



# Development Charges Update Study

Town of Caledon

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For Public Circulation and Comment

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Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsonecon.ca](mailto:info@watsonecon.ca)

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# 1. Introduction

## 1.1 Background

The Town of Caledon (Town) imposes development charges (D.C.s) to recover the increase in the needs for service arising from growth. The basis for the calculation of the Town's existing schedule of residential and non-residential development charges is documented in the Town's "2019 Development Charges Background Study" dated March 22, 2019, as amended. This D.C. Background Study provides the supporting documentation for the Town's D.C. By-Law 2019-31. The current D.C.s by municipal service and development type are summarized in Table 1-1. This schedule reflects the indexed and phased-in charges that are currently in force effective February 1, 2021, as per Schedule A of the By-Law.

Table 1-1  
Town of Caledon  
Current (Indexed) Schedule of Development Charges

Service	Residential (\$/dwelling unit)				Non-Residential
	Single & Semi Detached	Other Residential Dwellings	Apartment s > 70 s.m.	Apartments <= 70 s.m.	\$ per sq.m. of TFA
Services Related to a Highway	16,072	12,236	9,338	5,480	44.18
Operations	1,586	1,207	921	541	4.33
Fire Protection Services	1,320	1,005	767	451	3.64
Parkland and Trail Development	1,955	1,488	1,136	666	0.57
Indoor Recreation Facilities	8,680	6,608	5,044	2,960	2.50
Library Services	901	687	524	308	0.23
Development Related Studies	844	643	491	288	2.39
Animal Control	90	69	52	31	-
Provincial Offences Act	208	159	121	71	0.57
<b>Total</b>	<b>31,657</b>	<b>24,101</b>	<b>18,393</b>	<b>10,795</b>	<b>58.41</b>



## 1.2 Existing Policies (Rules)

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The following subsections set out the rules governing the calculation, payment, and collection of D.C.s as provided in By-law 2019-31, in accordance with the *Development Charges Act* (D.C.A.), 1997.

### 1.2.1 *Payment in any Particular Case*

In accordance with the D.C.A., the D.C. shall be calculated, payable, and collected where the development requires one or more of the following:

- the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
- the approval of a minor variance under Section 45 of the *Planning Act*;
- a conveyance of land to which a by-law passed under section 50(7) of the *Planning Act* applies;
- the approval of a plan of subdivision under Section 51 of the *Planning Act*;
- a consent under Section 53 of the *Planning Act*;
- the approval of a description under section 9 of the *Condominium Act*, 1998, S.O. 1998, c. 19; or
- the issuing of a building permit under the *Building Code Act* in relation to a building.

### 1.2.2 *Determination of the Amount of the Charge*

The calculation for residential development is generated on a per capita basis and imposed based on four dwelling unit types (i.e. single and semi-detached, apartments greater than 70 square metres (sq.mt.)<sup>1</sup>, apartments equal to or less than 70 sq.mt.<sup>2</sup>, and other residential dwellings). The eligible D.C. cost calculations are based on the net anticipated population increase. The total eligible D.C. cost is divided by the “gross” (new resident) population to determine the per capita amount. The cost per capita is then multiplied by the average occupancy of the new units to calculate the charges by type of residential dwelling unit. The non-residential D.C. has been calculated and imposed uniformly on a per sq.mt. of total floor area (T.F.A.) basis.

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<sup>1</sup> Including stacked townhouses.

<sup>2</sup> Including “special care/special need facilities”.



### **1.2.3 Application to Land Redevelopment**

Where development involves the demolition and replacement of a building or structure on the same site, or the conversion from one principal use to another, the developer shall be allowed a redevelopment credit. For demolitions occurring after the by-law enforce date (May 29, 2019), a demolition credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 10 years prior to the issuance of a building permit in the case of a residential units demolished and 15 years for non-residential units. For demolitions occurring prior to May 29, 2019, a credit will be calculated where redevelopment occurs within the terms of the redevelopment credit policy.

With respect to the replacement of a building destroyed by fire, the date of demolition will be the date of the fire. Further, no credit will be given for the replacement or conversion of exempt uses. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

### **1.2.4 Exemptions (full or partial)**

The D.C. by-law applies to all lands within the Town, with the exception of the following lands which are exempt:

#### **Statutory exemptions**

- Residential development that results in the only the enlargement of an existing dwelling unit, or that results online in the creation or enlargement of an accessory dwelling building for a lawful residential use, or that results only in the creation of up to two additional dwelling units within an existing single detached dwelling, or the creation of one additional dwelling unit in any other existing residential building where the total G.F.A. of the additional unit is equal to or less than the G.F.A. of the smallest unit contained within the residential building;
- Land owned by and used for the purposed of a Municipality, a Local Board, or a Board of Education; and
- Industrial additions of up to and including 50% of the existing G.F.A. of the building.



## Non-statutory exemptions

Development within Bolton Business Improvement Area (B.I.A.) and the Caledon East Commercial Core Area for non-residential development only, with residential uses exempt if building permits were issued on or before May 28, 2021;

Land that is owned and used for the purposes of a college or university that is eligible to receive funding from the government of the Province of Ontario, a hospital as defined in section 1 of the Public Hospitals Act, the Ontario Provincial Police, and a temporary building if erected for a maximum of 8 months;

The following development types are exempt, unless the building or structure is converted to a non-exempt use following the occupancy permit date:

- a country inn;
- a building or structure used for the purpose of agricultural tourism;
- a farm-based home industry;
- a farm cidery;
- a farm winery;
- a garden suite;
- a non-residential agricultural building or structure;
- an outbuilding;
- an on-farm diversified use building or structure; and
- a secondary portable dwelling on an agricultural property, used as housing for farm help and occupied year-round.

Bed and breakfast establishments may be eligible for a refund of D.C.s paid subject to conditions. The refund is given annually in 1/10th increments for each year of active and continuous operation for a maximum of ten years;

On-farm wedding venues that are located on an agricultural property as a secondary use, owned by a bona fide farmer and operating no more than 30 calendar days per year; and

A discount ranging from 5% to 27.5% of D.C.s payable is available for non-residential buildings/structures that incorporate green technologies and/or incorporate LEED standards that result in LEED certification, subject to a \$250,000 maximum application in-take per year.



### **1.2.5 Indexing**

The by-law provides for indexing of the D.C. annually on February 1st and August 1, of each year in accordance with the Statistics Canada Quarterly “Capital Expenditure Price Statistics (cat. 62-007-X)”.

### **1.2.6 By-law Duration**

The by-law will expire at 12:01 AM on May 29, 2024 unless it is repealed by Council at an earlier date.

### **1.2.7 Date Charge Payable**

Development charges imposed under the by-law are calculated, payable, and collected on or before the day a building permit is issued in relation to a building or structure on land to which a D.C. applies.

