

## SCHEDULE 1 - HALTON REGION 2020 ALLOCATION PROGRAM REPORT



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Matthew Buist, Director of Capital and Development Financing, Jim Harnum, Deputy CAO and Commissioner of Public Works and Bob Gray, Acting Commissioner of Legislative and Planning Services and Corporate Counsel
Date:	November 20, 2019
Report No. - Re:	FN-46-19/PW-50-19/LPS112-19 – 2020 Allocation Program Options

### RECOMMENDATION

1. THAT Regional Council approve Allocation Program Option #1 of up to 19,329 Single Detached Equivalents (SDEs) as outlined in Report No. FN-46-19/PW-50-19/LPS112-19 re: "2020 Allocation Program Options".
2. THAT Regional Council approve the Development Financing Plan as outlined in Report No. FN-46-19/PW-50-19/LPS112-19.
3. THAT from the 2020 Allocation Program, up to 8,716 SDEs be allocated to the Town of Milton, 7,118 SDEs be allocated to the Town of Oakville, 3,000 SDEs be allocated to the Town of Halton Hills, and 495 SDEs be allocated to the City of Burlington as outlined in Report No. FN-46-19/PW-50-19/LPS112-19.
4. THAT the Director of Planning Services & Chief Planning Official be authorized to approve distribution of the allocation of SDEs to landowners, subject to conditions including local municipal approval as outlined in Report No. FN-46-19/PW-50-19/LPS112-19.
5. THAT the Chief Administrative Officer be authorized to negotiate and finalize Allocation Agreements in support of the 2020 Allocation Program with terms and conditions consistent with Report No. FN-46-19/PW-50-19/LPS112-19 and acceptable to the Commissioner of Legislative and Planning Services & Corporate Counsel and the Commissioner of Finance and Regional Treasurer.
6. THAT Regional Council approve the additional implementation measures recommending that the Region retain an additional 3,000 SDEs as a pool to be used by the Region as outlined in Report No. FN-46-19/PW-50-19/LPS112-19.
7. THAT the Regional Chair and the Regional Clerk be authorized to execute the 2020 Allocation Agreements, and any and all related agreements and documents

that may be required, for the 2020 Allocation Program upon passage of a by-law for that purpose.

8. THAT staff be directed to report back on the final allocated amounts for the 2020 Allocation Program by the 2<sup>nd</sup> quarter of 2020 as discussed in Report No. FN-46-19/PW-50-19/LPS112-19.
9. THAT staff be directed to create an Allocation Implementation Team to support the advancement of units in the 2020 Allocation Program as outlined in Report No. FN-46-19/PW-50-19/LPS112-19.
10. THAT staff recruit contract staff funded 100% from capital projects to support the Allocation Program as outlined in Report No. FN-46-19/PW-50-19/LPS112-19 and with no net impact to the Regional budget.
11. THAT Report No. FN-46-19/PW-50-19/LPS112-19 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, Halton District Public School Board, Halton Catholic District School Board, the Ministry of Municipal Affairs and Housing and the Halton MPPs.

## REPORT

### **Executive Summary**

- At its meeting on July 10, 2019, Regional Council passed a motion that directed staff to bring a report forward in November 2019 that outlines options for an allocation program including the necessary financing plan for implementation of each option.
- In order to gauge the interest of the development community and inform development options, staff issued a request for expressions of interest to participate in the 2020 Allocation Program.
- This report presents two options, specifically Option 1 for a full program representing 6 years of BPE growth and Option 2 representing 3 years of BPE growth.
- Option 1 includes:
  - Is a range of 18,230 SDEs to 19,329 SDEs based on 6-years of BPEs.
  - \$1.5 billion of growth-related infrastructure comprised of \$858.5 million in residential responsibility provided by participating landowners and \$630.3 million in Regional responsibility including subsidies.

- Option 2 includes:
  - 8,702 SDEs based on 3-years of BPE growth.
  - \$733.4 million is growth-related infrastructure comprised of \$415.6 million in residential responsibility provided by participating landowners and \$317.8 million in Regional responsibility including subsidies.
- The recommended 2020 Allocation Program is based on the 2012 Allocation Program terms and conditions with modifications required for current financial needs including early payment of water, wastewater, roads and general services development charges (DCs).
- Staff are recommending Option 1 due to Halton Hills servicing constraints, the fact that there will be no DC collection risks, that expression of interest results demonstrated adequate interest as well as eliminating DC collection uncertainties created by Bill 108.
- In addition to Option 1, staff have recommended the retention of an additional 3,000 SDEs as part of a public interest pool to be used by the Region for:
  - Circumstances where the advancement of a particular development would address public interests and where there is a clear and demonstrable community benefit.
  - Purpose built affordable rental housing.
- To ensure this program responds to challenges and opportunities associated with new growth, other matters have been considered such as other community interests, the creation of an allocation implementation team, and resourcing to address development application volumes.
- The options set out in this report protect the Region's tax and rate payers from impacts related to financing growth-related infrastructure and protect the Region's strong financial position based on Regional Council objectives.

## **Background**

Halton's long standing principle that an acceptable financing plan needs to be approved by Council prior to greenfield growth proceeding through the release of an allocation program is rooted in Halton's history of financing growth-related infrastructure over the past 30 years.

This approach to financing growth-related infrastructure differs from the Regions of Peel, York and Durham as those Regions received Provincial funding in the 1970s and early 1980s to finance such infrastructure. When it was time to proceed with large scale growth in Oakville in the mid 1980s in Halton there were no similar provincial funding programs available to fund Halton's growth-related water and wastewater infrastructure.

Accordingly, this established Halton's principle that an acceptable financing plan needed to be approved by Council prior to growth proceeding to protect the Region's tax and rate payers from impacts related to financing growth-related infrastructure.

The Regional Official Plan requires that new growth within the Designated Greenfield Area only advance once a financing plan for infrastructure has been approved by Regional Council. The Allocation Program is a unique financing and growth management tool used by Halton Region to ensure that the development industry is contributing its share of the cost of infrastructure and services required to support growth.

Consistent with its long-standing practice, Allocation Programs address infrastructure required to support growth for a determined period and geography, in accordance with the approved Best Planning Estimates. As part of Report No. LPS106-15 re: "2012 Allocation Program Update and Proposed Framework for the 2018 Allocation Program" in November 2015, Regional Council was provided the framework for the next Allocation Program that envisioned the release of up to 15,780 SDEs, reflecting the BPEs for the years 2017 through 2022.

The development of the SDEs subscribed through the 2012 Allocation Program has experienced delays as units in the 2012 program have not advanced to registration and these delays have impacted the timing of the next Allocation Program as referenced in Report No. FN-34-17/LPS84-17/PW-44-17 re: "Allocation Program Update". Since the report in December 2017 additional concerns have been identified such as barriers to advance school site development, an application for a judicial review by Georgetown landowners related to the Trafalgar Road Municipal Class Environmental Assessment Study in Halton Hills and uncertainty related to the impacts of Bill 108 (*More Homes, More Choice Act*, 2019). As discussed in Report No. FN-31-19 (Re: Bill 108 – Growth Related Financing) and FN-32-19 (Re: Bill 108 – Growth Related Financing Update on Proposed Regulations) changes within Bill 108 have significant financial challenges including removal of some general services from the DCA to a new amended Community Benefits Charges section in the *Planning Act*, timing of DC collection and timing of determination of DC rate. The extent of the impacts is still unknown as the associated regulations have not yet been prescribed. Attachment #1 provides a more detailed description of the challenges experienced within the 2012 Allocation Program as well as their status and other considerations for the 2020 Allocation Program.

As of August 2019, 5,853 out of a total of 14,454 SDEs subscribed to in the 2012 Allocation Program have not proceeded through the planning stages. These units have not paid roads DCs as these DCs are collected at subdivision or building permit unlike water and wastewater DCs which are payable as an early payment under the terms of the 2012 Allocation Agreements. Due to this timing difference, the residential roads DC reserve at the end of 2018 was negative \$51.6 million. However, this reserve will have a positive balance once the remainder of the development from the 2012 program proceeds.

To remove barriers in advancing an allocation program, staff have been working with the development community and local municipalities to develop an approach that would allow for the advancement of growth in the greenfield areas. Further, at its meeting on July 10, 2019, Regional Council passed a motion that directed staff to bring a report forward in November 2019 that outlines options for an allocation program including the necessary financing plan for implementation of each option.

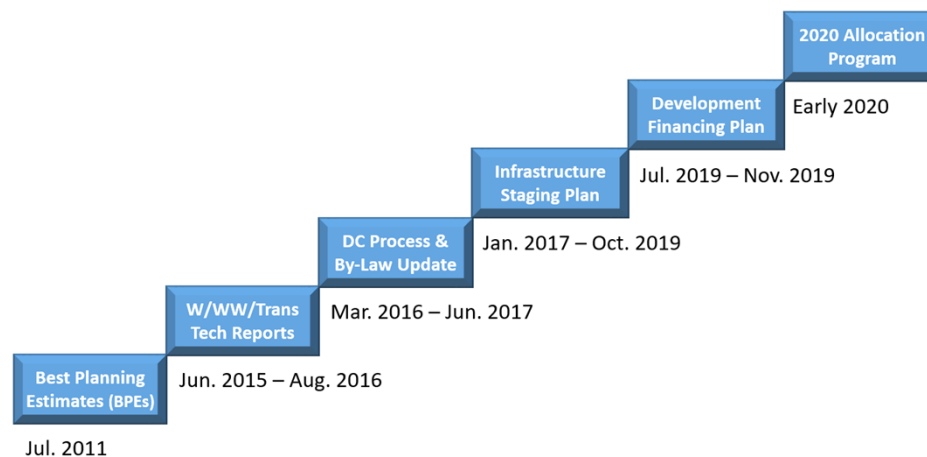
## Discussion

### The Allocation Program Process

As noted above, the Allocation Program is a unique financing and growth management tool utilized by the Region and is undertaken to fulfil the next phase of greenfield residential development. The Program implements the Regional Official Plan by ensuring the following:

- Ensures the release of growth in the Designated Greenfield Area is generally consistent with the BPEs;
- Ensures that the delivery of infrastructure is aligned with growth; and
- Ensures that the delivery of infrastructure is financially sustainable.

As depicted below, the Allocation Program Framework is comprised of a detailed, multi-step process.



The foundation for growth is set out in Provincial Planning Policies. Under the *Planning Act*, municipal Official Plans must conform with the policies contained in a Provincial Plan and must be consistent with the policies contained in the Provincial Policy Statement. In implementing the Regional Official Plan, the 2011 approved BPEs provide population, household and employment projections to 2031 consistent with projections set out by the Province.

The BPEs are used to develop the Infrastructure Master Plans, which identify the water, wastewater and transportation infrastructure that is required to service the planned, long term growth.

The infrastructure identified in the Master Plans are then incorporated into the DC Background Study to determine the cost to develop in Halton. The DC process results in the enactment of a DC By-Law.

Based on developer interest and planned growth in the areas within the Allocation Program, the growth-related infrastructure is refined to support the development and an infrastructure staging plan is developed. The infrastructure staging plan identifies the cost of growth for the next Allocation Program.

Through the financial planning process, the Region identifies any funding challenges in financing infrastructure needed for development and takes necessary measures to address the funding challenge. The financing plan addresses both residential developer responsibility, as well as Regional investments, and is undertaken to ensure the envisioned growth can be financed. A Council approved Development Financing Plan is required before an Allocation Program may proceed.

Based on Regional Council's objective to protect the Region's tax and rate payers from impacts related to financing growth-related infrastructure and to protect the Region's strong financial position, the 2020 Development Financing Plan has been prepared based on the following principles:

- "Growth pays for growth" to the extent possible under the *Development Charges Act, 1997* (DCA);
- Residential and non-residential growth identified in the BPE must be aligned to realistic growth projections;
- Infrastructure requirements must align to growth areas;
- Residential financing requirements must be solely supported from the allocation program;
- The repayment assumptions for Regional interim financing will assume a conservative "slow growth" scenario to ensure that economic conditions do not create unexpected impacts to the Region;
- Halton's strong financial position and financial planning principles will not be compromised;
- The development financing plan will not impact the current or subsequent years forecasted tax and rate increases; and
- The development financing plan will not require the Region to exceed its own debt capacity levels.

These principles will help ensure continued residential and non-residential growth following the launch of the 2020 Allocation Program, while eliminating risk to the Region's existing tax/rate payers.

## Program Size in relation to the Best Planning Estimates

The next Allocation Program was originally anticipated to proceed in 2018 and contemplated the release of up to 15,780 SDEs in a 6-year program. The distribution of the 15,780 SDEs was provided in Report No. LPS106-15 as shown below:

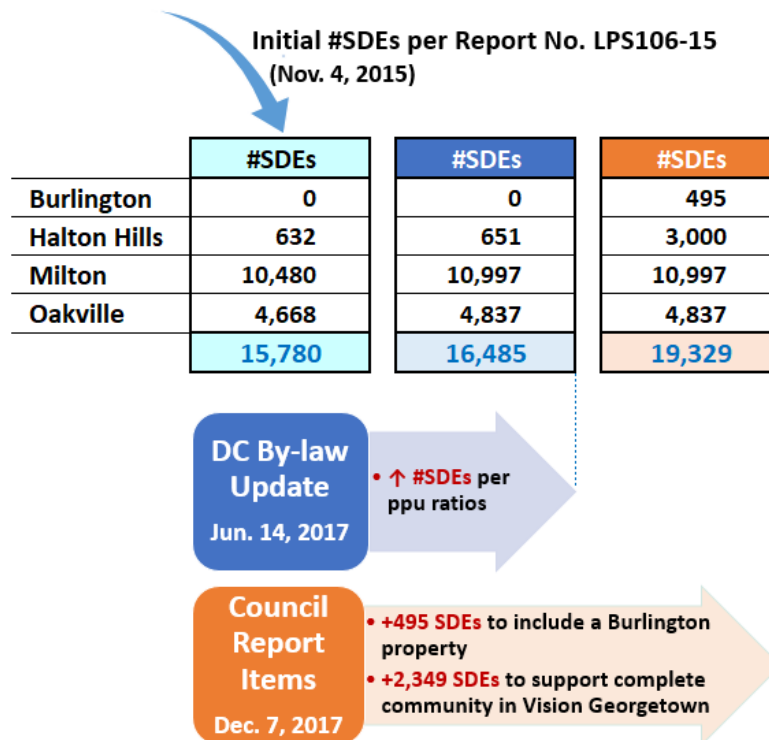
MUNICIPALITY	NUMBER OF SDEs (Includes Low, Medium and High Density SDEs)
Town of Halton Hills	Up to 632
Town of Milton	Up to 10,480
Town of Oakville	Up to 4,668
Total	Up to 15,780

Since the 2015 Report, there have been factors that have contributed to refinement of the original program size. For example, in 2017 during the DC By-Law update process, servicing demand on persons per unit was examined and it was determined that an adjustment in the conversion factors used to calculate SDEs was required. This results in a 6-year program based on the BPEs requiring 16,485 SDEs rather than 15,780 SDEs as originally profiled in the 2015 Report.

