development Related Study	(166,436)	(210,050)
DC - Non Admin Ops Fac RF		
10PA5601 Information Technology - Business Solutions		
10235602 Special Project - eServices Modules	0	(8,000)
	0	(8,000)
Total DC - Non Admin Ops Fac RF	0	(8,000)
DC - Operations		
30PA2006 Low Carbon Fleet Vehicles		
30262006 RDSR - Extended Cab Pickup (additional) (Electric)	0	(85,000)
	0	(85,000)
30PA7101 Operations & Fire Department Studies		
30277101 Fleet Strategic Master Plan Update	0	(63,060)
	0	(63,060)

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
71PA1404 Other Administrative / Operational Facilities		
30261302 Future Satellite Facility	0	(724,500)
30251307 Salt Dome	(115,000)	0
30251306 Sand Dome	(115,000)	0
	(230,000)	(724,500)
30PA2101 Roads, Construction & Storm Water Services Fleet and Equipment		
30252105 RDSR - 1 Ton Truck with Dump (additional)	0	(108,920)
30272105 RDSR - 4x4 Truck with Plow (additional)	0	(90,000)
30242106 RDSR - Tandem Dump with Plow, Wing and Sander (additional)	(475,000)	0
30222101 RDSU - 2 Ton Crane Truck (additional)	(142,603)	0
30242703 RDSU - 2 Tonne Truck with Plow and Salter	(175,460)	0
30242701 RDSU - Loader with Variable Wing	(421,693)	0
30232101 RDSU - Portable Vactor (additional)	0	(135,837)
30288702 RDSU - Single Axle Dump Truck (additional)	0	(282,204)
30252106 RDSU - Street Sweeper (additional)	(525,000)	0
30252101 RDSU - Water Truck / Flusher (additional)	0	(350,000)
30278705 STRM - 3/4 Ton Pickup Truck with Dump (additional)	0	(84,767)
	(1,739,756)	(1,051,728)
30PA2102 Traffic Services Fleet and Equipment		
30251402 TRAF - Portable Traffic Signs (additional)	(11,583)	0
30262901 TRAF - Portable Traffic Signs (additional)	(52,124)	0
	(63,707)	0
Total DC - Operations	(2,033,463)	(1,924,288)
DC - Parks & Rec RF		
71PA1004 Luther Vipond Memorial Arena		
71251016 LVMA - Repurpose Conversion / Development	0	(2,530,704)
	0	(2,530,704)
71PA1104 Other Community Centres		
71231113 HEY - Pavilion Redevelopment	(1,006,250)	0
	(1,006,250)	0
70PA0201 Parks Program		
70230208 Iroquois Park Skatepark (expansion)	0	(86,480)
70230302 Parks Accessibility Misc Trail Rest Stops and Benches	(14,070)	(14,070)
	(14,070)	(100,550)
30PA2401 Parks, Forestry and Horticulture Services Fleet and Equipment		
30271801 PKSG - Front Mount Mower (additional)	0	(36,855)
30271802 PKSG - Maintenance Trailer (additional)	0	(16,953)
30271803 PKSG - Wide Cut Mower (additional)	0	(169,533)
30262402 PKSM - 2 Ton Van with Man Lift Bucket (additional)	0	(146,894)
30268801 PKSM - Utility Truck (additional)	(150,000)	0
	(150,000)	(370,235)
70PA0101 Recreational Trails Program		
70220114 BCCL to Kinsmen Court	0	(23,214)
70220109 Rosedale Park to Burns St	(157,555)	0
	(157,555)	(23,214)
Total DC - Parks & Rec RF	(1,327,875)	(3,024,703)
DC - Libraries RF		
90PA4101 Library Collection and Information Technology		
90234002 Library Collection Expansion	(497,000)	(497,000)
	(497,000)	(497,000)

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
Total DC - Libraries RF	(497,000)	(497,000)
DC - By-Law Enforcement		
54PA2001 Legal and Enforcement Services Fleet and Equipment		
54238001 LES - Ballistic Vests (additional)	0	(4,212)
	0	(4,212)
30PA2006 Low Carbon Fleet Vehicles		
54262001 Parking Vehicle & Equipment (additional)	0	(57,000)
	0	(57,000)
Total DC - By-Law Enforcement	0	(61,212)
DC - Roads & Rel - Townwide		
40PA6101 Bridges and Culverts Program		
