

# Appendix "E"

## Amendments

CITY OF BARRIE  
 SERVICES RELATED TO A HIGHWAY: ROADS  
 DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
<b>SERVICES RELATED TO A HIGHWAY: ROADS</b>											
<b>1.0 FORMER MUNICIPAL BOUNDARY</b>											
<b>1.1 New Roads</b>											
1.1.1 1101 - Anne-Baldwin Connector: Adelaide Street to Innisfil Street	2031 - 2041	73	\$ 3,553,200	\$ -	\$ 3,553,200	0%	\$ -	\$ 3,553,200	\$ -	\$ 3,553,200	\$ -
1.1.2 1102 - Bryne Drive: Existing North Cul-de-Sac - Existing South Cul-de-sac	2023 - 2030	1,598	\$ 50,997,600	\$ -	\$ 50,997,600	0%	\$ -	\$ 50,997,600	\$ 50,997,600	\$ -	\$ -
1.1.3 1105 - Welham Road: South Cul-de-sac - Lockhart Road	2023 - 2030	745	\$ 14,796,000	\$ -	\$ 14,796,000	0%	\$ -	\$ 14,796,000	\$ 14,796,000	\$ -	\$ -
Subtotal New Roads			\$ 69,346,800	\$ -	\$ 69,346,800		\$ -	\$ 69,346,800	\$ 65,793,600	\$ 3,553,200	\$ -
<b>1.2 Interchanges</b>											
1.2.1 1128 - Dunlop Southbound On Ramp	2031 - 2041		\$ 9,676,800	\$ -	\$ 9,676,800	0%	\$ -	\$ 9,676,800	\$ -	\$ 9,676,800	\$ -
1.2.2 2128 - McKay Interchange	2023 - 2030		\$ 85,896,720	\$ -	\$ 85,896,720	9%	\$ 7,470,695	\$ 78,426,025	\$ 53,429,638	\$ 24,996,387	\$ -
1.2.3 3000 - Mapleview D.D.I.	2031 - 2041		\$ 12,592,800	\$ -	\$ 12,592,800	0%	\$ -	\$ 12,592,800	\$ -	\$ 12,592,800	\$ -
Subtotal Interchanges			\$ 108,166,320	\$ -	\$ 108,166,320		\$ 7,470,695	\$ 100,695,625	\$ 53,429,638	\$ 47,265,987	\$ -
<b>1.3 Roundabouts</b>											
1.3.1 3001 - Ross Street Roundabout - Interim	2023 - 2030		\$ 4,687,200	\$ -	\$ 4,687,200	0%	\$ -	\$ 4,687,200	\$ 4,687,200	\$ -	\$ -
1.3.2 3002 - Ross Street Roundabout - Ultimate	2031 - 2041		\$ 5,270,400	\$ -	\$ 5,270,400	0%	\$ -	\$ 5,270,400	\$ -	\$ -	\$ 5,270,400
Subtotal Roundabouts			\$ 9,957,600	\$ -	\$ 9,957,600		\$ -	\$ 9,957,600	\$ 4,687,200	\$ -	\$ 5,270,400
<b>1.4 Roads Widening</b>											
1.4.1 1201 - Georgian Drive: Duckworth Street - Johnson Street	2031 - 2041	1,741	\$ 73,537,200	\$ -	\$ 73,537,200	13%	\$ 9,853,149	\$ 63,684,051	\$ -	\$ 63,684,051	\$ -
1.4.2 1204 - Bayfield Street: Cundles Road East - Sophia Street	2031 - 2041	1,703	\$ 157,442,400	\$ -	\$ 157,442,400	17%	\$ 26,921,363	\$ 130,521,037	\$ -	\$ 62,579,589	\$ 67,941,448
1.4.3 1206 - Dunlop Street West: Ferndale Drive North - Tiffin Street	2031 - 2041	1,509	\$ 58,860,000	\$ -	\$ 58,860,000	8%	\$ 4,587,455	\$ 54,272,545	\$ -	\$ 54,272,545	\$ -
1.4.4 1207 - Dunlop Street West: Anne Street - Cedar Pointe Drive	2031 - 2041	1,655	\$ 77,641,200	\$ -	\$ 77,641,200	15%	\$ 11,638,802	\$ 66,002,398	\$ -	\$ 66,002,398	\$ -
1.4.5 1208 - Essa Road: Fairview Road - Highway 400 N-E/W Ramp	2023 - 2030	349	\$ 37,303,200	\$ -	\$ 37,303,200	31%	\$ 11,513,457	\$ 25,789,743	\$ -	\$ 25,789,743	\$ -
1.4.6 1209 - Burton Avenue: Essa Road - Milburn Street	2031 - 2041	905	\$ 35,370,000	\$ -	\$ 35,370,000	7%	\$ 2,561,798	\$ 32,808,202	\$ -	\$ 16,404,101	\$ 16,404,101
1.4.7 1212 - Big Bay Point Road: 150m west of Bayview Drive - Huronia Road	2023 - 2030	1,405	\$ 28,695,600	\$ -	\$ 28,695,600	14%	\$ 3,973,867	\$ 24,721,733	\$ -	\$ 24,721,733	\$ -
1.4.8 1215 - Mapleview Drive: Country Lane - Yonge Street (Phase 1)	2023 - 2030	2,143	\$ 72,608,400	\$ -	\$ 72,608,400	8%	\$ 6,064,098	\$ 66,544,302	\$ -	\$ 66,544,302	\$ -
1.4.9 1215 - Mapleview Drive: Country Lane - Yonge Street (Phase 2)	2031 - 2041	2,143	\$ 55,522,800	\$ -	\$ 55,522,800	0%	\$ -	\$ 55,522,800	\$ -	\$ 55,522,800	\$ -

