

June 21, 2024

Mayor Dan Carter and Members of Council  
City of Oshawa  
50 Centre St S.  
Oshawa, ON  
L1H 3Z7

Sent via email to [clerks@oshawa.ca](mailto:clerks@oshawa.ca)

RE: **2024 Development Charges Review**

**CNCL-24-73 - City of Oshawa 2024 Development Charge Background Study  
(ALL WARDS)**

**COUNCIL MEETING - JUNE 24, 2024**

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The Building Industry and Land Development Association, along with the Durham Region Homebuilders' Association, submits this letter in response **to report CNCL-24-73 of the June 24<sup>th</sup> Council meeting agenda regarding the City of Oshawa's 2024 Development Charge Background Study and By-law.**

BILD and DRHBA have outstanding comments on the Development Charges Background Study, which have been prepared by our consultant at Keleher Planning and Economic Consulting, attached to this letter. These comments directly pertain to the content within Development Charges Background Study, which is being considered at the Council meeting on June 24<sup>th</sup> (CNCL-24-73).

At this time, our association will acknowledge the response from staff sent to us a few days ago on our initial submissions, which we have attached herein. While BILD and DRHBA appreciate the staff's response, we are disappointed that we were given only 1.5 days to review the responses before the Council commenting deadline. This practice is uncommon in other municipalities and places stakeholders like us in a difficult position.

Based on our expedited review of the City's response, our consultant is satisfied with some aspects but remains unsatisfied with others. Unfortunately, our consultant was not given sufficient time to thoroughly address these concerns in a written response similar to the attached. As requested in our previous letter, a meeting between the City's consultants and our associations was necessary for this review to discuss these unresolved concerns. This is a standard practice we have successfully implemented with numerous other municipalities where our associations have members.

As we approach the adoption of the Development Charges Background Study and associated by-law at the June 24<sup>th</sup> Council meeting, we request a response from the City regarding our attached memorandum, either before or after the Council's consideration of this by-law. This will ensure that our membership receives the necessary information and responses as we continue to have comments on the Development Charges Background Study.

As interested and significantly impacted stakeholders, BILD and DRHBA's members greatly value this dialogue. We hope that in the future, our associations can continue to serve as valuable resources for the City on development industry reviews, with appropriate consultation opportunities for our members.

Thank you for the opportunity to submit this correspondence and for the ongoing discussion. We look forward to the City's response to our attached memorandum regarding the Development Charges Background Study, which is being considered at the June 24<sup>th</sup> Council meeting (CNCL-24-73).

Kind regards,

A handwritten signature in black ink, appearing to read "Victoria Mortelliti".

Victoria Mortelliti, MCIP, RPP.  
Senior Manager, Policy & Advocacy  
BILD

A handwritten signature in black ink, appearing to read "Stacey Hawkins".

Stacey Hawkins  
Executive Officer  
DRHBA

CC: DRHBA & BILD's Review Team  
DRHBA & BILD Members  
Mayor Carter and Members of Council  
Stephanie Sinnott, Commissioner of Corporate and Finance Services

June 20, 2024

Memorandum to: Victoria Mortelliti  
BILD

Stacey Hawkins  
DRHBA

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Oshawa DC – Additional Comments  
Our File: P1135

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Keleher Planning & Economic Consulting Inc. was retained by BILD and DRHBA to review the City of Oshawa’s 2024 DC Background Study and proposed DC by-law. I have previously prepared comments as set out in a memorandum dated.

This document reviews the implications of both:

- Staff Report CNCL-24-24 provides for the project budget and project scope for the new Community Centre being planned for the Northwoods Business Park in the City of Oshawa (“Staff Report”); and
- A Parks, Recreation, Library and Culture Facility Needs Assessment (“Needs Study”) that discusses the City’s current provision of amenities and planned standards for existing and new population.

### **Inclusion and Cost Allocation in City 2024 DC Study**

The 2024 DC Study included the following provisions for a new Community Centre in Northwoods, with the \$155.3 million in costs allocated 93% to DCs (\$144 million) and 7% to reflect the extent to which existing development would benefit from the work.

*Figure 1*

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#### **Allocation of Capital Cost for Northwoods CC and Parkland Development, City of Oshawa**

|                           | Northwoods CC | Parkland Development - North Field | Parkland Development - South Field | Total       | Share of Total |
|---------------------------|---------------|------------------------------------|------------------------------------|-------------|----------------|
| Gross Capital Cost        | 112,719,173   | 26,984,000                         | 15,557,000                         | 155,260,173 |                |
| Less: Benefit to Existing | 11,271,900    |                                    |                                    | 11,271,900  | 7%             |
| DC Recoverable            | 101,447,273   | 26,984,000                         | 15,557,000                         | 143,988,273 | 93%            |

Source: KPEC based on City of Oshawa 2024 DC Study

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According to the Staff Report, the elements of the project budget includes \$32 million for an 8-lane pool and \$16.3 million for a Gymnasium, each of which includes common costs such as \$2.4 million for “Administration”, \$800,000 for “Custodial”, \$44.3 million for non-programmable space such as mechanical, elevator, stairs, electrical, and \$11.7 million for common space. These non-program-oriented capital costs should be assigned a proportionate BTE to the elements of the facility associated with the pool, gymnasium and other programmable elements.

## Identified Existing Need for Components of Community Centre and Parks

### ***Aquatic Facility***

According to the Needs Study, as of the time of the study, the City had an existing deficit of ‘one full aquatic centre’, suggesting that the provision of a new aquatic facility in the Northwoods CC would have a significant benefit to existing development, given the existing deficiency in service:

*The City of Oshawa is presently servicing its population at a rate of one pool per 47,900 residents with its four indoor aquatic centres but without further investment that service level will decrease to one per 55,000 by the year 2031 and further amplify the pressure being placed on the entire aquatic system. The City targets one indoor aquatic centre per 40,000 – a service level consistent with G.T.A. benchmarks that target one per 35,000 to 50,000 – which would result in a deficit of nearly one full aquatic centre at present time. (page 77)*

The Needs Study also references an existing waitlist of over 4,000 potential users unable to access programs at existing City pools. The BTE utilized in the DC study calculations should reflect the extent that the existing community will benefit from the construction of the aquatic facility.

### ***Gymnasium***

The Staff Report on the Northwoods CC found that with respect to existing need for a gymnasium, the City’s existing supply of gyms was at capacity:

*Oshawa currently operates the equivalent of 2.5 gymnasiums. This supply takes into account that gyms at South Oshawa Community Centre and Northview Community Centre reflect shared usage by OSCC55+, Boys and Girls Club Durham and the Durham District School Board. On average, approximately 9,000 hours of recreation time are booked per year in City gymnasiums. City usage tripled from 2014 to 2023 (excluding 2020 and 2021) and is currently at capacity.*

The Staff Report notes the utilization rate of 96% at the Delpark Homes Centre and other gyms being at 87-94%, with a waitlist of 300+ people.

The Needs Study estimated the total existing supply of gymnasiums once shared-use of school gyms are accounted for:

*To account for shared usage at Northview, Conant and South Oshawa Community Centre gyms, these are assumed to provide the equivalent of 0.5 gymnasiums each or 1.5 gymnasium equivalents in total. Added to the Delpark Homes Centre gym as a full equivalent, the resulting supply of 2.5 gymnasiums available to the City and OSCC55+ result in a service level of one gym per 76,640 population.*

The current supply of 1 gym per 76,640 persons is far below the City’s standard of 1 gym per 50,000 persons, which is the lower-end of the range of service levels evident in municipalities where service levels range from 1 gym per 30,000 to 50,000 persons. The BTE utilized in the DC study calculations

should reflect the extent that the existing community will benefit from the construction of the gymnasium and how it will address existing deficiencies in the City's provision of gymnasium space.

**Corporate and Finance Services Department**

**Date:** June 19, 2024  
**To:** Stacey Hawkins, DRHBA  
Victoria Mortelliti, BILD  
**From:** Stephanie Sinnott, Commissioner  
**Re:** 2024 Development Charges Review

Thank-you for your review and questions/comments on the City's 2024 Development Charges Background Study (D.C. Background Study). Staff have reviewed the correspondence received from BILD and DRHBA on May 22, 2024 and May 23, 2024 regarding the review of the City's 2024 Development Charges Background Study conducted by KPEC Planning and Economics. This memo serves as a response to the questions and comments outlined in their memorandum.