40230301 CU A07 02 - Brawley Road Culvert (Monitoring)	(800)	(800)
40226115 CU D01 06 - White Oaks / Lynde Creek Gardens Culvert	(1,000,000)	0
40236111 Design Future Work - Bridges & Structural Culverts	(150,000)	(150,000)
	(1,150,800)	(150,800)
40PG6402 Brooklin Expansion - Traffic Control		
40296403 Thickson / Street C (Traffic Signal)	0	(500,000)
	0	(500,000)
40PG6015 Columbus Road Widening		
40276114 Columbus Rd. - Bridge Construction	0	(3,400,000)
	0	(3,400,000)
55PO7402 Creative Communities Initiatives		
55227401 Downtown Whitby Gateways and Brock St. Implementation	(139,290)	(278,580)
	(139,290)	(278,580)
40PG6012 Dundas Street Multi-Use Path		
40226041 Dundas - Des Newman to McQuay / Jeffery	0	(422,093)
40326053 Dundas - Halls to Des Newman	(281,396)	0
40326052 Dundas - Lake Ridge to Halls	(28,139)	0
	(309,535)	(422,093)
40PG6101 Hwy 407 / Cochrane Interchange Program		
40206110 Cochrane Highway 407 Interchange 1. EA Study & Design	(700,000)	0
	(700,000)	0
40PG6011 Mid Arterial Roadway		
40236054 Mid Arterial Roadway - Garden Ext to Thickson	0	(29,656,270)
40256054 Mid Arterial Roadway - Garden Ext to Thickson - Property	(7,700,000)	0
	(7,700,000)	(29,656,270)
40PA6201 Multi-Use Paths and Cycling Facilities Program		
40236048 Anderson - Clair to Winchester (Signed Route)	(14,070)	0
35276001 Ash - Chestnut to Mary (Signed Route)	0	(25,507)
40326063 Ashburn - Spencers to 70m south of Spencers	0	(42,210)
40266045 Brock - Maple to Manning	0	(316,571)
40266046 Brock - Mary to Maple	0	(263,809)
40276036 Byron - Maple to Dundas (Signed Route)	0	(9,717)
40246040 Byron - St John to Dundas (Bike Lane)	0	(7,738)
40256042 Byron - St John to Trail (signed Route)	(10,929)	0
40266025 Centre - Maple to Beech (signed Route)	(1,215)	0
40256043 Centre - Rossland to Willis (signed Route)	(10,929)	0
40276203 Cochrane - Rossland to Taunton (Bike Lanes)	0	(36,437)
40266028 Cork - Fallingbrook to Garden (signed Route)	(2,429)	0
40226204 Country Lane - Rossland to Taunton (Signed Route)	(25,507)	0
40236212 Cycling Misc. Facility Improvements	(137,652)	(137,652)

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
40266036 Darren - Thickson to Anderson (signed Route)	(12,143)	0
40266208 Dryden - Brock to Thickson (Bike Lane)	(70,348)	0
40266040 Dundas and Brock Street Intersection Design	(16,195)	0
35256002 Dunlop - Annes to Byron (Bike Lane)	(17,588)	0
40256044 Dymond - Garrard to Hazelwood	(3,642)	0
40266024 Elizabeth - Marta to Ericson (signed Route)	(1,213)	0
40266032 Ericson - Elizabeth to William Stephenson (signed Route)	(4,861)	0
35276002 Euclid - Dundas to Beech (Signed Route)	0	(10,932)
35276003 Forest Heights - Willowbrook to Stone Manor (Signed Route)	0	(10,932)
40246209 Garden - Dundas and 100m South	0	(42,209)
40236207 Garden - Dundas to Mary	0	(105,523)
40266034 Giffard - Cochrane to Raglan (signed Route)	(6,074)	0
40236040 Golders Green - West limits to Willowbrook (signed Route)	0	(1,750)
40266035 Hazelwood - Manning to Dymond (signed Route)	(9,718)	0
40266039 Jeffery - Michael to Dundas (Bike Lane)	(6,478)	0
40266033 Maple - Centre to Ash (Signed Route)	(4,860)	0
40266026 Marta - Thickson to Elizabeth (Signed Route)	(2,431)	0
40266027 Meadowglen - Garden to Forest Heights (Signed Route)	(2,431)	0
40236065 Misc Striping and Signage	(28,340)	(28,340)
40266030 Montgomery - Heber Down to Vipond (Signed Route)	(4,855)	0
40266038 Montgomery - Vipond to Columbus (Signed Route)	(16,196)	0