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TABLE 2

CITY OF BARRIE  
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 DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
1.4.10 1216 - Essa Road: Osmington Entrance - Fairview Road	2023 - 2030	277	\$ 18,586,800	\$ -	\$ 18,586,800	8%	\$ 1,565,377	\$ 17,021,423	\$ -	\$ 17,021,423	\$ -
1.4.11 1217 - Essa Road: Highway 400 N-E/W Ramp - Ardagh Road/Bryne Drive	2023 - 2030	298	\$ 13,262,400	\$ -	\$ 13,262,400	13%	\$ 1,688,129	\$ 11,574,271	\$ -	\$ 11,574,271	\$ -
1.4.12 1219 - Bryne Drive: Mapleview Drive - Northern Commerce Park Drive	2023 - 2030	326	\$ 18,738,000	\$ -	\$ 18,738,000	11%	\$ 2,130,807	\$ 16,607,193	\$ -	\$ 16,607,193	\$ -
1.4.13 1220 - St. Vincent: Sperling - Bell Farm	2031 - 2041	455	\$ 67,597,200	\$ -	\$ 67,597,200	27%	\$ 18,406,236	\$ 49,190,964	\$ -	\$ 24,595,482	\$ 24,595,482
1.4.14 1221 - Tiffin Street: Lakeshore - Ferndale Drive	2031 - 2041	2,147	\$ 95,731,200	\$ -	\$ 95,731,200	6%	\$ 5,891,288	\$ 89,839,912	\$ -	\$ 44,919,956	\$ 44,919,956
1.4.15 1222 - Lakeshore/Hurst: Tiffin - Bay Lane	2031 - 2041	3,968	\$ 43,167,600	\$ -	\$ 43,167,600	16%	\$ 6,699,220	\$ 36,468,380	\$ -	\$ 18,234,190	\$ 18,234,190
1.4.16 1223 - Huronia Road: Herrell Avenue - Big Bay Point Road	2031 - 2041	631	\$ 24,559,200	\$ -	\$ 24,559,200	7%	\$ 1,784,502	\$ 22,774,698	\$ -	\$ 11,387,349	\$ 11,387,349
1.4.17 1225 - Commerce Park Drive: Bryne Drive - 140m West of Bryne Drive	2031 - 2041	138	\$ 4,784,400	\$ -	\$ 4,784,400	8%	\$ 391,623	\$ 4,392,777	\$ -	\$ 2,196,388	\$ 2,196,388
1.4.18 1508 - Cundles Road East: Livingstone Street East - St. Vincent Street	2031 - 2041	452	\$ 20,671,200	\$ -	\$ 20,671,200	12%	\$ 2,560,277	\$ 18,110,923	\$ -	\$ 9,055,461	\$ 9,055,461
1.4.19 1538 - Fairview Road: Big Bay Point Road - Little Avenue	2031 - 2041	1,356	\$ 49,788,000	\$ -	\$ 49,788,000	8%	\$ 3,836,828	\$ 45,951,172	\$ -	\$ 22,975,586	\$ 22,975,586
1.4.20 1549 - Dunlop Street West: Cedar Pointe Drive - Ferndale Drive	2031 - 2041	565	\$ 27,982,800	\$ -	\$ 27,982,800	14%	\$ 3,997,467	\$ 23,985,333	\$ -	\$ 11,992,667	\$ 11,992,667
1.4.21 1577 - St. Vincent: Bell Farm Road - Grove Street	2031 - 2041	440	\$ 18,554,400	\$ -	\$ 18,554,400	13%	\$ 2,489,909	\$ 16,064,491	\$ -	\$ 8,032,245	\$ 8,032,245
1.4.22 1593 - Essa Road: Burton Avenue - Bradford Street	2023 - 2030	225	\$ 12,484,800	\$ -	\$ 12,484,800	10%	\$ 1,275,062	\$ 11,209,738	\$ -	\$ 11,209,738	\$ -
1.4.23 1596 - Essa Road: Anne Street South - Burton Avenue	2023 - 2030	564	\$ 27,302,400	\$ -	\$ 27,302,400	12%	\$ 3,192,401	\$ 24,109,999	\$ -	\$ 24,109,999	\$ -
1.4.24 1613 - Ferndale Drive: Benson Drive - City Northwest Limits	2023 - 2030	563	\$ 712,800	\$ -	\$ 712,800	0%	\$ -	\$ 712,800	\$ -	\$ 712,800	\$ -
1.4.25 1708 - St. Vincent: Wellington Street - Penetang Street	2031 - 2041	180	\$ 6,231,600	\$ -	\$ 6,231,600	8%	\$ 510,197	\$ 5,721,403	\$ -	\$ 2,860,701	\$ 2,860,701
1.4.26 1719 - Eccles Street South: Dunlop Street West - Perry Street	2031 - 2041	127	\$ 4,438,800	\$ -	\$ 4,438,800	8%	\$ 360,016	\$ 4,078,784	\$ -	\$ 2,039,392	\$ 2,039,392
1.4.27 1720 - Perry Street: Eccles Street South - Innisfil Street	2031 - 2041	79	\$ 2,322,000	\$ -	\$ 2,322,000	10%	\$ 224,726	\$ 2,097,274	\$ -	\$ 1,048,637	\$ 1,048,637
1.4.28 1721 - Innisfil Street: Tiffin Street - Perry Street	2031 - 2041	1,262	\$ 61,462,800	\$ -	\$ 61,462,800	6%	\$ 3,569,976	\$ 57,892,824	\$ -	\$ 28,946,412	\$ 28,946,412
1.4.29 1724 - Sunnidale Road: Wellington Street - Shirley Avenue	2023 - 2030		\$ 6,933,600	\$ -	\$ 6,933,600	59%	\$ 4,058,053	\$ 2,875,547	\$ -	\$ 2,875,547	\$ -
1.4.30 1726 - Anne Street North: Sunnidale Road - Barrie City Limits	2031 - 2041	936	\$ 27,788,400	\$ -	\$ 27,788,400	10%	\$ 2,648,377	\$ 25,140,023	\$ -	\$ 12,570,012	\$ 12,570,012
1.4.31 1730 - Sproule Drive: West cul-de-sac - Ferndale Drive	2031 - 2041	233	\$ 7,257,600	\$ -	\$ 7,257,600	0%	\$ -	\$ 7,257,600	\$ -	\$ 3,628,800	\$ 3,628,800
1.4.32 1731 - Collier Street: Mulcaster Street - Poyntz Street	2031 - 2041	187	\$ 5,410,800	\$ -	\$ 5,410,800	10%	\$ 530,317	\$ 4,880,483	\$ -	\$ 2,440,242	\$ 2,440,242
1.4.33 1301 - Bayview Drive: Little Avenue - Big Bay Point Road	2023 - 2030	1,391	\$ 57,056,400	\$ -	\$ 57,056,400	7%	\$ 3,935,585	\$ 53,120,815	\$ -	\$ 53,120,815	\$ -
1.4.34 1302 - Big Bay Point Road: Loon Avenue - Dean Avenue	2031 - 2041	728	\$ 42,994,800	\$ -	\$ 42,994,800	26%	\$ 11,124,644	\$ 31,870,156	\$ -	\$ 15,935,078	\$ 15,935,078
1.4.35 1303 - Wellington Street West: Bayfield Street - Sunnidale Road	2031 - 2041	574	\$ 19,299,600	\$ -	\$ 19,299,600	8%	\$ 1,625,104	\$ 17,674,496	\$ -	\$ 8,837,248	\$ 8,837,248
1.4.36 1304 - Anne Street North: Dunlop Street West - Wellington Street	2023 - 2030	227	\$ 10,303,200	\$ -	\$ 10,303,200	12%	\$ 1,283,428	\$ 9,019,772	\$ -	\$ 9,019,772	\$ -
1.4.37 1305 - Anne Street South: Jacob Terrace - Essa Road	2031 - 2041	488	\$ 17,863,200	\$ -	\$ 17,863,200	8%	\$ 1,381,224	\$ 16,481,976	\$ -	\$ 8,240,988	\$ 8,240,988
1.4.38 1306 - Anne Street South: Essa Road - Adelaide Street	2031 - 2041	118	\$ 3,380,400	\$ -	\$ 3,380,400	10%	\$ 334,591	\$ 3,045,809	\$ -	\$ 1,522,905	\$ 1,522,905
1.4.39 1307 - Baldwin Lane: Innisfil Street - Bayview Drive	2031 - 2041	608	\$ 18,230,400	\$ -	\$ 18,230,400	9%	\$ 1,721,530	\$ 16,508,870	\$ -	\$ 8,254,435	\$ 8,254,435
1.4.40 1308 - Huronia Road: Yonge Street - Herrell Avenue	2023 - 2030	1,309	\$ 53,784,000	\$ -	\$ 53,784,000	7%	\$ 3,704,119	\$ 50,079,881	\$ -	\$ 50,079,881	\$ -

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DEVELOPMENT-RELATED CAPITAL PROGRAM

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						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
1.4.41 1311 - Little Avenue: Yonge Street - Hurst Drive	2031 - 2041	586	\$ 17,647,200	\$ -	\$ 17,647,200	9%	\$ 1,658,908	\$ 15,988,292	\$ -	\$ 7,994,146	\$ 7,994,146
1.4.42 1312 - Bryne Drive: South of Essa Road - North Cul-de-sac	2023 - 2030	344	\$ 13,186,800	\$ -	\$ 13,186,800	7%	\$ 973,127	\$ 12,213,673	\$ -	\$ 12,213,673	\$ -
1.4.43 1313 - Bryne Drive: South Cul-de-sac - North of Caplan Avenue	2023 - 2030	148	\$ 5,659,200	\$ -	\$ 5,659,200	7%	\$ 417,618	\$ 5,241,582	\$ -	\$ 5,241,582	\$ -
1.4.44 1315 - Innisfil Street: Tiffin Street - Essa Road	2031 - 2041	379	\$ 12,938,400	\$ -	\$ 12,938,400	8%	\$ 1,071,790	\$ 11,866,610	\$ -	\$ 5,933,305	\$ 5,933,305
1.4.45 1316 - Blake Street: Collier Street - Johnson Street	2031 - 2041	1,787	\$ 50,263,200	\$ -	\$ 50,263,200	10%	\$ 5,055,579	\$ 45,207,621	\$ -	\$ 22,603,810	\$ 22,603,810
1.4.46 1317 - Essa Road: Anne Street South - Osmington Entrance	2023 - 2030	237	\$ 11,707,200	\$ -	\$ 11,707,200	11%	\$ 1,341,130	\$ 10,366,070	\$ -	\$ 10,366,070	\$ -
1.4.47 1318 - Essa Road: Dunn Street - Coughlin Avenue	2023 - 2030	1,793	\$ 60,588,000	\$ -	\$ 60,588,000	8%	\$ 5,073,069	\$ 55,514,931	\$ -	\$ 55,514,931	\$ -
1.4.48 1320 - Fairview Road: Essa Road - Little Avenue	2031 - 2041	597	\$ 21,470,400	\$ -	\$ 21,470,400	16%	\$ 3,377,451	\$ 18,092,949	\$ -	\$ 9,046,475	\$ 9,046,475
1.4.49 1323 - Tiffin Street: Ferndale Drive - Dunlop Street West	2031 - 2041	1,459	\$ 47,379,600	\$ -	\$ 47,379,600	9%	\$ 4,127,059	\$ 43,252,541	\$ -	\$ 21,626,271	\$ 21,626,271
1.4.50 1325 - Minet's Point Road: Lakeshore Drive/Hurst Drive - Yonge Street	2031 - 2041	329	\$ 15,735,600	\$ -	\$ 15,735,600	12%	\$ 1,863,779	\$ 13,871,821	\$ -	\$ 6,935,911	\$ 6,935,911
1.4.51 1326 - Welham Road: Big Bay Point Road - Mapleview Drive East	2031 - 2041	1,468	\$ 40,813,200	\$ -	\$ 40,813,200	10%	\$ 4,152,123	\$ 36,661,077	\$ -	\$ 18,330,538	\$ 18,330,538
1.4.52 1327 - Welham Road: Mapleview Drive East - South Cul-de-sac	2031 - 2041	731	\$ 18,727,200	\$ -	\$ 18,727,200	11%	\$ 2,068,178	\$ 16,659,022	\$ -	\$ 8,329,511	\$ 8,329,511
1.4.53 1329 - Collier Street: Poyntz Street - Blake Street	2031 - 2041	518	\$ 13,878,000	\$ -	\$ 13,878,000	11%	\$ 1,465,511	\$ 12,412,489	\$ -	\$ 6,206,244	\$ 6,206,244
1.4.54 1371 - Bayview Drive: Burton Avenue - Springhome Road	2031 - 2041	484	\$ 14,720,400	\$ -	\$ 14,720,400	9%	\$ 1,368,705	\$ 13,351,695	\$ -	\$ 6,675,848	\$ 6,675,848
1.4.55 1372 - Anne Street North: Wellington Street - Edgehill Drive	2031 - 2041	356	\$ 35,488,800	\$ -	\$ 35,488,800	48%	\$ 17,195,017	\$ 18,293,783	\$ -	\$ 9,146,891	\$ 9,146,891
1.4.56 1373 - Bayview Drive: Salem Road - Mapleview Drive East	2031 - 2041	1,345	\$ 37,681,200	\$ -	\$ 37,681,200	10%	\$ 3,804,524	\$ 33,876,676	\$ -	\$ 16,938,338	\$ 16,938,338
1.4.57 1374 - Huronia Road: Big Bay Point Road - Lockhart Road (Phase 1)	2031 - 2041	2,770	\$ 74,358,000	\$ -	\$ 74,358,000	11%	\$ 7,836,717	\$ 66,521,283	\$ -	\$ 33,260,642	\$ 33,260,642
1.4.58 1374 - Huronia Road: Big Bay Point Road - Lockhart Road (Phase 2)	2031 - 2041	2,770	\$ 54,594,000	\$ -	\$ 54,594,000	0%	\$ -	\$ 54,594,000	\$ -	\$ 27,297,000	\$ 27,297,000
1.4.59 1375 - Bayview Drive: Springhome Road - Little Avenue	2031 - 2041	726	\$ 15,951,600	\$ -	\$ 15,951,600	10%	\$ 1,524,114	\$ 14,427,486	\$ -	\$ 7,213,743	\$ 7,213,743
1.4.60 1376 - Welham Road, Truman, Hamilton: Huronia - Big Bay Point Road	2031 - 2041	1,467	\$ 38,145,600	\$ -	\$ 38,145,600	11%	\$ 4,151,762	\$ 33,993,838	\$ -	\$ 16,996,919	\$ 16,996,919
1.4.61 1378 - Ardagh Road: Patterson - Essa	2031 - 2041	631	\$ 25,509,600	\$ -	\$ 25,509,600	14%	\$ 3,572,424	\$ 21,937,176	\$ -	\$ 10,968,588	\$ 10,968,588
1.4.62 1379 - Bradford: Dunlop Street West - Tiffin Street	2031 - 2041	1,639	\$ 68,396,400	\$ -	\$ 68,396,400	13%	\$ 8,712,191	\$ 59,684,209	\$ -	\$ 29,842,104	\$ 29,842,104
1.4.63 1380 - Little Avenue: Fairview Road - Yonge	2031 - 2041	2,577	\$ 83,289,600	\$ -	\$ 83,289,600	9%	\$ 7,290,117	\$ 75,999,483	\$ -	\$ 37,999,741	\$ 37,999,741
1.4.64 1945 - Hurst Drive: Bay Lane - Cox Mill Road	2031 - 2041	813	\$ 1,911,600	\$ -	\$ 1,911,600	0%	\$ -	\$ 1,911,600	\$ -	\$ 955,800	\$ 955,800
1.4.65 1401 - Penetanguishene Road: Steel Street - Barrie City Limits	2031 - 2041	1,749	\$ 35,445,600	\$ -	\$ 35,445,600	100%	\$ 35,445,600	\$ -	\$ -	\$ -	\$ -
1.4.66 1403 - Miller Drive: Dunlop Street West - Edgehill Drive	2031 - 2041	1,330	\$ 31,579,200	\$ -	\$ 31,579,200	100%	\$ 31,579,200	\$ -	\$ -	\$ -	\$ -
1.4.67 1404 - Hart Drive - Dunlop Street West - Vespra Street	2031 - 2041	838	\$ 21,783,600	\$ -	\$ 21,783,600	50%	\$ 10,891,800	\$ 10,891,800	\$ -	\$ 5,445,900	\$ 5,445,900
1.4.68 1405 - Dymont Road: Vespra Street - Tiffin Street	2031 - 2041	682	\$ 17,269,200	\$ -	\$ 17,269,200	50%	\$ 8,634,600	\$ 8,634,600	\$ -	\$ 4,317,300	\$ 4,317,300
1.4.69 1407 - Churchill Drive: Bayview Drive - Welham Road	2031 - 2041	701	\$ 14,526,000	\$ -	\$ 14,526,000	50%	\$ 7,263,000	\$ 7,263,000	\$ -	\$ 3,631,500	\$ 3,631,500
1.4.70 1409 - Saunders Road: Bayview Drive - Huronia Road	2031 - 2041	1,376	\$ 29,224,800	\$ -	\$ 29,224,800	50%	\$ 14,612,400	\$ 14,612,400	\$ -	\$ 7,306,200	\$ 7,306,200
Subtotal Roads Widening			\$ 2,315,530,800	\$ -	\$ 2,315,530,800		\$ 366,562,492	\$ 1,948,968,308	\$ -	\$ 1,289,905,858	\$ 659,062,449

