

## APPENDIX C

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### *CITY-WIDE ENGINEERING INFRASTRUCTURE TECHNICAL APPENDIX*

## APPENDIX C

### CITY-WIDE ENGINEERING INFRASTRUCTURE TECHNICAL APPENDIX

The Utility Services Department is responsible for the design, construction and maintenance of the City's network of public roads, sewage treatment and collection system, storm water management facilities and related infrastructure.

This appendix provides a brief outline of the growth-related infrastructure works that are proposed to be recovered on a City-wide basis. The engineering infrastructure to be recovered on a City-wide basis includes:

- major road and related transportation infrastructure
- sanitary sewage treatment facilities

The growth-related projects are required in servicing demands of new development to the design population of 90,000 persons. Appendix D deals with the engineering infrastructure to be recovered on a Planning Area specific basis and includes; collector roads and related, sanitary sewage collection infrastructure, and storm water management facilities.

The following tables set out the 2004 – ultimate growth-related capital forecast and the calculation of the development charge. The cost, quantum and description of the projects included in the forecast have been provided by the Utility Services Department. Consistent with s. 5. (1)7. of the DCA, there is no legislated percentage reduction in the eligible growth-related capital cost for the provision of the included engineered services. Tables 1 - 4 provide details of the projects included in the City engineering infrastructure development charges calculation. The content of the individual tables is as follows:

Table 1- 3 Roads and related projects and development charge rate calculation

Table 4 Sanitary sewage treatment works and development charge rate calculation

The following is a summary of the calculated development charge rates:

| SERVICE                                | Residential Charge By Unit Type |                                  |                             | Non-Residential Charge (\$/sq.m) |
|--|---------------------------------|----------------------------------|-----------------------------|----------------------------------|
|  | Residential A<br>Singles & Semi | Residential B<br>Other Multiples | Residential C<br>Apartments |                                  |
| ROADS & RELATED                        | \$3,500                         | \$3,025                          | \$2,057                     | \$23.91                          |
| SEWAGE TREATMENT                       | \$302                           | \$691                            | \$470                       | \$5.38                           |
| <b>TOTAL ENGINEERED INFRASTRUCTURE</b> | <b>\$4,311</b>                  | <b>\$3,716</b>                   | <b>\$2,527</b>              | <b>\$29.29</b>                   |