## **1.3 Changes to the Development Charges Act, 1997: More Homes, More Choice Act and the COVID-19 Economic Recovery Act**

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On May 2, 2019, the Province introduced Bill 108 (*More Homes, More Choice Act*), which proposed changes to the D.C.A. The Bill was introduced as part of the Province’s “More Homes, More Choice: Ontario’s Housing Supply Action Plan.” The Bill received Royal Assent on June 6, 2019. While having received Royal Assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor. However, on January 1, 2020, the following provisions were proclaimed:

- A D.C. for rental housing and institutional developments will pay the charge in six equal annual installments, with the first payment commencing on the date of occupancy. A D.C. for non-profit housing developments will pay the charge in 21 equal annual installments. A municipality may charge interest on the installments. Any unpaid D.C. amounts may be added to the property and collected as taxes.
- The determination of the D.C. for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval shall be determined





based on the D.C.s in effect on the date the planning application was submitted. These provisions only apply to Site Plan and Zoning By-law Amendment planning applications received on or after January 1, 2020. Developments arising from planning application approvals not fitting these criteria, or if the building permit arising from these planning approvals is issued two-years or more after the planning application approval, the D.C. is determined based on the provisions of the D.C. by-law.

In early 2020, the Province released Bill 197 (*COVID-19 Economic Recovery Act*), an omnibus bill amending numerous statutes, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed amendments included in the *More Homes, More Choice Act*. The *COVID-19 Economic Recovery Act* received Royal Assent on July 21, 2020 and were proclaimed on September 18, 2020. The following provides a summary of the changes to the D.C.A. that are now in effect:

#### List of D.C. Eligible Services

- The D.C.A. previously defined ineligible services for D.C.s. The amendments to the D.C.A. now defined the services that are eligible for inclusion in a D.C. by-law. The following summarizes the D.C. eligible services:
  - Water supply services, including distribution and treatment services;
  - Wastewater services, including sewers and treatment services;
  - Storm water drainage and control services;
  - Services related to a highway;
  - Electrical power services;
  - Toronto-York subway extension, as defined in subsection 5.1(1);
  - Transit services other than the Toronto-York subway extension;
  - Waste diversion services;
  - Policing services;
  - Fire protection services;
  - Ambulance services;
  - Library Services;
  - Long-term care services;
  - Parks and recreation services (excluding the acquisition of land for parks);
  - Public health services;





- Childcare and early years services;
- Housing services;
- Provincial Offences Act services;
- Services related to emergency preparedness;
- Services related to airports, but only in the Regional Municipality of Waterloo; and
- Additional services as prescribed.

### 10% Statutory Deduction

The D.C.A. previously required a 10% statutory deduction for all services not specifically identified in s.s.5(5) of the D.C.A. (i.e. soft services). This had the effect of categorizing D.C. eligible services into two groups, i.e. 90% D.C. recoverable services, and 100% D.C. recoverable services. The amendments to the D.C.A. remove the 10% statutory deduction for soft services.

### Classes of D.C. Services

As noted above the D.C.A. categorized services generally into two categories. The amended D.C.A. repeals these provisions and provides the following:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.



## Statutory Exemptions

The D.C.A. provides for statutory exemptions from payment of D.C.s where the development is creating additional residential dwelling units within prescribed classes of existing residential buildings or structures. This statutory exemption has been expanded to include secondary residential dwelling units, in prescribed classes, that are ancillary to existing residential buildings. Furthermore, additional statutory exemptions are provided for the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to new dwellings.

## Transition

Services, other than those described in paragraphs 1 to 10 of subsection 2 (4) of the D.C.A. (i.e. soft services) within an existing D.C. by-law can remain in effect, even if the by-law expires, until the earlier of the day the by-law is repealed, the day the municipality passes a Community Benefits Charge by-law under subsection 37 (2) of the Planning Act, or the specified date. The specified date is September 18, 2022.

## **1.4 Basis for D.C. By-law Update**

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This D.C. Update Study provides an amendment to the Town's D.C. By-Law. The purpose of this Update Study is to amend the Town's 2019 Development Charge Background Study to remove the 10% statutory deduction, reflect amendments to the D.C.A. described above, and to revise capital cost estimates (and associated historic level of service quality estimates) based on updated information. That the Update Study and amending D.C. by-law be prepared and be made available to the public 60 days prior to Council adoption.

The following Chapters of this Update Study include:

- Chapter 2 – Anticipated Development
- Chapter 3 – Revisions to the Anticipated Capital Needs Listing to Reflect the Amendments to the D.C.A. and change in estimates
- Chapter 4 – Revised D.C. Calculation and Schedule of Charges
- Chapter 5 – D.C. Policy Recommendations and D.C. By-law Rules
- Chapter 6 – Asset Management Plan and Long-Term Capital and Operating Costs
- Chapter 7 – Process for Adoption of the Amending Development Charges By-law



## Appendix A – Draft Amending D.C. By-law

It should be noted that this report is provided as an update to the 2019 D.C. Background Study and as such the calculations are denominated in 2019 values (the Town's D.C. Background Study cost base). The amended D.C. rates are subsequently indexed to current rates for implementation.

The notice of the Public Meeting will be advertised in accordance with the requirements of the D.C.A., i.e. 20 clear-days prior to the public meeting. This background study document will be released for public review and posted on the Town's website in accordance with provisions of the D.C.A. by May 13, 2021 (i.e. 60 days before intended passage of the amending by-law). The statutory public meeting will be held in Council Chambers, at the Town of Caledon Municipal Offices on May 26, 2021. A presentation will be made to the public regarding the recommendations of this report, and Council will receive oral and written comments on the matter. It is anticipated that Council will consider for adoption the proposed amending by-law on July 13, 2021.

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## 2. Anticipated Development

The 2019 D.C. Background Study provided for the anticipated residential and non-residential growth within the Town of Caledon for the respective service forecast periods. The growth forecast associated with services included in this update study is summarized in Table 2-1 below.

Table 2-1  
Town of Caledon  
2019 D.C. Background Study – Growth Forecast Summary

Forecast Period	Residential		Non-Residential	
	Net Population (excl. Census undercount)	Dwelling Units (incl. Institutional Equivalent)	Employment (excl. WAH & NFPOW)	Total Floor Area (sq.ft. in millions)
2019	72,750	23,568	21,021	
2029	99,607	32,677	34,839	
2031	104,361	34,265	37,395	
2019-2029	26,857	9,109	13,818	15.88
2019-2031	31,611	10,697	16,374	18.97

For the purpose of this Study, the 2019 D.C. Background Study growth forecast remains unchanged. The D.C. calculation for Services Related to a Highway and Fire Protection Services will be calculated over the 2019-2031 forecast period. The D.C. calculation for all other services, i.e. Parks and Recreation Services, Library Services, Animal Control Services, and Provincial Offences Act Services will be calculated over the 2019-2029 forecast period. The revised capital needs estimates and adjustments to the D.C. calculations reflecting the amendments to the D.C.A have been considered in the context of this growth forecast.



