

TOWN OF CALEDON

**2014 DEVELOPMENT CHARGE
BACKGROUND STUDY**

IN ASSOCIATION WITH:
MMM GROUP LIMITED

JUNE 18, 2014



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 **Planning for growth**

CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	(i)
1. DEVELOPMENT CHARGES ACT BACKGROUND STUDY REQUIREMENTS	
1.1 Introduction	1-1
1.2 Caledon Development Charges	1-3
1.3 Development Charge Prerequisites	1-4
2. CURRENT TOWN OF CALEDON DEVELOPMENT CHARGE POLICY	
2.1 Schedule of Charges	2-1
2.2 By-law Amendment	2-1
2.3 Services Covered	2-2
2.4 Timing of DC Payment	2-2
2.5 Indexing	2-2
2.6 Redevelopment Credit	2-2
2.7 Non-Statutory Exemptions	2-2
2.8 Phasing In	2-4
2.9 Area-specific Development Charge By-law	2-4
3. ANTICIPATED DEVELOPMENT IN CALEDON	
3.1 Requirements of the Act	3-1
3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast	3-1
4. THE RESULTANT INCREASE IN THE NEED FOR SERVICE	
4.1 Introduction	4-1
4.2 Services Potentially Involved	4-1
4.3 The Increase in the Need for Service	4-1
4.4 Local Service Policy	4-4
4.5 Credits Carried Forward	4-4
4.6 Eligible Debt and Committed Excess Capacity	4-4
4.7 Council's Assurance	4-4
5. DCA CALCULATION REQUIREMENTS	
5.1 Introduction	5-1
5.2 Level of Service Cap	5-1
5.3 Uncommitted Excess Capacity	5-2
5.4 Benefit to Existing Development	5-2
5.5 Grants, Subsidies and Other Contributions	5-4
5.6 Post-period Capacity	5-4
5.7 DC Reserve Fund Balances	5-4
5.8 Other Deductions	5-5
5.9 Cost Differentiation by Type of Development	5-6
5.10 Area-specific Charges	5-6

CONTENTS

	<u>Page</u>
6. DEVELOPMENT CHARGE RULES	
6.1 Introduction	6-1
6.2 The Amount of the Development Charge Payable in Any Particular Case	6-1
6.3 Development Charge Exemptions	6-2
6.4 Phasing-in of Development Charges	6-2
6.5 Indexing of Development Charges	6-2
6.6 The Application of Development Charges to Redevelopment	6-2
7. BY-LAW ADOPTION AND IMPLEMENTATION	
7.1 Introduction	7-1
7.2 Long Term Capital and Operating Cost Examination	7-1
7.3 Consultation	7-1
7.4 The By-law Adoption Process	7-1
7.5 By-law Implementation	7-2
 <u>APPENDICES</u>	
A ANTICIPATED DEVELOPMENT IN CALEDON	A-1
B DEVELOPMENT CHARGE RECOVERABLE COST CALCULATIONS	B-1
C DEVELOPMENT CHARGE CALCULATION	C-1
D LONG TERM CAPITAL AND OPERATING COST EXAMINATION	D-1
E DEVELOPMENT CHARGE ECONOMIC IMPACT MATERIAL	E-1
F TOWN OF CALEDON DEVELOPMENT CHARGE BY-LAW (2014)	F-1

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

1. Purpose of this Background Study

- 1.1 The Background Study dated May 5, 2014, prepared pursuant to Section 10 of the *Development Charges Act, 1997* (DCA) and, together with the proposed by-law, was made available to the public, as required by Section 12 of the Act, more than two weeks prior to the public meeting of Council, which was held on May 21, 2014. This document represents the Background Study and by-law, as modified in response to the Town's consultation process.
- 1.2 The charges calculated represent those which can be recovered under the DCA, 1997, based on the Town's capital spending plans and other assumptions which are responsive to the requirements of the DCA. A decision is required by Council, considering input received at the public meeting and other consultation sessions, as reflected in this completed study and by-law, as to the magnitude of the charges it wishes to establish, for residential, commercial, industrial and/or institutional development. Property tax, user rate or other funding will be required to finance any potentially DC-recoverable capital costs which are not included in the charge which is adopted.
- 1.3 Other decisions are also involved in finalizing development charge policy and the by-law, including exemptions, phasing in, indexing, applicability to the redevelopment of land, and the schedule of charges by type of land use. It was the purpose of the public meeting and consultation activity, to obtain input on these matters.

2. The 2013 Development Charge Calculation

- 2.1 Table ES-1 presents the proposed schedule of Town-wide charges, based on the costing and related assumptions contained in Appendices A, B & C, in comparison with the Town's existing development charges. The full range of calculated charges are reflected in the proposed by-law contained in Appendix F.
- 2.2 The 2014 calculated residential development charges, in comparison with the existing charges, have increased for all services except for Roads. The overall increase by type of unit, varied with average occupancy data and is summarized in Table ES-3. The largest service increase (\$2,420/SDU) occurred in the case of Major Indoor Recreation facilities. This change is primarily the result of three factors:
- a) A 55% increase in the service level cap as a result of a higher quantity standard (5.67 sq.ft./capita vs. 4.94 in 2009) and a higher replacement cost provision (\$290/sq.ft. vs. \$242/sq.ft. in 2009);
 - b) The allocation of \$9.5 million in unused service level cap for Parks to Recreation;
 - c) A reduction in the benefit to existing development deduction from 10% to 5%, consistent with standard practice and the Town's circumstances.

- 2.3 Key changes increasing the residential DC in the case of other services include:
- a) A significant increase in the eligible 10-year Studies program;
 - b) Increased service level cap for Fire;
 - c) A significant increase in the Parks replacement cost allowance.
- 2.4 The overall non-residential charge decreased from \$49.12/s.m. at present, to \$37.67/s.m. in the 2014 calculation. The non-residential development charge decreased marginally in the case of Parks, Fire, Library and Public Works. This occurred because the floor space denominator in the calculation increased more rapidly between 2009 and 2014, than the DC recoverable costs as a result of the active market for logistics facilities with low employee densities. The non-residential Roads DC decreased by a larger amount (29.3%) in part because the largest increases in the Roads program were primarily of residential benefit.
- 2.5 The Coleraine Drive outstanding debenture charges of \$9,863,411, of which \$4,635,803 is DC recoverable from non-residential development, is in the process of being uploaded to Peel Region. At such time as Peel Region incorporates the debenture payments in its next Development Charge Background Study and by-law, the Town's non-residential DC for Roads will be reduced by \$2.30/s.m., without further amendment to its by-law.
- 2.6 Caledon's residential development charges are compared with other GTA municipalities in Appendix E. When total residential DCs are considered (Region + Local Municipality + School Board), Caledon's existing charges are \$57,630 per single detached unit, almost identical to Vaughan and 11th highest in the GTA. This is largely the result of the fact that Caledon's own charge (\$19,632/SDU as of January 31, 2014) is sixth highest in the GTA, in large measure because of the Town's substantial road requirements, which reflect its geographic size.
- 2.7 Caledon's non-residential development charges are mid-range in comparison with the GTA in the case of industrial and in the 33rd percentile in the case of retail/commercial. This and Caledon's tailored list of employment opportunity DC exemptions, serves to strengthen this aspect of the Town's competitive position from an economic development perspective.

Table ES-1
Town of Caledon
Comparison of Development Charges

Service	Residential Per Single Detached Unit			Non-Residential Per Sq.m. of GFA		
	Current Feb. 1, 2013	Calculated Herein	Change	Current Feb. 1, 2013	Calculated Herein	Change
Studies	\$ 240	\$ 730	\$ 490	\$ 1.13	2.05	\$ 0.92
Fire	810	1,039	229	\$ 3.49	3.01	(0.48)
Parkland	1,711	2,108	397	\$ 0.68	0.54	(0.14)
Recreation	2,944	5,364	2,420	\$ 1.14	1.40	0.26
Library	791	912	121	\$ 0.34	0.32	(0.02)
Public Works	454	599	145	\$ 2.04	1.72	(0.32)
Roads	12,622	11,675	(947)	\$ 40.07	28.31	(11.76)
Animal Control	39	45	6	\$ -	-	-
POA Courts	47	105	58	\$ 0.23	0.32	0.09
TOTAL	\$ 19,658	\$ 22,577	\$ 2,919	\$ 49.12	\$ 37.67	(11.45)

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2.8 Table ES-2 summarizes the Town's Development Related Capital Program (10-18 years in length, depending on the service involved) and the deductions made thereto, in accordance with the DCA. In summary, the gross development-related capital cost of the entire program is \$523.1 million. Of this amount, \$331.4 million has been determined to be DC-recoverable (\$253.0 million from residential development and \$78.4 million from industrial/commercial/institutional development (non-residential)). The difference between the gross and DC recoverable amounts comprises the following deductions, pursuant to the *Development Charges Act*:

- \$ 35.7 million Beyond 10 year Service Level Cap
- \$ 143.9 million Benefit to Existing Development
- \$ 4.0 million Post Period Capacity, Subsidies, Other Contributions
- \$ 8.1 million 10% Stat. Deduction
- \$ 191.7 million

2.9 Table ES-3 sets out the existing and calculated charges by type of dwelling unit.

2.10 The Town of Caledon has, for many years, collected area-specific development charges for various storm water and other works in portions of the Bolton community for the following:

- Bolton South Hill Pond 1
 - Bolton South Hill Pond 2 and 3
 - Bolton South Hill Pond 4
 - Bolton South Hill Other (studies parks, parkettes and major roads) – By-law No. 2009-093
 - Ferrier Storm Pond – By-law No. 2009-091.
- } By-law No. 2009-092

The DC reserve fund balance for the two South Hill by-laws is in a combined surplus position and the works involved have been fully funded. It is proposed that these by-laws not be renewed and that the remaining funds involved (\$183,270 est.) be used in future for capital repairs and replacements for Town services in the "Bolton South Hill Area." Similarly, it is proposed that the Ferrier Storm Pond by-law not be renewed. The reserve fund which is currently in a surplus position of \$152,169 est. will be used for the repair and replacement of Town services in the benefiting area of the Ferrier Storm Pond.

**TABLE ES-2
TOWN OF CALEDON
DC CAPITAL PROGRAM AND DEDUCTIONS
2013 \$ Thousands**

Service	2013 Gross Capital Cost Estimate	Level of Service/ Post Period Capacity	Benefit to Existing Development		Grant/Subsidy/ Other Cost Share	Post Period Capacity	10% Statutory Deduction	DC Recoverable	DC Recoverable Split			
			\$	Avg %					Residential		Non- Residential	
									\$	%	\$	%
1 Studies	\$15,984,759		\$2,751,064	17%	\$0	\$3,994,767	\$277,168	\$8,961,760	\$5,664,487	63%	\$3,297,273	37%
2 Fire	\$14,765,469	\$0	\$1,945,000	13%	\$0			\$12,820,469	\$8,103,473	63%	\$4,716,996	37%
3 Parkland Development	\$20,976,000	\$0	\$1,748,400	8%	\$0		\$1,922,760	\$17,304,840	\$16,439,598	95%	\$865,242	5%
4 Recreation	\$73,400,000	\$21,880,199	\$2,575,990	5%	\$0		\$4,894,381	\$44,049,430	\$41,846,958	95%	\$2,202,471	5%
5 Library	\$10,800,000	\$2,038,530	\$438,073	5%	\$0		\$832,340	\$7,491,057	\$7,116,504	95%	\$374,553	5%
6 Public Works	\$20,864,000	\$9,780,541	\$0	0%	\$0		\$0	\$11,083,459	\$7,649,201	69%	\$3,434,258	31%
7 Roads	\$362,410,653	\$0	\$134,415,367	37%	\$0		\$0	\$227,995,286	\$164,968,672	72%	\$63,026,614	28%
8 Animal Control	\$1,451,182	\$1,052,622	\$16,469	4%	\$0		\$31,291	\$350,800	\$350,800	100%	\$0	0%
9 POA Courts	\$2,435,000	\$990,220	\$0	0%	\$0		\$144,478	\$1,300,302	\$821,886	63%	\$478,416	37%
TOTAL DC	\$523,087,063	\$35,742,112	\$143,890,363		\$0	\$3,994,767	\$8,102,417	\$331,357,403	\$252,961,579		\$78,395,824	

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TABLE ES-3
TOWN OF CALEDON
2014 TOWN-WIDE DEVELOPMENT CHARGE CALCULATION

Development Type	Existing Charge ¹	Calculated Charge	
<i>Residential (Per Dwelling Unit)¹</i>			<u>% increase</u>
Single family & semi-detached	\$ 19,658	\$ 22,577	14.8%
Other Residential Dwellings	\$ 15,384	\$ 18,883	22.7%
Apartments > 70 s.m.	\$ 13,106	\$ 15,736	20.1%
Apartments <= 70 s.m.	\$ 7,693	\$ 9,236	20.1%
<i>Non-Residential Development per sq.m. (gross floor area)</i>			
	\$ 49.12	\$ 37.67	-23.3%

¹ Rounded to nearest dollar

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2.11 The May 5, 2014 Background Study that was addressed at the May 21, 2014 public meeting was similar to the April 17, 2014 draft which was released for consultation purposes at that time. The primary modifications to the draft that were included in the May 5, 2014 document, are as follows:

1. Roads

- a) Explanatory text prepared by MMM Group Limited has been included in Appendix B.
- b) The two Abbotside Way projects that were on p.B-38 have been deleted as they duplicate other project funding arrangements.

2. Parks and Recreation

- a) The Parks Development quality service level measures have been refined and this has served to increase the service level cap; however, the transfer of a portion to Recreation has been held constant (leaving a portion of the service level cap unused).
- b) A note has been added to s.s.4(1) of the proposed by-law indicating that Parks and Recreation are grouped into a separate service (category) in relation to reserve funds and service levels.

3. Studies

- a) A project was added to Appendix B to underpin the Town's partial recovery of previous interim funding from other sources for the post period capacity deduction for several projects.
- b) Computation corrections were made to the Appendix B project listing.
- c) Post period capacity deductions were made for designated projects.
- d) The cost of Settlement Area Boundary Expansion studies was reduced.

4. POA Court Space

- a) A note was added indicating that all POA revenue is required for the coverage of its direct and indirect operating costs.

5. Other

- a) The financial adjustments noted above are reflected in the form of changes to tables in the Executive Summary and Appendices B and C. The net result, in comparison with the April 17, 2014 Draft, is a reduction in the development charge of \$442/single detached unit and \$0.64 per square metre of total floor area.

6. By-law

- a) The definition of “bona fide farmer” and “on-farm diversified use building or structure” was modified.
- b) The opportunity to receive a redevelopment-related development charge reduction was extended from two to four years after the year of demolition.
- c) Schedule A and Sub-section 4(1) were amended so as to reflect the proposed charges.

2.12 This updated Background Study includes the following modifications to the May 5, 2014 public meeting Background Study:

1. Studies

- a) Two Urban Boundary Expansion/Municipal Reviews combined into a single entry with a revised cost of \$1,800,000.
- b) A project with the same title has been added in the “Beyond 2018” section with a gross cost of \$2,000,000.
- c) The Alton CIP project was allocated 100% to existing development, as was done in 2009.

2. Parks and Recreation

- a) A \$300,000 one acre Neighbourhood Park project in Bolton 2019-23 was added.
- b) The Tournament Sports Park description was altered to indicated “by Rec Facility”.

3. Roads

- a) Projects 4, 5 and 8 were removed from Mayfield West Area – Phase 2, as they are duplicative.
- b) Project #18 and the Highway 410 and Valleywood Interchange Improvements were moved to the Mayfield West Area Phase 2.
- c) Project #9 was moved from Mayfield West Area – Phase 2 to Mayfield west Settlement Area.
- d) A \$7.3 million project (Partial Interchange from Highway 410 to Kennedy Road) was added to Mayfield West Settlement Area.
- e) The cost and description of Project 6 was amended.
- f) A computation correction was made with respect to the Bolton Settlement Area sub total.

4. Appendix A – Growth Forecasts

- a) The persons per unit occupancy factors by residential unit were reduced, in order to reflect the 2011 Census results which became available during the study.
- b) Additional housing units were added so as to achieve the same end year population and to reflect updated 2013 population and employment start points.
- c) The service level calculations were amended to reflect the changes noted above.
- d) Average industrial floor area per employee factors were increased so as to better reflect the particular experience of the Town.

5. By-law Policies

- a) Several policy amendments were made to the proposed DC by-law, as indicated in the accompanying staff report including the removal of the redevelopment-related development charge reduction time limit of four years.

3. Council Approvals Sought

Council approval is sought for:

- the 2014 DC by-law;
- the Background Study, including the development forecast, the growth-related capital program, the DC calculations and associated material.

The proposed by-law includes several policy changes in addition to the updated schedule of charges:

- restrict qualification for the outbuilding (non-residential accessory storage) exemption to 1,000 sq.ft.;
- remove exemption for hotels, lodges, motels and rehabilitation buildings;
- development charge exemptions will require a legal agreement to be registered on title;
- for buildings where an exemption was provided (except for bed and breakfast buildings), DCs will become payable if the building changes to a non-exempt use within five years.

4. Acknowledgements

The consultant wishes to acknowledge, with appreciation, the guidance, input and considerable efforts of Fuwing Wong, as well as the numerous Town operating staff who were involved in the production of this Background Study.

1. *DEVELOPMENT CHARGES ACT* BACKGROUND STUDY REQUIREMENTS

1. **DEVELOPMENT CHARGES ACT BACKGROUND STUDY REQUIREMENTS**

1.1 **Introduction**

The *Development Charges Act* (DCA) requires that a development charge background study must be completed by Town Council before passing a development charge by-law. The mandatory inclusions in such a study are set out in s.10 of the DCA and in s.8 of O.Reg. 82/98, and are as follows:

- a) “the estimates under paragraph 1 of subsection 5(1) of the anticipated amount, type and location of development; (addressed in Chapter 3 of this report)
- b) the calculations under paragraphs 2 to 8 of subsection 5(1) for each service to which the development charge by-law would relate; (addressed in Appendix B of this report)
- c) an examination, for each service to which the development charge by-law would relate, of the long term capital and operating costs for capital infrastructure required for the service; (addressed in Appendix D of this report)
- d) the following for each service to which the development charge relates:
 1. The total of the estimated capital costs relating to the service.
 2. The allocation of the costs referred to in paragraph 1 between costs that would benefit new development and costs that would benefit existing development.
 3. The total of the estimated capital costs relating to the service that will be incurred during the term of the proposed development charge by-law.
 4. The allocation of the costs referred to in paragraph 3 between costs that would benefit new development and costs that would benefit existing development.
 5. The estimated and actual value of credits that are being carried forward relating to the service.” (O.Reg. 82/98 s.8 and addressed in Appendix B of this report)

A schedule of key development charge process dates proposed by the Town of Caledon, is set out on the following page as Figure 1-1, consistent with the legislative requirements to hold a public meeting for consultation purposes in advance of adopting the successor DC by-law(s).

FIGURE 1-1
SCHEDULE OF KEY DEVELOPMENT CHARGE PROCESS DATES
FOR THE TOWN OF CALEDON

STEP	DATE
1. DC by-law update initiation	April, 2013
2. Council workshops	September 3, 2013 and October 8, 2013 (and April 22, 2014 presentation)
3. Stakeholder Consultation	April 24, 2014
4. Statutory public meeting notice	By April 30, 2014
5. Proposed by-law and Background Study available to public	May 5, 2014
6. Statutory public meeting	May 21, 2014
7. Council considers adoption of Background Study and passage of by-law(s)	June 24, 2014
8. Newspaper and written notice given of by-law amendment passage	By 20 days after passage
9. Last day for by-law appeal	40 days after passage (August 4, 2014)
10. Town makes available pamphlet (where by-law not appealed)	By 60 days after inforce date

1.2 Caledon Development Charges

1. Development charges are payments made by new development in Caledon (and other municipalities) normally as part of the building permit approval and/or the subdivision/severance agreement process. These payments are made by all such new development, unless specifically exempt by the *Development Charges Act* or the Town's DC by-law.
2. These payments are made for the initial capital requirements of providing services to new development anticipated over the planning period. All Town-funded services are potentially eligible for DC funding, except those specifically excluded via the *Development Charges Act*.
3. "Capital" is defined in the DCA to include the municipal cost to acquire, lease, construct or improve land or facilities, including rolling stock (7+ year life), furniture and equipment (other than computer equipment), library materials, as well as related study and financing costs.
4. The Town of Caledon has imposed development charges under the DCA since 1991 and prior to that as lot levies pursuant to the *Planning Act*. The Town's current Town-wide DC by-law (No. 2009-090) came into effect on July 7, 2009 with a maximum life of 5 years. There are also several area-specific DC by-laws in effect in Caledon. These are discussed further in Chapter 2.
5. This by-law provides for development charge payments which vary with the amount and type of new development, as detailed in Chapter 2.
6. These charges are indexed for inflation in accordance with the Statistics Canada Quarterly Construction Price Statistics semi-annually, based on the prescribed Statcan index.
7. The monies collected under a DC by-law are maintained in separate reserve funds, one for each of the services involved. The existing charge is comprised of the following services: Development-related Capital Growth Studies, Fire, Libraries, Transportation, Works, Parkland and Trail Development, Recreation, Animal Control Facilities, Court Facilities and Stormwater Management.¹
8. Each development charge paid is allocated, as a statutory requirement, to those reserve funds, in accordance with the development charge for each service. It is also required that the monies only be expended for the purposes for which the DC was calculated.
9. In calculating the charge, it is necessary to:
 - establish a new development forecast for population and housing, and for employees and floor area;

¹ Stormwater management is included as a service in several of the Town's area-specific DC by-laws but not in the Town-wide charge.

- determine and cost the additional services such new development will require and ensure that the program has Council approval;
 - make the cost deductions required by the Act with respect to service level, benefit to existing development, excess capacity, grants and contributions, the statutory 10%, etc.;
 - calculate development charges by type of use and document this in a Background Study and by-law, together with related policies;
 - take the study and proposed by-law through a public process, seeking Council approval thereof.
10. Development charges represent a significant capital funding source for many services and serve to provide a portion of funding for designated projects. The current by-law updating process is designed to ensure full DC coverage for Town services.

1.3 Development Charge Prerequisites

As per the *Development Charges Act, 1997*, the Town can impose development charges for:

1. A Town service and funding responsibility other than:
 - cultural or entertainment facilities such as museums, theatres and art galleries;
 - tourism facilities, including convention centres;
 - parkland acquisition;
 - hospital provision;
 - waste management services;
 - Municipal/local board general administration headquarters.
2. A service which will experience an increase in capital needs at least partially attributable to residential and/or non-residential growth in Caledon mid 2013 to mid 2023 (and to 2031 in the case of transportation).
3. A service for which Town Council has or will (as part of the DC process) approve(d) a capital forecast which includes capital capacity expansion projects as per para. 2.
4. Such capital capacity expansion projects that are not fully funded by grants, subsidies or developer contributions or other contributions.
5. Such capital projects that involve the acquisition, lease, construction or improvement of land, buildings, including furniture and equipment (except computer equipment), rolling stock with an estimated useful life of 7 years or more, studies and borrowing costs (as well as library materials).
6. Such capital costs that don't relate to a time beyond the next decade (except in the case of roads and watercourse improvements).
7. Such capital costs that don't serve to increase the future per capita/employee level of service beyond the average attained in Caledon over the 2004-2013 period.

The following tabular text sets out the method that must be used to determine development charges. The underlining has been added to the quotations for clarification/ emphasis and is not part of the statute or regulation quoted on the left side of the page. The DC calculation process is also summarized schematically in Figure 1-2 which follows.

SUMMARY OF STATUTORY DEVELOPMENT CHARGE CALCULATION REQUIREMENTS

s.s.5(1) of the DCA (and associated Regulations) Para- graph	Commentary
1. "The anticipated amount, type and location of development, <u>for which development charges can be imposed</u> , must be estimated."	Virtually all municipalities forecast <u>all</u> development (including DC-ineligible) in the first instance. That development is used as the denominator in the DC calculation with the <u>full</u> eligible cost of servicing all such development used as the numerator. That way, growth-related servicing costs are equitably spread over <u>all</u> benefiting development, the municipality does not recover DCs from exempt development and this would ensure that the requirements of s.s.5(6)3 have been met. That is, capital costs have not been offloaded from one type of development to another.
2. "The increase in the need for service <u>attributable to the anticipated development</u> must be estimated for each service to which the development charge by-law would relate."	<p>This step involves estimating the additional requirement for each individual service that is needed by the development increment in paragraph 1.</p> <p>The anticipated development in para. 1 must correspond to the service attribution in para. 2.</p> <p>This involves removing statutorily ineligible development (i.e. municipalities, schools, specified industrial expansions, specified residential intensification and other statutorily exempt public uses) and the servicing cost thereof. However, this would be very difficult to accomplish, particularly because numerous unspecified geographic locations are involved for such development, which makes the servicing cost difficult to identify. As a result, this approach has not been used. Instead, the total cost/total development approach outlined above is used and has the same effect on the DC quantum.</p>

s.s.5(1) of the DCA (and associated Regulations)	Commentary
<p>3. <u>“The estimate under paragraph 2 may include an increase in need only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met.”¹</u></p> <p>O.Reg. 82/98 s.3. “For the purposes of paragraph 3 of subsection 5(1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met <u>if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council</u> and the plan, forecast or similar expression of the intention of the council has been approved by the council.”</p>	<p>The capital forecast underpinning the DC calculation must be formally approved by Council in one of the ways indicated in the Regulation.</p>
<p>4. <u>“The estimate under paragraph 2 must not include an increase that would result in <u>the level of service exceeding the average level of that service provided in the municipality</u> over the 10-year period immediately preceding the preparation of the background study required under section 10.¹ The estimate also must not include an increase in the need for service that relates to a time after the 10-year period immediately following the preparation of the background study unless the service is set out in subsection (5).”</u></p> <p>O.Reg. 82/98 s.4(1) “For the purposes of paragraph 4 of subsection 5(1) of the Act, both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”</p>	<p>This provision creates a “service level cap” equal to the cost of providing service to the “anticipated development,” consistent with the 10-year historical average level of service.</p> <p>In accordance with s.s.5(1)4, services such as parks and recreation, etc., are restricted to a maximum 10-year planning horizon.</p> <p>s.s.5(5) lists water, wastewater, storm water, road, police and fire services. They are not subject to a 10 year planning period cap.</p> <p>Services other than those excluded in s.s.2(4), may be defined by the municipality and, in some cases, grouped into “service categories” for purposes of reserve funds and credits (as per s.7).</p> <p>Two “level of service” considerations must be taken into account in satisfying compliance re the 10-year historical average level of service cap. These considerations involve “quantity” (e.g. floor space/capita) and “quality” (e.g. cost per s.m. of floor space).</p>

¹ The Act notes that the provisions may be further governed by regulations.

s.s.5(1) of the DCA (and associated Regulations)	Commentary
<p>s.s.4(1.1) provides that in determining the quality of a service, the replacement cost, exclusive of any allowance for depreciation, shall be the amount used.</p> <p>s.s.4(2) addresses the service level in an excluded geographic area where a service is not provided.</p> <p>s.s.4(4) limits the service level in part of a municipality to the level otherwise applicable to the full municipality.</p> <p>s.s.4(3) modifies the service level cap where a higher level is required by another Act.</p>	
<p>O.Reg. 206/04 amended s.4 of O.Reg. 82/98 by adding the following subsection:</p> <p>“(1.1) In determining the <u>quality</u> of a service under subsection (1), the <u>replacement cost</u> of municipal capital works, exclusive of any allowance for depreciation, shall be the amount used. (underlining added)</p>	<p>The Reg. clarifies that the quality level of service measure is to be based on the undepreciated replacement cost of municipal capital works.</p>
<p>5. “The increase in the need for service attributable to the anticipated development must be <u>reduced</u> by the part of that increase that can be met <u>using the municipality’s excess capacity, other than</u> excess capacity that the council of the municipality has indicated an intention would be paid for by new development.”¹</p> <p>O.Reg. 82/98 s.5. “For the purposes of paragraph 5 of subsection 5(1) of the Act, excess capacity is uncommitted excess capacity unless, either before or at the time the excess capacity was created, the <u>council</u> of the municipality <u>expressed a clear intention that the excess capacity would be paid for by development charges</u> or other similar charges.”</p>	<p>“Uncommitted excess capacity” is available capacity that obviates (part of) the need for new projects. It is different than “Post Period Capacity,” which is <u>not</u> needed by development during the planning period and is provided for the use of subsequent, i.e. post-2023 or 2031 development, which can be required to fund it through future DCs.</p> <p>The Reg. explains the circumstances under which (part of) the cost of “committed excess capacity,” (i.e. infrastructure in the ground from prior DC by-laws or otherwise), can be recovered via future DCs.</p>

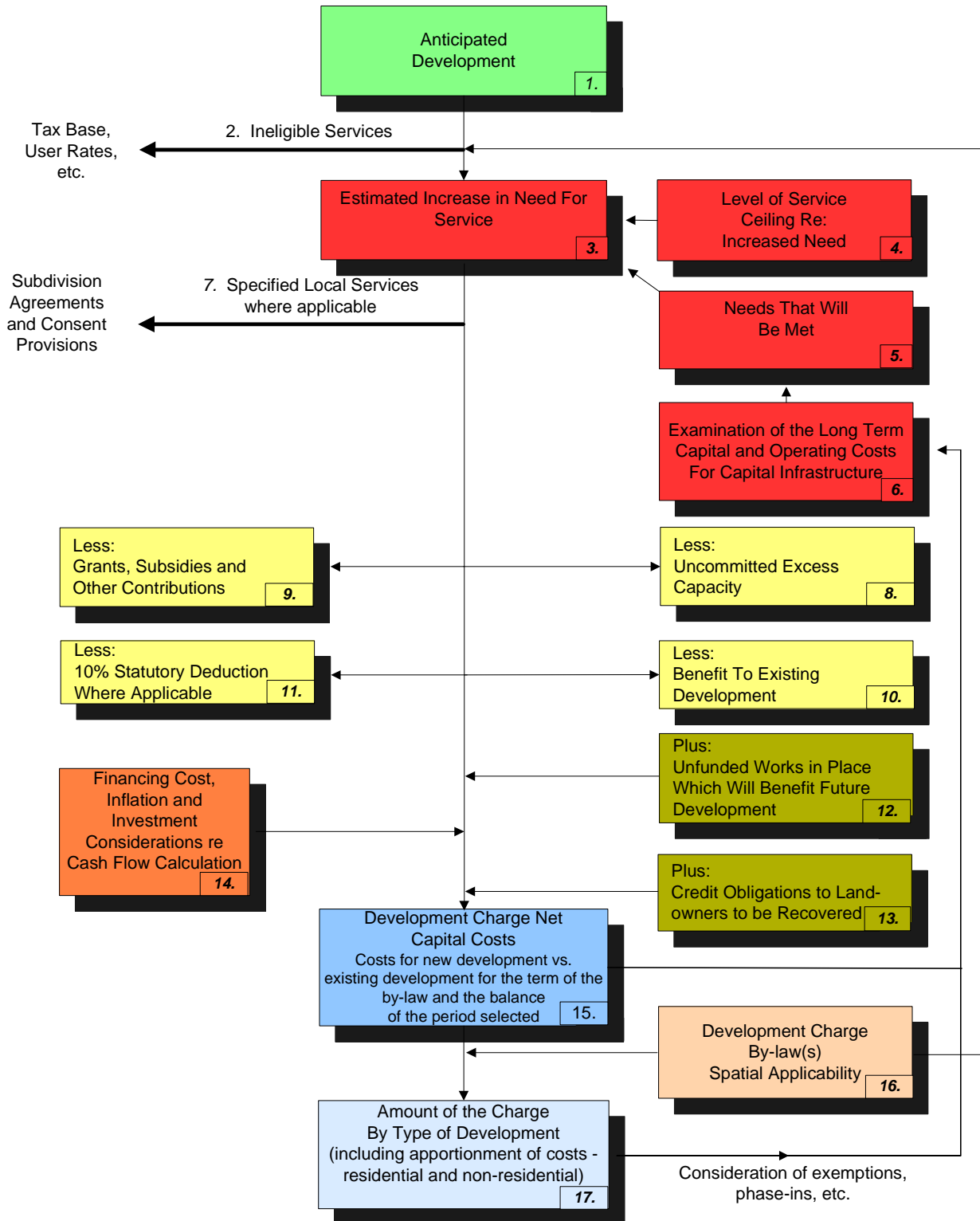
¹ The Act notes that the provisions may be further governed by regulations.

s.s.5(1) of the DCA (and associated Regulations)	Commentary
<p>6. “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would <u>benefit existing development</u>.”¹</p> <p>Note: no regulatory clarification has been provided.</p>	<p>Existing development benefits from:</p> <ul style="list-style-type: none"> • the repair or unexpanded replacement of existing assets; • an increase in municipal average service level or existing operational efficiency; • the elimination of a chronic servicing problem not created by growth; • providing services to existing development where none previously existed (e.g. water service).
<p>7. “The <u>capital costs</u> necessary to provide the increased services must be estimated. The capital costs <u>must be reduced by the reductions set out in subsection (2)</u>. What is included as a capital cost is set out in subsection (3).”¹</p> <p>O.Reg. 82/98 s. 6 indicates that: Unless the person making the grant, subsidy, etc., was specific as to how it is to be applied, the contribution is to be shared between growth and non-growth project components in proportion to the way in which the costs were allocated in s.s.5(1)6.</p> <p>s.s.5(3) defines capital costs to include:</p> <ul style="list-style-type: none"> • the acquisition or lease of (an interest in) land; • construction, improvement, acquisition or lease (capital component only) costs for buildings/structures/facilities; • 7+ year useful life rolling stock; • Furniture, furnishings and equipment, other than computer equipment; • library materials; • studies re above; • DC Background Studies; and • interest on related borrowings. 	<p>s.s.5(2) refers to capital grants, subsidies and other contributions made to a municipality <u>or that Council anticipates</u> will be made in <u>respect of the capital costs</u>.</p> <p>These costs exclude “local services” related to a plan of subdivision or a consent approval, to be installed or paid for by the owner (s.s.2(5)).</p> <p>Includes debt payments related to previously constructed growth-related works.</p>

s.s.5(1) of the DCA (and associated Regulations)	Commentary
<p>8. "The capital cost must be reduced by 10 per cent. This paragraph does not apply to services set out in subsection (5)."</p>	<p>For example, the 10% reduction <u>does</u> apply to:</p> <ul style="list-style-type: none"> • Animal Control facilities; • Parks; • Recreation; • Libraries; and • POA facilities. <p>The purpose of this reduction is undefined, beyond the Province's expressed wish in 1997 to moderate development charge quantum. The exclusion of various services under s.s.2(4) serves a similar purpose. (i.e. Cultural/entertainment facilities, including museums, theatres and art galleries; tourism facilities, including convention centres; parkland acquisition; public hospitals, waste management services; and general administration headquarters for municipalities/local boards).</p>
<p>9. "Rules <u>must be</u> developed to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection (6)."</p> <p>s.s.5(6):</p> <p>"The rules developed under paragraph 9 of subsection (1) to determine if a development charge is payable in any particular case and to determine <u>the amount of the charge are subject to the following restrictions:</u></p> <ol style="list-style-type: none"> 1. The rules must be such that the total of the development charges that would be imposed upon the anticipated development is less than or equal to the capital costs determined under paragraphs 2 to 8 of subsection (1) <u>for all the services to which the development charge by-law relates.</u> 2. If the rules expressly identify a type of development <u>they must not provide for the type of development to pay development charges that exceed the capital costs, determined under paragraphs 2 to 8 of subsection (1), that arise from the increase in</u> 	<p>These are mandatory DC by-law inclusions as to how the charge is to be applied to development types and circumstances.</p> <p>These are three over-riding tests to be met by the DC by-law.</p> <p>A municipality cannot collect more than the calculated cost for each service (if the amount of development and resultant revenue outpaces the forecast, then address via a reserve fund deduction in the DC calculation in the next round or other appropriate means).</p> <p>A municipality cannot offload the cost of servicing one type of development onto another type. e.g. Industrial servicing costs cannot be transferred to residential development and single detached unit servicing costs cannot be transferred to apartments.</p>

s.s.5(1) of the DCA (and associated Regulations)	Commentary
<p>the need for services attributable to the type of development.</p> <p>However, it is <u>not necessary that the amount of the development charge for a particular development be limited to the increase in capital costs, if any, that are attributable to that particular development.</u></p> <p>3. "If the development charge by-law will exempt a type of development, phase in a development charge, or otherwise provide for a type of development to have a lower development charge than is allowed, <u>the rules for determining development charges may not provide for any resulting shortfall to be made up through higher development charges for other development.</u>"</p>	<p>It is not necessary that the <u>average</u> municipal-wide per unit servicing costs funded by the DC reflect the needs of any <u>particular</u> development project.</p> <p>Provides further clarification on the inability of the by-law to offload cost recovery from one type of development to another, in this case from exempt or discounted development to non-exempt development.</p>
<p>10. "The rules <u>may provide</u> for full or partial exemptions for types of development and for the phasing in of development charges. The rules <u>may also provide</u> for the indexing of development charges based on the prescribed index."</p>	<p>These are optional by-law inclusions such as authority to set rules on discretionary exemptions, phasing in of DCs and indexing of DCs.</p>

FIGURE 1-2
THE PROCESS OF CALCULATING A DEVELOPMENT CHARGE UNDER THE DEVELOPMENT CHARGES ACT, 1997



2. CURRENT TOWN OF CALEDON DEVELOPMENT CHARGE POLICY

2. CURRENT TOWN OF CALEDON DEVELOPMENT CHARGE POLICY

2.1 Schedule of Charges

On July 7, 2009, the Town of Caledon passed By-law No. 2009-090 under the *Development Charges Act, 1997*. This Town-wide by-law came into effect on that day and expires July 7, 2014. It imposes development charges on residential and non-residential land uses. The rates in effect for the first and the current period are as follows:

Use	Effective July 7, 2009	Effective February 1, 2014
Residential Development (per Dwelling Unit)		
Single Detached, Semi-detached and Duplex Dwellings	\$18,691.00	\$19,658.43
Apartment Dwellings (min. 7 units/building)		
• greater than 70 s.m.	\$12,461.00	\$13,105.96
• 70 s.m. or less	\$7,314.00	\$7,692.55
Other Residential Dwellings	\$14,627.00	\$15,384.08
Non-Residential Development		
Per square metre of Gross Floor Area		
• Retail	\$46.71	\$49.12
• Other Non-Residential	\$30.83 ¹	\$49.12

2.2 By-law Amendment

The charges noted above were indexed for inflation and, in addition, were amended by By-law No. 2011-082, which was passed June 28, 2011. This amendment provided for exemptions and discounts for certain non-retail, non-residential development as follows:

- full exemptions were provided for hotels, motels and lodges with more than 29 guest rooms, with the limitation that these types of development not be eligible for grants under the Bolton C.I.P.;
- the existing exemption for a bed and breakfast establishment was clarified to provide a refund for single detached units that may be constructed for use as a bed and breakfast and, therefore, subject to a development charge at the time of building permit issuance under certain conditions, including a requirement to operate the bed and breakfast for a period of ten years or more;
- additional Green Industrial Building discounts were provided for green technologies and LEED-certified building. The additional discounts were in effect for a 2-year period and expired on July 7, 2013.