As outlined in Report No. FN-34-17/LPS84-17/PW-44-17 and through discussion with local municipal partners, there were two other adjustments that were deemed to be responsive to local needs and objectives, while generally maintaining alignment with the BPEs, namely:

- A greenfield development in Burlington that requires new trunk infrastructure expressed an interest in proceeding through the program. This would result in approximately 495 SDEs potentially being allocated in the City of Burlington.
- The quantity of units to be released in the Town of Halton Hills (632 SDEs) for Vision Georgetown was deemed insufficient to support the development of key community infrastructure and achieve a complete community. Further, a larger quantity of units would aid in improving operational aspects of the new water and wastewater infrastructure. Hence, 3,000 SDEs has been identified as an appropriate allocation to address the development of complete communities for the Vision Georgetown lands, which represents over four years of growth in accordance with the BPEs.

The figure below, provides a visual of the adjustments described above.

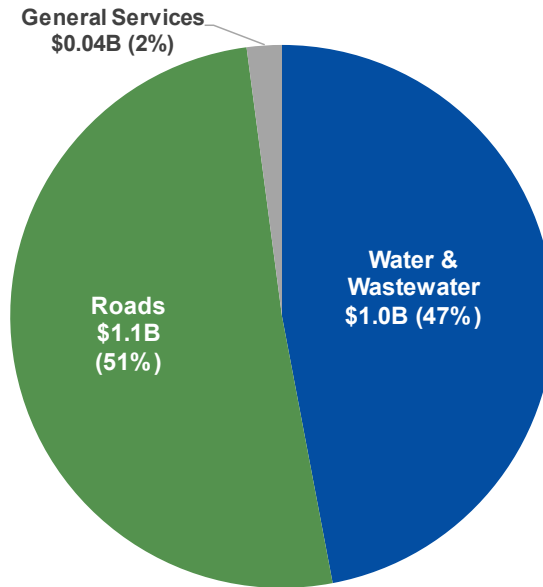


Lastly, consistent with long-standing practice, the size of the program must also be responsive to the demand or interest expressed by the development community. In this regard, adjustments to the control totals between municipalities may be necessary where demand does not align to the projections. This is discussed in further detail below as part of Option 1.

## Capital Financing

In order to support development to 2022, which includes capital budgets between 2018 and 2022, \$2.1 billion of financing requirements has been forecasted for water, wastewater, roads infrastructure and the growth-related collection of general services DCs.



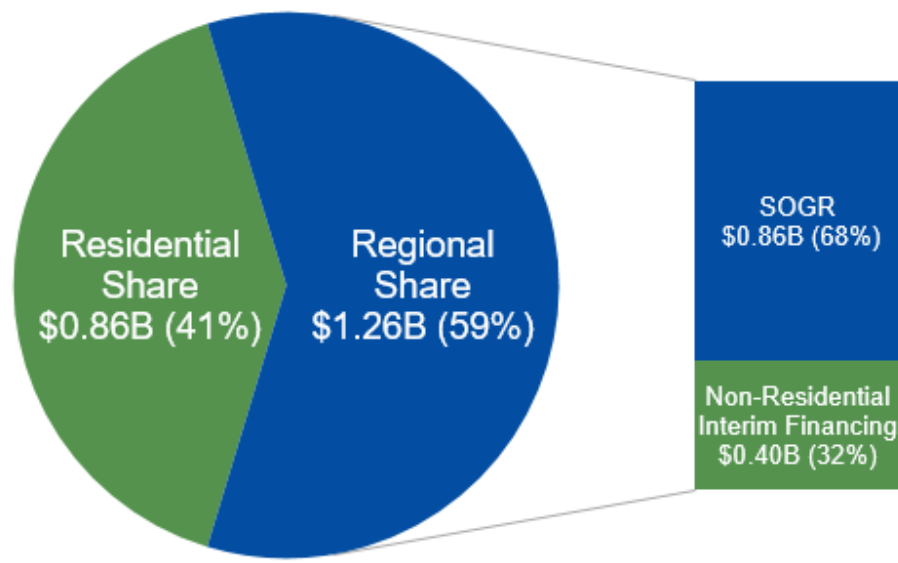


Of the \$2.1 billion, roads accounts for \$1.1 billion (51%), water and wastewater for \$1.0 billion (47%) and the growth portion of general services for \$0.04 billion (2%).

As shown below, the financing required between 2018 and 2022 will be supported from both residential developers and the Region.

	Growth Related				Non-Growth State of Good Repair			Total
	W/WW	Roads	GS	Subtotal	W/WW	Roads	Subtotal	
<b>Residential:</b>	\$ 333,438	\$ 481,070	\$ 44,033	\$ 858,541	\$ -	\$ -	\$ -	\$ 858,541
<b>Region:</b>								
Non-Residential	124,704	270,498	-	395,202	-	-	-	395,202
Non-Growth	30,417	151,551	-	181,968	504,466	118,920	623,386	805,354
Subsidy	-	53,139	-	53,139	-	-	-	53,139
<b>Subtotal</b>	<b>\$ 155,121</b>	<b>\$ 475,187</b>	<b>\$ -</b>	<b>\$ 630,309</b>	<b>\$ 504,466</b>	<b>\$ 118,920</b>	<b>\$ 623,386</b>	<b>\$ 1,253,695</b>
<b>Total</b>	<b>\$ 488,559</b>	<b>\$ 956,258</b>	<b>\$ 44,033</b>	<b>\$ 1,488,849</b>	<b>\$ 504,466</b>	<b>\$ 118,920</b>	<b>\$ 623,386</b>	<b>\$ 2,112,235</b>

*Note: Includes commitments (credits, debt, oversizing). Excludes Non-res Investment payback.*



Based on DC requirements, the residential share of financing between 2018 and 2022 is \$858.5 million. Halton has a long standing principle that “growth pays for growth” to the extent possible and greenfield development is approved through financing plans and Allocation Programs. Due to financing challenges experienced in the 2012 Allocation Program for Roads DCs and the uncertainty of legislative changes imposed through Bill 108, the 2020 Allocation Program includes the early collection of water, wastewater, roads and general services DCs. The Allocation Agreements will specify the terms and conditions of the payments to ensure financing is available to the Region for infrastructure requirements.

Of the \$2.1 billion required, the Region is responsible for \$1.3 billion, of which \$395.2 million is required to support non-residential financing and \$858.5 million which includes subsidies, is to finance growth and non-growth state-of-good-repair (SOGR) requirements (\$805.4 million net of subsidies).

The \$395.2 million is the interim financing related to the non-residential share of costs. The Region has historically provided interim financing in recognition of the fact that the timing of the infrastructure is being driven by the residential developers and is delivered well in advance of non-residential requirements. To ensure that this interim financing does not impact tax or water/wastewater rates, the Region uses internal borrowing for these requirements. The investment revolving fund reserve (the revolving fund) is used for the water and wastewater program and the Tax Capital Reserve for the roads program. Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future. The financing is a strategic investment for the Region as the infrastructure is required to support economic growth in the Region. This is in addition to the current committed outstanding Regional investment for interim financing of \$361.8 million (\$240.0 million for water and

wastewater and \$121.8 million for roads) as of the end of 2018. Based on the financing requirements up to 2022, both the revolving fund and tax capital reserves have the capacity to address the additional non-residential needs, however, recovery of this additional investment based on a slow growth recovery scenario is not expected until after 2031, as demonstrated in Attachment #2 and as noted in FN-39-17 re: “Halton’s Investment in Employment Lands”.

Maintaining Regional assets and infrastructure in a state-of-good-repair, which equates to an investment of \$805.4 million, is a key priority for Halton Region. The Region updates the Corporate Asset Management Plan on a regular basis to ensure assets continue to be in good condition and meet desired levels of service based on a sustainable financial plan. The financing of all of the state-of-good-repair projects will need to be prioritized together as part of budget review to ensure the impact on the rates is within budget guidelines. The non-growth costs and financing will be addressed annually in the budget process.

### **Consultation and Expression of Interest Results**

In order to design an allocation program that is feasible and implementable, an important part of the allocation process is to gauge the interest of the development community. In September and October of this year, staff issued 2 separate calls for expressions of interest to participate in the 2020 Allocation Program. The expression of interest profiled different payment scenarios, each ensuring that financing is secured to allow the Region to proceed with the construction of significant infrastructure.

Based on the results of the expressions of interest, it is clear there is considerable demand for participation in an allocation program. The results of the most recent expression of interest indicates that there is demand for the release of upwards of 25,000 SDEs in key growth areas in all four municipalities. A summary of the latest expression of interest is provided in Attachment #3.

In tandem with the call for expressions of interest, staff have also engaged the development community in a series of meetings over the past 6 months. These meetings included larger group sessions with the developers and with the Halton Developers Liaison Committee to share information on possible program options and parameters. This also included several smaller group and individual discussions with developers that helped inform elements of the program design.

### **Options for the 2020 Allocation Program**

In responding to Regional Council’s direction for staff to provide information on options for an Allocation Program it is important to highlight how different options can respond to some of the challenges and opportunities that have been observed in implementing the 2012 Allocation Program. The following key considerations were used as a basis for developing the program options:

- Secondary Plans for post-2021 growth areas (Vision Georgetown and Milton Phase 4) are not yet approved by the Region and could potentially be appealed. This creates uncertainty that units will be taken up within the prescribed timeframe. This issue is discussed in more detail in Attachment #1;
- Participating landowners in the 2012 Allocation Program require additional SDEs through the 2020 Allocation Program to complete unfinished development and to create viable and complete communities;
- There are developers in the 2012 Allocation Program that cannot proceed as they require infrastructure to be built through property owned by landowners not participating in the 2012 Allocation Program;
- Some developments, particularly high density developments, required to complete communities cannot proceed until the 2020 Allocation Program is available;
- Several approved new school sites require servicing and access from adjacent landowners participating in the 2020 Allocation Program;
- Growth-related infrastructure projects identified in the 2018 and 2019 budgets can not proceed until funding from the 2020 Allocation Program is available and therefore the timing of Regional infrastructure will be delayed; and
- Growth planned for the local municipalities is delayed which may impact local capital programs.

Based on the status of land use planning approvals, discussion with the local municipalities, and expressions of interest submitted by the developers, the Region has identified the options below for consideration. It is anticipated that these will help address some of the implications noted above. Any release of allocation will be prioritized based on development readiness in consultation with the local municipalities.

The following two options are addressed below:

- Option 1 – Full Program representing 6 years of BPEs
- Option 2 – Program representing 3 years of BPEs

### **Option 1 – Full Program (6-year)**

Option 1 represents a ‘full program’ that would accommodate new greenfield growth for the years 2017 through 2022. It would involve the release of up to 19,329 SDEs. Although the expression of interest results indicated demand of upwards of 25,000 SDEs (Attachment #3), the BPEs have been proven to be a sound projection of growth in the Region and forms the basis for the water, wastewater and transportation master planning to 2031. As noted earlier it has been a long-standing practice that the size of the program is responsive to the demand or interest expressed by the development community. As such, adjustments to the control totals have been made but are still in line with overall Regional growth objectives. The following table describes how the estimates of 19,329 has been adjusted by municipality based on expression of interest results.

Option 1 - Full Program			
	#SDEs	#SDEs	#SDEs
Burlington	495	495	495
Halton Hills	3,000	3,000	3,000
Milton	10,997	7,617	8,716
Oakville	4,837	7,118	7,118
	19,329	18,230	19,329

Due to the potential shortfall in Milton based on the expression of interest results (Attachment #3), the financing of this program is based on the minimum requirement of 18,230 SDEs. However, if more interest at initial subscription is realized in Milton then the program will allow for further uptake ranging from 7,617 SDEs to 8,716 SDEs. Oakville will be allocated 7,118 SDEs representing the 2031 population projections in the BPEs. As identified in Attachment #4, Option #1 will allocate to North Oakville East and West Secondary Plans, Tremaine Dundas Secondary Plan, Sherwood Survey Secondary Plan North and South, Bristol Survey Secondary Plan, Boyne Secondary Plan, MP4 – Trafalgar Secondary Plan and Vision Georgetown Secondary Plan.

The full program is depicted in Attachment #5 infrastructure maps and includes lake based water and wastewater infrastructure to Halton Hills (Georgetown) which, once complete, will enable the Town to free up groundwater based servicing capacity for intensification in Georgetown. Further the 6-year plan will result in the construction of transportation infrastructure such as widening of Britannia Road (Regional Road 25 to Highway 407), Trafalgar Road (Dundas Street to Hwy 407 and Steeles to Hwy 7), William Halton Parkway, Dundas Street (Bronte Road to Hamilton/Halton Boundary) and the Wyecroft Road extension including bridge. The full list of growth-related capital projects between 2018 and 2022 is identified in Attachment #6.

As identified above the total 6-year program is \$2.1 billion, of which \$1.5 billion is growth-related and is comprised of \$858.5 million in residential responsibility and \$630.3 million in regional responsibility including subsidies.

Based on the residential share of growth-related expenditures, below are the financing requirements based on a subscription of 18,230 SDEs and DC revenue received outside of the 2020 Allocation Program for anticipated intensification.

<b>Residential Expenditures</b>	
<b>Water/Wastewater</b>	\$ (333,438)
<b>Roads</b>	(481,070)
<b>General Services</b>	(44,033)
<b>Total Residential Expenditures</b>	<u>\$ (858,541)</u>
<b>Residential Revenues</b>	
<b>Water/Wastewater</b>	\$ 377,495
<b>Roads</b>	437,107
<b>General Services</b>	44,033
<b>Balance</b>	(94)
<b>Total Residential Revenue</b>	<u>\$ 858,541</u>

Although the DC revenue based on the 18,230 SDEs does not match the residential expenditure by program (e.g. water/wastewater will collect \$44.7 million additional revenue compared to the expenditures (\$377.5 million vs \$333.4 million)), overall DC collection is sufficient to support the cost. This program could result in a negative balance in the Roads DC Reserve but will be offset by a positive balance in the water/wastewater DC Reserves until road DCs are collected in the 2012 Allocation Program.

As noted earlier, due to the planning issues within the 2012 allocation program 5,853 SDEs have not collected roads DCs which has had financial impacts to the Roads DC reserves. Further, Bill 108 has created financial uncertainties for General Services DC collections. For the 2020 Allocation Program, it is therefore recommended that an early payment of water, wastewater, roads and general services DC be required. The early collection will help to support the infrastructure, address uncertainties surrounding Bill 108 and to ensure that there is not a shortfall in DC collections. Early collection of DCs will be allocated for water/wastewater and roads as needed based on tender timing up to the maximum DCs allowable for that program.

Report No. FN-34-17/LPS84-17/PW-44-17 provided preliminary financial information for the intended Allocation Program. With a subscription of 15,780 SDEs a front-end component was required. Based on the increase to 18,230 SDEs a front-ending payment is no longer required.