**Roads**

- 1) Based on the detail provided in the project list, it is not clear which projects are for road widenings, which are new roads, or which are other types of road projects (upgrades, intersection improvements, etc.) – does the City have a more detailed version of the project list to enable a more thorough review of the projects?

Response:

Please see the attached list.

- 2) What is the basis for inclusion of nearly \$30 million for Arterial Road Resurfacing costs (projects 48-50), with a BTE of 75%, leaving the remaining 25% funded by the DC
  - a) Are these projects adding any capacity for growth?
  - b) No details regarding Arterial Road resurfacings in the amount of \$1,667,000 per year to 2033 are evident from the City's 2024 or 2025-2033 capital budget forecast - has the City identified where these road resurfacings will be located?

Response:

This is meant to support the improvements required to support growth.

- a) The improvement will be in the treatment and materials to manage the increased demands/use, in addition the improvements may include turning lanes at intersections, etc.
- b) Candidates are identified in the City's annual project 74-0043 Asphalt Preservation – Overlay. The City's budget forecast estimated \$139,749,000 worth of needs in total. As candidates and improvement are planned each year, they are separated into project 74-0148 Roads Resurfacing.

## 2024 Development Charges Review

- 3) Projects 83/84 are for “City Wide – Misc. Land” – does each project included in the DC Study that may need land acquisition not include those costs in the separate line items?

Response:

In the estimating of all projects, efforts are made to identify land requirements. However, currently not all land needs are known. In some projects through detailed design, the need for land may become apparent. These line items aim to provide for current unknown land requirements.

- 4) Projects 85/86 are for “City Wide – Misc. Design & Engineering Costs” – does each project included in the DC study not include an adjustment for design and engineering?

Response:

In the estimating of all projects, costs for design and engineering are estimated. This project aims to address any unforeseen needs for design services that often arise once projects move forward.

- 5) Numerous projects are labelled as “Streetlighting Upgrade”, with costs close to or above \$1 million each, but BTE of approximately 15%. However, Project 104 (Gibb St) matches the \$987,000 project in the City’s 2024 capital budget, but the DC study uses a DC share of \$838,900 (85%), while the capital budget shows a DC share of 75%. In what way are these projects deemed 85% growth-related – should the DC share match the 75% approved through the City’s recent capital budget?

Response:

The 2024 approved budget for project 104 includes a BTE of 15% and an Industrial deduction of 10% based on the 2019 D.C. Background Study. As industrial development is exempt from payment of D.C.s, the City recognizes the full D.C. Industrial exemption at the time of the capital budget and funds that portion from a non-D.C. source.

- 6) What is the nature of project #59 “Active Transportation Connectivity”, and what is meant by the inclusion of “(MTO)” in the project label?

Response:

Currently MTO is undertaking structure improvements/replacements along the 401. The 401 is a barrier to Active Transportation services and the city is looking to improve and expand Active Transportation services at these locations.

- 7) The City’s 2025-2033 capital budget forecast shows \$7.0 million in capital costs for Active Transportation Connectivity Projects (Project 75-0134), however, the 2024 DC Study shows \$12.25 million in costs over the 2024-2028 period. Why is the amount in the DC Study almost double the amount shown in the approved capital budget?

## 2024 Development Charges Review

Response:

Since the development of the 2024 Capital Budget and 9-year forecast, the City was able to identify more potential candidates including alignment with the Region of Durham's cycling plan, improving active transportation services at the 401 in coordination with MTO.

8) There are numerous projects with a "Location" of "Various Locations", including projects 23, 24, 25, 27, 29, 30 (x2), 33, and 36 – what is the nature of these projects?

Response:

Please see attached list for additional details on the various projects.

9) In the LOS analysis, what proportion of the \$11.8m to \$13.3m per km for arterial roads are associated with

- a) the value of road improvements and
- b) the value of underlying land within the road ROW?

Response:

a) \$11.8m - 72% is for Arterial C road and \$13.3m - 71% is for the Arterial A/B road.

b) The value for the underlying land was estimated based on \$438,400 per acre. This value was inflated from the 2018 value used in the 2019 DCBS based on C.P.I.

10) What is included in the LOS item labelled as "Regional Intersection (items)", valued at \$5.8 million per item?

Response:

This estimate is based on the new construction or reconstruction for widening/improvement for a City Road connecting to a Regional Road. This cost includes design, pre-engineering, property acquisition, and construction costs for utilities, road, tapers, paint marking, signals (if a signalized intersection), lighting and signage.

### **Stormwater Drainage**

11) Project #1 appears to be for the construction of a bridge on Bond Street West – can the rationale for including this project in the Stormwater Drainage DC, rather than the Roads DC be provided?

Response:

This project is related to the upsizing of the structure to accommodate the increased demand in flow attributed to growth and development upstream. The improvement is not needed to support the service of transportation.

12) What is proposed to be funded by the three projects with the labelling "Rail Structure Expansion" (projects 31, 32, and 33)?



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Response:

These projects are related to the upsizing of the structures to accommodate the increased demand in flow attributed to growth and development upstream.

13) What is the difference between projects 47 (Goodman Creek – Preliminary Design – Adelaide to Taunton) and 48 (Goodman Creek – Preliminary Design), each of which have a gross capital cost of \$12,500,000?

Response:

There is an error in the description of the project and associated location (FROM and TO updated in attached list). Please see the attached list.

### **Parks and Recreation**

14) In the LOS analysis, what are the 309 acres associated with the Second Marsh meant to represent – do these include acres associated with open water? Can a detailed accounting of how the improvements to the 309-acre area is valued at \$50,000 per acre (or \$15.4 million)?

Response:

Upon further analysis, open water is included in the 309 acres associated with Second Marsh. We will remove this portion and reduce it to 220 acres to reflect the development area. The value of \$50,000 per acre includes trails/pathways, fencing, park signs, site furnishings, plantings and naturalization, boardwalk/viewing decks and general development costs.

We've recalculated the service standards based on the adjusted area. Although this will reduce the maximum service standard ceiling by \$1.2 million, it will not reduce the calculated DC as the capital program is still \$52.2 million below the maximum ceiling. This update has been reflected in an Addendum Report to the Background Study, dated June 17, 2024.

15) What is included in the \$6.5 million "Second Marsh Redevelopment" project, and how was the 75% BTE determined?

Response:

The Second Marsh Management Plan provided recommendations which included a concept redevelopment plan. The \$6.5 million represents the capital investment proposed to implement this redevelopment. BTE of 75% was determined recognizing it is a redevelopment, replacement and expansion of the existing and additional amenities. It is a conservative estimate that will be further refined once the detailed design is complete.

16) The timing of the Second Marsh Redevelopment is 2025-2033 at a cost of \$6.5 million, however, the City's 2024 capital budget forecast only shows \$500,000 in spending (Project 51-0133) – what is the basis for the inclusion of the project in the DC study?

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Response:

The City's 2024 capital budget and 2025-2033 capital budget forecast identified \$500,000. This budget is to commence a design process of the capital investment required in subsequent years. Until the design is complete, the gross capital costs of \$10 million included in the 2019 Development Charge Background Study have been reduced to be conservative in the 2024 D.C. Background Study.

17) What is included in the gross capital cost of \$112.7 million for the New Community Centre in Northwoods Business Area?

Response:

This is the facility cost excluding the library. The facility amenities include Indigenous, aquatics, and fitness areas, a gymnasium, activity rooms, and Oshawa Senior Citizens' Centre. A proportionate share of the costs for common areas that will be shared with the library are also included based on the proportion of dedicated space for recreation vs. library services.

18) There are numerous parkettes in the capital program with values of \$350,000 to \$482,000, despite the LOS inventory showing the replacement value of the City's five (5) existing parkettes as being \$254,000 – what is the basis for the new parkettes having a higher anticipated cost/value than the City's existing parkettes?

Response:

The capital costs for Parkettes include parkland development and all park amenities such as shade structures and playground equipment. Refer to the Parkland Amenities Service Standards for a list of amenities that are additional to the Parkland Development Service Standards.

19) The City's 2024 capital budget and 2025-2033 capital budget forecast only shows \$3.0 million for the Rotary Park redevelopment, with the project detail sheet also noting \$8.2 million in previously approved funding. The 2024 DC Study shows \$25.0 million over the 2024-2025 period.

a) What is the basis for the inclusion of \$25.0 million in the City's 2024 DC Study?

b) What is the source of the \$8.2 million in approved funding, and if these are funds from non-DC sources, how have these funds been accounted for in the City's DC rate calculations?