¹ The non-retail, non-residential charge was phased in to July 7, 2011.

2.3 Services Covered

The following are the services covered under By-law No. 2009-090 (amended):

1. Development-related studies;
2. Roads and related structures and installations;
3. Works vehicles, equipment and related structures;
4. Parkland and trail development;
5. Indoor recreation facilities;
6. Animal control facilities;
7. Fire facilities, vehicles and equipment;
8. Library facilities and materials; and
9. Ontario Court of Justice facilities. (s.s.4(1))

The rates currently in effect by service and type of development are provided in Table 2-1.

2.4 Timing of DC Payment

Development charges are payable in relation to a building or structure, on the date that an applicable building permit is issued. In the alternative, the Town may accept the provision of services in full or partial payment to the DC otherwise payable or enter into an agreement providing for earlier or later payment. (s.13)

2.5 Indexing

The development charges are to be adjusted on February 1 and August 1 of each year, commencing February 1, 2010, with the base value being that in effect on August 1, 2009 in the regulated Statcan index. (s.12)

2.6 Redevelopment Credit

A redevelopment credit is applied against development charges payable where in conjunction with the redevelopment of land, a building was, or is to be, demolished or converted on or after November 6, 1991 or converted from one use to another. The credit is calculated as the applicable DC, multiplied by the amount of development demolished or converted but not so as to exceed the amount of the DC to be otherwise imposed. (s.8)

2.7 Non-Statutory Exemptions

The following discretionary exemptions are provided in the By-law, in addition to the DCA statutory exemptions:

- a) development within the Bolton Business Improvement Area (s.s.2(2)(a));
- b) development within the Caledon East Commercial Core Area (s.s.2(2)(b));
- c) a college or university that is eligible to receive Provincial funding (s.s.2(3)(b));

Table 2-1
Town of Caledon
Current Town-wide Development Charges (as of February 1, 2014)

	% of Total (Residential)	Residential Per Unit				Non-Residential Per Sq. Metre of GFA	% of Total (Non- residential)
		Single Detached Dwelling	Apartment Dwelling (>70 sq.m.)	Apartment Dwelling Small Unit (< 70 sq.m.)	Other Residential Dwelling		
Development-related Studies	1.2%	\$ 239.81	\$ 159.88	\$ 93.83	\$ 187.67	\$ 1.13	2.3%
Fire	4.1%	809.85	539.92	316.90	633.77	3.49	7.1%
Parkland & Trail Development	8.7%	1,711.21	1,140.84	669.62	1,339.14	0.68	1.4%
Major Indoor Recreation Facilities	15.0%	2,943.87	1,962.63	1,151.97	2,303.78	1.14	2.3%
Library	4.0%	790.92	527.30	309.50	618.95	0.34	0.7%
Public Works	2.3%	454.36	302.91	177.80	355.57	2.04	4.1%
Roads & Related	64.2%	12,622.16	8,414.99	4,939.18	9,877.71	40.07	81.6%
Animal Control Facilities	0.2%	38.92	25.96	15.23	30.45	-	0.0%
POA Courts	0.2%	47.33	31.55	18.52	37.04	0.23	0.5%
Total	100.0%	\$ 19,658.43	\$ 13,105.96	\$ 7,692.55	\$ 15,384.08	\$49.12	100.0%

H:\caledon\2013 DC\Caledon DC 2013.xlsx]Table 2-1

- d) a hospital (as per the *Public Hospitals Act*) (s.s.2(3)(c));
- e) the Ontario Provincial Police (s.s.2(3)(d));
- f) temporary buildings (8 month limit) (s.s.10(1) and definition);
- g) a hotel, lodge or motel with more than 29 guest rooms) (s.s.11(1)(l));
- h) a garden suite (s.s.11(1)(g));
- i) a non-residential agricultural building (other than buildings used for retail sale) (s.s.(11(1)(h));
- j) an outbuilding (for accessory storage) (s.s.11(1)(i));
- k) a rehabilitation building (non-residential building on former aggregates landfill extraction site) (s.s.11(1)(j));
- l) a country inn (s.s.11(1)(a));
- m) a bed & breakfast establishment (s.s.11(1)(b));
- n) a building or structure used for the purpose of agricultural tourism (s.s.11(1)(c));
- o) a farm based home industry (s.s.11(1)(d));
- p) a farm cidery (s.s.11(1)(e));
- q) a farm winery (s.s.11(1)(f));
- r) a secondary use farm building or structure (s.s.11(1)(k));
- s) buildings accessory to an industrial building that are not more than 50% of the GFA of the existing industrial building (s.s.7(5));
- t) partial DC rebates to non-residential buildings providing defined green initiatives (s.9); and
- u) institutional uses at the discretion of Council (s.s.11(2)).

2.8 Phasing In

The charge for non-retail, non-residential development was phased in over a 2-year period (s.15).

2.9 Area-specific Development Charge By-law

In addition to the Town-wide by-law, the Town has also adopted four area specific by-laws:

- By-law 2009-091 Ferrier storm water management ponds applicable to part of the Bolton industrial area;
- By-law 2009-092 Storm Water Management Ponds in the Bolton South Hill Area;
- By-law 2009-093 Bolton South Hill Area roads and related (“Other Works”);
- By-law 2011-119 – Storm Sewer on Coleraine Drive.

The first three by-laws were passed on July 7, 2009 and will expire on July 7, 2014, the same date as the Town-wide by-law.

By-law 2011-119 came into effect on August 11, 2011 and will not require updating until August 11, 2016. For that reason, it has not been addressed further in this Background Study.

3. ANTICIPATED DEVELOPMENT IN CALEDON

3. ANTICIPATED DEVELOPMENT IN CALEDON

3.1 Requirements of the Act

Subsection 5(1) of the DCA sets out the method that must be used to determine development charges. The first step states that:

“The anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

Steps 2 and 5 go on to refer to “the increase in need for service attributable to the anticipated development...” Thus, the estimate of anticipated development is an important starting point to the process.

The requirement of the Act is for a development forecast, which refers to residential, commercial, industrial and institutional development. Such development generates increased service needs, via its occupancy and use, which is measured in terms of households, population, employment and visitors (tourists, customers, patrons and suppliers). This chapter therefore addresses both the anticipated increase in development and the users thereof. It covers all forms of development, whether or not they are included in the schedule of development charges, in order to avoid transferring the servicing cost responsibility of exempt development to non-exempt development.

The Act requires that the amount, type and location of development be estimated. “Timing” is not referenced, other than indirectly, in section 8 para. 3 of O.Reg. 82/98, where capital costs to be incurred during the term of the proposed development charge by-law, must be set out. Also, s.s.5(1)4 of the Act restricts the estimate of the increase in the need for services other than roads, water supply, waste water, storm water drainage and control, police and fire protection, to a maximum of 10 years following the preparation of the background study. Accordingly, this chapter addresses the anticipated timing of development.

3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

The growth forecast summarized in this Chapter (with supplemental tables in Appendix A) provides the anticipated development for which the Town of Caledon will be required to provide services over a ten-year time horizon (mid-2013 to mid-2023) and an 18-year time horizon (mid-2013 to mid-2031).

By 2031, the Town’s population is forecast to increase by 40,760 persons (mid 2013-2031), to a total population of 103,650,¹ During this period, 13,084 new units are expected to be added to the housing supply.

The detailed growth forecast is contained in Appendix A and is briefly summarized below:

¹ Excluding the census undercount.

Year (mid)	Population¹	Households
2013	62,890	20,283
2023	87,800	28,746
2013-23 Net Increase	24,910	8,463
2031	103,650	34,157
2013-31 Net Increase	40,760	13,874

Year (mid)	Employment²	Non-Residential GFA (sq.ft.)
2013	18,910	
2023	33,410	
2031	37,390	
2013-23 Increase	14,500	16,983,800
2013-31 Increase	18,480	21,661,300

¹ Excludes the census undercount.

² Excluding work at home and no fixed place of work employment.

4. THE RESULTANT INCREASE IN THE NEED FOR SERVICE

4. THE RESULTANT INCREASE IN THE NEED FOR SERVICE

4.1 Introduction

This chapter addresses the requirements of s.s.5(1) of the DCA, 1997 with respect to the establishment of the estimated increased need for service attributable to the anticipated development, which underpins the development charge calculation. These statutory requirements were detailed in Chapter 1.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories that are eligible for inclusion in the DC calculation.

A number of these services are referenced in s.s.2(4) of the DCA, 1997 as being ineligible services for inclusion in development charges. These are shown as “ineligible” on Table 4-1. In addition, two ineligible costs defined in s.s.5(3) of the DCA are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...”

Local storm water management and road works are generally recovered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for DC inclusion by the Town are indicated with a “√” and potential coverage by the Region of Peel’s development charges by-law(s) are separately indicated.

4.3 The Increase in the Need for Service

The development charge calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for the services to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, s.s.5(1)3 (and s.3 of the associated regulation), which requires that Municipal Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would normally be applicable.

Descriptive material for the capital requirements for each service addressed by the Background Study is provided in Appendix B.

Appendix B sets out the 2014 to 2023 development-related capital program that is required to service the anticipated development for the ten-year period (with a 2014 to 2031 period for roads, bridges, sidewalks, multi-use paths, streetlighting and stormwater management). Local services, as discussed in Section 4.4 below, have been excluded from the program.

TABLE 4-1
CATEGORIES OF MUNICIPAL SERVICES
TO BE ADDRESSED AS PART OF THE CALCULATION

CATEGORIES OF MUNICIPAL SERVICES	ELIGIBILITY FOR INCLUSION IN THE DC CALCULATION	SERVICE COMPONENTS	MAXIMUM POTENTIAL DC RECOVERY %
1. Services Related to a Highway	<ul style="list-style-type: none"> ✓/Regional ✓/Dev. Agreements Dev. Agreements ✓/Regional/Dev. Agreements ✓/ Dev. Agreements ✓/ Dev. Agreements 	<ul style="list-style-type: none"> 1.1 Arterial roads 1.2 Collector roads 1.3 Local roads 1.4 Traffic signals 1.5 Sidewalks and streetlights 1.6 Cycling infrastructure 	<ul style="list-style-type: none"> 100 100 100 100 100 100
2. Other Transportation Services	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ n/a n/a 	<ul style="list-style-type: none"> 2.1 Transit vehicles 2.2 Other transit infrastructure 2.3 Municipal parking spaces - indoor 2.4 Municipal parking spaces - outdoor 2.5 Works Yards 2.6 Rolling stock¹ 2.7 Ferries 2.8 Airport facilities 	<ul style="list-style-type: none"> 90 90 90 90 100 100 90 90
3. Storm Water Drainage and Control Services	<ul style="list-style-type: none"> ✓/Dev. Agreements Dev. Agreements ✓/Dev. Agreements 	<ul style="list-style-type: none"> 3.1 Main channels and drainage trunks 3.2 Channel connections 3.3 Retention/detention ponds 	<ul style="list-style-type: none"> 100 0 100
4. Fire Protection Services	<ul style="list-style-type: none"> ✓ ✓ ✓ 	<ul style="list-style-type: none"> 4.1 Fire stations 4.2 Fire pumpers, aerials and rescue vehicles 4.3 Small equipment and gear 	<ul style="list-style-type: none"> 100 100 100
5. Outdoor Recreation Services (i.e. Parks and Open Space)	<ul style="list-style-type: none"> Ineligible ✓ ✓ ✓ ✓ ✓ 	<ul style="list-style-type: none"> 5.1 Acquisition of land for parks, woodlots and ESAs 5.2 Development of local parks 5.3 Development of district parks 5.4 Development of Municipal-wide parks 5.5 Development of special purpose parks 5.6 Parks rolling stock¹ and yards 	<ul style="list-style-type: none"> 0 90 90 90 90 90
6. Indoor Recreation Services	<ul style="list-style-type: none"> ✓ ✓ 	<ul style="list-style-type: none"> 6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land) 6.2 Recreation vehicles and equipment¹ 	<ul style="list-style-type: none"> 90 90
7. Library Services	<ul style="list-style-type: none"> ✓ ✓ 	<ul style="list-style-type: none"> 7.1 Public library space (incl. furniture and equipment) 7.2 Library materials 	<ul style="list-style-type: none"> 90 90
8. Electrical Power Services	<ul style="list-style-type: none"> Ineligible Ineligible Ineligible 	<ul style="list-style-type: none"> 8.1 Electrical substations 8.2 Electrical distribution system 8.3 Electrical system rolling stock¹ 	<ul style="list-style-type: none"> 0 0 0

¹ with 7+ year life time

✓ signifies that the service component is DC eligible for the municipality
computer equipment excluded throughout

CATEGORIES OF MUNICIPAL SERVICES	ELIGIBILITY FOR INCLUSION IN THE DC CALCULATION	SERVICE COMPONENTS	MAXIMUM POTENTIAL DC RECOVERY %
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0
10. Waste Water Services	Region	10.1 Treatment plants	100
	Region	10.2 Sewage trunks	100
	Region/Dev. Agreements	10.3 Local systems	100
	Region	10.4 Vehicles and equipment	100
11. Water Supply Services	Region	11.1 Treatment plants	100
	Region	11.2 Distribution systems	100
	Region/Dev. Agreements	11.3 Local systems	100
12. Waste Management Services	Ineligible	12.1 Collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	Ineligible	12.3 Other waste diversion facilities	0
13. Police Services	Region	13.1 Police detachments	100
	Region	13.2 Police rolling stock ¹	100
	Region	13.3 Small equipment and gear	100
14. Homes for the Aged	Region	14.1 Homes for the aged space	90
15. Day Care	Region	15.1 Day care space	90
16. Health	Region	16.1 Health department space	90
17. Social Services	Region	17.1 Social service space	90
18. Ambulance	Region	18.1 Ambulance station space	90
	Region	18.2 Vehicles ¹	90
19. Hospital Provision	Ineligible	19.1 Hospital capital contributions	
20. Provision of Headquarters for the General Administration of Municipalities and Local Boards	Ineligible	20.1 Office space and furniture (HQ Gen. Admin. services)	0
	Eligible	20.2 Non-administrative office space and furniture (incl. P.O.A. & animal shelters)	90
	Ineligible	20.3 Computer equipment	0
21. Other Services	✓	21.1 Studies ² in connection with acquiring buildings, rolling stock, materials and equipment, and improving land and facilities, including the DC background study cost	0-100
	✓	21.2 Interest on money borrowed to pay for growth-related capital	0-100

¹ except where a 7+ year life is involved

² generally reflects same percentage as for the service component to which it pertains

4.4 Local Service Policy

The Town's general policy regarding the delineation of local services to be funded through development charges versus local services to be emplaced as a condition of development agreement, is summarized in Appendix B under each individual service component.

4.5 Credits Carried Forward

Section 8 para. 5 of O.Reg. 82/98 indicates that a development charge background study must set out, "The estimated value of credits that are being carried forward relating to the service." s.s.17 para. 4 of the same Regulation indicates that, "...The value of the credit cannot be recovered from future development charges," if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future development charges. As a result, this provision is made in the calculation, in order to avoid a funding shortfall with respect to future service needs. Post period benefit deductions from the 2009 DC calculation have been included for a number of studies noted on page B-3.

4.6 Eligible Debt and Committed Excess Capacity

Section 66 of the DCA, 1997 states that, for the purposes of developing a development charge by-law, a debt incurred with respect to an eligible service may be included as a capital cost, subject to any limitations or reductions in the Act.

In order for such costs to be eligible, two conditions must apply. First, they must have funded excess capacity which is able to meet service needs attributable to the anticipated development. Second, the excess capacity must be "committed," that is, either before or at the time it was created, Town Council must have expressed a clear intention that it would be paid for by development charges or other similar charges. For example, this may have been done as part of previous development charge processes. This inclusion is referenced as Box 12 in Figure 1-2 ("Unfunded Works") and includes internal borrowing or long term debt. Long term debt costs have been included in the case of Coleraine Drive road works and an aerial vehicle for the Fire Department.

4.7 Council's Assurance

In order for an increase in need for service to be included in the DC calculation, Town Council must indicate "... that it intends to ensure that such an increase in need will be met" (s.s.5(1)3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O.Reg. 82/98 s.3). The capital program contained herein is subject to Council's approval as part of the DC by-law adoption process.

5. DCA CALCULATION REQUIREMENTS

5. DCA CALCULATION REQUIREMENTS

5.1 Introduction

5.1.1 Subsection 5(1) of the DCA sets out the method that must be used to determine development charges. This method specifically calls for five different types of deductions to be made from municipal servicing costs, where applicable, which relate to the need for service attributable to new development anticipated over the planning period. These are:

- level of service cap;
- uncommitted excess capacity;
- benefit to existing development;
- grants, subsidies and other contributions;
- the 10% statutory deduction for “soft services.”

5.1.2 Three other calculation deductions are addressed herein as being implicit requirements. These are:

- post-period capacity;
- uncommitted DC reserve fund balances;
- allocation of the total costs between residential and non-residential benefit.

The basis for, and nature of, each of these DC calculation deductions is outlined below and in Appendix B.

5.2 Level of Service Cap

5.2.1 Paragraph 4 of subsection 5(1) of the DCA, 1997 states that the estimate of the increase in the need for service attributable to the anticipated development, made under paragraph 2 must not include an increase that would result in the level of service exceeding the average level provided in the Town over the 10 year period preceding the preparation of the background study.

s.s.4(3) of O.Reg. 82/98 provides for an exception, such that:

“If the average level of service determined is lower than the standard level of service required under another Act, the standard level of service required under the other Act may be deemed ... to be the average level of service.”

Section 4 of the Regulation also provides that:

- both the quantity and quality of a service shall be taken into account in determining the average level of service.

A commonly-used quantity measure is units per capita (e.g. lane kms, square feet, m³ capacity, hectares, etc.), while quality is to be measured in terms of replacement cost per unit.

5.3 Uncommitted Excess Capacity

Paragraph 5 of s.s.5(1) of the DCA requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Town's "excess capacity," other than excess capacity which is "committed," i.e. where Council has indicated a clear intention that it would be paid for by DCs or other similar charges, before or at the time the capacity was created (s.5 of O.Reg. 82/98).

"Excess capacity" is undefined in the Act, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of "excess capacity" from the future increase in the need for service, occurs as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient capacity is already available, then that widening would not be included as an increase in need, in the first instance. Another potential consideration is the relationship between the current level of service and the ten year historical average and/or an operational review of the capacity functioning of a particular facility. This requirement was addressed as part of the process of establishing the capital program in Appendix B.

5.4 Benefit to Existing Development

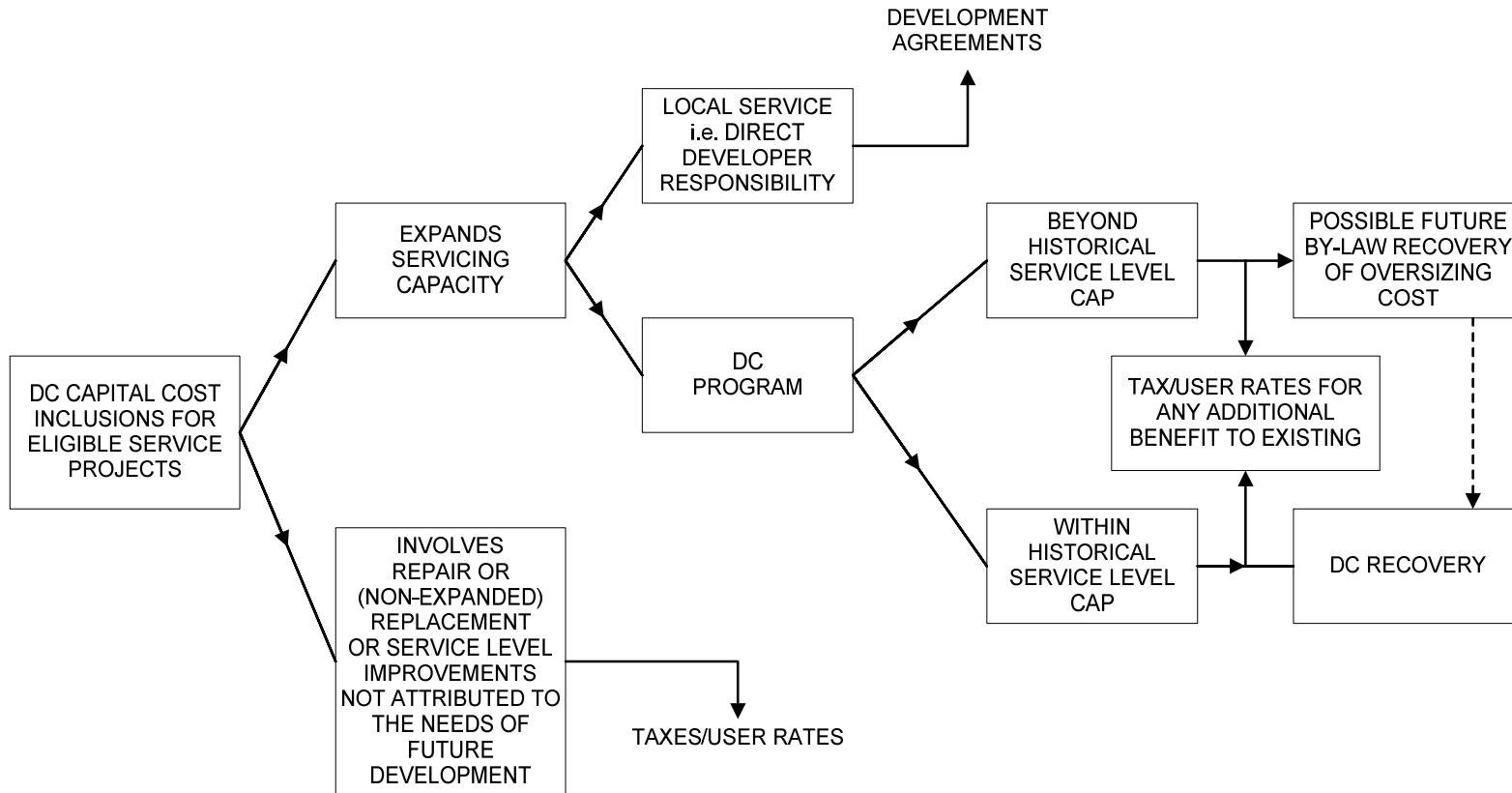
Benefit to existing development deductions have been addressed on a service-specific and project-specific basis. The methodology employed is briefly summarized in Figure 5-1 and discussed in Appendix B.

The primary considerations involved in establishing an appropriate benefit to existing development deduction include:

- Is the project a capacity expansion, necessary to maintain the existing average level of municipal service?
- Is the primary service area municipal-wide or more narrowly defined?
- Was the project included in previous DC studies and with what level of deduction?
- Is the capital program well beyond the service level cap and to what extent do these projects benefit existing development (rather than representing oversizing for post period recovery)?
- Does the capital expenditure simply represent more of what is already being provided or does it instead offer a broader range of service?
- What is the estimated value of the service change being provided re user proximity, for example?
- Does the project involve a new facility or an existing replacement plus expansion?

This requirement was addressed on a service-specific basis in Appendix B.

**FIGURE 5-1
TOWN OF CALEDON - 2013 DC BY-LAW UPDATE
BASIC RATIONALE FOR BENEFIT TO EXISTING DEVELOPMENT DEDUCTIONS**



5.5 Grants, Subsidies and Other Contributions

s.s.5(1)7 of the DCA requires that the capital costs must be reduced by the reductions set out in subsection (2).

s.s.5(2) states that:

“The capital costs, determined under para. 7 of subsection (1), must be reduced, in accordance with the regulations, to adjust for capital grants, subsidies and other contributions made to a municipality or that the Council of the municipality anticipates will be made in respect of the capital costs.” (underlining added)

Section 6 of O.Reg. 82/98 indicates that any such grant, subsidy or other contribution (including developer contributions) must be used to reduce the s.s.5(1)7 capital costs in the same proportion as the increase in need was reduced under s.s.5(1), para. 6, unless at the time it was made, the person making it expressed a clear intention that all or part be used to benefit existing or new development. In the latter case, a deduction to capital costs must be made, but only to the extent that the funds were intended to benefit new development.

Any grants, subsidies, developer and other contributions anticipated have been reflected in Appendix B, in accordance with the provisions of the Act and Regulation. This requirement was addressed on a service-specific basis in Appendix B.

5.6 Post-period Capacity

This is a term and a concept which is not specifically referenced in the DCA. It refers the cost of oversized development-related servicing capacity which is not required by development anticipated over the Town’s planning period, which will clearly benefit development in a **subsequent** planning period and should therefore be (partially) funded by such subsequent development. This requirement is implicit in s.s.5(1)2 of the DCA, which requires the charge to be based on “the increase in the need for service attributable to the anticipated development...”

The need for any such deduction can be avoided by addressing the needs of a “Buildout” scenario in the case of the hard services and by simply maintaining per capita service levels in the case of other services. Otherwise a post period capacity deduction may be applicable in the case of specific road works which are not operating at standard capacity utilization levels by the end of the planning period and have been specifically oversized. This requirement was addressed on a service-specific basis in Appendix B.

5.7 DC Reserve Fund Balances

There is no explicit requirement under the DCA calculation method set out in s.s.5(1) to account for the outstanding reserve fund balance as part of making a DC calculation; however, s.35 does restrict the way in which the funds are used in future, i.e.

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”

For services which are subject to a per capita-based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed, once the project is constructed (i.e. the needs of growth which occurred earlier in the by-law period). This cost component is distinct from the development-related costs for the next 10 year period, which underlie the DC calculation herein.

The alternative would involve the municipality seeking to spend all reserve fund monies prior to renewing each by-law, which would often not be a sound basis for capital budgeting. Thus, the Town will use these “soft service” reserve funds for the Town’s cost share of applicable development-related projects, which are required, but have not yet been undertaken (i.e. the cost of beyond the service level cap and benefit to existing development). This is a way of directing the funds to the project cost share for which they were collected (rather than largely to the benefit of future development, which will continue to generate the need for additional facilities and development charges, directly proportionate to the amount of growth involved).

As a result, the uncommitted balance of the Town’s DC reserve funds (as of the end of 2013) for road services and growth studies, have been applied against future spending requirements. These amounts have been accounted for in making the calculations in Appendix C.

These deductions are made in the case of hard services (inclusive of “studies” which is not subject to an explicit per capita service level), in that the DC calculation for these services is geared to funding a large group of development-related works that are being implemented in response to the needs of growth over the long term. While these works are also subject to service level caps, each DC calculation is designed to fund an appropriate share of the overall program of works, over a long term period. Thus, the renewal process involves updating cost estimates and project descriptions, removing completed works and netting reserve fund balances, each time a new hard service DC is calculated. Reserve fund applications are addressed in Appendix C.

5.8 Other Deductions

Paragraph 8 of s.s.5(1) of the DCA requires that, “the capital costs must be reduced by 10 per cent.” This paragraph does not apply to water supply services, waste water services, storm water drainage and control services, “services related to a highway” and to police and fire protection services. The Town services that the 10% reduction does apply to are parks and recreation, library, applicable growth studies, P.O.A., animal shelters and any related financing costs pertaining to these services.

The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions (i.e. ineligible, benefit to existing, landowner contributions, etc.) have been made. This requirement was addressed on a service-specific basis in Appendix B.

5.9 Cost Differentiation by Type of Development

s.s.5(6)2 of the DCA requires that every “type” of development that is expressly identified in the DC by-law cannot be required to pay development charges that exceed the capital costs arising from the increase in the need for service attributable to that particular type of development.

In the first instance, this allocation involves a split between residential and non-residential benefit. This is typically made based on the ratio of incremental growth in population to the total increment in population and employment, except in the case of parks, recreation and libraries where only a nominal non-residential cost share is involved.

5.10 Area-specific Charges

As noted in Chapter 2, the Town has made use of area-specific DC by-laws in the past, particularly for stormwater management, as this is a service for which the benefiting area can be clearly isolated. These by-laws are discussed in paragraph 2.10 of the Executive Summary.

6. DEVELOPMENT CHARGE RULES

6. DEVELOPMENT CHARGE RULES

6.1 Introduction

6.1.1 s.s.5(1)9 of the DCA states that rules must be developed:

“... to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6.”

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of development charges.

6.1.2 s.s.5(6) establishes the following restrictions on the rules:

- the total of all DCs that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved.
- if the rules expressly identify a type of development, they must not provide for it to pay DCs that exceed the capital costs that arise from the increase in the need for service for that type of development. However, this requirement does not relate to any particular development.

In order to address this requirement, the following conventions have been adopted:

1. Costs to residential uses have been assigned to different types of residential units based on the average occupancy for each housing type constructed during the first 20 years of occupancy.
 2. Costs are allocated to residential uses (or alternatively, non-residential uses) based upon a number of factors, as may be suited to each service-related circumstance and as outlined in Appendix B.
- if the rules provide for a type of development to have a lower development charge than is allowed, the rules for determining development charges may not provide for any resulting shortfall to be made up via other development.

6.1.3 With respect to “the rules,” Section 6 of the DCA states that a DC by-law must expressly address the matters referred to above re s.s.5(1) para. 9 and 10, as well as how the rules apply to the redevelopment of land.

6.2 The Amount of the Development Charge Payable in Any Particular Case

6.2.1 The rules for determining if development charges are payable in any particular case and for determining the amount of the development charges involved, are set out in the proposed by-law in Appendix F.

6.2.2 The quantum of the development charge which is payable, is as calculated in Appendices A, B and C and summarized in the Executive Summary and Schedule A of the proposed by-law.

6.2.3 The rules for determining if development charges are payable in any particular case, are addressed in the by-law and Background Study and deal with matters such as: multiple charges, the connection between servicing needs and development, the list of services for which charges are being imposed, types of development approval triggering the need for the imposition of development charges, the requirements for the installation of local services in addition to payment of the development charge, the method used in calculating development charges for individual developments, the quantum of the charge, the timing of calculation and payment, and the alternative means of payment.

6.3 Development Charge Exemptions

6.3.1 The rules for exemptions, relief and adjustments for the charge are as set out in the proposed by-law in Appendix F.

6.4 Phasing-in of Development Charges

6.4.1 Any rules with respect to any phasing-in of the development charges are as set out in the proposed by-law in Appendix F.

6.5 Indexing of Development Charges

6.5.1 The rules with respect to the indexing of the development charges are as set out in the proposed by-law in Appendix F, that is, that the charges shall be adjusted semi-annually, as of February 1 and August 1 each year, commencing August 1, 2014 in accordance with the Statistics Canada Quarterly, Construction Price Statistics (catalogue number 62-007).

6.6 The Application of Development Charges to Redevelopment

6.6.1 The rules with respect to redevelopment are as set out in the proposed by-law in Appendix F. Those DC reduction provisions reflect the Town's existing policy. This policy provides a demolition and/or conversion credit formula in the circumstance where a building permit is issued within two years from the date the associated demolition permit has been issued. The policy is changed from the current by-law that provides a credit for any development that is demolished on or after November 6, 1991.

7. BY-LAW ADOPTION AND IMPLEMENTATION

7. BY-LAW ADOPTION AND IMPLEMENTATION

7.1 Introduction

This Chapter outlines the process that the Town has carried out as part of arriving at development charge policy which is fair and legally defensible, financially appropriate, and has had regard for public comments and possible development implications.

7.2 Long Term Capital and Operating Cost Examination

Subsection 10(2)(c) of the Act requires that a DC Background Study include an examination for each service to which the development charge by-law would relate, of the long term capital and operating costs for capital infrastructure required for the service.

One standard that could be used in scrutinizing the above-referenced costs is the current level of operating costs per capita. Another more detailed standard that goes beyond the specific requirements of the Act, would be the anticipated impact on tax and user rate levels, as determined by the application of a full fiscal impact model, as in the case of the Mayfield West analysis.

The revenue to be generated by the DC by-law during its life of up to five years, will be determined by the quantum of the charge, the amount and type of development occurring and the impact of the rules regarding exemptions, phasing in, indexing, land redevelopment, etc. The net stream of revenue which results, in concert with Town policy with respect to front-ending agreements and long term debt, will determine the rate at which the Town is able to construct the works which underlie the development charge. Consideration of these revenue streams would normally occur as part of the Town's annual Capital Budget and Forecasting process.

Appendix D contains the Long Range Capital and Operating Cost examination applicable in this case.

7.3 Consultation

In addition to the statutory public meeting and Council workshops, a consultation meeting with the development community was held on April 24, 2014, to review the proposed capital program, growth forecast and calculation assumptions, as well as the proposed charge and associated policies.

7.4 The By-law Adoption Process

7.4.1 *Public Meeting of Council*

Section 12 of the DCA, 1997 indicates that before passing a development charge by-law, Council must hold at least one public meeting, giving at least 20 clear days notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and

background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, the Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, the Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the OMB.

7.5 By-law Implementation

7.5.1 Introduction

Once the Town has calculated the charge, prepared the complete Background Study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters. These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections which follow, overview requirements in each case.

7.5.2 Notice of Passage

In accordance with s.13 of the DCA, when a DC by-law is passed, the municipal clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given not later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

Section 10 of O.Reg. 82/98 further defines the notice requirements, which are summarized as follows:

- Notice may be given by publication in a newspaper, which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax or mail to every owner of land in the area to which the by-law relates.
- s.s.10(4) lists the persons/organizations who must be given notice.
- s.s.10(5) lists the eight items which the notice must cover.

7.5.3 By-law Pamphlet

In addition to the "notice" information, the municipality must prepare a "pamphlet" explaining each development charge by-law in force, setting out:

- a description of the general purpose of the development charges;
- the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the development charges relate; and

- a general description of the general purpose of the Treasurer's statement and where it may be received by the public.