The current DC per SDE to be provided by greenfield residential developers includes the following:

	<b>Per SDE under Allocation Agreement*</b>
General Services	\$ 2,278.07
Roads	18,266.06
Water/Wastewater	17,964.00
	<b>\$ 38,508.13</b>

\* Go Transit DC, Recovery Charge DC and Front-ending recovery will be collected based on regular collection timing (i.e. Subdivision/ Building Permit)

\* Based on Agreement Execution prior to April 1, 2020

## **Option 2 – 3-year Release**

Option 2 represents a smaller program that would accommodate new greenfield growth up to 2020. It would involve the release of 8,702 SDEs in accordance with the approved BPEs. This option will allow allocation to North Oakville East and West Secondary Plans, Tremaine Dundas Secondary Plan, Sherwood Survey Secondary Plan North and South, Bristol Survey Secondary Plan, Boyne Secondary Plan. Option 2, however, does not accommodate growth beyond 2021 and therefore Vision Georgetown and Milton Phase 4 growth areas would not be included. This option is consistent with the Region's practice to not allocate to lands that do not have a Secondary Plan approved by the Region. A map identifying the eligible areas for Option 2 is included as Attachment #7.

This option does not advance portions of design or construction of key lake based water and wastewater infrastructure critical to Halton Hills (Vision Georgetown). This would not allow the Town of Halton Hills to achieve its greenfield growth as anticipated by the Regional Official Plan and the BPEs. Further, Option 2 would not address existing servicing constraints in Georgetown as lake based infrastructure is required to free-up groundwater capacity to support intensification in Georgetown.

As depicted in Attachment #8 infrastructure maps, the 3-year program includes only the construction of transportation infrastructure such as widening of Britannia Road (Regional Road 25 to Highway 407), William Halton Parkway, portions of Dundas Street (Bronte Rd. to Appleby) and the Wyecroft Road extension including bridge. However, it does not include Trafalgar Road (Dundas Street to Hwy 407 and Steeles to Hwy 7), and sections of Dundas Street (Appleby Line to Hamilton/Halton Boundary). The full list of growth-related capital projects in the 3-year program is identified in Attachment #9.

As noted in Attachment #9, the 3-year plan for growth-related capital projects is \$733.4 million and is comprised of \$415.6 million in residential responsibility and \$317.8 million in Regional responsibility.

Based on the residential share of growth-related expenditures, below are the financing requirements based on a subscription of 8,702 SDEs and DC revenue received outside of the 2020 Allocation Program for anticipated intensification.

<b>Residential Expenditures</b>	
<b>Water/Wastewater</b>	\$ (151,272)
<b>Roads</b>	(244,495)
<b>General Services</b>	(19,824)
<b>Total Residential Expenditures</b>	<u>\$ (415,590)</u>
<b>Residential Revenues</b>	
<b>Water/Wastewater</b>	\$ 181,710
<b>Roads</b>	214,115
<b>General Services</b>	19,824
<b>Balance</b>	(58)
<b>Total Residential Revenue</b>	<u>\$ 415,590</u>

Based on the projects required to support 3 years of planned growth no front-end financing is required. Similar to Option 1, early payment of DCs will be required.

## Option Review

In reviewing the two options, consideration was given to land use planning approvals, financial impacts, discussion with local municipalities, expressions of interest, infrastructure requirements and school development. Below is a review of the two growth options presented above.

Option 1	Option 2
<ul style="list-style-type: none"> <li>✓ Provides financing for all projects planned to 2022</li> <li>✓ Revenue for the General Services for 18,230 SDEs is collected prior to the changes related to Bill 108</li> <li>✓ Will provide lake based servicing to Halton Hills and free up capacity for intensification</li> <li>✓ Delivers infrastructure that would support potential GO Train Station on Trafalgar Rd.</li> <li>✓ Unlocks properties for school advancement</li> <li>• Allocation for MP4 Trafalgar would occur prior to Secondary Plan Approval</li> <li>• Potential Secondary Plan Appeals in MP4 Trafalgar, Vision Georgetown and Evergreen</li> <li>• Uncertainty with respect to the impacts of the Judicial review on Trafalgar Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Financing for construction projects planned pre 2021</li> <li>• Revenue for the General Services for 8,702 SDEs is collected prior to the changes related to Bill 108</li> <li>• Lake based servicing to Halton Hills will be delayed and intensification will be constrained</li> <li>• Doesn't deliver infrastructure that would support potential GO Train Station on Trafalgar Rd.</li> <li>✓ Unlocks properties for school advancement with the exception of Halton Hills</li> <li>✓ Allocation for MP4 Trafalgar would not occur until secondary plan approval</li> <li>✓ Allocation only provided to approved secondary plan areas</li> <li>✓ Certainty with respect to the impacts of the Judicial Review on Trafalgar Rd</li> </ul>

After considerable consultation and review of the opportunities and risks associated with each option, staff recommend proceeding with Option 1 which has been supported by local municipal CAOs. This option is preferred due to the advantages to providing Halton Hills with lake-based servicing, the fact that there will be no DC collection risks to the Region (i.e. early payment of DCs) as well as eliminating uncertainties of DC collections under Bill 108. Further, through the expression of interest there was considerable demand



to proceed with a full program as SDEs were identified in all secondary plan areas under consideration.

### **Agreement Terms and Conditions**

As a part of a release of allocation, each participating landowner will be required to enter into an agreement with the Region. The terms and conditions for the 2020 Allocation Program are based on the 2012 Allocation Agreements with modifications for current financial needs including certainty for the Region in collecting DCs for the current Allocation Program period and other Regional requirements. It is therefore recommended that the terms of the agreement will include, but not be limited to, the following:

- Provide for the early payment of water, wastewater and roads DCs in installments over 4 years upon execution of the agreement. Low/medium density installments will begin in year 1 whereas high density installments will begin in year 2;
- Provide for an early payment of the general services DCs which will be required immediately upon execution of the agreement;
- Provide some flexibility to convert from high density to low/medium density SDEs subject to the approval of the Chief Planning Official and on the basis that there is no financial impact;
- At execution of agreement, secure a letter of credit for the full amount of early payment of DCs that will be reduced as installments are paid;
- Provide for the recovery of the early payments by credits against the water, wastewater, roads and general services component of the DC;
- Reserve and allocate water and wastewater capacity to the lands owned by the participating landowners entering into the agreement;
- Provide for minor adjustments of SDEs through top-up and/or reconciliation provisions;
- Provide for the reservation of SDEs for three years with extension acceptable to Chief Planning Official;
- At a minimum, forty percent (40%) of the lots in the draft plan of subdivision must have received allocation in order to receive draft plan approval;
- Developers are encouraged to allocate to all high density blocks contained within draft plans of subdivision as part of the Program, however these high density blocks can be created with minimal allocation provided that local planning tools and instruments are in place to ensure development cannot proceed without allocation;
- Provisions to allow development of high density blocks in a phased manner – with reliance on local planning tools and instruments to ensure that only the portion of development with allocation can proceed. This phased approach would allow for the advancement of planning and infrastructure review to be undertaken for the entire block;
- Provision to permit the transfer of SDEs, subject to approval by the Chief Planning Official and local municipalities, as long as the SDEs remaining on the lands are not less than forty percent (40%) of the SDEs originally reserved or forty percent (40%) of the total development where draft approval has been granted;

- Require land dedications to be made to the Region by the owner to accommodate key Regional infrastructure projects within 45 calendar days of request;
- Prevent the sale of dwelling units until water/wastewater (treatment, distribution and collection capacity) are available or expected to be available for those units within 12 months;
- Include provisions to limit the Region's exposure to risk if the Allocation Agreement is challenged in court or before an administrative tribunal; and
- Include protection to minimize the Region's exposure to delay in infrastructure delivery to the allocation areas should infrastructure delivery be challenged before a court or administrative tribunal.

For purpose built rental units (which does not include condominium developments), and special care/special need development, the financial terms have been adjusted to help encourage the development of rental properties, space for seniors and other special care needs. As presented in October 2019, the 2018 State of Housing Report depicts the fact that families move back and forth across a housing continuum depending on changes that affect their personal circumstances. In line with recent Provincial focus, these developments will help to address the shortfall in some segments of the continuum. To encourage this type of development, the terms above shall apply with the exception of the following terms (all other terms will remain the same):

- Provide for the payment of water, wastewater and roads DCs at building permit (in accordance with Section 26 of the DCA);
- DCs for general services (if applicable) will still be required at execution of an Allocation Agreement;
- Letters of Credit will not be required. In the event of default, the Region will assume responsibility of costs until the SDEs are re-allocated; and
- Transfers will not be allowed from purpose built rental or special care/special needs to other development types in the Allocation Program.

## **Implementation and Considerations**

Through Report No. FN-46-19/PW-50-19/LPS112-19 staff is seeking Regional Council approval to proceed with the recommended release of allocation identified in Option 1 and its implementation.

In the 2012 Allocation Program 700 SDEs were retained by the Region for high density development. This high density pool in the 2012 Allocation Program was taken up several years ago. High density development has gained considerable momentum and based on the expression of interest requests does not require the same incentive as the 2012 Allocation Program. However, based on discussion and consultation, it is recommended that the Region retain an additional pool of 3,000 SDEs to be used as described below:

- 1,500 SDES for circumstances that are unforeseen that respond to challenges within an Allocation Program. These include items such as unlocking school sites as there may be development parcels that need to advance to registration to

unlock and service new schools. Given that Option 1 is a 6-year program, there could be issues that arise during the course of the program that cannot wait for a subsequent program. This public interest pool of 1,500 SDEs provides the necessary flexibility to ensure that the Allocation Program is enabling the development of schools and other important community infrastructure and facilities. Allocations from this pool will be at the discretion of the Chief Planning Official in consultation with the local municipalities and school boards. For these units, an Allocation Agreement will be entered into prior to the earlier of subdivision or site plan/building permit approval. DCs for general services (if applicable) will be required at execution. The remaining DCs (under agreement) will be required to make a payment that catches up with the installments that other developers have paid under the low/medium or high density stream.

- 1,500 SDEs to support Purpose Built Affordable Rental Housing: The Region has an interest in supporting the development of new purpose built rental units that achieve affordability targets. This is supported by the Comprehensive Housing Strategy (Report No. SS-19-19/LPS86-19) endorsed by Regional Council in October 2019. As a part of this allocation program, it is recommended that if a purpose built rental development can demonstrate specific affordability targets then it will be dealt with through this dedicated Allocation Program pool with the following provisions:
  - Deferral of DC payments over 20 annual payments starting at building permit.
  - At least 25% of the development or 10 units, whichever is greater, must be operated at or below the affordable rent threshold as defined in the Region's annual State of Housing report.
  - The Allocation Agreement between the Applicant and the Region will include an Affordability Schedule with provisions to ensure the affordability requirements will be met for a minimum of 20 years.
  - The Affordability Schedule will include an optional arrangement for provision of Regional capital assistance for some Affordable Units to further reduce the rent and make the units available for assisted housing purposes.
  - An Allocation Agreement must be entered into prior to site plan approval

For development proposals that include an optional arrangement for Regional or senior-level government assistance, Council will have an opportunity to review and approve the arrangement prior to allocation being granted. Staff will monitor the progress of the uptake of this pool and report back if there are any implications that need to be addressed in order to streamline implementation.

In order to ensure that this program responds to challenges and opportunities associated with new growth, there are additional implementation measures staff are recommending:

Other community interests: There are key community development priorities that may require allocation to support companion residential development. For example, efforts

are ongoing to advance a new post-secondary institution in the Milton Education Village. As part of the development of the Milton Education Village there may be a need to have allocation available to support accompanying residential development. The same applies to efforts to build a new GO Station on the Milton line at Trafalgar Road. This Allocation Program does not address these examples. The approach being proposed by staff is to support these efforts on a case by case basis as these proposals move forward.

*Allocation Implementation Team:* In implementing the 2020 Allocation Program, there may be a range of issues that arise that require deliberate effort or intervention among the partners in order to effectively address some of the issues. For example, there may be coordination issues related to schools, the advancement of infrastructure and or potential barriers in advancing environmental and planning approvals. Through the 2020 Allocation Program it is important that there is a forum for resolving or unblocking barriers for advancing units through to registration. It is proposed an Allocation Implementation Team be formed and include senior staff from the Region, local municipalities, conservation authorities and where necessary the school boards together with representatives from the participating owners. The Team would address matters that cannot duly be resolved through normal staff interaction and require escalation. This model was piloted during the later stages of the 2012 Allocation Program on a handful of specific coordination matters with success.

*Resourcing development review and approvals:* As demonstrated in the expression of interest, there is considerable demand for allocation to advance development proposals across the Region. In particular, there are several major proposals in the greenfield areas of Milton and North Oakville that are anticipated to advance shortly following the launch of the 2020 Allocation Program. This may ultimately generate a surge of land use planning and development applications that will put significant pressure on Regional, local and conservation authority resources. The development industry has expressed a concern with overall staff capacity to undertake development review. In order to effectively address the surge that is anticipated, staff are proposing to hire contract staff, recovered 100% from capital, on a temporary basis as the need exists to allow sufficient resourcing in fulfilling regulatory responsibilities for an expedited review.

## **Next Steps**

Upon the endorsement of the Development Financing Plan, the next steps include:

- Region and local municipalities to confirm any outstanding information resulting from the Expressions of Interests;
- Local municipalities will follow-up with interested developers to determine and approve local distribution of Allocation;
- Execution of agreements by landowners with security and first payment; and
- Update report to Council by the 2nd quarter of 2020 on results of the Program.

Until the launch of the 2020 Allocation Program, Planning Services will experience significant pressure to advance development proposals where a lack of allocation is one

of the only considerations prohibiting an application from moving forward to approval. In response to this pressure, it is prudent that staff be permitted to review development applications as a means to potentially offset the surge of applications in 2020.

Accordingly, it is suggested that staff only proceed with its review if all of the following conditions are met:

1. The local municipality confirms its support for the development lands being included in the 2020 Program as part of determining local distribution of allocation;
2. The application is in conformity with the approved local secondary plan and local phasing policies; and
3. There are no external unresolved issues that would prohibit the application advancing to approval. For example, secondary plan must be approved, trunk/infrastructure is either planned or available.

This approach will enable the technical review of eligible development applications to proceed and preliminary comments be offered to the local municipality. This approach also maintains the Regional Official Plan policy approach that greenfield development shall only be approved once allocation has been secured.

#### FINANCIAL/PROGRAM IMPLICATIONS

As noted in this report, staff are recommending Option 1 to proceed based on a minimum subscription of 18,230 SDEs. The Financing Plan for this option has been prepared to ensure that there is no impact to the planned tax/rate payers levies as a result of the growth capital program.

As identified above the financing required for the full 6-year program is \$2.1 billion, of which \$1.5 billion is growth-related and is comprised of \$858.5 million in residential responsibility and \$630.3 million in Regional responsibility including subsidies.

The \$858.5 million will be financed from the developers in accordance with the terms and conditions of the Allocation Agreement and from DC revenue received outside of the 2020 Allocation Program for anticipated intensification. The regional responsibility related to growth of \$630.3 million is comprised of \$395.2 million from non-residential interim financing, \$182.0 million for non-growth and \$53.1 million from subsidy.