Response:

a) The values identified in the 2024 Capital Budget were what was known at the time of budget preparation. The revised values shown in the 2024 D.C. Study identified known costs following completion of the tender process per Motion CF-24-02.

b) The source of the approved \$8.2 million funding is \$1.1million from the Parks D.C. reserve (6.7%) and \$7.1 million from non-D.C. sources (93.3%). These funds have been included in the City's D.C. rate calculations and a reserve commitment is being tracked for the approved

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budget amounts, as they have not yet been transferred from the D.C. reserve fund to the capital project.

### Library

20) What proportion of the \$15.9 million in costs for the New Branch are split between buildings and land costs?

Response:

Land is not included in the gross capital cost of the New Branch as the City has already procured the site. This is the facility cost, including the necessary furniture, fixtures and equipment required based on the dedicated space of the library that will be located in the proposed New Community Centre, and a proportionate share of common areas, based on the proportion of dedicated space for recreation vs. library services.

21) The New Branch project is not found in either of the City's 2024 capital budget or the 2025-2033 capital budget forecast, despite the projects showing a timing of 2026-2027 in the 2024 DC Study – what is the basis for this project being included in the DC Study?

Response:

The New Branch was added to the 2019 DC Background Study based on the following recommendation in the 2015 P.R.L.C.:

A new branch should be developed when the City reaches between 185,000 to 197,000 in population, in order to address longer-term residential growth in North Oshawa. The budget associated with the new branch will be captured in the overall capital costs of the proposed New Community Centre.

22) Contains data from the City's P.R.L.C. and calculations prepared by KPEC. Response:

Additional library space has been identified as a need for growth dating back to the 2014 D.C. background study. Thus, past and current D.C.s have been recovering for expansion of space for library services.

The P.R.L.C has identified that a standard of 0.6 sq.ft. per capita should be available in the community. Based on the 15-year historical service standard calculation, contained in Appendix B to the D.C. Background Study, the current service standard is 0.5899 sq.ft. per capital, just under the standard outlined in the P.R.L.C. This is in part due to timing of construction of the new joint community centre/library. Based on the future population projections over the 10-year forecast period, it is projected that total space needs will equate to 132,500 sq.ft. (0.6 sq.ft. x a population of 220,834). The current facilities provide for 95,085 sq.ft., resulting in a need for the City to provide an additional 37,415 sq.ft. to service the anticipate mid-2034 population of 220,834.

The D.C. Study has included approximately 27,602 sq.ft. of additional space between the new community centre (16,102 sq.ft.) and the provision for additional space (11,500 sq.ft.) at a

## 2024 Development Charges Review

location still to be determined. Therefore, currently there will still be a deficit at the end of the 10-year period, which recognizes that the City will still be below the 0.6 sq.ft. per capital standard contained in the P.R.L.C.

A BTE of 11% has been attributed to new library space since the 2014 D.C. study, to account for deficiencies. This has been continued in the 2024 D.C. study.

23) Further to the above comments and questions regarding the scale of existing deficiency in library service that the “New Branch” would offset, how many square feet of library area does the \$8.0 million “Expansion of Library Branches” item contemplate, and where would these expanded facilities be located?

Response:

We recognized that based on the P.R.L.C., an additional 9,814 square feet is required, in addition to what is anticipated to meet the growth needs in the P.R.L.C.

As noted above, the provision for additional space includes 11,500 sq.ft. (9,814 sq.ft. less than the total required based on the P.R.L.C.). The location of the expansion to library branches is to be determined and refined as growth occurs over the 10-year forecast.

### **By-law Enforcement**

24) Costs associated with municipal airports are no longer eligible under the DC Act (except for the Region of Waterloo) - can the rationale for the “Expansion of Space at Airport” be provided?

Response:

This is not an expansion to the airport service. It is an expansion of space on the airport lands to provide additional By-law Enforcement Services to North Oshawa as growth occurs.

### **Fire Protection**

25) What is the “NG911 Network Upgrade” and what is the basis for the BTE allocation to projects 9, 10 and 11?

Response:

“NG911 Network Upgrade” is a legislated upgrade to the 911 system nationwide. These projects are for building upgrades for dedicated, centralized dispatch space at the City’s Consolidated Operations Depot.

BTE allocation is based on the existing population and employment vs 2034 future population and employment to recognize what is there for the existing community. We have looked at the net costs after contributions from other municipalities and grant funding.

26) If the BTE for the Fire Station #7 building is 20%, why is the BTE for the vehicles, equipment and gear for firefighters for that station only 10%, instead of 20%?

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Response:

BTE is 10% for both the Fire Station #7 and vehicles, equipment and gear for firefighters. However, the fire station is being oversized and will require additional vehicles and firefighter equipment post-2024 that have not been included in the D.C. capital needs at this time (hence the post period benefit for the station but not the vehicles and equipment).

### **Northwood's Project DC Recoverable Costs**

BILD and DRHBA are seeking an explanation from staff regarding the methodology behind the unusually high concentration of Development Charges (DC) allocated to a single project in a city as large as Oshawa. When standardized on a per Single Dwelling Unit (\$/SDU) basis, the Northwoods Project accounts for nearly 33% of the total DC rate, meaning that \$1 out of every \$3 is attributed to this project. This level of concentration is unusual, and we would like to understand the rationale behind it.

Response:

The 15-year historical service standard provides for an average of approximately 5.64 sq.ft. per capita for recreation facility space. When this service standard is applied to the 10-year population growth of 36,928, additional space needs of 208,252 sq.ft. would be required for the City to continue to provide the current average level of service. The Northwoods facility is estimated at approximately 84,350 sq.ft. This amount of space is well below what the City would require to be able to continue providing the level of service to future growth that the existing community is currently provided. City staff recognize that new recreation centres are costly, therefore, they have not embraced the full 208,252 sq.ft. of space that would allow the City to continue to provide the current level of service.

Further, note that the City did not add any new trails or parks anticipated in new developments in the Columbus area within this 10-year time period as the locations are unknown and are not anticipated to take place until post-2033.

We trust this memorandum sufficiently addresses these questions. However, if there are any further questions in this regard, we would be pleased to address them further at your convenience.