### 3. Revisions to the Anticipated Capital Needs Listing to Reflect the amendments to the D.C.A.

The 2019 D.C. Background Study adopted by Council in the passing of the Town's D.C. by-law justified the amount that could be charged for residential and non-residential development. The study and by-law reflect the anticipated capital needs for recovery through D.C.s for Services Related to a Highway, Operations, Fire Protection Services, Parkland and Trail Development, Indoor Recreation Facilities, Library Services, Development Related Studies, Animal Control, and Provincial Offences Act.

The following sections summarize the amendments made to the D.C. eligible capital costs. These include:

- Eligible Services
  - The consolidation of Services Related to a Highway and Operations into one service, i.e. Services Related to a Highway;
  - The consolidation of Parkland and Trail Development and Indoor Recreation Facilities into one service, i.e. Parks and Recreation Services;
  - Allocation of D.C. recoverable costs previously under Development Related Studies within the calculation of the eligible D.C. services; and
  - Maintain current charges for Animal Control during the transition period until September 18, 2022, as the Town considers the funding implications for these growth-related needs.
- Removal of the 10% statutory deduction within the 2019 D.C. Background Study for Parks and Recreation Services, Library Services, Provincial Offences Act Services, and Development Related Studies class of service.

In addition to the legislated changes noted above, this section also summarizes the changes in the increase in need for services and capital cost estimates arising from updated information. The capital cost estimates herein are provided 2019\$ reflective of the 2019 D.C. Background Study cost base.



Other than the revisions included herein, all other capital needs and determination of D.C. recoverable costs contained in the Town's 2019 D.C. Background Study remain unchanged.

### **3.1 Services Related to a Highway**

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The Town's 2019 D.C. Background Study identified D.C. recoverable costs for Services Related to a Highway of \$216.3 million over the 12-year forecast period. The recoverable costs were established in recognition of the Town's anticipated tax funding for the non-D.C. recoverable cost share of the capital program. As such, the focus of D.C. funding is for projects within the settlement areas and the rural road program within the forecast period to 2023.

Operations D.C. recoverable costs totalled \$21.3 million.

Services Related to a Highway and Operations did not require the 10% statutory deduction under the D.C.A. However, in discussions with Town staff the following revisions to the capital programs are summarized below:

- Roads benchmark cost estimates for hot mix, granular and sod were updated to reflect current pricing;
- Services related to a highway program, 2020-2021 design cost components were separated from construction components to measure the use of tax funding for the non-D.C. recoverable cost share;
- Humber Station Road (Healey Road to Castlederg Sideroad) and Healey Road Airport Road to Coleraine Drive) were updated to urban reconstruction projects within high growth areas, changing the cost estimates and benefit to existing deductions in accordance with benchmark costing and D.C. calculation rules for these types of improvements. These capital cost revisions increased the D.C. recoverable costs by \$19.3 million over 2019 D.C. Background Study estimates;
- Transportation related studies were more specifically identified and reallocated from study provisions included under Development Related Studies, including Transportation Master Plan, Storm water Master Plans - Town wide and Secondary Plans, Sub-Watershed Studies, Development Engineering Standards



and Criteria, Active Transportation Master Plan, Other Unspecified Growth Related Engineering Studies, Low Impact Development Standards, and Green Asset Master Plan. These capital cost revisions increased the D.C. recoverable costs by \$1.8 million as compared to the 2019 D.C. Background Study estimates;

- Operations facilities capital cost estimates were updated to reflect current benchmark estimates, as well as to include an unfunded amount related to Yard One that was not reflected in the 2019 D.C. Background Study. These capital cost revisions increased the D.C. recoverable costs by \$6.0 million; and
- Operations vehicles were updated to reflect anticipated needs. In total the revised vehicles needs decrease the D.C. recoverable costs by approximately \$1.0 million as compared to the 2019 D.C. Background Study estimates for vehicles.

In total, the consolidated Services Related to a Highway D.C. recoverable capital costs have increased by \$38.9 million over the 2019 D.C. Background Study estimates. These D.C. recoverable costs are within the historical level of service cap for Services Related to a Highway.

The revised D.C. recoverable costs are allocated 66% to residential development and 34% non-residential development, consistent with the Town's 2019 D.C. Background Study, and based on the incremental population to employment over the forecast period.





**Table 3-1**  
**Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (Roads and Related)**

Prj No	Increased Service Needs Attributable to Anticipated Development					Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
	2019-2031													
	Name	To	From	Improvement Type	Length (km)									
	TRAFFIC ZONE 1289:													
A001	Innis Lake Road	Mayfield Road	Healey Road	Rural Reconstruction	3.0	0	3,883,178	2,834,211	1,048,966	776,636		272,331	179,738	92,593
A003	Innis Lake Road	Healey Road	King Street W	Rural Reconstruction	3.1	0	4,005,984	2,923,844	1,082,140	801,197		280,943	185,422	95,521
0	Innis Lake Road	King Street	200m South of Old Church Rd	Rural Reconstruction	6.3	0	7,736,823	5,646,868	2,089,955	1,547,365		542,591	358,110	184,481
A025	Centreville Creek Road	King Street	Castlederg Sideroad	Rural Reconstruction (Construction)	3.0	2021	3,242,097	-	3,242,097	1,868,327		1,373,770	906,688	467,082
0	Centreville Creek Road	Mayfield Road	King Street	Rural Reconstruction	6.1	0	7,690,186	5,612,829	2,077,357	1,538,037		539,320	355,951	183,369
0	Humber Station and Healey Road	-	-	Intersection Improvements: Signalization	0.0	0	378,144	310,495	67,649	37,814		29,835	19,691	10,144
A037	Humber Station Road	Healey Road	Mayfield Road	Urban Reconstruction	3.0	0	9,622,381	7,900,963	1,721,418	962,238		759,180	501,059	258,121
A039	Humber Station Road	2.8 km N of Healey (Belomat Ct)	Healey Road	Urban Reconstruction (Construction)	2.8	2023	7,364,965	-	7,364,965	736,497		6,628,469	4,374,790	2,253,679
A039	Humber Station Road	2.8 km N of Healey (Belomat Ct)	Healey Road	Urban Reconstruction (Design)	2.8	2020	1,004,314	-	1,004,314	100,431		903,883	596,563	307,320
A041	Humber Station Road	King Street	2.8 km N of Healey	Urban Reconstruction (Construction)	0.2	2023	505,027	-	505,027	50,503		454,524	299,986	154,538
A041	Humber Station Road	King Street	2.8 km N of Healey	Urban Reconstruction (Design)	0.2	2020	45,911	-	45,911	4,591		41,320	27,271	14,049
A043	Humber Station Road	0.4 km N of King St	King Street W	Urban Reconstruction (Construction)	0.4	2023	1,052,138	-	1,052,138	105,214		946,925	624,971	321,955
A043	Humber Station Road	0.4 km N of King St	King Street W	Urban Reconstruction (Design)	0.4	2020	143,473	-	143,473	14,347		129,126	85,223	43,903
A045	Humber Station Road	Castlederg Sideroad	0.4 km N of King St	Urban Reconstruction (Construction)	2.7	2023	8,148,091	-	8,148,091	814,809		7,333,282	4,839,966	2,493,316