40216202 RR 45 Henry - IPSC to North Go Access	0	(316,570)
40326076 RR 58 Manning - Garrard to Oshawa	(105,523)	0
40256045 RR4 Taunton - Baycliffe to Coronation	(211,047)	0
40266029 Raglan - Dundas to Gifford (Signed Route)	(2,431)	0
40266031 Resolute - 337m south of Bonacord to Bonacord (Signed Route)	(3,642)	0
40236041 Riverwood - Stonemanor to Taunton (signed Route)	0	(2,427)
35326201 Thickson - Waterfront Trail to Wentworth	0	(253,260)
40266037 Twin Streams - Baycliff to Cochrane (Signed Route)	(12,148)	0
40236406 Urban Mobility Amenities (ie bike repair stands, bike parking)	(24,292)	(24,292)
	(769,187)	(1,635,876)
30PA7101 Operations & Fire Department Studies		
30277201 Salt Management Plan	0	(13,453)
	0	(13,453)
81PA7001 Planning and Development Department Studies		
35207101 Automated Speed Enforcement (ASE) Consideration/Review	(97,503)	0
40237107 Municipal Engineering Growth Studies/Design Reviews	(135,316)	(135,316)
	(232,819)	(135,316)
35PG6402 Traffic Signals		
40276409 Baldwin Street at Canary Street Traffic Signal	0	(201,425)
40266405 Thickson Road at Glengowan Street Traffic Signal	(201,425)	0
	(201,425)	(201,425)
40PG6006 Road Intersection Improvement Program		
40216040 Brock/Burns Turning Lanes	(100,000)	0
40226051 Carnwith Curb Extension and Bike Lanes	0	(50,000)
40276039 Dryden/Deverell - Roundabout	0	(350,000)
40226053 Future Design - Road Intersection Improvements	(50,000)	(50,000)
40236407 Future Traffic Signals / Traffic Control Devices	(30,000)	(30,000)
35236002 Garden/Burns Corridor Safety Review	(300,000)	0
35226003 Gordon Corridor - 2 roundabouts	0	(100,000)
40236066 Traffic Calming Initiatives	(225,000)	(225,000)
	(705,000)	(805,000)
40PA6006 Road Reconstruction Program		

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
40256048 Ashburn - Highway 7 to Columbus (Dev)	0	(2,372,390)
40246051 Cochrane - Ferguson to Rossland	0	(1,600,000)
40206030 Colborne St - Brock to Green	(120,000)	0
40236019 Water Street 2. Design	(800,000)	0
40256015 Water Street 4. Utilities	0	(400,000)
40226012 Water Street 5. Construction	(1,600,000)	0
	(2,520,000)	(4,372,390)
40PG6002 Road Surface Treated to Hot Mix Conversion Program		
40266011 Townline Rd - Pickering to Oshawa	(3,933,641)	0
	(3,933,641)	0
40PG6005 Road Widening and Extension Program		
40236050 Anderson - Taunton to Solmar Widening	(410,488)	0
40296032 Garden - Dryden to Taunton 5. Construction	0	(293,505)
	(410,488)	(293,505)
40PA6202 Sidewalk Program		
40266210 Anderson St - Dryden to Kilbride	0	(17,500)
40276206 Cassels Rd E - Queen to Princess	0	(11,270)
40276202 Centre St E - Colston Ave E to Queen St	0	(9,064)
40256207 Gartshore Dr - Country Ln to Twin Streams	(19,894)	0
40256208 Giffard St - Raglan to Cochrane	(13,109)	0
40256209 Harriet St - Annes to Henry	(49,997)	0
40266205 MTO Hwy 7 - Ashburn to Cochrane	0	(755,344)
40276207 Meadow Rd - Rossland to Forest	0	(37,485)
40236204 New Sidewalk Installations	(120,855)	(120,855)
40266211 Peel St - Ontario to Trent	(11,025)	0
40256210 Roybrook Ave - Baldwin to Chelmsford	(40,425)	0
40276208 Samandria Ave - Lazio to Blossomview	0	(9,800)
40266212 Solmar Ave - Anderson to Blossomview	(13,230)	0
40266213 Trent St - Peel to Athol	(4,410)	0
40266214 Walnut St - Lee to Brock	(26,950)	0
	(299,895)	(961,318)
40PG6604 Street Light Program (RMD Initiated)		
40216605 Manning - Garrard to Oshawa	(247,500)	0