## Infrastructure Costs Included in the Development Charge Calculation for Services Related to a Highway

| Prj. No | Increased Service Needs Attributable to Anticipated Development<br>2024-2051 | Location                        |  | Length (metres) | Timing (year) | Gross Capital Cost Estimate (2024\$) | Type of Work  |
|---------|--|---------------------------------|--|-----------------|---------------|--------------------------------------|---|
|         |  | FROM                            | TO   |                 |               |                                      |   |
| 1       | (DANTONBURY) BRITANNIA AVE W   | WEST LIMIT                      | THORNTON RD N  | 402.20          | 2024-2028     | \$3,806,000                          | New Arterial Road   |
| 2       | (KEDRON) GRANDVIEW ST N  | 50M N OF BRITANNIA AVE          | (KEDRON) ARTC3   | 855.49          | 2024-2028     | \$8,095,000                          | New Arterial Road   |
| 3       | (KEDRON) GRANDVIEW ST N  | (KEDRON) ARTC3                  | WINCHESTER RD E  | 844.01          | 2034-2051     | \$8,238,000                          | New Arterial Road   |
| 4       | (KEDRON) TOWNLINE RD N   | 280M N OF CONLIN RD E           | BRITANNIA AVE  | 591.48          | 2024-2028     | \$8,077,000                          | New Arterial Road   |
| 5       | (KEDRON) TOWNLINE RD N   | BRITANNIA AVE                   | WINCHESTER RD E  | 1,393.92        | 2034-2054     | \$13,494,000                         | New Arterial Road   |
| 6       | (KEDRON) WILSON RD N   | CONLIN RD E                     | (KEDRON) ARTC3   | 1,508.26        | 2024-2028     | \$11,788,000                         | Widen Arterial Road/New Arterial Road                       |
| 7       | (NORTHWOOD) STEVENSON RD N   | TAUNTON RD W                    | (NORTHWOOD) MID-BLOCK ARTERIAL   | 2,008.07        | 2029-2033     | \$15,531,000                         | Widen Arterial Road/New Arterial Road                       |
| 8       | (PINECREST) BEATRICE ST E  | HARMONY RD N                    | RIDGEMOUNT BLVD  | 640.50          | 2034-2051     | \$10,636,000                         | New Arterial Road   |
| 9       | (WINDFIELDS) BRITANNIA AVE W   | THORNTON RD N                   | WINDFIELD FARMS DR   | 647.80          | 2024-2028     | \$17,621,000                         | Widen Arterial Road (Includes Structure)                    |
| 10      | AIRPORT BLVD   | KEITH ROSS DR                   | TAUNTON RD W   | 155.16          | 2024-2028     | \$1,132,000                          | Widen Arterial Road   |
| 11      | ALBERT ST  | BLOOR ST E                      | OLIVE AVE  | 963.72          | 2024-2028     | \$18,693,000                         | Widen Arterial Road (Includes Structure)                    |
| 12      | COLUMBUS RD  | AT OSHAWA CREEK & HARMONY CREEK | VARIOUS LOCATIONS EAST OF SIMCOE ST N & MARY ST N                      | X               | 2034-2051     | \$15,892,000                         | New Structure   |
| 13      | COLUMBUS RD E  | AT OSHAWA CREEK                 | 23M E OF RITSON RD N   | X               | 2024-2028     | \$28,119,000                         | Improve/New Structures                                      |
| 14      | COLUMBUS RD E  | AT ARTC6                        | THORNTON RD N  | 1,757.25        | 2029-2033     | \$13,642,000                         | Widen Arterial Road   |
| 15      | COLUMBUS RD E  | AT OSHAWA CREEK                 | 113M E OF WILSON RD N  | 1,540.07        | 2034-2051     | \$17,633,000                         | LCB to HCB Upgrade (Includes Structure)                     |
| 16      | COLUMBUS RD W  | (NORTHERN) ARTC4                | RITSON RD N  | 1,654.09        | 2029-2033     | \$14,435,000                         | Widen Arterial Road (Includes Structure)                    |
| 17      | COLUMBUS RD W  | WEST LIMIT   RITSON RD N        | (NORTHERN) ARTC4   HARMONY RD N  | 2,110.51        | 2034-2051     | \$18,002,000                         | Widen Arterial Road (Includes Structure)                    |
| 18      | CONLIN RD E  | AT HARMONY CREEK                | 187M W OF TOWNLINE RD N & 60M E OF COPPERMINE ST                       | X               | 2024-2028     | \$67,919,000                         | Widen Arterial Road (Includes Structure)                    |
| 19      | CONLIN RD E  | 80M E OF WILSON RD N            |  | X               | 2024-2028     | \$12,227,000                         | Improve Structure   |
| 20      | HOWDEN RD E  | SIMCOE ST N                     | TOWNLINE RD N  | 4,968.43        | 2034-2051     | \$21,158,000                         | LCB to HCB Upgrade (Includes Structure)                     |
| 21      | HOWDEN RD W  | AT OSHAWA CREEK                 | 817M E OF THORNTON RD N  | 2,078.40        | 2034-2051     | \$13,823,000                         | Widen Arterial Road/New Arterial Road (Includes Structure)  |
| 22      | RITSON RD N  | 872M N OF COLUMBUS RD E         |  | X               | 2034-2051     | \$2,192,000                          | New Structure   |
| 23      | RITSON RD N  | AT OSHAWA CREEK                 | VARIOUS LOCATIONS N OF COLUMBUS RD E, HWY 407W, AND S OF COLUMBUS RD E | 8,912.01        | 2034-2051     | \$88,934,000                         | LCB to HCB Upgrade/Widen Arterial Road (Includes Structure) |
| 24      | THORNTON RD N  | AT OSHAWA CREEK                 | VARIOUS LOCATIONS  | 8,366.40        | 2024-2028     | \$45,153,000                         | Widen Arterial Road (Includes Structure)                    |
| 25      | THORNTON RD N  | VARIOUS LOCATIONS               |  | 720.00          | 2029-2033     | \$316,000                            | Widen Arterial Road (Includes Structure)                    |
| 26      | THORNTON RD N  | (NORTHERN) ARTC6                | COLUMBUS RD W  | 1,869.00        | 2034-2051     | \$819,000                            | Widen Arterial Road   |
| 27      | THORNTON RD N  | VARIOUS LOCATIONS               |  | 10,342.79       | 2034-2051     | \$41,527,000                         | LCB to HCB Upgrade/Widen Arterial Road (Includes Structure) |
| 28      | BEATRICE ST E  | AT HARMONY CREEK                | 84M E OF SIMCOE ST N   | 3,795.18        | 2034-2051     | \$48,618,000                         | Widen Arterial Road/New Arterial Road (Includes Structure)  |
| 29      | BEATRICE ST W  | WEST LIMIT                      | SIMCOE ST N  | 2,552.81        | 2034-2051     | \$41,793,000                         | Widen Arterial Road/New Arterial Road (Includes Structure)  |
| 30      | BRIDLE 2   | (NORTHERN) BRIDLE RD N          | COLUMBUS RD E  | 1,382.22        | 2029-2033     | \$13,482,000                         | New Arterial Road   |
| 30      | BRIDLE 3   | 142M N OF COLUMBUS RD E         | 170M S OF HOWDEN RD E  | 1,829.03        | 2029-2033     | \$17,843,000                         | New Arterial Road   |
| 30      | JOHN ST EULALIE AVE CONNECTION   | JOHN ST E                       | EULALIE AVE  | 341.50          | 2024-2028     | \$3,333,000                          | New Arterial Road   |
| 31      | KING/BOND CORRIDOR   | CITY WIDE                       |  | 2,899.40        | 2024-2028     | \$1,271,000                          | Widen Arterial Road   |
| 32      | KING/BOND CORRIDOR   | CITY WIDE                       |  | 2,899.40        | 2029-2033     | \$12,500,000                         | Widen Arterial Road   |
| 33      | MARY ST N  | WILLIAM ST E                    | AGNES ST   | 384.57          | 2029-2033     | \$2,977,000                          | Widen Arterial Road   |
| 34      | RAGLAN RD E  | SIMCOE ST N                     | TOWNLINE RD N  | 4,864.71        | 2034-2051     | \$17,088,000                         | LCB to HCB Upgrade  |
| 35      | SIMCOE ST S  | SOUTH LIMIT                     | HARBOUR RD   | 990.68          | 2029-2033     | \$19,962,000                         | Widen Arterial Road (Includes Structure)                    |
| 36      | STEVENSON RD N   | VARIOUS LOCATIONS               |  | 1,917.54        | 2029-2033     | \$5,324,000                          | Widen Arterial Road   |
| 37      | STEVENSON RD N   | STEVENSON RD N                  | AIRPORT BLVD   | 1,224.70        | 2034-2051     | \$11,051,000                         | New Arterial Road   |
| 38      | SURVEY EQUIPMENT UPGRADES  |                                 |  | X               | 2024-2028     | \$50,000                             | Network Expansion   |
| 39      | INTENSIFICATION TRANSPORTATION INFRASTRUCUTRE                                | CITY WIDE                       |  | X               | 2024-2028     | \$750,000                            | Network Expansion   |
| 40      | TOWN2  | AT BRIDLE RD & TOWNLINE RD N    |  | X               | 2024-2028     | \$700,000                            | Intersection Improvement                                    |
| 41      | TOWNLINE RD N  | 200M N OF CONLIN RD E           | 480M N OF CONLIN RD E  | 280.63          | 2024-2028     | \$2,186,000                          | Widen Arterial Road (Includes Intersection Improvement)     |
| 42      | TOWNLINE RD N  | WINCHESTER RD E                 | COLUMBUS RD E  | 1,802.12        | 2034-2051     | \$17,590,000                         | New Arterial Road   |
| 43      | TOWNLINE RD S  | CHERRYDOWN DR                   | 90M S OF OLIVE AVE   | 513.96          | 2029-2033     | \$36,606,000                         | Widen Arterial Road/New Arterial Road (Includes Structure)  |
| 44      | WILSON RD N  | (KEDRON) ARTC3                  | WINCHESTER RD E  | 825.53          | 2034-2051     | \$5,625,000                          | Widen Arterial Road   |
| 45      | WILSON RD N  | TAUNTON RD E                    | CONLIN RD E  | 1,893.71        | 2034-2051     | \$15,632,000                         | Widen Arterial Road   |
| 46      | WILSON RD S  | RALEIGH AVE                     | OLIVE AVE  | 507.03          | 2029-2033     | \$6,378,000                          | Widen Arterial Road (Includes Structure)                    |
| 47      | WINCHESTER RD E  | GRANDVIEW ST N                  | TOWNLINE RD N  | 531.18          | 2034-2051     | \$1,866,000                          | LCB to HCB Upgrade  |
| 48      | Arterial Road Resurfacing  | VARIOUS LOCATIONS               |  | X               | 2024-2028     | \$8,355,000                          | Arterial Road Resurfacing                                   |
| 49      | Arterial Road Resurfacing  | VARIOUS LOCATIONS               |  | X               | 2029-2033     | \$8,355,000                          | Arterial Road Resurfacing                                   |
| 50      | Arterial Road Resurfacing  | VARIOUS LOCATIONS               |  | X               | 2034-2051     | \$14,203,000                         | Arterial Road Resurfacing                                   |
| 51      | COL4   | AT WINCHESTER RD                |  | 331.08          | 2024-2028     | \$10,342,000                         | New Arterial Road/Intersection Improvement                  |
| 52      | DREW ST  | TORONTO AVE                     | FIRST AVE/MCNAUGHTON AVE   | 186.50          | 2024-2028     | \$1,251,000                          | Widen Arterial Road   |
| 53      | FIRST AVE  | SIMCOE ST S                     | DREW ST/MCNAUGHTON AVE   | 632.90          | 2024-2028     | \$4,246,000                          | Widen Arterial Road   |
| 54      | MCNAUGHTON AVE   | DREW ST/FIRST AVE               | RITSON RD S  | 221.47          | 2024-2028     | \$1,486,000                          | Widen Arterial Road   |
| 80      | GEODETIC CONTROL SURVEY MONUMENTS  | CITY WIDE                       |  | X               | 2024-2028     | \$207,800                            | Network Expansion   |
| 81      | GEODETIC CONTROL SURVEY MONUMENTS  | CITY WIDE                       |  | X               | 2029-2033     | \$166,200                            | Network Expansion   |
| 82      | GEODETIC CONTROL SURVEY MONUMENTS  | CITY WIDE                       |  | X               | 2034-2051     | \$706,500                            | Network Expansion   |

