



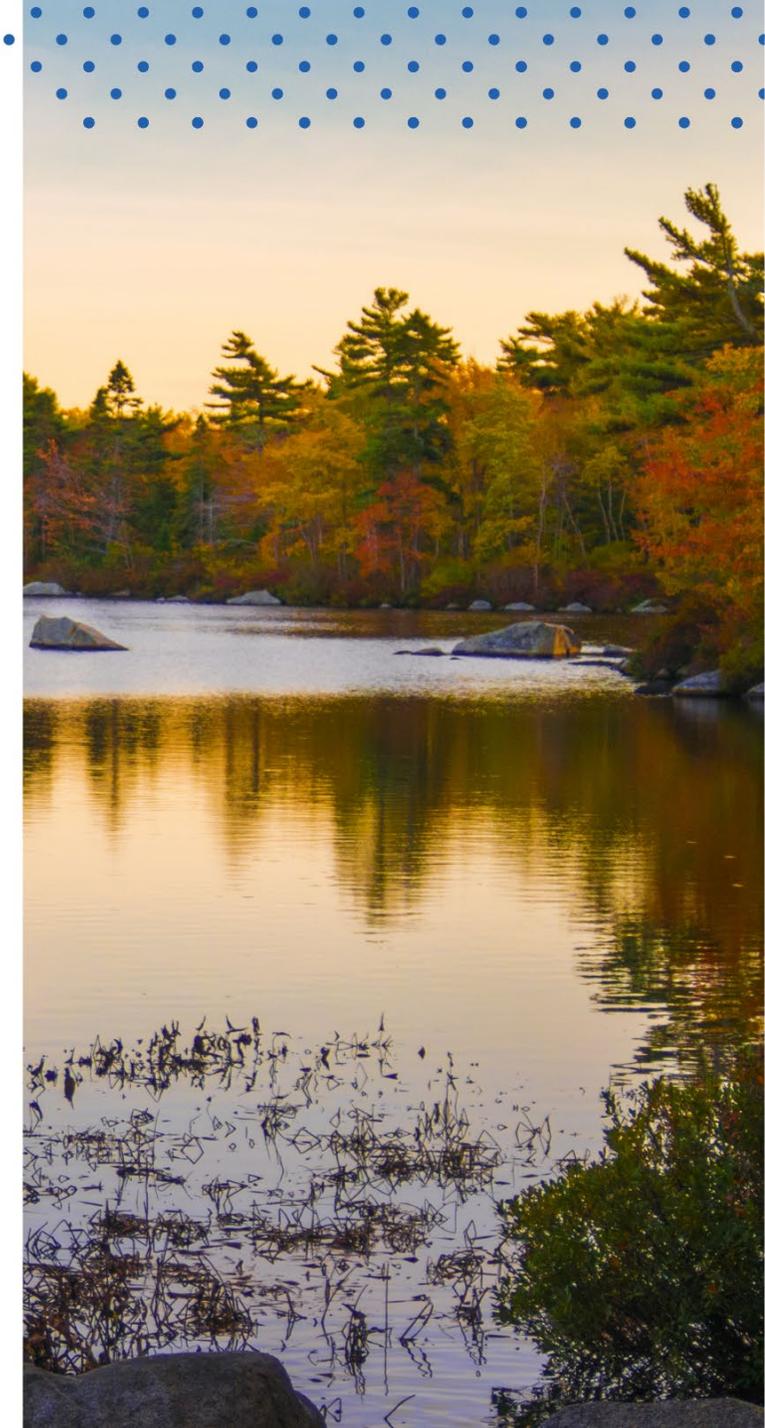
# Regional Development Charge – Interested Party Engagement

Workshop #2 – Infrastructure List for Growth

Please note this session is being recorded and will be posted to Halifax Water's RDC website

Tuesday January 28, 2025

**STRAIGHT from  
the SOURCE**



# Agenda

- Schedule and Topics for the Interested Parties Engagement Plan
- Follow Up Items for Workshop #1 – Population Projections
- Workshop #2 - Infrastructure List for Growth



# Schedule and Topics

#1 - Population Projections	#2 - Infrastructure List for Growth	#3 - Financial Assumptions	#4 - Application of the Charge (ICI Methodology)
January 14, 2025	January 28, 2025	February 5, 2025	February 12, 2025
<ul style="list-style-type: none"> <li>Review 2020-2024</li> <li>SUD:MUD ratio</li> <li>People per unit</li> <li>Updated population projections</li> <li><b><u>Video Posted Friday January 17th</u></b></li> </ul>	<ul style="list-style-type: none"> <li>Review revised infrastructure list from 2019 study</li> <li>Including Mill Cove WWTF and WSEP</li> <li>Benefit to Existing</li> <li>Post Period Benefit</li> </ul>	<ul style="list-style-type: none"> <li>Construction Period Interest</li> <li>Debt Financing</li> <li>Interest earned on cash balances</li> <li>Inflation on Infrastructure</li> <li>Inflation on RDC rate charge</li> <li>Timing of charge</li> </ul>	<ul style="list-style-type: none"> <li>ICI cost allocation methodology</li> <li>Residential Equivalent Unit (REU) &amp; Population equivalent (PE)</li> <li>Employment growth and density floor space per worker</li> </ul>

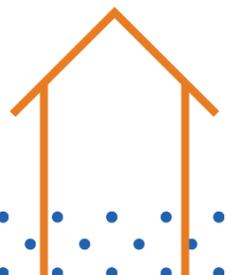
February 19, 2025 – Additional time

[Regional Development Charge Stakeholder Engagement 2025 | Halifax Water](#)