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Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*	
						%	\$					
<b>1.5 Streetscape Improvements in Primary Intensification Corridors</b>												
1.5.1 4001 - Dunlop Street: Anne Street - High Street	2031 - 2041	1,500	\$ 10,821,600	\$ -	\$ 10,821,600	0%	\$ -	\$ 10,821,600	\$ -	\$ 5,410,800	\$ 5,410,800	
1.5.2 4003 - Burton Avenue: Essa Road - Garden Drive	2031 - 2041	1,500	\$ 4,298,400	\$ -	\$ 4,298,400	0%	\$ -	\$ 4,298,400	\$ -	\$ 2,149,200	\$ 2,149,200	
1.5.3 4004 - Yonge Street: Garden Drive - Mapleview Drive East	2031 - 2041	4,500	\$ 32,475,600	\$ -	\$ 32,475,600	0%	\$ -	\$ 32,475,600	\$ -	\$ 16,237,800	\$ 16,237,800	
1.5.4 4005 - Bayfield Street: Rose Street - Simcoe Street	2031 - 2041	1,400	\$ 3,931,200	\$ -	\$ 3,931,200	0%	\$ -	\$ 3,931,200	\$ -	\$ 1,965,600	\$ 1,965,600	
1.5.5 4006 - Duckworth Street: Bell Farm Road - Codrington Street	2031 - 2041	1,500	\$ 10,821,600	\$ -	\$ 10,821,600	100%	\$ 10,821,600	\$ -	\$ -	\$ -	\$ -	
1.5.6 4007 - Codrington Street: Duckworth Street - Berczy Street	2031 - 2041	750	\$ 5,410,800	\$ -	\$ 5,410,800	100%	\$ 5,410,800	\$ -	\$ -	\$ -	\$ -	
Subtotal Streetscape Improvements in Primary Intensification Corridors			\$ 67,759,200	\$ -	\$ 67,759,200		\$ 16,232,400	\$ 51,526,800	\$ -	\$ 25,763,400	\$ 25,763,400	
<b>2.0 SECONDARY PLAN AREA</b>												
<b>2.1 New Roads</b>												
2.1.1 2101 - Salem Road: East of Highway 400 - West of Highway 400	2031 - 2041		\$ 50,922,000	\$ -	\$ 50,922,000	0%	\$ -	\$ 50,922,000	\$ -	\$ 25,461,000	\$ 25,461,000	
2.1.2 2127 - McKay Road - 630m west of Collector 4 - County Road 27/Essa Road	2031 - 2041	890	\$ 39,722,400	\$ -	\$ 39,722,400	0%	\$ -	\$ 39,722,400	\$ -	\$ 32,651,813	\$ 7,070,587	
Subtotal New Roads			\$ 90,644,400	\$ -	\$ 90,644,400		\$ -	\$ 90,644,400	\$ -	\$ 58,112,813	\$ 32,531,587	
<b>2.2 Roads Widened</b>												
2.2.1 2201 - Big Bay Point Road: Prince William Way - 230m west Collector 11	2031 - 2041	829	\$ 26,017,200	\$ -	\$ 26,017,200	9%	\$ 2,346,170	\$ 23,671,030	\$ -	\$ 11,835,515	\$ 11,835,515	
2.2.2 2202 - Mapleview Drive: Yonge Street - Prince William Way	2023 - 2030	1,393	\$ 119,566,800	\$ -	\$ 119,566,800	3%	\$ 3,940,810	\$ 115,625,990	\$ -	\$ 99,888,197	\$ 15,737,792	
2.2.3 2203 - Lockhart Road: Bayview Drive - Yonge Street (Phase 1)	2023 - 2030	4,434	\$ 173,502,000	\$ -	\$ 173,502,000	7%	\$ 12,544,926	\$ 160,957,074	\$ -	\$ 160,957,074	\$ -	
2.2.4 2203 - Lockhart Road: Bayview Drive - Yonge Street (Phase 2)	2031 - 2041	4,434	\$ 126,954,000	\$ -	\$ 126,954,000	0%	\$ -	\$ 126,954,000	\$ -	\$ 63,477,000	\$ 63,477,000	
2.2.5 2204 - McKay Road West: West Boundary of Interchange - Reid Drive (Phase 1)	2023 - 2030	1,103	\$ 22,561,004	\$ -	\$ 22,561,004	14%	\$ 3,121,290	\$ 19,439,714	\$ -	\$ 19,439,714	\$ -	
2.2.6 2204 - McKay Road West: West Boundary of Interchange - Reid Drive (Phase 2)	2031 - 2041	1,103	\$ 22,561,004	\$ -	\$ 22,561,004	0%	\$ -	\$ 22,561,004	\$ -	\$ 11,280,502	\$ 11,280,502	
2.2.7 2205 - McKay Road East: East Boundary of Interchange - Huronia Road (Phase 1)	2023 - 2030	2,102	\$ 53,038,800	\$ -	\$ 53,038,800	11%	\$ 5,947,771	\$ 47,091,029	\$ -	\$ 41,107,187	\$ 5,983,842	
2.2.8 2205 - McKay Road East: East Boundary of Interchange - Huronia Road (Phase 2)	2031 - 2041	2,102	\$ 40,348,800	\$ -	\$ 40,348,800	0%	\$ -	\$ 40,348,800	\$ -	\$ 20,174,400	\$ 20,174,400	
2.2.9 2206 - Veterans Drive: Salem Road - 540m South of Salem Road	2023 - 2030	543	\$ 17,874,000	\$ -	\$ 17,874,000	9%	\$ 1,535,103	\$ 16,338,897	\$ -	\$ 16,338,897	\$ -	
2.2.10 2207 - Veterans Drive: 540m south of Salem Road - McKay Road West	2023 - 2030	886	\$ 25,498,800	\$ -	\$ 25,498,800	10%	\$ 2,507,781	\$ 22,991,019	\$ -	\$ 22,991,019	\$ -	
2.2.11 2208 - Yonge Street: Mapleview Drive East - Madelaine Drive	2023 - 2030	686	\$ 19,267,200	\$ -	\$ 19,267,200	10%	\$ 1,941,187	\$ 17,326,013	\$ -	\$ 17,326,013	\$ -	
2.2.12 2209 - Lockhart Road: Yonge Street - Prince William Way	2031 - 2041	1,400	\$ 73,591,200	\$ -	\$ 73,591,200	5%	\$ 3,961,094	\$ 69,630,106	\$ -	\$ 34,815,053	\$ 34,815,053	
2.2.13 2212 - Yonge Street: Madelaine Drive - Lockhart Road	2023 - 2030	662	\$ 16,264,800	\$ -	\$ 16,264,800	12%	\$ 1,872,084	\$ 14,392,716	\$ -	\$ 14,392,716	\$ -	