## Infrastructure Costs Included in the Development Charge Calculation for Services Related to a Highway

| Prj .No | Increased Service Needs Attributable to Anticipated Development<br>2024-2051 | Location  |   | Length (metres) | Timing (year) | Gross Capital Cost Estimate (2024\$) | Type of Work              |
|---------|--|---|---|-----------------|---------------|--------------------------------------|---------------------------|
|         |  | FROM  | TO  |                 |               |                                      |                           |
| 55      | LAVAL DR   | THORNTON RD S   | STEVENSON RD S  | 812.18          | 2024-2028     | \$415,000                            | Sidewalk                  |
| 56      | ACTIVE TRANSPORTATION NETWORK CONNECTIVITY                                   | CITY WIDE   |   | X               | 2024-2028     | \$5,000,000                          | Sidewalk                  |
| 57      | (EASTDALE) ROSSLAND RD E   | GRANDVIEW ST N  | TOWNLIN RD N  | 2842.72         | 2024-2028     | \$1,453,000                          | Sidewalk                  |
| 58      | (KEDRON) HARMONY RD N  | CONLIN RD E   | WINCHESTER RD E & 343M N OF CONLIN RD E   | 621.06          | 2024-2028     | \$450,000                            | Multi-Use Path & Sidewalk |
| 59      | ACTIVE TRANSPORTATION CONNECTIVITY (MTO)                                     | CITY WIDE   |   | X               | 2024-2028     | \$12,250,000                         | Sidewalk                  |
| 60      | ADELAIDE AVE W   | OSHAWA/WHITBY BOUNDARY  | THORNTON RD N   | 533.48          | 2024-2028     | \$273,000                            | Sidewalk                  |
| 61      | BLOOR ST E   | RITSON RD S   | FAREWELL ST   | 2574.91         | 2024-2028     | \$1,333,000                          | Multi-Use Path & Sidewalk |
| 62      | BLOOR ST W   | 233N W OF THORNTON RD S   | PARK RD S   | 1890.13         | 2024-2028     | \$966,000                            | Sidewalk                  |
| 63      | BLR1   | 50M N OF BRITANNIA AVE  | (KEDRON) ARTC3  | 1686.23         | 2024-2028     | \$778,000                            | Multi-Use Path & Sidewalk |
| 64      | CHAMPLAIN AVE  | WEST LIMIT  | STEVENSON RD S  | 2354.31         | 2029-2033     | \$1,300,000                          | Sidewalk                  |
| 65      | GIBB ST  | THORNTON RD S   | SIMCOE ST S   | 3690.67         | 2024-2028     | \$1,513,000                          | Multi-Use Path            |
| 66      | GIBB ST E  | SIMCOE ST S   | RITSON RD S   | 1523.73         | 2024-2028     | \$701,000                            | Multi-Use Path & Sidewalk |
| 67      | HARMONY RD N   | CONLIN RD E   1131M N OF WINCHESTER RD E  | BRITANNIA AVE E   COLUMBUS RD E   | 1481.13         | 2024-2028     | \$666,000                            | Multi-Use Path & Sidewalk |
| 68      | OLIVE AVE  | DREW ST   | RITSON RD S   | 207.65          | 2024-2028     | \$85,100                             | Multi-Use Path            |
| 69      | RITSON RD N  | ORMOND DR   INTERSECTION OF RITSON RD N & WILLIAM ST E   INTERSECTION OF RITSON RD N & BEATRICE ST E        | (KEDRON) ARTC3   INTERSECTION OF RITSON RD N & WILLIAM ST E   INTERSECTION OF RITSON RD N & BEATRICE ST E | 3322.36         | 2034-2051     | \$1,698,000                          | Sidewalk                  |
| 70      | ROSSLAND RD E  | RITSON RD N   ATTERSLEY DR  | CAMELOT DR   TOWNLIN RD N   | 5294.55         | 2024-2028     | \$2,353,000                          | Multi-Use Path & Sidewalk |
| 71      | ROSSLAND RD W  | WEST LIMIT  | SOMERVILLE AVE  | 2356.01         | 2024-2028     | \$966,000                            | Multi-Use Path            |
| 72      | SIMCOE ST N  | WINCHESTER RD   TAUNTON RD W   INTERSECTION OF SIMCOE ST N & RUSSET AVE   COLUMBUS RD   676M S OF COATES RD | STEEPLEVIEW CT   307M N OF GLOVERS RD   INTERSECTION OF SIMCOE ST N & RUSSET AVE   HOWDEN RD   COATES RD  | 7577.5          | 2034-2051     | \$3,117,000                          | Multi-Use Path & Sidewalk |
| 73      | TAUNTON RD E   | MARY ST N   | TOWNLIN RD N  | 3929.47         | 2024-2028     | \$1,751,000                          | Multi-Use Path & Sidewalk |
| 74      | TAUNTON RD W   | WEST LIMIT   SOMERVILLE ST  | THORNTON RD N   SIMCOE ST N   | 793.84          | 2024-2028     | \$369,000                            | Multi-Use Path & Sidewalk |
| 75      | THORNTON RD N  | DRYDEN BLVD   | TAUNTON RD W  | 820.66          | 2024-2028     | \$336,000                            | Multi-Use Path            |
| 76      | THORNTON RD S  | CHAMPLAIN AVE   | KING ST W   | 5233.86         | 2024-2028     | \$1,150,000                          | Multi-Use Path & Sidewalk |
| 77      | TOWNLIN RD N   | KING ST E   | CONLIN RD E   | 5873.88         | 2024-2028     | \$1,916,000                          | Multi-Use Path & Sidewalk |
| 78      | TOWNLIN RD S   | OLIVE AVE   | KING ST E   | 797.26          | 2029-2033     | \$327,000                            | Multi-Use Path            |
| 79      | WILSON RD N  | ROSSLAND RD E   | TAUNTON RD E  | 1966.22         | 2029-2033     | \$806,000                            | Multi-Use Path            |