# Follow-Up Items for Workshop #1 – Population Projections

- Population numbers from 2021 to 2024
- People per Unit Data

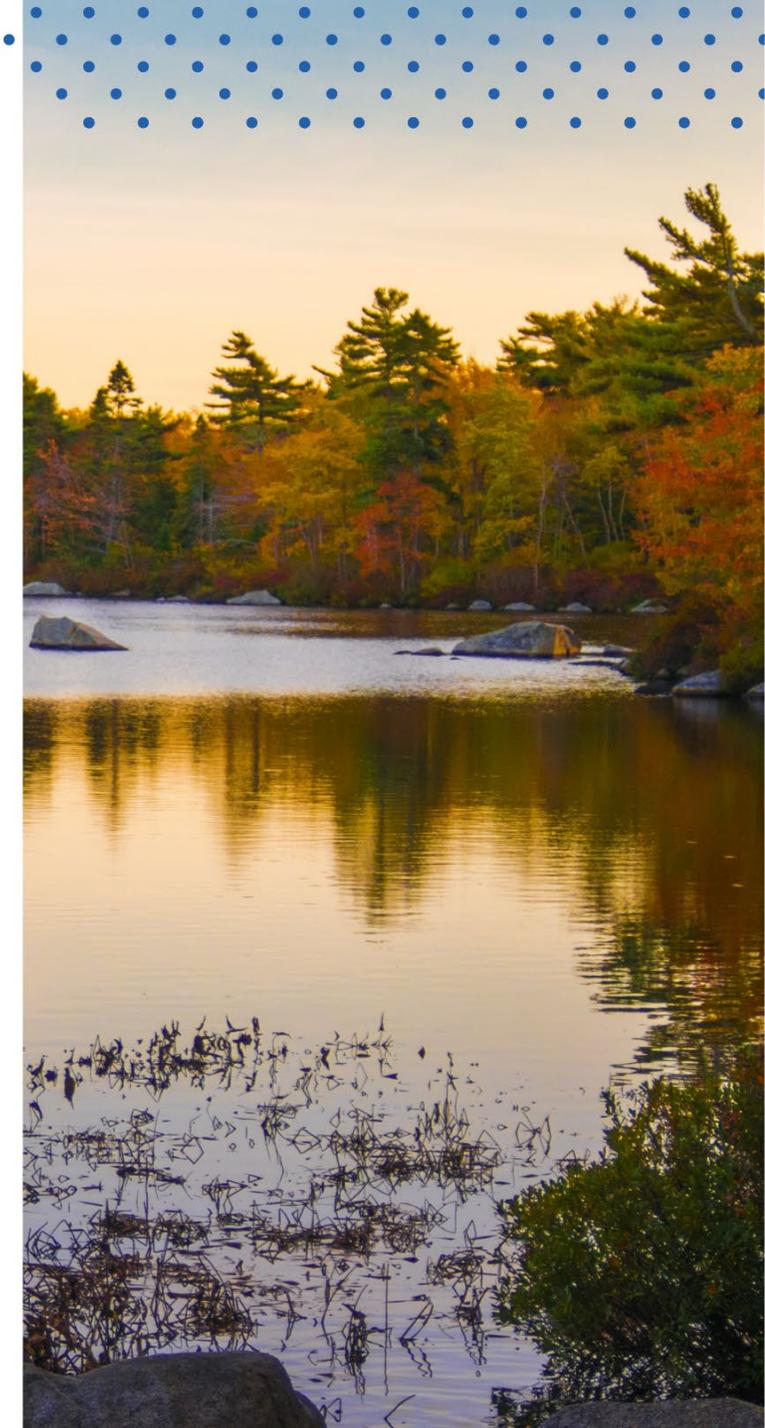




# Workshop #2 – Infrastructure List for Growth

Tuesday January 28, 2025

**STRAIGHT from  
the SOURCE**



# Agenda

- Integrated Resource Plan 2019
- Infrastructure List in the RDC Model
- Benefit to Existing (BTE)
- Post Period Benefit
- *10 Minute Break*
- Completed Projects
- Rescoped Projects
- No Longer Required Projects
- New Projects
- Additional Discussions or Questions



# Infrastructure List

- Workshop will not go through each project one by one
- Halifax Water is working on a draft Infrastructure List
- Additional discussions and questions can be done outside this workshop

Provide feedback and questions to Halifax Water through [RDC2025@halifaxwater.ca](mailto:RDC2025@halifaxwater.ca)



# Integrated Resource Plan (IRP) 2019

- It is the regional-level Infrastructure Servicing Study that is developed to accommodate growth to 2046 and:
  - Includes servicing assessments of water and wastewater infrastructure for all regions
  - Is based on best available population planning data, consistent with HRM estimates
  - Utilizes updated and calibrated water and wastewater hydraulic models to replicate existing conditions and simulate future growth scenarios
  - Includes detailed analysis of observed flow monitor data to inform Inflow and Infiltration reduction priorities