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TABLE 2

CITY OF BARRIE  
 SERVICES RELATED TO A HIGHWAY: ROADS  
 DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
2.2.14 2214 - Lockhart Road: East of Highway 400 - Bayview Drive	2031 - 2041	519	\$ 16,696,800	\$ -	\$ 16,696,800	9%	\$ 1,469,461	\$ 15,227,339	\$ -	\$ 7,613,670	\$ 7,613,670
2.2.15 2215 - Salem Road: West of Highway 400 - Veterans Drive	2031 - 2041	866	\$ 27,313,200	\$ -	\$ 27,313,200	9%	\$ 2,450,611	\$ 24,862,589	\$ -	\$ 12,431,294	\$ 12,431,294
2.2.16 2301 - Big Bay Point Road: 230m west of Collector 11 - 200m East of Collector 11	2023 - 2030	620	\$ 17,658,000	\$ -	\$ 17,658,000	10%	\$ 1,753,112	\$ 15,904,888	\$ -	\$ 15,904,888	\$ -
2.2.17 2302 - Mapleview Drive: Prince William Way - 300M West of 20th Sideroad	2023 - 2030	1,505	\$ 41,688,000	\$ -	\$ 41,688,000	10%	\$ 4,259,544	\$ 37,428,456	\$ -	\$ 37,428,456	\$ -
2.2.18 2303 - Salem Road: Veterans Drive - County Road 27	2031 - 2041	3,067	\$ 88,959,600	\$ -	\$ 88,959,600	10%	\$ 8,678,273	\$ 80,281,327	\$ -	\$ 64,462,902	\$ 15,818,425
2.2.19 2305 - Lockhart Road: Prince William Way - 160m east of Collector 11	2031 - 2041	620	\$ 10,616,400	\$ -	\$ 10,616,400	17%	\$ 1,755,155	\$ 8,861,245	\$ -	\$ 4,430,622	\$ 4,430,622
2.2.20 2306 - McKay Road: Reid Drive - 190m east of Collector 4	2031 - 2041	781	\$ 18,338,400	\$ -	\$ 18,338,400	12%	\$ 2,208,554	\$ 16,129,846	\$ -	\$ 12,868,988	\$ 3,260,858
2.2.21 2307 - Essa Road: Former City Limits - C.R. 27	2023 - 2030	2,203	\$ 59,983,200	\$ -	\$ 59,983,200	10%	\$ 6,234,431	\$ 53,748,769	\$ -	\$ 43,082,807	\$ 10,665,962
2.2.22 2308 - Huronia Road: Lockhart Road - Barrie City Limits (Phase 1)	2023 - 2030	2,059	\$ 51,192,000	\$ -	\$ 51,192,000	11%	\$ 5,825,846	\$ 45,366,154	\$ -	\$ 45,366,154	\$ -
2.2.23 2308 - Huronia Road: Lockhart Road - Barrie City Limits (Phase 2)	2031 - 2041	2,059	\$ 38,296,800	\$ -	\$ 38,296,800	0%	\$ -	\$ 38,296,800	\$ -	\$ 19,148,400	\$ 19,148,400
2.2.24 2309 - McKay Road: 190m east of Collector 4 - 290m west of Collector 4	2031 - 2041	485	\$ 10,735,200	\$ -	\$ 10,735,200	13%	\$ 1,371,249	\$ 9,363,951	\$ -	\$ 7,455,063	\$ 1,908,888
2.2.25 2310 - McKay Road: 290m west of Collector 4 - 630 m west of Collector 4	2031 - 2041	337	\$ 8,121,600	\$ -	\$ 8,121,600	12%	\$ 952,878	\$ 7,168,722	\$ -	\$ 5,724,573	\$ 1,444,149
2.2.26 2312 - Veterans Drive: McKay Road West - Barrie City Limits	2023 - 2030	629	\$ 17,010,000	\$ -	\$ 17,010,000	10%	\$ 1,780,668	\$ 15,229,332	\$ -	\$ 15,229,332	\$ -
Subtotal Roads Widened			\$ 1,143,654,807	\$ -	\$ 1,143,654,807		\$ 78,457,998	\$ 1,065,196,809	\$ -	\$ 825,170,436	\$ 240,026,373
<b>2.3 Secondary Plan Area: Roads Reconstructed to Urban Standard (No Additional Vehicle Lanes)</b>											
2.3.1 3003 - 20th Side Road: Big Bay Point Road - Lockhart Road	2031 - 2041	2,765	\$ 58,104,000	\$ -	\$ 58,104,000	13%	\$ 7,824,159	\$ 50,279,841	\$ -	\$ 25,139,920	\$ 25,139,920
2.3.2 3004 - Big Bay Point Road: 200m east of Collector 11 - 20th Sideroad	2031 - 2041	627	\$ 12,614,400	\$ -	\$ 12,614,400	14%	\$ 1,774,968	\$ 10,839,432	\$ -	\$ 5,419,716	\$ 5,419,716
2.3.3 3005 - Mapleview Drive East: 300m wes of 20th Sideroad - 20th Sideroad	2023 - 2030	300	\$ 5,896,800	\$ -	\$ 5,896,800	14%	\$ 847,673	\$ 5,049,127	\$ -	\$ 5,049,127	\$ -
2.3.4 3006 - Lockhart Road: 160m east of Collector 11 - 20th Sideroad	2031 - 2041	1,062	\$ 21,351,600	\$ -	\$ 21,351,600	14%	\$ 3,004,050	\$ 18,347,550	\$ -	\$ 9,173,775	\$ 9,173,775
Subtotal Secondary Plan Area: Roads Reconstructed to Urban Standard (No Additional Vehicle Lanes)			\$ 97,966,800	\$ -	\$ 97,966,800		\$ 13,450,849	\$ 84,515,951	\$ -	\$ 44,782,539	\$ 39,733,412

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TABLE 2

CITY OF BARRIE  
 SERVICES RELATED TO A HIGHWAY: ROADS  
 DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
<b>3.0 ACTIVE TRANSPORTATION - FORMER BOUNDARY</b>											
<b>3.1 Cycling Facilities - Former Barrie</b>											
3.1.1 Signed Routes	2023 - 2030		\$ 85,677	\$ -	\$ 85,677	40%	\$ 34,271	\$ 51,406	\$ -	\$ 51,406	\$ -
3.1.2 Signed Routes	2031 - 2031		\$ 890	\$ -	\$ 890	40%	\$ 356	\$ 534	\$ -	\$ 534	\$ -
3.1.3 Urban Shoulders	2023 - 2030		\$ 85,074	\$ -	\$ 85,074	40%	\$ 34,030	\$ 51,045	\$ -	\$ 51,045	\$ -
3.1.4 Bike Lanes	2023 - 2028		\$ 1,488,387	\$ -	\$ 1,488,387	40%	\$ 595,355	\$ 893,032	\$ -	\$ 893,032	\$ -
3.1.5 Bike Lanes	2029 - 2034		\$ 2,541,213	\$ -	\$ 2,541,213	40%	\$ 1,016,485	\$ 1,524,728	\$ -	\$ 1,524,728	\$ -
3.1.6 Bike Lanes	2035 - 2041		\$ 51,812	\$ -	\$ 51,812	40%	\$ 20,725	\$ 31,087	\$ -	\$ -	\$ 31,087
3.1.7 Buffered Bike Lanes	2023 - 2028		\$ 811,580	\$ -	\$ 811,580	40%	\$ 324,632	\$ 486,948	\$ -	\$ 486,948	\$ -
3.1.8 Buffered Bike Lanes	2029 - 2034		\$ 1,572,800	\$ -	\$ 1,572,800	40%	\$ 629,120	\$ 943,680	\$ -	\$ 943,680	\$ -
3.1.9 Buffered Bike Lanes	2035 - 2041		\$ 6,310	\$ -	\$ 6,310	40%	\$ 2,524	\$ 3,786	\$ -	\$ -	\$ 3,786
3.1.10 Cycle Tracks	2023 - 2028		\$ 1,281,125	\$ -	\$ 1,281,125	40%	\$ 512,450	\$ 768,675	\$ -	\$ 768,675	\$ -
3.1.11 Cycle Tracks	2029 - 2034		\$ 2,116,035	\$ -	\$ 2,116,035	40%	\$ 846,414	\$ 1,269,621	\$ -	\$ 1,269,621	\$ -
3.1.12 Cycle Tracks	2035 - 2041		\$ 16,732,752	\$ -	\$ 16,732,752	40%	\$ 6,693,101	\$ 10,039,651	\$ -	\$ -	\$ 10,039,651
Subtotal Cycling Facilities - Former Barrie			\$ 26,773,654	\$ -	\$ 26,773,654		\$ 10,709,462	\$ 16,064,192	\$ -	\$ 5,989,668	\$ 10,074,524
<b>3.2 Multi-Use Facilities - Former Barrie</b>											
3.2.1 In-Boulevard Pathway	2023 - 2028		\$ 3,785,345	\$ -	\$ 3,785,345	40%	\$ 1,514,138	\$ 2,271,207	\$ -	\$ 2,271,207	\$ -
3.2.2 In-Boulevard Pathway	2029 - 2034		\$ 9,830,795	\$ -	\$ 9,830,795	40%	\$ 3,932,318	\$ 5,898,477	\$ -	\$ 5,898,477	\$ -
3.2.3 In-Boulevard Pathway	2035 - 2041		\$ 9,297,994	\$ -	\$ 9,297,994	40%	\$ 3,719,198	\$ 5,578,797	\$ -	\$ -	\$ 5,578,797
Subtotal Multi-Use Facilities - Former Barrie			\$ 22,914,134	\$ -	\$ 22,914,134		\$ 9,165,654	\$ 13,748,480	\$ -	\$ 8,169,684	\$ 5,578,797
<b>3.3 Sidewalks - Former Barrie</b>											
3.3.1 Sidewalks	2023 - 2028		\$ 12,892,257	\$ -	\$ 12,892,257	40%	\$ 5,156,903	\$ 7,735,354	\$ -	\$ 7,735,354	\$ -
3.3.2 Sidewalks	2029 - 2034		\$ 24,621,812	\$ -	\$ 24,621,812	40%	\$ 9,848,725	\$ 14,773,087	\$ -	\$ 14,773,087	\$ -
3.3.3 Sidewalks	2035 - 2041		\$ 36,295,520	\$ -	\$ 36,295,520	40%	\$ 14,518,208	\$ 21,777,312	\$ -	\$ -	\$ 21,777,312
Subtotal Sidewalks - Former Barrie			\$ 73,809,589	\$ -	\$ 73,809,589		\$ 29,523,836	\$ 44,285,754	\$ -	\$ 22,508,441	\$ 21,777,312