## Infrastructure Costs Included in the Development Charge Calculation for Stormwater Drainage Services

| Prj .No | Increased Service Needs Attributable to Anticipated Development<br><br>2024-2051                            | Location                          |                         | Length (metres) | Timing (year) | Gross Capital Cost Estimate (2024\$) | Type of Work                                    |
|---------|---|-----------------------------------|-------------------------|-----------------|---------------|--------------------------------------|---|
|         |   | FROM                              | TO                      |                 |               |                                      |   |
| 1       | BOND ST W BRIDGE  | 90M W OF MCMILLAN DR              | 100M W OF MICMILLAN DR  | X               | 2024-2028     | \$5,020,000                          | Structure Upsizing Creek Capacity               |
| 2       | COLUMBUS II WATERCOURSE PROJECTS  | VARIOUS LOCATIONS                 |                         | 8372.09         | 2034-2051     | \$5,693,000                          | Erosion Control                                 |
| 3       | CONSORTIUM WATERCOURSE BANK STABILIZATION   | VARIOUS LOCATIONS                 |                         | X               | 2024-2028     | \$20,000                             | Erosion Control                                 |
| 4       | CONSORTIUM WATERCOURSE BANK STABILIZATION   | VARIOUS LOCATIONS                 |                         | X               | 2029-2033     | \$20,000                             | Erosion Control                                 |
| 5       | CONSORTIUM WATERCOURSE BANK STABILIZATION   | VARIOUS LOCATIONS                 |                         | X               | 2034-2051     | \$20,000                             | Erosion Control                                 |
| 6       | GOODMAN CREEK WATERCOURSE IMPROVEMENT   | ROSSLAND RD W                     | BERMUDA AVE             | 390.68          | 2034-2051     | \$265,700                            | Watercourse Improvement                         |
| 7       | GOODMAN CREEK Preliminary Design  | ADELAIDE AVE W                    | TAUNTON RD W            | 2418.9          | 2034-2051     | \$1,644,900                          | Watercourse Improvement                         |
| 8       | GOODMAN CREEK Preliminary Design  | 142M E OF HARMONY RD N            | 880M E OF HARMONY RD N  | 1200            | 2034-2051     | \$816,000                            | Watercourse Improvement                         |
| 9       | GOODMAN CREEK WATERCOURSE IMPROVEMENT   | PARK RD S                         | NASSAU ST               | 240.97          | 2034-2051     | \$163,900                            | Watercourse Improvement                         |
| 10      | HARMONY B3 EAST Preliminary Design  | COLDSTREAM DR                     | CONLIN RD E             | 2182.01         | 2034-2051     | \$1,483,800                          | Watercourse Improvement                         |
| 11      | HARMONY B5 CONSTRUCTION   | KING ST E                         | GRANDVIEW ST N          | 1225.7          | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 12      | HARMONY B5 Preliminary Design   | KING ST E                         | GRANDVIEW ST N          | 1225.7          | 2034-2051     | \$833,500                            | Watercourse Improvement                         |
| 13      | HARMONY CREEK - BR 2 WATERCOURSE IMPROVEMENT DESIGN   | HILLCROFT ST                      | ROSSLAND RD E           | 1204.93         | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 14      | HARMONY CREEK - BR 2 WATERCOURSE IMPROVEMENT  | HILLCROFT ST                      | ROSSLAND RD E           | 1204.93         | 2034-2051     | \$819,400                            | Watercourse Improvement                         |
| 15      | HARMONY CREEK B2 DIVERSION  | ROSSLAND RD E                     | BEATRICE ST E           | 1862.57         | 2034-2051     | \$1,266,500                          | Watercourse Improvement                         |
| 16      | HARMONY CREEK BR 3 WATERCOURSE IMPROVEMENT  | HARMONY CREEK BRANCH 1 CONFLUENCE | ADELAIDE AVE            | 545.68          | 2034-2051     | \$371,000                            | Watercourse Improvement                         |
| 17      | HARMONY CREEK BR 3 WATERCOURSE IMPROVEMENT DESIGN   | HARMONY CREEK BRANCH 1 CONFLUENCE | ADELAIDE AVE            | 545.68          | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 18      | HARMONY CREEK BRANCH 1  | BOND ST E                         | WILSON RD N             | 613.03          | 2034-2051     | \$416,900                            | Watercourse Improvement                         |
| 19      | HARMONY CREEK BRANCH 1 WATERCOURSE IMPROVEMENT  | CENTRAL PARK BLVD N               | RITSON RD N             | 714.84          | 2034-2051     | \$486,100                            | Watercourse Improvement                         |
| 20      | HARMONY CREEK BRANCH 2 DIVERSION  | ROSSLAND RD E                     | 300M N OF ROSSLAND RD E | 300.7           | 2034-2051     | \$204,500                            | Watercourse Improvement                         |
| 21      | HARMONY CREEK BRANCH 2 WATERCOURSE IMPROVEMENT  | 300M N OF ROSSLAND RD E           | WILSON RD N             | 438.08          | 2034-2051     | \$297,900                            | Watercourse Improvement                         |
| 22      | HARMONY CREEK BRANCH 5  | HARMONY CREEK BRANCH 1            | KING ST E               | 722.2           | 2034-2051     | \$491,100                            | Watercourse Improvement                         |
| 23      | KEDRON WATERCOURSE PROJECTS   | VARIOUS LOCATIONS                 |                         | 7849.99         | 2034-2051     | \$5,338,000                          | Watercourse Improvement                         |
| 24      | KING ST W BRIDGE  | AT OSHAWA CREEK                   | 67M W OF MCMILLAN DR    | X               | 2024-2028     | \$7,615,000                          | Structure Upsizing Creek Capacity               |
| 25      | OSHAWA CREEK - MAIN BR WATERCOURSE IMPROVEMENT  | THOMAS ST                         | 200M N OF THOMAS ST     | 225.53          | 2034-2051     | \$153,400                            | Watercourse Improvement                         |
| 26      | OSHAWA CREEK - MAIN BR WATERCOURSE IMPROVEMENT  | 200M N OF THOMAS ST               | WENTWORTH ST W          | 312.77          | 2034-2051     | \$212,700                            | Watercourse Improvement                         |
| 27      | OSHAWA CREEK - MAIN BR WATERCOURSE IMPROVEMENT  | HWY 401                           | CPR RAILWAY             | 704.9           | 2034-2051     | \$479,300                            | Watercourse Improvement                         |
| 28      | OSHAWA CREEK BRANCH 1   | HARBOUR EAST OF SIMCOE ST S       |                         | 490.3           | 2034-2051     | \$333,400                            | Watercourse Improvement                         |
| 29      | OSHAWA CREEK MAIN BRANCH  | BOND ST W                         | 120M N OF BOND ST W     | 132.74          | 2034-2051     | \$90,300                             | Watercourse Improvement                         |
| 30      | OSHAWA CREEK MAIN BRANCH  | BOND ST W                         | 70M S OF KING ST W      | 192.3           | 2034-2051     | \$130,800                            | Watercourse Improvement                         |
| 31      | RAIL STRUCTURE EXPANSION  | 420M S OF GIBB ST                 | 285M W OF SIMCOE ST S   | X               | 2024-2028     | \$15,892,000                         | Structure Upsizing Creek Capacity               |
| 32      | RAIL STRUCTURE EXPANSION CP   | 390M W OF SIMCOE ST S             | 445M E OF PARK RD S     | X               | 2024-2028     | \$8,735,000                          | Structure Upsizing Creek Capacity               |
| 33      | RAIL STRUCTURE EXPANSION Metrolinx  | 390M W OF SIMCOE ST S             | 445M E OF PARK RD S     | X               | 2024-2028     | \$14,700,000                         | Structure Upsizing Creek Capacity               |
| 34      | ROSSLAND RD W BRIDGE  | 132M W OF WAVERLY ST N            | 140M W OF WAVERLY ST N  | X               | 2024-2028     | \$4,268,900                          | Structure Upsizing Creek Capacity               |
| 35      | STORMWATER IMPROVEMENTS - SITE 1 AT STORM OUTFALL 37  | GIBB ST                           | JOHN ST W               | 407.67          | 2024-2028     | \$2,625,000                          | Watercourse Improvement                         |
| 36      | STORMWATER IMPROVEMENTS - SITE 2 AT STORM OUTFALL 301   | GIBB ST                           | JOHN ST W               | 407.67          | 2024-2028     | \$400,000                            | Watercourse Improvement                         |
| 37      | STORMWATER IMPROVEMENTS - SITE 3 AT STORM OUTFALL 286   | GIBB ST                           | JOHN ST W               | 407.67          | 2024-2028     | \$915,000                            | Watercourse Improvement                         |
| 38      | INTENSIFICATION STORMWATER INFRASTRUCTURE   | VARIOUS LOCATIONS                 |                         | X               | 2024-2028     | \$250,000                            | Network Expansion                               |
| 39      | TAUNTON RD BRIDGE   | 145M E OF THORNTON RD N           | 150M E OF THORNTON RD   | X               | 2024-2028     | \$3,733,000                          | Structure Upsizing Creek Capacity               |
| 40      | HARMONY CREEK BRANCH 4 DESIGN   | BRANCH 3 CONFLUENCE               | TOWNLINE RD N           | 3114.99         | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 41      | HARMONY CREEK BRANCH 4  | BRANCH 3 CONFLUENCE               | TOWNLINE RD N           | 3114.99         | 2034-2051     | \$2,118,200                          | Watercourse Improvement                         |
| 42      | HARMONY CREEK BRANCH 3 DESIGN   | BRANCHES 2 & 3 CONFLUENCE         | HARMONY RD N            | 889.8           | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 43      | HARMONY CREEK BRANCH 3  | BRANCHES 2 & 3 CONFLUENCE         | HARMONY RD N            | 889.8           | 2034-2051     | \$605,100                            | Watercourse Improvement                         |
| 44      | HARMONY CREEK BRANCH 2  | THE 2ND WILSON RD N CULVERT       | BEATRICE ST E           | 519.65          | 2024-2028     | \$353,400                            | Watercourse Improvement                         |
| 45      | HARMONY BRANCH 1 DESIGN   | MARICA AVE                        | OSHAWA BLVD N           | 490.26          | 2034-2051     | \$250,000                            | Watercourse Improvement                         |
| 46      | HARMONY BRANCH 1  | MARICA AVE                        | OSHAWA BLVD N           | 490.26          | 2034-2051     | \$333,400                            | Watercourse Improvement                         |
| 47      | GOODMAN CREEK Preliminary Design  | ADELAIDE AVE W                    | TAUNTON RD W            | 2418.9          | 2034-2051     | \$12,500,000                         | Watercourse Improvement (Includes Intersection) |
| 48      | GOODMAN CREEK WATERCOURSE IMPROVEMENT   | 142M E OF HARMONY RD N            | 880M E OF HARMONY RD N  | 1200            | 2034-2051     | \$12,500,000                         | Watercourse Improvement (Includes Intersection) |
| 49      | PROVISION FOR WATERCOURSE EROSION CONTROL WORKS REQUIRED DUE TO GROWTH                                      | VARIOUS LOCATIONS                 |                         | X               | 2034-2051     | \$4,515,000                          | Erosion Control                                 |
| 50      | PROVISION FOR WATERCOURSE STRUCTURE EXPANSION/UPSIZING TO ACCOMMODATE ADDITIONAL FLOW DEMANDS DUE TO GROWTH | VARIOUS LOCATIONS                 |                         | X               | 2034-2051     | \$3,026,000                          | Structure Upsizing Creek Capacity               |