# Infrastructure List in the RDC Model

## Water Infrastructure Program Regional Development Charge - Water Phase Costs - 2014 to March 31, 2040

Item #	Year	Item #	Description	System	Total Costs	Escalation Factor	Escalated Costs	1.77% Construction Interest	Total RDC	Non Eligible %	Benefit to Existing \$	23.4079% Post Period Benefit %	Post Period Benefit \$	Net Escalated Costs
<b>2018</b>					<b>Subtotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>
2019-2021	W04	Leiblin Booster Fire Pump	Pockwock - Other	\$395,000.00	1.0045	\$396,769.95	\$7,022.83	\$403,792.78	100.00%	\$403,792.78	0.0%	\$0.00	\$0.00	
2019-2021	W05.1	Herring Cove Rd Twinning	Pockwock - Other	\$3,585,000.00	1.0045	\$3,601,063.98	\$63,738.83	\$3,664,802.81	100.00%	\$3,664,802.81	0.0%	\$0.00	\$0.00	
2019-2021	W12.1	Lucasville Rd Twinning (Phase 1)	Pockwock - Other	\$8,117,000.00	1.0045	\$8,153,371.35	\$144,314.67	\$8,297,686.03	0.00%	\$0.00	23.4%	\$1,942,313.45	\$6,355,372.57	
2019-2021	W32.1-W32.2	Decommission Miller Lake WSP	System Interconnections Pockwock Transmission V	\$693,000.00	1.0045	\$692,087.33	\$12,249.95	\$704,337.28	100.00%	\$704,337.28	0.0%	\$0.00	\$0.00	
2019-2021	W16	Chain Lake Backup Supply Study	Studies	\$50,000.00	1.0045	\$50,224.04	\$888.97	\$51,113.01	50.00%	\$25,556.50	23.4%	\$5,982.24	\$19,574.27	
2019-2021	W27	Mt Edward Booster Fire Pump	Studies	\$50,000.00	1.0045	\$50,224.04	\$888.97	\$51,113.01	50.00%	\$25,556.50	23.4%	\$5,982.24	\$19,574.27	
2019-2021	W35	Safe Yield Study	Studies	\$100,000.00	1.0045	\$100,448.09	\$1,777.93	\$102,226.02	50.00%	\$51,113.01	23.4%	\$11,964.48	\$39,148.53	
2019-2021	W36	New Hydraulic Water Model (Info/Water)	Studies	\$200,000.00	1.0045	\$200,896.18	\$3,555.86	\$204,452.04	50.00%	\$102,226.02	23.4%	\$23,928.96	\$78,297.06	
2019-2021	W37	Comprehensive PRV Study	Studies	\$50,000.00	1.0045	\$50,224.04	\$888.97	\$51,113.01	50.00%	\$25,556.50	23.4%	\$5,982.24	\$19,574.27	
2019-2021	W38	Transmission Main Risk Assessment and Prioritization Fran	Studies	\$50,000.00	1.0045	\$50,224.04	\$888.97	\$51,113.01	50.00%	\$25,556.50	23.4%	\$5,982.24	\$19,574.27	
<b>2019-2021</b>					<b>Subtotal</b>	<b>#####</b>	<b>#####</b>	<b>\$236,215.94</b>	<b>#####</b>	<b>#####</b>	<b>#####</b>		<b>#####</b>	<b>#####</b>
2021-2026	W06.1	Chain Control Transmission - Existing Peninsula Low Upsiz	Pockwock - Peninsula	\$3,841,000.00	1.0932	\$4,193,024.30	\$74,322.73	\$4,273,347.03	25.00%	\$1,068,336.76	23.4%	\$750,225.37	\$2,454,784.90	
2021-2026	W06.2	Chain Control Transmission - Existing Peninsula Intermedi	Pockwock - Peninsula	\$2,650,000.00	1.0932	\$2,897,009.74	\$51,277.07	\$2,948,286.81	25.00%	\$737,071.70	23.4%	\$517,598.86	\$1,693,616.24	
2021-2026	W08	Peninsula Intermediate Looping - Quinpool Rd to Young S	Pockwock - Peninsula	\$4,319,000.00	1.0932	\$4,721,579.27	\$83,571.95	\$4,805,151.22	25.00%	\$1,201,287.80	23.4%	\$843,588.49	\$2,760,274.33	
2021-2026	W011	Geizer 158 to Lakeside High Looping	Pockwock - Other	\$2,249,000.00	1.0932	\$2,458,632.04	\$43,517.79	\$2,502,149.82	100.00%	\$2,502,149.82	0.0%	\$0.00	\$0.00	
2021-2026	W014	Brunello Booster Pump Upgrades	Pockwock - Other	\$236,000.00	1.0932	\$257,997.85	\$4,566.56	\$262,564.41	100.00%	\$262,564.41	0.0%	\$0.00	\$0.00	
2021-2026	W03	Geizer Hill Booster Pump Upgrades	Pockwock - Other	\$277,000.00	1.0932	\$302,819.51	\$5,359.91	\$308,179.41	100.00%	\$308,179.41	0.0%	\$0.00	\$0.00	
2021-2026	W05.3	Herring Cove Road Looping - McIntosh St	Pockwock - Other	\$2,272,000.00	1.0932	\$2,483,775.90	\$43,962.83	\$2,527,738.73	100.00%	\$2,527,738.73	0.0%	\$0.00	\$0.00	
2021-2026	W17	Pockwock Transmission Loop through Bedford	Pockwock - Other	\$5,069,000.00	1.0932	\$5,541,487.68	\$98,084.33	\$5,639,572.01	100.00%	\$5,639,572.01	0.0%	\$0.00	\$0.00	
2021-2026	W22.1	New Main Street to Caledonia Road Connection	Lake Major	\$3,072,000.00	1.0932	\$3,358,344.87	\$59,442.70	\$3,417,787.58	95.00%	\$3,246,898.20	23.4%	\$40,001.60	\$130,887.78	
2021-2026	W22.2	Caledonia Road Twinning	Lake Major	\$3,429,000.00	1.0932	\$3,748,621.28	\$66,350.60	\$3,814,971.87	95.00%	\$3,624,223.28	23.4%	\$44,650.23	\$146,098.37	
2021-2026	W22.3	New Breeze Drive Water main	Lake Major	\$5,801,000.00	1.0932	\$6,341,718.30	\$112,248.41	\$6,453,966.71	95.00%	\$6,131,268.37	23.4%	\$75,536.88	\$247,161.45	
2021-2026	W23	Highway 118 Crossing - Shubie Park to Dartmouth Crossing	Lake Major	\$6,063,000.00	1.0932	\$6,628,139.64	\$117,318.07	\$6,745,457.71	95.00%	\$6,408,184.82	23.4%	\$78,948.48	\$258,324.41	
2021-2026	W25	New Woodside Industrial Park Feed	Lake Major	\$1,649,000.00	1.0932	\$1,802,705.30	\$31,507.88	\$1,834,613.19	100.00%	\$1,834,613.19	0.0%	\$0.00	\$0.00	
2021-2026	W28	Tacoma PRV Chamber	Lake Major	\$420,000.00	1.0932	\$459,148.71	\$8,126.93	\$467,275.65	100.00%	\$467,275.65	0.0%	\$0.00	\$0.00	
2021-2026	W40	Aerotech Storage	System Interconnections Pockwock Transmission V	\$4,752,000.00	1.0932	\$5,194,939.72	\$91,950.43	\$5,286,890.16	25.00%	\$1,321,722.54	23.4%	\$928,162.19	\$3,037,005.43	
2021-2026	W23.3	New Drohard Control Chamber	Studies	\$50,000.00	1.0932	\$54,660.56	\$967.49	\$55,628.05	50.00%	\$27,814.03	23.4%	\$6,510.68	\$21,303.35	
2021-2026	W30.3	Robie Emergency Booster	Studies	\$50,000.00	1.0932	\$54,660.56	\$967.49	\$55,628.05	50.00%	\$27,814.03	23.4%	\$6,510.68	\$21,303.35	
<b>2021-2026</b>					<b>Subtotal</b>	<b>#####</b>	<b>#####</b>	<b>\$893,943.19</b>	<b>#####</b>	<b>#####</b>	<b>#####</b>		<b>#####</b>	<b>#####</b>
2026-2031	W07	Replace High Risk Peninsula Transmission (Robie)	Pockwock - Peninsula	\$17,312,000.00	1.2213	\$21,142,918.65	\$374,229.66	\$21,517,148.31	100.00%	\$21,517,148.31	0.0%	\$0.00	\$0.00	
2026-2031	W10.1	Young Street Upsize	Pockwock - Peninsula	\$1,315,000.00	1.2213	\$1,605,992.26	\$28,426.06	\$1,634,418.32	25.00%	\$408,604.58	23.4%	\$286,937.17	\$938,876.58	
2026-2031	W10.2	Robie Street Upsize	Pockwock - Peninsula	\$956,000.00	1.2213	\$1,167,550.27	\$20,665.64	\$1,188,215.91	25.00%	\$297,053.98	23.4%	\$208,602.23	\$682,559.70	
2026-2031	W10.3	Almon Street Upsize	Pockwock - Peninsula	\$1,168,000.00	1.2213	\$1,426,463.09	\$25,248.40	\$1,451,711.49	25.00%	\$362,927.87	23.4%	\$254,861.30	\$833,922.31	
2026-2031	W10.4	Windsor Street Upsize	Pockwock - Peninsula	\$1,004,000.00	1.2213	\$1,226,172.04	\$21,703.25	\$1,247,875.28	25.00%	\$311,968.82	23.4%	\$219,075.98	\$716,830.48	
2026-2031	W12.2	Lucasville Road Twinning (Phase 2)	Pockwock - Other	\$8,956,000.00	1.2213	#####	\$193,599.86	\$11,131,445.26	0.00%	\$0.00	23.4%	#####	\$8,525,808.48	
2026-2031	W13.1	New Primary Feed to Sackville High	Pockwock - Other	\$4,953,000.00	1.2213	\$6,049,033.97	\$107,067.90	\$6,156,101.87	0.00%	\$0.00	23.4%	\$1,441,013.73	\$4,715,088.14	
2026-2031	W13.2	New Sackville Beaver Bank Valve Chamber	Pockwock - Other	\$839,000.00	1.2213	\$1,024,659.70	\$18,136.48	\$1,042,796.18	0.00%	\$0.00	23.4%	\$244,096.61	\$798,699.57	
2026-2031	W13.3	Reconfiguration of Beaver Bank Booster	Pockwock - Other	\$100,000.00	1.2213	\$122,128.69	\$2,161.68	\$124,290.37	100.00%	\$124,290.37	0.0%	\$0.00	\$0.00	
2026-2031	W13.4	New Sackville High PRV	Pockwock - Other	\$420,000.00	1.2213	\$512,940.49	\$9,079.05	\$522,019.54	0.00%	\$0.00	23.4%	\$122,193.77	\$399,825.77	
2026-2031	W14.1	Cobequid High Looping	Pockwock - Other	\$2,233,000.00	1.2213	\$2,727,133.63	\$48,270.27	\$2,775,403.89	25.00%	\$693,850.97	23.4%	\$487,247.68	\$1,594,305.24	
2026-2031	W14.2	Windgate Drive Upsize	Pockwock - Other	\$882,000.00	1.2213	\$1,077,175.04	\$19,066.00	\$1,096,241.04	25.00%	\$274,060.26	23.4%	\$192,455.20	\$629,725.58	
2026-2031	W24	Windmill Road Upsize	Lake Major	\$6,104,000.00	1.2213	\$7,454,735.18	\$131,948.81	\$7,586,683.99	25.00%	\$1,896,671.00	23.4%	\$1,331,912.14	\$4,358,100.85	
2026-2031	W30.1	Bedford-Burnside System Interconnection	System Interconnections Pockwock Transmission V	\$1,045,000.00	1.2213	\$1,276,244.80	\$22,589.53	\$1,298,834.33	52.96%	\$687,900.41	23.4%	\$143,006.76	\$467,327.17	
2026-2031	W30.2	Valving for Central Intermediate Boundary Change	System Interconnections Pockwock Transmission V	\$629,000.00	1.2213	\$768,189.45	\$13,596.95	\$781,786.41	52.96%	\$414,056.80	23.4%	\$86,007.75	\$281,651.86	
2026-2031	W31.1-W31.3	Extension of Fall Brook Dam to Denery Lake	System Interconnections Pockwock Transmission V	#####	1.2213	#####	\$400,623.75	#####	25.98%	\$5,983,735.42	23.4%	#####	\$13,059,718.87	