Prj No	Increased Service Needs Attributable to Anticipated Development					Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
A045	Humber Station Road	Castlederg Sideroad	0.4 km N of King St	Urban Reconstruction (Design)	2.7	2020	977,771	-	977,771	97,777		879,994	580,796	299,198
A067	Duffy's Lane	1.9 km N of King St W	Castlederg Sideroad	Rural Reconstruction	1.6	0	2,176,165	1,588,315	587,849	435,233		152,616	100,727	51,889
A123	Healey Road	Airport Road	Innis Lake Road	Urban Reconstruction	1.4	0	4,557,111	3,741,856	815,255	455,711		359,544	237,299	122,245
A125	Healey Road	Innis Lake Road	Centreville Creek Road	Urban Reconstruction	1.4	0	4,557,111	3,741,856	815,255	455,711		359,544	237,299	122,245
A127	Healey Road	Centreville Creek Road	The Gore Road	Urban Reconstruction	1.4	0	4,756,088	3,905,237	850,851	475,609		375,242	247,660	127,582
A129	Healey Road	The Gore Road	Humber Station Road	Urban Reconstruction	1.4	0	4,656,006	3,823,059	832,947	465,601		367,346	242,448	124,898
A131	Healey Road	Humber Station Road	Coleraine Drive	Urban Reconstruction (Construction)	1.4	2025	3,799,308	3,119,622	679,686	379,931		299,755	197,838	101,917
A131	Healey Road	Humber Station Road	Coleraine Drive	Urban Reconstruction (Design)	1.4	2022	856,698	-	856,698	85,670		771,028	508,878	262,150
A137	Castlederg Sideroad	Innis Lake Road	Centreville Creek Road	Rural Reconstruction (Construction)	1.4	2027	1,512,979	1,104,276	408,702	302,596		106,107	70,031	36,076
A137	Castlederg Sideroad	Innis Lake Road	Centreville Creek Road	Rural Reconstruction (Design)	1.4	2022	206,315	-	206,315	41,263		165,052	108,934	56,118
A139	Castlederg Sideroad	Centreville Creek Road	The Gore Road	Rural Reconstruction (Construction)	1.4	2027	1,512,979	674,122	838,856	774,082		64,774	42,751	22,023
A139	Castlederg Sideroad	Centreville Creek Road	The Gore Road	Rural Reconstruction (Design)	1.4	2021	206,315	-	206,315	105,557		100,759	66,501	34,258
A147	Castlederg Sideroad	Duffy's Lane	Regional Road 50	Rural Reconstruction (Construction)	0.8	2027	1,039,659	758,815	280,844	207,932		72,912	48,122	24,790
A147	Castlederg Sideroad	Duffy's Lane	Regional Road 50	Rural Reconstruction (Design)	0.8	2022	141,772	-	141,772	28,354		113,417	74,855	38,562
	TRAFFIC ZONE 1288:													
CG001	Heritage Road	Mayfield Road	Old School Road	Rural Road Upgrade	3.1	0	1,332,227	972,351	359,876	266,445		93,430	61,664	31,766
CG013	Creditview Road	Mayfield Road	Old School Road	Rural Reconstruction	3.0	0	3,684,201	2,688,985	995,217	736,840		258,376	170,528	87,848
CG023	Chinguacousy Road	Old School Road	Mayfield Road	Rural Reconstruction	0.2	2020- 2023	564,299	-	564,299	75,240		489,059	322,779	166,280
CG031	McLaughlin Road	MW2 Limit	Old School Road	Rural Reconstruction	1.8	0	2,409,497	1,312,401	1,097,096	970,991		126,105	83,229	42,876



Prj No	Increased Service Needs Attributable to Anticipated Development						Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
	2019-2031														
CG057	Bramalea Road	Mayfield Road	Old School Road	Rural Reconstruction	3.1	0		4,005,984	2,923,844	1,082,140	801,197		280,943	185,422	95,521
CG063	Torbram Road	Mayfield Road	Old School Road	Rural Reconstruction	3.2	0		4,128,791	2,134,546	1,994,245	1,789,143		205,102	135,367	69,735
	TRAFFIC ZONE 1296														
CG003	Heritage Road	Old School Road	0.2 km S of King St	Rural Road Upgrade	2.8	0		2,285,856	1,668,375	617,480	457,171		160,309	105,804	54,505
CG005	Heritage Road	0.2 km S of King St	King St	Rural Road Upgrade	0.2	0		163,275	119,170	44,106	32,655		11,451	7,558	3,893
CG007	Heritage Road	King St	0.7 km N of King St	Rural Road Upgrade	0.7	0		571,464	260,684	310,780	285,732		25,048	16,532	8,516
CG015	Creditview Road	Old School Road	King St	Rural Reconstruction	3.1	0		3,807,008	2,778,617	1,028,391	761,402		266,989	176,213	90,776
CG021	Creditview Road	Boston Mills Road	Olde Base Line Road	Rural Road Upgrade	1.2	0		979,652	-	979,652	979,652		-	-	-
CG033	McLaughlin Road	Old School Road	1.1 km S of King St	Rural Reconstruction (Construction)	2.0	2020- 2023		2,161,398	-	2,161,398	1,296,839		864,559	570,609	293,950
CG033	McLaughlin Road	Old School Road	1.1 km S of King St	Rural Reconstruction (Design)	2.0	2020		294,736	-	294,736	176,842		117,894	77,810	40,084
CG035	McLaughlin Road	1.1 km S of King St	King St	Rural Reconstruction (Construction)	1.1	2020- 2023		1,188,769	-	1,188,769	713,261		475,508	313,835	161,673
CG035	McLaughlin Road	1.1 km S of King St	King St	Rural Reconstruction (Design)	1.1	2020		162,105	-	162,105	97,263		64,842	42,796	22,046
CG037	McLaughlin Road	King St	Boston Mills Road	Rural Reconstruction (Construction)	3.1	2021		3,333,421	-	3,333,421	666,684		2,666,737	1,760,046	906,691
CG039	McLaughlin Road	Boston Mills Road	Olde Base Line Road	Rural Reconstruction (Construction)	1.1	2021		1,205,515	-	1,205,515	475,377		730,138	481,891	248,247
CG043	Kennedy Road	Old School Road	King St	Rural Reconstruction (Construction)	2.7	0		3,315,781	2,420,086	895,695	663,156		232,539	153,476	79,063
CG051	Heart Lake Road	Old School Road	King St	Rural Reconstruction	3.1	0		3,807,008	694,654	3,112,354	3,045,606		66,747	44,053	22,694
CG059	Bramalea Road	King St	Old School Road	Rural Reconstruction (Construction)	3.1	2020- 2023		3,350,167	-	3,350,167	837,542		2,512,625	1,658,333	854,293
CG059	Bramalea Road	King St	Old School Road	Rural Reconstruction (Design)	3.1	2020		456,841	-	456,841	114,210		342,631	226,136	116,495