Where a by-law is not appealed to the OMB, the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The Town must give one copy of the most recent pamphlet without charge, to any person who requests one.

7.5.4 Appeals

Sections 13-19 of the DCA, 1997 set out requirements relative to making and processing of a DC by-law appeal and OMB Hearing in response to an appeal. Any person or organization may appeal a DC by-law to the OMB by filing with the municipal clerk a notice of appeal, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

7.5.5 Complaints

A person required to pay a development charge, or his agent, may complain to the Town Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the credit to be used against the development charge was incorrectly determined; or
- there was an error in the application of the development charge.

Sections 20-25 of the DCA, 1997 set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a DC (or any part of it) is payable. A complainant may appeal the decision of Municipal Council to the OMB.

7.5.6 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement, which provides for the costs of a project, which will benefit an area in the municipality to which the DC by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future, by persons who develop land defined in the agreement. Front-end financing arrangements with Caledon landowners have been discussed in general terms and are expected to be considered in greater detail subsequently, once more detailed development, project timing and cost information is available.

Part III of the DCA, 1997 (Sections 44-57) addresses front-ending agreements and removes some of the obstacles to their use, which were contained in the DCA, 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Town funds being available.

7.5.7 Severance and Subdivision Agreement Conditions

Section 59 of the DCA, 1997 prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s.51 or s.53 of the *Planning Act*, except for:

- “local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the *Planning Act*,”
- “local services to be installed or paid for by the owner as a condition of approval under Section 53 of the *Planning Act*.”

It is also noted that s.s.59(4) of the DCA, 1997 requires that the municipal approval authority for a draft plan of subdivision under s.s.51(31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the development charges related to the development, at the time the land is transferred.

APPENDIX A
ANTICIPATED DEVELOPMENT IN CALEDON

APPENDIX A - ANTICIPATED DEVELOPMENT IN CALEDON 2013-2031

A.1 Requirement of the Act

Chapter 1 provides the methodology for calculating a development charge as per the *Development Charges Act, 1997*. Figure 1-2 presents this methodology graphically. It is noted with respect to the first box of the schematic that in order to determine the development charge that may be imposed, it is a requirement of Section 5 (1) of the *Development Charges Act* that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

The growth forecast contained in this Appendix estimates the anticipated development for which the Town of Caledon will be required to provide services, over a 10-year (mid 2013-mid 2023), and 18-year (mid 2013-mid 2031) time horizon.

A.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

In compiling the growth forecast for the Town of Caledon, the following other reports were consulted to assist in assessing annual residential and non-residential development activity over the forecast period, including:

- **Official Plan Amendment (OPA No. 226) – Provincial Policy Conformity Amendment of the Town of Caledon, 2012** – The population forecasts contained in the 2014 DC Background Study are consistent with the 2021 and 2031 population, housing and employment growth analysis contained within the Town’s 2012 OP Amendment.
- **Town of Caledon 2009 Development Charge Background Study** – The population, housing and employment forecasts contained within the Town of Caledon 2009 DC Background Study have been reviewed and updated regarding the amount, location and timing of growth identified for Caledon.

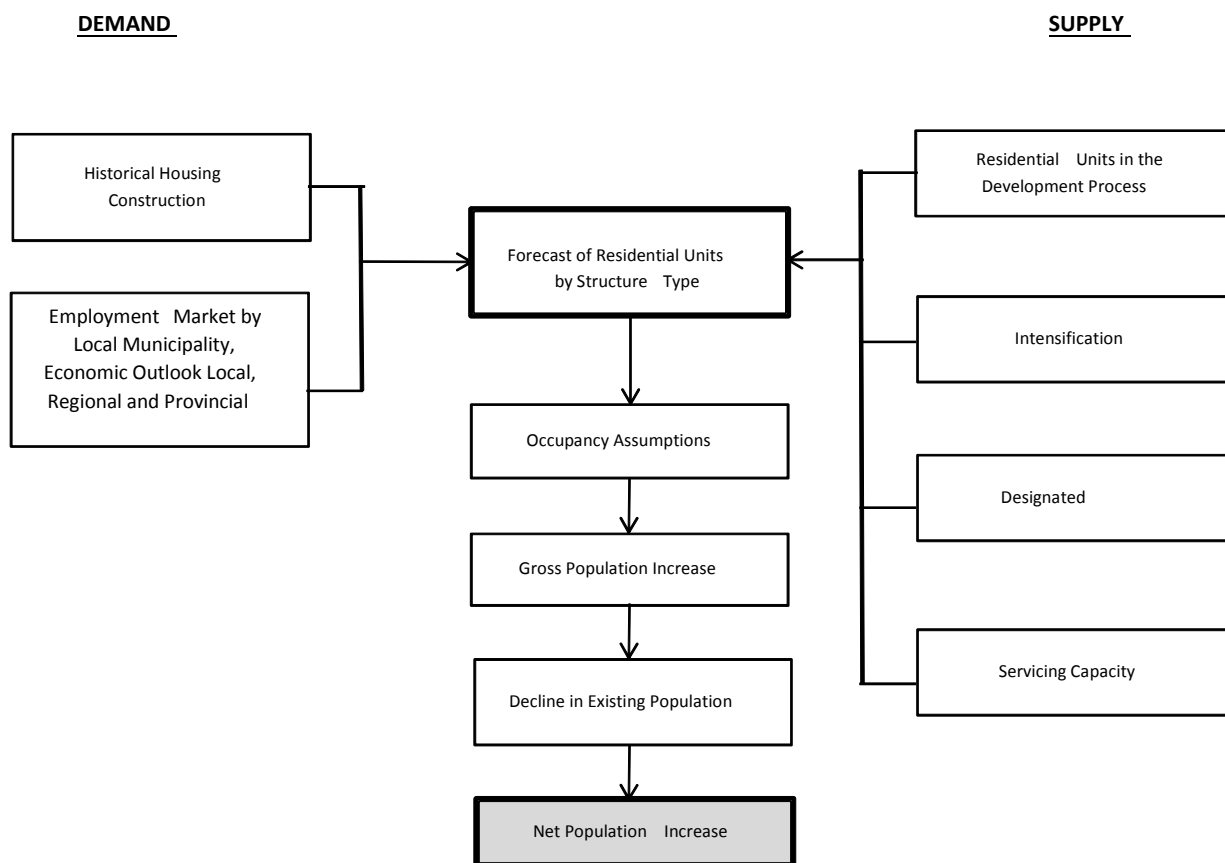
A.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in this Appendix and the methodology employed is illustrated in Figure A-1. The discussion provided herein summarizes the anticipated growth for the Town and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in *Schedule 1*.

The Town's population is anticipated to reach approximately 87,800 by 2023, and 103,650 by 2031, resulting in an increase of 24,280 and 40,130 persons over the 10-year and 18-year forecast periods, respectively.¹

FIGURE A-1

HOUSEHOLD FORMATION-BASED POPULATION AND HOUSEHOLD PROJECTION MODEL



1. Unit Mix (Appendix A – Schedules 1, and 6)

- The unit mix for the Town, outlined in *Schedule 1*, was derived from an analysis of the Town's short-term residential supply, as well as through an analysis of historical development activity (as per *Schedule 6*).
- Based on the above indicators, the 18-year household growth forecast is comprised of a unit mix of 68% low density (single family and semi-detached), 20% medium density (multiples except apartments) and 12% high density (bachelor, 1 bedroom and 2+ bedroom apartments).

¹ Population figures exclude the net Census undercount which is estimated at approximately 4.2%.

2. Geographic Location of Residential Development, Schedules 2a, 2b, and 2c

- *Schedules 2a and 2b* summarize the anticipated population growth (with and without the Census Undercount) allocation for Caledon by built –up, greenfield and rural area. *Schedule 2c* summarizes the Town’s estimate of the gross population in new residential units.

3. Planning Period

- Short-, medium- and long-term time horizons are required for the DC process. The DCA limits the planning horizon for certain services such as parks, recreation and libraries to a 10-year planning horizon. Roads, water and wastewater services utilize a longer planning period.

4. Population in New Units (Schedules 3 through 5)

- The number of permanent housing units to be constructed in Caledon during the short-, medium- and long-term periods is presented on Figure A-2 (an average of approximately 771 total housing units per annum over the 18-year time horizon).
- Population in new units are derived from *Schedules 3, 4, and 5*, which incorporate historical development activity, anticipated units by structure type (see unit mix discussion) and average persons per unit by dwelling type for new units.
- *Schedules 7a and 7b* summarize the average number of persons per unit (PPU) for new housing units by age and structure type, based on 2006 custom Census data for the Town of Caledon and Peel Region. Due to a lack of data at the Town level, the average PPU for new apartment units has been derived from Peel Region data.¹ The total calculated PPU for each density type has been adjusted to account for the downward PPU trend which continues to be experienced in both new and older units, largely due to the aging of the population. For each density type, the adjusted 20-year average PPU is as follows:
 - Low density (single and semi-detached): 3.30
 - Medium density (townhomes and apartments in duplexes): 2.76
 - High density (apartments): 2.00

5. Existing Units and Population Change (Schedules 2, 3, 4 and 5)

- Existing households for mid-2013 are based on the 2011 Census households, plus estimated residential units constructed between mid-2011 and mid-2013, assuming a 6-month lag between construction and occupancy (see *Schedule 3*).
- The decline in average occupancy levels for existing housing units is calculated in *Schedules 3, 4 and 5*, by aging the existing population over the forecast period. The forecast population decline in existing households over the 18-year forecast period is approximately 1,410 persons.

¹ Adjusted based on the ratio of low-density ppu between Town of Caledon and Region of Peel.

6. Employment (Schedules 9a, 9b, 9c, 10 and 11)

- The employment forecast is largely based on activity rate forecasts, which is defined as the number of jobs in a municipality divided by the number of residents. Key employment sectors include primary, industrial, commercial/population-related, institutional, and work at home, which are considered individually below.
- The 2011 employment estimate¹ (place of work) for the Town of Caledon is outlined in *Schedule 9a*. The 2011 employment base is comprised of the following sectors:

○ 410 primary:	2%
○ 3,323 work at home employment:	15%
○ 7,856 industrial:	37%
○ 6,208 commercial/population-related:	29%
○ 3,594 institutional:	<u>17%</u>
Total	100%

- The 2011 employment base, including no fixed place of work (NFPOW), totals approximately 24,128 employees.
- Total employment² for the Town of Caledon is anticipated to reach approximately 41,210 by mid-2023, and 46,000 by 2031. This represents an employment increase of 16,050 for the 10-year forecast period, and 20,840 from 2013 to 2031.
- *Schedule 9b*, summarizes the employment forecast excluding work at home and NFPOW employment, which is the basis for the DC employment forecast. The impact on municipal services from work at home employees is limited, as it has already been largely included in the population forecast. The impacts on municipal services regarding NFPOW employees are less clear, given the transient nature of these employees. Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (GFA) calculation. Accordingly, work at home and NFPOW employees have been removed² from the DC calculation.
- Total employment for the Town of Caledon (excluding work at home and NFPOW employment) is anticipated to reach approximately 33,410 by mid-2023 and 37,390 by mid-2031. This represents an employment increase of approximately 14,500 for the 10-year forecast period and 18,480 during the 18-year forecast period.

7. Non-Residential Sq.ft. Estimates (Gross Floor Area (GFA), Schedule 9c)

- Square footage estimates were calculated in *Schedule 9c*, based on the following average employee density assumptions:

¹ 2011 employment derived by Watson & Associates Economists Ltd.

² Figure includes work at home (WAH) and no fixed place of work (NFPOW).

- 1,400 sq.ft. per employee for industrial;
 - 550 sq.ft. per employee for commercial/population related; and
 - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (GFA) increase is anticipated to be 16,983,800 sq.ft. over the 10-year forecast period, and 21,661,300 sq.ft. to 2031. In terms of percentage growth, the 18-year incremental GFA forecast by sector is broken down as follows:

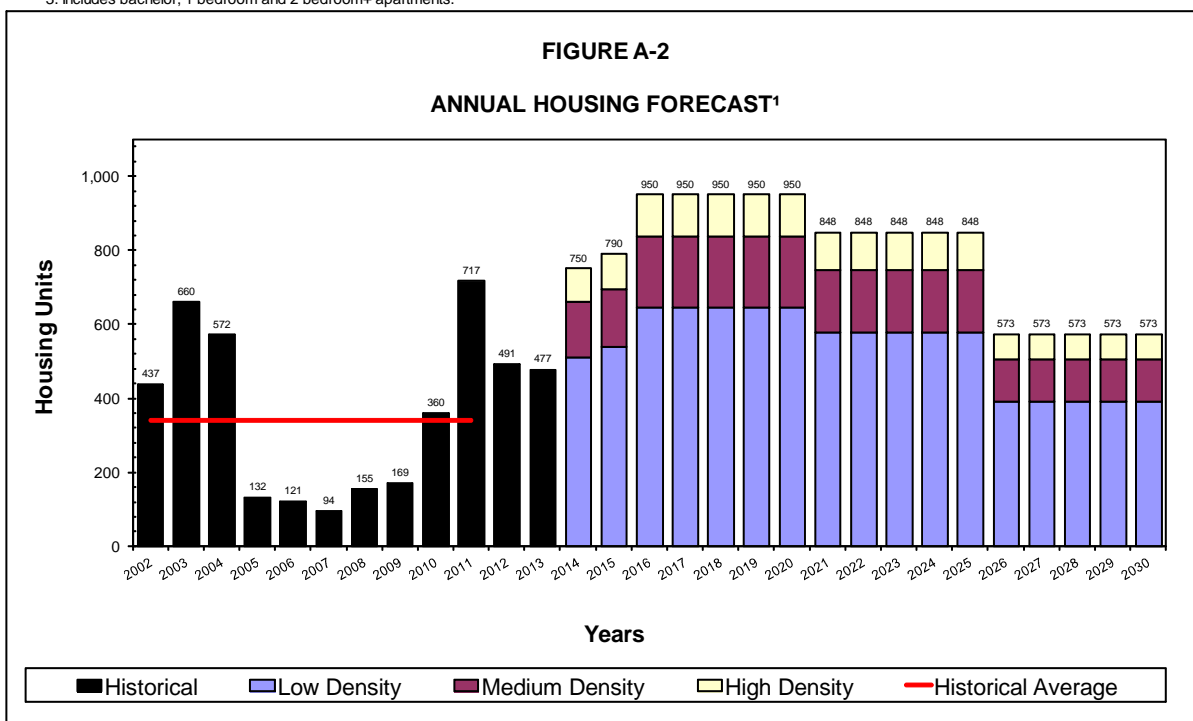
○ industrial:	87%
○ commercial/population-related:	11%
○ institutional:	<u>2%</u>
Total	100%

**SCHEDULE 1
TOWN OF CALEDON
RESIDENTIAL GROWTH FORECAST SUMMARY**

Year	Population (Excluding Census Undercount)	Population (Including Census Undercount) ¹	Housing Units					Total Households	Person Per Unit (PPU)
			Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Other			
Mid 1991	34,965	36,770	10,210	150	315	70	10,745	3.25	
Mid 1996	39,893	41,960	11,515	555	400	75	12,545	3.18	
Mid 2001	50,595	53,210	14,740	855	435	75	16,105	3.14	
Mid 2006	57,050	60,000	16,575	1,140	455	45	18,215	3.13	
Mid 2011	59,460	61,960	17,300	1,185	555	35	19,075	3.12	
Mid 2013	62,890	65,530	18,246	1,443	559	35	20,283	3.10	
Mid 2023	87,800	91,490	24,041	3,152	1,517	35	28,746	3.05	
Mid 2031	103,650	108,000	27,721	4,234	2,167	35	34,157	3.03	
Mid 1991 - Mid 1996	4,928	5,190	1,305	405	85	5	1,800		
Mid 1996 - Mid 2001	10,702	11,250	3,225	300	35	0	3,560		
Mid 2001 - Mid 2006	6,455	6,790	1,835	285	20	-30	2,110		
Mid 2006 - Mid 2011	2,410	1,960	725	45	100	-10	860		
Mid 2011 - Mid 2013	3,430	3,570	946	258	4	0	1,208		
Mid 2013 - Mid 2023	24,910	25,960	5,795	1,709	958	0	8,463		
Mid 2013 - Mid 2031	40,760	42,470	9,475	2,791	1,608	0	13,874		

Source: Watson & Associates Economists Ltd., May, 2013. Derived from Town of Caledon Land Budget to support OPA 226 and Municipal Comprehensive Review (MCR) requirements.

- Forecast Census Undercount estimated at approximately 4.2%. Note: Population Including the Census Undercount has been rounded.
- Includes townhomes and apartments in duplexes.
- Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Source: Historical housing activity (2002-2013) based on Statistics Canada building permits, Catalogue 64-001-X1B

Schedule 2a
Town of Caledon - Population Allocation (Including Net Census Undercount) ¹
As Per Land Budget to Support OPA 226 and Support MCR Requirements

Policy / Settlement Area	2006	2011	2013	2021	2031	2013 - 2031
<u>A) Caledon Built-up Area</u>						
Bolton Existing	26,664	28,140	27,720	28,230	29,550	1,830
Mayfield West	3,356	3,325	3,325	3,350	3,350	25
Caledon East	2,641	2,670	2,670	2,950	2,950	280
Villages (Existing)	5,855	6,065	6,115	6,630	6,630	515
-Alton	1,071	1,065	1,065	1,070	1,070	5
-Caledon	1,580	1,640	1,650	1,730	1,730	80
-Cheltenham	588	630	640	810	810	170
-Inglewood	901	970	1,000	1,050	1,050	50
-Mono Mills	819	810	805	860	860	55
-Palgrave	897	950	960	970	970	10
-Unallocated	-	-	-	140	140	140
Hamlets	1,280	1,242	1,220	1,340	1,340	120
Ind/Comm Centres	204	200	195	180	180	(15)
Total	40,000	41,680	41,240	42,680	44,000	2,750
<u>B) Designated Greenfield Area</u>						
Mayfield West Phase 1	-	1,030	4,915	10,750	13,040	8,125
Caledon East	-	-	390	5,460	5,460	5,070
Total	-	1,030	5,310	16,210	18,500	13,195
<u>C) Future Designated Greenfield Area</u>						
Bolton Expansion Area	-	-	-	-	10,350	10,350
Mayfield West Phase 2	-	-	-	4,070	10,350	10,350
Villages (Alton)	-	-	-	800	800	800
Total	-	-	-	4,870	21,500	21,500
<u>D) Rural Area</u>						
Palgrave	3,439	3,480	3,465	4,870	5,370	1,905
Other Rural	16,561	15,770	15,510	18,370	18,630	3,120
Total	20,000	19,250	18,980	23,240	24,000	5,025
Town Wide Total	60,000	61,960	65,530	87,000	108,000	42,470

Numbers may not add precisely due to rounding

1. 2006 Net Census undercount estimated at approximately 5.2%. Forecast net Census undercount (i.e. 2011 - 2031) estimated at 4.2%.

Schedule 2b
Town of Caledon - Population Allocation (Excluding Net Census Undercount) ¹
As Per Land Budget to Support OPA 226 and Support MCR Requirements

Policy / Settlement Area	2006	2011	2013	2021	2031	2013 - 2031
A) Caledon Built-up Area						
Bolton Existing	25,353	27,040	26,604	27,120	28,390	1,786
Mayfield West	3,191	3,190	3,190	3,190	3,190	-
Caledon East	2,511	2,565	2,562	2,830	2,830	268
Villages (Existing)	5,567	5,813	5,868	6,360	6,360	492
-Alton	1,018	1,020	1,020	1,020	1,020	-
-Caledon	1,502	1,572	1,583	1,660	1,660	77
-Chelthenham	559	600	613	780	780	167
-Inglewood	857	935	960	1,010	1,010	50
-Mono Mills	779	776	772	830	830	58
-Palgrave	853	910	920	930	930	10
-Unallocated	-	-	-	130	130	130
Hamlets	1,217	1,192	1,171	1,290	1,290	119
Ind/Comm Centres	194	194	188	170	170	(18)
Total	38,033	39,994	39,583	40,960	42,230	2,645
B) Designated Greenfield Area						
Mayfield West Phase 1	-	993	4,719	10,320	12,510	7,791
Caledon East	-	-	376	5,240	5,240	4,864
Total	-	993	5,095	15,560	17,750	12,655
C) Future Designated Greenfield Area						
Bolton Expansion Area	-	-	-	-	9,930	9,930
Mayfield West Phase 2	-	-	-	3,910	9,930	9,930
Villages (Alton)	-	-	-	770	770	770
Total	-	-	-	4,670	20,630	20,630
D) Rural Area						
Palgrave	3,270	3,335	3,324	4,670	5,150	1,826
Other Rural	15,747	15,138	14,887	17,630	17,880	2,993
Total	19,017	18,473	18,211	22,300	23,030	4,819
Town Wide Total	57,050	59,460	62,890	83,490	103,640	40,749

Numbers may not add precisely due to rounding

1. 2006 Net Census undercount estimated at approximately 5.2%. Forecast net Census undercount (i.e. 2011 - 2031) estimated at 4.2%.

**SCHEDULE 3
TOWN OF CALEDON
CURRENT YEAR GROWTH FORECAST
MID 2011 TO MID 2013**

		POPULATION
Mid 2011 Population		59,460
Occupants of New Housing Units, Mid 2011 to Mid 2013	<i>Units (2)</i>	1,208
	<i>multiplied by persons per unit (3)</i>	3.18
	<i>gross population increase</i>	3,840
Decline in Housing Unit Occupancy, Mid 2011 to Mid 2013	<i>Units (4)</i>	19,075
	<i>multiplied by ppu decline rate (5)</i>	-0.0215
	<i>total decline in population</i>	-410
Population Estimate to Mid 2013		62,890
<i>Net Population Increase, Mid 2011 to Mid 2013</i>		3,430

(1) 2011 population based on StatsCan Census unadjusted for Census Undercount.

(2) Estimated residential units constructed, Mid 2011 to the beginning of the growth period, assuming a six month lag between construction and occupancy.

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit ¹	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.30	78%	2.58
<i>Multiples (6)</i>	2.76	21%	0.59
<i>Apartments (7)</i>	2.00	0%	0.01
Total		100%	3.18

¹Based on 2011 Census custom database

²Based on Building permit/completion activity

(4) 2011 households taken from StatsCan Census.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhomes and apartments in duplexes.

(7) Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

**SCHEDULE 4
TOWN OF CALEDON
TEN YEAR GROWTH FORECAST
MID 2013 TO MID 2023**

		POPULATION
Mid 2013 Population		62,890
Occupants of New Housing Units, Mid 2013 to Mid 2023	<i>Units (2)</i>	8,463
	<i>multiplied by persons per unit (3)</i>	3.04
	<i>gross population increase</i>	25,748
		25,748
Decline in Housing Unit Occupancy, Mid 2013 to Mid 2023	<i>Units (4)</i>	20,283
	<i>multiplied by ppu decline rate (5)</i>	-0.0413
	<i>total decline in population</i>	-838
		-838
Population Estimate to Mid 2023		87,800
<i>Net Population Increase, Mid 2013 to Mid 2023</i>		<i>24,910</i>

(1) Mid 2013 Population based on:

2011 Population (59,460) + Mid 2011 to Mid 2013 estimated housing units to beginning of forecast period (1,208 x 3.18 = 3,840) + (19,075 x -0.0215 = -410) = 62,890

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit ¹	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.30	68%	2.26
<i>Multiples (6)</i>	2.76	20%	0.56
<i>Apartments (7)</i>	2.00	11%	0.23
<i>one bedroom or less</i>	1.35		
<i>two bedrooms or more</i>	2.30		
Total		100%	3.04

¹ Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2013 households based upon 19,075 (2011 Census) + 1,208 (Mid 2011 to Mid 2013 unit estimate) = 20,283

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhomes and apartments in duplexes.

(7) Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

**SCHEDULE 5
TOWN OF CALEDON
LONG TERM GROWTH FORECAST
MID 2013 TO MID 2031**

			POPULATION
Mid 2013 Population			62,890
Occupants of New Housing Units, Mid 2013 to Mid 2031	<i>Units (2)</i>	13,874	
	<i>multiplied by persons per unit (3)</i>	3.04	
	<i>gross population increase</i>	42,170	42,170
Decline in Housing Unit Occupancy, Mid 2013 to Mid 2031	<i>Units (4)</i>	20,283	
	<i>multiplied by ppu decline rate (5)</i>	-0.0695	
	<i>total decline in population</i>	-1,410	-1,410
Population Estimate to Mid 2031			103,650
<i>Net Population Increase, Mid 2013 to Mid 2031</i>			40,760

(1) Mid 2013 Population based on:

2011 Population (59,460) + Mid 2011 to Mid 2013 estimated housing units to beginning of forecast period (1,208 x 3.18 = 3,840) + (19,075 x -0.0215 = -410) = 62,890

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit ¹	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.30	68%	2.25
<i>Multiples (6)</i>	2.76	20%	0.56
<i>Apartments (7)</i>	2.00	12%	0.23
<i>one bedroom or less</i>	1.35		
<i>two bedrooms or more</i>	2.30		
Total		100%	3.04

¹ Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2013 households based upon 19,075 (2011 Census) + 1,208 (Mid 2011 to Mid 2013 unit estimate) = 20,283

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhomes and apartments in duplexes.

(7) Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

SCHEDULE 6

**TOWN OF CALEDON
HISTORICAL RESIDENTIAL BUILDING PERMITS
YEARS 2004 - 2013**

Year	RESIDENTIAL BUILDING PERMITS			
	Singles & Semi Detached	Multiples ¹	Apartments ²	Total
2004	555	15	2	572
2005	111	18	3	132
2006	98	19	4	121
2007	62	4	28	94
2008	76	3	76	155
Sub-total	902	59	113	1,074
Average (2004 - 2008)	180	12	23	215
% Breakdown	84.0%	5.5%	10.5%	100.0%
2009	130	36	3	169
2010	278	82	0	360
2011	600	113	4	717
2012	346	145	0	491
2013	365	112	0	477
Sub-total	1,719	488	7	2,214
Average (2009 - 2013)	344	98	1	443
% Breakdown	77.6%	22.0%	0.3%	100.0%
2004 - 2013				
Total	2,621	547	120	3,288
Average	262	55	12	329
% Breakdown	79.7%	16.6%	3.6%	100.0%

Sources:

Building Permits - Statistics Canada Publication, 64-001XIB

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

SCHEDULE 7a

TOWN OF CALEDON
PERSONS PER UNIT BY AGE AND TYPE OF DWELLING
(2011 CENSUS)

Age of Dwelling	SINGLES AND SEMI-DETACHED						Adjusted PPU ¹	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	3.124	-	3.013	2.95	
6-10	-	-	2.111	3.465	4.161	3.444	3.37	
11-15	-	-	2.524	3.399	4.641	3.445	3.39	
16-20	-	-	-	3.481	4.170	3.515	3.48	3.30
20-25	-	-	-	3.228	3.692	3.253	3.23	
25-35	-	-	1.750	3.237	3.424	3.182	3.17	
35+	-	2.261	2.153	2.916	3.495	2.857	2.85	
Total	0.921	2.556	2.275	3.191	3.867	3.158		

Age of Dwelling	MULTIPLES ²						Adjusted PPU ¹	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	-	-	-	-	
6-10	-	-	-	2.556	-	2.448	2.41	
11-15	0.083	-	-	3.058	-	3.034	3.00	
16-20	-	-	-	2.907	-	2.894	2.87	2.76
20-25	-	-	-	-	-	2.417	2.41	
25-35	-	-	-	-	-	-	-	
35+	0.200	-	-	-	-	2.474	2.47	
Total	0.429	-	4.652	3.149	-	2.819		

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

2. Includes townhomes and apartments in duplexes.

3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Note: Does not include Statistics Canada data classified as 'Other'

PPU Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population

SCHEDULE 7b

**PEEL REGION
PERSONS PER UNIT BY AGE AND TYPE OF DWELLING
(2011 CENSUS)**

Age of Dwelling	SINGLES AND SEMI-DETACHED						Adjusted Peel PPU ¹	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	3.636	3.280	3.412	4.005	4.931	4.097	4.10	
6-10	3.071	3.228	3.003	3.991	5.283	4.072	4.07	
11-15	3.438	2.821	2.947	3.752	4.840	3.814	3.81	
16-20	-	1.917	3.148	3.675	4.287	3.726	3.73	3.93
20-25	2.895	2.603	3.142	3.481	4.309	3.583	3.58	
25-35	3.750	2.794	2.804	3.330	4.208	3.402	3.40	
35+	1.742	2.322	2.322	2.981	3.824	2.990	2.99	
Total	2.944	2.684	2.705	3.498	4.499	3.555		

Age of Dwelling	MULTIPLES ²						Adjusted Peel PPU ¹	20 Year Average	Targeted PPU for Town of Caledon ⁴
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total			
1-5	-	2.089	2.636	3.192	4.526	3.102	3.10		
6-10	-	2.542	2.656	3.460	4.644	3.404	3.40		
11-15	-	2.984	2.915	3.288	4.835	3.299	3.30		
16-20	-	2.623	2.804	3.371	4.886	3.347	3.35	3.29	
20-25	-	2.597	2.436	3.400	4.058	3.347	3.35		
25-35	1.636	2.438	2.605	3.327	4.144	3.250	3.25		
35+	3.143	1.948	2.464	3.059	4.118	3.002	3.00		
Total	3.370	2.372	2.635	3.259	4.325	3.215			

Age of Dwelling	APARTMENTS ³						Adjusted Peel PPU ¹	20 Year Average	Targeted PPU for Town of Caledon ⁴
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total			
1-5	1.667	1.556	2.135	3.304	-	1.946	1.91		
6-10	1.677	1.574	2.173	3.452	-	2.076	2.03		
11-15	2.036	1.747	2.456	3.458	-	2.369	2.33		
16-20	1.885	1.668	2.372	3.340	4.231	2.281	2.26	2.13	
20-25	1.868	1.752	2.304	3.432	5.087	2.339	2.32		
25-35	2.314	1.730	2.535	3.262	3.792	2.445	2.44		
35+	1.767	1.686	2.473	3.223	4.135	2.464	2.46		
Total	1.846	1.674	2.398	3.271	4.198	2.356			

Age of Dwelling	ALL DENSITY TYPES					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	2.310	2.101	2.740	3.661	5.491	3.581
6-10	2.609	2.391	2.698	3.623	5.298	3.573
11-15	2.413	2.002	2.623	3.651	5.023	3.396
16-20	2.341	1.866	2.438	3.649	4.740	3.368
20-25	2.050	1.928	2.631	3.432	4.475	3.163
25-35	2.071	1.848	2.485	3.182	4.445	2.974
35+	1.829	1.787	2.421	2.972	4.096	2.754
Total	2.151	1.921	2.536	3.413	4.797	3.209

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

2. Includes townhomes and apartments in duplexes.

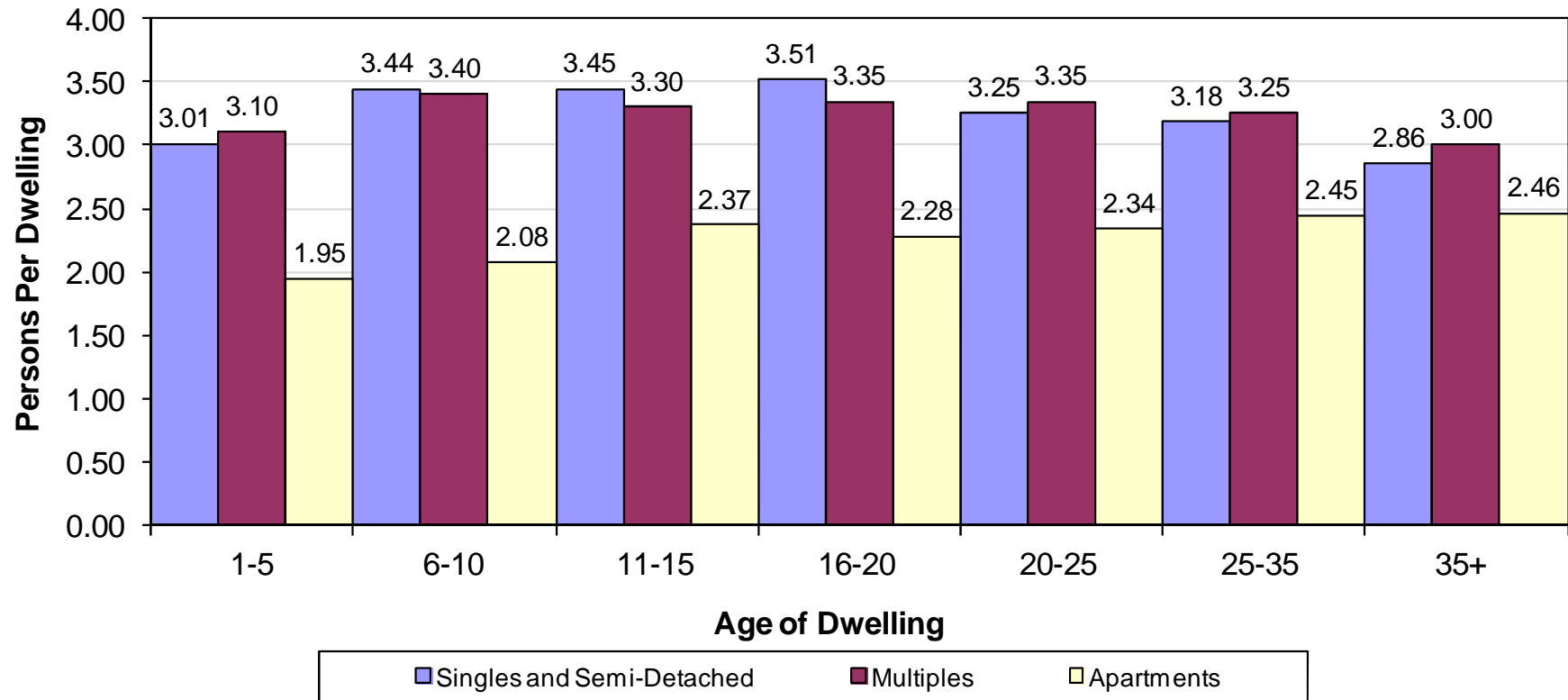
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

4. Adjusted based on ratio of low-density between Town of Caledon and Region of Peel.

Note: Does not include Statistics Canada data classified as 'Other' - Value of 365

Note: Does not include institutional population

**SCHEDULE 8
TOWN OF CALEDON
PERSONS PER UNIT BY STRUCTURAL TYPE AND AGE OF DWELLING
(2011 CENSUS)**



SCHEDULE 9a
TOWN OF CALEDON
EMPLOYMENT (INCLUDING EMPLOYEES WITH NO FIXED PLACE OF WORK) FORECAST, 2013 TO 2031

Period	Population	Activity Rate						Employment							Employment Excluding Work at Home & NFPOW
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	No Fixed Place of Work ¹	Total	
2001	50,595	0.01	0.05	0.14	0.08	0.04	0.32	335	2,780	6,915	4,235	2,170	2,200	18,635	13,655
2006	57,050	0.01	0.05	0.13	0.09	0.05	0.33	370	3,030	7,388	5,128	2,630	2,454	20,999	15,515
2011	59,460	0.01	0.06	0.13	0.10	0.06	0.36	410	3,323	7,856	6,208	3,594	2,737	24,128	18,068
Mid 2013	62,890	0.01	0.05	0.14	0.10	0.06	0.35	410	3,400	8,520	6,400	3,580	2,850	25,160	18,910
Mid 2023	87,800	0.00	0.05	0.22	0.11	0.05	0.43	420	4,200	19,060	9,960	3,970	3,600	41,210	33,410
Mid 2031	103,650	0.00	0.04	0.21	0.11	0.04	0.40	420	4,410	21,970	10,930	4,070	4,200	46,000	37,390
Incremental Change															
2001 - 2006	6,455	0.00	0.00	-0.01	0.01	0.00	0.00	35	250	473	893	460	254	2,364	1,860
2006 - Mid 2013	5,840	0.00	0.00	0.01	0.01	0.01	0.03	40	370	1,133	1,273	950	396	4,161	3,395
Mid 2013 - Mid 2023	24,910	0.00	-0.01	0.08	0.01	-0.01	0.07	10	800	10,540	3,560	390	750	16,050	14,500
Mid 2013 - Mid 2031	40,760	0.00	-0.01	0.08	0.00	-0.02	0.05	10	1,010	13,450	4,530	490	1,350	20,840	18,480
Annual Average															
2001 - 2006	1,291	0.00	0.00	0.00	0.00	0.00	0.00	7	50	95	179	92	51	422	321
2006 - Mid 2013	834	0.00	0.00	0.00	0.00	0.00	0.00	6	53	162	182	136	57	594	485
Mid 2013 - Mid 2023	2,491	0.00	0.00	0.01	0.00	0.00	0.01	1	80	1,054	356	39	75	1,605	1,450
Mid 2013 - Mid 2031	2,264	0.00	0.00	0.00	0.00	0.00	0.00	1	56	747	252	27	75	1,158	1,027

Source: Watson & Associates Economists Ltd., May, 2013.