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TABLE 2

CITY OF BARRIE  
SERVICES RELATED TO A HIGHWAY: ROADS  
DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs			
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*	
						%	\$					
<b>4.0 ACTIVE TRANSPORTATION - SECONDARY PLAN AREA</b>												
<b>4.1 Cycling Facilities - Secondary Plan Area</b>												
4.1.1 Signed Routes	2023 - 2028		\$ 7,650	\$ -	\$ 7,650	5%	\$ 382	\$ 7,267	\$ -	\$ 7,267	\$ -	
4.1.2 Signed Routes	2029 - 2034		\$ 1,187	\$ -	\$ 1,187	5%	\$ 59	\$ 1,127	\$ -	\$ 1,127	\$ -	
4.1.3 Signed Routes	2035 - 2041		\$ 658	\$ -	\$ 658	5%	\$ 33	\$ 625	\$ -	\$ -	\$ 625	
4.1.4 Bike Lanes	2023 - 2028		\$ 78,955	\$ -	\$ 78,955	5%	\$ 3,948	\$ 75,007	\$ -	\$ 75,007	\$ -	
4.1.5 Bike Lanes	2029 - 2034		\$ 7,207	\$ -	\$ 7,207	5%	\$ 360	\$ 6,847	\$ -	\$ 6,847	\$ -	
4.1.6 Bike Lanes	2035 - 2041		\$ 1,727	\$ -	\$ 1,727	5%	\$ 86	\$ 1,641	\$ -	\$ 1,641	\$ -	
4.1.7 Buffered Bike Lanes	2023 - 2028		\$ 1,329,927	\$ -	\$ 1,329,927	5%	\$ 66,496	\$ 1,263,431	\$ -	\$ 1,263,431	\$ -	
4.1.8 Buffered Bike Lanes	2029 - 2034		\$ 2,015,855	\$ -	\$ 2,015,855	5%	\$ 100,793	\$ 1,915,062	\$ -	\$ 1,915,062	\$ -	
4.1.9 Buffered Bike Lanes	2035 - 2041		\$ 657,587	\$ -	\$ 657,587	5%	\$ 32,879	\$ 624,708	\$ -	\$ -	\$ 624,708	
4.1.10 Cycle Tracks	2023 - 2028		\$ 10,895,561	\$ -	\$ 10,895,561	5%	\$ 544,778	\$ 10,350,783	\$ -	\$ 10,350,783	\$ -	
4.1.11 Cycle Tracks	2029 - 2034		\$ 7,827,509	\$ -	\$ 7,827,509	5%	\$ 391,375	\$ 7,436,134	\$ -	\$ 7,436,134	\$ -	
4.1.12 Cycle Tracks	2035 - 2041		\$ 14,158,714	\$ -	\$ 14,158,714	5%	\$ 707,936	\$ 13,450,778	\$ -	\$ -	\$ 13,450,778	
Subtotal Cycling Facilities - Secondary Plan Area			\$ 36,982,537	\$ -	\$ 36,982,537	5%	\$ 1,849,127	\$ 35,133,410	\$ -	\$ 21,057,299	\$ 14,076,111	
<b>4.2 Multi-Use Facilities - Secondary Plan Area</b>												
4.2.1 In-Boulevard Pathways	2023 - 2028		\$ 3,415,113	\$ -	\$ 3,415,113	5%	\$ 170,756	\$ 3,244,358	\$ -	\$ 3,244,358	\$ -	
4.2.2 In-Boulevard Pathways	2029 - 2034		\$ 384,576	\$ -	\$ 384,576	5%	\$ 19,229	\$ 365,347	\$ -	\$ 365,347	\$ -	
4.2.3 In-Boulevard Pathways	2035 - 2041		\$ 5,877,819	\$ -	\$ 5,877,819	5%	\$ 293,891	\$ 5,583,928	\$ -	\$ -	\$ 5,583,928	
Subtotal Multi-Use Facilities - Secondary Plan Area			\$ 9,677,509	\$ -	\$ 9,677,509		\$ 483,875	\$ 9,193,633	\$ -	\$ 3,609,705	\$ 5,583,928	
<b>4.3 Sidewalks - Secondary Plan Area</b>												
4.3.1 Sidewalks	2023 - 2041		\$ 2,202,001	\$ -	\$ 2,202,001	5%	\$ 110,100	\$ 2,091,901	\$ -	\$ 2,091,901	\$ -	
Subtotal Sidewalks - Secondary Plan Area			\$ 2,202,001	\$ -	\$ 2,202,001		\$ 110,100	\$ 2,091,901	\$ -	\$ 2,091,901	\$ -	
<b>4.4 Other Active Transportation Facilities</b>												
4.4.1 Outreach Programs	2023 - 2030		\$ 1,119,360	\$ -	\$ 1,119,360	40%	\$ 447,744	\$ 671,616	\$ -	\$ 671,616	\$ -	
4.4.2 Bus Stops	2023 - 2028		\$ 2,516,000	\$ -	\$ 2,516,000	0%	\$ -	\$ 2,516,000	\$ -	\$ 2,516,000	\$ -	
4.4.3 Bus Stops	2029 - 2034		\$ 1,910,000	\$ -	\$ 1,910,000	0%	\$ -	\$ 1,910,000	\$ -	\$ 1,910,000	\$ -	
4.4.4 Bus Stops	2035 - 2041		\$ 2,637,000	\$ -	\$ 2,637,000	0%	\$ -	\$ 2,637,000	\$ -	\$ -	\$ 2,637,000	
4.4.5 ITS	2023 - 2028		\$ 1,117,000	\$ -	\$ 1,117,000	0%	\$ -	\$ 1,117,000	\$ -	\$ 1,117,000	\$ -	
4.4.6 ITS	2029 - 2034		\$ 471,000	\$ -	\$ 471,000	0%	\$ -	\$ 471,000	\$ -	\$ 471,000	\$ -	
4.4.7 ITS	2035 - 2041		\$ 592,000	\$ -	\$ 592,000	0%	\$ -	\$ 592,000	\$ -	\$ -	\$ 592,000	
4.4.8 HOV Master arms	2029 - 2041		\$ 121,000	\$ -	\$ 121,000	0%	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	
Subtotal Other Active Transportation Facilities			\$ 10,483,360	\$ -	\$ 10,483,360		\$ 447,744	\$ 10,035,616	\$ -	\$ 6,806,616	\$ 3,229,000	

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CITY OF BARRIE  
 SERVICES RELATED TO A HIGHWAY: ROADS  
 DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Length (m)	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
						Replacement BTE Share			Available DC Reserves	2023-2041	Post 2041*
						%	\$				
<b>5.0 ADJUSTMENT FOR FUNDED SHARES OF PROJECTS</b>											
5.1.1 Prior funded shares of projects	2023 - 2023		\$ (83,995,117)	\$ -	\$ (83,995,117)	0%	\$ -	\$ (83,995,117)	\$ -	\$ (83,995,117)	\$ -
Subtotal Adjustment For Funded Shares Of Projects			\$ (83,995,117)	\$ -	\$ (83,995,117)		\$ -	\$ (83,995,117)	\$ -	\$ (83,995,117)	\$ -
<b>TOTAL SERVICES RELATED TO A HIGHWAY: ROADS</b>			<b>\$ 4,001,874,395</b>	<b>\$ -</b>	<b>\$ 4,001,874,395</b>		<b>\$ 534,464,232</b>	<b>\$ 3,467,410,163</b>	<b>\$ 123,910,438</b>	<b>\$ 2,280,792,431</b>	<b>\$ 1,062,707,293</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

<b>Residential Development Charge Calculation</b>		
Residential Share of 2023 - 2041 DC Eligible Costs	69.1%	\$1,576,198,329
Long-Term Growth in Population in New Units		92,924
Unadjusted Development Charge Per Capita		<b>\$16,962.23</b>
<b>Non-Residential Retail Development Charge Calculation</b>		
Non-Residential Share of 2023 - 2041 DC Eligible Costs	12.2%	\$277,145,888
Long-Term Growth in Square Metres		816,960
Unadjusted Development Charge Per Square Metre		<b>\$339.24</b>
<b>Non-Residential Non-Retail Development Charge Calculation</b>		
Non-Residential Share of 2023 - 2041 DC Eligible Costs	18.7%	\$427,448,215
Long-Term Growth in Square Metres		2,157,070
Unadjusted Development Charge Per Square Metre		<b>\$198.16</b>

2023 - 2041 Net Funding Envelope	\$5,582,475,762
Current Reserve Fund Balance	\$123,910,438



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TABLE 2

CITY OF BARRIE  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 SERVICES RELATED TO A HIGHWAY: ROADS  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