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
	2019-2031													
CG061	Bramalea Road	King St	Olde Base Line	Rural Reconstruction	4.2	0	5,157,882	3,764,578	1,393,303	1,031,576		361,727	238,740	122,987
CG065	Torbram Road	Old School Road	King Street	Rural Reconstruction	3.2	0	3,929,815	1,978,104	1,951,711	1,761,641		190,070	125,446	64,624
CG067	Torbram Road	King Street	Old Baseline Road	Rural Reconstruction (Construction)	4.2	2024	4,714,035	1,474,555	3,239,480	3,097,795		141,686	93,513	48,173
CG067	Torbram Road	King Street	Old Baseline Road	Rural Reconstruction (Design)	4.2	2021	642,823	-	642,823	422,427		220,396	145,461	74,935
CG089	Old School Road	Bramalea Road	Torbram Road	Rural Reconstruction (Construction)	1.4	2024	1,688,078	1,205,292	482,786	366,973		115,813	76,437	39,376
CG091	Old School Road	Torbram Road	Airport Road	Rural Reconstruction (Construction)	1.4	2024	1,863,177	1,313,516	549,661	423,449		126,212	83,300	42,912
18-059	Old School Road	McLaughlin Road	Hurontario St	Rural Reconstruction (Construction)	1.0	2020	886,504	-	886,504	147,780		738,723	487,557	251,166
18-059	Old School Road	Heritage Road	Mississauga Road	Rural Reconstruction (Construction)	1.4	2020	886,504	-	886,504	147,780		738,723	487,557	251,166
CG097	Boston Mills Road	Mississauga Road	Creditview Road	Rural Road Upgrade	1.4	0	1,142,928	208,547	934,381	914,342		20,039	13,226	6,813
CG099	Boston Mills Road	Creditview Road	Chinguacousy Road	Rural Reconstruction (Construction)	1.4	2020- 2022	1,180,876	-	1,180,876	1,180,876		-	-	-
CG099	Boston Mills Road	Creditview Road	Chinguacousy Road	Rural Reconstruction (Design)	1.4	2020	161,029	-	161,029	161,029		-	-	-
CG101	Boston Mills Road	Chinguacousy Road	McLaughlin Road	Rural Road Upgrade	1.4	0	1,142,928	834,188	308,740	228,586		80,155	52,902	27,253
CG103	Boston Mills Road	McLaughlin Road	Hurontario St	Rural Road Upgrade	1.4	0	1,142,928	958,189	184,739	92,670		92,069	60,766	31,303
	TRAFFIC ZONE 1300:													
A161	Patterson Sideroad	Airport Road	Innis Lake Road	Rural Reconstruction	1.4	0	1,719,294	718,142	1,001,151	932,147		69,004	45,543	23,461
A163	Patterson Sideroad	Innis Lake Road	Centreville Creek Road	Rural Reconstruction	1.4	0	1,719,294	766,048	953,246	879,639		73,607	48,581	25,026
A165	Patterson Sideroad	Centreville Creek Road	The Gore Road	Rural Reconstruction	1.4	0	1,719,294	766,048	953,246	879,639		73,607	48,581	25,026
A167	Patterson Sideroad	The Gore Road	1.1 km E	Rural Reconstruction	1.1	0	1,350,874	880,322	470,551	385,964		84,588	55,828	28,760



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
					2019-2031									
A169	Patterson Sideroad	1.1 km E of The Gore Road	Duffy's Lane	Rural Reconstruction (Construction)	1.7	2027	2,187,387	1,596,506	590,881	437,477		153,403	101,246	52,157
A169	Patterson Sideroad	1.1 km E of The Gore Road	Duffy's Lane	Rural Reconstruction (Design)	1.7	2022	298,280	-	298,280	59,656		238,624	157,492	81,132
A171	Patterson Sideroad	Duffy's Lane	Regional Road 50	Rural Reconstruction (Construction)	1.4	2025	1,688,078	1,232,076	456,002	337,616		118,386	78,135	40,251
A171	Patterson Sideroad	Duffy's Lane	Regional Road 50	Rural Reconstruction (Design)	1.4	2021/2022	230,192	-	230,192	46,038		184,154	121,542	62,612
	TRAFFIC ZONE 1302:													
C011	Shaws Creek Road	Charleston Sideroad	Bush Street	Rural Road Upgrade	3.0	0	2,648,108	603,991	2,044,116	1,986,081		58,036	38,304	19,732
C021	Mississauga Road	Forks of Credit Road	1.5km N	Rural Road Upgrade	1.5	2020	1,224,566	-	1,224,566	1,224,566		-	-	-
C023	Mississauga Road	Cataract Road	1.0km S	Rural Reconstruction (Construction)	1.0	2025	718,412	-	718,412	718,412		-	-	-
C023	Mississauga Road	Cataract Road	1.0km S	Rural Reconstruction (Design)	1.0	2021	97,965	-	97,965	97,965		-	-	-
C025	Mississauga Road	Charleston Sideroad	Cataract Road	Rural Reconstruction (Construction)	1.2	2025	862,094	-	862,094	862,094		-	-	-
C025	Mississauga Road	Charleston Sideroad	Cataract Road	Rural Reconstruction (Design)	1.2	2021	117,558	-	117,558	117,558		-	-	-
C055	McLaughlin Road	North Limit of Inglewood	The Grange Sideroad	Rural Road Upgrade	2.1	0	1,714,392	421,104	1,293,287	1,252,825		40,463	26,706	13,757
C147	The Grange Sideroad	Winston Churchill Blvd	Shaws Creek Road	Rural Road Upgrade	1.4	0	1,142,928	329,285	813,643	782,003		31,640	20,882	10,758
C149	The Grange Sideroad	Shaws Creek Road	Mississauga Road	Rural Road Upgrade	1.4	0	1,142,928	-	1,142,928	1,142,928		-	-	-
	TRAFFIC ZONE 1304:													
C077	Kennedy Road	0.8km N of Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade	2.5	0	2,040,943	1,489,621	551,322	408,189		143,133	94,468	48,665
C079	Kennedy Road	Beech Grove Sideroad	Highpoint Sideroad	Rural Road Upgrade (Construction)	3.1	2022	2,227,077	-	2,227,077	1,612,138		614,939	405,860	209,079
C079	Kennedy Road	Beech Grove Sideroad	Highpoint Sideroad	Rural Road Upgrade (Design)	3.1	2020	303,692	-	303,692	219,837		83,855	55,344	28,511