May 22, 2024

Mayor Dan Carter and Members of Council  
City of Oshawa  
50 Centre St S.  
Oshawa, ON  
L1H 3Z7

Sent via email to [clerks@oshawa.ca](mailto:clerks@oshawa.ca)

RE: **2024 Development Charges Review**

BILD Memorandum

5/24/2024 - Public Meeting

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The Building Industry and Land Development Association has received the City of Oshawa's 2024 Development Charges Background Study. We have sent this information to our membership and have reviewed the material accordingly.

Please note that BILD, in partnership with the Durham Region Homebuilders' Association, retained the services of Daryl Keleher from Keleher Planning and Economic Consulting (KPEC) to conduct a review of this background study. Attached to this cover letter is our consultant's memorandum in response to his findings within the study. BILD and DRHBA look forward to a written response to this memo in advance of Council consideration.

Thank you for the opportunity to submit this letter. If there are any questions, please do not hesitate to contact the undersigned.

Kind regards,

Victoria Mortelliti, MCIP, RPP.  
Senior Manager, Policy & Advocacy

CC: BILD's Review Team  
Stephanie Sinnot, City of Oshawa  
BILD Durham Members  
DRHBA

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*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*

May 22, 2024

Memorandum to: Stacey Hawkins, DRHBA  
Victoria Mortelliti, BILD

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Oshawa DC  
Our File: P1135

Keleher Planning & Economic Consulting Inc. was retained by BILD and DRHBA to review the City of Oshawa’s 2024 Development Charges Background Study and proposed DC by-law. This memorandum provides the questions and comments from my review.

## CHANGES TO DC RATES

The figure below shows the changes to the City’s residential DC rates, as expressed on a per single-detached unit (SDU) basis, which are proposed to increase by 6%, or \$2,191 per SDU. The DC rate increase is driven by service-specific increases to Library (+195% or \$1,082/SDU), Parks & Recreation (+12% or \$1,617 per SDU) and Fire (+62% or \$523 per SDU).

Figure 1

### Current and Proposed DC Rates, City of Oshawa, per Single-Detached Unit

| Service            | Current   | Proposed  | Change     | % Change |
|--------------------|-----------|-----------|------------|----------|
| Roads              | \$ 19,690 | \$ 18,617 | \$ (1,073) | -5%      |
| Fire               | \$ 849    | \$ 1,372  | \$ 523     | 62%      |
| Parks & Recreation | \$ 13,032 | \$ 14,649 | \$ 1,617   | 12%      |
| Library            | \$ 555    | \$ 1,637  | \$ 1,082   | 195%     |
| POA / By-law       | \$ -      | \$ 50     | \$ 50      | n.a.     |
| Storm Drainage     | \$ 1,389  | \$ 1,416  | \$ 27      | 2%       |
| Waste Diversion    | \$ 25     | \$ 41     | \$ 16      | 64%      |
| Studies            | \$ 51     | \$ -      | \$ (51)    | -100%    |
| Total              | \$ 35,591 | \$ 37,782 | \$ 2,191   | 6%       |

Source: Watson & Associates, City of Oshawa 2024 DC Study

## QUESTIONS AND COMMENTS

### Roads

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## Library

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- *lack of space for:*
  - o *dedicated program rooms*
  - o *computer workstations (O.P.L. was below the benchmark average of 0.6 workstations per 1,000 population)*
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- *although the facilities meet all existing accessibility legislation, some are not fully compliant with emerging barrier-free guidelines (e.g., aisleways are narrow and shelving is higher than ideal) and should be monitored and considered as part of future renovations*

Based on the analysis presented in the City’s 2015 PRCL report, the BTE allocation of 11% appears understated in particular due to the existing deficiency evident in the LOS inventory (see figure below) as well as the Town’s 2015 PRCL report, which found that the City have a “minimum space provision guideline of 0.60 square feet per capita”. The table 37 of the 2015 PRCL report found that based on a population of 185,000 the deficit would be 17,000 square feet. The City’s 2021 Census population was 181,500 (including undercount) and is estimated in the 2024 DC Study as being 193,310 persons by mid-2024.

Figure 2

**Calculation of Existing Deficiency in Libraries in City of Oshawa**

| Deficiency Compared to 2009 LOS            | GFA -       |            |           |
|--|-------------|------------|-----------|
|  | Libraries   | Population | SF/Capita |
| 2009                                       | 95,085      | 147,362    | 0.6452    |
| 2023                                       | 95,085      | 183,906    | 0.5170    |
| Change                                     | -           | 36,544     | (0.1282)  |
| 2023 at 2009 LOS                           | 118,665     | 183,906    | 0.6452    |
| Estimated Deficiency - 2009 LOS            | (23,580) sf |            |           |
| Deficiency Compared to 15-Year Average LOS |             |            |           |
| Average LOS (2023 popn)                    |             | 183,906    | 0.5899    |
| 2023                                       |             | 183,906    | 0.5170    |
| Difference                                 |             | 183,906    | (0.07)    |
| Estimated Deficiency - 15-year LOS         | (13,401) sf |            |           |

Source: KPEC based on City of Oshawa 2024 DC Study, (page B-16 and Table 5-3)

23) Further to the above comments and questions regarding the scale of existing deficiency in library service that the “New Branch” would offset, how many square feet of library area does the \$8.0 million “Expansion of Library Branches” item contemplate, and where would these expanded facilities be located?

## **By-law Enforcement**

24) Costs associated with municipal airports are no longer eligible under the DC Act (except for the Region of Waterloo) - can the rationale for the “Expansion of Space at Airport” be provided?