The non-residential interim investment (\$395.2 million) will be financed from the Tax Capital Reserve for roads (\$270.5 million) and the Investment Revolving Fund for water and wastewater (\$124.7 million). Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future

The non-growth (\$182.0 million) will be financed from the Tax Capital Reserve for roads (\$151.6 million) and the rate reserves for water and wastewater (\$30.4 million).

Upon Council approval of the Financing Plan in this report and the 2020 Allocation Program, developers will be required to execute Financial/Allocation agreements and to provide all necessary securities prior to any capital infrastructure proceeding. If the minimum subscription is not met, then a subsequent report will be provided to Council to address the impacts.

Respectfully submitted,



Matthew Buist  
Director, Capital and Development Financing



Curt Benson  
Director, Planning Services and Chief  
Planning Official



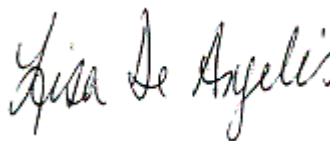
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Jody Johnson  
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Jim Harnum  
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Works



Lisa De Angelis P. Eng.  
Director, Infrastructure Planning and Policy

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
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Attachments: Attachment #1 - Status of the 2012 Allocation Program and Other Considerations for Advancing the 2020 Allocation Program  
Attachment #2 - Outstanding Non-Residential Recovery  
Attachment #3 - Expressions of Interest Results  
Attachment #4 - Option #1: 6-year Allocation Program SDE Map  
Attachment #5 - Option #1 Infrastructure Maps  
Attachment #6 - Option #1 Capital Project List  
Attachment #7 - Option #2: 3-year Allocation Program SDE Map  
Attachment #8 - Option #2 Infrastructure Maps  
Attachment #9 - Option #2 Capital Project List





**Status of the 2012 Allocation Program and Other Considerations for Advancing the 2020 Allocation Program**

Report No. FN-34-17/LPS84-17/PW-44-17 received by Regional Council in December 2017 highlights that a large portion SDEs subscribed through the 2012 Allocation Program have experienced several delays as many units in the 2012 program have not advanced to registration. The Report also highlighted that staff would continue its work on the design of the next Allocation Program in consultation with the Local Municipalities and the development community to address the issues raised and that staff report back to Council with a further update on the next Allocation Program once:

1. Subwatershed Impact Studies for the Boyne Secondary Plan area (SISs 1, 5a 5b and 6) have been completed and approved.
2. Secondary Plans are approved for the post-2021 allocation areas in southwest Georgetown and east Milton.
3. The appeal to the 2017 Development Charges Bylaw has been addressed.

Delays associated with the Subwatershed Impact Studies and the Secondary Plans have impacted the timing of the 2020 Allocation Program and are discussed in greater detail below. Since the report in December 2017 additional issues have been identified such as challenges with advancing school site development, the judicial review of Trafalgar Road Municipal Class Assessment in Halton Hills, Development charge collections and uncertainty related to Bill 108 (*More Homes, More Choice Act, 2019*).

**Subwatershed Impact Studies (SIS) for Boyne Secondary Plan Area**

The Boyne Secondary Plan has been approved by the Town and the Region, however certain environmental studies to support development in the Secondary Plan were not completed and did not advance until recently. As of December 2017, the SISs for Blocks 1, 5a, 5b and 6 were not complete and as a consequence, development could not advance to the Draft Approval stage until these SISs have been approved by the Town of Milton.

As of August 2019, 5,853 out of a total of 14,454 SDEs subscribed to in the 2012 Allocation Program have not proceeded through the planning stages primarily due to problems associated with SIS approvals.

SIS Block 1 in the Boyne Secondary Plan has now been completed and approved. The main SIS for Blocks 5a, 5b and 6 was approved in November 2018 with direction to perform addendums to address outstanding issues related to Blocks 5b and 6. Block 6 SIS addendum addresses technical issues related to stormwater management. The addendum has been accepted by Conservation Halton and the Region, and is currently under review by the Town of Milton for final approval. The Block 5b SIS has been split

into two sections (Area 5b Centre Tributary and Area 5b Omagh Tributary), with each section requiring an addendum. The addendum for Area 5b Centre Tributary was received by the Town in November-2019 for consideration. The Addendum for Area 5b Omagh Tributary is still outstanding with discussions ongoing between landowners prior to its submission.

#### Secondary Plans for Milton Phase 4 and Vision Georgetown

Secondary Plans for new post-2021 growth areas in the Town of Milton and the Town of Halton Hills are not yet approved, as summarized below.

##### *Milton Phase 4 – Trafalgar Corridor Secondary Plan*

The Town of Milton's Council adopted the Secondary Plan for the Trafalgar Road Corridor on March 25, 2019. The Secondary Plan does not address key requirements of the Regional Official Plan. For example, the subwatershed study for the Trafalgar Road Secondary Plan area is not complete. Regional staff are reviewing the Secondary Plan and subwatershed study and have been working with the Town on modifications to ensure Regional interests are addressed. Consistent with current practice, it is staffs goal to achieve a decision on the secondary plan as quickly as possible, while ensuring the Secondary Plan aligns to the Regional Official Plan. Once a decision is made on the Secondary Plan, there is also potential for appeals that may result in a Local Planning Appeal Tribunal (LPAT) hearing.

##### *Vision Georgetown Secondary Plan*

The Town of Halton Hill's Council adopted the Vision Georgetown Secondary Plan in July 2018. The Plan has been reviewed by Regional staff and will require modifications to address key issues of conformity with the Regional Official Plan relating to natural heritage protection, land supply and development phasing.

The Town of Halton Hills and Regional staff are currently working together on developing appropriate modifications to address some of the outstanding conformity issues. Once there is agreement between staff on the appropriateness of the modifications, a draft notice of decision will be prepared and circulated to the Town with the proposed modifications. The draft notice of decision will be reviewed by Town Council and if deemed acceptable will be issued by the Region's Chief Planning Official outlining the prescribed 15-day appeal period. If Town Council does not support the draft notice of decision, Regional Council will make the decision on the Secondary Plan. Once a decision is made on the Secondary Plan there is also potential for appeals that may result in a LPAT hearing.

Concurrent with the municipally-led Secondary Plan, the Southwest Georgetown Landowners Group have submitted an Official Plan Amendment application to advance an alternate secondary plan concept and policies. The privately initiated application does

not address the requirements of the Regional Official Plan that requires Area Specific Plans for new Growth Areas be prepared by the local municipality. If there are appeals filed on the privately initiated application, these will be subject to a LPAT hearing.

In addition to the issues noted above, decision of the Minister of the Environment, Conservation and Parks on the Municipal Class Environmental Assessment Study outlining improvements to Trafalgar Road in Halton Hills is now subject to a Judicial Review. This is described in further detail in this attachment in the following pages.

#### 2017 Development Charges Appeal

The Development Charges Appeal by Penta Properties Inc., has been scoped to deal with specific lands and will not impact Regional development charge rates or the 2020 Allocation Program.

#### Status of Schools in New Growth Areas

In December 2018, the Region was approached by the Halton District Public School Board and the Halton District Catholic School Board with concerns related to advancing schools to support new growth areas.

As noted at the March 20, 2019 Council Workshop, the main challenge is that the Province does not approve new schools until a capacity issue in an area exists. In rapid growth areas like Halton this approach can create significant delays in the delivery of schools. In order to manage the impacts of these delays, school boards have been adding a significant number of portables (approximately 500 in Halton) to existing over-intensified school sites and using ‘transfer schools’ – where students are bussed beyond their neighbourhood to schools that have some capacity.

The amount of funding provided for new schools has also been identified as an issue by the school boards. The rising costs of construction, labour, and materials, have impacted the school boards ability to design and construct schools in line with Provincial funding benchmarks for new schools. These barriers have resulted in school openings being delayed.

In order to address some of these challenges, it is important that growth and development advances in collaboration with the school boards and their long-term accommodation plans. The Region will continue collaborating with the school boards on regular updates to long-term accommodation plans and to enhance communication with respect to development timing and delivery of schools. It is important that there be coordination so that development occurs in a planned, logical and predictable way.

Recent work with the school boards has identified several school sites currently being planned to accommodate new greenfield growth in South Milton and North Oakville. There are some schools in these new growth areas that are currently funded but cannot advance without servicing and access from development parcels. For

example, there are commitments in place to fund a public elementary school in SIS Block 1 in the Town of Milton but as this area requires local servicing, roads, and drainage works constructed by adjacent greenfield residential developers the construction of the school is dependent on the approval of the plans of subdivision.

Judicial Review of the Ministers Decision on the Environmental Assessment for Trafalgar Road

The Municipal Class Environmental Assessment Study outlining improvements to Trafalgar Road in the vicinity of Vision Georgetown was undertaken and a Notice of Completion was issued on June 2, 2016. Four (4) Part II Order Requests were received requesting the study be elevated to an Individual Environmental Assessment with drainage being a significant issue raised. The request was denied by the Minister of Environment, Conservation and Parks on May 7, 2018. Regional staff were advised in January 2019 that an application for Judicial Review of the Minister's decision has been commenced by landowners within the Vision Georgetown area. The matter is currently before the courts and staff anticipate that it will be heard in the first part of 2020. The Region is seeking to intervene in this matter and a decision on the intervention will be made shortly by the court. Although staff feel the application is unlikely to be successful, the Judicial Review has the potential to delay both the construction of Regional infrastructure, including improvement to Trafalgar Road, and the finalization of any subwatershed impact studies being prepared for Vision Georgetown.

Funding Challenges Related to the Delay of 2012 Allocation Program

The delay in the advancement of the 2012 Allocation program has negatively affected the DC reserve funds as shown below. The 2012 Allocation program included an early payment of Water and Wastewater DCs but did not contemplate the early payment of Roads DCs as a delay in planning approvals was not anticipated. Once the 2012 units proceed to subdivision/building permit the roads reserve will become whole as the negative balance is related to the timing. The General Services is also experiencing a funding shortfall due to the timing of collection, however it is expected to be further affected by the changes introduced as part of Bill 108.

<b>Halton Region</b> <b>Development Charge Reserve Funds For Services Under 2020 Allocation Program</b> <b>2018 Year-End</b>			
<b>DC Reserve Funds</b>	<b>Residential</b>	<b>Non-Residential</b>	<b>Total</b>
Water/Wastewater Reserves	\$ 7,158	\$ -	\$ 7,158
Roads	(51,637)	-	(51,637)
Police	(2,730)	(3,366)	(6,096)
Social Housing	1,325	N/A	1,325
Growth Studies	(3,172)	(2,283)	(5,455)
Paramedic Services	(3,642)	(729)	(4,371)
Facilities	(632)	15	(617)
Waste Diversion	(69)	(3)	(72)
Waterfront Park	(4,845)	(249)	(5,095)
<b>Total</b>	<b>\$ (58,244)</b>	<b>\$ (6,615)</b>	<b>\$ (64,858)</b>

In addition to the shortfall noted above, the Region also interim finances the Non-residential share of capital project costs from the Capital Investment Revolving Fund and Tax Capital reserve for water, wastewater and roads to support the timely development of employment areas. The outstanding Regional commitment at the end of 2018 was \$361.8 million (\$240.0 million for water and wastewater and \$121.8 million for roads).

#### Bill 108

On May 2<sup>nd</sup>, 2019 the Province introduced Bill 108 (*More Homes, More Choices Act*) to respond to the Housing Supply Action Plan. This Bill received Royal Assent on June 6th and made changes to a number of Provincial statutes including the *Development Charge Act, 1997* and *Planning Act*. As discussed in Report No. FN-31-19 (Re: Bill 108 – Growth Related Financing) and FN-32-19 (Re: Bill 108 – Growth Related Financing Update on Proposed Regulations) the significant financial challenges include removal of soft services from the DCA to a new amended Community Benefits Charges section in the *Planning Act*, timing of DC collection, timing of determination of DC rate and exemption of secondary dwelling in new construction. The extent of the impacts is still unknown as the associated regulations have not yet been prescribed. However, once they come into effect, they will have a significant impact on how the Region delivers and finances its growth-related capital program. It is still unclear how these changes address the Province's goal of advancing a greater number of housing opportunities to market in a shorter timeframe. Many of the changes, especially in the short-term, appear to create a larger burden on approvals, administration and constraints on infrastructure financing required for development.

### **Outstanding Non-Residential Recovery**

A key objective of the Region's Official Plan is to achieve sustainable economic prosperity for Halton through the provision of necessary infrastructure by the Region in support of the timely development of employment areas and Halton's economic base. It is the Region's policy to ensure that there is an existing ten-year supply of employment lands at all times within the Region as a whole and to make strategic investment in infrastructure to enhance the timely development of employment lands. It is important for Halton to have an adequate supply of designated and investment ready employment lands to ensure that the Region will be considered for new industrial and commercial investment opportunities. A robust inventory of investment ready employment lands provides choice and helps maintain the Region's overall competitiveness within the Greater Golden Horseshoe employment land market.

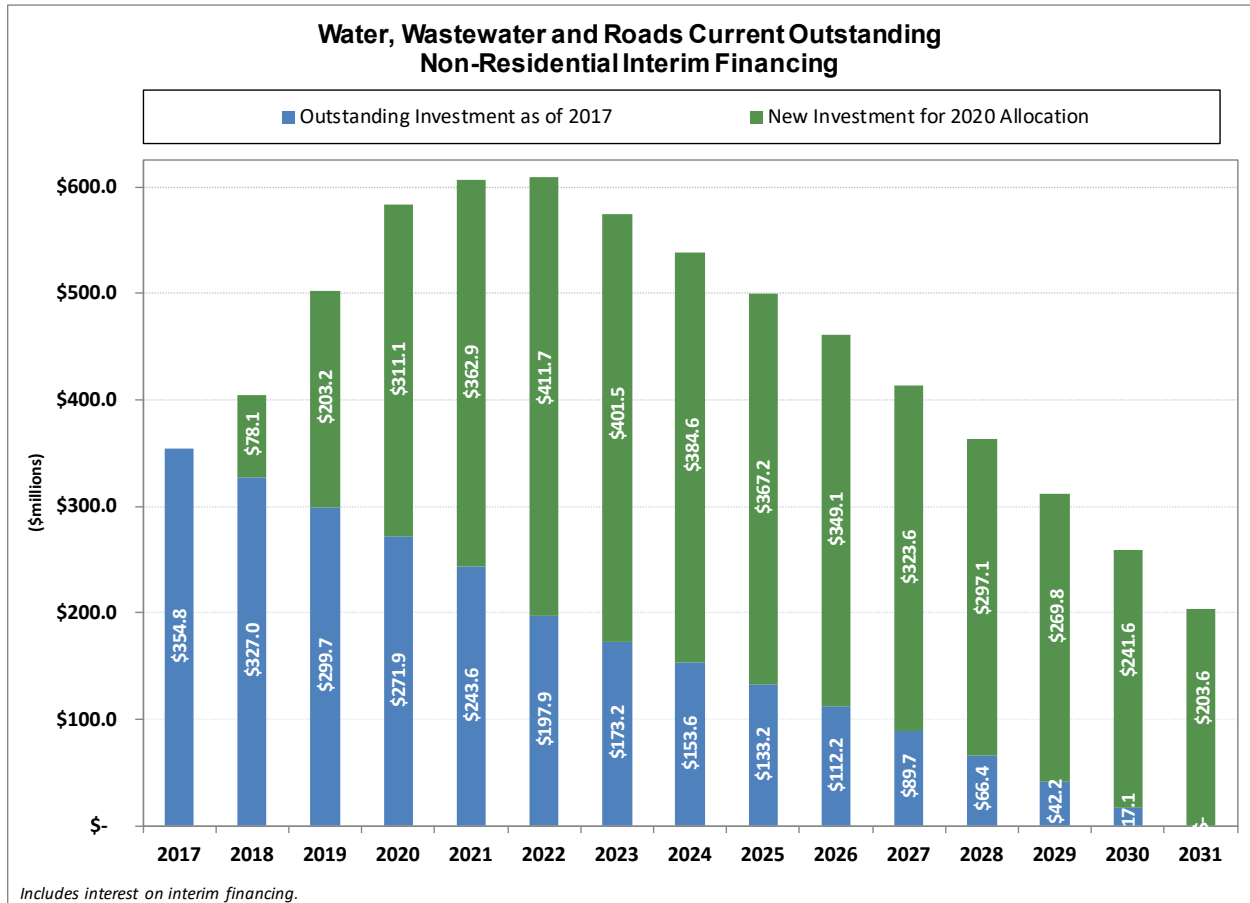
The Region has historically provided interim financing for the non-residential share of the required infrastructure, in recognition of the fact that the timing of the infrastructure is being driven by the residential developers and is delivered well in advance of non-residential requirements. To ensure that this interim financing does not impact tax or water and wastewater rates, the Region employs a combination of internal borrowing from its own reserves and external debt to meet these requirements. The Investment Revolving Fund Reserve is utilized to fund the water and wastewater program on an interim basis, while the Tax Capital Reserve provides interim funding for the roads program. Ultimately, these Regional reserves will be fully reimbursed, with interest from the collection of development charges (DCs), as non-residential development occurs in the future.