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
	2019-2031													
C089	Heart Lake Road	Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Construction)	3.0	2025	2,155,235	542,933	1,612,302	1,560,133		52,169	34,432	17,737
C089	Heart Lake Road	Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Design)	3.0	2022	293,896	-	293,896	212,745		81,150	53,559	27,591
C123	St. Andrew's Road	Beech Grove Sideroad	Charleston Sideroad	Rural Road Upgrade (Construction)	3.1	2025	2,227,077	160,409	2,066,668	2,051,255		15,413	10,173	5,240
C123	St. Andrew's Road	Beech Grove Sideroad	Charleston Sideroad	Rural Road Upgrade (Design)	3.1	2022	303,692	-	303,692	279,717		23,976	15,824	8,152
	TRAFFIC ZONE 1306:													
C063	Willoughby Road	Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Construction)	3.0	2023	2,330,335	-	2,330,335	1,723,809		606,525	400,307	206,219
C063	Willoughby Road	Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Design)	3.0	2020	317,773	-	317,773	235,065		82,708	54,587	28,121
C065	Willoughby Road	Beech Grove Sideroad	0.4km S of Highpoint Sideroad	Rural Road Upgrade (Construction)	2.7	2024	1,939,712	460,599	1,479,113	1,434,855		44,258	29,210	15,048
C065	Willoughby Road	Beech Grove Sideroad	0.4km S of Highpoint Sideroad	Rural Road Upgrade (Design)	2.7	2021	264,506	-	264,506	195,662		68,844	45,437	23,407
C069	Willoughby Road	0.4km N of Highpoint Sideroad	Town Limit	Rural Road Upgrade (Design and Construction)	3.6	0	3,137,934	740,738	2,397,196	2,326,021		71,175	46,976	24,200
	TRAFFIC ZONE 1307:													
C001	Winston Churchill Blvd.	Highpoint Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Construction)	3.1	2024	3,350,167	1,258,550	2,091,617	1,970,686		120,930	79,814	41,116
C001	Winston Churchill Blvd.	Highpoint Sideroad	Beech Grove Sideroad	Rural Road Upgrade (Design)	3.1	2020	456,841	-	456,841	268,730		188,111	124,153	63,958
C003	Winston Churchill Blvd.	1.0km S of E Garafraxa	Highpoint Sideroad	Rural Reconstruction	2.6	2024	3,590,927	1,348,996	2,241,931	2,112,310		129,621	85,550	44,071
C005	Winston Churchill Blvd.	0.4km S E Garafraxa	1.0km S of E Garafraxa	Rural Road Upgrade (Construction)	0.6	2025	648,419	473,261	175,158	129,684		45,474	30,013	15,461
C005	Winston Churchill Blvd.	0.4km S E Garafraxa	1.0km S of E Garafraxa	Rural Road Upgrade (Design)	0.6	2021	88,421	-	88,421	17,684		70,737	46,686	24,051



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
C008	Winston Churchill Blvd.	E Garafraxa TL	0.4 km S	Rural Road Upgrade (Construction)	0.4	2025	343,858	250,972	92,887	68,772		24,115	15,916	8,199
C008	Winston Churchill Blvd.	E Garafraxa TL	0.4 km S	Rural Road Upgrade (Design)	0.4	2021	85,965	-	85,965	17,193		68,772	45,390	23,382
C013	Shaws Creek Road	Charleston Sideroad	1.6km N Charleston Sideroad	Rural Road Upgrade	1.6	0	1,505,180	525,918	979,262	928,728		50,534	33,352	17,182
C015	Shaws Creek Road	1.6km N Charleston Sideroad	Beech Grove Sideroad	Rural Road Upgrade	1.6	0	1,306,203	456,394	849,809	805,955		43,854	28,944	14,910
C017	Shaws Creek Road	Beech Grove Sideroad	Highpoint Sideroad	Rural Road Upgrade	3.1	0	2,530,769	950,729	1,580,040	1,488,688		91,353	60,293	31,060
C019	Shaws Creek Road	Highpoint Sideroad	E Garafraxa-Caledon Townline	Rural Road Upgrade	3.5	0	3,255,273	1,222,901	2,032,371	1,914,866		117,505	77,553	39,952
C037	Main Street	North Limit of Alton / Queen St W	Highpoint Sideroad	Rural Road Upgrade (Construction)	1.5	2025/2026	1,280,417	97,348	1,183,069	1,173,716		9,354	6,174	3,180
C039	Main Street	Highpoint Sideroad	E. Garafraxa- Caledon TL	Rural Road Upgrade (Construction)	3.2	2022	2,298,918	-	2,298,918	2,145,657		153,261	101,152	52,109
C039	Main Street	Highpoint Sideroad	E. Garafraxa- Caledon TL	Rural Road Upgrade (Design)	3.2	2020	313,489	-	313,489	292,590		20,899	13,793	7,106
C217	Highpoint Sideroad	Main St	1.0 km E of Main Street	Rural Road Upgrade	1.0	0	816,377	595,848	220,529	163,275		57,253	37,787	19,466
C219	Highpoint Sideroad	1.0 km E of Main Street	Porterfield Road	Rural Road Upgrade	0.7	0	571,464	417,094	154,370	114,293		40,077	26,451	13,626
C229	E. Garafraxa-Caledon Town Line	Winston Churchill Blvd	Shaws Creek Road	Rural Reconstruction	1.3	0	1,596,487	1,165,227	431,261	319,297		111,963	73,896	38,067
C231	E. Garafraxa-Caledon Town Line	Shaws Creek Road	Orangeville Town Line	Rural Reconstruction	2.3	0	3,023,531	2,206,782	816,749	604,706		212,043	139,948	72,095
	TRAFFIC ZONE 1308:													
C115	St. Andrew's Road	Old Base Line Road	The Grange Sideroad	Rural Road Upgrade (Construction)	3.1	2022	4,050,564	-	4,050,564	2,759,080		1,291,484	852,379	439,105
C117	St. Andrew's Road	The Grange Sideroad	1.7km S of Escarpment Sideroad	Rural Road Upgrade (Construction)	1.5	2025	1,077,618	313,468	764,150	734,029		30,120	19,879	10,241
C117	St. Andrew's Road	The Grange Sideroad	1.7km S of Escarpment Sideroad	Rural Road Upgrade (Design)	1.5	2022	146,948	-	146,948	100,095		46,853	30,923	15,930
C119	St. Andrew's Road	1.7km S of Escarpment Sideroad	Escarpment Sideroad	Rural Road Upgrade (Construction)	1.7	2025	1,221,300	355,264	866,036	831,900		34,136	22,530	11,606