APPENDIX C  
TABLE 1

CITY OF PETERBOROUGH  
2004 DEVELOPMENT CHARGES STUDY  
CITY WIDE ENGINEERING - UNIFORM RECOVERY

| Road  | Location of Project               | Proposed Improvement                     | Length (m)                            | Road  | Road Construction    |                      |                     | Land Acquisition     |                     | Sub-Total          | Total Project Cost  |                      |
|---|-----------------------------------|--|---------------------------------------|-------|----------------------|----------------------|---------------------|----------------------|---------------------|--------------------|---------------------|----------------------|
|   |                                   |  |                                       |       | Structures           | Eng & Cont. (20%)    | Sub-Total           | Eng & Cont. (20%)    | Sub-Total           |                    |                     |                      |
| <b>CITY WIDE ENGINEERING</b>                                    |                                   |  |                                       |       |                      |                      |                     |                      |                     |                    |                     |                      |
| <b>Transportation Plan (1)</b>                                  |                                   |  |                                       |       |                      |                      |                     |                      |                     |                    |                     |                      |
| 1   | Parkhill Road                     | Wallis Drive to West City Limit          | - widen to 4 lane urban arterial      | 2,300 | 3,220,000            | 0                    | 644,000             | 3,864,000            | 2,500,000           | 520,000            | 3,120,000           | 6,984,000            |
| 2   | Lansdowne Street West             | Spillsbury Drive to West City Limit      | - widen to 5 lane urban arterial      | 1,200 | 2,640,000            | 0                    | 528,000             | 3,168,000            | 1,100,000           | 220,000            | 1,320,000           | 4,488,000            |
| 3   | Chemong Road                      | Parkway to Parkhill Road West            | - widen to 5 lane urban arterial      | 1,100 | 1,980,000            | 0                    | 396,000             | 2,376,000            | 1,500,000           | 300,000            | 1,800,000           | 4,176,000            |
| 4a  | Armour Road Realignment           | Rotary Trail to Nassau Mills Road        | - new 4 lane urban arterial           | 1,400 | <del>2,500,000</del> | 0                    | <del>700,000</del>  | <del>2,200,000</del> | 0                   | 0                  | 0                   | <del>4,200,000</del> |
| 4b  | Armour Road Widening              | Parkhill Road East to Rotary Trail       | - widen to 4 lane urban arterial      | 2,800 | 3,920,000            | 0                    | 784,000             | 4,704,000            | 3,000,000           | 600,000            | 3,600,000           | 8,304,000            |
| 5   | Water Street North                | Nassau Mills Road to North City Limit    | - widen to 4 lane urban arterial      | 1,600 | 3,800,000            | 0                    | 720,000             | 4,320,000            | 35,000              | 7,000              | 42,000              | 4,362,000            |
| 6   | Nassau Mills Road                 | Water Street North to Armour Road        | - widen to 4 lane urban arterial      | 200   | 280,000              | 4,000,000            | 856,000             | 5,136,000            | 0                   | 0                  | 0                   | 5,136,000            |
| 7   | Sherbrooke Street                 | George Street to Monaghan Road           | - reconstr., widen to 3-lanes (1 way) | 1,250 | 870,000              | 0                    | 174,000             | 1,044,000            | 0                   | 0                  | 0                   | 1,044,000            |
| 8   | Charlotte Street                  | George Street to Monaghan Road           | - reconstr., widen to 3-lanes (1 way) | 1,350 | 950,000              | 0                    | 190,000             | 1,140,000            | 0                   | 0                  | 0                   | 1,140,000            |
| 9   | Sherbrooke Street West            | Glentworth Blvd. to West City Limit      | - reconstr., 2 lane urban arterial    | 1,550 | 2,470,000            | 0                    | 494,000             | 2,964,000            | 475,000             | 95,000             | 570,000             | 3,534,000            |
| 10  | River Road South / Bensford       | Highway 7/115 to Lansdowne Street East   | - widen to 4 lane urban arterial      | 1,850 | 2,520,000            | 0                    | 504,000             | 3,024,000            | 425,000             | 85,000             | 510,000             | 3,534,000            |
| 11  | Lansdowne Street East             | Park Street to River Road                | - widen to 5 lane urban arterial      | 1,600 | 3,520,000            | 930,000              | 890,000             | 6,340,000            | 775,000             | 155,000            | 930,000             | 8,270,000            |
| 12  | Maria Street                      | Walker Avenue to Television Road         | - new 2 lane high capacity arterial   | 1,050 | 1,750,000            | 0                    | 350,000             | 2,100,000            | 0                   | 0                  | 0                   | 2,100,000            |
| 13  | Chemong Road                      | Towerhill Road to 3rd Line (CR 19)       | - widen to 5 lane high cap. Arterial  | 1,000 | 2,200,000            | 0                    | 440,000             | 2,640,000            | 250,000             | 50,000             | 300,000             | 2,940,000            |
| 14  | Ashburnham Drive                  | Lansdowne Street East to Maria Street    | - widen to 4 lane urban arterial      | 1,300 | 1,950,000            | 0                    | 392,000             | 2,342,000            | 0                   | 0                  | 0                   | 2,342,000            |