	(247,500)	0
30PA2102 Traffic Services Fleet and Equipment		
30232906 Data Collection Additional Equip (Radar Boards, Counters etc.)	(44,446)	(7,408)
	(44,446)	(7,408)
40PA6401 Traffic Signals Program		
40246402 Controlled Pedestrian Crossing - Henry St at Trail	(450,000)	0
40236403 Future Traffic Signage and Pavement Markings	(35,000)	(35,000)
35226411 Pedestrian Crossovers	(193,263)	(193,263)
40246401 Pedestrian Traffic Signal - Brock / Elm	0	(182,000)
35216401 Pedestrian Traffic Signal - Brock / Trent	(345,300)	0
35226401 Pedestrian Traffic Signal - Dundas / Athol	(250,000)	0
	(1,273,563)	(410,263)
40PA6104 Transportation Infrastructure Resilience Program		
40256113 CU480017 - Conlin Rd Culvert e/o Thickson Rd	0	(382,213)
40236102 Rehabilitation & Upsizing Culverts - Lynde Creek	0	(780,025)
	0	(1,162,238)
40PG7701 Transportation Master Plan and Related Studies		
35237101 Active Transportation Plan	(200,000)	0
40277201 Brawley Rd. EA - Lake Ridge - Baldwin	0	(637,500)

Growth-Related (Development Charges) Capital Projects for 2026 and 2027

Project	2026	2027
40237106 Traffic & Transportation Study	(108,253)	(108,253)
35227105 Zones and Corridor Studies / Designs	(25,224)	0
	(333,477)	(745,753)
40PA6007 Urban Road Resurfacing Program		
40266015 Anderson St - Dryden Blvd to Taunton Rd	(116,360)	0
40236023 Anderson St - Glen Dhu Dr to Dryden Blvd	(115,480)	0
40266016 Brock N - Dundas to Manning	(200,500)	0
40341701 Burns - Brock to Hopkins	0	(208,490)
40256031 Dundas E - Bowman to Oshawa	(245,256)	0
40276033 Dundas St E - Craydon St to Hopkins St (R1)	0	(44,141)
40256025 Dundas St E - Hickory to Craydon	(118,714)	0
40256021 Dundas St E - Hopkins to Bowman	(71,258)	0
40276034 Dundas St E - Springwood St to Garrard Rd (R1)	0	(37,281)
40256034 Dundas St W - Annes to Brock	0	(127,093)
40256026 Dundas St W - Jeffery to Fothergill	(89,000)	0
40236049 Garden St - Dundas to Mary	0	(57,350)
40226034 Garden St - Manning to Dryden	(257,880)	0
40276024 Garrard Rd - Rossland to Taunton	0	(251,810)
40256017 Mary St E - Hickory St to Garden St	(58,550)	0
40366001 South Blair St - Watson St E to Victoria St E	0	0
40306006 Thickson Rd - Wentworth St to End of Rd	0	0
40301702 Twin Streams - Baycliffe to Cochrane	0	0
	(1,272,998)	(726,165)
Total DC - Roads & Rel - Townwide	(22,244,064)	(45,877,853)
DC - Stormwater Mgmt RF		
81PA7001 Planning and Development Department Studies		
40227102 SWM Utility Study	(114,769)	0
	(114,769)	0
40PA6503 Storm Water Program		
40246501 Braebrook OGS (Anderson/Braebrook)	(92,080)	0
40236501 Cambridge Pond with OGS (Bradley/Cambridge)	(23,020)	(269,794)
40216502 Cawker Court SWQ Pond with OGS (Burns / Cawker)	(167,101)	0
40236505 Creek Erosion Restoration Works	(28,775)	(3,453)
40246502 Dunlop Plunge Pool with OGS (Lupin/Dunlop)	(193,368)	0
40226501 Future Capacity Improvement Projects	(230,200)	(230,200)
40256503 Glenayr Plunge Pool with OGS (Anderson/Glenayr)	(23,020)	(291,433)
40256502 Hazelwood Pond (Manning/Hazelwood)	0	(23,020)
40236506 Lynde and Pringle Creek Stabilization	(13,898)	(13,898)
40256505 Rowe Channel	(23,020)	(2,302,000)
40236504 SWM Facility Improvement Design	(13,052)	(13,052)
40236503 SWM Facility Rehabilitation Analysis	(29,005)	(29,005)
40206505 Whitby Shoreline Erosion Work	0	(230,200)
	(836,539)	(3,406,055)
Total DC - Stormwater Mgmt RF	(951,308)	(3,406,055)
Total Development Charges	-\$27,534,146	-\$55,836,161