The financing of the non-residential share is a strategic investment for the Region, as this infrastructure serves to support continued economic growth in the Region. This Regional investment is provided in support of two types of employment growth namely, employment growth in key strategic employment lands and population related employment growth led by residential development.

As set out in Report No. FN-39-17 (re: Halton's Investment in Employment Lands), the outstanding investment in employment lands yet to be recovered up to the end of the 2012 Allocation Program totalled \$354.8 million. This has grown to \$361.8 million by the end of 2018 due to the release of some priority projects within the 2020 Allocation Program and does not include projects approved in the 2018 budget that have not proceeded. In addition, the Region committed to \$158.9 million (\$116.3 million residential share and \$55.0 million non-residential share) in outstanding debt charges related to employment lands. The Region plans to continue to invest in Halton's strategic employment areas in the future to further its objectives.

Report No. FN-39-17 indicated that the employment lands, current and proposed, do have the capacity to repay the interim financing invested by the Region (over \$1.7 billion in DC revenue) however the pace of non-residential growth is much slower than proposed under the Provincial Growth Plan and therefore repayment was much slower than estimated

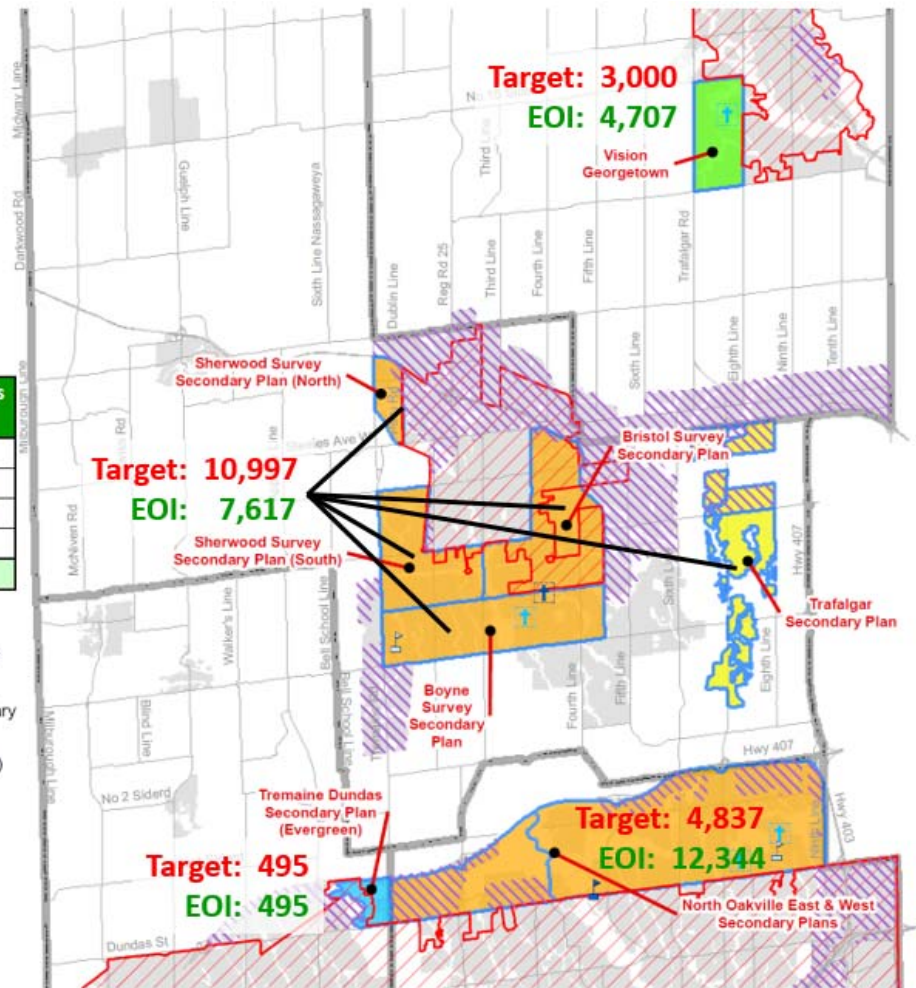
under the DC Study. At that time, it was projected that the committed interim financing of non-residential DCs up to the end of the 2012 Allocation Program would be repaid through non-residential DCs (net of debt charges) by 2031. If the 2020 Allocation Program non-residential infrastructure cost is added (based solely on budget timing), then repayment, based on a slow growth recovery scenario will be beyond 2031. This may be further exasperated if DC deferrals proposed under Bill 108 are enacted. Below is a summary of the repayment based on Report No. FN-39-17 with additional cost for the 2020 Allocation Program.



# Target #SDEs v.s. EOI Results

	Target #SDEs	EOI Results #SDEs
Burlington	495	495
Halton Hills	3,000	4,707
Milton	10,997	7,617
Oakville	4,837	12,344
	19,329	25,163

-  Public Elementary
-  Public Secondary
-  Catholic Elementary
-  Catholic Secondary
-  Employment Area
-  Built Boundary
-  Post 2021 (Halton Hills)
-  Pre 2021 (Burlington)
-  Post 2021 (Milton)
-  Pre 2021













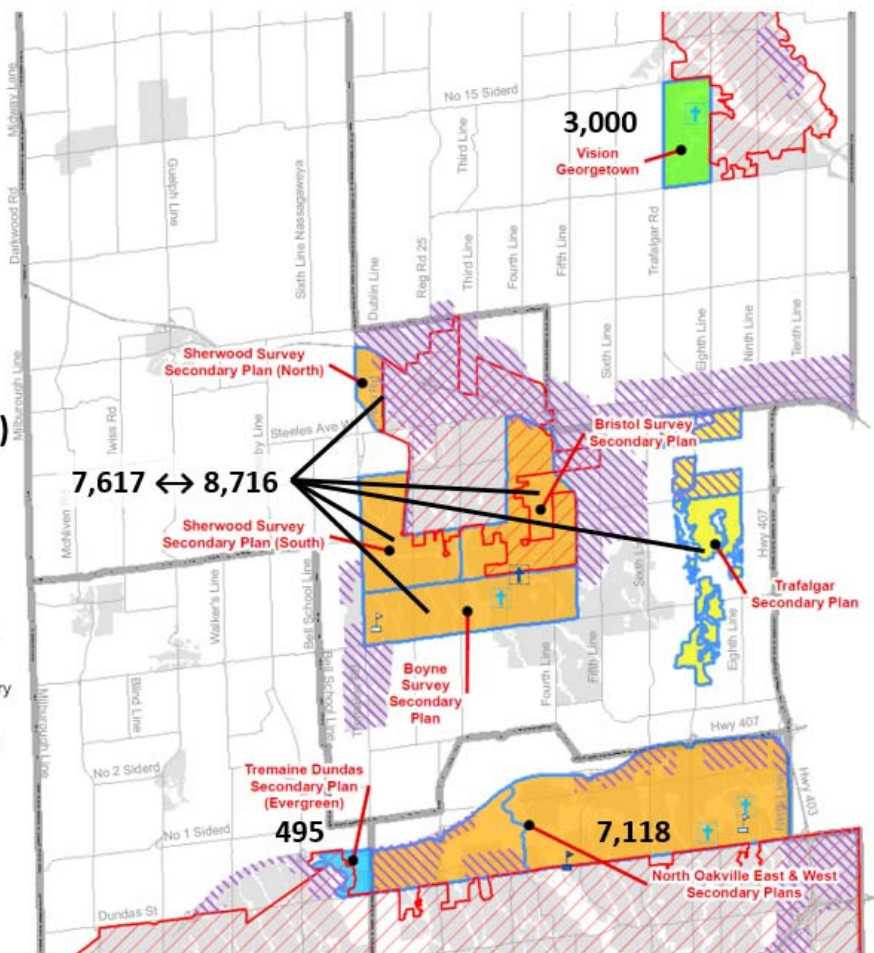


# Option 1: 6-year Allocation Program

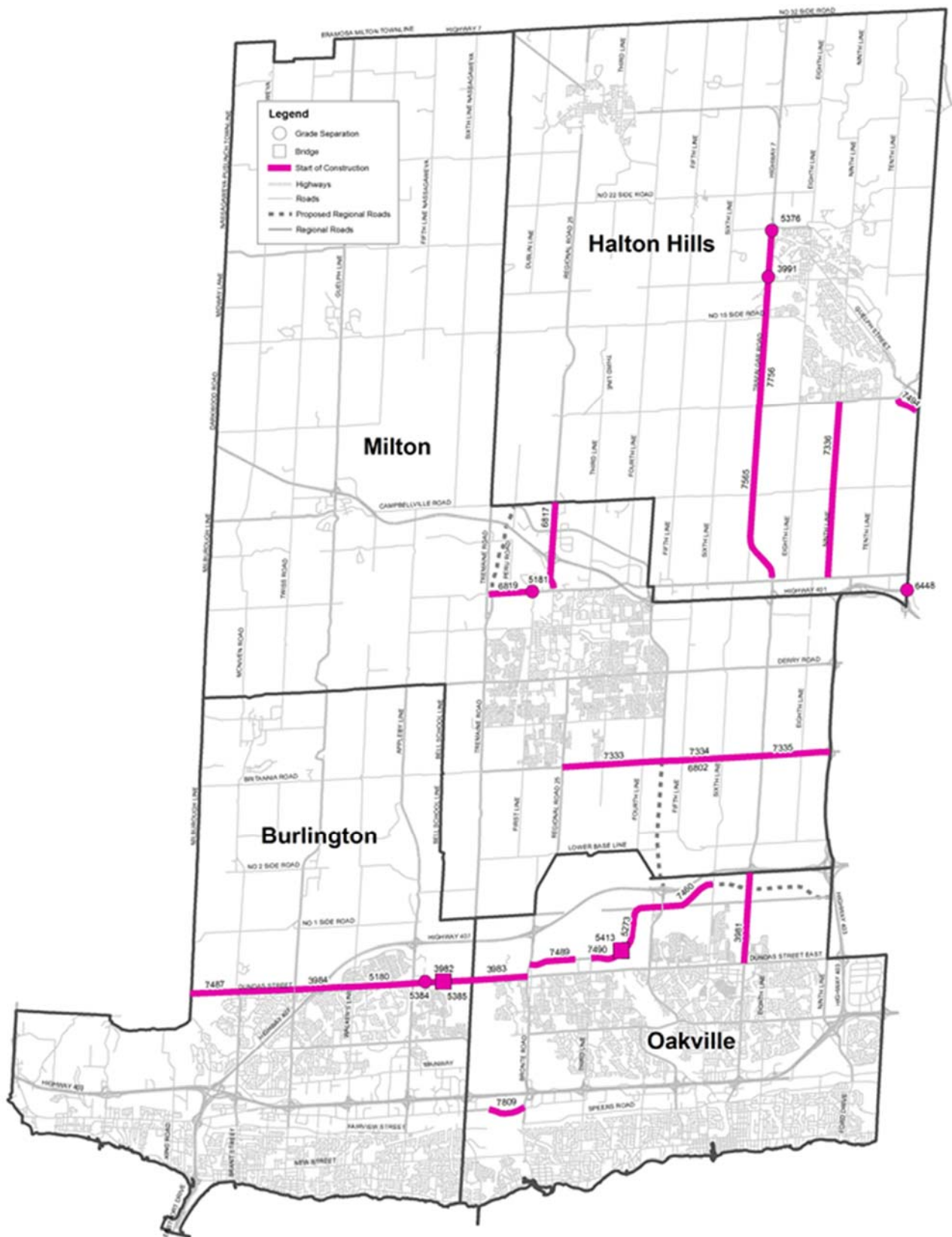
Attachment #4  
To FN-46-19/PW-50-19/LPS112-19