| <b>Sub-Total Transportation Plan (1)</b>                        |                                   |  |                                       |       | <b>35,380,000</b>    | <b>4,930,000</b>     | <b>8,062,000</b>    |                      | <b>10,180,000</b>   | <b>2,032,000</b>   | <b>12,192,000</b>   | <b>60,564,000</b>    |
| <b>Capital Budget Estimates - Identified Projects</b>           |                                   |  |                                       |       |                      |                      |                     |                      |                     |                    |                     |                      |
| 15  | Breaaley Drive                    | Lansdowne St W to south of Stenson Blvd. | - widen to 3 lane urban arterial      | 1,200 | 2,250,000            | 0                    | 450,000             | 2,700,000            | 800,000             | 160,000            | 960,000             | 3,660,000            |
| 16  | Monaghan / McDonnell              | Intersection                             | - capacity improvement (turn lanes)   |       | 100,000              | 0                    | 20,000              | 120,000              | 0                   | 0                  | 0                   | 120,000              |
| 17  | Sherbrooke / Wallis               | Intersection                             | - capacity improvement (turn lanes)   |       | 100,000              | 0                    | 20,000              | 120,000              | 0                   | 0                  | 0                   | 120,000              |
| 18  | Park / McDonnell                  | Intersection                             | - reconstr., improve, widen           |       | 330,000              | 0                    | 66,000              | 396,000              | 0                   | 0                  | 0                   | 396,000              |
| 19  | Bethune St.                       | Sherbrooke to Dublin                     | - reconstr. to 3-lane urban           | 1,300 | 2,266,000            | 0                    | 453,200             | 2,719,200            | 0                   | 0                  | 0                   | 2,719,200            |
| 20  | Airport Road                      | Spillsbury Drive to South City Limit     | - 2-lane high capacity urban arterial | 1,600 | <del>1,500,000</del> | <del>1,500,000</del> | <del>600,000</del>  | <del>3,600,000</del> | 0                   | 0                  | 0                   | <del>3,600,000</del> |
| <b>Sub-Total Capital Budget Estimates - Identified Projects</b> |                                   |  |                                       |       | <b>6,546,000</b>     | <b>1,500,000</b>     | <b>1,609,200</b>    | <b>9,655,200</b>     | <b>800,000</b>      | <b>160,000</b>     | <b>960,000</b>      | <b>10,615,200</b>    |
| <b>Other Projects</b>   |                                   |  |                                       |       |                      |                      |                     |                      |                     |                    |                     |                      |
| 21  | Sir Sandford Fleming / Spillsbury | Intersection                             | - capacity improvement (turn lanes)   |       | 450,000              | 0                    | 90,000              | 540,000              | 0                   | 0                  | 0                   | 540,000              |
| 22  | Cumberland / Water                | Intersection                             | - reconstruct and improve             |       | 400,000              | 0                    | 80,000              | 480,000              | 0                   | 0                  | 0                   | 480,000              |
| 23  | Parkhill Road                     | Bridge over Otonabee River               | - widened 4-lane structure            |       | 0                    | 8,000,000            | 1,600,000           | 9,600,000            | 0                   | 0                  | 0                   | 9,600,000            |
| 24  | Breaaley Drive                    | Lansdowne St. West to Sherbrooke Street  | - widen to 3 lane urban arterial      | 1,500 | 2,250,000            | 0                    | 450,000             | 2,700,000            | 150,000             | 30,000             | 180,000             | 2,880,000            |
| 25  | Breaaley Drive                    | Sherbrooke Street to Parkhill Road West  | - widen to 3 lane urban arterial      | 1,500 | 2,250,000            | 0                    | 450,000             | 2,700,000            | 150,000             | 30,000             | 180,000             | 2,880,000            |
| 26  | Sir Sandford Fleming / Parkway    | Intersection                             | - capacity improvement (turn lanes)   |       | 450,000              | 0                    | 90,000              | 540,000              | 0                   | 0                  | 0                   | 540,000              |
| 27  | Carnegie Arterial                 | EW By-Pass                               | - new 2 lane high capacity arterial   | 1,500 | 2,120,000            | 0                    | 424,000             | 2,544,000            | 0                   | 0                  | 0                   | 2,544,000            |
| 28  | Carnegie Arterial                 | N/S Arterial Connection along Parkway    | - new 2 lane high capacity arterial   | 280   | 400,000              | 0                    | 80,000              | 480,000              | 0                   | 0                  | 0                   | 480,000              |
| <b>Sub-Total Other Projects</b>                                 |                                   |  |                                       |       | <b>8,320,000</b>     | <b>8,000,000</b>     | <b>3,264,000</b>    | <b>19,584,000</b>    | <b>300,000</b>      | <b>60,000</b>      | <b>360,000</b>      | <b>19,944,000</b>    |
| <b>TOTAL</b>  |                                   |  |                                       |       | <b>\$50,246,000</b>  | <b>\$14,430,000</b>  | <b>\$12,935,200</b> | <b>\$29,239,200</b>  | <b>\$11,260,000</b> | <b>\$2,262,000</b> | <b>\$13,512,000</b> | <b>\$91,123,200</b>  |