SERVICES RELATED TO A HIGHWAY: ROADS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
OPENING CASH BALANCE	\$85,631.4	\$145,008.5	\$149,949.9	\$152,445.1	\$163,153.9	\$177,184.4	\$194,749.1	\$215,319.0	\$239,796.0	\$175,010.0
2023 - 2041 RESIDENTIAL FUNDING REQUIREMENTS										
- Prior Growth (Funding from DC Reserve Balance)	\$10,703.9	\$10,703.9	\$10,703.9	\$10,703.9	\$10,703.9	\$10,703.9	\$10,703.9	\$10,703.9	\$0.0	\$0.0
- Services Related To A Highway: Roads : Non Inflated	\$26,244.0	\$84,290.9	\$84,290.9	\$84,290.9	\$84,290.9	\$84,290.9	\$84,963.7	\$84,963.7	\$173,404.8	\$173,404.4
- Services Related To A Highway: Roads : Inflated	\$36,947.9	\$96,894.7	\$98,832.6	\$100,809.3	\$102,825.4	\$104,881.9	\$107,737.3	\$109,892.1	\$203,171.3	\$207,234.3
NEW RESIDENTIAL DEVELOPMENT										
- Population Growth in New Units	5,338	5,483	5,629	5,778	5,927	6,075	6,223	6,367	6,509	3,722
REVENUE										
- DC Receipts: Inflated	\$92,358.2	\$96,764.4	\$101,327.79	\$106,090.1	\$111,002.5	\$116,049.7	\$121,254.5	\$126,541.5	\$131,951.0	\$76,961.7
INTEREST										
- Interest on Opening Balance	\$2,997.1	\$5,075.3	\$0.0	\$5,335.6	\$5,710.4	\$6,201.5	\$6,816.2	\$7,536.2	\$8,392.9	\$6,125.3
- Interest on In-year Transactions	\$969.7	(\$3.6)	\$0.0	\$92.4	\$143.1	\$195.4	\$236.6	\$291.4	(\$1,958.6)	(\$3,582.5)
TOTAL REVENUE	\$96,325.0	\$101,836.1	\$101,327.8	\$111,518.1	\$116,855.9	\$122,446.6	\$128,307.3	\$134,369.0	\$138,385.3	\$79,504.6
CLOSING CASH BALANCE	\$145,008.5	\$149,949.9	\$152,445.1	\$163,153.9	\$177,184.4	\$194,749.1	\$215,319.0	\$239,796.0	\$175,010.0	\$47,280.3

SERVICES RELATED TO A HIGHWAY: ROADS	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$86,773.5)	(\$229,195.2)	(\$375,956.1)	(\$329,733.5)	(\$275,449.5)	(\$215,712.6)	(\$150,129.0)	(\$78,354.1)	
2023 - 2041 RESIDENTIAL FUNDING REQUIREMENTS									
- Services Related To A Highway: Roads : Non Inflated	\$173,404.4	\$169,198.8	\$15,959.3	\$15,959.3	\$15,959.3	\$15,959.3	\$15,959.3	\$15,959.3	\$1,576,198.3
- Services Related To A Highway: Roads : Inflated	\$215,606.6	\$214,584.9	\$20,645.1	\$21,058.0	\$21,479.1	\$21,908.7	\$22,346.9	\$22,793.8	\$1,941,028.8
NEW RESIDENTIAL DEVELOPMENT									
- Population Growth in New Units	3,795	3,829	3,860	4,040	4,083	4,127	4,169	4,210	92,924
REVENUE									
- DC Receipts: Inflated	\$81,641.4	\$84,020.3	\$86,394.6	\$92,231.8	\$95,077.8	\$98,024.4	\$101,002.4	\$104,035.6	\$1,902,032.3
INTEREST									
- Interest on Opening Balance	(\$4,772.5)	(\$12,605.7)	(\$20,677.6)	(\$18,135.3)	(\$15,149.7)	(\$11,864.2)	(\$8,257.1)	(\$4,309.5)	(\$39,926.5)
- Interest on In-year Transactions	(\$3,684.0)	(\$3,590.5)	\$1,150.6	\$1,245.5	\$1,288.0	\$1,332.0	\$1,376.5	\$1,421.7	(\$6,708.4)
TOTAL REVENUE	\$73,184.9	\$67,824.1	\$66,867.6	\$75,342.0	\$81,216.0	\$87,492.2	\$94,121.8	\$101,147.9	\$1,855,397.4
CLOSING CASH BALANCE	(\$229,195.2)	(\$375,956.1)	(\$329,733.5)	(\$275,449.5)	(\$215,712.6)	(\$150,129.0)	(\$78,354.1)	(\$0.0)	

<b>2023 Adjusted Charge Per Capita</b>	<b>\$17,302.03</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	69.1%
Non-Residential Sector	30.9%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX D.1  
TABLE 2

CITY OF BARRIE  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
SERVICES RELATED TO A HIGHWAY: ROADS  
RETAIL DEVELOPMENT CHARGE  
(in \$000)

SERVICES RELATED TO A HIGHWAY: ROADS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
OPENING CASH BALANCE	\$15,056.7	\$17,921.3	\$11,282.6	\$5,309.9	\$65.3	(\$4,381.5)	(\$8,053.1)	(\$11,002.3)	(\$13,011.6)	(\$30,439.6)
2023 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Prior Growth (Funding from DC Reserve Balance)	\$1,882.1	\$1,882.1	\$1,882.1	\$1,882.1	\$1,882.1	\$1,882.1	\$1,882.1	\$1,882.1	\$0.0	\$0.0
- Services Related To A Highway: Roads : Non Inflated	\$4,614.5	\$14,821.0	\$14,821.0	\$14,821.0	\$14,821.0	\$14,821.0	\$14,939.3	\$14,939.3	\$30,490.1	\$30,490.0
- Services Related To A Highway: Roads : Inflated	\$6,496.6	\$17,037.2	\$17,377.9	\$17,725.5	\$18,080.0	\$18,441.6	\$18,943.7	\$19,322.5	\$35,724.0	\$36,438.4
NON-RESIDENTIAL SPACE GROWTH										
- Retail Growth in Square Metres	24,230	26,920	29,610	32,300	35,000	37,690	40,380	43,070	45,760	43,000
REVENUE										
- DC Receipts: Inflated	\$8,794.0	\$9,965.7	\$11,180.7	\$12,440.4	\$13,749.9	\$15,102.9	\$16,504.4	\$17,955.9	\$19,458.9	\$18,651.0
INTEREST										
- Interest on Opening Balance	\$527.0	\$627.2	\$394.9	\$185.8	\$2.3	(\$241.0)	(\$442.9)	(\$605.1)	(\$715.6)	(\$1,674.2)
- Interest on In-year Transactions	\$40.2	(\$194.5)	(\$170.4)	(\$145.3)	(\$119.1)	(\$91.8)	(\$67.1)	(\$37.6)	(\$447.3)	(\$489.2)
TOTAL REVENUE	\$9,361.2	\$10,398.5	\$11,405.2	\$12,480.9	\$13,633.1	\$14,770.1	\$15,994.4	\$17,313.2	\$18,296.0	\$16,487.7
CLOSING CASH BALANCE	\$17,921.3	\$11,282.6	\$5,309.9	\$65.3	(\$4,381.5)	(\$8,053.1)	(\$11,002.3)	(\$13,011.6)	(\$30,439.6)	(\$50,390.3)

SERVICES RELATED TO A HIGHWAY: ROADS	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$71,122.0)	(\$92,657.6)	(\$114,057.1)	(\$100,376.9)	(\$84,814.4)	(\$67,228.7)	(\$47,470.4)	(\$25,122.1)	
2023 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS									
- Services Related To A Highway: Roads : Non Inflated	\$30,490.0	\$29,750.5	\$2,806.2	\$2,806.2	\$2,806.2	\$2,806.2	\$2,806.2	\$2,806.2	\$277,145.9
- Services Related To A Highway: Roads : Inflated	\$37,910.5	\$37,730.9	\$3,630.1	\$3,702.7	\$3,776.7	\$3,852.2	\$3,929.3	\$4,007.9	\$341,294.7
NON-RESIDENTIAL SPACE GROWTH									
- Retail Growth in Square Metres	46,000	47,500	49,500	51,000	52,500	54,000	56,000	58,000	816,960
REVENUE									
- DC Receipts: Inflated	\$20,758.3	\$21,863.9	\$23,240.2	\$24,423.3	\$25,644.5	\$26,904.7	\$28,459.2	\$30,065.1	\$253,777.2
INTEREST									
- Interest on Opening Balance	(\$3,911.7)	(\$5,096.2)	(\$6,273.1)	(\$5,520.7)	(\$4,664.8)	(\$3,697.6)	(\$2,610.9)	(\$1,381.7)	(\$25,514.8)
- Interest on In-year Transactions	(\$471.7)	(\$436.3)	\$343.2	\$362.6	\$382.7	\$403.4	\$429.3	\$456.0	(\$2,404.9)
TOTAL REVENUE	\$16,374.9	\$16,331.4	\$17,310.2	\$19,265.2	\$21,362.4	\$23,610.6	\$26,277.6	\$29,139.4	\$225,857.5
CLOSING CASH BALANCE	(\$92,657.6)	(\$114,057.1)	(\$100,376.9)	(\$84,814.4)	(\$67,228.7)	(\$47,470.4)	(\$25,122.1)	\$9.4	

2023 Adjusted Charge Per Square Metre **\$362.94**

**Allocation of Capital Program**

Residential Sector	69.1%
Retail Sector	12.2%
Non-Retail Sector	18.7%

**Rates for 2023**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX D.1  
TABLE 2

CITY OF BARRIE  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
SERVICES RELATED TO A HIGHWAY: ROADS  
NON-RETAIL DEVELOPMENT CHARGE  
(in \$000)