## Option 1 – Full Program 6-Year Allocation Program 2017 – 2022 (18,230 ↔ 19,329 SDEs)

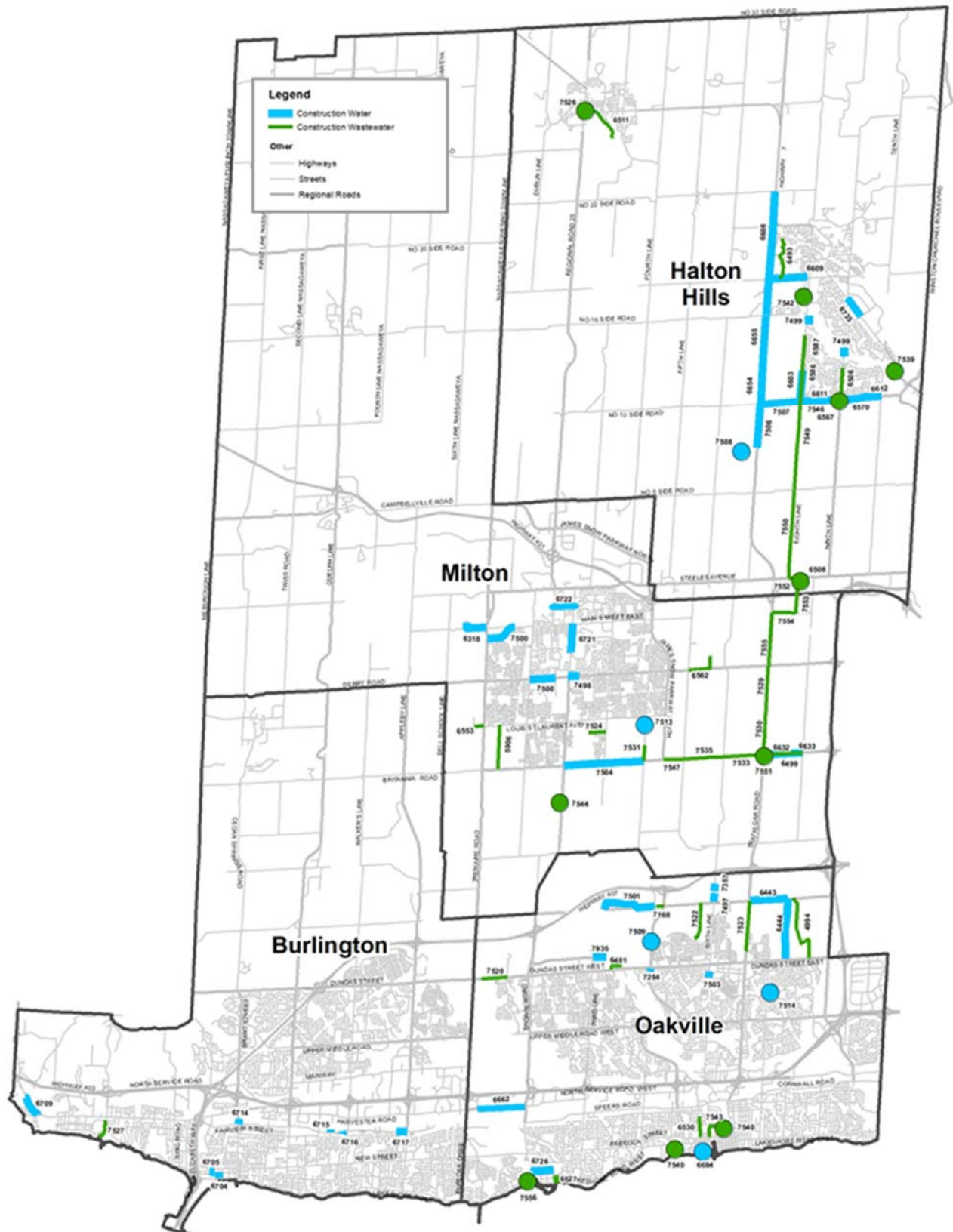
-  Public Elementary
-  Public Secondary
-  Catholic Elementary
-  Catholic Secondary
-  Employment Area
-  Built Boundary
-  Post 2021 (Halton Hills)
-  Pre 2021 (Burlington)
-  Post 2021 (Milton)
-  Pre 2021



# Roads Infrastructure Projects



Water/Wastewater Infrastructure



**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				Total
		Res DC	Region Share			
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
<b><u>Water Development</u></b>						
<b>Capacity</b>						
7513	4th Line Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (MIL)	\$ 1,343	\$ 447	\$ 94		\$ 1,884
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	8,981	2,994	-		11,975
6684	Construction of Oakville WPP Re-rating from 109 to 130 ML/d (OAK)	5,873	1,957	870		8,700
7509	Neyagawa Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (100 MLD) (OAK)	5,320	1,772	374		7,466
7514	8th Line Zone 4 Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (OAK)	3,206	1,069	225		4,500
6685	Bulk Water Stations on Existing Sites (REG)	1,498	499	-		1,997
7502	Halton Water Master Plan (REG)	526	174	-		700
7510	Water Distribution System Analysis (REG)	415	135	-		550
7511	Water Supply Capacity Annual Monitoring Report (REG)	190	60	-		250
7512	System Wide Transient Analysis Modelling Study (REG)	375	125	-		500
7515	System PRV implementation to support Zone 3/4/5 Boundary Re-alignment (REG)	5,700	1,900	400		8,000
7499	2 system PRV's on Mountain View and Eighth Line at the creek (Georgetown Lakebased Transfer Implementation) (Construction) (HHGEO)	259	86	-		345
7506	750mm WM on Trafalgar Rd from Zone 4 Reservoir to No 10 Siderd (Zone G6L) - Construction (HHGEO)	4,229	1,410	-		5,639
7508	20 ML/d Zone G6L Pumping Station at Zone 4 Reservoir - Construction (HHGEO)	3,660	1,220	-		4,880
<b>Greenfield</b>						
6318	300mm WM on No 14 Siderd from Tremaine Rd. to Milton Reservoir (Zone M5G) (MIL)	333	117	1,349		1,799
6632	400mm WM on Britannia Rd from Trafalgar Rd to 600 m east (Zone M4) (MIL)	792	279	-		1,071
6633	400mm WM on Britannia Rd from 600 m east of Trafalgar Rd to 8th Line (Zone M4) (MIL)	863	304	-		1,167
7498	Lake Based Servicing transfer of Derry Rd/R.R. 25 area (MIL)	207	73	-		280
7504	1200mm WM on Britannia Rd from 4th Line to RR 25 (Zone M4) - Construction (MIL)	20,580	4,420	-		25,000
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	346	122	-		468
4983	400mm WM on new North Oakville road from Burnhamthorpe Rd to Dundas St (Zone O4) (Design) (OAK)	470	165	-		635
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	1,885	662	-		2,547
6444	400mm WM from Burnhamthorpe Rd to Dundas St on new North Oakville road (Zone O4) (Construction) (OAK)	2,561	900	-		3,461
6662	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of the 3rd Line and QEW (OAK)	6,200	2,179	-		8,379

**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
7284	400mm WM and valve chamber to be constructed on Neyagawa Blvd. (RR 4) (OAK)	165	58	-		223
7357	400mm WM on Sixth Line from the proposed William Halton Parkway (RR 40) to southward approximately 300m (OAK)	200	70	-		270
7497	400mm WM on Sixth Line from approximately 300m southward of William Halton Parkway (RR 40) to Burnhamthorpe Rd (OAK)	475	167	-		642
7501	400mm WM on new North Oakville Rd west of Neyagawa Blvd. (OAK)	2,220	780	-		3,000
7935	400mm WM from Third Line under William Halton Parkway easterly (OAK)	1,554	546	-		2,100
5853	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north (North Oakville Lands) (Zone O3) (OAK)	210	74	-		284
6603	400mm WM on 8th Line from 10th Siderd to existing 400mm (Zone G6L) (HHGEO)	1,720	604	-		2,324
6608	750mm WM on Trafalgar from 15th Siderd to 22nd Siderd Lake Based Reservoir (Zone G6L) (HHGEO)	12,090	4,249	-		16,339
6609	400mm WM on 17th Siderd from Trafalgar Rd to Main St (Zone G6L) (HHGEO)	1,853	651	-		2,504
6611	600mm WM on No 10 Siderd from 8th Line to 9th Line (Zone G6L) (HHGEO)	2,924	1,027	-		3,951
6612	600mm WM on No 10 Siderd from 9th Line to 10th Line (Zone G6L) (HHGEO)	3,299	1,160	-		4,459
6654	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd (Zone G6L) (HHGEO)	4,013	1,410	-		5,423
6655	750mm WM on Trafalgar from 1,700 m north of 10th Siderd to 15th Siderd (Zone G6L) (HHGEO)	3,597	1,264	-		4,861
7507	600mm WM on 10th Siderd from Trafalgar Rd to 8th Line (Zone G6L) - Construction (HHGEO)	2,720	955	-		3,675
<b>Built Boundary</b>						
6704	200mm WM on Brock Ave from Elgin Street to Lakeshore Rd (BUR)	345	109	-		454
6705	200mm WM on Regina Drive from Maple Avenue to Ecole Renaissance Schoolyard (BUR)	287	90	-		377
6709	300mm WM on Plains Rd East from north of Grandview Rd to twinned section on Plains (BUR)	1,870	590	-		2,460
6714	300mm WM on Brant from Fairview St to 180 m northerly (BUR)	308	97	-		405
6715	300mm WM on Woodview Rd from Fairview St to 100 m Northerly (BUR)	176	55	-		231
6716	200mm WM from end of Commerce Crt north to Fairview St (BUR)	281	89	-		370
6717	300mm WM on Fairview St from Appleby Line to Taylor Crescent (BUR)	760	240	-		1,000
6721	300mm WM on Ontario Street South from Main Street East to Parkway Drive East (MIL)	1,266	400	-		1,666
6722	300mm WM on Woodward Avenue between Martin Street and Ontario Street North (MIL)	1,038	328	-		1,366
7500	Milton West Looping - 400mm WM on Derry Rd from Santa Maria Blvd. to Bronte St South, and a 400 mm WM on Main St West from Scott Blvd. to Tremaine Road. (MIL)	2,698	852	187		3,737
6726	300mm WM on Sovereign St between Bronte Rd and East St (OAK)	1,593	504	-		2,097

**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
7503	300 mm WM on Sixth Line from Hays Blvd to River Glen Blvd. Project required to support Zone 3/4/5 Boundary Realignment (OAK)	108	34	8		150
6735	300 mm replacement on Guelph St between Mountainview Rd North and Sinclair Ave (HHGEO)	1,486	469	-		1,955
Commitments		13,441	12,043	-	-	25,484
<b>Sub-total Water Development</b>		<b>\$ 138,509</b>	<b>\$ 51,984</b>	<b>\$ 3,507</b>	<b>\$ -</b>	<b>\$ 194,000</b>
<b>Wastewater Development</b>						
<b>Capacity</b>						
6588	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d (OAK)	\$ 8,372	\$ 2,941	\$ 6,644		\$ 17,957
7517	Halton Wastewater Master Plan (REG)	666	234	-		900
7518	Wastewater Collection System Analysis (REG)	405	145	-		550
7519	Wastewater Treatment Capacity Annual Monitoring Report (REG)	185	65	-		250
7521	Black Creek Monitoring Program (HHACT)	148	52	-		200
7549	900 mm WWM on 8th Line from 10th Side Rd to 5th Side Rd - Construction (HHGEO)	17,813	6,259	-		24,072
7550	900 mm WWM on 8th Line from 5th Side Rd to Steeles Ave - Construction (HHGEO)	7,052	2,478	-		9,530
7552	1050 mm WWM on Steeles Ave from 8th Line to Crossing Easement - Construction (HHGEO)	2,335	821	-		3,156
<b>Greenfield</b>						-
5906	750 mm WWM on new road alignment from Louis St. Laurent to Britannia Rd (MIL)	7,614	2,674	-		10,288
6499	300 mm WWM on Britannia Rd from 8th Line to Trafalgar/ Britannia WWPS (MIL)	849	299	-		1,148
6584	1,805 L/s WWPS at Lower Base Line and 4th Line (MIL)	449	158	-		607
6585	Twinned 900 mm WWFM from Lower Base Line to RR 25 (MIL)	940	330	-		1,270
7524	450 mm WWM through developer subdivision from ID 6114 on Thompson Rd westerly (MIL)	560	196	-		756
7529	1050 mm WWM on Trafalgar Rd from Derry Rd to Golf Course - Construction (MIL)	5,407	1,900	-		7,307
7530	1050 mm WWM on Trafalgar Rd from Golf Course to Britannia Rd / Trafalgar Rd WWPS - Construction (MIL)	8,239	2,895	-		11,134
7531	525mm WWM on Fourth Line from Britannia Rd to approximately 900 m north (MIL)	3,209	1,128	-		4,337
7533	Twinned 750 mm WWFM on Britannia Rd from Trafalgar Rd to 6th Line - Construction (MIL)	8,713	3,061	-		11,774
7535	1200 mm WWM on Britannia Rd from 6th Line to 5th Line - Construction (MIL)	10,143	3,564	-		13,707
7547	1200 mm WWM on Britannia Rd to 5th Line to James Snow Pkwy - Construction (MIL)	4,301	1,511	-		5,812
7551	1,200 L/s WWPS on Trafalgar Rd/ Britannia Rd - Construction (MIL)	16,359	5,748	-		22,107
7553	1050 mm WWM 401 Crossing from Steeles Ave to Auburn Rd - Construction (MIL)	10,244	3,599	-		13,843
7554	1050 mm WWM on Auburn Rd from Hwy 401 crossing easement to Trafalgar Rd - Construction (MIL)	3,310	1,163	-		4,473
7555	1050 mm WWM on Trafalgar Rd from Auburn Rd to Derry Rd - Construction (MIL)	7,404	2,601	-		10,005
4994	600 mm WWM on new North Oakville road from Burnhamthorpe Rd to Dundas St (OAK)	6,056	2,128	-		8,184

**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
6481	450 mm WWM on internal road parallel to Dundas St from west of 16 Mile Creek Bridge to 190 m east of Proudfoot Trail (OAK)	356	124	-		480
7168	450 mm sewer on Burnhamthorpe Rd from Neyagawa Blvd. to King's Christian Collegiate (OAK)	96	34	-		130
7522	525 mm WWM through developer subdivision from ID 5063 to Burnhamthorpe Rd W (OAK)	1,439	505	-		1,944
7523	600 mm WWM on Trafalgar Rd from ID 5062 to Burnhamthorpe Rd E (OAK)	2,230	784	-		3,014
6506	750 mm WWM on 9th Line from Argyll Rd to 10th Side Rd - Georgetown South Connection (HHGEO)	6,157	2,163	-		8,320
6567	Twinned 300mm WWFM on 10th Side Rd from 9th Ln to New WW #9 (HHGEO)	744	262	-		1,006
6570	360 L/s WWPS at 10 Side Rd/9th Line (HHGEO)	6,189	2,174	-		8,363
6586	750 mm WWM on 8th Line from Argyll Rd to 10th Side Rd (HHGEO)	2,320	815	-		3,135
6587	600 mm WWM on 8th Line from Miller Rd to Argyll Rd (HHGEO)	1,976	695	-		2,671
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	581	204	-		785
6553	450 mm WWM on Louis St Laurent extension from 340m west of Tremaine Rd to Tremaine Rd (MIL)	625	219	-		844
6562	450 mm WWM on new road from 440 m north of Derry Rd to Derry Rd and 525 mm WWM on Derry Rd from 725 m east of 5th Line to 5th Line (MIL)	1,084	381	-		1,465
7520	600 mm WWM crossing Dundas St and 600 mm WWM on Dundas St from 900m west of Colonel Williams Parkway to Colonel Williams Parkway (Construction) (OAK)	3,148	1,106	-		4,254
<b>Built Boundary</b>						
7527	Upsize WWM on Lasalle Park Road from Fairwood Pl to Lasalle WWPS (BUR)	519	164	-		683
7544	Boyne WWPS - Decommissioning upon completion of gravity sewers #7159, #6382, #6381 (MIL)	76	24	-		100
6527	Twin 600 mm WWM on service road to Marine Drive WWPS from Marine Drive (OAK)	117	36	-		153
6530	300 mm WWM on Kerr St between Forster Park and Rebecca St (OAK)	727	230	-		957
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	228	72	-		300
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study, Design and Construction (OAK)	217	69	-		286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	2,964	936	-		3,900
7556	West River WWPS - Capacity Upgrade to 120 L/s WWPS - Design and Construction, including 450 mm inlet WWM to the station on Service Rd from West River St to West River WWPS (OAK)	3,255	1,028	7,291		11,574
6511	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP (HHAET)	897	283	1,848		3,028
7526	Agnes St WWPS Strategy. Scoping Study, EA, Design and Construction (HHAET)	934	295	6,010		7,239