Notes  
(1) See the Transportation Plan: Basic Network Improvements (Table 3.5) and Roadway Network Development Plan (Tables 4.7 & 4.8)

APPENDIX C  
TABLE 2

CITY OF PETERBOROUGH  
2004 DEVELOPMENT CHARGES STUDY  
CITY WIDE ENGINEERING - UNIFORM RECOVERY

|   | Road Construction                |                      | Project Costs and Growth-Shares |                      | Land Acquisition    |              | Total Project Cost  |                      | Total                | Notes: Growth Shares |   |
|---|----------------------------------|----------------------|---------------------------------|----------------------|---------------------|--------------|---------------------|----------------------|----------------------|----------------------|---|
|   | Total Project Cost               | Growth Share %       | Acquisition Cost                | Growth Share %       | Non-Growth Share    | Growth Share |                     |                      |                      |                      |   |
| <b>CITY WIDE ENGINEERING</b>                          |                                  |                      |                                 |                      |                     |              |                     |                      |                      |                      |   |
| <b>Transportation Plan (1)</b>                        |                                  |                      |                                 |                      |                     |              |                     |                      |                      |                      |   |
| 1   | Parkhill Road                    | 3,864,000            | 50%                             | 1,932,000            | 3,120,000           | 100%         | 3,120,000           | 1,932,000            | 5,052,000            | 6,984,000            | Road Construction % Growth (2 of 4 lanes) plus 100% Land Costs              |
| 2   | Lansdowne Street West            | 3,168,000            | 80%                             | 1,300,800            | 1,320,000           | 100%         | 1,320,000           | 1,267,200            | 3,220,800            | 4,488,000            | Road Construction % Growth (2 of 5 lanes) plus 100% Land Costs              |
| 3   | Chamong Road                     | 2,376,000            | 20%                             | 475,200              | 1,800,000           | 100%         | 1,800,000           | 1,900,800            | 2,275,200            | 4,176,000            | Road Construction % Growth (1 of 5 lanes) plus 100% Land Costs              |
| 4e  | Armour Road Realignment          | <del>2,400,000</del> | 66%                             | <del>1,584,000</del> | 0                   | 0%           | 0                   | <del>1,425,600</del> | <del>2,772,000</del> | <del>4,200,000</del> | Road Construction % Growth  |
| 4b  | Armour Road Widening             | 4,704,000            | 21%                             | 987,840              | 3,600,000           | 100%         | 3,600,000           | 3,716,160            | 4,587,840            | 8,304,000            | Road Construction % Growth (3m widening of 14m road) plus 100% Land Costs   |
| 5   | Water Street North               | 4,320,000            | 50%                             | 2,160,000            | 42,000              | 100%         | 42,000              | 2,190,000            | 2,202,000            | 4,362,000            | Road Construction % Growth (2 of 4 lanes) plus 100% Land Costs              |
| 5   | Nassau Mills Road                | 5,136,000            | 50%                             | 2,568,000            | 0                   | 0%           | 0                   | 2,568,000            | 2,568,000            | 5,136,000            | Road Construction % Growth (2 of 4 lanes)                                   |
| 7   | Sherbrooke Street                | 1,044,000            | 33%                             | 344,520              | 0                   | 0%           | 0                   | 899,480              | 344,520              | 1,044,000            | Road Construction % Growth (1 of 3 lanes)                                   |
| 8   | Charlotte Street                 | 1,140,000            | 33%                             | 376,200              | 0                   | 0%           | 0                   | 763,800              | 376,200              | 1,140,000            | Road Construction % Growth (1 of 3 lanes)                                   |
| 9   | Sherbrooke Street West           | 2,964,000            | 23%                             | 681,720              | 570,000             | 100%         | 570,000             | 2,282,280            | 1,251,720            | 3,534,000            | Road Construction % Growth (2.5m widening of 11m road) plus 100% Land Costs |
| 10  | River Road South / Bensfort      | 3,024,000            | 50%                             | 1,512,000            | 510,000             | 100%         | 510,000             | 1,512,000            | 2,022,000            | 3,534,000            | Road Construction % Growth (2 of 4 lanes) plus 100% Land Costs              |
| 11  | Lansdowne Street East            | 5,340,000            | 20%                             | 1,068,000            | 930,000             | 100%         | 930,000             | 4,272,000            | 1,998,000            | 6,270,000            | Road Construction % Growth (1 of 5 lanes) plus 100% Land Costs              |
| 12  | Maria Street                     | 2,100,000            | 33%                             | 693,000              | 0                   | 0%           | 0                   | 1,407,000            | 693,000              | 2,100,000            | Road Construction % Growth  |
| 13  | Chamong Road                     | 2,840,000            | 20%                             | 568,000              | 300,000             | 100%         | 300,000             | 2,112,000            | 828,000              | 2,940,000            | Road Construction % Growth (1 of 5 lanes) plus 100% Land Costs              |