# Infrastructure List in the RDC Model

Workshop #3 - Financial Assumptions Workshop					Workshop #2 - Infrastructure List				Net Escalated Costs	2019-2021
Total Costs	Escalation Factor	Escalated Costs	Construction Interest	Total RDC	Non Eligible %	Benefit to Existing \$	23.4079% Post Period Benefit %	Post Period Benefit \$		
<b>\$13,286,000.00</b>		<b>\$13,345,533.05</b>	<b>\$236,215.94</b>	<b>\$13,581,748.99</b>		<b>\$5,028,497.91</b>		<b>\$2,002,135.85</b>	<b>\$6,551,115.23</b>	
\$3,841,000.00	1.0932	\$4,199,024.30	\$74,322.73	\$4,273,347.03	25.00%	\$1,068,336.76	23.4%	\$750,225.37	\$2,454,784.90	
\$2,650,000.00	1.0932	\$2,897,009.74	\$51,277.07	\$2,948,286.81	25.00%	\$737,071.70	23.4%	\$517,598.86	\$1,893,616.24	
\$4,319,000.00	1.0932	\$4,721,579.27	\$83,571.95	\$4,805,151.22	25.00%	\$1,201,287.80	23.4%	\$843,588.49	\$2,760,274.93	
\$2,249,000.00	1.0932	\$2,458,632.04	\$43,517.79	\$2,502,149.82	100.00%	\$2,502,149.82	0.0%	\$0.00	\$0.00	
\$236,000.00	1.0932	\$257,997.85	\$4,566.56	\$262,564.41	100.00%	\$262,564.41	0.0%	\$0.00	\$0.00	
\$277,000.00	1.0932	\$302,819.51	\$5,359.91	\$308,179.41	100.00%	\$308,179.41	0.0%	\$0.00	\$0.00	
\$2,272,000.00	1.0932	\$2,483,775.90	\$43,962.83	\$2,527,738.73	100.00%	\$2,527,738.73	0.0%	\$0.00	\$0.00	
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\$3,072,000.00	1.0932	\$3,358,344.87	\$59,442.70	\$3,417,787.58	95.00%	\$3,246,898.20	23.4%	\$40,001.60	\$130,887.78	
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\$5,801,000.00	1.0932	\$6,341,718.30	\$112,248.41	\$6,453,966.71	95.00%	\$6,131,268.37	23.4%	\$75,536.88	\$247,161.45	
\$6,063,000.00	1.0932	\$6,628,139.64	\$117,318.07	\$6,745,457.71	95.00%	\$6,408,184.82	23.4%	\$78,348.48	\$258,324.41	
\$1,649,000.00	1.0932	\$1,802,705.30	\$31,907.88	\$1,834,613.19	100.00%	\$1,834,613.19	0.0%	\$0.00	\$0.00	
\$420,000.00	1.0932	\$459,148.71	\$8,126.93	\$467,275.65	100.00%	\$467,275.65	0.0%	\$0.00	\$0.00	
\$4,752,000.00	1.0932	\$5,194,939.72	\$91,950.43	\$5,286,890.16	25.00%	\$1,321,722.54	23.4%	\$928,162.19	\$3,037,005.43	
\$50,000.00	1.0932	\$54,660.56	\$967.49	\$55,628.05	50.00%	\$27,814.03	23.4%	\$6,510.68	\$21,303.35	
\$50,000.00	1.0932	\$54,660.56	\$967.49	\$55,628.05	50.00%	\$27,814.03	23.4%	\$6,510.68	\$21,303.35	
<b>\$46,199,000.00</b>		<b>\$50,505,265.22</b>	<b>\$893,943.19</b>	<b>\$51,399,208.41</b>		<b>\$37,336,714.75</b>		<b>\$3,291,733.45</b>	<b>\$10,770,760.21</b>	



## Benefit to Existing (BTE)

- Benefit to Existing (BTE) represents the non-growth components identified for certain projects which benefit the existing service area
- The BTE Position Paper (posted on the website) presented 5 methods
- The most common approaches are Method 2 and 4 for BTE in the IRP List

Method	Simple Concept	Easy to Apply	Technical Resources Required	Potential Accuracy	Subject to Challenge	Versatility	OVERALL
Method 1 – Age of Pipe	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
Method 2 – Level of Service Range Approach	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓
Method 3 – Deficiency Ratio Approach	✓	✓	✓	✓✓✓	✓✓	✓✓✓	✓✓
Method 4 – Flow Ratio Approach	✓	✓	✓	✓	✓✓	✓	✓
Method 5 – Default Percentage	✓✓✓	✓✓✓	✓✓✓	✓	✓	✓✓	✓✓✓



## BTE – Method 1 – Age of Pipe

This approach is based on cost of pipe replacement, discounted for any residual life. The approach requires an assumption of pipe life expectancy. Where the existing pipe has exceeded the assumed life expectancy a minimum percentage remaining can be applied to acknowledge the fact that whilst the pipe has exceeded expected age it is still in serviceable condition and to acknowledge that infrastructure may exceed the estimated life.

$$\text{Unused Life Credit} = \frac{\text{Estimated Life} - \text{Current Age}}{\text{Estimated Life}} \times (\text{Cost of Replacement})$$



## BTE – Method 2 – Level of Service Range Approach

This approach seeks to apply simplified rules that align with recognized Levels of Service (LOS)

Category	B.T.E.%	Description
B.T.E.1	5%	Project is driven by growth and could address limited existing deficiencies
B.T.E.2	25%	Project is driven by growth and address known existing deficiencies
B.T.E.3	50%	Project equally provides an enhanced LOS and capacity for growth
B.T.E.4	75%	Project primarily provides an enhanced LOS as well as provide capacity for growth
B.T.E.5	Other	Unique split that does not meet above categories

## BTE – Method 3 – Deficiency Ratio Approach

This approach requires the use of a hydraulic model to assess existing flows and existing capacity deficits to provide a ratio with proposed growth flows. The analysis of capacity, in terms of which pipe to assess, can create some subjectivity and challenge to the approach. In addition, the technical nature of the method means that non-technical stakeholders can find it difficult to fully understand.