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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
		2019-2031												
C119	St. Andrew's Road	1.7km S of Escarpment Sideroad	Escarpment Sideroad	Rural Road Upgrade (Design)	1.7	2022	166,541	-	166,541	113,441		53,100	35,046	18,054
C121	St. Andrew's Road	Escarpment Sideroad	Charleston Sideroad	Rural Road Upgrade (Construction)	3.1	2025	2,402,176	1,753,274	648,902	480,435		168,467	111,188	57,279
C121	St. Andrew's Road	Escarpment Sideroad	Charleston Sideroad	Rural Road Upgrade (Design)	3.1	2022	327,569	-	327,569	65,514		262,056	172,957	89,099
C129	Mountainview Road	Olde Base Line Road	1.4km N of Olde base Line Road	Urban Reconstruction (Construction)	1.4	2020- 2023	4,269,271	-	4,269,271	3,201,953		1,067,318	704,430	362,888
C131	Mountainview Road	1.4km N of Olde base Line Road	Granite Stone Dr	Urban Reconstruction (Construction)	2.3	2020- 2023	6,959,397	-	6,959,397	5,219,547		1,739,849	1,148,300	591,549
C133	Mountainview Road	Granite Stone Dr	1.1km N of Granite Stone	Rural Road Upgrade (Construction)	1.1	2020- 2023	790,253	-	790,253	409,761		380,492	251,125	129,367
C133	Mountainview Road	Granite Stone Dr	1.1km N of Granite Stone	Rural Road Upgrade (Design)	1.1	2018- 2020	107,762	-	107,762	55,876		51,885	34,244	17,641
C135	Mountainview Road	1.1km N of Granite Stone	Escarpment Sideroad	Rural Road Upgrade (Construction)	1.4	2020- 2023	1,005,777	-	1,005,777	577,787		427,990	282,473	145,517
C135	Mountainview Road	1.1km N of Granite Stone	Escarpment Sideroad	Rural Road Upgrade (Design)	1.4	2018- 2020	137,151	-	137,151	78,789		58,362	38,519	19,843
C137	Mountainview Road	Escarpment Sideroad	Charleston Sideroad	Rural Road Upgrade (Construction)	3.1	2020- 2023	2,227,077	-	2,227,077	1,279,384		947,692	625,477	322,215
C137	Mountainview Road	Escarpment Sideroad	Charleston Sideroad	Rural Road Upgrade (Design)	3.1	2018- 2020	303,692	-	303,692	174,462		129,231	85,292	43,939
C159	The Grange Sideroad	Hurontario St	Kennedy St	Rural Road Upgrade (Construction)	1.4	2023	1,005,777	-	1,005,777	442,542		563,235	371,735	191,500
C159	The Grange Sideroad	Hurontario St	Kennedy St	Rural Road Upgrade (Design)	1.4	2021	137,151	-	137,151	60,347		76,805	50,691	26,114
C165	The Grange Sideroad	Horseshoe Hill Road	Street Andrews Road	Rural Road Upgrade (Construction)	1.4	2023	1,005,777	-	1,005,777	569,940		435,836	287,652	148,184
C165	The Grange Sideroad	Horseshoe Hill Road	Street Andrews Road	Rural Road Upgrade (Design)	1.4	2021	137,151	-	137,151	77,719		59,432	39,225	20,207
C167	The Grange Sideroad	St Andrews Road	Mountainview Road	Rural Road Upgrade	1.4	0	1,142,928	217,885	925,043	904,107		20,936	13,818	7,118



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
		2019-2031												
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	25,000	20,528	4,472	2,500		1,972	1,302	670
0	Traffic Calming	-	-	Traffic Calming	0.0	0	25,000	20,528	4,472	2,500		1,972	1,302	670
	ALTON SETTLEMENT AREA													
AL019	Queen Street W	Mississauga Road	John Street	Urban Reconstruction (Construction)	0.6	2024/2025	1,857,480	-	1,857,480	1,393,110		464,370	306,484	157,886
AL021	Queen Street W	John Street	James St	Urban Reconstruction (Construction)	0.2	2025	597,806	-	597,806	448,354		149,451	98,638	50,813
AL023	Queen Street W	James St	Emeline Street	Urban Reconstruction (Construction)	0.1	2024	309,580	-	309,580	232,185		77,395	51,081	26,314
AL025	Queen Street W	Emeline Street	Main Street	Urban Reconstruction (Construction)	0.6	2024	2,255,433	-	2,255,433	1,691,575		563,858	372,146	191,712
AL057	Main Street	Queen St	0.8 km N	Urban Reconstruction	0.2	2026	597,806	-	597,806	448,354		149,451	98,638	50,813
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
	BELFOUNTAIN SETTLEMENT AREA													
C009-A	Shaws Creek Road	The Grange Sideroad	South Limit of Belfountain	Rural Road Upgrade	2.0	0	1,632,754	-	1,632,754	326,551		1,306,203	862,094	444,109
C009-B	Shaws Creek Road	South Limit of Belfountain	Bush Street	Urban Reconstruction	1.1	0	3,607,373	-	3,607,373	2,705,530		901,843	595,216	306,627
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
	CALEDON VILLAGE SETTLEMENT AREA													
CV081	Kennedy Road	0.8km S of Charleston Sideroad	Charleston Sideroad	Urban Reconstruction	0.8	0	2,391,223	-	2,391,223	1,793,417		597,806	394,552	203,254



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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
	2019-2031														
CV083	Kennedy Road	Charleston Sideroad	0.8km N of Charleston Sideroad	Urban Reconstruction	0.8	0		2,590,199	-	2,590,199	1,942,649		647,550	427,383	220,167
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0		37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0		37,500	-	37,500	3,750		33,750	22,275	11,475
	CALEDON EAST SETTLEMENT AREA														
A010	Innis Lake Road	Patterson SR	1.6 Km N of Old Church Road	Urban Reconstruction	1.5	0		4,873,691	-	4,873,691	487,369		4,386,322	2,894,973	1,491,349
A011-A	Innis Lake Road	1.6 Km N of Old Church Road	0.6m N of Old Church Road	Urban Reconstruction	1.0	0		3,290,794	-	3,290,794	329,079		2,961,714	1,954,731	1,006,983
A011-B	Innis Lake Road	0.6 Km N of Old Church Road	Old Church	Urban Reconstruction	0.6	0		2,024,476	-	2,024,476	202,448		1,822,029	1,202,539	619,490
A135	Castlederg Sideroad	Airport Road	Innis Lake Road	Rural Reconstruction (Construction)	1.4	2027		1,512,979	-	1,512,979	820,290		692,689	457,175	235,514
A135	Castlederg Sideroad	Airport Road	Innis Lake Road	Rural Reconstruction (Design)	1.4	2022		206,315	-	206,315	111,858		94,458	62,342	32,116
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0		62,500	-	62,500	6,250		56,250	37,125	19,125
0	Traffic Calming	-	-	Traffic Calming	0.0	0		62,500	-	62,500	6,250		56,250	37,125	19,125
	CHELTENHAM SETTLEMENT AREA														
CH003	Mill Street	Mississauga Road	1.0 km E	Urban Reconstruction (Construction)	1.0	2024		2,829,585	-	2,829,585	2,122,189		707,396	466,881	240,515
CH003	Mill Street	Mississauga Road	1.0 km E	Urban Reconstruction (Design)	1.0	2020		660,185	-	660,185	495,139		165,046	108,930	56,116
CH005	Mill Street	0.1 km E Mississauga Road	Creditview Road	Urban Reconstruction (Construction)	0.6	2024		1,946,890	-	1,946,890	1,460,168		486,723	321,237	165,486
CH005	Mill Street	0.1 km E Mississauga Road	Creditview Road	Urban Reconstruction (Design)	0.6	2020		475,539	-	475,539	356,654		118,885	78,464	40,421
CH011	Kennedy Road	Creditview Road	Credit Road	Urban Reconstruction	0.7	0		2,341,056	-	2,341,056	1,755,792		585,264	386,274	198,990
CG017	Creditview Road	Kennedy Road	King Street	Urban Reconstruction	2.4	0		8,937,561	-	8,937,561	6,703,171		2,234,390	1,474,697	759,693
CG019	Creditview Road	Boston Mills Road	Kennedy Road	Rural Road Upgrade	0.7	0		571,464	-	571,464	571,464		-	-	-