| 14  | Asburnham Drive                  | 2,352,000            | 50%                             | 1,176,000            | 0                   | 0%           | 0                   | 1,176,000            | 1,176,000            | 2,352,000            | Road Construction % Growth (2 of 4 lanes)                                   |
| <b>Sub-Total Transportation Plan (1)</b>              |                                  | <b>48,372,000</b>    |                                 | <b>19,175,280</b>    | <b>12,192,000</b>   |              | <b>12,192,000</b>   | <b>29,196,720</b>    | <b>31,367,280</b>    | <b>60,564,000</b>    |   |
| <b>Capital Budget Estimates - Identified Projects</b> |                                  |                      |                                 |                      |                     |              |                     |                      |                      |                      |   |
| 15  | Breaaley Drive                   | 2,700,000            | 33%                             | 891,000              | 960,000             | 100%         | 960,000             | 1,809,000            | 1,551,000            | 3,660,000            | Road Construction % Growth (1 of 3 lanes) plus 100% Land Costs              |
| 16  | Monaghan / McDonnell             | 120,000              | 50%                             | 60,000               | 0                   | 0%           | 0                   | 60,000               | 60,000               | 120,000              | Road Construction % Growth  |
| 17  | Sherbrooke / Wallis              | 120,000              | 50%                             | 60,000               | 0                   | 0%           | 0                   | 60,000               | 60,000               | 120,000              | Road Construction % Growth  |
| 18  | Park / McDonnell                 | 396,000              | 50%                             | 198,000              | 0                   | 0%           | 0                   | 198,000              | 198,000              | 396,000              | Road Construction % Growth  |
| 19  | Bethune St.                      | 2,719,200            | 33%                             | 897,336              | 0                   | 0%           | 0                   | 1,821,864            | 897,336              | 2,719,200            | Road Construction % Growth (1 of 3 lanes)                                   |
| 20  | Airport Road                     | <del>3,600,000</del> | 50%                             | <del>1,800,000</del> | 0                   | 0%           | 0                   | <del>1,800,000</del> | <del>1,800,000</del> | <del>3,600,000</del> | Road Construction % Growth  |
| <b>Sub-Total Capital Budget Estimates - I</b>         |                                  | <b>9,655,200</b>     |                                 | <b>3,906,336</b>     | <b>960,000</b>      |              | <b>960,000</b>      | <b>5,748,864</b>     | <b>4,866,336</b>     | <b>10,615,200</b>    |   |
| <b>Other Projects</b>                                 |                                  |                      |                                 |                      |                     |              |                     |                      |                      |                      |   |
| 21  | Sir Sandford Fleming / Spilsbury | 540,000              | 50%                             | 270,000              | 0                   | 0%           | 0                   | 270,000              | 270,000              | 540,000              | Road Construction % Growth  |
| 22  | Lumberland / Water               | 480,000              | 50%                             | 240,000              | 0                   | 0%           | 0                   | 240,000              | 240,000              | 480,000              | Road Construction % Growth  |
| 23  | Parkhill Road                    | 9,600,000            | 50%                             | 4,800,000            | 0                   | 0%           | 0                   | 4,800,000            | 4,800,000            | 9,600,000            | Road Construction % Growth (2 of 4 lanes)                                   |
| 24  | Breaaley Drive                   | 2,700,000            | 33%                             | 891,000              | 180,000             | 100%         | 180,000             | 1,809,000            | 1,071,000            | 2,880,000            | Road Construction % Growth (1 of 3 lanes) plus 100% Land Costs              |
| 25  | Breaaley Drive                   | 2,700,000            | 33%                             | 891,000              | 180,000             | 100%         | 180,000             | 1,809,000            | 1,071,000            | 2,880,000            | Road Construction % Growth (1 of 3 lanes) plus 100% Land Costs              |
| 26  | Sir Sandford Fleming / Parkway   | 540,000              | 50%                             | 270,000              | 0                   | 0%           | 0                   | 270,000              | 270,000              | 540,000              | Road Construction % Growth  |
| 27  | Carnegie Arterial                | 2,544,000            | 33%                             | 839,520              | 0                   | 0%           | 0                   | 1,704,480            | 839,520              | 2,544,000            | Road Construction % Growth  |
| 28  | Carnegie Arterial                | 480,000              | 33%                             | 158,400              | 0                   | 0%           | 0                   | 321,600              | 158,400              | 480,000              | Road Construction % Growth  |
| <b>Sub-Total Other Projects</b>                       |                                  | <b>19,584,000</b>    |                                 | <b>8,359,920</b>     | <b>360,000</b>      |              | <b>360,000</b>      | <b>11,224,080</b>    | <b>8,719,920</b>     | <b>19,944,000</b>    |   |
| <b>TOTAL</b>  |                                  | <b>\$77,611,200</b>  |                                 | <b>\$31,441,536</b>  | <b>\$13,512,000</b> |              | <b>\$13,512,000</b> | <b>\$46,169,664</b>  | <b>\$44,953,536</b>  | <b>\$91,123,200</b>  |   |