1. Statistics Canada defines no fixed place of work (NFPOW) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.

SCHEDULE 9b
TOWN OF CALEDON
EMPLOYMENT GROSS FLOOR AREA (GFA) FORECAST, 2013 TO 2031

Period	Employment					Gross Floor Area in Square Feet (Estimated) ¹			
	Primary	Industrial	Commercial/ Population Related	Institutional	Total	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2013	410	8,520	6,400	3,580	18,910				
Mid 2023	420	19,060	9,960	3,970	33,410				
Mid 2031	420	21,970	10,930	4,070	37,390				
Incremental Change									
Mid 2013 - Mid 2023	10	10,540	3,560	390	14,500	14,752,800	1,958,000	273,000	16,983,800
Mid 2013 - Mid 2031	10	13,450	4,530	490	18,480	18,826,800	2,491,500	343,000	21,661,300
Annual Average									
Mid 2013 - Mid 2023	1	1,054	356	39	1,450	1,475,280	195,800	27,300	1,698,380
Mid 2013 - Mid 2031	1	747	252	27	1,027	1,045,933	138,417	19,056	1,203,406

Source: Watson & Associates Economists Ltd., May, 2013.

1. Square Foot Per Employee Assumptions

Industrial	1,400
Commercial/ Population Related	550
Institutional	700

SCHEDULE 9c
TOWN OF CALEDON
ESTIMATE OF THE ANTICIPATED AMOUNT, TYPE AND LOCATION OF
NON-RESIDENTIAL DEVELOPMENT FOR WHICH DEVELOPMENT CHARGES CAN BE IMPOSED

DEVELOPMENT LOCATION	TIMING	INDUSTRIAL GFA S.F. ¹	COMMERCIAL GFA S.F.	INSTITUTIONAL GFA S.F.	TOTAL NON-RES GFA S.F.	EMPLOYMENT INCREASE ²
Bolton	2013 - 2023	8,425,300	318,575	62,400	8,806,275	7,149
	2013 - 2031	10,751,000	405,378	78,400	11,234,778	9,119
Mayfield West	2013 - 2023	5,701,500	1,314,676	94,714	7,110,890	6,326
	2013 - 2031	7,275,000	1,672,888	119,000	9,066,888	8,062
Caledon East	2013 - 2023	-	237,488	83,279	320,767	551
	2013 - 2031	-	302,197	104,632	406,829	698
Tullamore	2013 - 2023	537,600	31,956	-	569,556	282
	2013 - 2031	686,400	40,663	-	727,063	360
Rural	2013 - 2023	88,400	55,305	32,607	176,312	192
	2013 - 2031	114,400	70,374	40,968	225,742	241
Town of Caledon	2013 - 2023	14,752,800	1,958,000	273,000	16,983,800	14,500
	2013 - 2031	18,826,800	2,491,500	343,000	21,661,300	18,480

Source: Watson & Associates Economists Ltd., May, 2013

1. Industrial Square Foot Per Employee Assumptions

Bolton	1300
Mayfield West	1500
Tullamore	2400
Rural	2600

2. Excluding Work at Home and No Fixed Place of Work.

**SCHEDULE 10
TOWN OF CALEDON
NON-RESIDENTIAL CONSTRUCTION VALUE
YEARS 2002 - 2011
(000's 2013 \$)**

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2002	8,102	389	0	8,491	22,551	1,033	7,271	30,855	7,671	503	0	8,174	38,323	1,925	7,271	47,520
2003	9,036	7,082	1,272	17,390	12,857	3,393	0	16,250	14,585	7,038	566	22,189	36,477	17,513	1,839	55,829
2004	4,441	2,099	808	7,348	32,451	3,682	1,220	37,353	707	220	2,807	3,733	37,599	6,000	4,835	48,434
2005	2,653	2,782	586	6,022	15,405	1,532	451	17,388	2,979	535	1,114	4,628	21,037	4,849	2,151	28,038
2006	3,648	1,526	0	5,174	38,366	4,860	3,507	46,734	283	178	0	460	42,297	6,564	3,507	52,368
2007	1,956	4,265	854	7,074	78,998	16,129	7,606	102,733	0	2,249	19,917	22,166	80,954	22,643	28,377	131,973
2008	2,977	1,726	676	5,378	71,413	14,132	1,819	87,364	18,399	685	416	19,500	92,789	16,542	2,911	112,242
2009	3,955	2,065	0	6,020	24,944	13,434	13,630	52,008	26,947	1,012	6,284	34,243	55,846	16,512	19,914	92,271
2010	4,427	814	1,082	6,322	12,362	12,678	8,344	33,384	10,096	1,846	0	11,942	26,884	15,338	9,426	51,648
2011	47,664	1,529	0	49,193	11,458	4,507	0	15,965	10,000	807	0	10,807	69,122	6,843	0	75,965
Subtotal	88,857	24,277	5,277	118,412	320,805	75,381	43,850	440,035	91,665	15,073	31,103	137,842	501,328	114,731	80,230	696,289
Percent of Total	75%	21%	4%	100%	73%	17%	10%	100%	67%	11%	23%	100%	72%	16%	12%	100%
Average	8,886	2,428	528	11,841	32,080	7,538	4,385	44,004	9,167	1,507	3,110	13,784	50,133	11,473	8,023	69,629
% Breakdown				17.0%				63.2%				19.8%				100.0%

SOURCE: STATISTICS CANADA PUBLICATION, 64-001-X1B

Note: Inflated to year-end 2012 (January, 2013) dollars using Reed Construction Cost Index

SCHEDULE 11
TOWN OF CALEDON
EMPLOYMENT TO POPULATION RATIO BY MAJOR EMPLOYMENT SECTOR, 1991 TO 2006

	Year				Change			Comments
	1991	1996	2001	2006	91-96	96-01	01-06	
Employment by industry								
1.0 Primary Industry Employment								Categories which relate to local land-based resources.
1.1 <i>All primary</i>	1,025	1,015	860	715	-10	-155	-145	
Sub-total	1,025	1,015	860	715	-10	-155	-145	
2.0 Industrial and Other Employment								Categories which relate primarily to industrial land supply and demand.
2.1 <i>Manufacturing</i>	2,125	3,170	4,160	4,140	1,045	990	-20	
2.2 <i>Wholesale trade</i>	420	700	990	1,175	280	290	185	
2.3 <i>Construction</i>	1,520	845	995	1,255	-675	150	260	
2.4 <i>Transportation, storage, communication and other utility</i>	827	895	1,518	1,715	68	623	198	
Sub-total	4,892	5,610	7,663	8,285	718	2,053	623	
3.0 Population Related Employment								Categories which relate primarily to population growth within the municipality.
3.1 <i>Retail trade</i>	1,530	1,400	1,605	1,655	-130	205	50	
3.2 <i>Finance, insurance, real estate operator and insurance agent</i>	400	460	525	710	60	65	185	
3.3 <i>Business service</i>	555	945	1,383	1,775	390	438	393	
3.4 <i>Accommodation, food and beverage and other service</i>	1,503	1,820	1,965	2,535	317	145	570	
Sub-total	3,988	4,625	5,478	6,675	637	853	1,198	
4.0 Institutional								
4.1 <i>Government Service</i>	535	760	480	490	225	-280	10	
4.2 <i>Education service, Health, Social Services</i>	1,040	1,480	1,955	2,380	440	475	425	
Sub-total	1,575	2,240	2,435	2,870	665	195	435	
Total Employment	11,480	13,490	16,435	18,545	2,010	2,945	2,110	
Population	34,965	39,893	50,595	57,050	4,928	10,702	6,455	
Employment to Population Ratio								
Industrial and Other Employment	0.14	0.14	0.15	0.15	0.00	0.01	-0.01	
Population Related Employment	0.11	0.12	0.11	0.12	0.00	-0.01	0.01	
Institutional Employment	0.05	0.06	0.05	0.05	0.01	-0.01	0.00	
Primary Industry Employment	0.03	0.03	0.02	0.01	0.00	-0.01	0.00	
Total	0.33	0.34	0.32	0.33	0.01	-0.01	0.00	

Source: Statistics Canada Employment by Place of Work

Note: 1996-2006 employment figures are classified by Standard Industrial Classification (SIC) Code

**APPENDIX B
DEVELOPMENT CHARGE RECOVERABLE COST
CALCULATIONS**

	<u>Page</u>
B-1 Growth-related Studies	B-1
B-2 Fire	B-4
B-3 Parks	B-10
B-4 Indoor Recreation Facilities	B-15
B-5 Libraries	B-19
B-6 Public Works	B-23
B-7 Roads and Related	B-28
B-8 Animal Control	B-46
B-9 POA Court Facilities	B-49

APPENDIX B - DEVELOPMENT CHARGE RECOVERABLE COST CALCULATIONS

B-1 Growth-related Studies

B-1.1 DC Calculation Planning Period

2014-2023

B-1.2 Service Coverage and Capital Program

Coverage: These growth-related studies are potentially applicable to virtually all Departments and Boards in the Town including Planning, Public Works, Fire, Parks and Recreation, Finance and Library.

Capital Program: Includes designated masterplans, feasibility, design, and financing studies, including a minimum of two Development Charge Background Studies.

B-1.3 Local Service and Developer Contribution Policy

Variable, depending on the size and nature of the development area involved.

B-1.4 Level of Service Measurement

The study requirement is based on statutory requirements (e.g. the DCA), the requirements of the Town's Official Plan and overall capital spending levels.

B-1.5 Benefit to Existing Development Deduction

The percentage varies from nil, in the case of Development Charge Background studies, with virtually all in the range of 5 to 50%. The higher percentages are applicable to broader planning and policy studies with indirect growth-related purposes.

B-1.6 Post Period/Excess Capacity Deduction

In some cases, the studies involved, significantly address the needs of anticipated development beyond 2023. Where, as a result, the cost of such studies is larger than would otherwise be the case, and/or the primary focus of the study is on post 2023 development, a deduction has been provided in the DC calculation, for "post 2023 benefit". This deduction is smaller than what was provided in the 2009 DC calculation because:

- Five years of additional growth for the period to 2031, has been added to the end of the ten year planning period involved;
- As indicated above, the deduction has been largely established on a marginal cost basis and averaged across those studies which provide significant post period benefits.

The Town funded \$2,115,000 in study costs 2009-2014, primarily for South/Albion Bolton Urban Expansion (\$1,580,000) as well as Provincial Policy Conformity, Bolton Special Policy Area Update and several other projects. After deducting Benefit to Existing Development (\$275,739),

previous DC Reserve Fund draws (\$276,738), \$546,883 for post period capacity and \$30,469 for the statutory deduction, the remaining \$985,171 is recoverable from 2014-23 development charges. This covers post period capacity deductions that were previously interim funded by the Town from non-DC sources, but are now recoverable from DC revenue within the 2014-23 planning period.

B-1.7 Provision for Grants, Subsidies and Other Contributions

Any funding support has been netted from the costs for which DC funding is sought.

B-1.8 10% Statutory Deduction

A blended overall deduction of 3% has been used for all studies on the basis that 70% of the content of the studies overall will be directly or indirectly applicable for roads, storm drainage and fire, which do not require the 10% deduction.

B-1.9 Use of Existing Reserve Funds

The estimated December 31, 2013 uncommitted DC reserve fund balance has been netted in making the DC calculation for Studies, given the absence of an explicit per capita service level cap.

B-1.10 Residential vs. Non-Residential Split

Net growth-related study costs have been allocated between residential and non-residential development, based on the share of net population increase as a percentage of the sum of the net population and employment increase for the planning period. Based on the ten-year growth forecast, the allocation is approximately 63% residential and 37% non-residential.

i.e.:

24,910 net additional persons	_____
24,910 net additional persons + 14,500 additional employees = 63% residential and 37% non-residential	

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION
MUNICIPALITY: TOWN OF CALEDON

SERVICE: Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing	2013 Gross Capital Cost Estimate	Less:			Less: Other (e.g. 10% Statutory Deduction) ²	Potential DC Recoverable Cost			
				Benefit to Existing Development/ U.E.C. ¹	Post 2023 Benefit	Sub Total		Net Costs Benefiting New Development	Residential Share 63%	Non-Residential Share 37%	
Cost to be Incurred During Term of Proposed By-law											
	South-Albion Bolton Urban Expansion (3rd Leg)		400,000	20,000	5%	114,000	266,000	7,980	258,020	163,087	94,933
	Bolton Transportation Master Plan (2nd Leg)		80,000	40,000	50%	-	40,000	1,200	38,800	24,524	14,276
	OP Guidelines: Aggregate Policy		60,000	30,000	50%	-	30,000	900	29,100	18,393	10,707
	Bolton Commercial Policy Review Update		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	Town-wide Employment Needs Study		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	Long Range Land-Use Implications of the GTA West Corridor		80,000	40,000	50%	12,000	28,000	840	27,160	17,167	9,993
	Density Bonus Policy		50,000	2,500	5%	-	47,500	1,425	46,075	29,123	16,952
	Alton Village Study - Subject to Water Availability Study by the Region		125,000	6,250	5%	35,625	83,125	2,494	80,631	50,965	29,666
	OP 5 Year Review / PPC Exercise		500,000	250,000	50%	-	250,000	7,500	242,500	153,278	89,222
	Urban Boundary Expansions/Municipal Comprehensive Reviews		1,800,000	90,000	5%	513,000	1,197,000	35,910	1,161,090	733,894	427,196
	Community Improvement Plan - Alton		100,000	100,000	100%	-	-	-	-	-	-
	Heritage Designation Studies		100,000	25,000	25%	-	75,000	2,250	72,750	45,983	26,767
	Heritage Conservation District Study - Alton		90,000	45,000	50%	-	45,000	1,350	43,650	27,590	16,060
	Archaeological Master Plan		120,000	60,000	50%	-	60,000	1,800	58,200	36,787	21,413
	Transportation Planning Studies		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	Sustainability Initiatives		100,000	25,000	25%	-	75,000	2,250	72,750	45,983	26,767
	Comprehensive Zoning Bylaw Update		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	SSMP's - Village Studies		500,000	25,000	5%	142,500	332,500	9,975	322,525	203,859	118,666
	Victoria - Employment Expansion		900,000	45,000	5%	256,500	598,500	17,955	580,545	366,947	213,598
	Cultural Heritage Landscapes Inventory Update		40,000	10,000	25%	-	30,000	900	29,100	18,393	10,707
	Built Heritage Inventory Update		90,000	22,500	25%	-	67,500	2,025	65,475	41,385	24,090
	Cultural Heritage Master Plan		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	Settlement Area Boundary Expansion Studies		400,000	20,000	5%	114,000	266,000	7,980	258,020	163,087	94,933
	Bolton Heritage Conservation District Plan and Guidelines		75,000	18,750	25%	-	56,250	1,688	54,563	34,487	20,075
	Heritage Conservation District Study, Plan & Guidelines- Cheltenham		160,000	80,000	50%	-	80,000	2,400	77,600	49,049	28,551
	Snell's Hollow Secondary Plan		50,000	2,500	5%	-	47,500	1,425	46,075	29,123	16,952
	Housing Strategy		105,000	5,250	5%	-	99,750	2,993	96,758	61,158	35,600
	Recreation and Parks Masterplan		200,000	20,000	10%	-	180,000	5,400	174,600	110,360	64,240
	DC Background Study		125,000	-	0%	-	125,000	3,750	121,250	76,639	44,611
	Mayfield West II Studies		1,600,000	80,000	5%	456,000	1,064,000	31,920	1,032,080	652,350	379,730
	Partial Recovery of 2009-14 Town Funding of Post Period		1,838,262	275,739	15%	546,883	1,015,640	30,469	985,171	622,700	362,471
	Sub-total 2014-2018		10,188,262	1,588,489		2,190,508	6,409,265	192,278	6,216,987	3,929,590	2,287,397
Cost to be Incurred Post By-law Term (I.e. beyond 2018)											
	OP 5 Year Review / PPC Exercise		500,000	250,000	50%	-	250,000	7,500	242,500	153,278	89,222
	Heritage Designation Studies		100,000	25,000	25%	-	75,000	2,250	72,750	45,983	26,767
	Transportation Planning Studies		125,000	62,500	50%	-	62,500	1,875	60,625	38,319	22,306
	OP Policy Implementation		125,000	12,500	10%	-	112,500	3,375	109,125	68,975	40,150
	General Zoning Bylaw Update		80,000	40,000	50%	-	40,000	1,200	38,800	24,524	14,276
	Review of Agriculture Policy (OPA 179)		100,000	50,000	50%	-	50,000	1,500	48,500	30,656	17,844
	OP Review		750,000	375,000	50%	112,500	262,500	7,875	254,625	160,942	93,683
	Recreation and Parks Masterplan		200,000	100,000	50%	-	100,000	3,000	97,000	61,311	35,689
	DC Background Study		125,000	-	0%	-	125,000	3,750	121,250	76,639	44,611
	Fire Master Plan		75,000	37,500	50%	-	37,500	1,125	36,375	22,992	13,383
	South Albion-Bolton Settlement Expansion Project		109,250	5,463	5%	-	103,788	3,114	100,674	63,633	37,041
	Mayfield West Phase 2 Completion		88,497	4,425	5%	25,222	58,850	1,766	57,085	36,082	21,003
	Provincial Policy Conformity Exercise		40,000	20,000	50%	-	20,000	600	19,400	12,262	7,138
	Comprehensive Zoning Bylaw Update		5,000	2,500	50%	-	2,500	75	2,425	1,533	892
	Bolton Transportation Master Plan / Transit Feasibility Study (2 Year)		20,000	10,000	50%	-	10,000	300	9,700	6,131	3,569
	Bolton Special Policy Area Update		47,500	2,375	5%	-	45,125	1,354	43,771	27,667	16,105
	Intensification Strategy (P2G)		23,750	1,188	5%	-	22,563	677	21,886	13,833	8,052
	South Albion/Bolton Urban Expansion		1,282,500	64,125	5%	1,096,538	121,838	3,655	118,182	74,700	43,482
	Urban Boundary Expansion/Municipal Comprehensive Reviews		2,000,000	100,000	5%	570,000	1,330,000	39,900	1,290,100	815,437	474,663
	Sub-total beyond 2018		5,796,497	1,162,575		1,804,259	2,829,663	84,890	2,744,773	1,734,897	1,009,876
	Total Estimated Capital Cost		\$ 15,984,759	\$ 2,751,064	\$ -	\$ 3,994,767	\$ 9,238,928	\$ 277,168	\$ 8,961,760	\$ 5,664,487	\$ 3,297,273

¹ Uncommitted excess capacity and inclusive of post planning period capacity, where applicable

² A 3% deduction was made as it is assumed that 70% of the studies will be for roads, storm drainage and fire.

B-2 Fire

B-2.1 DC Calculation Planning Period

2014-2023

B-2.2 Service Coverage and Capital Program

The capital program for Fire includes the construction of a training facility and a new Fire Station to be located between Bolton and Snelgrove with associated vehicles and equipment. In addition, expansions are planned for four of the existing stations. The remaining eligible capital program for the Town includes a new support unit and debenture costs for an aerial truck.

B-2.3 Local Service and Developer Contribution Policy

Not applicable

B-2.4 Level of Service Measurement

Separate schedules follow for Fire facilities (sq.ft. and cost/capita) and vehicles and equipment (number and cost per capita).

B-2.5 Benefit to Existing Development Deduction

Where a new station or vehicle is added or an existing station is expanded, existing areas which are now receiving service may benefit via improved response times. A deduction of 10 to 25% has been made to address this benefit, with the upper end of the range applicable to expanded stations where the amount of growth is proportionately low. A 25% deduction has also been made for the new training facility, as this will benefit both existing development and new growth.

B-2.6 Post Period/Excess Capacity Deduction

The 2023 DC-funded service level for Fire is within the City's 10-year average with the aerial debt cost applicable to the 2009 program. As a result, no post period capacity is involved.

B-2.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated for any of the expenditures.

B-2.8 10% Statutory Deduction

The 10% statutory deduction is not applicable to the Fire Service and therefore no deduction has been made.

B-2.9 Use of Existing Reserve Funds

To be used for the 2009-2013 DC recoverable cost share of these DC projects.

B-2.10 Residential vs. Non-Residential Split

Net growth related costs have been allocated between residential and non-residential development, based on the share of net population increase as a percentage of the sum of the

net population and employment increase over the period. As noted in Section B-1, based on the ten year growth forecast, the allocation is 63% residential and 37% non-residential.

SERVICE: FIRE PROTECTION COMPONENT: FIRE FACILITIES

Municipality: Town of Caledon
 Level of Service Calculation Sheet

Contact :
 Unit Measure: Square Feet of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value (\$/s.f.)
Firehall No. 1 - Alton	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	220
Firehall No. 2 - Bolton	8,497	8,497	8,497	8,497	8,497	8,497	8,497	8,497	8,497	8,497	235
Firehall No. 3 - Caledon East	9,276	9,276	9,276	9,276	9,276	9,276	9,276	9,276	9,276	9,276	237
Firehall No. 4 - Cheltenham	2,149	4,575	4,575	4,575	4,575	4,575	4,575	4,575	4,575	4,575	406
Firehall No. 5 - Inglewood	5,677	5,677	5,677	5,677	5,677	5,677	5,677	5,677	5,677	5,677	211
Firehall No. 6 - Palgrave	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	396
Firehall No. 7 - Snelgrove	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	7,240	208
Firehall No. 8 - Mono Mills	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	2,860	220
Firehall No. 9 - Caledon Village	7,126	7,126	7,126	7,126	7,126	7,126	7,126	7,126	7,126	7,126	264
Portable					3,540	3,540	3,540	3,540	3,540	3,540	117
Fire Administration Building										7,340	83
Total	47,105	49,531	49,531	49,531	53,071	53,071	53,071	53,071	53,071	61,851	248

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Per Capita Level of Service	0.85	0.87	0.87	0.86	0.92	0.92	0.91	0.89	0.86	0.97

10 Year Average	
Quantity (sq.ft./capita)	0.89
Quality (\$/sq.ft.)	248
Combined Quantity/Quality Level (\$/capita)	221

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	221
Eligible Amount	5,505,110

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SERVICE: FIRE PROTECTION COMPONENT: VEHICLES

Municipality: Town of Caledon
 Level of Service Calculation Sheet

Contact :
 Unit Measure: Number of Vehicles

Vehicle Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value (\$/veh.)
Pumpers	10	10	10	10	10	8	8	8	7	7	500,000
Tankers	4	4	4	3	2	2	2	2	2	2	399,000
Pumper/Rescues	9	9	9	9	9	9	9	9	9	9	600,000
Pumper Aerial	1	1	1	1	1	1	1	1	1	1	750,000
Pumper Tankers	6	6	6	6	7	7	7	8	8	8	600,000
Tactical Unit 4x4	0	0	0	0	1	2	2	2	2	2	125,000
Command Unit	1	1	1	1	1	1	1	1	1	1	250,000
Vans	2	2	2	2	2	2	2	2	2	2	55,000
SUVs	3	3	3	3	3	3	3	3	3	3	60,000
Platform Aerial	0	0	0	0	0	0	0	1	1	1	1,500,000
Utility Vehicle	0	0	0	0	0	0	0	1	1	1	70,000
Fire Life Safety Trailer	0	0	0	0	0	0	0	0	1	1	50,000
Utility Trailer	0	0	0	0	0	2	2	2	2	2	6,000
Total	36	36	36	35	36	37	37	40	40	40	453,936

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Level of Service (per 1,000 persons)	0.65	0.63	0.63	0.61	0.63	0.64	0.63	0.67	0.65	0.63

10 Year Average	
Quantity	0.64
Quality (\$/vehicle)	453,936
Combined Quantity/Quality Level (\$/1,000)	290,519
Combined Quantity/Quality Level (\$ capita)	291

Maximum DC Amount (before deductions) 2013-2023	
Forecast Net Population Increase	24,910
\$ per Capita	291
Eligible Amount	7,248,810

Vehicles valued at replacement value including equipment

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SERVICE: FIRE PROTECTION

COMPONENT: EQUIPMENT

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Number of equipment items

Road Type	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value (\$/item)
Auto-extracation	14	13	11	11	12	12	12	12	12	12	53,000
Oxygen Cylinders	54	54	54	54	54	0	0	0	0	0	5,000
Ventilators, Defib, Suction, Pulse	20	20	21	21	22	25	25	25	25	25	15,000
SCBA	150	150	150	150	150	150	150	150	150	150	8,000
Equipped Fire fighters (eg. Bunker gear, pagers, etc.)	235	240	245	250	255	255	255	255	255	255	6,000
SCBA Cylinders	402	402	402	402	402	402	402	402	402	402	1,200
Port-A-Pump, K12, Generators, Bullet Saw, Fans	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	25,000
Hose Appliances	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	50,000
Compressor	0.0	0.0	0.0	0.0	0.0	1.0	2.0	2.0	2.0	2.0	60,000
Radios	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	90,000
Total	902	906	910	915	922	872	873	873	873	873	5,939

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Level of Service (per 1,000 persons)	16.30	15.92	15.95	15.95	16.01	15.06	14.96	14.68	14.15	13.74

10 Year Average	
Quantity (item/1,000 persons)	15.27
Quality (\$/item)	5,939
Combined Quantity/Quality level (\$/1,000)	90,689
Combined Quantity/Quality level (\$/capita)	91

Maximum DC Amount (before deductions)	
Forecast Net Population Increase	24,910
\$ per capita	91
Eligible Amount	2,266,810

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INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

MUNICIPALITY:

TOWN OF CALEDON

B-9

SERVICE:

FIRE

Pj. No.	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing	2013 Gross Capital Cost Est.	Ineligible re: Level of Service	Eligible Increase in Need	Less:			Potential DC Recoverable Cost			
						Benefit to Existing Development/ U.E.C. ¹	Grants, Subsidies & Other Contributions Attrib. to New Development	Sub Total	Net Costs Benefiting New Development	Residential Share 63%	Non-Residential Share 37%	
Already Constructed												
	Aerial Truck Debt (incl. interest)		865,469 ²		865,469	N/A ³		865,469	865,469	547,040	318,429	
Cost to be Incurred During Term of Proposed By-law												
	Addition to Caledon Village Fire Station	2018	600,000		600,000	60,000 10%		540,000	540,000	341,319	198,681	
	Fire Training Facility	2016	2,500,000		2,500,000	625,000 25%		1,875,000	1,875,000	1,185,137	689,863	
	New Emergency Support Unit	2015	600,000		600,000	60,000 10%		540,000	540,000	341,319	198,681	
	Addition to Palgrave Fire Station	2015	600,000		600,000	150,000 25%		450,000	450,000	284,433	165,567	
	Addition to Mono Mills Fire Station	2017	600,000		600,000	150,000 25%		450,000	450,000	284,433	165,567	
	Addition to Alton Fire Station	2016	600,000		600,000	60,000 10%		540,000	540,000	341,319	198,681	
	Additional Fire Station between Snelgrove & Bolton	2014-15	5,700,000		5,700,000	570,000 10%		5,130,000	5,130,000	3,242,535	1,887,465	
	New Pumper/Tanker Vehicle - New Station	TBD	600,000		600,000	60,000 10%		540,000	540,000	341,319	198,681	
	New Pumper/Quint Vehicle - New Station	2018-19	1,000,000		1,000,000	100,000 10%		900,000	900,000	568,866	331,134	
	Equipment - New Station	2018-19	1,100,000		1,100,000	110,000 10%		990,000	990,000	625,752	364,248	
Cost to be Incurred Post By-law Term (i.e. beyond 2018)												
Total Estimated Capital Cost												
			\$ 14,765,469	\$ -	\$ 14,765,469	\$ 1,945,000	\$ -	\$ 12,820,469	\$ 12,820,469	\$ 8,103,473	\$ 4,716,996	

¹ Uncommitted excess capacity and inclusive of post planning period capacity, where applicable

<u>Service</u>	<u>Eligible Amount</u>
Facilities	5,505,110
Vehicles	7,248,810
Equipment	2,266,810
	15,020,730

² \$641,088 principal + \$224,381 interest

³ Truck was 10% tax funded

B-3 Parks

B-3.1 DC Calculation Planning Period

2014-2023

B-3.2 Service Coverage and Capital Program

Projects included in the DC calculation are directed toward developing Neighbourhood, Community, District and Special Purpose parkland, as well as expanding the Town's trail system and providing additional facilities such as playing fields in existing parks.

B-3.3 Local Service and Developer Contribution Policy

With respect to parkland dedications, it is expected that landowners, as part of their subdivision agreements will be responsible for providing lands that is finished grade, with top soil, the provision of underground services, fencing and seeding.

B-3.4 Level of Service Measurement

Separate schedules follow for developed parkland (acres and cost/capita) and developed trails (km and cost of trails and bikeways/capita). A portion of the level of service cap has been reallocated to Indoor Recreation Facilities, where it is needed.

B-3.5 Benefit to Existing Development Deduction

In determining the deduction for benefit to existing development, consideration was given to the nature of the facility, the amount of new development within the anticipated catchment area and the extent to which the project's timing has been delayed (while development has proceeded). The following deductions were applied:

- Nil - hard ball diamonds in Bolton, soccer lighting in Caledon East and Neighbourhood Parks in Mayfield West;
- 5% - all other Neighbourhood Parks, Community Parks in Mayfield West and Caledon East and a Parkette in Cheltenham;
- 10% - a District Park, Special Purpose Parks in Mayfield West and Caledon East and Community Parks in Bolton;
- 15% - trail development and a Tournament Sports Park in Mayfield West.

B-3.6 Post Period/Excess Capacity Deduction

The capital program has been sized to remain within the average service level required to meet the needs of growth over the next ten years.

B-3.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated for the projects involved.

B-3.8 10% Statutory Deduction

A 10% deduction has been made from the DC recoverable costs pursuant to s.s.5(1)8 of the DCA.

B-3.9 Use of Existing Reserve Funds

Existing reserve funds will be allocated toward the portion of project costs deducted as benefit to existing development, in order to address the needs of development 2009-13, that funded the reserve fund balance.

B-3.10 Residential vs. Non-Residential Split

Residents of the Town of Caledon are the primary users of parks facilities in the Town; however it is recognized that a small portion of the users are persons employed in the Town or are visitors. On this basis, the residential share of the growth related need is established as 95%, with the balance allocated to non-residential development.

SERVICE: PARKS

COMPONENT: PARKLAND DEVELOPMENT

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Acres of Parkland

Park Classification and Facilities	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/acre)
Community and District Parks	188.0	190.0	191.5	192.5	192.5	201.5	206.5	206.5	211.5	226.5	180,000
Neighbourhood Parks	68.0	68.0	68.0	68.0	68.0	68.0	70.0	70.0	72.0	72.0	300,000
Local (sub-neighbourhood) parks/parkettes	37.6	37.6	37.8	37.8	37.8	38.8	38.8	38.8	38.8	38.8	500,000
Concrete Skatepark, North Hill Park				1.0	1.0	1.0	1.0	1.0	1.0	1.0	500,000
Subtotal (ac)	293.6	295.6	297.3	299.3	299.3	309.3	316.3	316.3	323.3	338.3	\$247,250
Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554	
Service Level/1,000 persons	5.3	5.2	5.2	5.2	5.2	5.3	5.4	5.3	5.2	5.3	

10 Year Average	
Quantity (ac/1,000)	5.28
Quality (\$/acre)	247,250
Combined Quantity/Quality (\$/1,000 persons)	1,305,480
Combined Quantity/Quality (\$/capita)	1,305

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per 1,000 persons	1,305
Eligible Amount	32,507,550

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SERVICE: PARKS

COMPONENT: PARKLAND DEVELOPMENT (TRAILS)

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Kilometres of trail

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/km)
Developed Trails	43.2	43.2	45.2	45.2	46.2	46.2	46.2	46.2	46.2	46.2	117,040
Trailway Bridge, Hwy. 10			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1,064,000
Subtotal (ac)	43.2	43.2	45.4	45.4	46.4	46.4	46.4	46.4	46.4	46.4	\$120,366
Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554	
Service Level/1,000 persons	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	

10 Year Average	
Quantity (km/1,000)	0.78
Quality (\$/km)	120,366
Combined Quantity/Quality (\$/1,000 persons)	93,885
Combined Quantity/Quality (\$/capita)	94

Maximum DC Amount (before deductions)	
Forecast Net Population Increase	24,910
\$ per capita	94
Eligible Amount	2,341,540

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INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

MUNICIPALITY:

TOWN OF CALEDON

SERVICE:

PARK DEVELOPMENT

Prj. No.	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing	2013 Gross Capital Cost Estimate	Ineligible re: Level of Service	Eligible Increase in Need	Less:			Less: Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost			
						Benefit to Existing Development/ U.E.C. ¹	Grants, Subsidies & Other Contributions Attrib. to New Development	Sub Total		Net Costs Benefiting New Development	Residential Share 95%	Non-Residential Share 5%	
Cost to be Incurred During Term of Proposed By-law													
	Hardball Diamonds (2) - Bolton	2014-18	1,000,000		1,000,000	-	0%		1,000,000	100,000	900,000	855,000	45,000
	Soccer Field Lighting - Caledon East	2014-18	200,000		200,000	-	0%		200,000	20,000	180,000	171,000	9,000
	Special Purpose Parks (2) - Caledon East	2014-18	700,000		700,000	70,000	10%		630,000	63,000	567,000	538,650	28,350
	Neighbourhood Park - Caledon East	2014-18	300,000		300,000	15,000	5%		285,000	28,500	256,500	243,675	12,825
	Community Parks (10 acres) (2) - Mayfield West	2014-18	2,000,000		2,000,000	100,000	5%		1,900,000	190,000	1,710,000	1,624,500	85,500
	Neighbourhood Parks (1 Acre) (2) - Mayfield West	2014-18	600,000		600,000	-	0%		600,000	60,000	540,000	513,000	27,000
	Neighbourhood Park - Alton	2014-18	300,000		300,000	15,000	5%		285,000	28,500	256,500	243,675	12,825
	District Park (50 acres) - Town Wide	2014-18	6,000,000		6,000,000	600,000	10%		5,400,000	540,000	4,860,000	4,617,000	243,000
	Trail Development - Town Wide (North-South Trail Route)	2014-18	798,000		798,000	119,700	15%		678,300	67,830	610,470	579,947	30,524
Cost to be Incurred Post By-law Term (i.e. beyond 2018)													
	Community Parks (5 acres) (2) - Bolton	2019-2023	2,000,000		2,000,000	200,000	10%		1,800,000	180,000	1,620,000	1,539,000	81,000
	Community Parks (5 acres) (2) - Caledon East	2019-2023	2,000,000		2,000,000	100,000	5%		1,900,000	190,000	1,710,000	1,624,500	85,500
	Neighbourhod Park (1 acre) - Mayfield West II	2019-2023	300,000		300,000	-	0%		300,000	30,000	270,000	256,500	13,500
	Neighbourhood Park (1 acre) - Bolton	2019-2023	300,000		300,000	-	0%		300,000	30,000	270,000	256,500	13,500
	Community Park (5 Acres) - Mayfield West II	2019-2023	1,000,000		1,000,000	50,000	5%		950,000	95,000	855,000	812,250	42,750
	Tournament Sports Park (15 Acres) - Mayfield West II by Rec Facility	2019-2023	2,000,000		2,000,000	300,000	15%		1,700,000	170,000	1,530,000	1,453,500	76,500
	Special Purpose Park - Mayfield West II	2019-2023	500,000		500,000	50,000	10%		450,000	45,000	405,000	384,750	20,250
	Parkette - Cheltenham	2019-2023	180,000		180,000	9,000	5%		171,000	17,100	153,900	146,205	7,695
	Trail Development - Town Wide (North-South Trail Route)	2019-2023	798,000		798,000	119,700	15%		678,300	67,830	610,470	579,947	30,524
	Total Estimated Capital Cost		\$ 20,976,000	\$ -	\$ 20,976,000	\$ 1,748,400	\$ -	\$ 19,227,600	\$ 1,922,760	\$ 17,304,840	\$ 16,439,598	\$ 865,242	

¹ Uncommitted excess capacity and inclusive of post planning period capacity, where applicable

Service

Parkland
Trails
Unused service level capacity

Eligible Amount

32,507,550
2,341,540
(4,329,130)
30,519,960
(9,543,960) (transferred from Parks to Recreation)
20,976,000

B-4 Indoor Recreation Facilities

B-4.1 DC Calculation Planning Period

2014-2023

B-4.2 Service Coverage and Capital Program

The program consists of the following major projects – Mayfield West Facilities 1 and 2, Caledon East Phase 3 and an expansion to the Mayfield Recreation Complex to provide two additional pads and two community rooms.