BTE share is the ratio of the existing capacity deficiency, relative to the total increase in capacity required for both existing and growth scenarios.

$$BTE = \frac{\textit{Existing Deficiency}}{\textit{(Growth Flow + Existing Deficiency)}}$$



## BTE – Method 4 – Flow Ratio Approach

This approach is very similar to Method 3. The difference is that existing capacity deficit is not calculated. It is just the existing versus growth flows that are assessed.

$$BTE = \frac{\textit{Existing Flows}}{(\textit{Growth Flows} + \textit{Existing Flows})}$$

## BTE – Method 5 – Default Percentage

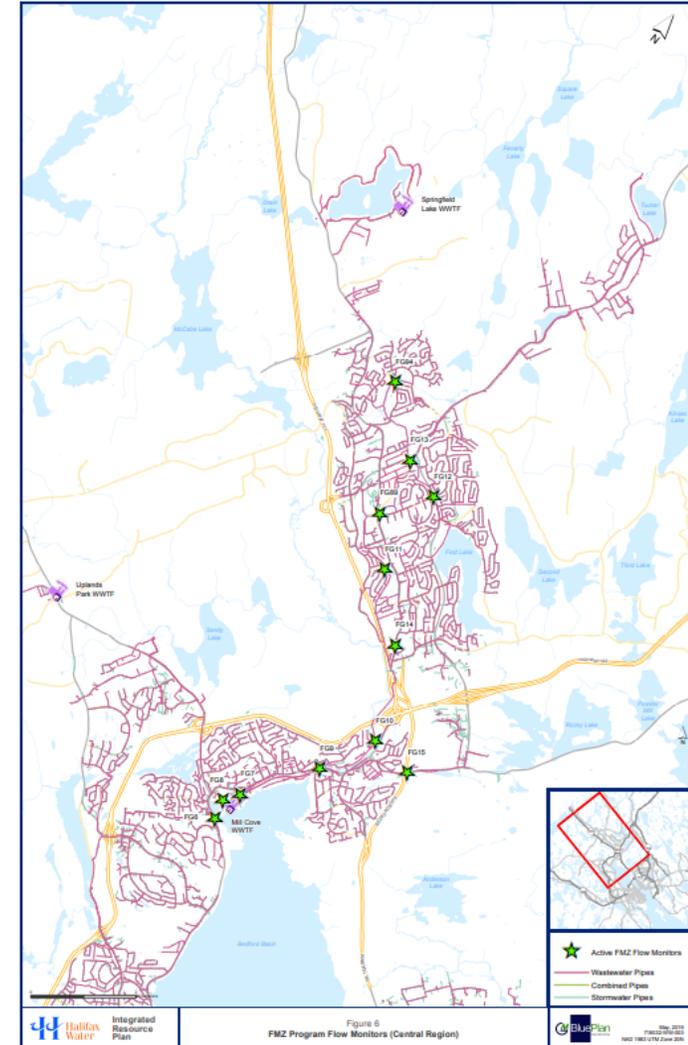
This approach is the most simple and therefore requires the least amount of analysis. This approach has been used by municipalities for lump sum line items on programs before specific projects are defined.

An example could be that all projects within the regional centre are 50% development charges and 50% rate base.



# BTE – Examples

- Unique Example
  - Growth allocation calculations were developed in the WWTF Planning study for the Halifax WWTF and Dartmouth WWTF considering flow and loading.
- Background to Assigning BTE
  - Water and Wastewater hydraulic models were run with growth assumptions
  - Areas of restrictions were identified and evaluated