SERVICES RELATED TO A HIGHWAY: ROADS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
OPENING CASH BALANCE	\$23,222.3	\$28,440.9	\$19,148.1	\$11,027.2	\$4,185.6	(\$1,265.9)	(\$5,235.8)	(\$7,870.0)	(\$8,813.2)	(\$33,280.3)
2023 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Prior Growth (Funding from DC Reserve Balance	\$2,902.8	\$2,902.8	\$2,902.8	\$2,902.8	\$2,902.8	\$2,902.8	\$2,902.8	\$2,902.8	\$0.0	\$0.0
- Services Related To A Highway: Roads : Non Infl	\$7,117.09	\$22,858.8	\$22,858.8	\$22,858.8	\$22,858.8	\$22,858.8	\$23,041.3	\$23,041.3	\$47,025.5	\$47,025.4
- Services Related To A Highway: Roads : Inflated	\$10,019.9	\$26,276.8	\$26,802.3	\$27,338.4	\$27,885.2	\$28,442.9	\$29,217.2	\$29,801.6	\$55,097.9	\$56,199.7
NON-RESIDENTIAL SPACE GROWTH										
- Non-Retail Growth in Square Metres	68,370	75,970	83,560	91,160	98,760	106,360	113,950	121,550	129,140	116,050
REVENUE										
- DC Receipts: Inflated	\$14,349.9	\$16,263.9	\$18,246.6	\$20,304.3	\$22,437.0	\$24,646.9	\$26,933.8	\$29,304.8	\$31,757.4	\$29,109.2
INTEREST										
- Interest on Opening Balance	\$812.8	\$995.4	\$670.2	\$386.0	\$146.5	(\$69.6)	(\$288.0)	(\$432.8)	(\$484.7)	(\$1,830.4)
- Interest on In-year Transactions	\$75.8	(\$275.4)	(\$235.3)	(\$193.4)	(\$149.8)	(\$104.4)	(\$62.8)	(\$13.7)	(\$641.9)	(\$745.0)
TOTAL REVENUE	\$15,238.4	\$16,984.0	\$18,681.5	\$20,496.8	\$22,433.7	\$24,472.9	\$26,583.1	\$28,858.3	\$30,630.8	\$26,533.8
CLOSING CASH BALANCE	\$28,440.9	\$19,148.1	\$11,027.2	\$4,185.6	(\$1,265.9)	(\$5,235.8)	(\$7,870.0)	(\$8,813.2)	(\$33,280.3)	(\$62,946.3)

SERVICES RELATED TO A HIGHWAY: ROADS	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	(\$93,775.3)	(\$127,048.4)	(\$160,393.4)	(\$141,285.3)	(\$118,282.3)	(\$92,918.7)	(\$64,775.1)	(\$33,835.4)	
2023 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS									
- Services Related To A Highway: Roads : Non Infl	\$47,025.4	\$45,884.9	\$4,328.0	\$4,328.0	\$4,328.0	\$4,328.0	\$4,328.0	\$4,328.0	\$427,448.2
- Services Related To A Highway: Roads : Inflated	\$58,470.2	\$58,193.2	\$5,598.7	\$5,710.7	\$5,824.9	\$5,941.4	\$6,060.2	\$6,181.4	\$526,386.4
NON-RESIDENTIAL SPACE GROWTH									
- Non-Retail Growth in Square Metres	119,200	122,250	121,720	129,830	131,500	134,050	136,000	137,700	2,157,070
REVENUE									
- DC Receipts: Inflated	\$31,107.2	\$32,541.2	\$33,048.2	\$35,955.1	\$37,145.9	\$38,623.6	\$39,969.1	\$41,278.1	\$553,711.5
INTEREST									
- Interest on Opening Balance	(\$5,157.6)	(\$6,987.7)	(\$8,821.6)	(\$7,770.7)	(\$6,505.5)	(\$5,110.5)	(\$3,562.6)	(\$1,860.9)	(\$49,334.0)
- Interest on In-year Transactions	(\$752.5)	(\$705.4)	\$480.4	\$529.3	\$548.1	\$571.9	\$593.4	\$614.2	(\$1,198.9)
TOTAL REVENUE	\$25,197.1	\$24,848.1	\$24,706.9	\$28,713.7	\$31,188.5	\$34,085.0	\$36,999.9	\$40,031.4	\$503,178.6
CLOSING CASH BALANCE	(\$127,048.4)	(\$160,393.4)	(\$141,285.3)	(\$118,282.3)	(\$92,918.7)	(\$64,775.1)	(\$33,835.4)	\$14.6	

<b>2023 Adjusted Charge Per Square Metre</b>	<b>\$209.89</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	69.1%
Retail Sector	12.2%
Non-Retail Sector	18.7%
<b>Rates for 2023</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.3  
TABLE B.3-2

CITY OF BARRIE  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023-2032	Post-Period Benefit*
<b>3.0 PARKS AND RECREATION</b>										
<b>3.1 Parkland Development - Former Barrie</b>										
3.1.1 Sandringham V (Craigmel)	2023 - 2023	\$ 355,000	\$ -	\$ 355,000	0%	\$ -	\$ 355,000	\$ 355,000	\$ -	\$ -
3.1.2 Sandringham VI (Gilroy)	2023 - 2023	\$ 170,704	\$ -	\$ 170,704	0%	\$ -	\$ 170,704	\$ 170,704	\$ -	\$ -
3.1.3 Sproule (Previn Court)	2023 - 2023	\$ 757,000	\$ -	\$ 757,000	0%	\$ -	\$ 757,000	\$ 757,000	\$ -	\$ -
3.1.4 Play Court Construction and Replacement Program	2023 - 2032	\$ 2,090,000	\$ -	\$ 2,090,000	74%	\$ 1,537,659	\$ 552,341	\$ 552,341	\$ -	\$ -
3.1.5 Rectangular Sports Fields - Artificial Turf (1)	2023 - 2041	\$ 2,960,000	\$ -	\$ 2,960,000	0%	\$ -	\$ 2,960,000	\$ 740,000	\$ 444,000	\$ 1,776,000
3.1.6 Lit Major Ball Diamond (4)	2023 - 2041	\$ 3,664,000	\$ -	\$ 3,664,000	0%	\$ -	\$ 3,664,000	\$ 916,000	\$ 549,600	\$ 2,198,400
3.1.7 Unlit Multi-use Court (7)	2023 - 2041	\$ 471,000	\$ -	\$ 471,000	0%	\$ -	\$ 471,000	\$ 117,750	\$ 70,650	\$ 282,600
3.1.8 Pickleball Court (4)	2023 - 2041	\$ 700,000	\$ -	\$ 700,000	0%	\$ -	\$ 700,000	\$ 175,000	\$ 105,000	\$ 420,000
3.1.9 Splash Pad (2)	2023 - 2041	\$ 750,000	\$ -	\$ 750,000	0%	\$ -	\$ 750,000	\$ 187,500	\$ 112,500	\$ 450,000
3.1.10 Skateboard Park - Major (2)	2023 - 2041	\$ 908,000	\$ -	\$ 908,000	0%	\$ -	\$ 908,000	\$ 227,000	\$ 136,200	\$ 544,800
3.1.11 Painswick Park Rehabilitation	2023 - 2023	\$ 1,900,000	\$ -	\$ 1,900,000	74%	\$ 1,397,872	\$ 502,128	\$ 502,128	\$ -	\$ -
3.1.12 Heritage Park Redevelopment	2024 - 2027	\$ 11,300,000	\$ -	\$ 11,300,000	80%	\$ 9,040,000	\$ 2,260,000	\$ 2,260,000	\$ -	\$ -
3.1.13 Sam Cancilla Park Redevelopment	2028 - 2032	\$ 2,510,000	\$ -	\$ 2,510,000	50%	\$ 1,255,000	\$ 1,255,000	\$ -	\$ 1,255,000	\$ -
3.1.14 Johnson's Beach Redevelopment	2028 - 2032	\$ 1,465,000	\$ -	\$ 1,465,000	80%	\$ 1,172,000	\$ 293,000	\$ -	\$ 293,000	\$ -
3.1.15 Tyndale Park Redevelopment	2028 - 2032	\$ 1,700,000	\$ -	\$ 1,700,000	70%	\$ 1,190,000	\$ 510,000	\$ -	\$ 510,000	\$ -
Subtotal Parkland Development - Former Barrie		\$ 31,700,704	\$ -	\$ 31,700,704		\$ 15,592,531	\$ 16,108,173	\$ 6,960,423	\$ 3,475,950	\$ 5,671,800
<b>3.2 Parkland Development - Salem &amp; Hewitt's Secondary Plan Areas</b>										
3.2.1 Bullut Subdivision New Park Development - Hewitts Park 10H - Village Square	2023 - 2023	\$ 111,700	\$ -	\$ 111,700	0%	\$ -	\$ 111,700	\$ 111,700	\$ -	\$ -
3.2.2 Rectangular Sports Fields - Lit (2)	2023 - 2041	\$ 1,345,000	\$ -	\$ 1,345,000	0%	\$ -	\$ 1,345,000	\$ 336,250	\$ 201,750	\$ 807,000
3.2.3 Lit Major Ball Diamond (2)	2023 - 2041	\$ 1,832,000	\$ -	\$ 1,832,000	0%	\$ -	\$ 1,832,000	\$ 458,000	\$ 274,800	\$ 1,099,200
3.2.4 Lit Tennis Court (4)	2023 - 2041	\$ 700,000	\$ -	\$ 700,000	0%	\$ -	\$ 700,000	\$ 175,000	\$ 105,000	\$ 420,000
3.2.5 Unlit Multi-use Court (6)	2023 - 2041	\$ 404,000	\$ -	\$ 404,000	0%	\$ -	\$ 404,000	\$ 101,000	\$ 60,600	\$ 242,400
3.2.6 Basketball Court (2)	2023 - 2041	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 160,000	\$ 40,000	\$ 24,000	\$ 96,000
3.2.7 Splash Pad (2)	2023 - 2041	\$ 875,000	\$ -	\$ 875,000	0%	\$ -	\$ 875,000	\$ 218,750	\$ 131,250	\$ 525,000
3.2.8 Playground - Enhanced (2)	2023 - 2041	\$ 1,040,000	\$ -	\$ 1,040,000	0%	\$ -	\$ 1,040,000	\$ 260,000	\$ 156,000	\$ 624,000
3.2.9 Playground - Standard (25)	2023 - 2041	\$ 4,125,000	\$ -	\$ 4,125,000	0%	\$ -	\$ 4,125,000	\$ 1,031,250	\$ 618,750	\$ 2,475,000
3.2.10 Skateboard Park - Major (2)	2023 - 2041	\$ 908,000	\$ -	\$ 908,000	0%	\$ -	\$ 908,000	\$ 227,000	\$ 136,200	\$ 544,800
Subtotal Parkland Development - Salem & Hewitt's Secondary Plan Areas		\$ 11,500,700	\$ -	\$ 11,500,700		\$ -	\$ 11,500,700	\$ 2,958,950	\$ 1,708,350	\$ 6,833,400
<b>3.3 Parkland Development - Unidentified Location</b>										
3.3.1 Rectangular Sports Fields - Artificial Turf (2)	2023 - 2041	\$ 5,920,000	\$ -	\$ 5,920,000	0%	\$ -	\$ 5,920,000	\$ 592,000	\$ 592,000	\$ 4,736,000
3.3.2 Cricket Pitch (1)	2023 - 2041	\$ 942,000	\$ -	\$ 942,000	0%	\$ -	\$ 942,000	\$ 94,200	\$ 94,200	\$ 753,600
3.3.3 Ball Diamonds (16)	2023 - 2041	\$ 10,763,000	\$ -	\$ 10,763,000	0%	\$ -	\$ 10,763,000	\$ 1,076,300	\$ 1,076,300	\$ 8,610,400
3.3.4 Outdoor Sand Volleyball Court (4)	2023 - 2041	\$ 54,000	\$ -	\$ 54,000	0%	\$ -	\$ 54,000	\$ 5,400	\$ 5,400	\$ 43,200
Subtotal Parkland Development - Unidentified Location		\$ 17,679,000	\$ -	\$ 17,679,000		\$ -	\$ 17,679,000	\$ 1,767,900	\$ 1,767,900	\$ 14,143,200
<b>3.4 Parkland Development - Trails</b>										
3.4.1 Off-Road & Hiking Trails -Former Municipal Boundary	2023 - 2041	\$ 13,577,185	\$ -	\$ 13,577,185	40%	\$ 5,430,874	\$ 8,146,311	\$ -	\$ 3,258,524	\$ 4,887,787
3.4.2 Off-Road & Hiking Trails -Salem & Hewitt's	2023 - 2041	\$ 12,141,903	\$ -	\$ 12,141,903	40%	\$ 4,856,761	\$ 7,285,142	\$ -	\$ 2,914,057	\$ 4,371,085
3.4.3 Trail Bridges	2023 - 2041	\$ 13,344,812	\$ -	\$ 13,344,812	40%	\$ 5,337,925	\$ 8,006,887	\$ -	\$ 3,202,755	\$ 4,804,132
3.4.4 Trail Underpass	2023 - 2041	\$ 6,698,311	\$ -	\$ 6,698,311	40%	\$ 2,679,324	\$ 4,018,986	\$ -	\$ 1,607,594	\$ 2,411,392
Subtotal Parkland Development - Trails		\$ 45,762,210	\$ -	\$ 45,762,210		\$ 18,304,884	\$ 27,457,326	\$ -	\$ 10,982,930	\$ 16,474,396