**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
6493	375 mm WWM on Atwood Ave/Murno Circle and existing sewer alignment from Berton Blvd to Maple Ave (HHGEO)	1,097	346	5,117		6,560
7539	Norval WWPS - Capacity upgrade (HHGEO)	263	84	-		347
7542	Main St WWPS Capacity Upgrade (HHGEO)	198	62	-		260
7546	750 mm WWM on No 10 Side Road from WWPS #100 to Eighth Line (in order to decommission WWPS #100) (HHGEO)	3,402	1,075	-		4,477
Commitments		22,317	12,600	-	-	34,917
<b>Sub-total Wastewater Development</b>		<b>\$ 194,929</b>	<b>\$ 72,720</b>	<b>\$ 26,910</b>	<b>\$ -</b>	<b>\$ 294,559</b>
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 333,438</b>	<b>\$ 124,704</b>	<b>\$ 30,417</b>	<b>\$ -</b>	<b>\$ 488,559</b>
<b>Roads</b>						
6445	Guelph Line at Harvester Road (Intersection Improvements) (BUR) (Regional Road 1)	\$ 1,668	\$ 938	\$ 2,606	\$ -	\$ 5,212
7438	Guelph Line & 1 Side Road - Intersection Improvements (BUR) (Regional Road 1)	804	452	1,256	-	2,512
3981	Trafalgar Road - Widening from 4 to 6 lanes from Dundas Street to Highway 407 (OAK) (Regional Rd 3)	18,542	10,430	7,242	-	36,214
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	486	273	66	-	825
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	486	273	66	-	825
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	15,974	8,985	2,170	-	27,129
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	9,869	5,550	2,722	-	18,141
7565	Trafalgar Road - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 3)	13,580	7,639	6,338	-	27,557
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	25,029	14,078	11,031	-	50,138
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	5,865	3,299	482	-	9,646
3982	Dundas St - Widening from 4 to 6-Lanes (excluding CNR & Bronte Creek Bridges) from Appleby Line to Tremaine Rd (BUR) (Regional Rd 5)	14,143	7,956	3,598	-	25,697
3984	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to North Hampton (BUR) (Regional Road 5)	10,748	6,046	4,465	-	21,259
5180	Dundas Street - Widening from 4 to 6 lanes from North Hampton to Appleby Line (BUR) (Regional Road 5)	9,306	5,234	4,592	-	19,132
5384	Dundas Street - Grade Separation at CNR Crossing between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	12,204	6,864	-	-	19,068
5385	Dundas Street - Bronte Creek Bridge between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	29,860	16,796	1,944	-	48,600
3983	Dundas Street - Widening from 4 to 6 lanes from Tremaine Road to Bronte Road (OAK) (Regional Rd 5)	13,642	7,675	5,666	-	26,983



**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) Regional Road 5	11,262	6,335	11,250	-	28,847
6802	Britannia Road - Widening from 4 to 6 lanes from Regional Road 25 to Highway 407 (MIL) (Regional Road 6)	44,862	25,235	20,938	-	91,035
7333	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from Regional Road 25 to James Snow Parkway (MIL) Regional Road 6	16,970	9,545	5,051	-	31,566
7334	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from James Snow Parkway to Trafalgar Road (MIL) Regional Road 6	15,318	8,616	4,559	-	28,493
7335	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from Trafalgar Road to Highway 407 (MIL) Regional Road 6	5,619	3,161	2,622	-	11,402
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	7,215	4,058	-	-	11,273
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	7,869	4,427	3,268	-	15,564
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	4,302	2,420	664	-	7,386
7933	Steeles Ave - Truck inspection station between 5th Line and 6th Line (HHS)	587	359	154	-	1,100
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	2,954	1,662	1,155	-	5,771
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	1,799	1,011	938	-	3,748
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) Regional Road 13	14,103	7,934	10,854	-	32,891
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	694	390	753	-	1,837
6448	Winston Churchill Boulevard - Widening from 4 to 6 lanes from Highway 401 to Steeles Avenue (Halton's Share) (HHS) (Regional Road 19)	1,379	776	410	-	2,565
7494	Norval Bypass (HHS)	15,053	8,467	-	-	23,520
6830	Tremaine Road - Widening from 2 to 4 lanes from Dundas Street to Lower Base Line (OAK) (Regional Road 22)	4,884	2,748	3,271	-	10,903
6834	Tremaine Road - Widening from 2 to 4 lanes from Lower Base Line to Britannia Road (MIL) (Regional Road 22)	1,825	1,026	758	-	3,609
5845	Tremaine Road - Widening from 4 to 6 lanes from Highway 401 to Derry Road (MIL) (Regional Road 22)	11,406	6,416	6,592	-	24,414
7809	Wycroft Road extension from 820 m east of Burloak Drive to Bronte Road (OAK)	7,001	3,937	-	53,139	64,077
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	4,602	2,589	800	-	7,991
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	3,919	2,205	681	-	6,805

**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

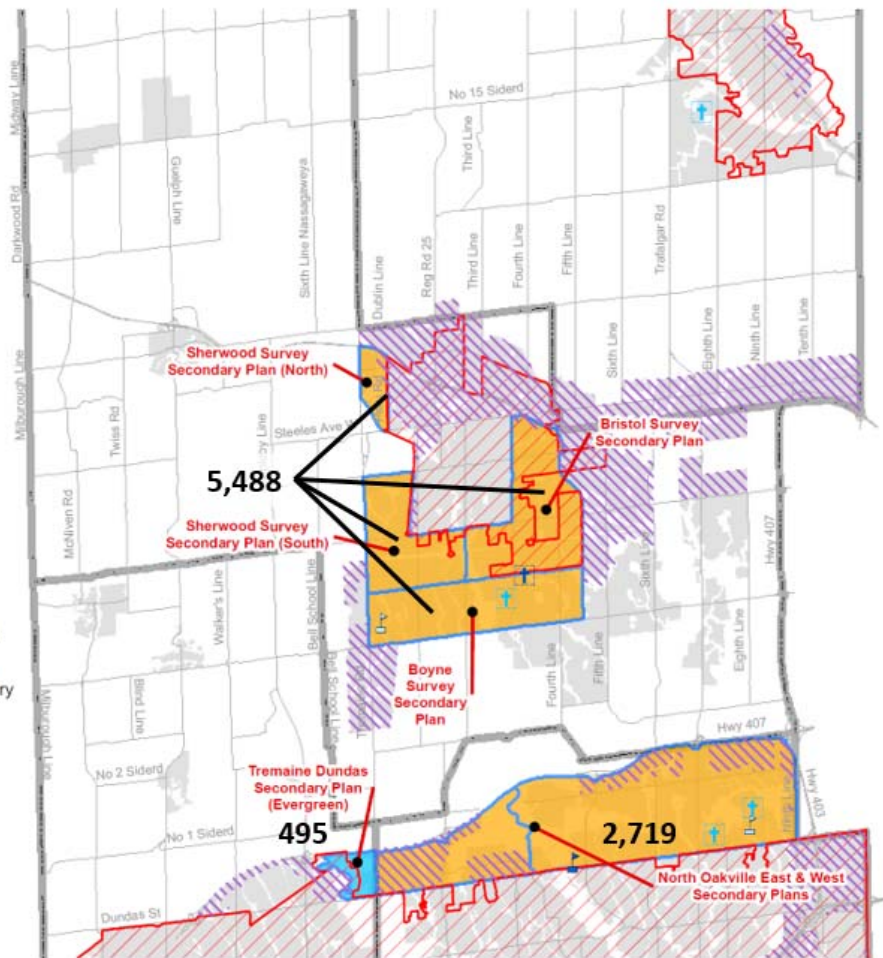
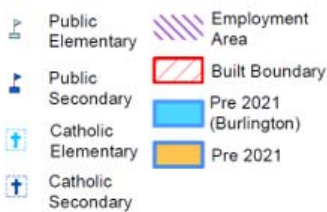
ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	541	248	36	-	825
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	12,799	7,201	3,256	-	23,256
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	2,848	1,602	1,112	-	5,562
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	618	181	26	-	825
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) Regional Road 38	210	71	40	-	321
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	298	167	70	-	535
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) Regional Road 38	198	85	38	-	321
7337	Upper Middle Road - Intersection Operational Improvements (OAK) Regional Road 38	1,710	962	2,673	-	5,345
7489	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) Regional Road 40	2,588	1,455	-	-	4,043
7490	William Halton Parkway (CONSTRUCTION ONLY) - New 4 lane road from Third Line to Sixteen Mile Creek (OAK) Regional Road 40	8,640	4,860	-	-	13,500
5413	William Halton Parkway - New 4 lane bridge over 16 Mile Creek to (Regional Road 40) (OAK)	28,800	16,200	-	-	45,000
5273	William Halton Parkway - New 4 lane road from Sixteen Mile Creek to Neyagawa Blvd. (OAK) (Regional Road 40)	21,228	11,940	-	-	33,168
7460	William Halton Parkway (CONSTRUCTION ONLY) - New 4 lane road from Sixth Line to Neyagawa Boulevard (OAK) Regional Road 40	7,811	4,393	-	-	12,204
7927	Appleby Line and Britannia Road - Intersection Improvements (Roundabout) (BUR) Regional Road 20	770	433	1,204	-	2,407
6836	Regional Road 25/Third Line Alignment Options Study (MIL)	335	188	-	-	523
5426	Active Transportation Initiatives (REG)	97	55	157	-	309
7928	Active Transportation Master Plan (Region-wide) (REG)	130	73	-	-	203
7375	Active Transportation Infill Projects (REG)	1,895	1,066	2,962	-	5,923
7493	Active Transportation New Off-Road Capital Projects (REG)	5,602	3,150	972	-	9,724
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	1,250	700	1,950	-	3,900
6854	New Traffic Signals - Development (REG)	5,500	3,095	-	-	8,595
6855	New Signalized Intersections (REG)	644	362	1,006	-	2,012
7377	Intelligent Transportation System Implementation (REG)	3,680	2,070	5,750	-	11,500
5196	Travel Demand Management Initiative (REG)	570	320	890	-	1,780
5431	Traffic and Screen Line Counts & Studies (REG)	283	159	447	-	889
5444	Transportation Master Plan Study (REG)	1,338	754	-	-	2,092

**2020 Allocation Program Option 1: Full Allocation Program (\$000s)**

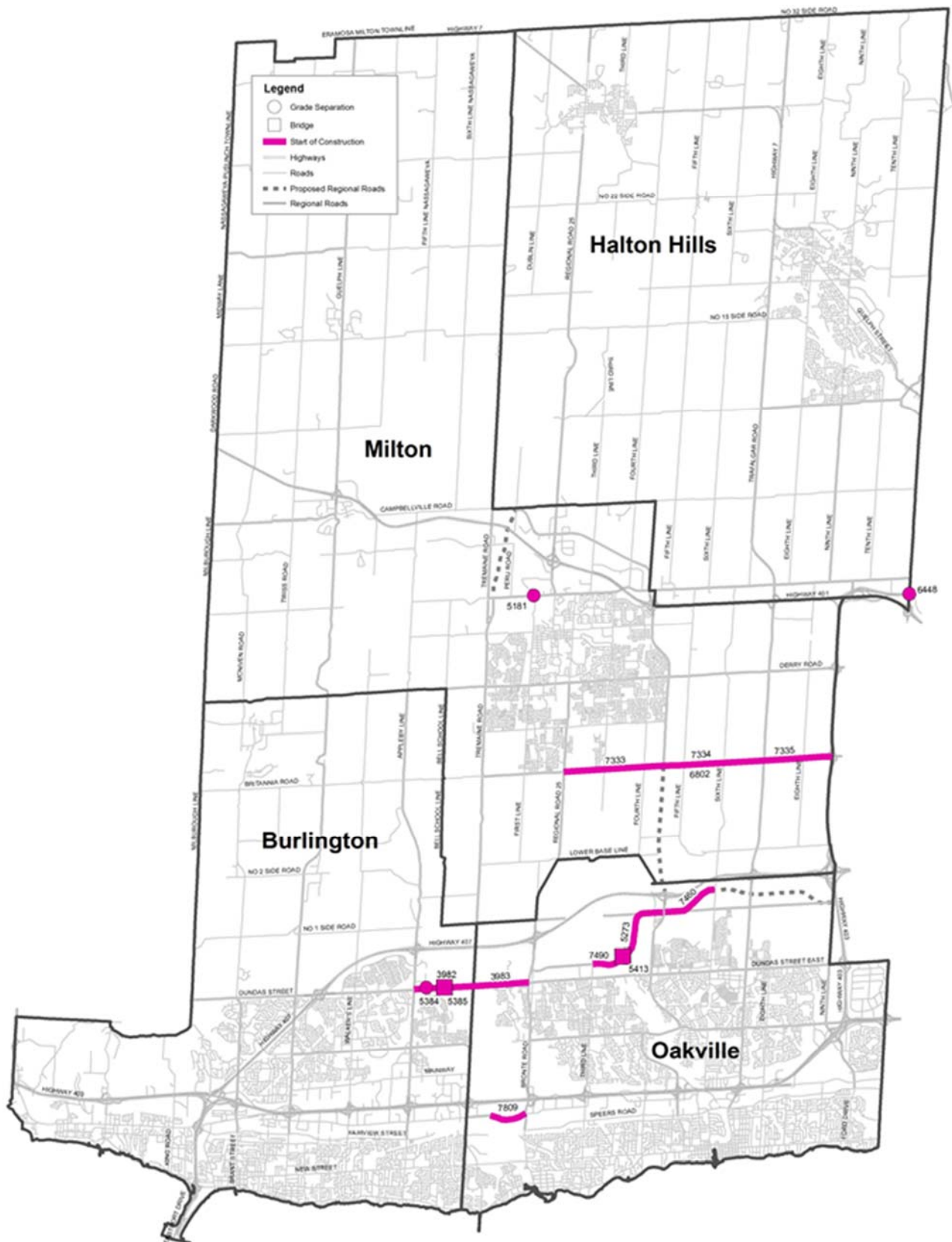
ID No.	Description	Full Program				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
6832	Data Management Group (REG)	500	285	-	-	785
6833	Transportation Tomorrow Survey (REG)	67	38	-	-	105
6837	Development Charge Background Study (REG)	301	170	-	-	471
6838	Growth Management Studies (REG)	1,675	940	-	-	2,615
6858	Cordon Count Data (REG)	199	114	-	-	313
7568	MTO Highway Studies (REG)	420	235	-	-	655
7569	Urban Design Guidelines (REG)	100	57	-	-	157
Commitments		1,596	1,064	-	-	2,660
<b>Sub-total Roads</b>		<b>\$ 481,070</b>	<b>\$ 270,498</b>	<b>\$ 151,551</b>	<b>\$ 53,139</b>	<b>\$ 956,258</b>
<b>General Services DC Collection</b>		<b>\$ 44,033</b>				<b>\$ 44,033</b>
<b>Total W/WW, Roads &amp; General Services</b>		<b>\$ 858,541</b>	<b>\$ 395,202</b>	<b>\$ 181,968</b>	<b>\$ 53,139</b>	<b>\$ 1,488,849</b>

\* Non-Res Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

**2017 – 2019  
(8,702 SDEs)**



# Roads Infrastructure Projects



**Legend**

- Construction Water
- Construction Wastewater
- Other
- Highways
- Streets
- Regional Roads

**Halton Hills**

**Milton**

**Burlington**

**Oakville**

Map showing the locations of Construction Water and Construction Wastewater treatment plants across Halton Hills, Milton, Burlington, and Oakville. The map includes a legend for Construction Water (blue line), Construction Wastewater (green line), and Other (grey line). It also shows Highways, Streets, and Regional Roads. The map is divided into four regions: Halton Hills, Milton, Burlington, and Oakville. Various numbered points are marked along the construction water and wastewater lines, indicating specific treatment plants or facilities.