# BTE – Examples

100% Non-Eligible, 0% In the RDC

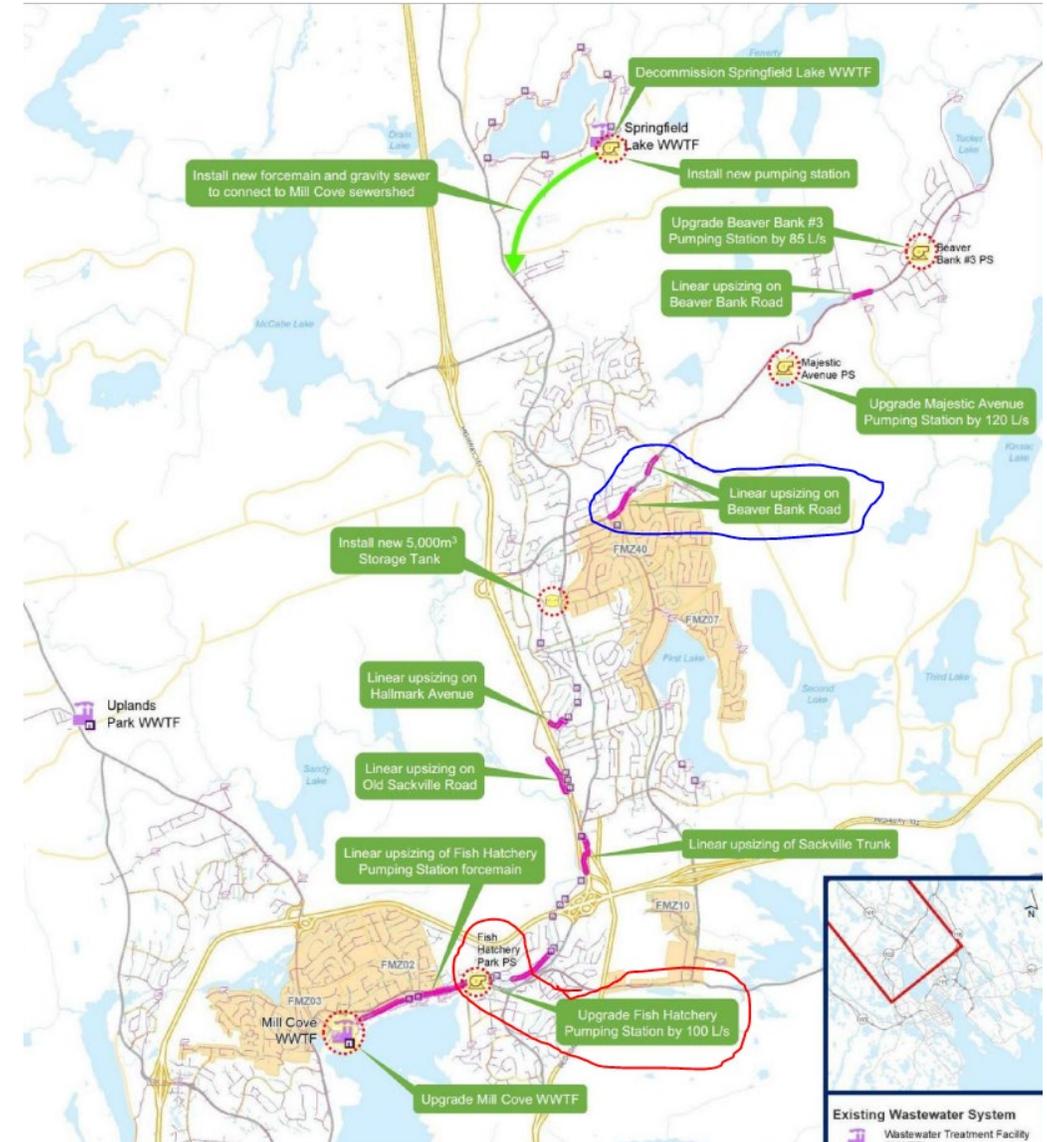
Linear Upsizing on Beaver Bank Road

50% Non-Eligible (50% BTE) and 50% RDC

Fish Hatchery Pumping Station

Method #2 – Level of Service Range Approach

Project equally provides an enhanced  
LOS and capacity for growth



Source: 2019 Integrated Resource Plan.pdf

# BTE Example

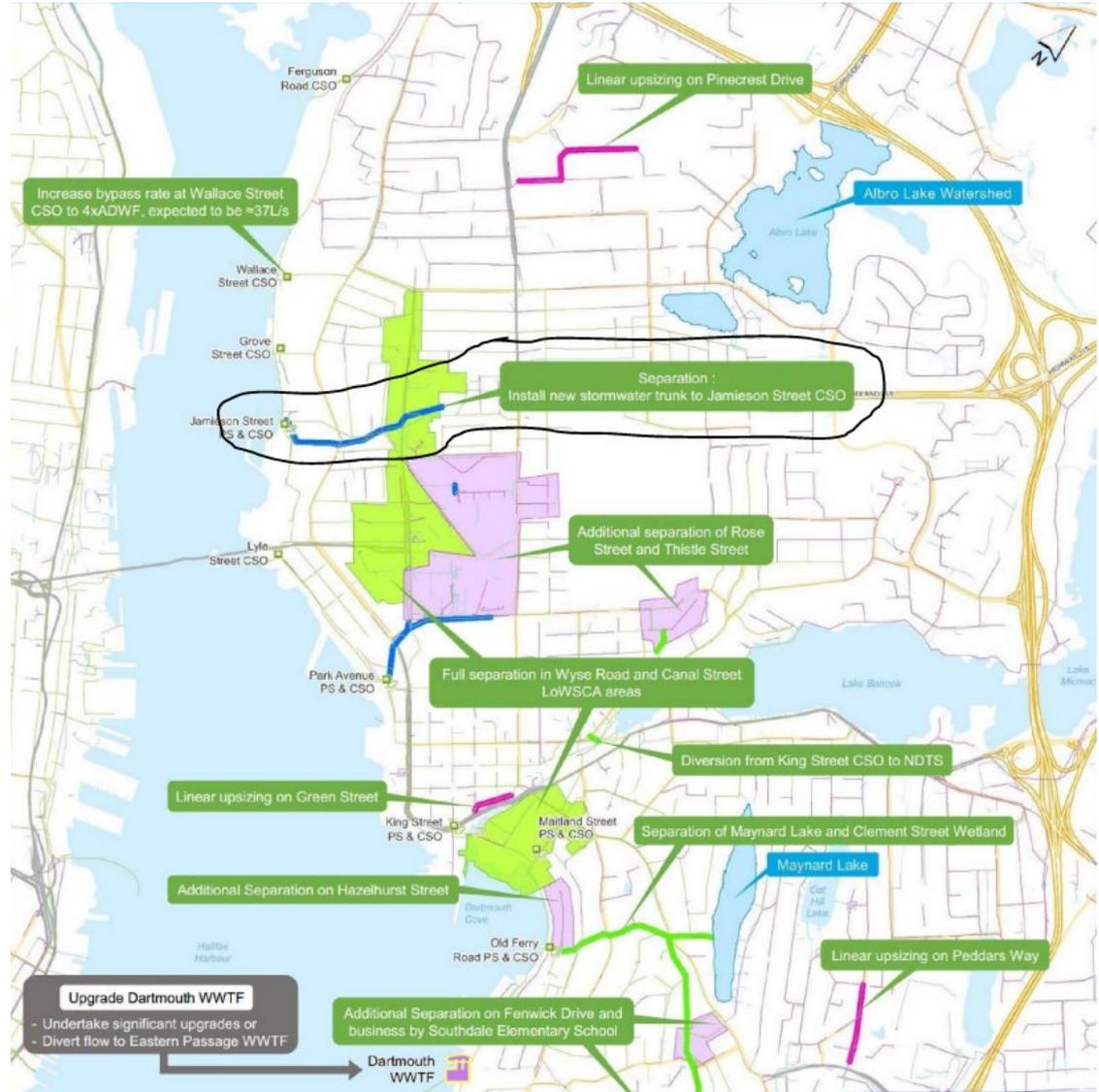
5% Non-Eligible (5% BTE), 95% RDC

Albro Lake Watershed Separation

Separation with a new stormwater system to Jamieson Street CSO

Method #2 – Level of Service Range Approach

Project is driven by growth and could address limited existing deficiencies

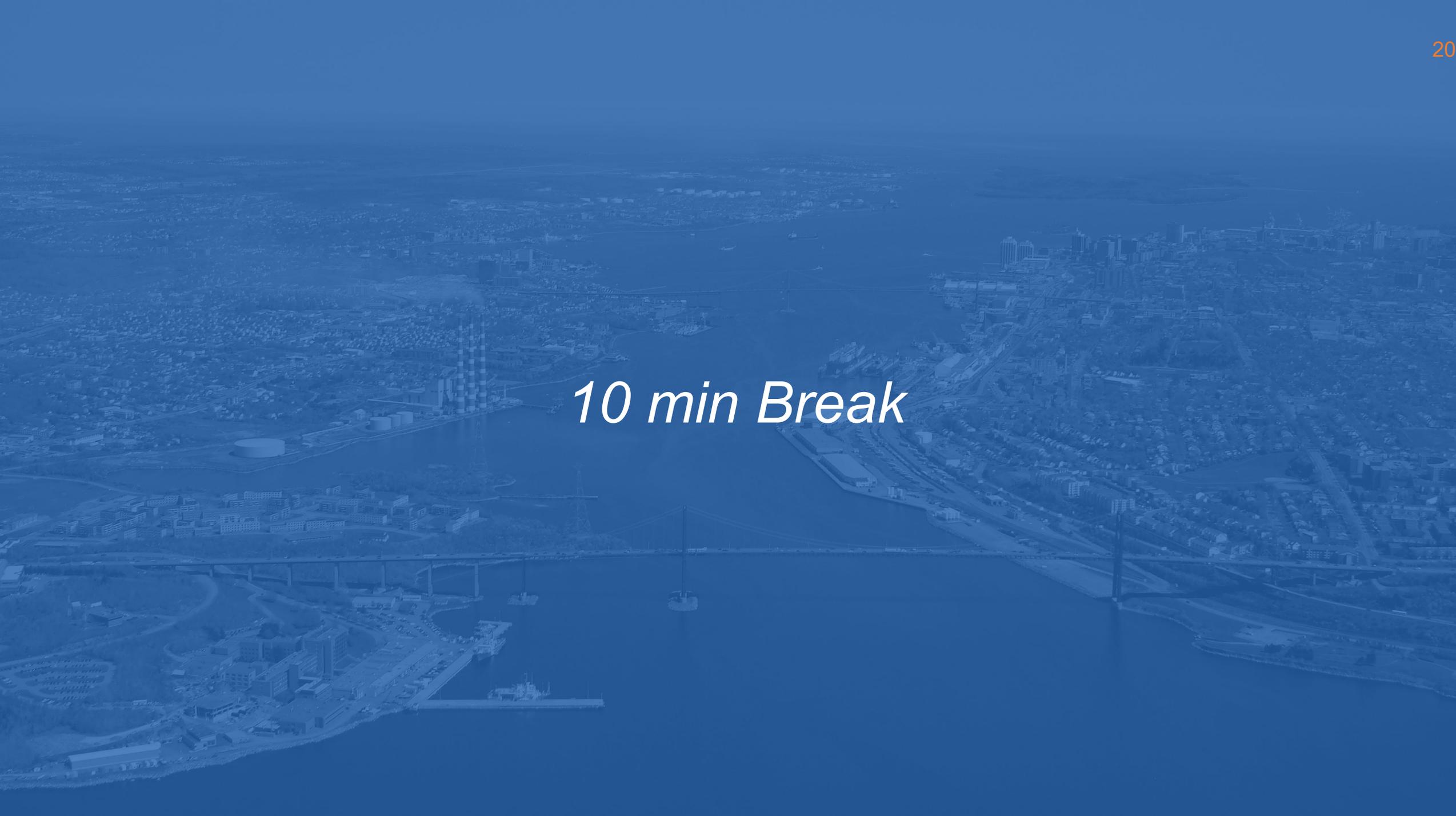


## Post Period Benefit

- Halifax Water's RDC operates on a rolling 20-year timeline, as mandated by the NSUARB
- The master planning horizon for infrastructure extends to 30 years
- Projects that accommodate growth beyond the 20-year RDC period receive a post-period benefit
- This benefit reflects the cost difference between the infrastructure needed for the 20-year RDC and that required for the 30-year master planning horizon



*10 min Break*



# Completed Projects – Water

## Information from Regional Development Charge Financial Status Reports for the NSUARB

### Water

<b>2014/15 to 2020/21</b>	<b>\$0.00</b>
<b>M10657 - 2022</b>	
Peninsula Intermediate Looping (Cork Street - Dublin to Windsor)	\$657,175.00
Lucasville Road Twinning (Phase 1)	\$2,120,873.00
Port Wallace Transmission Main (Main Street to Caledonia Road)	\$99,263.00