APPENDIX B.3  
TABLE B.3-2

CITY OF BARRIE  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKS AND RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	Replacement & BTE Shares		Available DC Reserves	2023-2032	Post-Period Benefit*
<b>3.5 Recreation Facilities - Salem &amp; Hewitt's Secondary Plan Areas</b>										
3.5.1 Salem Community Centre New Building Development	2026 - 2031	\$ 139,020,000	\$ -	\$ 139,020,000	0%	\$ -	\$ 139,020,000	\$ -	\$ 139,020,000	\$ -
3.5.2 Hewitt's Community Centre New Building Development	2024 - 2027	\$ 185,250,000	\$ -	\$ 185,250,000	0%	\$ -	\$ 185,250,000	\$ 15,374,222	\$ 96,658,708	\$ 73,217,070
Subtotal Recreation Facilities - Salem & Hewitt's Secondary Plan Areas		\$ 324,270,000	\$ -	\$ 324,270,000		\$ -	\$ 324,270,000	\$ 15,374,222	\$ 235,678,708	\$ 73,217,070
<b>3.6 Parks and Recreation Fleet - Former Barrie</b>										
3.6.1 Roll off Truck - Horticulture	2023 - 2023	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
3.6.2 Parks & Forestry Operations New Fleet to Service Growth	2024 - 2025	\$ 2,469,000	\$ -	\$ 2,469,000	0%	\$ -	\$ 2,469,000	\$ 2,469,000	\$ -	\$ -
3.6.3 Mini-excavator	2023 - 2023	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ -
3.6.4 Trail Utility Vehicle - Trail inspections and maintenance	2023 - 2023	\$ 25,000	\$ -	\$ 25,000	0%	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -
3.6.5 Stump Grinder	2023 - 2023	\$ 85,000	\$ -	\$ 85,000	0%	\$ -	\$ 85,000	\$ 85,000	\$ -	\$ -
3.6.6 16' large area mower	2023 - 2023	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
3.6.7 4x4 Pickup Trucks (5)	2023 - 2028	\$ 175,000	\$ -	\$ 175,000	0%	\$ -	\$ 175,000	\$ -	\$ 175,000	\$ -
3.6.8 4x4 crew cab Pickup Truck (5)	2023 - 2028	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 180,000	\$ -	\$ 180,000	\$ -
3.6.9 Landscape Trailers (10)	2023 - 2028	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
3.6.10 Spider Lift (compact unit)	2025 - 2025	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
3.6.11 Mid-sized Loader	2024 - 2024	\$ 125,000	\$ -	\$ 125,000	0%	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
3.6.12 Trail Compactor Unit	2027 - 2027	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
Subtotal Parks and Recreation Fleet - Former Barrie		\$ 3,504,000	\$ -	\$ 3,504,000		\$ -	\$ 3,504,000	\$ 2,864,000	\$ 640,000	\$ -
<b>3.7 Parks and Recreation Fleet - Salem &amp; Hewitt's Secondary Plan Areas</b>										
3.7.1 Ice Resurfacers (4)	2023 - 2028	\$ 416,000	\$ -	\$ 416,000	0%	\$ -	\$ 416,000	\$ 416,000	\$ -	\$ -
3.7.2 Provision for Additional Parks Vehicles	2023 - 2032	\$ 900,000	\$ -	\$ 900,000	0%	\$ -	\$ 900,000	\$ 900,000	\$ -	\$ -
Subtotal Parks and Recreation Fleet - Salem & Hewitt's Secondary Plan Areas		\$ 1,316,000	\$ -	\$ 1,316,000		\$ -	\$ 1,316,000	\$ 1,316,000	\$ -	\$ -
<b>TOTAL PARKS AND RECREATION</b>		<b>\$ 435,732,614</b>	<b>\$ -</b>	<b>\$ 435,732,614</b>		<b>\$ 33,897,415</b>	<b>\$ 401,835,199</b>	<b>\$ 31,241,495</b>	<b>\$ 254,253,838</b>	<b>\$ 116,339,866</b>

\*Development related costs to be considered for funding from other tools and/or future DC Studies.

Residential Development Charge Calculation		
Residential Share of 2023 - 2032 DC Eligible Costs	100%	\$254,253,838
10-Year Growth in Population in New Units		57,051
Unadjusted Development Charge Per Capita		<b>\$4,456.61</b>
Non-Residential Retail Development Charge Calculation		
Non-Residential Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		357,960
Unadjusted Retail Development Charge Per Square Metre		<b>\$0.00</b>
Non-Residential Non-Retail Development Charge Calculation		
Non-Residential Share of 2023 - 2032 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		1,004,870
Unadjusted Non-Retail Development Charge Per Square Metre		<b>\$0.00</b>

2023 - 2032 Net Funding Envelope	\$254,253,838
Reserve Fund Balance as at December 31st, 2022	\$31,241,495

APPENDIX B.3

TABLE 3

CITY OF BARRIE  
 CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
 PARKS AND RECREATION  
 RESIDENTIAL DEVELOPMENT CHARGE  
 (in \$000)

PARKS AND RECREATION	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
OPENING CASH BALANCE	\$31,241.5	\$51,800.01	\$45,256.21	\$39,084.26	\$9,415.46	(\$21,215.29)	(\$21,228.39)	(\$20,301.43)	(\$18,528.33)	(\$15,842.26)	
2023 - 2032 RESIDENTIAL FUNDING REQUIREMENTS											
- Prior Growth (Funding from DC Reserve Balance)	\$3,103.4	\$6,566.6	\$6,566.6	\$5,332.1	\$5,332.1	\$923.6	\$854.2	\$854.2	\$854.2	\$854.2	\$31,241.5
- Parks And Recreation: Non Inflated	\$1,656.9	\$25,946.6	\$25,881.6	\$48,991.6	\$49,031.6	\$25,238.5	\$25,169.3	\$25,169.3	\$25,169.3	\$1,999.3	\$254,253.8
- Parks And Recreation: Inflated	\$4,760.3	\$33,163.5	\$33,759.1	\$57,648.7	\$58,845.0	\$28,885.0	\$29,306.8	\$29,892.9	\$30,490.7	\$3,410.3	\$310,162.3
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	5,338	5,483	5,629	5,778	5,927	6,075	6,223	6,367	6,509	3,722	57,051
REVENUE											
- DC Receipts: Inflated	\$23,890.6	\$25,030.3	\$26,210.8	\$27,442.6	\$28,713.3	\$30,018.9	\$31,365.3	\$32,732.9	\$34,132.1	\$19,907.9	\$279,444.7
INTEREST											
- Interest on Opening Balance	\$1,093.5	\$1,813.0	\$1,584.0	\$1,367.9	\$329.5	(\$1,166.8)	(\$1,167.6)	(\$1,116.6)	(\$1,019.1)	(\$871.3)	\$846.5
- Interest on In-year Transactions	\$334.8	(\$223.7)	(\$207.6)	(\$830.7)	(\$828.6)	\$19.8	\$36.0	\$49.7	\$63.7	\$288.7	(\$1,297.7)
TOTAL REVENUE	\$25,318.8	\$26,619.7	\$27,587.1	\$27,979.9	\$28,214.3	\$28,871.9	\$30,233.7	\$31,666.0	\$33,176.8	\$19,325.3	\$278,993.5
CLOSING CASH BALANCE	\$51,800.0	\$45,256.2	\$39,084.3	\$9,415.5	(\$21,215.3)	(\$21,228.4)	(\$20,301.4)	(\$18,528.3)	(\$15,842.3)	\$72.8	

2023 Adjusted Charge Per Capita	\$4,475.57
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<b>Allocation of Capital Program</b>	
Residential Sector	100.0%
Non-Residential Sector	0.0%
<b>Rates for 2023</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%