B-4.3 Local Service and Developer Contribution Policy

Not applicable

B-4.4 Level of Service Measurement

A schedule follows for indoor recreation facilities (sq.ft. and cost/capita).

B-4.5 Benefit to Existing Development Deduction

Generally, the provision of additional floor space of recreation facilities at a level that is within the allowable service level cap (e.g. \$/capita of recreation space), would have limited benefit to existing development as it simply assists in maintaining the Town's service level. Every new facility will result in shifts in terms of which users patronize which particular service locations, but if the overall amount of service available per capita doesn't increase, then existing users haven't benefited in that regard. A deduction of 5% has been applied in order to reflect the benefit to existing development of improved access and range of facilities.

B-4.6 Post Period/Excess Capacity Deduction

The capital program has been sized to remain within the average service level required to meet the needs of growth over the next ten years. A significant portion of the cost for the Mayfield West facilities that has been deducted as beyond service level cap is intended to meet the needs of growth beyond the ten year period and can be recovered in future DC by-laws.

B-4.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated for any of the expenditures.

B-4.8 10% Statutory Deduction

A 10% deduction has been made from the DC recoverable costs pursuant to s.s.5(1)8 of the DCA.

B-4.9 Use of Existing Reserve Funds

Existing reserve funds will be allocated toward the portion of project costs that have been determined to be beyond the service level cap (ineligible re level of service) and in some cases, the portion deducted as benefit to existing development, in order to address the needs of development 2009-13, that funded the reserve fund balance.

B-4.10 Residential vs. Non-Residential Split

Residents of the Town of Caledon are the primary users of parks and recreation facilities in the Town; however it is recognized that a small portion of the users are persons employed in the Town or are visitors. On this basis, the residential share of the growth related need is established as 95%, with the balance allocated to non-residential development.

SERVICE: RECREATION

COMPONENT: FACILITIES

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Square Feet of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/s.f.)	Weighted Average		
												Sq.Ft.	Cost	
Albion Bolton Arena	28,000	28,000	28,000	28,000	28,000	28,000	28,000	28,000	28,000	28,000	231	280,000	\$64,680,000	
Albion Bolton Community Centre	29,748	29,748	29,748	29,748	29,748	29,748	29,748	29,748	29,748	29,748	287	297,480	\$85,376,760	
Alton Optimist Hall	5,090	5,090	5,090	5,090	5,090	5,090	5,090	5,090	5,090	5,090	272	50,900	\$13,844,800	
Belfountain Community Hall	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	243	29,940	\$7,275,420	
Bolton Kinsmen	1,437	1,437	1,437	1,437	1,437	1,437	1,437	1,437	1,437	1,437	259	14,370	\$3,721,830	
Caledon Centre for Recreation and Wellness	44,962	44,962	44,962	67,540	67,540	67,540	67,540	67,540	79,983	79,983	364	632,550	\$230,248,200	
Caledon Community Complex	16,118	16,118	16,118	54,516	54,516	54,516	91,543	91,543	91,543	91,543	272	578,074	\$157,236,128	
Caledon Pool	6,471	6,471	6,471	6,471	6,471	6,471	6,471	6,471	6,471	6,471	349	64,710	\$22,583,790	
Caledon Village Place	6,442	6,442	6,442	6,442	6,442	6,442	6,442	6,442	6,442	6,442	243	64,420	\$15,654,060	
Cheltenham Hall	1,188	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	272	21,609	\$5,877,648	
Inglewood Community Centre	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	272	91,820	\$24,975,040	
Lloyd Wilson Arena	24,423	24,423	24,423	24,423	24,423	24,423	24,423	24,423	24,423	24,423	216	244,230	\$52,753,680	
Mayfield Recreation Complex	79,696	79,696	79,696	79,696	79,696	79,696	79,696	79,696	79,696	79,696	292	796,960	\$232,712,320	
Old Caledon Township Hall	5,820	5,820	5,820	5,820	5,820	5,820	5,820	5,820	5,820	5,820	272	58,200	\$15,830,400	
Valleywood Community Room			1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	506	12,000	\$6,072,000	
Victoria Parks Community Centre	2,822	2,822	2,822	2,822	2,822	2,822	2,822	2,822	2,822	2,822	528	28,220	\$14,900,160	
Volunteer Portable	3,600	3,600	3,600	3,600	3,600						228	18,000	\$4,104,000	
Senior Centre - Rotary								6,000	6,000	6,000	289	18,289	\$5,285,521	
Melville White Church	1,485	1,485	1,485	1,485	1,485	1,485	1,485	1,485	1,485	1,485	133	14,850	\$1,975,050	
St.Andrew's Stone Church	1,315	1,315	1,315	1,315	1,315	1,315	1,315	1,315	1,315	1,315	149	13,150	\$1,959,350	
Total	270,793	271,874	273,374	334,350	334,350	330,750	367,777	373,777	386,220	386,220	\$290	3,329,772	\$967,066,157	
														\$290
Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554				
Per Capita Level of Service	4.89	4.78	4.79	5.83	5.81	5.71	6.30	6.29	6.26	6.08				

10 Year Average	
Quantity	5.67
Quality (\$/sq.ft.)	290
Combined Quantity/Quality Level (\$/capita)	1644

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	1644
Eligible Amount	40,952,040 + 2.5% to reflect legislative requirement for accessibility.

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B-5 Libraries

B-5.1 DC Calculation Planning Period

2014-2023

B-5.2 Service Coverage and Capital Program

The capital program for Libraries includes a new branch in Mayfield West with associated collection and improvements for the Bolton Branch.

B-5.3 Local Service and Developer Contribution Policy

Not applicable.

B-5.4 Level of Service Measurement

Separate schedules follow for Library facilities (sq.ft. and cost/capita) and materials (items and cost/capita).

B-5.5 Benefit to Existing Development Deduction

A 5% deduction for benefit to existing development has been applied to each of the library projects to recognize that while the additional floor space and materials planned to be funded from development charges will simply maintain current service level, the new branch and improvements to the existing branch may result in some increase in convenience and service levels for some users.

B-5.6 Post Period/Excess Capacity Deduction

The gross capital costs of the projects have been reduced to remain within the allowable service level cap to meet the needs of new development over the next ten years with a post period capacity provision made of up to \$2.3 million.

5.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated for the DC funded expenditures.

B-5.8 10% Statutory Deduction

A 10% deduction has been made from the DC recoverable costs pursuant to s.s.5(1)8 of the DCA.

B-5.9 Use of Existing Reserve Funds

To be used for the 2009-2013 DC recoverable costs of future DC projects.

B-5.10 Residential vs. Non-Residential Split

Residential users are the main beneficiaries of the library, however, some businesses and other non-residential uses benefit from this service. Thus, the net costs benefiting new development have been allocated 95% to residential and 5% to non-residential, consistent with standard practice.

SERVICE: LIBRARY

COMPONENT: FACILITIES

Municipality:
Service Standard Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Square Feet of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/s.f.)
Bolton	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	340
Alton	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	281
Belfountain	750	750	750	750	750	750	750	750	750	750	186
Caledon Village	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	281
Caledon East	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	281
Inglewood	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	281
Margaret Dunn Valleywood (Mayfield West)	3,600	3,600	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	297
Total	41,450	41,450	42,750	42,750	42,750	42,750	42,750	42,750	42,750	42,750	314

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Per Capita Level of Service	0.75	0.73	0.75	0.75	0.74	0.74	0.73	0.72	0.69	0.67

10 Year Average	
Quantity	0.73
Quality (\$/sq.ft.)	314
Combined Quantity/Quality (\$/capita)	229

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	229
Eligible Amount	5,704,390
	5,847,000 + 2.5% to reflect legislative requirement for accessibility.

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SERVICE: LIBRARY

COMPONENT: COLLECTION

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact:
Unit Measure:

Items of Library Resources

Item Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/item)
Books	130,057	128,562	128,428	127,298	127,207	128,779	128,500	128,320	128,731	126,192	47
Periodicals	1,967	2,022	2,515	2,679	2,517	2,531	2,510	2,300	2,150	2,008	45
Newspapers	22	22	22	22	22	22	22	22	22	22	120
Audio Material (handicapped)	1,701	1,701	1,701	1,701	1,701	1,701	1,701	1,701	1,701	1,701	100
Audio Cassettes	3,101	2,614	2,254	2,197	1,964	2,089	2,111	3,212	3,823	4,641	35
Video Cassettes	7,290	7,016	7,143	6,945	7,129	7,287	7,543	7,935	8,244	8,831	30
Computer Software	705	750	569	508	475	434	432	275	180	138	101
Multi-Media Kits	775	1,297	2,362	3,309	3,913	3,912	3,922	2,502	1,733	338	60
E-Book Subscriptions	1	1	1	1	1	1	1	1	1	1	11,636
Total	145,619	143,985	144,995	144,660	144,929	146,756	146,742	146,268	146,585	143,872	47

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Per Capita Level of Service	2.63	2.53	2.54	2.52	2.52	2.53	2.51	2.46	2.38	2.26

10 Year Average	
Quantity	2.49
Quality (\$/item)	47
Combined Quantity/Quality Level (\$/capita)	117

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	117
Eligible Amount	2,914,470

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B-6 Public Works

B-6.1 DC Calculation Planning Period

2014-2023

B-6.2 Service Coverage and Capital Program

The capital program for Public Works includes vehicles and public works space. The Town is planning to consolidate its works facilities at an expanded, consolidated facility between Bolton and Mayfield West. As a portion of this project involves the replacement of existing space elsewhere, only a portion of the cost applicable to the creation of additional capacity to accommodate growth has been included in the Eligible Increase in Need.

The Town anticipates acquiring a number of additional Public Works vehicles to meet the needs of new development. These vehicles include tandem plows/sanders, 5-tonne trucks, graders, wheel loaders and ½-tonne pickups.

B-6.3 Local Service and Developer Contribution Policy

Not applicable.

B-6.4 Level of Service Measurement

Separate schedules follow for \$ value of vehicles/capita and Works buildings (sq.ft. and cost/capita).

B-6.5 Benefit to Existing Development Deduction

For the Operations Centre expansion portion and Public Works vehicles, no deduction has been made for benefit to existing development as the service level is unchanged for the eligible increase in need.

B-6.6 Post Period/Excess Capacity Deduction

The gross project costs have been reduced to remain within the eligible service level cap to meet the needs of new development over the next ten years with a post period benefit provision made of \$14.3 million.

B-6.7 Provision for Grants, Subsidies and Other Contributions

Not applicable.

B-6.8 10% Statutory Deduction

This is considered to be a service “related to roads” for which there is no 10% deduction required.

B-6.9 Use of Existing Reserve Funds

To be used to fund the 2009-2013 DC recoverable cost of future DC projects.

B-6.10 Residential vs. Non-Residential Split

Net growth related costs have been allocated between residential and non-residential development based on the share of net population increase as a percentage of the sum of the net population and employment increase for the planning period. For the 2014-2031 planning period, the residential allocation is $40,760 \text{ population growth} \div (40,760 \text{ population growth} + 18,480 \text{ employment growth}) = 68.8\%$ residential share.

SERVICE: WORKS DEPARTMENT

SERVICE: FACILITIES

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Square Metres of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/s.m.)
Yard 1 - Castlederg	715	715	835	835	835	1,319	1,319	1,319	1,319	1,319	1,834
Yard 1 - Salt Dome/Trailer	1,505	1,505	1,505	1,505	1,505	1,505	1,505	1,505	1,505	1,505	200
Yard 2 - Quarry Road	1,569	1,569	1,569	1,569	1,569	1,569	1,569	1,569	1,569	1,569	1,834
Yard 2 - Salt Dome	790	790	790	790	790	790	790	790	790	790	200
Yard 3 - Columbia Way/50	400	400	400	400	400	479	479	479	479	479	1,834
Yard 3 - Salt Dome	121	121	121	121	121	121	121	121	121	121	200
Total	5,100	5,100	5,220	5,220	5,220	5,783	5,783	5,783	5,783	5,783	1,113

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Per Capita Level of Service	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.09	0.09

10 Year Average	
Quantity	0.09
Quality (\$/sq.m.)	1,113
Combined Quantity/Quality Level (\$/capita)	\$100

Maximum DC Amount (before deductions)	2013-2031
Forecast Net Population Increase	40,760
\$ per Capita	\$100
Eligible Amount	\$4,076,000

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SERVICE: WORKS DEPARTMENT

COMPONENT: WORKS FLEET

Municipality: Town of Caledon
 Level of Service Calculation Sheet

Contact :
 Unit Measure: Value of Vehicles/Equipment

Equipment Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value (\$/item)
Works Fleet Value (000's \$) ¹	11,257	11,257	10,676	10,676	10,542	8,274	8,940	9,248	9,290	10,129	
	11,257	11,257	10,676	10,676	10,542	8,274	8,940	9,248	9,290	10,129	n/a

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554	
Level of Service (per capita)	203.42	197.83	187.13	186.12	183.08	142.91	153.18	155.53	150.58	159.38	

10 Year Average	
Quantity (items per 1,000 persons)	n/a
Quality (\$/item)	n/a
Combined Quantity/Quality level (\$/capita)	171.92

Maximum DC Amount (before deductions)	2013-2031
Forecast Net Population Increase	40,760
\$ per capita	172
Eligible Amount	7,007,459

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TOWN OF CALEDON

TRANSPORTATION INFRASTRUCTURE ANALYSIS FOR THE DEVELOPMENT CHARGES BY-LAW

April 2014

MMM Group Limited

TABLE OF CONTENTS

	Page
1. INTRODUCTION	B-30
2. METHODOLOGY USED FOR 2014 DEVELOPMENT CHARGES UPDATE	B-30
3. FUTURE SITE TRIP ANALYSIS	B-31
4. ROADS COSTING ANALYSIS	B-31
4.1 Residential / Non-Residential Cost Share	B-31
4.2 Road Improvement Classes	B-32
4.3 Benefit to Existing Development	B-32
4.4 Growth / Non-Growth Proportioning	B-32
5. 2014 ROADS DC COSTS	Appendix

Introduction

The Town of Caledon retained MMM Group Limited to assist in the development of the transportation infrastructure component of the Development Charges Bylaw which must be prepared in accordance with the 1997 Development Charges Act (Bill 98) and the implementing Regulation.

MMM Group was responsible for establishing the portion of the required transportation infrastructure that can be attributed to new development throughout all of Caledon including both the settlement areas and rural areas based on an analysis of future traffic related to the growth and non-growth.

It should be noted that the growth/non-growth proportioning and costing principles used in this analysis are consistent to those used previously in all of the Town's previous Development Charges Studies carried out since 1991.

Methodology Used for 2014 Development Charges Update

The technical analysis that has been carried out for the current Development Charges Update was carried out in a manner to maintain consistency with the previous study undertaken in 2009. The analysis consisted of updating the construction unit prices, updating existing traffic data to current conditions, updating the 2031 proposed land use and updating the future traffic projections in each settlement area, updating the Growth/Non-Growth cost sharing based on current traffic data, reviewing the current Rural road update needs based on future traffic demands, the addition of the improvements in Mayfield West, and the addition of improvements identified in the Caledon Area Transportation Study. The technical analysis was undertaken based on the same methodology that was previously utilized in the 2009 DC Study and as a result most of the road projects in the current DC roads program are similar.

The future growth related site traffic volumes on affected roads were estimated by establishing the change in growth between the land use that had been used in the previous studies and the current proposed 2031 land use. The 2009 DC study was based on the traffic growth that was forecast to occur between 1993 and 2021. The current DC update is based on the traffic growth forecast to occur between 2013 and 2031. A comparison of the difference in total growth forecast by settlements area, village, and hamlet was carried out and a growth factor was calculated to apply to the forecast site trips on specific roads that service each specific area. This analysis revealed an increase in future trips in Mayfield West and reductions in future trips destined to all other areas.

The existing and the forecast 2031 total population used in the 2014 development charges update are shown in Table 1.

Table 1 – Town of Caledon Land Data (2013-2031)

Area	2013 Population	Forecast 2031 Population	Population Growth (‘13-’31)
Rural Service Centres	37,820	72,020	34,200
Villages	5,920	7,130	1,210
Hamlets	1,183	1,290	107
Rural Areas	18,407	23,030	4,623
Industrial/Commercial Centres	190	170	(3)
Total	63,520	103,640	40,120 ¹

¹ Revised to 40,760

Future Site Trip Analysis

The current future site trips were calculated for each part of Caledon and based on a Townwide average rate of 3.0 persons per dwelling unit and 7 trips per dwelling unit. The future site trips were calculated by factoring the site trips by area that were developed for the 2009 DC study to reflect the current population forecasts.

Site trip assignments were made to the area road network based on the same “hand-assigned” methodology that has been used on the past several DC studies. The site trips for each settlement area were further disaggregated to the specific areas being developed within the settlement boundaries. The hand assignments were conducted for each settlement area based on the following principles:

- trips use the Town of Caledon roads to access Regional and MTO roads.
- trips will use Regional and MTO roads for the majority of their trip length because of the higher levels of service experienced on these roads.
- trips will use Town of Caledon roads to begin their trips or for longer distance trips if a significant reduction in distance and travel time can be achieved.
- In the major settlement areas, a significant portion of the trips are assumed to access Regional and MTO roads without using any existing Town of Caledon roads.

Roads Costing ANALYSIS

Residential / Non-Residential Cost Share

Res/Non-Res cost sharing is based on the following assumptions:

- Rural Roads - 100% Residential
- Industrial Roads - 100% Non-Residential
- Settlement Area Roads - 85% Residential / 15% Non-Residential - based on proportion of future Population and Employment growth to 2031 established in the previous DC Studies which reflects high usage of Regional and MTO roads.

Road Improvement Classes

The following road improvement classes have been used for this study:

- Urban Reconstruction (RSS) – reconstruction of roads in urbanized areas with storm sewers
- Rural Reconstruction (REC) – reconstruction with Hot-mix on roads with traffic > 2000 AADT
- Rural Hot Mix Resurfacing (STD B) - roads with traffic > 400 AADT

Benefit to Existing Development

The cost sharing methodology is based on an equitable assessment of benefit to existing. If the required road upgrade is warranted today based on existing traffic then the benefit to existing is calculated based on the percentage of the existing traffic relative to the total future traffic. If an existing road is already paved and is providing acceptable operating conditions to existing users and must be upgraded specifically to handle growth related traffic, the benefit to existing is calculated based on the cost to maintain the existing road over the future 18 year period (resurfacing of road) as a percent of the total required improvement costs. It should be noted that similar cost sharing methodologies have been recently used in the preparation of development charges studies for the City of Mississauga and City of Brampton.

Growth / Non-Growth Proportioning

Future Year 2031 background traffic was estimated based on updated 2010-2013 AADT counts provided by the Town of Caledon. An annual growth in background traffic of 1.5% was assumed for all rural roads to reflect growth in both future site traffic and some component of through traffic growth. The percentage of growth related traffic in 2031 on each Town of Caledon roadway section affected by development was determined by comparing trips on the road link that are attributed to future site growth to the total year 2031 total traffic (background + site trips). The traffic assignments and growth / non-growth proportioning for specific roadway sections are shown in the costing tables under separate cover.

The growth / non-growth cost sharing for the Bolton Arterial Roads that was established in the previous DC studies based on a review of the existing (1993) and future (2021) dwelling unit totals for the Bolton rural service area was used in this study, as shown in Table 2. In order to maintain consistency with the methodology and DC financing plan that was established in the previous DC studies, the proposed growth share for the Bolton Arterial Roads remains at 53% of the construction and property costs.

Table 2 - Bolton Arterial Roads Future Growth / Non-Growth Proportioning

Land Use	Estimated 1993	Forecast 2021
Dwelling Units	3,584	7,595
% Growth	53%	

B-7 Roads and Related

B-7.1 The transportation infrastructure analysis carried out by MMM Group Limited in concert with Caledon staff was documented above.

B-7.2 The pages which follow summarize the growth-related cost share categories and the residential vs. non-residential split categories that were adopted, consistent with the 2009 study.

B-7.3 An explanation is provided for the global Roads funding assumptions that were adopted.

B-7.4 The schedules which follow set out the two Roads capital programs that are involved – Rural and Settlement. These schedules document the share of expenditures by project that is to be funded by residential and non-residential development. Those amounts have been utilized in the development charges calculation in Appendix C.

B-7.5 Growth-related Share Categories – 2014 Settlement Program

The following categories and project inclusions result from the application of the MMM Group Limited methodology.

- 100%
 - Industrial Road, George Bolton Parkway, McEwan Dr., various industrial signals and intersections, industrial area sidewalks, MW collector oversize and intersection signalization.
- 95%
 - Bolton Residential Expansion Area, South Albion-Bolton Employment Lands new connections, Mayfield West-Kennedy Rd., Heart Lake Rd., Main St. Collector, MW Phase 2 McLaughlin Rd., Chinguacousy Rd., Hwy. 410 & Valleywood interchange improvements.
- 90%
 - Alton, Caledon East, Inglewood and some Bolton Roads, pedestrian crossings and traffic calming, Abbotside Way.
- 85%
 - Caledon/King Town Line, Columbia Way, Mount Hope Rd., Mount Pleasant, Mount Wolfe, Old Church.
- 36-84%
 - Portions of Cheltenham, Coleraine Dr. debt, Bolton arterial roads, Hundsen.

- 15-35%
 - Belfountain, Caledon Village, portions of Cheltenham, Queensgate Blvd., Mount Hope, Mount Pleasant.

B-7.6 Growth-related Share – 2014 Rural Roads Program

The following splits result from the MMM Group Limited methodology.

TZ	Total Est. Cost	Growth Share 100% Residential	% of Total
1289	\$58,905,600	\$49,460,576	83.97%
1288	17,237,900	\$11,524,847	66.86%
1296	55,219,700	\$38,248,413	69.27%
1300	14,569,300	\$11,331,485	77.78%
1302	9,951,100	\$6,468,215	65.00%
1304	9,378,000	\$6,095,700	65.00%
1306	4,845,300	\$1,356,684	28.00%
1307	24,303,000	\$10,049,754	41.35%
1308	20,441,200	\$15,763,615	77.12%
Grand Total	\$214,851,100	\$150,299,289	69.96%
Eligible Portion	\$137,910,621	\$50,917,889	36.92%

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B-7.7 Residential vs. Non-residential Split Categories – 2014 Settlement Program

The following splits result from the MMM Group Limited methodology:

- 0% Residential/100% Non-residential
 - Bolton Settlement Area – Industrial Road, George Bolton Parkway, Coleraine Drive (debuture), Mayfield Road, Simpson Road, RR 50 sidewalks, King St. W. sidewalks
 - South Albion Bolton Employment Lands new connections, e.g. N/S corridor, Parr Blvd., George Bolton Parkway extension, McEwan Drive extension, intersection signalization, Healey Road upgrade.
- 30% Residential/70% Non-residential
 - Heart Lake Road, MW Industrial Collector oversize, Main St. collector Village Centre.
- 85% Residential/15% Non-residential
 - All settlement roads, except where otherwise indicated.
- 100% Residential/Nil Non-residential
 - Town lines and sideroads, e.g. Mount Hope, Mount Pleasant, Mount Wolfe, Old Church, Hundsen, Caledon/King Town Line, pedestrian crossing, traffic calming.
 - Rural road program.

B-7.8 Roads Capital Program Funding

The Town of Caledon's share of the growth-related infrastructure will be funded mainly from property taxes allocated to the capital budget program. Utilizing assessment growth revenues and implementing property tax increases, the Town has increased annual tax-funded capital spending by \$8.1 million since 2008/2009 (from \$3.4 million in 2008 to \$11.5 million in 2014). With a current tax levy funded capital program of \$11.5 million annually, the Town intends to continue to increase investments in capital infrastructure through future assessment growth and property tax increases, where appropriate. The Town now has a policy of allocating a portion of assessment growth to capital and plans to debenture for some growth-related infrastructure. Further, with recent changes in the allowable allocation of Federal Gas Tax funding, the Town will be applying Federal Gas Tax funding to more non-growth capital projects and re-allocating the tax levy funding to the growth-related capital infrastructure projects.

B-7.9 Level of Service

The historical Roads level of service is measured in terms of inclusions in the Benchmark Costing Standard (Quality) and lane km/capita (Quantity).

The benchmark costing components are unchanged over the 10 year period, other than standard inflationary increases. As a result, the Town's level of service with respect to this measure is unchanged.

The Town's 10 year lane km/capita by road type is calculated in the following Table and multiplied by the cost per lane km and the 2014-31 growth forecast. Since the residential total cost based on this calculation, is well above the total 2014-31 Roads program cost, the Town is operating within that service level cap as well.

TOWN OF CALEDON 2014 DC Study
10 YEAR HISTORICAL SERVICE LEVEL - ROADS
LANE KM PER CAPITA

Year	Population	Employment	Lane km					Lane km Per Capita ¹				
			Gravel	Rural Road	Semi Urban	Urban	Total	Gravel	Rural Road	Semi Urban	Urban	Total
2004	55,338	20,053	296.9	720.1	182.9	275.5	1475.4	3.9	9.6	2.4	3.7	19.6
2005	56,901	20,526	285.7	731.3	182.9	283.4	1483.3	3.7	9.4	2.4	3.7	19.2
2006	57,050	20,999	277.9	739.1	182.9	286.4	1486.3	3.6	9.5	2.3	3.7	19.0
2007	57,333	21,625	253.3	763.7	182.9	286.8	1486.7	3.2	9.7	2.3	3.6	18.8
2008	57,617	22,251	243.1	773.9	182.9	286.8	1486.7	3.0	9.7	2.3	3.6	18.6
2009	57,900	22,877	243.0	789.3	165.9	306.2	1504.4	3.0	9.8	2.1	3.8	18.6
2010	58,184	23,502	243.0	789.3	165.9	319.1	1517.3	3.0	9.7	2.0	3.9	18.6
2011	59,460	24,128	242.2	789.3	165.9	322.3	1519.7	2.9	9.4	2.0	3.9	18.2
2012	61,490	24,754	241.0	789.3	165.9	331.9	1528.1	2.8	9.2	1.9	3.8	17.7
2013	63,520	25,380	241.0	789.3	165.9	331.9	1528.1	2.7	8.9	1.9	3.7	17.2
Average (2004-2013)	58,479	22,610	256.7	767.5	174.4	303.0	1501.6	3.2	9.5	2.2	3.7	18.5
New Construction Cost (\$/km)			\$ 607,070	\$ 1,108,250	\$ 1,108,250	\$ 1,953,040						
Value of Road System			\$ 77,920,470	\$ 425,268,773	\$ 96,639,400	\$ 295,914,856	\$ 895,743,498					
Forecast 2031	103,640	46,000										
Growth 2014 - 2031	40,120	20,620										
Eligible Additional Lane kms Allowed by 2031 Based on Population and Employment Growth			192.3	574.9	130.6	227.0	1124.8					
Value of Eligible Additional Road Improvements Allowed by 2031 Based on Population and Employment Growth			\$ 58,366,702	\$ 318,549,616	\$ 72,388,207	\$ 221,656,444	\$ 670,960,969					

Notes:

t.b.d. - to be determined

Per Capita - 1000 population + employment

Employment based on 1998 and is linear interpolated

FINDINGS OF ANALYSIS: PROPOSED IMPROVEMENTS RESULT IN LOWER OVERALL SERVICE LEVEL THAN 10 YEAR HISTORICAL AVERAGE

McCormick Rankin Corporation

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TOWN OF CALEDON
DEVELOPMENT CHARGES BYLAW UPDATE STUDY
RURAL ROADS WORKS PROGRAM
Based on 2009 DC Program, 2009 to 2013 Improvements and Current Road Unit Prices

SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH	TOTAL EST. COST	SHARE DUE TO		SHARE DUE TO	
						GROWTH	\$	RES. DEV.	\$
				km		%		%	
TRAFFIC ZONE 1289:									
A001	Innis Lake Road	Mayfield Rd.	Healey Road	3.0	\$3,324,000	75%	\$2,493,000	100%	\$2,493,000
A003	Innis Lake Road	Healey Road	King St. W	3.1	\$3,434,800	75%	\$2,576,100	100%	\$2,576,100
	Innis Lake Road	King St.	200m South of Old Church Road	6.3	\$6,980,400	75%	\$5,235,300	100%	\$5,235,300
A025	Centreville Creek Rd.	King St.	Castlederg SDR	3.0	\$3,324,000	85%	\$2,825,400	100%	\$2,825,400
	Centreville Creek Rd.	Mayfield Rd.	King St.	6.1	\$6,758,800	85%	\$5,744,980	100%	\$5,744,980
A037	Humber Station Rd.	Healey Road	Mayfield Rd	3.0	\$5,805,000	90%	\$5,224,500	100%	\$5,224,500
A039	Humber Station Rd.	2.8 km N of Healey (Belomat Ct)	Healey Road	2.8	\$3,102,400	85%	\$2,637,040	100%	\$2,637,040
A041	Humber Station Rd.	King St.	2.8 km N of Healey	0.3	\$332,400	24%	\$79,776	100%	\$79,776
A043	Humber Station Rd.	0.4 km N of King St	King St. W	0.4	\$443,200	85%	\$376,720	100%	\$376,720
A045	Humber Station Rd.	Castlederg SRD	0.4 km N of King St	2.6	\$2,880,800	85%	\$2,448,680	100%	\$2,448,680
A067	Duffy's Lane	1.9 km N of King St W	Castlederg SRD	1.7	\$1,883,600	85%	\$1,601,060	100%	\$1,601,060
A123	Healey Rd	Airport Road	Innis Lake Rd	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
A125	Healey Rd	Innis Lake Rd	Centreville Creek Rd	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
A127	Healey Rd	Centreville Creek Rd	The Gore Rd	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
A129	Healey Rd	The Gore Rd	Humber Station Rd	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
A131	Healey Rd	Humber Station Rd	Coleraine Dr.	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
A137	Castlederg SRD	Innis Lake Rd	Centreville Creek Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A139	Castlederg SRD	Centreville Creek Rd	The Gore Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A141	Castlederg SRD	The Gore Rd	Humber Station Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A143	Castlederg SRD	Humber Station Rd	0.5 km E	0.5	\$554,000	85%	\$470,900	100%	\$470,900
A145	Castlederg SRD	Duffy's Lane	0.9 km W	0.9	\$997,200	85%	\$847,620	100%	\$847,620
A147	Castlederg SRD	Duffy's Lane	Regional Road 50	0.8	\$886,400	85%	\$753,440	100%	\$753,440
TOTALS				45.7	\$58,905,600		\$49,460,576		\$49,460,576
TRAFFIC ZONE 1288:									
CG001	Heritage Rd.	Mayfield Rd	Old School Rd	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
CG013	Creditview Rd	Mayfield Rd	Old School Rd.	3.0	\$3,324,000	85%	\$2,825,400	100%	\$2,825,400
CG023	Chinguacousy Rd.	Old School Rd	Mayfield Rd	3.0	\$3,324,000	85%	\$2,825,400	100%	\$2,825,400
CG031	McLaughlin Rd.	MW2 Limit	Old School Rd	1.8	\$1,994,400	23%	\$458,712	100%	\$458,712
CG057	Bramalea Road	Mayfield Rd	Old School Rd.	3.1	\$3,434,800	60%	\$2,060,880	100%	\$2,060,880
CG063	Torbram Road	REG. RD. 14	Old School Rd.	3.2	\$3,545,600	65%	\$2,304,640	100%	\$2,304,640
TOTALS				17.2	\$17,237,900		\$11,524,847		\$11,524,847
TRAFFIC ZONE 1296:									
CG003	Heritage Rd	Old School Rd	0.2 km S of King St	2.8	\$1,458,800	65%	\$948,220	100%	\$948,220
CG005	Heritage Rd	0.2 km S of King St	King St	0.2	\$104,200	65%	\$67,730	100%	\$67,730
CG007	Heritage Rd	King St	0.7 km N of King St	0.7	\$364,700	65%	\$237,055	100%	\$237,055
CG009	Heritage Rd	0.7 km N of King St	North End	1.7				100%	
CG011	Rockside Rd	Ballinafad Rd	Olde Base Line Rd	1.2				100%	
CG015	Creditview Rd	Old School Rd	King St	3.1	\$3,434,800	85%	\$2,919,580	100%	\$2,919,580
CG021	Creditview Rd	Boston Mills Rd	Olde Base Line Rd	1.2	\$625,200	65%	\$406,380	100%	\$406,380
CG029	Chinguacousy Rd.	Olde Base Line Rd	Boston Mills Rd	1.3				100%	
CG033	McLaughlin Rd.	Old School Rd	1.1 km S of King St	2.0	\$2,216,000	24%	\$531,840	100%	\$531,840
CG035	McLaughlin Rd.	1.1 km S of King St	King St	1.1	\$1,218,800	23%	\$280,324	100%	\$280,324
CG037	McLaughlin Rd.	King St	Boston Mills Rd	3.1	\$3,434,800	85%	\$2,919,580	100%	\$2,919,580
CG039	McLaughlin Rd.	Boston Mills Rd.	Olde Base Line Rd	1.1	\$1,218,800	85%	\$1,035,980	100%	\$1,035,980
CG043	Kennedy Rd.	Old School Rd.	King St	2.7	\$2,991,600	24%	\$717,984	100%	\$717,984
CG045	Kennedy Rd.	King St	Boston Mills Rd.	3.1	\$3,434,800	85%	\$2,919,580	100%	\$2,919,580
CG047	Kennedy Rd.	Boston Mills Rd.	Olde Base Line	1.1	\$1,218,800	85%	\$1,035,980	100%	\$1,035,980