Peninsula Intermediate Looping (Berlin Street - Connaught to Dublin)	\$852,428.00
<b>Total Water 2022 =</b>	<b>\$3,729,739.00</b>
<b>M11216 - 2023</b>	
Burnside to Bedford Connector	\$855,561.26
Dublin Street Water Main Renewal (Par of Peninsula Int Looping)	\$1,671,284.13
<b>Total Water 2023 =</b>	<b>\$2,526,845.39</b>
<b>M11779 - 2024</b>	
Burnside Drive Watermain Extension	\$2,431,355.41
Churchill Drive Transmission Main Corridor (Chain Control Transmission)	\$6,651,253.07
Peninsula Intermediate Looping - Quinpool Road to Young Street	\$487,820.38
Infrastructure Master Plan Water Portion	\$9,348.43
<b>Total Water 2024=</b>	<b>\$9,579,777.29</b>

**Total 2015 to March 31, 2024 for Water = \* \$15,800,000.00**  
**Cumulative Cash Out - 2023 in M09494=\* \$13,000,000.00**  
**Difference of = \* \$2,800,000.00**

*\* Rounded Numbers*

# Completed Projects – Wastewater

Information from Regional Development Charge Financial Status Reports for the NSUARB

## Wastewater

<b>2014/15 to 2020/21</b>	<b>\$20,052,290.48</b>
<b>M10657 - 2022</b>	
Clayton Park Lateral Lining - Top Hat Pilot	\$471,482.88
Sewer Separation - Romans & Federal Avenues	\$2,507,352.46
<b>Total Wastewater 2022 =</b>	<b>\$2,978,835.34</b>
<b>M11216 - 2023</b>	
none	0
<b>Total Wastewater 2023 =</b>	<b>0</b>
<b>M11779 - 2024</b>	
Infrastructure Master Plan WW Portion	\$9,348.43
Gravity Sewer Albro Lake to Jamieson Street	\$7,681,944.51
Young Street Sewer Separation	\$154,918.17
<b>Total Wastewater 2024=</b>	<b>\$7,846,211.11</b>