ID No.	Description	3 - Year				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
<b><u>Water Development</u></b>						
<b>Capacity</b>						
7513	4th Line Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (MIL)	\$ 269	\$ 89	\$ 19	\$ -	\$ 377
7509	Neyagawa Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (100 MLD) (OAK)	1,064	354	75	-	1,493
7514	8th Line Zone 4 Pumping Station alterations to support Zone 3/4/5 Boundary Re-alignment (OAK)	641	214	45	-	900
6685	Bulk Water Stations on Existing Sites (REG)	299	100	-	-	399
7502	Halton Water Master Plan (REG)	526	174	-	-	700
7510	Water Distribution System Analysis (REG)	248	82	-	-	330
7511	Water Supply Capacity Annual Monitoring Report (REG)	113	37	-	-	150
7512	System Wide Transient Analysis Modelling Study (REG)	375	125	-	-	500
7515	System PRV implementation to support Zone 3/4/5 Boundary Re-alignment (REG)	1,140	380	80	-	1,600
<b>Greenfield</b>						
6318	300mm WM on No 14 Siderd from Tremaine Rd. to Milton Reservoir (Zone M5G) (MIL)	333	117	1,349	-	1,799
6632	400mm WM on Britannia Rd from Trafalgar Rd to 600 m east (Zone M4) (MIL)	792	279	-	-	1,071
6633	400mm WM on Britannia Rd from 600 m east of Trafalgar Rd to 8th Line (Zone M4) (MIL)	863	304	-	-	1,167
7498	Lake Based Servicing transfer of Derry Rd/R.R. 25 area (MIL)	41	15	-	-	56
7504	1200mm WM on Britannia Rd from 4th Line to RR 25 (Zone M4) - Construction (MIL)	20,580	4,420	-	-	25,000
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	346	122	-	-	468
4983	400mm WM on new North Oakville road from Burnhamthorpe Rd to Dundas St (Zone O4) (Design) (OAK)	470	165	-	-	635
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	1,885	662	-	-	2,547
6444	400mm WM from Burnhamthorpe Rd to Dundas St on new North Oakville road (Zone O4) (Construction) (OAK)	2,561	900	-	-	3,461
6662	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of the 3rd Line and QEW (OAK)	6,200	2,179	-	-	8,379
7284	400mm WM and valve chamber to be constructed on Neyagawa Blvd. (RR 4) (OAK)	165	58	-	-	223
7357	400mm WM on Sixth Line from the proposed William Halton Parkway (RR 40) to southward approximately 300m (OAK)	200	70	-	-	270
7497	400mm WM on Sixth Line from approximately 300m southward of William Halton Parkway (RR 40) to Burnhamthorpe Rd (OAK)	475	167	-	-	642
7501	400mm WM on new North Oakville Rd west of Neyagawa Blvd. (OAK)	444	156	-	-	600
7935	400mm WM from Third Line under William Halton Parkway easterly (OAK)	1,554	546	-	-	2,100

ID No.	Description	3 - Year				Total
		Res DC	Region Share			
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
Built Boundary						
6704	200mm WM on Brock Ave from Elgin Street to Lakeshore Rd (BUR)	69	22	-	-	91
6705	200mm WM on Regina Drive from Maple Avenue to Ecole Renaissance Schoolyard (BUR)	57	18	-	-	75
6709	300mm WM on Plains Rd East from north of Grandview Rd to twinned section on Plains (BUR)	1,870	590	-	-	2,460
6714	300mm WM on Brant from Fairview St to 180 m northerly (BUR)	62	19	-	-	81
6715	300mm WM on Woodview Rd from Fairview St to 100 m Northerly (BUR)	35	11	-	-	46
6716	200mm WM from end of Commerce Crt north to Fairview St (BUR)	56	18	-	-	74
6717	300mm WM on Fairview St from Appleby Line to Taylor Crescent (BUR)	152	48	-	-	200
6721	300mm WM on Ontario Street South from Main Street East to Parkway Drive East (MIL)	1,266	400	-	-	1,666
6722	300mm WM on Woodward Avenue between Martin Street and Ontario Street North (MIL)	1,038	328	-	-	1,366
7500	Milton West Looping - 400mm WM on Derry Rd from Santa Maria Blvd. to Bronte St South, and a 400 mm WM on Main St West from Scott Blvd. to Tremaine Road. (MIL)	418	132	29	-	579
6726	300mm WM on Sovereign St between Bronte Rd and East St (OAK)	318	101	-	-	419
7503	300 mm WM on Sixth Line from Hays Blvd to River Glen Blvd. Project required to support Zone 3/4/5 Boundary Re-alignment (OAK)	21	7	2	-	30
Commitments		13,441	12,043			25,484
Sub-total Water Development		\$ 60,387	\$ 25,452	\$ 1,599	\$ -	\$ 87,438
Wastewater Development						
Capacity						
7517	Halton Wastewater Master Plan (REG)	\$ 666	\$ 234	\$ -	\$ -	\$ 900
7518	Wastewater Collection System Analysis (REG)	244	86	-	-	330
7519	Wastewater Treatment Capacity Annual Monitoring Report (REG)	111	39	-	-	150
7521	Black Creek Monitoring Program (HHACT)	74	26	-	-	100
Greenfield						
5906	750 mm WWM on new road alignment from Louis St. Laurent to Britannia Rd (MIL)	7,613	2,675	-	-	10,288
6499	300 mm WWM on Britannia Rd from 8th Line to Trafalgar/ Britannia WWPS (MIL)	849	299	-	-	1,148
7524	450 mm WWM through developer subdivison from ID 6114 on Thompson Rd westerly (MIL)	559	197	-	-	756
7531	525mm WWM on Fourth Line from Britannia Rd to approximately 900 m north (MIL)	3,209	1,128	-	-	4,337
7533	Twinned 750 mm WWFM on Britannia Rd from Trafalgar Rd to 6th Line - Construction (MIL)	8,713	3,061	-	-	11,774
7535	1200 mm WWM on Britannia Rd from 6th Line to 5th Line - Construction (MIL)	10,143	3,564	-	-	13,707
7547	1200 mm WWM on Britannia Rd to 5th Line to James Snow Pkwy - Construction (MIL)	4,301	1,511	-	-	5,812
7551	1,200 L/s WWPS on Trafalgar Rd/ Britannia Rd - Construction (MIL)	16,359	5,748	-	-	22,107
4994	600 mm WWM on new North Oakville road from Burnhamthorpe Rd to Dundas St (OAK)	6,056	2,128	-	-	8,184



ID No.	Description	3 - Year				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
6481	450 mm WWM on internal road parallel to Dundas St from west of 16 Mile Creek Bridge to 190 m east of Proudfoot Trail (OAK)	56	19	-	-	75
7168	450 mm sewer on Burnhamthorpe Rd from Neyagawa Blvd. to King's Christian Collegiate (OAK)	96	34	-	-	130
7522	525 mm WWM through developer subdivision from ID 5063 to Burnhamthorpe Rd W (OAK)	1,439	505	-	-	1,944
6553	450 mm WWM on Louis St Laurent extension from 340m west of Tremaine Rd to Tremaine Rd (MIL)	625	219	-	-	844
6562	450 mm WWM on new road from 440 m north of Derry Rd to Derry Rd and 525 mm WWM on Derry Rd from 725 m east of 5th Line to 5th Line (MIL)	1,084	381	-	-	1,465
7520	600 mm WWM crossing Dundas St and 600 mm WWM on Dundas St from 900m west of Colonel Williams Parkway to Colonel Williams Parkway (Construction) (OAK)	3,148	1,106	-	-	4,254
<b>Built Boundary</b>						
7527	Upsize WWM on Lasalle Park Road from Fairwood PI to Lasalle WWPS (BUR)	104	33	-	-	137
7544	Boyne WWPS - Decommissioning upon completion of gravity sewers #7159, #6382, #6381 (MIL)	76	24	-	-	100
6527	Twin 600 mm WWM on service road to Marine Drive WWPS from Marine Drive (OAK)	20	6	-	-	26
6530	300 mm WWM on Kerr St between Forster Park and Rebecca St (OAK)	113	36	-	-	149
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	46	14	-	-	60
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study, Design and Construction (OAK)	217	69	-	-	286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	593	187	-	-	780
7556	West River WWPS - Capacity Upgrade to 120 L/s WWPS - Design and Construction, including 450 mm inlet WWM to the station on Service Rd from West River St to West River WWPS (OAK)	651	206	1,458	-	2,315
6511	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP (HHACT)	151	48	313	-	512
7526	Agnes St WWPS Strategy. Scoping Study, EA, Design and Construction (HHACT)	155	49	998	-	1,202
6493	375 mm WWM on Atwood Ave/Murno Circle and existing sewer alignment from Berton Blvd to Maple Ave (HHGEO)	1,097	346	5,117	-	6,560
Commitments		22,317	12,600			34,917
<b>Sub-total Wastewater Development</b>		<b>\$ 90,885</b>	<b>\$ 36,578</b>	<b>\$ 7,886</b>	<b>\$ -</b>	<b>\$ 135,349</b>
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 151,272</b>	<b>\$ 62,030</b>	<b>\$ 9,485</b>	<b>\$ -</b>	<b>\$ 222,787</b>

ID No.	Description	3 - Year				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
<b>Roads</b>						
7438	Guelph Line & 1 Side Road - Intersection Improvements (BUR) (Regional Road 1)	\$ 804	\$ 452	\$ 1,256	\$ -	\$ 2,512
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	408	229	113	-	750
3982	Dundas St - Widening from 4 to 6-Lanes (excluding CNR & Bronte Creek Bridges) from Appleby Line to Tremaine Rd (BUR) (Regional Rd 5)	14,143	7,956	3,598	-	25,697
5384	Dundas Street - Grade Separation at CNR Crossing between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	12,204	6,864	-	-	19,068
5385	Dundas Street - Bronte Creek Bridge between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	29,860	16,796	1,944	-	48,600
3983	Dundas Street - Widening from 4 to 6 lanes from Tremaine Road to Bronte Road (OAK) (Regional Rd 5)	13,642	7,675	5,666	-	26,983
6802	Britannia Road - Widening from 4 to 6 lanes from Regional Road 25 to Highway 407 (MIL) (Regional Road 6)	44,862	25,235	20,938	-	91,035
7333	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from Regional Road 25 to James Snow Parkway (MIL) Regional Road 6	16,970	9,545	5,051	-	31,566
7334	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from James Snow Parkway to Trafalgar Road (MIL) Regional Road 6	15,318	8,616	4,559	-	28,493
7335	Britannia Road (CONSTRUCTION ONLY) - Widening from 2 to 4 lanes from Trafalgar Road to Highway 407 (MIL) Regional Road 6	5,619	3,161	2,622	-	11,402
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	7,215	4,058	-	-	11,273
7933	Steeles Ave - Truck inspection station between 5th Line and 6th Line (HHS)	587	359	154	-	1,100
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	505	284	548	-	1,337
6448	Winston Churchill Boulevard - Widening from 4 to 6 lanes from Highway 401 to Steeles Avenue (Halton's Share) (HHS) (Regional Road 19)	1,110	624	330	-	2,064
7809	Wyecroft Road extension from 820 m east of Burloak Drive to Bronte Road (OAK)	7,001	3,937	-	53,139	64,077
7337	Upper Middle Road - Intersection Operational Improvements (OAK) Regional Road 38	1,710	962	2,673	-	5,345
7490	William Halton Parkway (CONSTRUCTION ONLY) - New 4 lane road from Third Line to Sixteen Mile Creek (OAK) Regional Road 40	8,640	4,860	-	-	13,500
5413	William Halton Parkway - New 4 lane bridge over 16 Mile Creek to (Regional Road 40) (OAK)	28,800	16,200	-	-	45,000
5273	William Halton Parkway - New 4 lane road from Sixteen Mile Creek to Neyagawa Blvd. (OAK) (Regional Road 40)	21,228	11,940	-	-	33,168
7460	William Halton Parkway (CONSTRUCTION ONLY) - New 4 lane road from Sixth Line to Neyagawa Boulevard (OAK) Regional Road 40	7,811	4,393	-	-	12,204
7927	Appleby Line and Britannia Road - Intersection Improvements (Roundabout) (BUR) Regional Road 20	770	433	1,204	-	2,407
6836	Regional Road 25/Third Line Alignment Options Study (MIL)	335	188	-	-	523

ID No.	Description	3 - Year				
		Res DC	Region Share			Total
			Interim Financing *	Gen Resv (Non-Growth)	Subsidy	
7928	Active Transportation Master Plan (Region-wide) (REG)	130	73	-	-	203
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	749	421	1,170	-	2,340
6855	New Signalized Intersections (REG)	41	23	64	-	128
7377	Intelligent Transportation System Implementation (REG)	2,080	1,170	3,250	-	6,500
5196	Travel Demand Management Initiative (REG)	114	64	178	-	356
5431	Traffic and Screen Line Counts & Studies (REG)	150	85	236	-	471
5444	Transportation Master Plan Study (REG)	1,338	754	-	-	2,092
6832	Data Management Group (REG)	100	57	-	-	157
6858	Cordon Count Data (REG)	67	37	-	-	104
7568	MTO Highway Studies (REG)	84	47	-	-	131
7569	Urban Design Guidelines (REG)	100	57	-	-	157
<b>Sub-total Roads</b>		<b>\$ 244,495</b>	<b>\$ 137,555</b>	<b>\$ 55,554</b>	<b>\$ 53,139</b>	<b>\$ 490,743</b>
<b>General Services DC Collection</b>		19,824				19,824
<b>Total W/WW, Roads &amp; General Services</b>		<b>\$ 415,590</b>	<b>\$ 199,585</b>	<b>\$ 65,039</b>	<b>\$ 53,139</b>	<b>\$ 733,353</b>

\* Non-Res Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General