RURAL ROADS WORKS PROGRAM
MRC/MMM Group

SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH		SHARE DUE TO RES. DEV.	
						%	\$	%	\$
CG051	Heart Lake Rd.	Old School Rd.	King St	3.1	\$3,434,800	85%	\$2,919,580	100%	\$2,919,580
CG059	Bramalea Road	King St	Old School Rd.	3.1	\$3,434,800	60%	\$2,060,880	100%	\$2,060,880
CG061	Bramalea Road	King St	Olde Base Line	4.2	\$4,653,600	60%	\$2,792,160	100%	\$2,792,160
CG065	Torbram Road	Old School Rd.	REG. RD. 9	3.2	\$3,545,600	65%	\$2,304,640	100%	\$2,304,640
CG067	Torbram Road	REG. RD. 9	REG. RD. 12	4.2	\$4,653,600	65%	\$3,024,840	100%	\$3,024,840
CG069	Old School Rd	Winston Churchill Blvd	Heritage Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG071	Old School Rd	Heritage Rd	Mississauga Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG073	Old School Rd	Mississauga Rd	Creditview Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG075	Old School Rd	Creditview Rd	Chinguacousy Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG079	Old School Rd	McLaughlin Rd	Huronario St	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG089	Old School Rd	Bramalea Rd	Torbram Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG091	Old School Rd	Torbram Rd	Airport Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
CG093	Ballinfad Rd	Rocksidge Rd	Winston Churchill Blvd	1.4				100%	
CG095	Boston Mills Rd	Mississauga Rd	0.5 km W	0.5				100%	
CG097	Boston Mills Rd	Mississauga Rd	Creditview Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
CG099	Boston Mills Rd	Creditview Rd	Chinguacousy Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
CG101	Boston Mills Rd	Chinguacousy Rd	McLaughlin Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
CG103	Boston Mills Rd	McLaughlin Rd	Huronario St	1.4	\$729,400	65%	\$474,110	100%	\$474,110
CG105	Boston Mills Rd	Huronario St	Kennedy Rd	1.4				100%	
CG107	Boston Mills Rd	Kennedy Rd		1.3				100%	
CG109	Boston Mills Rd		Dixie Rd	1.4				100%	
CG111	Boston Mills Rd	Dixie Rd	Bramalea Rd	1.4				100%	
CG113	Boston Mills Rd	Bramalea Rd	Torbram Rd	1.4				100%	
CG115	Boston Mills Rd	Torbram Rd	Airport Rd	1.4				100%	
TOTALS				69.8	\$55,219,700		\$38,248,413		\$38,248,413
TRAFFIC ZONE 1300:									
A015	Innis Lake Road	Patterson SDR	3.7 km N	3.7				100%	
A017	Glen Haffy Road	Coolihans SDR	1.1 km N	1.1				100%	
A019	Glen Haffy Road	1.1 km N of Coolihans SDR	HWY 9	1.0				100%	
A031	Centreville Creek Rd.	Patterson SDR	Finnerty SDR	3.0				100%	
A033	Centreville Creek Rd.	Finnerty SDR	Coolihans SDR	3.1				100%	
A035	Centreville Creek Rd.	Coolihans SDR	HWY 9	1.1				100%	
A049	Humber Station Rd.	Patterson SRD	Old Church Road	3.0	\$1,563,000	65%	\$1,015,950	100%	\$1,015,950
A051	Humber Station Rd.	Finnerty SRD	Patterson SRD	3.0	\$1,563,000	65%	\$1,015,950	100%	\$1,015,950
A053	Humber Station Rd.	HWY 9	Finnerty SRD	2.5	\$1,302,500	65%	\$846,625	100%	\$846,625
A071	Duffy's Lane	Old Church Rd	0.1 km N	0.1				100%	
A073	Duffy's Lane	Patterson SRD	0.3 km S	0.3				100%	
A075	Duffy's Lane	Patterson SRD	2.4 km N	2.4				100%	
A077	Duffy's Lane	2.4 km N of Patterson SDR	Finnerty SRD	1.0				100%	
A079	Duffy's Lane	Finnerty SDR	HWY 9	1.6				100%	
A161	Patterson SRD	Airport Road	Innis Lake Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A163	Patterson SRD	Innis Lake Rd	Centreville Creek Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A165	Patterson SRD	Centreville Creek Rd	The Gore Rd	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A167	Patterson SRD	The Gore Rd	1.1 km E	1.1	\$1,218,800	85%	\$1,035,980	100%	\$1,035,980
A169	Patterson SRD	1.1 km E of The Gore Rd	Duffy's Lane	1.7	\$1,883,600	85%	\$1,601,060	100%	\$1,601,060
A171	Patterson SRD	Duffy's Lane	Regional Road 50	1.4	\$1,551,200	85%	\$1,318,520	100%	\$1,318,520
A177	Finnerty SRD	Airport Road	1.0 km E	1.0				100%	
A179	Finnerty SRD	1.0 km E of Airport Road	Centreville Creek Rd	1.8				100%	
A181	Finnerty SRD	Centreville Creek Rd	The Gore Rd	1.5				100%	
A183	Finnerty SRD	The Gore Rd	Humber Station Rd	1.4				100%	
A185	Finnerty SRD	Humber Station Rd	Duffy's Lane	1.4				100%	
A187	Finnerty SRD	Duffy's Lane	Regional Road 50	1.4	\$729,400	65%	\$474,110	100%	\$474,110
A191	Coolihans SRD	Airport Road	Glenn Rd	0.2	\$104,200	65%	\$67,730	100%	\$67,730
A193	Coolihans SRD	Glenn Rd	Glen Haffy Rd	1.2				100%	
A195	Coolihans SRD	Glen Haffy Rd	Centreville Creek Rd	1.4				100%	
A197	Coolihans SRD	Centreville Creek Rd	The Gore Rd	1.4				100%	
A199	Coolihans SRD	The Gore Rd		0.5				100%	
TOTALS				48.5	\$14,569,300		\$11,331,485		\$11,331,485

RURAL ROADS WORKS PROGRAM
MRC/MMM Group

SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH		SHARE DUE TO RES. DEV.	
						%	\$	%	\$
TRAFFIC ZONE 1302:									
C007	Shaws Creek Rd.	Olde Base Line	Charleston SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C011	Shaws Creek Rd.	Bush St	Charleston SRD	3.0	\$1,563,000	65%	\$1,015,950	100%	\$1,015,950
C021	Mississauga Rd.	Forks of Credit Rd.	1.5km N	1.5	\$781,500	65%	\$507,975	100%	\$507,975
C023	Mississauga Rd.	Cataract Rd.	1.0km S	1.0	\$521,000	65%	\$338,650	100%	\$338,650
C025	Mississauga Rd.	Charleston SRD	Cataract Rd.	1.2	\$625,200	65%	\$406,380	100%	\$406,380
C035	Creditview Road	Old base Line Rd	0.2km N of the Grange SRD	3.7				100%	
C041	Chinguacousy Rd.		0.3km N	0.3				100%	
C043	Chinguacousy Rd.	0.3km N of Old Base Line Rd	0.5 km N	0.5				100%	
C045	McLaren Rd.	Forks of Credit Rd	The Grange SRD	2.3	\$1,198,300	65%	\$778,895	100%	\$778,895
C055	McLaughlin Rd.	North Limit of Inglewood	The Grange SRD	2.1	\$1,094,100	65%	\$711,165	100%	\$711,165
C057	McLaughlin Rd.	The Grange SRD	Forks of Credit Rd	1.7				100%	
C059	Willoughby Rd.	Escapement SRD	0.5km N	0.5				100%	
C061	Willoughby Rd.	0.5km N of Escarpment SRD	Charleston SRD	0.5				100%	
C147	The Grange SRD	Winston Churchill Blvd	Shaws Creek Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C149	The Grange SRD	Shaws Creek Rd	Mississauga Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C151	The Grange SRD	Mississauga Rd	Creditview Rd	1.4				100%	
C153	The Grange SRD	Creditview Rd	0.7km E of Creditview Rd	0.7				100%	
C155	The Grange SRD	0.7km E of Creditview Rd	McLaren Rd	1.6				100%	
C157	The Grange SRD	McLaren Rd	Hurontario St	2.1	\$1,094,100	65%	\$711,165	100%	\$711,165
C169	Puckering lane	McLaren Rd	West End	1.0				100%	
C171	Escarpment SRD	Willoughby Rd	Hurontario St	1.4				100%	
TOTALS				32.4	\$9,951,100		\$6,468,215		\$6,468,215
TRAFFIC ZONE 1304:									
C077	Kennedy Rd.	0.8km N of Charleston SRD	Beech Grove SRD	2.5	\$1,302,500	65%	\$846,625	100%	\$846,625
C079	Kennedy Rd.	Beech Grove SRD	Highpoint SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C089	Heart Lake Rd.	Charleston SRD	Beech Grove SRD	3.0	\$1,563,000	65%	\$1,015,950	100%	\$1,015,950
C091	Heart Lake Rd.	Beech Grove SRD	Highpoint SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C093	Heart Lake Rd.	Highpoint SRD	HWY 9	1.8	\$937,800	65%	\$609,570	100%	\$609,570
C123	St. Andrew's Rd.	Beech Grove SRD	Charleston SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C197	Beech Grove SRD	Hurontario St	Kennedy St	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C199	Beech Grove SRD	Kennedy St	Heart Lake Rd	1.4				100%	
C201	Beech Grove SRD	Heart Lake Rd	Horseshoe Hill Rd	1.4				100%	
C203	Beech Grove SRD	Horseshoe Hill Rd	St. Andrews Rd	1.4				100%	
C205	Beech Grove SRD	St. Andrews Rd	Mountainview Rd	1.4				100%	
C207	Beech Grove SRD	Mountainview Rd	0.6 km E of Mountainview Rd	1.4				100%	
C209	Beech Grove SRD	0.6 km E of Mountainview Rd	Airport Road	1.4				100%	
C225	Highpoint SRD	Hurontario St	Kennedy St	1.4				100%	
C227	Highpoint SRD	Kennedy St	Heart Lake Rd	1.4				100%	
TOTALS				29.2	\$9,378,000		\$6,095,700		\$6,095,700
TRAFFIC ZONE 1306:									
C051	Porterfield Rd.	Queen St E	Beech Grove SRD	1.6				100%	
C063	Willoughby Rd.	Charleston SRD	Beech Grove SRD	3.0	\$1,563,000	28%	\$437,640	100%	\$437,640
C065	Willoughby Rd.	Beech Grove SRD	0.4km S of Highpoint SRD	2.7	\$1,406,700	28%	\$393,876	100%	\$393,876
C069	Willoughby Rd.	0.4km N of Highpoint SRD	Town Limit	3.6	\$1,875,600	28%	\$525,168	100%	\$525,168
C191	Beech Grove SRD	0.2 km W of Main St.	Porterfield Rd	1.8				100%	
C193	Beech Grove SRD	Porterfield Rd	Willoughby Rd	1.4				100%	
C195	Beech Grove SRD	Willoughby Rd	Hurontario St	1.3				100%	
TOTALS				15.4	\$4,845,300		\$1,356,684		\$1,356,684
TRAFFIC ZONE 1307:									
C001	Winston Churchill Blvd.	Highpoint SRD	Beech Grove SRD	3.1	\$3,434,800	26%	\$893,048	100%	\$893,048
C003	Winston Churchill Blvd.	1.0km S of E Garafraxa	Highpoint SRD	2.6	\$2,880,800	25%	\$720,200	100%	\$720,200
C005	Winston Churchill Blvd.	0.4km S E Garafraxa	1.0km S of E Garafraxa	0.6	\$664,800	25%	\$166,200	100%	\$166,200
C008	Winston Churchill Blvd.	E Garafraxa TL	0.4 km S	3.1	\$3,434,800	24%	\$824,352	100%	\$824,352
C013	Shaws Creek Rd.	Charleston SRD	1.6km N	1.6	\$833,600	65%	\$541,840	100%	\$541,840

RURAL ROADS WORKS PROGRAM
MRC/MMM Group

SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH		SHARE DUE TO RES. DEV.	
						%	\$	%	\$
C015	Shaws Creek Rd.	1.6km N Charleston SRD	Beech Grove SRD	1.6	\$833,600	65%	\$541,840	100%	\$541,840
C017	Shaws Creek Rd.	Beech Grove SRD	Highpoint SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C019	Shaws Creek Rd.	Highpoint SRD	E. Garafraxa - Caledon Tl	3.5	\$1,823,500	65%	\$1,185,275	100%	\$1,185,275
C033	Mississauga Rd.	Highpoint SRD	1.8km N	1.8	\$937,800	65%	\$609,570	100%	\$609,570
C037	Main Street	North Limit of Ailton	Highpoint SRD	1.2	\$625,200	65%	\$406,380	100%	\$406,380
C039	Main Street	Highpoint SRD	E. Garafraxa - Caledon Tl	3.2	\$1,667,200	65%	\$1,083,680	100%	\$1,083,680
C185	Beech Grove SRD	Winston Churchill Blvd	Shaws Creek Rd	1.3	\$677,300	65%	\$440,245	100%	\$440,245
C187	Beech Grove SRD	Shaws Creek Rd	Mississauga Rd	1.4				100%	
C211	Highpoint SRD	Winston Churchill Blvd	Shaws Creek Rd	1.3				100%	
C213	Highpoint SRD	Shaws Creek Rd	Mississauga Rd	1.6				100%	
C215	Highpoint SRD	Mississauga Rd	Main St	1.4				100%	
C217	Highpoint SRD	Main St	1.0 km E of Main St.	1.0	\$521,000	65%	\$338,650	100%	\$338,650
C219	Highpoint SRD	1.0 km E of Main St.	Porterfield Rd	0.7	\$364,700	65%	\$237,055	100%	\$237,055
C229	E. Garafraxa-Caledon T/L	Winston Churchill Blvd	Shaws Creek Rd	1.3	\$1,440,400	26%	\$374,504	100%	\$374,504
C231	E. Garafraxa-Caledon T/L	Shaws Creek Rd	Orangeville T/L	2.3	\$2,548,400	25%	\$637,100	100%	\$637,100
TOTALS				37.7	\$24,303,000		\$10,049,754		\$10,049,754
TRAFFIC ZONE 1308:									
C071	Kennedy Rd.		The Grange SRD	3.1				100%	
C073	Kennedy Rd.	The Grange SRD	Escarpment SRD	3.1				100%	
C075	Kennedy Rd.	Escarpment SRD	0.3km S of Charleston SRD	3.0				100%	
C115	St. Andrew's Rd.	The Grange SRD	Old Base Line	3.1	\$3,434,800	85%	\$2,919,580	100%	\$2,919,580
C117	St. Andrew's Rd.	1.7km S of Escarpment SRD	The Grange SRD	1.5	\$781,500	65%	\$507,975	100%	\$507,975
C119	St. Andrew's Rd.	Escarpment SDR	1.7km S	1.7	\$885,700	65%	\$575,705	100%	\$575,705
C121	St. Andrew's Rd.	Charleston SRD	Escarpment SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C129	Mountainview Rd.	Olde Base Line Rd	1.4km N of Olde base Line Rd	1.4	\$2,709,000	90%	\$2,438,100	100%	\$2,438,100
C131	Mountainview Rd.	1.4km N of Olde base Line Rd	Granite Stone Dr	2.3	\$4,450,500	90%	\$4,005,450	100%	\$4,005,450
C133	Mountainview Rd.	Granite Stone Dr	1.1km N of Granite Stone	1.1	\$573,100	65%	\$372,515	100%	\$372,515
C135	Mountainview Rd.	1.1km N of Granite Stone	Escarpment SRD	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C137	Mountainview Rd.	Escarpment SRD	Charleston SRD	3.1	\$1,615,100	65%	\$1,049,815	100%	\$1,049,815
C159	The Grange SRD	Huronario St	Kennedy St	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C161	The Grange SRD	Kennedy St	Hearth Lake Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C163	The Grange SRD	Hearth Lake Rd	Horseshoe Hill Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C165	The Grange SRD	Horseshoe Hill Rd	St. Andrews Rd	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C167	The Grange SRD	St. Andrews Rd	Mountainview Rd.	1.4	\$729,400	65%	\$474,110	100%	\$474,110
C173	Escarpment SRD	Huronario St	Kennedy Rd	1.4				100%	
C175	Escarpment SRD	Kennedy Rd	Hearth Lake Road	1.4				100%	
C177	Escarpment SRD	Hearth Lake Road	Horseshoe Hill Rd	1.4				100%	
C179	Escarpment SRD	Horseshoe Hill Rd	St. Andrews Rd	1.4				100%	
C181	Escarpment SRD	St. Andrews Rd	Mountainview Rd	1.4				100%	
C183	Escarpment SRD	Mountainview Rd	Airport Rd	1.4				100%	
TOTALS				43.3	\$20,441,200		\$15,763,615		\$15,763,615
GRAND TOTAL				339.2	\$214,851,100	70%	\$150,299,289		\$150,299,289
GRAND TOTAL					\$137,910,621		\$50,917,889		\$50,917,889

RURAL ROADS WORKS PROGRAM
MRC/MMM Group

**TOWN OF CALEDON
DEVELOPMENT CHARGES BYLAW UPDATE STUDY
SETTLEMENT AREAS - ROADS WORKS PROGRAM**

SETTLEMENT AREAS - ROADS WORKS PROGRAM										
SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH %	SHARE DUE TO RES. DEV. %	SHARE DUE TO NON-RES DEV. %	SHARE DUE TO NON-RES DEV. \$	SHARE DUE TO NON-RES DEV. \$
ALTON SETTLEMENT AREA										
SETTLEMENT										
AL019	Queen St. W	Mississauga Rd	John St.	0.6	\$1,161,024	90%	1,044,922	85%	\$888,183	\$156,738
AL021	Queen St. W	John St.	James St	0.2	\$387,008	90%	348,307	85%	\$296,061	\$52,246
AL023	Queen St. W	James St	Emeline St.	0.1	\$193,504	90%	174,154	85%	\$148,031	\$26,123
AL025	Queen St. W	Emeline St.	Main Street	0.6	\$1,161,024	90%	1,044,922	85%	\$888,183	\$156,738
AL057	Main Street	Queen St	0.8 km N	0.2	\$387,008	90%	348,307	85%	\$296,061	\$52,246
TOWN LINES AND SIDEROAD										
SUB-TOTAL ALTON SETTLEMENT AREA					\$3,289,568		2,960,611		\$2,516,520	\$444,092
BELFOUNTAIN SETTLEMENT AREA										
SETTLEMENT										
C009-A	Shaws Creek Rd	The Grange SDR	South Limit of Belfountain	2	\$1,041,200	35%	362,338	85%	\$307,987	\$54,351
C009-B	Shaws Creek Rd	South Limit of Belfountain	Bush Street	1.1	\$2,128,544	35%	740,733	85%	\$629,623	\$111,110
SUB-TOTAL BELFOUNTAIN SETTLEMENT AREA					\$3,169,744		1,103,071		\$937,610	\$165,461
CALEDON VILLAGE SETTLEMENT AREA										
SETTLEMENT										
CV081	Kennedy Rd.	0.8km S of Charleston SRD	Charleston SRD	0.8	\$1,548,032	17%	269,358	85%	\$228,954	\$40,404
CV083	Kennedy Rd	Charleston SRD	0.8km N of Charleston SRD	0.8	\$1,548,032	30%	471,376	85%	\$400,669	\$70,706
SUB-TOTAL CALEDON VILLAGE SETTLEMENT AREA					\$3,096,064		740,733		\$629,622	\$111,110
CALEDON EAST SETTLEMENT AREA										
SETTLEMENT										
CE059	Walker Rd. W	Mountainview Rd	0.6 km E	0.6	\$1,161,024	90%	1,044,922	85%	\$888,183	\$156,738
TOWN LINES AND SIDEROAD										
A010	Innis Lake Road	Patterson SR	1.6 Km N of Old Church Rd	1.5	\$2,902,560	90%	2,612,304	85%	\$2,220,458	\$391,846
A011-A	Innis Lake Road	1.6 Km N of Old Church Rd	0.6m N of Old Church Rd	1	\$1,935,040	90%	1,741,536	85%	\$1,480,306	\$261,230
A011-B	Innis Lake Road	0.6 Km N of Old Church Rd	Old Church	0.6	\$1,161,024	90%	1,044,922	85%	\$888,183	\$156,738
A135	Castlederg SDR	Airport Road	Innis Lake Road	1.4	\$1,551,550	85%	1,318,818	85%	\$1,120,995	\$197,823
SUB-TOTAL CALEDON EAST SETTLEMENT AREA					\$8,711,198		7,762,501		\$6,598,126	\$1,164,375

SETTLEMENT AREAS - ROADS WORKS PROGRAM
MRC/MMM Group

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SETTLEMENT AREAS - ROADS WORKS PROGRAM										
SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH %		SHARE DUE TO RES. DEV. %		SHARE DUE TO NON-RES DEV.
							\$		\$	
CHELTENHAM SETTLEMENT AREA										
SETTLEMENT										
CH003	Mill Street	Mississauga Rd	1.0 km E	1	\$1,935,040	61%	1,178,439	85%	\$1,001,673	\$176,766
CH005	Mill Street	0.1 km E Mississauga Rd	Creditview Rd	0.6	\$1,161,024	61%	707,064	85%	\$601,004	\$106,060
CH009	Station Rd.	Creditview Rd	Chinguacousy Rd	1.6	\$832,960	74%	615,974	85%	\$523,578	\$92,396
CH011	Kennedy Road	Creditview Rd	Credit Road	0.7	\$1,354,528	22%	294,610	85%	\$250,418	\$44,191
CH013	Credit Road	Kennedy Road	0.6km S	0.6	\$1,161,024	39%	454,541	85%	\$386,360	\$68,181
CG017	Creditview Road	Kennedy Road	King Street	2.4	\$4,644,096	30%	1,414,127	85%	\$1,202,008	\$212,119
CG019	Creditview Road	Boston Mills Road	Kennedy Rd	0.7	\$364,420	30%	110,966	85%	\$94,321	\$16,645
TOWN LINES AND SIDEROAD										
CG027	Chinguacousy Rd	Boston Mills Rd	King St	3.1	\$1,613,860	65%	1,049,009	85%	\$891,658	\$157,351
SUB-TOTAL CHELTENHAM SETTLEMENT AREA										
					\$13,066,952		5,824,730		\$4,951,020	\$873,709
INGLEWOOD SETTLEMENT AREA										
SETTLEMENT										
I001	McLaughlin Road	0.5 km N of Olde Base Line	N. Limit of Inglewood	1.5	\$2,902,560	90%	2,612,304	85%	\$2,220,458	\$391,846
C053	McLaughlin Road	Riverdale	0.5 km North of McCoull	1	\$1,935,040	90%	1,741,536	85%	\$1,480,306	\$261,230
SUB-TOTAL INGLEWOOD SETTLEMENT AREA										
					\$4,837,600		4,353,840		\$3,700,764	\$653,076
BOLTON SETTLEMENT AREA										
SETTLEMENT										
B3053	Glasgow Rd.	Deer Valley Dr.	King St W	1	\$1,935,040	90%	1,741,536	85%	\$1,480,306	\$261,230
A117	Caledon/King T/L S	Columbia Way	King St E	2.3	\$4,450,592	85%	3,783,003	85%	\$3,215,553	\$567,450
A207	Columbia Way	Mount Hope Rd	0.5km E	0.5	\$967,520	90%	870,768	85%	\$740,153	\$130,615
A208	Columbia Way	0.5km E	Caledon/King T/L S	0.8	\$1,548,032	85%	1,315,827	85%	\$1,118,453	\$197,374
	Mount Hope Road	Columbia Way	Guardhouse Dr.	0.4	\$208,240	65%	135,356	85%	\$115,053	\$20,303
	Industrial Road	Caledon/King T/L S	Regional Rd. No. 50	0.6	\$1,161,024	100%	1,161,024	0%	\$0	\$1,161,024
	Industrial Road - Land			0.3	\$1,319,328	100%	1,319,328	0%	\$0	\$1,319,328
	G. Bolton Pkwy (E-W Road)	Regional Road No. 50	Coleraine Dr	1.3	\$513,072	100%	513,072	0%	\$0	\$513,072
	G. Bolton Pkwy (E-W Road)	Regional Road No. 50	Albion /Vaughan Rd		\$5,863,680	100%	5,863,680	0%	\$0	\$5,863,680
	McEwan Drive - Land				\$586,368	100%	586,368	0%	\$0	\$586,368
CATS	Albion-Vaughan Rd	widen 2 to 4 lanes			\$6,157,200	90%	5,541,480	85%	\$4,710,257	\$831,223
	Coleraine Drive Debuture				\$9,863,411	47%	4,635,803	0%	\$0	\$4,635,803
OPA 89 ROADS:										
B2073*	B2 Queensgate Blvd	Regional Rd 50	Albion /Vaughan Rd	1.22	\$146,592	28%	40,459	85%	\$34,390	\$6,069
SIGNALS & INTERSECTIONS:										
	Davaston St (Daisy Meadow Lane	@ Albion /Vaughan Rd	lights & turning lane		\$404,594	100%	404,594	85%	\$343,905	\$60,689
	Mayfield Road	@ Pillsworth (Nixon Rd) Extension	lights & turning lane		\$404,594	100%	404,594	0%	\$0	\$404,594
	Pillsworth Rd (Nixon Road)	@ Mayfield Road	100m to N	0.1	\$193,504	100%	193,504	0%	\$0	\$193,504

SETTLEMENT AREAS - ROADS WORKS PROGRAM
MRC/MMM Group

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SETTLEMENT AREAS - ROADS WORKS PROGRAM										
SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH		SHARE DUE TO RES. DEV.		SHARE DUE TO NON-RES DEV.
						%	\$	%	\$	
	Mayfield Road	@ Simpson Road Extension	lights & turning lane		\$404,594	100%	404,594	0%	\$0	\$404,594
	Simpson Road	@ Mayfield Road	100m to N	0.1	\$193,504	100%	193,504	0%	\$0	\$193,504
	Reg. Rd. 50 Sidewalk	Healey Road	Industrial Road	0.9	\$219,888	100%	219,888	0%	\$0	\$219,888
	Reg. Rd. 50 Sidewalk - W/Side	Healey Road	McEwan Drive	0.38	\$432,446	100%	432,446	0%	\$0	\$432,446
	Reg. Rd. 50 Sidewalk - W/Side	McEwan Drive	George Bolton Parkway	0.37	\$439,776	100%	439,776	0%	\$0	\$439,776
	Reg. Rd. 50 Sidewalk - W/Side as part of development servicing	George Bolton Parkway	Mayfield Sideroad	1.28	\$190,570	100%	190,570	0%	\$0	\$190,570
	Reg. Rd. 50 Sidewalk - E/Side	North Sta. 355m	North Sta. 635m	0.28	\$696,312	100%	696,312	0%	\$0	\$696,312
	Reg. Rd. 50 Sidewalk - E/Side	North Sta. 635m	North Sta. 775m	0.24	\$278,525	100%	278,525	0%	\$0	\$278,525
	Reg. Rd. 50 Sidewalk - E/Side	North Sta. 775m	North Sta. 960m	0.19	\$315,173	100%	315,173	0%	\$0	\$315,173
	Reg. Rd. 50 Sidewalk - E/Side	North Sta. 960m	North Sta. 1145m	0.19	\$227,218	100%	227,218	0%	\$0	\$227,218
	Reg. Rd. 50 Sidewalk - E/Side	North Sta. 1145m	Industrial Dive	0.35	\$520,402	100%	520,402	0%	\$0	\$520,402
	Reg. Rd. 50 Sidewalk - E/Side	Industrial Dive	McEwan Drive	0.46	\$498,413	100%	498,413	0%	\$0	\$498,413
	Reg. Rd. 50 Sidewalk - E/Side	McEwan Drive	to CPR	0.6	\$80,626	100%	80,626	0%	\$0	\$80,626
	Reg. Rd. 50 Sidewalk - E/Side	CPR Crossing (Ped Br.)	Ellwood Drive	1.2	\$249,206	100%	249,206	0%	\$0	\$249,206
	King St W. S/Side	Humber Shed Cres.	Harvest Moon Drive	0.53	\$329,832	100%	329,832	0%	\$0	\$329,832
	King St W. E/Side	DeRosa Avenue	Glasgow Road	0.25	\$266,797	100%	266,797	0%	\$0	\$266,797
BOLTON ARTERIAL ROADS **										
ROAD WORKS										
	Albion /Vaughan Rd	Queensgate Boulevard	Regional Rd. 50	3.5	\$6,420,000	53%	3,402,600	85%	\$2,892,210	\$510,390
	Albion /Vaughan Rd	@ CPR Line	Grade Separation		\$9,000,000	53%	4,770,000	85%	\$4,054,500	\$715,500
PROPERTY ACQUISITION										
	Albion /Vaughan Rd	Queensgate Boulevard	Regional Rd. 50		\$1,641,830	53%	870,170	85%	\$739,645	\$130,526
SUB-TOTAL BOLTON SETTLEMENT AREA					\$58,127,902		\$42,896,448		\$19,444,424	\$23,452,024
BOLTON RESIDENTIAL EXPANSION (placeholder based on the Mayfield West 2 figures since the population and densities are similar)										
ROAD WORKS										
	Bolton Residential Expansion Area				\$13,663,422	95%	12,980,251	85%	\$11,033,213	\$1,947,038
SUB-TOTAL BOLTON RESIDENTIAL EXPANSION					\$13,663,422		\$12,980,251		\$11,033,213	\$1,947,038
South-Albion Bolton Employment Lands										
ROAD WORKS										
NEW CONNECTIONS										
	North-South Corridor			4.2	\$8,127,168	95%	7,720,810	0%	\$0	\$7,720,810
	Parr Boulevard			0.6	\$1,161,024	95%	1,102,973	0%	\$0	\$1,102,973
	George Bolton Parkway Extension			0.5	\$967,520	95%	919,144	0%	\$0	\$919,144
	McEwan Drive Extension - West of Coleraine Drive			0.6	\$1,161,024	95%	1,102,973	0%	\$0	\$1,102,973
	Intersection Signalization				\$500,000	95%	475,000	0%	\$0	\$475,000

SETTLEMENT AREAS - ROADS WORKS PROGRAM
MRC/MMM Group

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SETTLEMENT AREAS - ROADS WORKS PROGRAM										
SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH %	SHARE DUE TO RES. DEV. %	SHARE DUE TO NON-RES DEV.		
						\$	\$	\$		
OTHER POTENTIAL PROJECTS										
	McEwan Drive Extension - East of Coleraine Drive			0.6	\$1,161,024	95%	1,102,973	0%	\$0	\$1,102,973
	Healey Road Upgrade (rural to urban) - Coleraine Drive to Humber Station Road			1.4	\$2,709,056	95%	2,573,603	0%	\$0	\$2,573,603
SUB-TOTAL ALBION-BOLTON EMPLOYMENT LANDS							\$14,997,475		\$0	\$14,997,475

Costs based on Mayfield West DC Update Study by Watson & Associates Economists Ltd. (adjusted 2004 Original Costs)

MAYFIELD WEST SETTLEMENT AREA										
SETTLEMENT										
6	Kennedy Rd	N. Limit OPA 208	Old School Rd 620m		\$2,274,587	95%	2,160,857	85%	\$1,836,729	\$324,129
7	Heart Lake Road	Mayfield Rd	N. Limit OPA 208		\$10,887,584	95%	10,343,205	30%	\$3,102,962	\$7,240,244
8	Heart Lake Road	N. Limit OPA 208	Old School Rd		\$2,744,386	95%	2,607,167	30%	\$782,150	\$1,825,017
9	Old School Rd	Highway 10	Dixie Rd		\$9,946,874	90%	8,952,187	85%	\$7,609,359	\$1,342,828
13	Mayfield W. Ind. Coll. Oversize	Kennedy Rd	Dixie Rd		\$1,907,521	100%	1,907,521	30%	\$572,256	\$1,335,265
14	Main St Coll. Village Centre	Streetscaping			\$434,259	95%	412,546	30%	\$123,764	\$288,783
15	Sidewalk and Street Lighting				\$2,375,655	80%	1,900,524	85%	\$1,615,445	\$285,079
16	Intersection Signalization				\$1,341,651	100%	1,341,651	85%	\$1,140,403	\$201,248
	Partial Interchange	Kennedy Road	Hwy 410		\$7,300,000	90%	6,570,000	85%	\$5,584,500	\$985,500
9	Highway 410 - Heart Lake Road Bridge Widening to 5 Lanes				\$2,800,000	95%	2,660,000	85%	\$2,261,000	\$399,000
SUB-TOTAL MAYFIELD SETTLEMENT AREA					\$42,012,517		\$38,855,658		\$24,628,567	\$14,227,090

MAYFIELD WEST SETTLEMENT AREA - PHASE 2										
SETTLEMENT										
1	The Spine Road	Hurontario	east of McLaughlin	1.16	\$2,244,646	100%	2,244,646	85%	\$1,907,949	\$336,697
	The Spine Road - Signalization	Hurontario	east of McLaughlin		\$75,600	100%	75,600	85%	\$64,260	\$11,340
2	The Spine Road	200m east of McLaughlin	200m west of McLaughlin	0.4	\$774,016	100%	774,016	85%	\$657,914	\$116,102
3	The Spine Road	west of McLaughlin	Chinguacousy	1.19	\$2,302,698	100%	2,302,698	85%	\$1,957,293	\$345,405
	The Spine Road - Signalization	west of McLaughlin	Chinguacousy		\$75,600	100%	75,600	85%	\$64,260	\$11,340
6	McLaughlin Road	MW2 limit	264.8 m north of Spine Rd	0.446	\$863,028	95%	819,876	85%	\$696,895	\$122,981
7	Chinguacousy Road	Mayfield Rd	Spine Road	0.95	\$1,838,288	95%	1,746,374	85%	\$1,484,418	\$261,956
18	McLaughlin Rd	Mayfield Rd	1.2 km North		\$7,032,560	40%	2,813,024	85%	\$2,391,070	\$421,954
	Highway 410 and Valleywood Interchange Improvements				\$21,000,000	95%	19,950,000	85%	\$16,957,500	\$2,992,500
SUB-TOTAL MAYFIELD SETTLEMENT AREA PHASE 2					\$36,206,436		\$30,801,834		\$26,181,559	\$4,620,275

SETTLEMENT AREAS - ROADS WORKS PROGRAM										
SECT. No.	ROAD NAME	TO	FROM	SECT. LENGTH km	TOTAL EST. COST	SHARE DUE TO GROWTH %	SHARE DUE TO RES. DEV. \$	SHARE DUE TO RES. DEV. %	SHARE DUE TO NON-RES DEV. \$	SHARE DUE TO NON-RES DEV. \$
PALGRAVE SETTLEMENT AREA										
SETTLEMENT										
P023	Pine Av	Mount Hope Rd	1.3 km W	1.3	\$1,440,725	85%	1,224,616	85%	\$1,040,923	\$183,693
P017	Pine Av	Regional Rd 50	Birch Ave.	0.2	\$387,008	90%	348,307	85%	\$296,060	\$52,247
TOWN LINES AND SIDEROADS										
A083	Mount Hope Rd	Castlederg SRD	Old Church Rd	3.1	\$1,613,860	65%	1,049,009	100%	\$1,049,009	\$0
A087	Mount Hope Rd	1.6 km S	Hundsden SRD	1.6	\$832,960	26%	217,403	100%	\$217,403	\$0
A089	Mount Hope Rd	Hundsden SRD	Pine AVE	0.7	\$364,420	35%	126,818	100%	\$126,818	\$0
A093	Mount Pleasant RD	Caledon/King T/L S	Castlederg SRD	2.9	\$3,213,925	26%	838,834	100%	\$838,834	\$0
A095	Mount Pleasant RD	Castlederg SDR	Old Church Rd	3.1	\$3,435,575	26%	896,685	100%	\$896,685	\$0
A097	Mount Pleasant RD	1.4 km N	Mount Pleasant	1.4	\$1,551,550	85%	1,318,818	100%	\$1,318,818	\$0
A109	Mount Wolfe RD	Hundsden SRD	1.4 km S	1.4	\$1,551,550	85%	1,318,818	100%	\$1,318,818	\$0
A111	Mount Wolfe RD	Hwy 9	Hundsden SRD	0.9	\$997,425	85%	847,811	100%	\$847,811	\$0
A115	Caledon/King T/L N	Halls Lake SDR	Hwy 9	2.1	\$1,093,260	65%	710,619	100%	\$710,619	\$0
A155	Old Church Rd	Regional Road 50	Mount Hope Rd	1.3	\$1,440,725	85%	1,224,616	100%	\$1,224,616	\$0
A157	Old Church Rd	Mount Hope Rd	Mount Pleasant	1.4	\$1,551,550	85%	1,318,818	100%	\$1,318,818	\$0
A173	Hundsden SDR	Mount Hope Rd	Mount Pleasant	1.4	\$728,840	65%	475,568	100%	\$475,568	\$0
A175	Hundsden SDR	Mount Pleasant	Mount Wolfe	1.4	\$728,840	61%	443,864	100%	\$443,864	\$0
SUB-TOTAL PALGRAVE SETTLEMENT AREA					\$20,932,213	79%	12,360,603	64%	\$12,124,664	\$235,942
Pedestrian Crossings and Traffic Calming										
Pedestrian Crossings (\$25,000 per year)					\$300,000	90%	270,000	100%	\$270,000	\$0
Traffic Calming (\$25,000 per year)					\$300,000	90%	270,000	100%	\$270,000	\$0
SUB-TOTAL BELFOUNTAIN SETTLEMENT AREA					\$600,000		540,000		\$540,000	\$0
SETTLEMENT AREA ROAD PROGRAM - SUBTOTAL				TOTALS	223,500,432	79%	176,177,755	64%	113,286,089	62,891,667
CATS RECOMMENDED IMPROVEMENTS										
CATS Study Recommended Improvements from Philips Eng Tech Memo dated Feb 13, 2009 (Costs include 10% Eng + 10% Cont.)										
CATS Study Improvements - Caledon										
SETTLEMENT										
Old School Rd Corridor Intersection Improvements (4 ints)					\$999,600	90%	899,640	85%	\$764,693	\$134,947
SUB-TOTAL CATS REGIONAL ROAD IMPROVEMENTS					\$999,600		899,640		\$764,694	\$134,948
TOTAL CATS ROAD IMPROVEMENTS					\$999,600		\$899,640		\$764,694	\$134,948
SETTLEMENT AREA ROAD PROGRAM - GRAND TOTAL				TOTALS	\$224,500,032	79%	177,077,395	64%	\$114,050,783	\$63,026,614

SETTLEMENT AREAS - ROADS WORKS PROGRAM
MRC/MMM Group

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B-8 Animal Control

B-8.1 DC Calculation Planning Period

The capital program for Animal Control reflects the needs of growth over the 2014 to 2023 period.

B-8.2 Service Coverage and Capital Program

The capital program included in the DC calculation provides for a 7,000 sq.ft. shelter in the Mayfield West area and the purchase of two animal control vehicles.