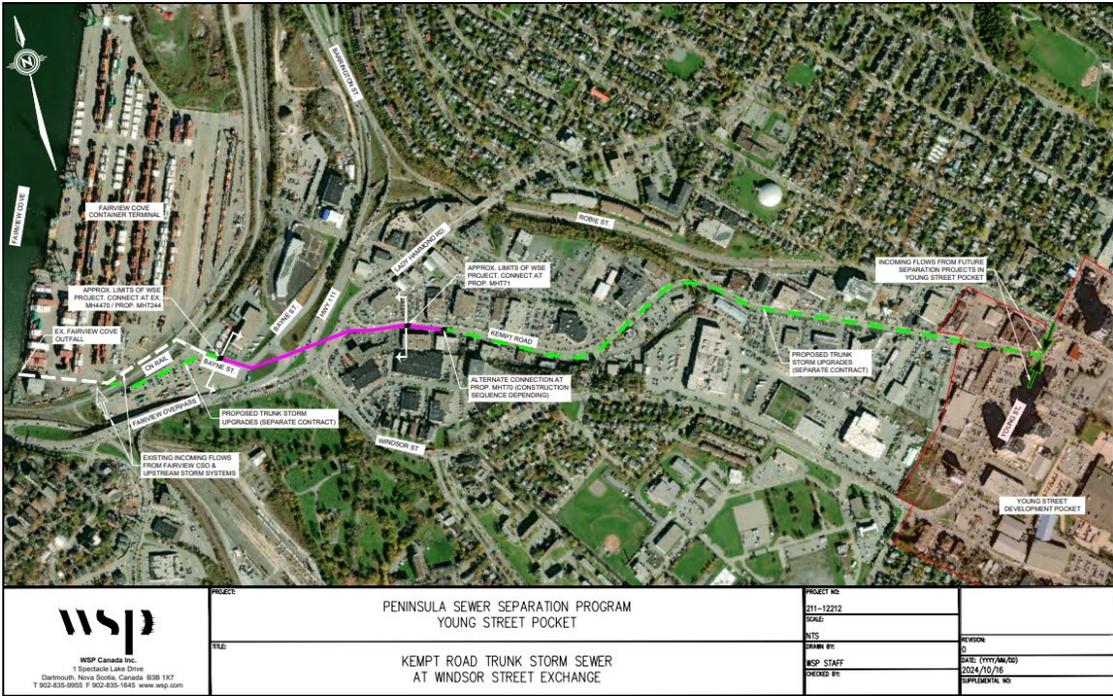
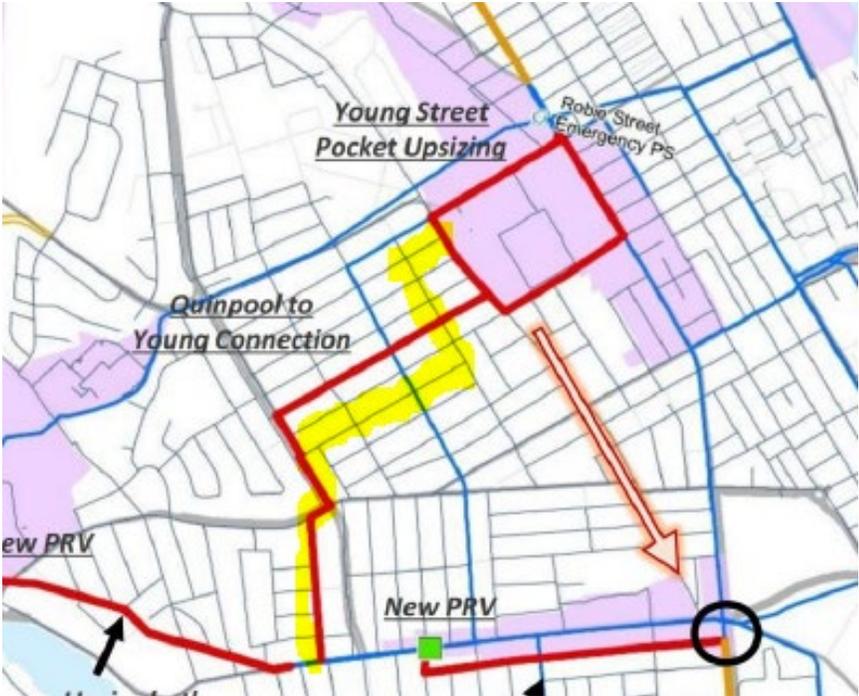
**Total 2015 to March 31, 2024, Wastewater = \* \$30,900,000.00**  
**Cumulative Cash Out - 2023 in M09494= \* \$129,700,000.00**  
**Difference of =\* -\$98,800,000.00**

*\* Rounded Numbers*



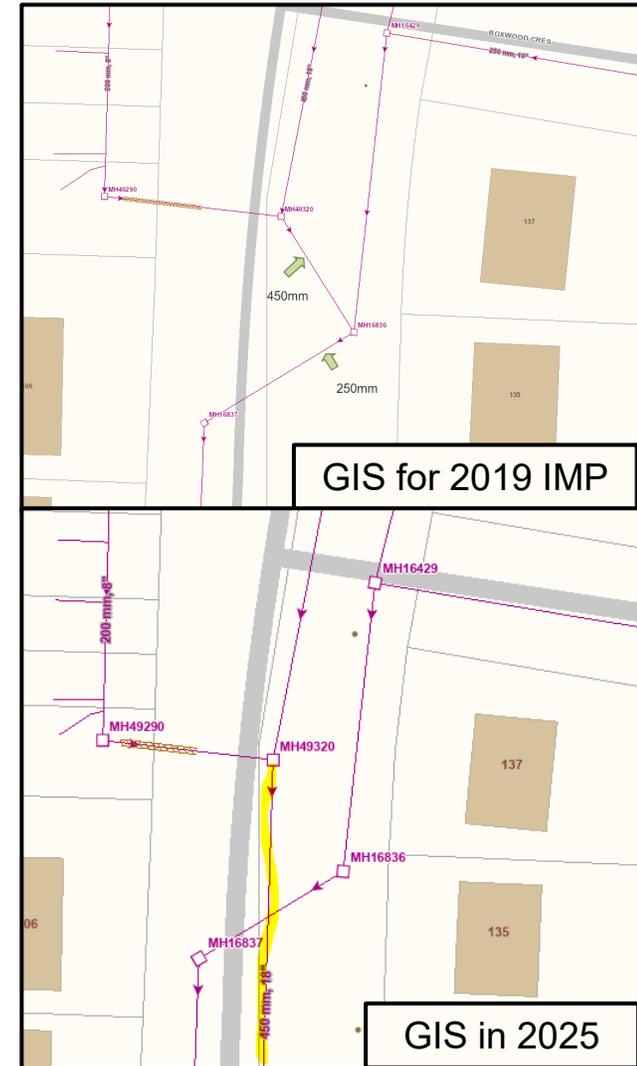
# Rescoped Projects

- Quinpool to Young Connection (Part of Peninsula Int. Looping)
- Young Street Pocket – Sewer Separation – Route to the Harbor as Part of the Windsor Street Exchange



# No Longer Required Projects

- Reasons
  - GIS conditions were not the same as in the field
  - Areas were surveyed and re-modeled with no issues
- Examples
  - Beaver Bank Road – Survey and CCTV to update GIS
  - Young Street Pumping Station – Incorrect assumption on the function, pumping station is only used for maintenance of the CSO



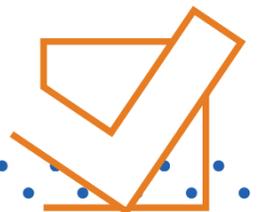
# New Project – Water Supply Enhancement Program

- M11779 – Summer 2024 – Increase Water RDC by 76.07%
- Water MUD rate from \$1,290.77 to \$2,272.72



# Summary of Workshop #2 – Infrastructure List for Growth

- Reviewed the Schedule and Topics
- Followed up with items from Workshop #1
- Infrastructure List from the RDC Model
- Benefit to Existing
- Post Period Benefit
- Completed Projects
- Rescoped Projects
- No Longer Required Projects
  
- **Next Steps:**
- Send feedback to [RDC2025@halifaxwater.ca](mailto:RDC2025@halifaxwater.ca)
- Visit [Regional Development Charge Stakeholder Engagement 2025 | Halifax Water](#)
- Workshop #3 – Financial Assumptions – Wednesday February 5<sup>th</sup>, 2025



*Additional Discussions or Questions*

liant

Halifax  
Water