## **Fire Protection**

25) What is the “NG911 Network Upgrade” and what is the basis for the BTE allocation to projects 9, 10 and 11?

26) If the BTE for the Fire Station #7 building is 20%, why is the BTE for the vehicles, equipment and gear for firefighters for that station only 10%, instead of 20%?

May 23, 2024

Mayor Dan Carter and Members of Council  
City of Oshawa  
50 Centre St S.  
Oshawa, ON  
L1H 3Z7

Sent via email to [clerks@oshawa.ca](mailto:clerks@oshawa.ca)

RE: **2024 Development Charges Review**

**Follow-up to BILD & DRHBA Memorandum dated May 22, 2024**

Public Meeting - 5/24/2024

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This correspondence serves as a follow-up to the letters from the Building Industry and Land Development Association and the Durham Region Homebuilders' Association, dated May 22, 2024. In that letter, we presented our consultant's memorandum regarding the City's 2024 Development Charges Review. Since submitting that memorandum, we have identified an additional issue that we believe warrants attention alongside the concerns previously raised.

Our concern is regarding the *Northwood's Project DC Recoverable Costs*.

The total costs allocated to the residential Development Charges (DC) amount to \$875.7 million. This includes \$661 million over a 27-year horizon and \$214 million (including Parks & Recreation) over a 10-year horizon. When standardized on a per Single Dwelling Unit (\$/SDU) basis, the Northwoods Project accounts for nearly 33% of the total DC rate, meaning that \$1 out of every \$3 is attributed to this project.

Attached to this submission is a table provided by our jointly retained consultant from Keleher Planning and Economic Consulting. The table consolidates various costs, revealing that \$151.3 million in costs for the Northwoods project have been allocated to the residential Development Charges.

BILD and DRHBA are seeking an explanation from staff regarding the methodology behind the unusually high concentration of Development Charges (DC) allocated to a single project in a city as large as Oshawa. This level of concentration is unusual, and we would like to understand the rationale behind it.

Thank you for the opportunity to submit this follow-up letter. We believe that a meeting between staff and our respective consultants would be highly beneficial at this time. If there are any questions, please do not hesitate to contact the undersigned.

Kind regards,



Victoria Mortelliti, MCIP, RPP.  
Senior Manager, Policy & Advocacy  
BILD



Stacey Hawkins  
Executive Officer  
DRHBA



CC: DRHBA & BILD's Review Team  
DRHBA & BILD Members  
Stephanie Sinnott, City of Oshawa



## Capital Costs and DC Recoverable Portions, New Community Centre and Associated Facilities/Equipment

| Description  | Project # | Gross Cost     | BTE           | BTE%  | DC Recoverable | Non-Residential |              |
|--|-----------|----------------|---------------|-------|----------------|-----------------|--------------|
|  |           |                |               |       |                | Residential DC  | DC           |
| New Community Centre in Northwoods Business Area     | P&R #1    | \$ 112,719,173 | \$ 11,271,900 | 10.0% | \$ 101,447,273 | \$ 96,374,909   | \$ 5,072,364 |
| Northwoods - North Field Parkland Devt and Amenities | P&R #2    | \$ 26,984,000  | \$ -          | 0.0%  | \$ 26,984,000  | \$ 25,634,800   | \$ 1,349,200 |
| Northwoods - South Field Parkland Devt and Amenities | P&R #3    | \$ 15,557,000  | \$ -          | 0.0%  | \$ 15,557,000  | \$ 14,779,150   | \$ 777,850   |
| New Branch Library                                   | Lib #2    | \$ 15,906,000  | \$ 1,759,700  | 11.1% | \$ 14,146,300  | \$ 13,438,985   | \$ 707,315   |
| New Branch - Tech & Furniture                        | Lib #4    | \$ 675,000     | \$ 74,700     | 11.1% | \$ 600,300     | \$ 570,285      | \$ 30,015    |
| New Branch - Opening Day Collection                  | Lib #6    | \$ 500,000     | \$ -          | 0.0%  | \$ 500,000     | \$ 475,000      | \$ 25,000    |
| Total  |           | \$ 172,341,173 | \$ 13,106,300 | 7.6%  | \$ 159,234,873 | \$ 151,273,129  | \$ 7,961,744 |

Source: KPEC based on City of Oshawa 2024 DC Study



May 22, 2024

Mayor Dan Carter and Members of Council  
City of Oshawa  
50 Centre St S.  
Oshawa, ON  
L1H 3Z7

Sent via email to [clerks@oshawa.ca](mailto:clerks@oshawa.ca)

RE: **2024 Development Charges Review**

BILD Memorandum

5/24/2024

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The Building Industry and Land Development Association has received the City of Oshawa's 2024 Development Charges Background Study. We have sent this information to our membership and have reviewed the material accordingly.

Please note that BILD, in partnership with the Durham Region Homebuilders' Association, retained the services of Daryl Keleher from Keleher Planning and Economic Consulting (KPEC) to conduct a review of this background study. Attached to this cover letter is our consultant's memorandum in response to his findings within the study. BILD and DRHBA look forward to a written response to this memo in advance of Council consideration.

Thank you for the opportunity to submit this letter. If there are any questions, please do not hesitate to contact the undersigned.

Kind regards,

Victoria Mortelliti, MCIP, RPP.  
Senior Manager, Policy & Advocacy

CC: BILD's Review Team  
BILD Durham Members  
DRHBA

\*\*\*

*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*



Mayor Dan Carter & Members of Council  
City of Oshawa  
50 Centre Street South  
Oshawa, ON L1H 3Z7

May 22, 2024

Re: 2024 Development Charge Background Study

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The Durham Region Home Builders' Association is in receipt of the 2024 Oshawa Development Charge Background Study, and in partnership with the Building Industry and Land Development Association (BILD), we have had the study reviewed by Keleher Planning and Economic Consulting (KPEC).

Please find Daryl's memorandum attached for your review. We look forward to your written response and/or meeting with staff to review their response to the questions outlined in our submission.

Sincerely,

Stacey Hawkins  
Executive Officer  
Durham Region Home Builders' Association

Cc:  
Nick Henley, President, DRHBA  
Tiago Do Couto, Chair, GR Committee, DRHBA  
DRHBA Membership

**1-1255 Terwillegar Avenue, Oshawa, Ontario, L1J 7A4**

**P : 905-579-8080**

**E : [info@drhba.com](mailto:info@drhba.com)**

**W : [www.drhba.com](http://www.drhba.com)**

May 22, 2024

Memorandum to: Stacey Hawkins, DRHBA  
Victoria Mortelliti, BILD

From: Daryl Keleher, MCIP, RPP, Principal  
Keleher Planning & Economic Consulting Inc.

Re: Oshawa DC  
Our File: P1135

Keleher Planning & Economic Consulting Inc. was retained by BILD and DRHBA to review the City of Oshawa’s 2024 Development Charges Background Study and proposed DC by-law. This memorandum provides the questions and comments from my review.

## CHANGES TO DC RATES

The figure below shows the changes to the City’s residential DC rates, as expressed on a per single-detached unit (SDU) basis, which are proposed to increase by 6%, or \$2,191 per SDU. The DC rate increase is driven by service-specific increases to Library (+195% or \$1,082/SDU), Parks & Recreation (+12% or \$1,617 per SDU) and Fire (+62% or \$523 per SDU).

Figure 1

### Current and Proposed DC Rates, City of Oshawa, per Single-Detached Unit

| Service            | Current   | Proposed  | Change     | % Change |
|--------------------|-----------|-----------|------------|----------|
| Roads              | \$ 19,690 | \$ 18,617 | \$ (1,073) | -5%      |
| Fire               | \$ 849    | \$ 1,372  | \$ 523     | 62%      |
| Parks & Recreation | \$ 13,032 | \$ 14,649 | \$ 1,617   | 12%      |
| Library            | \$ 555    | \$ 1,637  | \$ 1,082   | 195%     |
| POA / By-law       | \$ -      | \$ 50     | \$ 50      | n.a.     |
| Storm Drainage     | \$ 1,389  | \$ 1,416  | \$ 27      | 2%       |
| Waste Diversion    | \$ 25     | \$ 41     | \$ 16      | 64%      |
| Studies            | \$ 51     | \$ -      | \$ (51)    | -100%    |
| Total              | \$ 35,591 | \$ 37,782 | \$ 2,191   | 6%       |

Source: Watson & Associates, City of Oshawa 2024 DC Study

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