B-8.3 Local Service and Developer Contribution Policy

Not applicable

B-8.4 Level of Service Measurement

A schedule follows for animal control facilities (sq.ft. and cost/capita).

B-8.5 Benefit to Existing Development Deduction

A 5% deduction for benefit to existing development has been made for the new shelter to recognize a minor benefit as a result of the location of the additional floor space.

B-8.6 Post Period/Excess Capacity Deduction

The capital program has been sized to remain within the average service level required to meet the needs of growth over the next ten years. A portion of the cost for the new shelter that has been deducted as beyond service level cap is intended to meet the needs of growth beyond the ten year period and can be recovered in future DC by-laws.

B-8.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated.

B-8.8 10% Statutory Deduction

A 10% deduction has been made from the DC recoverable costs pursuant to s.s.5(1)8 of the DCA.

B-8.9 Use of Existing Reserve Funds

To be used for the 2009-2013 DC recoverable costs of future DC projects.

B-8.10 Residential vs. Non-Residential Split

The DC recoverable costs for this service have been allocated entirely to residential development as this service benefits residential development exclusively.

SERVICE: ANIMAL CONTROL

Municipality: Town of Caledon
 Level of Service Calculation Sheet

Contact :
 Unit Measure: Square Feet of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/s.f.)
Animal Shelter	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	328
Total	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	\$328

Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554
Per Capita Level of Service	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05

10 Year Average	
Quantity	0.05
Quality (\$/sq.ft.)	\$328
Combined Quantity/Quality Level (\$/capita)	\$16

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	\$16
Eligible Amount	\$398,560

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INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

MUNICIPALITY:

TOWN OF CALEDON

SERVICE:

Animal Control

Pj. No.	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing	2013 Gross Capital Cost Estimate	Ineligible re: Level of Service	Eligible Increase in Need	Less:			Less: Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
						Benefit to Existing Development/ U.E.C. ¹	Grants, Subsidies & Other Contributions Attrib. to New Development	Sub Total		Net Costs Benefiting New Development	Residential Share 100%	Non-Residential Share 0%
	Cost to be Incurred During Term of Proposed By-law											
	Reserve Fund Shortfall	2013	69,182		69,182			69,182		69,182	69,182	-
	Cost to be Incurred Post By-law Term (I.e. beyond 2018)											
	2 Animal Control Vehicles - Carry Forward from 2009 Study(2015)	2020	70,000	70,000								
	7,000 sqft Shelter MW -	2020	1,312,000	982,622	329,378	16,469	5%	312,909	31,291	281,618	281,618	-
	Total Estimated Capital Cost		\$ 1,451,182	\$ 1,052,622	\$ 398,560	\$ 16,469		\$ - \$ 382,091	\$ 31,291	\$ 350,800	\$ 350,800	\$ -

¹ Uncommitted excess capacity and inclusive of post planning period capacity, where applicable

<u>Service</u>	<u>Eligible</u>
Animal Control	<u>Amount</u>
	398,560

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B-9 POA Court Facilities

B-9.1 DC Calculation Planning Period

The capital program for Court Facilities related to the Provincial Offences Act reflects the needs of growth over the 2014 to 2023 period.

B-9.2 Service Coverage and Capital Program

The capital program included in the DC calculation provides for a 5,000 sq.ft. expansion to the Caledon East POA Court.

B-9.3 Local Service and Developer Contribution Policy

Not applicable

B-9.4 Level of Service Measurement

A schedule follows for POA Court facilities (sq.ft. and cost/capita).

B-9.5 Benefit to Existing Development Deduction

No benefit to existing development is involved with the plan to simply expand capacity.

B-9.6 Post Period/Excess Capacity Deduction

The capital program has been sized to remain within the average service level required to meet the needs of growth over the next ten years. A portion of the cost for the expansion that has been deducted as beyond service level cap is intended to meet the needs of growth beyond the ten year period and can be recovered in future DC by-laws.

B-9.7 Provision for Grants, Subsidies and Other Contributions

No grants, subsidies or other contributions are anticipated. POA revenues are required to cover the direct and indirect operating costs of the operation.

B-9.8 10% Statutory Deduction

A 10% deduction has been made from the DC recoverable costs pursuant to s.s.5(1)8 of the DCA.

B-9.9 Use of Existing Reserve Funds

To be used for the 2009-2013 DC recoverable costs of future DC projects.

B-9.10 Residential vs. Non-Residential Split

Net growth related costs have been allocated between residential and non-residential development based on the share of net population increase as a percentage of the sum of the net population and employment increase for the planning period. As noted in Section B-1, based on the ten year growth forecast, the allocation is 63% residential and 37% non-residential (not rounded).

SERVICE: POA

COMPONENT: FACILITIES
POA COURT FACILITIES

Municipality:
Level of Service Calculation Sheet

Town of Caledon

Contact :
Unit Measure:

Square Feet of Building Area

Facility Name	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Value ¹ (\$/s.f.)
Caledon East POA Court	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	487
Total	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	7,681	\$487
Population	55,338	56,901	57,050	57,360	57,581	57,897	58,364	59,460	61,693	63,554	
Per Capita Level of Service	0.14	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.12	

10 Year Average	
Quantity	0.12
Quality (\$/sq.ft.)	487
Combined Quantity/Quality Level (\$/capita)	58

Maximum DC Amount (before deductions)	2013-2023
Forecast Net Population Increase	24,910
\$ per Capita	58
Eligible Amount	1,444,780

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APPENDIX C
DEVELOPMENT CHARGE CALCULATION

APPENDIX C - DEVELOPMENT CHARGE CALCULATION

1. Table C-1 sets out the DC calculation based on the standard average cost method for all services other than Roads, which is addressed in Table C-2, based on the 2013-31 period, rather than the 10-year period applicable to the services in Table C-1 under the DCA. For services that are not specifically regulated by a financial service level cap, an adjustment is made to reflect the uncommitted balance in the DC reserve fund as follows:

Service	Uncommitted Reserve Funds (December 31, 2013)	Residential Portion	Non-residential Portion
Studies	\$(50,035)	\$(31,473)	\$(18,562)
Roads	21,793,430	15,800,953	5,992,477
	\$21,743,395	\$15,769,480	\$5,973,915

2. No DC reserve fund deductions are being made as part of the calculation for Fire, Parkland, Recreation, Library, POA Courts, Animal Services and Public Works. Those balances are to be used to fund costs which are of benefit to development 2013 and earlier, that contributed the funds. This involves funding the beyond service level cap portion of future projects (or benefit to existing development, since past growth is now “existing development”). As a result, future development is required to fully absorb the cost of maintaining the existing service level in future.
3. The development charge calculations have been made using the average cost methodology, rather than the “cash flow” approach, which requires more definitive capital project financing plans.

TABLE C-1
Town of Caledon
DEVELOPMENT CHARGE CALCULATION
Municipal-wide Services (EXCLUDING ROADS & SWM)
2014-2023

SERVICE	2013 \$ DC Eligible Cost		2013 \$ DC Eligible Cost		
	Residential	Non-Residential	SDU	per s.f.	per s.m.
	\$	\$	\$	\$	\$
1.0 Studies	5,664,487	3,297,273			
Less: Studies DC Reserve Funds	31,626 ¹	18,409 ¹			
Studies Sub-total	5,696,113	3,315,682	730	0.19	2.05
2.0 Fire	8,103,473	4,716,996	1,039	0.28	3.01
3.0 Parkland Development	16,439,598	865,242	2,108	0.05	0.54
4.0 Recreation	41,846,958	2,202,471	5,364	0.13	1.40
5.0 Library	7,116,504	374,553	912	0.03	0.32
6.0 Animal Control	350,800	-	45	-	-
7.0 POA Courts	821,886	478,416	105	0.03	0.32
TOTAL	80,375,332	11,953,360	\$10,303	\$0.70	7.64
DC ELIGIBLE CAPITAL COST	\$80,375,332	\$11,953,360			
10 yr. Gross Population / GFA Growth (sq.ft.)	25,748	16,983,800			
Cost Per Capita / Non-Residential GFA (sq.ft.)	3,122	\$0.70			
By Residential Unit Type	p.p.u				
Single family & semi-detached	3.30	\$10,303			
Multiples except apartments	2.76	\$8,617			
Apartments > 70 s.m.	2.30	\$7,181			
Apartments <= 70 s.m.	1.35	\$4,215			

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$$\begin{aligned}
 ^1 \$50,035 \times 0.63 &= (\$31,626) \\
 \$50,035 \times 0.37 &= (\$18,409) \\
 &= (\$50,035)
 \end{aligned}$$

TABLE C-2
Town of Caledon
DEVELOPMENT CHARGE CALCULATION
Municipal-wide Services
2014-2031

SERVICE	2013 \$ DC Eligible Cost		2013 \$ DC Eligible Cost		
	Residential	Non-Residential	SDU	per s.f.	per s.m.
	\$	\$	\$	\$	\$
1.0 Settlement Area Roads	114,050,783	63,026,614			
Rural Roads Program	50,917,889	-			
Sub Total	164,968,672	63,026,614			
Less: Roads and Related DC Reserve Fund	(15,768,893)	(6,024,537)			
	149,199,779	57,002,078	11,675	2.63	28.31
2.0 Public Works	7,649,201	3,434,258	599	0.16	1.72
TOTAL	156,848,980	60,436,336	12,274	2.79	30.03
DC ELIGIBLE CAPITAL COST	156,848,980	60,436,336			
18 yr. Gross Population / GFA Growth (sq.ft.)	42,170	21,661,300			
Cost Per Capita / Non-Residential GFA (sq.ft.)	\$3,719.44	\$2.79			
<u>By Residential Unit Type</u>	<u>p.p.u</u>				
Single family & semi-detached	3.30	\$12,274			
Multiples except apartments	2.76	\$10,266			
Apartments > 70 s.m.	2.30	\$8,555			
Apartments <= 70 s.m.	1.35	\$5,021			

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APPENDIX D
LONG TERM CAPITAL AND OPERATING COST
EXAMINATION

APPENDIX D - LONG TERM CAPITAL AND OPERATING COST EXAMINATION

This Appendix presents the examination required under s.s.10(2)(c) of the DCA, 1997 of the long-term capital and operating costs for capital infrastructure required for each service to which the by-law relates.

1. Services

As indicated in the Town's proposed development charge by-law, charges are proposed for the following services:

- (a) Development-related Studies;
- (b) Fire;
- (c) Roads and Related;
- (d) Park Development;
- (e) Recreation Facilities;
- (f) Libraries;
- (g) Animal Shelter; and
- (h) POA.

The three sections which follow address, in turn, the operating cost implications of these services, as well as the capital cost implications (medium and long term). The final section completes the cost examination with a brief commentary on its affordability.

2. Operating Cost Implications

- (a) **Studies** - The "capital infrastructure" involved, consists of development-related studies. These will be administered and implemented by existing staff and have no additional operating cost implications.
- (b) **Fire** - The capital program provides for the expansion/replacement of six existing stations, the establishment of one new fire station and fire training facility, and the acquisition of seven additional vehicles. The associated annual operating cost increases are estimated as follows:

Project	Staffing	Building	Other Costs	Total
Expanded Caledon Village Station	-	\$3,000	\$5,000	\$8,000
Fire Training Facility	-	15,000	25,000	40,000
Expanded Palgrave Station	-	3,000	5,000	8,000
Expanded Mono Mills Station	-	3,000	5,000	8,000
Expanded Alton Station	-	3,000	5,000	8,000
New Fire Station (Between Snelgrove and Bolton)	\$2,400,000	10,000	20,000	2,430,000
TOTAL	\$2,400,000	\$37,000	\$65,000	\$2,502,000

Annual costs for fuel, maintenance and repair for the three additional vehicles is expected to be \$45,000 once all vehicles are in service.

- (c) **Roads and Related** – The roads program to be partially funded by DCs will involve the addition of a limited amount of lane kms of roads. The estimated maintenance and snow clearing costs is \$6,700 per lane kilometre. Much of the program involves urbanization of existing rural roads which will serve to reduce the maintenance cost per lane km. The incremental cost of maintaining the expanded centralized Public Works facility is estimated to be \$250,000 per annum.
- (d) **Parks** – Over the next decade, it is anticipated that approximately 100 acres of parkland will be developed. The annual cost of maintaining these parks, including labour, materials and equipment is estimated at \$6,000 per acre, for a total of more than \$600,000 per year by the end of the ten year period. The cost of maintaining the additional trails is \$225,000/year.
- (e) **Recreation** – The following estimated annual expenditures and revenues are forecast for the recreation projects:

Project	Gross Cost*	Annual Revenues	Estimated Net Cost
Mayfield Recreation Complex Expansion	\$845,000	\$480,000	\$365,000
Caledon East Phase 3	560,000	320,000	240,000
Mayfield West Recreation Complex (Phase I)	3,316,000	2,000,000	1,316,000
Mayfield West Recreation Complex Phase II	1,585,000	700,000	885,000
TOTAL			\$2,806,000

*includes staffing, building maintenance and utilities, program costs, etc.

- (f) **Libraries** - The planned additional library facilities will result in increased staffing and other operating costs. These increases have been estimated as follows:

Project	Staffing	Building	Total
Bolton Expansion	\$115,000	\$25,000	\$140,000
Mayfield West	385,000	100,000	485,000
TOTAL			\$625,000

- (g) **Animal Shelter** – The new animal shelter will involve an estimated \$401,000 per year in staffing costs, approximately \$36,550 per year for utilities and maintenance and repairs, and \$106,100 for other.

The annual operating cost for the two new vehicles is expected to be a total of \$12,000 including fuel, repairs and maintenance.

- (h) **POA** – The operating costs associated with the 5,000 sq.ft. expansion to the Caledon East POA facility are estimated to be \$366,384 annually including staffing, utilities and maintenance.

3. Capital Cost Implications

- (a) **Administrative** - Development-related studies do not, of themselves, have initial or subsequent capital cost implications. The works that they address are covered under other service headings.
- (b) **Fire** - Capital funding is expected to occur via a combination of capital funding from the current budget, development charge and other reserve funds (existing and to be accumulated), with front-end financing as required.

Over the long term, it is expected that the new stations will require substantial repair after 15 years or replacement after 60 years. Vehicles are to be moved from primary to secondary service after 15 years and replaced after 20 years time.

It is anticipated that the Town's capital reserve fund will fund a portion of this long term cost, based on a future contribution schedule to be established. This also applies to the other services.

- (c) **Roads and Related** - Capital funding is expected to occur via a combination of the current budget, development charge and other reserve funds (existing and to be accumulated), with front-end financing as required.

The road program is expected to be carried out on a gradual basis over the period, as development charges and supplementary funding sources become available and roads-related needs arise. Consideration has been given to the Town's ability to fund the tax-share of the roads program which underpins the DC.

Over the long term, capital repair and replacement expenditures are anticipated, based on the following general schedule:

Road Resurfacing – every 5-10 years at a cost of \$150,000/km.

Road Reconstruction – every 15-20 years at a cost of \$1.6 to \$2.2 million per km

- (d) **Parks** - The parks development program is to be programmed and scheduled in accordance with the availability of development charges and other funding sources (existing reserve funds, parkland cash-in-lieu, taxation) and the needs of new development. Parkland amenities will require substantial replacement after 15 – 20 years.
- (e) **Recreation** - Capital funding is expected to occur via a combination of the current budget, development charge and other reserve funds (existing and to be accumulated).

With respect to long term capital repair and replacement, the following general schedule is expected to apply:

Facilities – 35 years - substantial repair or replacement

- (f) **Libraries** - Capital funding is expected to occur via a combination of the current budget, development charge, other reserve funds (existing and to be accumulated), with front-end financing as required.

Replacement of library circulation materials is expected to occur after 6 years. Buildings are expected to require substantial repair or replacement after 20 years.

- (g) **Animal Shelter** – Capital funding is expected to occur via a combination of the current budget, development charge, other reserve funds (existing and to be accumulated), with front-end financing as required.

Facilities are expected to require substantial repair or replacement after 15 years. Vehicles are to be replaced after 8 years.

- (h) **POA** – Capital funding is expected to occur via a combination of the current budget, development charge, other reserve funds (existing and to be accumulated), with front-end financing as required.

The building will require substantial repair or replacement after 15-25 years.

4. Affordability Implications

The foregoing sections have examined the long term operating and capital cost implications of the services and infrastructure required for the specific services to which the development charge by-law relates. These requirements are in addition to the operating cost and capital renewal needs of the 2014 base population and existing facilities, although a portion of the capital and operating costs of these new facilities will also be the responsibility of the existing population, based on the benefits to be received.

Over the 10-year period, Town population is expected to increase by 35%. Employment is forecast to increase by 62% 2013-2023. Population and employment increases for the 2013-2031 period are forecast to be 63% and 81%, respectively. It is anticipated that revenues from property taxation, development charges (which only cover a portion of development-related capital costs), user charges and other revenue sources will generally increase proportionately, as a result. These revenue increases will be available to the Town on a gradual basis over time, to assist in funding the foregoing, based on the averages below.

**Summary of Selected Town Revenue Sources
2012**

Revenue Category	\$	\$/capita (2013 pop)
Taxes (total Town)	\$40,406,667	\$636
Fees, service charges, donations	10,103,943	159
TOTAL	\$50,510,610	\$795

APPENDIX E
DEVELOPMENT CHARGE ECONOMIC IMPACT MATERIAL

APPENDIX E - DEVELOPMENT CHARGE ECONOMIC IMPACT MATERIAL

The tables and figures which follow, set out the development charges, in descending order of size as of January 31, 2014, for all thirty of the lower tier or single tier municipalities in the GTA per:

- single detached unit;
- square foot of retail/commercial GFA; and
- square foot of industrial GFA.

In each case, the total charge is shown, together with the Regional, Local Municipality and School Board components.

In terms of total charge, the Town of Caledon's residential DC is 11th highest, whereas the Town's own-purpose charge is the sixth highest lower-tier municipal charge, in large measure as a result of Caledon's expansive road network and diffuse community structure.

Caledon's retail/commercial DCs are 21st highest in the GTA and its industrial DCs rank 15th. Caledon's competitive position with respect to the potential impact of development charges on economic development is also enhanced by the fact that it offers a broad range of non-residential development charge exemptions.

**TABLE 1 - RESIDENTIAL DEVELOPMENT CHARGES
FOR GREATER TORONTO AREA MUNICIPALITIES & HAMILTON
(AS AT JANUARY 31, 2014)**

Single Detached Unit-\$ per unit

Municipality	Lower/ Single Tier	Upper Tier	Education	Total
1 Markham	\$ 30,244	\$ 40,751	\$ 2,020	\$ 73,015
2 Oakville (GF)	\$ 23,503	\$ 36,789	\$ 4,175	\$ 64,467
3 Brampton	\$ 25,553	\$ 36,292	\$ 2,146	\$ 63,991
4 Aurora (Calculated)	\$ 19,557	\$ 40,751	\$ 2,020	\$ 62,328
5 Richmond Hill	\$ 19,442	\$ 40,751	\$ 2,020	\$ 62,213
6 King	\$ 17,802	\$ 40,751	\$ 2,020	\$ 60,573
7 Mississauga	\$ 21,000	\$ 36,292	\$ 2,146	\$ 59,438
8 Aurora (Existing)	\$ 15,748	\$ 40,751	\$ 2,020	\$ 58,519
9 Newmarket	\$ 14,974	\$ 40,751	\$ 2,020	\$ 57,745
10 Vaughan	\$ 14,867	\$ 40,751	\$ 2,020	\$ 57,638
11 Caledon ←	\$ 19,632	\$ 35,852	\$ 2,146	\$ 57,630
12 Milton (GF)	\$ 15,711	\$ 36,789	\$ 4,175	\$ 56,675
13 Oakville (BB)	\$ 23,503	\$ 27,565	\$ 4,175	\$ 55,243
14 East Gwillimbury	\$ 11,583	\$ 40,751	\$ 2,020	\$ 54,354
15 Halton Hills (GF)	\$ 13,237	\$ 36,779	\$ 4,175	\$ 54,191
16 Whitchurch-Stouffville	\$ 12,642	\$ 40,751	\$ -	\$ 53,393
17 Georgina	\$ 7,713	\$ 40,751	\$ 2,020	\$ 50,484
18 Burlington (GF)	\$ 8,023	\$ 36,779	\$ 4,175	\$ 48,977
19 Milton (BB)	\$ 15,711	\$ 27,565	\$ 4,175	\$ 47,451
20 Halton Hills (BB)	\$ 13,237	\$ 27,565	\$ 4,175	\$ 44,977
21 Ajax	\$ 14,807	\$ 25,577	\$ 1,964	\$ 42,348
22 Clarington	\$ 15,565	\$ 25,577	\$ 1,114	\$ 42,256
23 Brock	\$ 13,837	\$ 25,577	\$ 1,964	\$ 41,378
24 Pickering	\$ 12,689	\$ 25,577	\$ 1,964	\$ 40,230
25 Burlington (BB)	\$ 8,023	\$ 27,565	\$ 4,175	\$ 39,763
26 Whitby	\$ 12,154	\$ 25,577	\$ 1,964	\$ 39,695
27 Uxbridge	\$ 11,512	\$ 25,577	\$ 1,964	\$ 39,053
28 Scugog	\$ 10,471	\$ 25,577	\$ 1,964	\$ 38,012
29 Oshawa	\$ 7,580	\$ 25,577	\$ 1,964	\$ 35,121
30 Hamilton	\$ 28,324	\$ -	\$ 1,779	\$ 30,103
31 Toronto	\$ 19,412	\$ -	\$ 544	\$ 19,956
				\$/SDU
			average	\$ 50,039
			median	\$ 53,393

Notes:

BB - Built Boundary Regional Charge; GF - Greenfield Regional Charge

1. A component of the Mississauga, Richmond Hill, Markham and Vaughan charge has been converted from a per hectare charge to a hypothetical single detached unit - shown as an area-specific charge for the purpose of this chart.

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**TABLE 2 - NON-RESIDENTIAL DEVELOPMENT CHARGES (RETAIL)
FOR GREATER TORONTO AREA MUNICIPALITIES & HAMILTON
(AS AT JANUARY 31, 2014)**

Retail - \$ per sq.ft. of GFA

Municipality	Lower/ Single Tier	Upper Tier	Education	Total
1 Markham	\$ 12.76	\$ 37.99	\$ 0.52	\$ 51.27
2 Richmond Hill	\$ 10.88	\$ 37.99	\$ 0.52	\$ 49.38
3 King	\$ 5.19	\$ 37.99	\$ 0.52	\$ 43.70
4 Whitchurch-Stouffville	\$ 3.65	\$ 37.99	\$ 0.52	\$ 42.16
5 Aurora (Calculated)	\$ 3.63	\$ 37.99	\$ 0.52	\$ 42.14
6 East Gwillimbury	\$ 3.16	\$ 37.99	\$ 0.52	\$ 41.67
7 Aurora (Existing)	\$ 2.44	\$ 37.99	\$ 0.52	\$ 40.94
8 Vaughan	\$ 2.15	\$ 37.99	\$ 0.52	\$ 40.66
9 Newmarket	\$ 1.83	\$ 37.99	\$ 0.52	\$ 40.34
10 Georgina	\$ 0.38	\$ 37.99	\$ 0.52	\$ 38.89
11 Oakville (GF)	\$ 9.87	\$ 25.31	\$ 1.07	\$ 36.26
12 Burlington (GF)	\$ 8.41	\$ 25.31	\$ 1.07	\$ 34.80
13 Oakville (BB)	\$ 9.87	\$ 22.30	\$ 1.07	\$ 33.24
14 Milton (GF)	\$ 6.63	\$ 25.31	\$ 1.07	\$ 33.02
15 Burlington (BB)	\$ 8.41	\$ 22.30	\$ 1.07	\$ 31.78
16 Halton Hills (GF)	\$ 4.16	\$ 25.31	\$ 1.07	\$ 30.55
17 Milton (BB)	\$ 6.63	\$ 22.30	\$ 1.07	\$ 30.00
18 Brampton	\$ 9.62	\$ 18.24	\$ 0.65	\$ 28.51
19 Mississauga	\$ 8.80	\$ 18.24	\$ 0.65	\$ 27.69
20 Halton Hills (BB)	\$ 4.16	\$ 22.30	\$ 1.07	\$ 27.53
21 Caledon ←	\$ 4.56	\$ 18.13	\$ 0.65	\$ 23.34
22 Scugog	\$ 6.57	\$ 12.96	\$ -	\$ 19.53
23 Clarington	\$ 5.93	\$ 12.96	\$ 0.43	\$ 19.32
24 Uxbridge	\$ 6.29	\$ 12.96	\$ -	\$ 19.25
25 Brock	\$ 4.79	\$ 12.96	\$ -	\$ 17.75
26 Ajax	\$ 4.59	\$ 12.96	\$ -	\$ 17.55
27 Pickering	\$ 3.74	\$ 12.96	\$ -	\$ 16.70
28 Oshawa	\$ 3.20	\$ 12.96	\$ -	\$ 16.16
29 Whitby	\$ 2.81	\$ 12.96	\$ -	\$ 15.77
30 Toronto	\$ 13.11	\$ -	\$ 0.58	\$ 13.69
31 Hamilton	\$ 12.12	\$ -	\$ 0.62	\$ 12.74
				\$/sq.ft.
			average	\$ 30.20
			median	\$ 30.55

Notes:

BB - Built Boundary Regional Charge; GF - Greenfield Regional Charge

1. A component of the Mississauga, Richmond Hill, Markham and Vaughan charge has been converted from a per hectare charge to a hypothetical single detached unit - shown as an area-specific charge for the purpose of this chart.

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**TABLE 3 - NON-RESIDENTIAL DEVELOPMENT CHARGES (INDUSTRIAL)
FOR GREATER TORONTO AREA MUNICIPALITIES & HAMILTON
(AS AT JANUARY 31, 2014)**

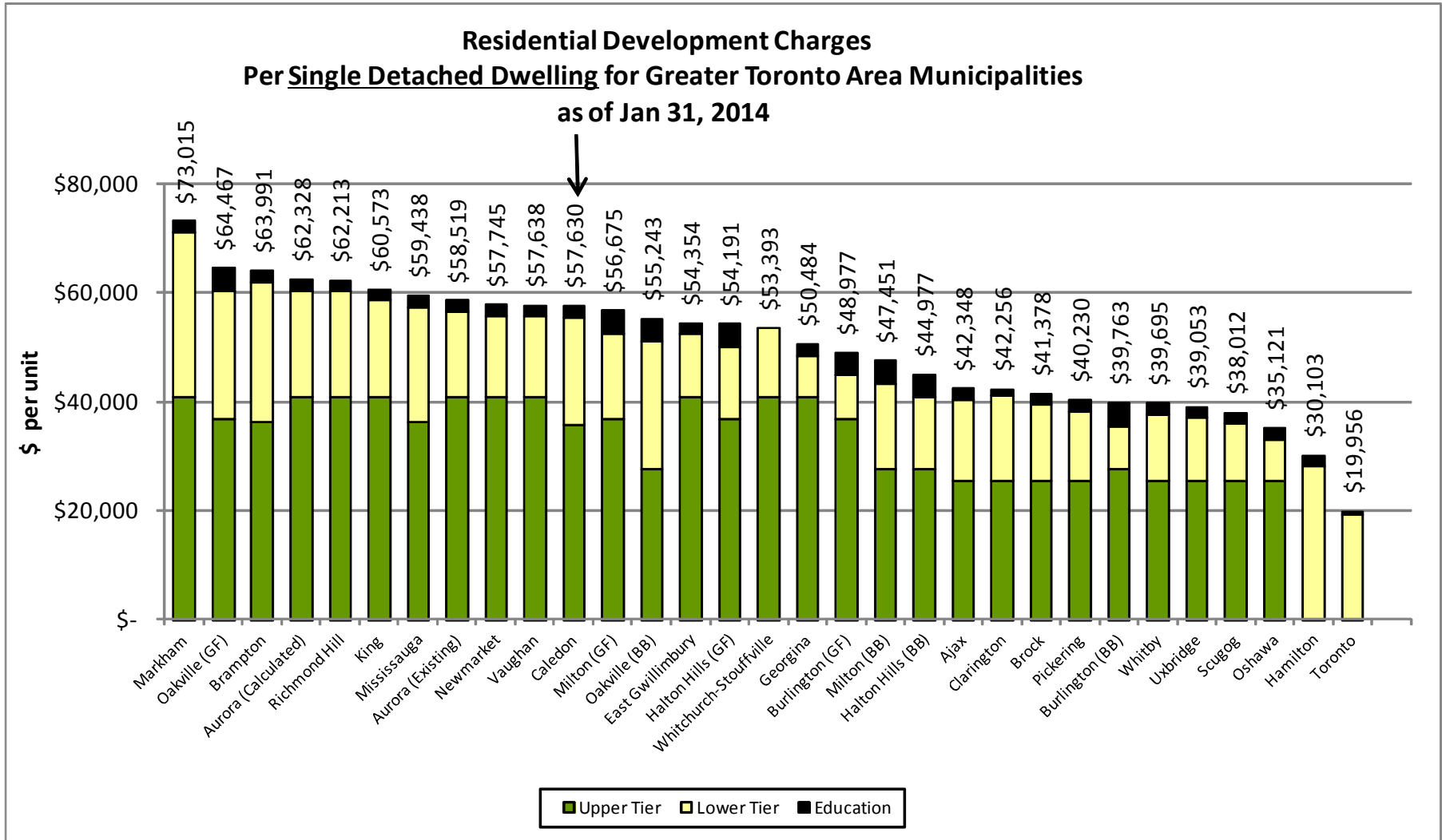
Industrial- \$ per sq.ft. of GFA				
Municipality	Lower/ Single Tier	Upper Tier	Education	Total
1 Markham	\$ 12.67	\$ 19.41	\$ 0.52	\$ 32.60
2 Richmond Hill	\$ 8.42	\$ 19.41	\$ 0.52	\$ 28.36
3 King	\$ 5.19	\$ 19.41	\$ 0.52	\$ 25.12
4 Whitchurch-Stouffville	\$ 3.65	\$ 19.41	\$ 0.52	\$ 23.58
5 Aurora (Calculated)	\$ 3.63	\$ 19.41	\$ 0.52	\$ 23.56
6 Oakville (GF)	\$ 9.87	\$ 12.58	\$ 1.07	\$ 23.52
7 East Gwillimbury	\$ 3.16	\$ 19.41	\$ 0.52	\$ 23.09
8 Aurora (Existing)	\$ 2.44	\$ 19.41	\$ 0.52	\$ 22.37
9 Vaughan	\$ 2.15	\$ 19.41	\$ 0.52	\$ 22.08
10 Newmarket	\$ 1.83	\$ 19.41	\$ 0.52	\$ 21.76
11 Mississauga	\$ 7.63	\$ 12.53	\$ 0.65	\$ 20.80
12 Oakville (BB)	\$ 9.87	\$ 9.56	\$ 1.07	\$ 20.50
13 Georgina	\$ 0.38	\$ 19.41	\$ 0.52	\$ 20.31
14 Brampton	\$ 4.57	\$ 12.53	\$ 0.65	\$ 17.74
15 Caledon ←	\$ 4.56	\$ 12.42	\$ 0.65	\$ 17.63
16 Burlington (GF)	\$ 3.56	\$ 12.58	\$ 1.07	\$ 17.21
17 Milton (GF)	\$ 3.43	\$ 12.58	\$ 1.07	\$ 17.08
18 Halton Hills (GF)	\$ 1.80	\$ 12.58	\$ 1.07	\$ 15.45
19 Burlington (BB)	\$ 3.56	\$ 9.56	\$ 1.07	\$ 14.19
20 Milton (BB)	\$ 3.43	\$ 9.56	\$ 1.07	\$ 14.06
21 Halton Hills (BB)	\$ 1.80	\$ 9.56	\$ 1.07	\$ 12.43
22 Uxbridge	\$ 5.17	\$ 5.40	\$ -	\$ 10.57
23 Brock	\$ 4.79	\$ 5.40	\$ -	\$ 10.19
24 Ajax	\$ 4.59	\$ 5.40	\$ -	\$ 9.99
25 Pickering	\$ 3.74	\$ 5.40	\$ -	\$ 9.14
26 Clarington	\$ 3.02	\$ 5.40	\$ 0.43	\$ 8.85
27 Hamilton	\$ 7.71	\$ -	\$ 0.62	\$ 8.33
28 Whitby	\$ 2.81	\$ 5.40	\$ -	\$ 8.21
29 Scugog	\$ 2.34	\$ 5.40	\$ -	\$ 7.74
30 Oshawa	\$ -	\$ 5.40	\$ -	\$ 5.40
31 Toronto	\$ -	\$ -	\$ 0.58	\$ 0.58
				\$/sq.ft.
			average	\$ 16.53
			median	\$ 17.21

Notes:

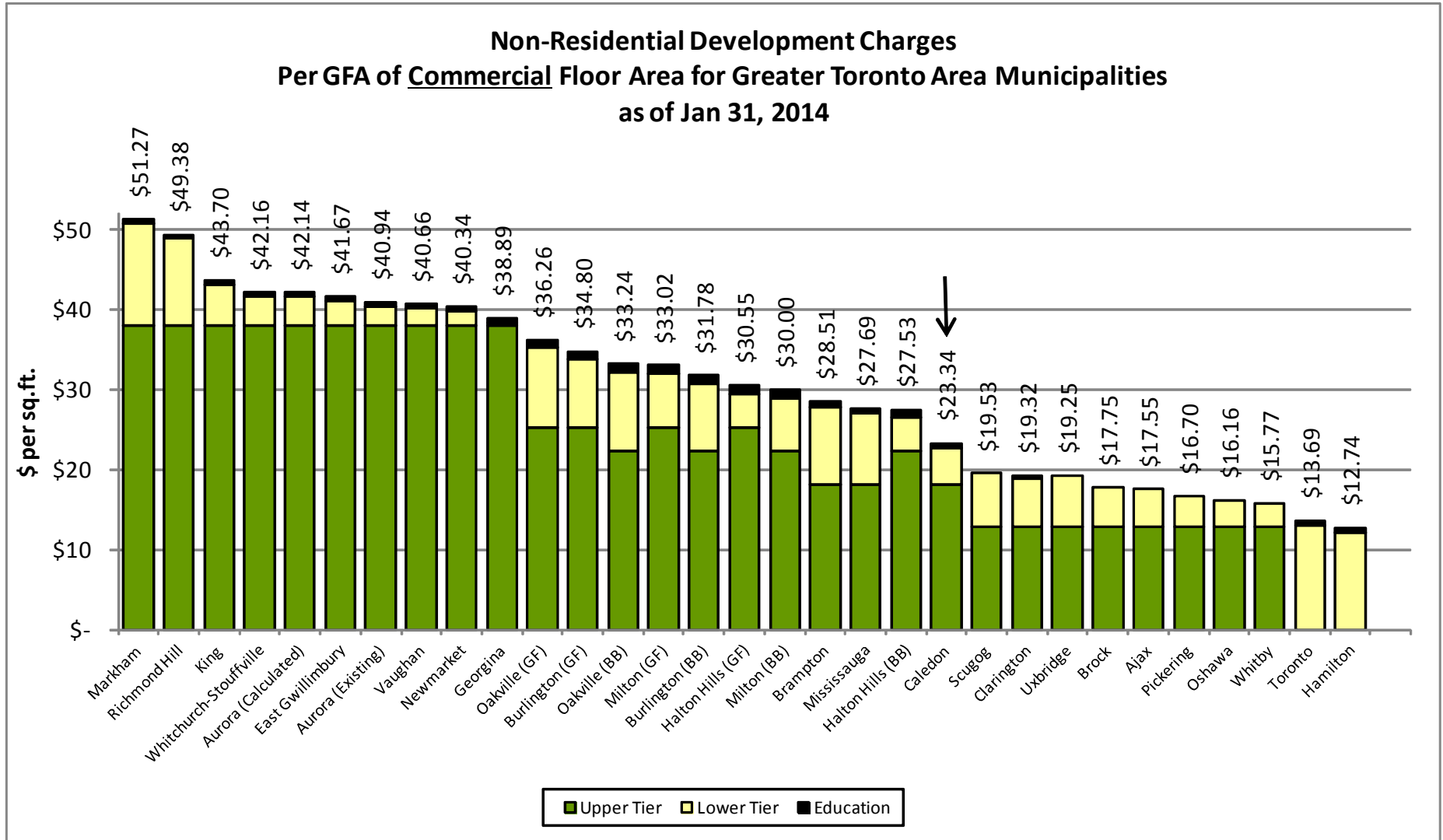
BB - Built Boundary Regional Charge; GF - Greenfield Regional Charge

1. A component of the Mississauga, Richmond Hill, Markham and Vaughan charge has been converted from a per hectare charge to a hypothetical single detached unit - shown as an area-specific charge for the purpose of this chart.