Notes:

(1): See the Transportation Plan: Basic Network Improvements (Table 3.5) and Roadway Network Development Plan (Tables 4.7 & 4.8)

*Handwritten annotations:*  
 1,584,000 (pointing to Growth Share for Parkhill Road)  
 2,400,000 (pointing to Total Project Cost for Chamong Road)  
 216,000 (pointing to Non-Growth Share for Parkhill Road)  
 1,584,000 (pointing to Growth Share for Armour Road Widening)  
 2,400,000 (pointing to Total Project Cost for Chamong Road)

*Handwritten note:* See Pt FAF504.032

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APPENDIX C  
TABLE 3

CITY OF PETERBOROUGH  
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
ROADS AND RELATED TO THE TRANSPORTATION MASTER PLAN CITY SERVICE POPULATION OF 90,000 PERSONS

Transportation Master Plan Design Level:  
Growth in Population in New Units 23,511  
Growth in Square Meters 650,000

|  | Growth-Related Capital Forecast         |                      |                           |   |   |  | Service Discount Required |              | Total Growth-Related Net Capital Costs After Discount (\$000) | Residential Share |                   | Non-Residential Share |                   |
|--|---|----------------------|---------------------------|---|---|--|---------------------------|--------------|---|-------------------|-------------------|-----------------------|-------------------|
|  | Total (Net of Grants/Subsidies) (\$000) | Prior Growth (\$000) | Replacement Share (\$000) | Net Cost After Prior Growth & Replacement (\$000) | Pre-Built Service (Calculated Oversizing) (\$000) | Total Growth-Related Net Capital Costs (\$000) |                           |              |   | %                 | \$000             | %                     | \$000             |
|  |   |                      |                           |   |   |  |                           |              |   |                   | %                 | \$000                 | %                 |
| <b>ROADS AND RELATED</b>                       |   |                      |                           |   |   |  |                           |              |   |                   |                   |                       |                   |
| Transportation Plan (1)                        | \$60,554.0                              | \$0.0                | \$26,196.7                | \$31,367.3  | \$0.0   | \$31,367.3                                     | 0%                        | \$0.0        | \$31,367.3  | 65%               | \$20,388.7        | 35%                   | \$10,978.5        |
| Capital Budget Estimates - Identified Projects | \$10,815.2                              | \$0.0                | \$5,748.9                 | \$4,866.3   | \$0.0   | \$4,866.3                                      | 0%                        | \$0.0        | \$4,866.3   | 65%               | \$3,163.1         | 35%                   | \$1,703.2         |
| Other Projects                                 | \$19,944.0                              | \$0.0                | \$11,224.1                | \$8,719.9   | \$0.0   | \$8,719.9                                      | 0%                        | \$0.0        | \$8,719.9   | 65%               | \$5,667.9         | 35%                   | \$3,052.0         |
| <b>SUB-TOTAL ROADS AND RELATED</b>             | <b>\$91,123.2</b>                       | <b>\$0.0</b>         | <b>\$46,169.7</b>         | <b>\$44,953.5</b>                                 | <b>\$0.0</b>                                      | <b>\$44,953.5</b>                              |                           | <b>\$0.0</b> | <b>\$44,953.5</b>   |                   | <b>\$29,219.8</b> |                       | <b>\$15,733.7</b> |
| Less: Existing Available Reserve Fund Balance  | \$0.0                                   | (\$967.6)            | \$0.0                     | (\$967.6)   | \$0.0   | (\$967.6)                                      | 0%                        | \$0.0        | (\$967.6)   | 80%               | (\$774.1)         | 20%                   | (\$193.5)         |
| <b>TOTAL ROADS AND RELATED</b>                 | <b>\$91,123.2</b>                       | <b>(\$967.6)</b>     | <b>\$46,169.7</b>         | <b>\$43,986.0</b>                                 | <b>\$0.0</b>                                      | <b>\$43,986.0</b>                              | <b>0%</b>                 | <b>\$0.0</b> | <b>\$43,986.0</b>   |                   | <b>\$28,445.7</b> |                       | <b>\$15,540.2</b> |
| Unadjusted Development Charge Per Capita (\$)  |   |                      |                           |   |   |  |                           |              |   |                   | <b>\$1,209.91</b> |                       |                   |
| Unadjusted Development Charge Per Sq.M. (\$)   |   |                      |                           |   |   |  |                           |              |   |                   |                   |                       | <b>\$23.91</b>    |