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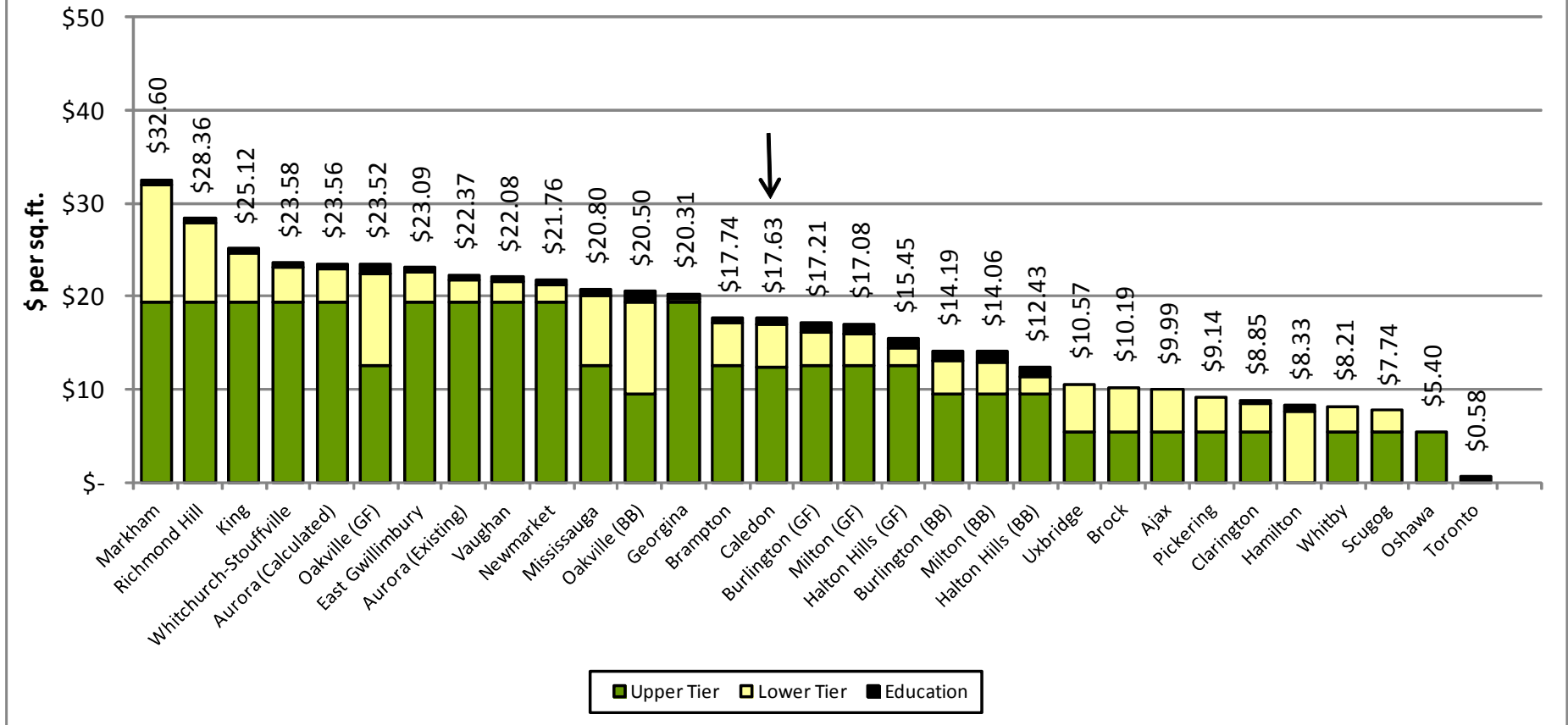


BB=Built Boundary & GF=Greenfield.



BB=Built Boundary & GF=Greenfield.

Non-Residential Development Charges Per GFA of Industrial Floor Area for Greater Toronto Area Municipalities as of Jan 31, 2014



Durham municipalities include Region's new charge which is effective July 1, 2013.

BB=Built Boundary & GF=Greenfield.

APPENDIX F
TOWN OF CALEDON DEVELOPMENT CHARGE BY-LAW
(2014)

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NUMBER 2014-XXXX

Being a by-law to impose and provide for
the payment of development charges for
municipal services in the Town of Caledon

WHEREAS the *Development Charges Act, 1997* provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of the increased need for services arising from development in the area to which the by-law applies;

AND WHEREAS at the direction of the Council of The Corporation of the Town of Caledon, Watson & Associates Economists Ltd. has prepared a development charge background study entitled *Town of Caledon 2014 Development Charge Background Study dated 5 May 2014*;

AND WHEREAS extracts of the draft *Town of Caledon 2014 Development Charge Background Study* were reviewed with representatives of the development community at a meeting held on April 24 2014;

AND WHEREAS notice of a public meeting was given April 21-28, 2014 as required by the *Development Charges Act, 1997* and in accordance with Ontario Regulation 82/98;

AND WHEREAS the Council of The Corporation of the Town of Caledon made the *Town of Caledon 2014 Development Charge Background Study dated 5 May 2014* and a proposed by-law available to the public as of 5 May 2014 as required by the *Development Charges Act, 1997*;

AND WHEREAS the Council of The Corporation of the Town of Caledon held a public meeting on 21 May 2014 at which all persons in attendance were provided with an opportunity to make representations relating to this proposed by-law as required by the *Development Charges Act, 1997*;

AND WHEREAS, by resolution passed on 24 June 2014, the Council of The Corporation of the Town of Caledon

- (a) adopted the *Town of Caledon 2014 Development Charge Background Study* and by-law;
- (b) determined that it was not necessary to hold any further public meetings with respect to this by-law;
- (c) expressed its intention to ensure that the increased need for services arising from development in the area to which this by-law applies will be met; and,

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts as follows:

Definitions

1. (1) In this by-law:

“accessory”, where used to describe a building, structure or use, means a building, structure or use that is subordinate, incidental and exclusively devoted to a principal building, structure or use and that is located on the same land as such principal building, structure or use

“Act” means the *Development Charges Act, 1997, S.O. 1997, c.27*

“agricultural building or structure” means a building or structure that is used for the purposes of or in conjunction with animal husbandry, the growing of crops including grains and fruit, market gardening, horticulture or any other use that is customarily associated with a farming operation of a bona fide farmer

“agricultural tourism building or structure” means a building or structure or part of a building or structure located on a working farm of a bona fide farmer for the purpose of providing enjoyment, education or active involvement in the activities of the farm where the principal activity on the property remains as a farm and where products used in the activity are produced on the property and/or are related to farming. The building or structure may be related to activities such as a hay or corn maze; farm related petting zoo; hay rides and sleigh, buggy or carriage rides; farm tours; processing demonstrations; pick-your-own produce; a farm theme playground for children; farm markets; farm produce stands, and farmhouse dining rooms

“apartment dwelling” means a dwelling unit in a building containing more than six dwelling units where the dwelling units are connected by an interior corridor

“bed and breakfast establishment” means a single detached dwelling or part of a single detached dwelling in which guest rooms are provided for hire or pay, with or without meals, for the traveling or vacationing public, but does not include a hotel or motel

“bona fide farmer” means an individual currently actively engaged in a farm operation with a valid Farm Business Registration number in the Town of Caledon

“building or structure” means a building or structure occupying an area greater than 10 square metres consisting of a wall, roof and floor or any of them or a structural system serving the function thereof, including an air supported structure, or mezzanine

“commercial building” means a non-residential building other than an agricultural building, an industrial building or an institutional building

“completed” when used with respect to the construction of a green commercial or industrial building, means that the Town’s Chief Building Official or his or her designate is satisfied that such building complies with the applicable building, fire and mechanical requirements of the Ontario Building Code

“country inn” means premises in which temporary lodging or sleeping accommodation are provided to the public and may include accessory services such as a restaurant, meeting facilities, recreation facilities, banquet facilities and staff accommodations. The Premises shall contain a minimum of four (4) and a maximum of twenty-nine (29) guest rooms.

“development” means the construction, erection or placing of one or more buildings or structures on land and/or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment

“development charge” means a development charge imposed pursuant to this by-law

“duplex dwelling” means a dwelling unit in a building divided horizontally into two dwelling units each of which has a separate entrance

“dwelling unit” means a room or suite of rooms used or designed or intended for use by one or more persons living together in which culinary and sanitary facilities are provided for the exclusive use of such person or persons

“farm based home industry building ” means an accessory building to a single detached dwelling where a small-scale use is located, which is operated by a bona fide farmer, which is located on and is subordinate or incidental to a permitted farm operation; which is associated with limited retailing of products created in whole or in part in the accessory building performed by one or more residents of the farm property and may include a carpentry shop; a craft shop; a metal working shop; a repair shop; a farm equipment repair shop; a farm tractor repair shop; a plumbing shop; an electrical shop; a welding shop ; a woodworking shop; a blacksmith, a building for the indoor storage of school buses, boats, snowmobiles, or similar uses, but shall not include a motor repair shop or vehicle paint shop

“farm winery” and “farm cidery” means buildings or structures used by a bona fide farmer for the processing of juice, grapes, fruit or honey in the production of wines or ciders, including the fermentation, production, bottling, aging or storage of such products as a secondary use to a farm operation. The winery or cidery may include a laboratory, administrative office, hospitality room and retail outlet and, if required, must be licensed or authorized under the appropriate legislation

“garden suite” means a one-storey, free standing, temporary and portable residential structure, with a single dwelling unit containing kitchen and bathroom facilities, which is designed for year round occupancy and is accessory to a single-detached dwelling, but excludes a trailer

“grade” means the average level of finished ground adjoining a building or structure at all of its exterior walls

“green commercial or industrial building” means a commercial or industrial building that is Leadership in Energy and Environmental Design (LEED) certified or a commercial or industrial building where:

- (1) twenty-five (25%) percent of the total amount of energy required for full operation of such building, including all equipment and machinery therein, is provided by a solar hot water system;
- (2) ten (10%) percent of the total amount of energy required for full operation of such building, including all equipment and machinery therein, is provided by transpired solar collectors;
- (3) five (5%) percent of the total amount of energy required for full operation of such building, including all equipment and machinery therein, is provided by a solar photovoltaic system;
- (4) the first 7 millimeters of run off from the developed area of the site, (including the building, parking lot and landscape areas), is filtered or infiltrated using innovative stormwater management practices, as defined in the most current *Low Impact Development Stormwater Management Planning and Design Guide* prepared by the Credit Valley Conservation Authority and the Toronto and Region Conservation Authority; or,
- (5) there is a storm water cistern accessory to such building that provides one hundred (100%) percent of the water required to irrigate the lot on which such building is located;

“industrial building” means a building used for or in connection with:

- (1) manufacturing, producing, processing, storing or distributing something;
- (2) research or development in connection with manufacturing, producing or processing something;
- (3) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place; or,
- (4) office or administrative purposes, if they are,
 - (a) carried out with respect to manufacturing, producing, processing, storage or distributing of something; and,
 - (b) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution

“institutional use” means the use of land, buildings, or structures for a public or non-profit purpose, including a religious, charitable, educational, health or welfare purpose, and without limiting the generality of the foregoing, may include such uses as schools, hospitals, places of worship, recreation facilities, community centres and government buildings

“local board” means a local board as defined in the *Municipal Act, 2001* other than a board defined in subsection 1(1) of the *Education Act*;

“mixed use” means land, buildings or structures used or designed or intended to be used for a combination of residential uses and non-residential uses

“non-residential” means used or designed or intended to be used other than for residential purposes

“on-farm diversified use building or structure” means a building or structure secondary to the principal agricultural use of the property by a bona fide farmer, including home occupations, farm-based home industries, and uses that involve the production and sale of value-added agricultural products and excludes uses that involve rental or lease of commercial/industrial space

“outbuilding” means a building, that is a maximum of 92.903 square meters (or 1,000 square feet), that is accessory to a primary or main non-residential building or mixed use building, that is located on the same land as such primary or main non-residential building and that is used for a storage purpose that is accessory to the primary or main use on such land, such as the storage of equipment used to maintain such land or the buildings and structures thereon or the storage of equipment that is ordinarily used for the purposes of the primary or main use on such land, but shall not include a building used for the storage of inventory

“protracted”, in relation to a temporary building or structure, means the existence of such temporary building or structure for a continuous period of more than eight months

“redevelopment” means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure on such land has been or is to be demolished, or changing the use of a building or structure from residential to non-residential or from non-residential to residential

“Regulation” means Ontario Regulation 82/98, as amended

“residential” means used or designed or intended to be used as a home or residence of one or more persons

“retail” means the use or intended use of land, buildings or portions thereof for the purpose of offering foods, wares, merchandise, substances, articles or things for sale directly to the public or providing services or entertainment to the public. Retail includes, but is not limited to:

- (1) the use or intended use of land, buildings or portions thereof for the rental of wares, merchandise, substances, articles or things;
- (2) offices and storage used or intended to be used in connection with, related to or ancillary to a retail use; and,
- (3) conventional restaurants; fast food restaurants; concert halls/theatres/cinemas/movie houses/drive-in theatres; automotive fuel stations with or without service facilities; specialty automotive shops/auto repairs/collision services/care or truck washes; auto dealerships; shopping centres and plazas, including more than two attached stores under one ownership; department/discount stores; banks and similar

financial institutions, including credit unions; warehouse clubs and retail warehouses.

“semi-detached dwelling” means a dwelling unit in a building divided vertically into two dwelling units each of which has a separate entrance

“service” means a service described in this by-law or in an agreement made under section 44 of the Act

“single-detached dwelling” means a dwelling unit in a completely detached building containing only one dwelling unit

“structure” means anything constructed or erected and requiring location on or in the ground or attached to something having location on or in the ground

“temporary building or structure” means a building or structure that is constructed, erected or placed on land for a continuous period of not more than eight months, or an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof for a continuous period of not more than eight months

“total floor area” means the total of the areas of the floors in a building or structure, whether at, above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the centre line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and:

- (1) includes space occupied by interior walls and partitions;
- (2) includes, below grade, only the floor area that is used for commercial or industrial purposes;
- (3) includes the floor area of a mezzanine;
- (4) where a building or structure does not have any walls, the total floor area shall be the total area of the land directly beneath the roof of the building or structure and the total areas of the floors in the building or structure;
- (5) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking and loading of vehicles; and
- (6) excludes the area of any self contained structural shelf and rack storage facility permitted by the Building Code Act.

“Town” means The Corporation of the Town of Caledon.

- (2) All words defined in the Act or the Regulation have the same meaning in this by-law as they have in the Act or Regulation unless they are defined otherwise in this by-law.
- (3) All references to the provisions of any statute or regulation or to the Ontario Building Code contained in this by-law shall also refer to the

same or similar provisions in the statute or regulation or code as amended, replaced, revised or consolidated from time to time.

Affected Land

2. (1) Subject to subsections 2 and 3 of this section, this by-law applies to all land in the Town of Caledon, whether or not such land is exempt from taxation under section 3 of the *Assessment Act*.
- (2) This by-law shall not apply to land proposed for development within
 - (a) the Bolton Business Improvement Area as outlined in By-law No. 80-72, as has been or may be amended; or
 - (b) the Caledon East Commercial Core Area as outlined on Schedule D of the Town of Caledon Official Plan.
- (3) This by-law shall not apply to land that is owned by and used for the purposes of
 - (a) a board as defined in subsection 1(1) of the *Education Act*;
 - (b) a college or university that is eligible to receive funding from the government of the Province of Ontario;
 - (c) a hospital as defined in section 1 of the *Public Hospitals Act*.
 - (d) the Ontario Provincial Police;
 - (e) the Town or any local board thereof;
 - (f) The Regional Municipality of Peel or any local board thereof; or,
 - (g) any other municipality or local board thereof.

Imposition of Development Charges

3. (1) Subject to subsections 2 and 3 of this section, development charges shall be imposed against land that is to be developed if the development requires:
 - (a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
 - (b) the approval of a minor variance under section 45 of the *Planning Act*;

- (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
 - (d) the approval of a plan of subdivision under section 51 of the *Planning Act*;
 - (e) a consent under section 53 of the *Planning Act*;
 - (f) the approval of a description under section 50 of the *Condominium Act*; or,
 - (g) the issuing of a building permit under the *Building Code Act* in relation to a building or structure.
- (2) Only one development charge shall be imposed against land to which this by-law applies even though two or more of the actions described in subsection 1 of this section are required for such land to be developed.
- (3) Notwithstanding subsection 2 of this section, if two or more of the actions described in subsection 1 of this section occur at different times, additional development charges shall be imposed in accordance with this by-law in respect of any additional development permitted by the subsequent action.

Description of Services

4. (1) Development charges shall be imposed in accordance with this by-law in respect of the following services based on the following percentages with respect to residential and non-residential development respectively:

		% of Total Charge		
	Service	Residential	Non-Residential	Revised Non-Residential ¹
(a)	development-related studies	3.2	5.4	5.8
(b)	roads and related structures and installations	51.7	75.1	73.5
(c)	Works vehicles and equipment	2.7	4.6	4.9
(d)	parkland and trail development ²	9.3	1.4	1.5
(e)	indoor recreation facilities ²	23.8	3.7	4.0

¹ Subject to the footnote to Schedule A of this by-law. "Revised Non-Residential" percentages of total charge apply once Caledon's Coleraine Drive debenture becomes a Region of Peel funding responsibility and is included in the Regional development charge.

² Parkland and Trail Development and Indoor Recreation Facilities have been grouped into a single service (category) in relation to reserve funds and service levels.

(f)	animal control facilities and vehicles	0.2	-	-
(g)	fire facilities, vehicles and equipment	4.6	8.0	8.5
(h)	library facilities and materials	4.0	0.9	0.9
(i)	Ontario Court of Justice (Provincial Offences) court facilities	0.5	0.9	0.9
	Total	100.0	100.0	100.0

- (2) The development charges applicable to a development, as determined under this by-law, shall apply without regard to the services required for or to be used by such development.

Calculation of Development Charges

5. (1) The development charges applicable to a development shall be calculated as follows:
- (a) in the case of residential development, or the residential portion of a mixed use development, the development charges shall be based upon the number of dwelling units included in such development; or,
 - (b) in the case of non-residential development, or the non-residential portion of a mixed use development, the development charges shall be based upon the total floor area included in such development.
- (2) The development charges described in Schedule A to this by-law shall be imposed against land that is to be developed for residential uses, including dwelling units accessory to a non-residential use, and, in the case of a mixed use building or structure, on the residential portion of the mixed use building or structure, according to the type of residential development.
- (3) The development charges described in Schedule A to this by-law shall be imposed against land that is to be developed for non-residential uses and, in the case of a mixed use building or structure, on the non-residential portion of the mixed use building or structure, according to the type of non-residential development.

Residential Intensification

6. (1) This by-law shall not apply with respect to any of the actions described in subsection 1 of section 3 of this by-law if the only effect of such action is to:
- (a) permit the enlargement of an existing dwelling unit;
 - (b) permit the creation of one or two additional dwelling units in an existing single-detached dwelling, provided that the total gross floor area of the additional dwelling unit or the additional dwelling units is not greater than the gross floor area of the dwelling unit in the existing single-detached dwelling;
 - (c) permit the creation of one additional dwelling unit in an existing semi-detached or row dwelling, provided that the gross floor area of the additional dwelling unit is not greater than the gross floor area of the dwelling unit in the existing semi-detached or row dwelling; or
 - (d) permit the creation of one additional dwelling unit in any other existing residential building, provided that the gross floor area of the additional dwelling unit is not greater than the gross floor area of the smallest dwelling unit in the existing residential building.
- (2) Notwithstanding any other provision of this by-law, for the purpose of subsection 1 of this section, the terms “single-detached dwelling”, “semi-detached dwelling”, “row dwelling” and “gross floor area” shall have the meanings provided for them in the Regulation.

Industrial Expansion

7. (1) Notwithstanding any other provision of this by-law, if a development includes the enlargement of the gross floor area of an existing original industrial building, the amount of the development charge applicable to such development shall be determined as follows:
- (a) if the gross floor area is enlarged by fifty percent or less, cumulatively from the original building floor area, the amount of the development charge in respect of the enlargement shall be zero; or,
 - (b) if the gross floor area is enlarged by more than fifty percent cumulatively from the original building floor area, the amount of the development charge in respect of the enlargement shall be calculated on the amount by which the proposed enlargement exceeds fifty percent of the gross floor area of the industrial building before the enlargement.

- (2) Notwithstanding any other provision of this by-law, for the purpose of subsections 1 and 5 of this section, the terms “existing industrial building” and “gross floor area” shall have the meanings provided for them in the Regulation.
- (3) For the purpose of interpreting the definition of “existing industrial building” in the Regulation, regard shall be had for the classification of the land on which the existing industrial building is located under the *Assessment Act* and in particular:
 - (a) whether the land is within a tax class such that taxes on the land are payable at the industrial tax rate; and,
 - (b) whether more than fifty percent of the gross floor area of the existing industrial building has an industrial property code for assessment purposes.
- (4) For the purpose of applying subsection 1 of this section, the gross floor area of an existing industrial building shall be calculated as it was prior to the first enlargement of such existing industrial building for which an exemption under subsection 1 of this section applies.
- (5) Notwithstanding any other provision of this by-law, development charges shall not be imposed with respect to the construction or erection of a building that is accessory to, and not more than fifty percent of the gross floor area of an existing industrial building or the construction or erection of buildings that are accessory to, and, in total, not more than fifty percent of the gross floor area of an existing industrial building, provided that, prior to a building permit or building permits being issued for such building or buildings, the owner or owners of the land on which such building or buildings are to be constructed or erected enter into a written agreement with the Town which has the effect of counting the floor area of such building or buildings against the exemption provided for in subsection 1 of this section.

Redevelopment

8. Subject to section 7 of this by-law, where, in conjunction with the redevelopment of land, a building or structure on such land was demolished in whole or in part or is to be demolished in whole or in part or converted from a residential use to a non-residential use or vice-versa, the development charge to be imposed with respect to such redevelopment shall be reduced by the following amounts:
 - (1) in the case of a residential building or the residential portion of a mixed use building or structure, an amount calculated by multiplying the development charge that would have been applicable under section 5 of this by-law by the number of dwelling units, according to the type thereof, that have been or are to be demolished or converted to another use; or,

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- (2) in the case of a non-residential building or the non-residential portion of a mixed use building or structure, an amount calculated by multiplying the applicable development charge under section 5 of this by-law by the total floor area, according to the type thereof, that has been or is to be demolished or converted to a another use;

provided that evidence satisfactory to the Town is provided by the property owner as to the total floor area or type and number of dwelling units that have been demolished, that such amounts shall not exceed in total the amount of the development charges to otherwise be imposed with respect to the redevelopment.

Green Commercial and Industrial Buildings

9. (a) Upon application being made for a building permit for the construction of a commercial or industrial building that is intended to be a green commercial or industrial building a professional architect or engineer shall certify to the Town in writing that such commercial or industrial building is intended to be a green commercial or industrial building.
- (b) If a professional architect or engineer has certified that a commercial or industrial building is intended to be a green commercial or industrial building, prior to the issuance of a building permit therefor:
- (i) non-residential development charges, discounted in accordance with Schedule B attached hereto, shall be paid to the Town with respect to such commercial or industrial building; and,
- (ii) an irrevocable letter of credit issued by a Canadian chartered bank, in a form satisfactory to the Town, in the amount of the discount referred to in paragraph (i) of this subsection shall be deposited with the Town.
- (c) If, within three (3) years after the construction of a commercial or industrial building that is intended to be a green commercial or industrial building has been completed:
- (i) an independent consultant who is recognized by the Canada Green Building Council certifies to the Town in writing, with all of the supporting information required by the Town, that such commercial or industrial building meets LEED Certified, LEED Silver, LEED Gold or LEED Platinum, as the case may be; or,
- (ii) a professional architect or engineer certifies to the Town in writing that such commercial or industrial building otherwise meets the requirements of a green commercial or industrial building;

the Town shall release the letter of credit referred to in paragraph (ii) of subsection (b) of this section.

- (d) If, within three (3) years after the construction of a commercial or industrial building that is intended to be a green commercial or industrial building has been completed:

- (i) an independent consultant who is recognized by the Canada Green Building Council has not certified to the Town in writing, with all of the supporting information required by the Town, that such commercial or industrial building meets LEED Certified, LEED Silver, LEED Gold or LEED Platinum, as the case may be; or,
- (ii) a professional architect or engineer has not certified to the Town in writing that such commercial or industrial building otherwise meets the requirements of a green commercial or industrial building;

then:

- (iii) non-residential development charges, without any discount therefrom, shall be applicable to such commercial or industrial building;
 - (iv) the amount of the discount referred to in paragraph (i) of subsection (b) of this section shall immediately become payable to the Town; and,
 - (v) if the amount of the discount referred to in paragraph (i) of subsection (b) of this section is not paid to the Town within thirty (30) days after the expiry of such three (3) year period, the Town shall be entitled to draw upon the letter of credit referred to in paragraph (ii) of subsection (b) of this section and to use the proceeds thereof to collect such amount.
- (e) Unless otherwise authorized by the Council of the Town, if the total amount of the discount applications referred to in paragraph (i) of subsection (b) of this section with respect to all commercial and industrial buildings where a professional architect or engineer has certified to the Town that such commercial or industrial building is intended to be a green commercial or industrial building reaches more than two hundred and fifty thousand (\$250,000.00) dollars in any year, this section shall not apply to any commercial or industrial building for the rest of that year.

Temporary Buildings or Structures

10. (1) Notwithstanding any other provision of the by-law, development charges

shall not be imposed under this by-law in respect of the construction or erection of a temporary building or structure so long as its status as a temporary building or structure is maintained in accordance with the provisions of this by-law.

- (2) Upon application being made for the issuance of a building permit for the construction or erection of a temporary building or structure to which, but for subsection 1 of this section, development charges apply, the Town may require the owner or owners of the land on which such temporary building or structure is to be constructed or erected to either:
- (a) pay for development charges on the proposed temporary building for which the owner or owners may apply for a refund no later than one month following the time period defined in this by-law for temporary buildings or structures; or
 - (b) enter into an agreement with the Town pursuant to section 27 of the Act and submit security, satisfactory to the Town, to be realized upon in the event that the temporary building or structure becomes protracted and development charges thereby become payable.
- (3) In the event that a temporary building or structure becomes protracted, it shall be deemed not to be, nor ever to have been a temporary building or structure and, subject to any agreement made pursuant to section 27 of the Act, development charges under this by-law shall become payable forthwith.

Exemptions

11. (1) Notwithstanding any other provision of this by-law, development charges shall not apply to
- (a) a country inn,
 - (b) a building or structure used for the purpose of agricultural tourism,
 - (c) a farm based home industry,
 - (d) a farm cidery,
 - (e) a farm winery,
 - (f) a garden suite,
 - (g) a non-residential agricultural building or structure,
 - (h) an outbuilding, and
 - (i) an on-farm diversified use building or structure.

provided that the property owner enters into a written agreement with the Town which is registered on land title, at the owner's sole cost, that for a

period of five years following the occupancy permit date, a development charge, calculated in accordance with this by-law, shall be immediately payable if the country inn, the building or structure used for the purpose of agricultural tourism, the farm based home industry, the farm cidery or winery, the garden suite, the non-residential agricultural building or structure, the outbuilding, or the on-farm diversified use building or structure is converted to a use that is not exempt under this by-law.

- (2) Notwithstanding any other provision of this by-law, development charges shall not apply to a bed & breakfast establishment subject to the following:

In the event that the construction of a single detached dwelling for use as a bed & breakfast establishment results in the imposition of, and payment of, development charges in accordance with this by-law, the Town may provide a refund of the Town development charges as imposed and paid where there is compliance with the following conditions.

- (a) A full refund may be provided where the dwelling has been actively and continuously used for the purpose of a bed & breakfast establishment for a period of ten (10) years from the date of the payment of the development charges.
- (b) An application for refund shall be made, in writing, by the owner of the dwelling containing the bed & breakfast establishment on or before 31 March annually for a maximum period of ten years, commencing in the first calendar year after the date of payment of the development charges.
- (c) The refund is payable to the owner of the dwelling containing the bed & breakfast establishment at the time the refund is calculated.
- (d) Upon application for the refund, the Town may review the application to determine whether the application meets the conditions of this by-law, and may
 - i. refund to the owner of the dwelling $1/10^{\text{th}}$ of the amount of the paid development charges if the dwelling has been actively and continuously used throughout the previous year as a bed & breakfast establishment, or
 - ii. refund to the owner of the dwelling a proportionate share of the $1/10^{\text{th}}$ of the amount of the paid development charges, calculated on a monthly basis, if the dwelling has not been actively and continuously used throughout the previous year as a bed & breakfast establishment, and

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- iii. retain the balance, if any, of the paid development charges for each year during which the dwelling was not yet been used as a bed & breakfast establishment.
- (e) The applicant for the refund, and the owner of the dwelling, if the owner is a different entity or person than the applicant, shall, at the time of the application for the refund, grant permission in writing to the Town, its agents, employees and inspectors to enter the dwelling at any time during the ten years, upon reasonable notice, to determine whether the dwelling is used for the purpose of a bed & breakfast establishment.
 - (f) The current owner of the dwelling shall advise any purchaser of the dwelling of the refund available pursuant to the provisions of this by-law.
 - (g) The owner of the dwelling who is making the application for the refund shall provide all information requested by the Town to verify that the owner is entitled to a refund pursuant to the provisions of this by-law.
 - (h) In making the application, the owner of the dwelling shall complete the form prepared for the purpose by the Town.
 - (i) No interest or indexing is payable in respect to the refund of the Town paid development charges.
 - (j) The entire application for refund, including future applications available in the remaining ten year period, shall be deemed abandoned in any or all of the following circumstances in any year that
 - i. the owner of the dwelling containing the bed & breakfast establishment fails to make an application for the refund within the time required by this by-law,
 - ii. the Town makes a payment to the owner of the dwelling containing the bed & breakfast establishment in accordance with section 11 (2) (d) ii and the use of the dwelling as a bed & breakfast establishment ceased in the previous year, or
 - iii. the operator of the bed & breakfast establishment has declared bankruptcy.
 - (k) The seasonal operation of a dwelling as a bed & breakfast establishment, where the establishment does not operate for a maximum of 5 months during the year, shall not be deemed to be an abandonment or cessation of the use of the dwelling as a bed & breakfast establishment for the purpose of section 11 (2) (j)

- (3) Notwithstanding any other provision of this by-law, the Council of the Town may, by resolution, waive the payment of development charges in whole or in part with respect to land to be developed for an institutional use.

Indexing

12. The development charges described in Schedule A to this by-law shall be adjusted without amendment to this by-law on February 1st and August 1st in each year, commencing on 1 August, 2014, in accordance with the Statistics Canada Quarterly Construction Price Statistics (catalogue number 62-007) with the base index value being that in effect on 1 February 2014.

Payment of Development Charges

13. (1) Development charges, adjusted in accordance with Section 12 of this by-law to the date of payment, shall be payable:
- (a) in regard to development charges imposed under subsection 2 of section 5 of this by-law, with respect to each dwelling unit in a building or structure for which a building permit is issued, on the date that the building permit is issued; and,
 - (b) in regard to development charges imposed under subsection 3 of section 5 of this by-law, with respect to a building or structure for which a building permit is issued, on the date that the building permit is issued.
- (2) In the alternative to payment by the means provided in subsection 1 of this section, the Town may, by an agreement made under section 38 of the Act with the owner or owners of land that is to be developed, accept the provision of services in full or partial satisfaction of development charges otherwise payable by such owner or owners, provided that:
- (a) if the Town and such owner or owners cannot agree as to the reasonable cost of providing the services, the dispute shall be referred to the Council of the Town and its decision shall be final and binding; and,
 - (b) if the reasonable cost of providing the services exceeds the amount of the development charge for the service to which the work relates:
 - (i) the excess amount shall not be credited against the development charge for any other service, unless the Town has so agreed in an agreement made under section 39 of the Act; and,

- (ii) in no event shall the Town be required to make a cash payment to such owner or owners.
- (3) Nothing in this by-law shall prevent the Council of the Town from requiring, as a condition of any approval under the *Planning Act*, that the owner or owners of land install such local services as the Council of the Town may require in accordance with the policies of the Town with respect to local services.
- (4) The Town may require the owner or owners of land that is to be developed to enter into an agreement, including the provision of security for the obligations of such owner or owners under the agreement, pursuant to section 27 of the *Development Charges Act* providing for all or part of a development charge to be paid before or after it otherwise would be payable, and the terms of such agreement shall prevail over the provisions of this by-law.

Unpaid Development Charges

- 14. (1) If a development charge or any part thereof remains unpaid after it is payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.
- (2) If any unpaid development charges are collected as taxes in accordance with subsection 1 of this section, the monies so collected shall be credited to the appropriate development charges reserve fund.

Effective Date

- 15. This by-law shall come into force and effect on 25 June 2014.

Repeal

- 16. By-law No. 2009-090, as amended, shall be and is hereby repealed effective on the date that this by-law comes into force and effect.

Expiry Date

- 17. This by-law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent by-law.

Registration

- 18. A certified copy of this by-law may be registered in the by-law register in the Peel Land Registry Office and/or against the title to any land to which this by-law applies.

Severability

19. In the event that any provision of this by-law is found by a court of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this by-law shall remain in full force and effect.

Headings

20. The headings inserted in this by-law are for convenience of reference only and shall not affect the interpretation of this by-law.

Schedules

21. Schedules A and B attached to this by-law shall be deemed to be a part of this by-law.

Short Title

22. This by-law may be referred to as the *2014 Town Wide Development Charges By-law*.

READ A FIRST, SECOND,
THIRD TIME AND FINALLY
PASSED IN OPEN COUNCIL
this 24th DAY of JUNE, 2014

Marolyn Morrison, Mayor

Carey deGorter, Clerk

SCHEDULE A

BY-LAW 2014-XXX

SCHEDULE OF DEVELOPMENT CHARGES

Type of Development	Development Charge
Residential	Development Charge per Dwelling Unit
1.1 Single detached, semi-detached and duplex dwellings	\$22,577
1.2 Apartments larger than 70 s. m.	\$15,736
1.3 Apartment 70 s.m. or smaller	\$9,236
1.4 Other residential dwellings	\$18,883
Non-residential	Development Charge per square metre of total floor area*
	\$37.67

* - The road, Coleraine Drive is to be uploaded to the Region of Peel in June, 2014. The Town of Caledon, through the Region of Peel, issued a debenture for the construction of this road in 2011. The on-going growth-related portion of the debenture payments will continue to be paid by the Town of Caledon, funded from Town development charges, until the Region of Peel incorporates the debenture payments in the Region's next development charge background study and by-law update. Once the debenture related to Coleraine Drive has been incorporated into the Region of Peel's development charge by-laws, the Town of Caledon's development charges will be reduced by \$2.30 per s.m. and the percentage allocation of the non-residential charge by service will be altered as per subsection 4(1), without amendment to this by-law.

**SCHEDULE B
BY-LAW 2014-xxxx**

**DEVELOPMENT CHARGE DISCOUNT APPLICABLE TO QUALIFYING
COMMERCIAL AND INDUSTRIAL BUILDINGS**

GREEN MEASURE	INCLUSIONS	DISCOUNT AS A PERCENTAGE OF NON-RESIDENTIAL DEVELOPMENT CHARGE (Subject to annual dollar maximum in the by-law)
Green Technologies	Solar hot water system that provides for a minimum of 25% of the building's energy needs	5.0% for any inclusion or any combination of inclusions
	Transpired solar collectors that provides for a minimum of 10% of the building's energy needs	
	Solar photovoltaic system that provides for a minimum of 5% of the building's energy needs	
	Innovative stormwater management practices (as listed in the most current Low Impact Development Stormwater Management Planning and Design Guide prepared by the Credit Valley Conservation Authority and the Toronto and Region Conservation Authority) where the first 7 millimeters of run off from the developed areas of the site, including the building, parking lot and landscape areas, is filtered or infiltrated	
	Storm water cistern that provides for 100% of irrigation needs	
LEED Certified	Certified and registered with the Green Building Council of Canada as meeting the current and applicable LEED Canada Rating Systems such as new construction, commercial interiors, core and shell	20.0%
LEED Silver		22.5%
LEED Gold		25.0%
LEED Platinum		27.5%