| Roads: Residential | Charge Per Capita | Charge By Unit Type (2)       |                                  |                             |
|--------------------|-------------------|-------------------------------|----------------------------------|-----------------------------|
|                    |                   | Residential A<br>Singles/Semi | Residential B<br>Other Multiples | Residential C<br>Apartments |
| Roads              | \$1,210           | \$3,509                       | \$3,025                          | \$2,057                     |

| Roads: Non-Residential  |         |
|-------------------------|---------|
| Calculated Charge:      |         |
| Per Square Metre of GFA | \$23.91 |
| Per Square Foot of GFA  | \$2.22  |

(2) Based on Persons Per Unit Of: 2.90 2.50 1.70

APPENDIX C  
TABLE 4

CITY OF PETERBOROUGH  
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
SEWAGE TREATMENT CAPITAL COSTS TO A POPULATION OF 90,000 PERSONS

Ultimate Year Growth in Population in New Units 23,511  
Ultimate Growth in Square Meters 850,000

|   | Growth-Related Capital Forecast          |                      |   |   |   |  | Service Discount Required |              | Total Growth-Related Net Capital Costs After Discount (\$000) | Residential Share |                  | Non-Residential Share |                  |
|---|--|----------------------|---|---|---|--|---------------------------|--------------|---|-------------------|------------------|-----------------------|------------------|
|   | Total (Net of Grants/ Subsidies) (\$000) | Prior Growth (\$000) | Benefit to Existing & Replacement Share (\$000) | Net Cost After Prior Growth & Replacement (\$000) | Pre-Built Service (Calculated Oversizing) (\$000) | Total Growth-Related Net Capital Costs (\$000) |                           |              |   | %                 | \$000            | %                     | \$000            |
|   |  |                      |   |   |   |  |                           |              |   |                   |                  |                       |                  |
| Future WWTP Plant Expansion of 8,000 m <sup>3</sup> /day                                      | \$20,000.0                               | \$0.0                | \$10,000.0                                      | \$10,000.0  | \$0.0   | \$10,000.0                                     | 0%                        | \$0.0        | \$10,000.0  | 65%               | \$6,500.0        | 35%                   | \$3,500.0        |
| <b>TOTAL</b>  | <b>\$20,000.0</b>                        | <b>\$0.0</b>         | <b>\$10,000.0</b>                               | <b>\$10,000.0</b>                                 | <b>\$0.0</b>                                      | <b>\$10,000.0</b>                              | <b>0%</b>                 | <b>\$0.0</b> | <b>\$10,000.0</b>   |                   | <b>\$6,500.0</b> |                       | <b>\$3,500.0</b> |
| Unadjusted Development Charge Per Capita (\$) / Unadjusted Development Charge Per Sq. M. (\$) |  |                      |   |   |   |  |                           |              |   | \$276.47          |                  | \$5.38                |                  |

| RESIDENTIAL  | Charge Per Capita | Charge By Unit Type (1)       |                                  |                             |
|--|-------------------|-------------------------------|----------------------------------|-----------------------------|
|  |                   | Residential A<br>Singles/Semi | Residential B<br>Other Multiples | Residential C<br>Apartments |
| Future WWTP Plant Expansion of 8,000 m <sup>3</sup> /day | \$276             | \$602                         | \$691                            | \$470                       |

(1) Based on Persons Per Unit Of:

2.90                      3.50                      1.70

| Non-Residential         |        |
|-------------------------|--------|
| Calculated Charge       |        |
| Per Square Metre of GFA | \$5.38 |
| Per Square Foot of GFA  | \$0.50 |