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non- Residential Share 34%
					2019-2031									
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
	INGLEWOOD SETTLEMENT AREA													
I001	McLaughlin Road	0.5 km N of Olde Base Line	N. Limit of Inglewood	Urban Reconstruction	1.5	0	5,178,626	-	5,178,626	3,883,970		1,294,657	854,474	440,183
C053	McLaughlin Road	Riverdale	0.5 km North of McCoull	Urban Reconstruction	1.0	0	3,290,794	-	3,290,794	2,468,095		822,698	542,981	279,717
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
	BOLTON SETTLEMENT AREA													
B3053	Glasgow Road	Deer Valley Drive	Chickadee	Urban Reconstruction (Construction)	1.0	2025	2,886,807	-	2,886,807	288,681		2,598,127	1,714,764	883,363
B3053	Glasgow Road	Deer Valley Drive	Chickadee	Urban Reconstruction (Design)	1.0	2020	667,988	-	667,988	66,799		601,189	396,785	204,404
A117	Caledon-King Townline S	Columbia Way	King St E	Rural Reconstruction	2.3	0	3,819,437	-	3,819,437	763,887		3,055,549	2,016,662	1,038,887
A207	Columbia Way	Mount Hope Road	0.5km E	Urban Reconstruction (Construction)	0.5	2026	1,617,077	-	1,617,077	161,708		1,455,370	960,544	494,826
A208	Columbia Way	0.5km E	Caledon-King Town Line S	Rural Reconstruction (Construction)	0.8	2026	911,142	-	911,142	182,228		728,913	481,083	247,830
0	Columbia Way	Mount Hope Road	Highway 50	Urban Reconstruction (Construction)	1.5	2026	5,046,873	-	5,046,873	504,687		4,542,185	2,997,842	1,544,343
0	Mount Hope Road	Columbia Way	Guardhouse Drive	Rural Road Upgrade	0.4	0	326,551	-	326,551	65,310		261,241	172,419	88,822
0	Industrial Road	Caledon/King Town Line S	Regional Road No. 50	Urban Reconstruction	0.6	0	3,845,282	-	3,845,282	384,528		3,460,754	2,284,098	1,176,656
0	McEwan Drive	-	-	Land Acquisition	0.0	0	809,247	-	809,247	-		809,247	534,103	275,144
0	Queensgate Blvd	Regional Road 50	Albion /Vaughan Road	Urban Reconstruction	1.2	0	4,130,748	-	4,130,748	413,075		3,717,673	2,453,664	1,264,009



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
0	Dovaston St (Daisy Meadow Lane)	@ Albion /Vaughan Rd	-	Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	37,814		340,330	224,618	115,712
0	Mayfield Road	@ Pillsworth (Nixon Rd) Extension	-	Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	37,814		340,330	224,618	115,712
0	Albion-Vaughan Road	Queensgate Boulevard	Regional Road 50	Urban Reconstruction	3.5	0	11,205,278	-	11,205,278	1,120,528		10,084,750	6,655,935	3,428,815
0	Albion-Vaughan Road	@ CPR Line	-	Structure	0.0	0	4,765,132	-	4,765,132	-		4,765,132	3,144,987	1,620,145
0	Albion-Vaughan Road	Queensgate Boulevard	Regional Road 50	Land Acquisition	0.0	0	2,265,892	-	2,265,892	-		2,265,892	1,495,489	770,403
CATS	Albion-Vaughan Road	King St	Mayfield Road	Widening: 2 to 4 lanes	4.8	2031	17,342,851	9,018,283	8,324,568	-		8,324,568	5,494,215	2,830,353
0	George Bolton Parkway	Industrial Road	Highway 50	New Construction: 2 lanes	0.3	2031	1,022,242	531,566	490,676	-		490,676	323,846	166,830
0	George Bolton Parkway	Coleraine Drive	Terminus of Road	Widening: 2 to 4 lanes	1.4	0	5,423,623	-	5,423,623	-		5,423,623	3,579,591	1,844,032
0	Healey Road and Simpson Road	-	-	Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	37,814		340,330	224,618	115,712
0	Nixon Road and McEwan Drive	-	-	Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	37,814		340,330	224,618	115,712
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	62,500	-	62,500	6,250		56,250	37,125	19,125
0	Traffic Calming	-	-	Traffic Calming	0.0	0	62,500	-	62,500	6,250		56,250	37,125	19,125
	SOUTH ALBION BOLTON EMPLOYMENT LANDS													
0	North-South Corridor	-	-	Urban Reconstruction	4.2	0	13,421,334	-	13,421,334	1,342,133		12,079,201	7,972,273	4,106,928
0	Parr Blvd	-	-	Urban Reconstruction	0.6	0	2,024,476	-	2,024,476	202,448		1,822,029	1,202,539	619,490
0	George Bolton Parkway Extension	Coleraine Drive	500m West of Coleraine	Urban Reconstruction (Construction)	0.5	0	1,366,318	-	1,366,318	136,632		1,229,686	811,593	418,093
0	George Bolton Parkway Extension	Coleraine Drive	500m West of Coleraine	Urban Reconstruction (Design)	0.5	2022	341,579	-	341,579	34,158		307,421	202,898	104,523
0	McEwan Drive Extension	West of Coleraine Drive	-	Urban Reconstruction	0.6	0	2,024,476	-	2,024,476	202,448		1,822,029	1,202,539	619,490



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
0	Intersection Signalization	-	-	Intersection Improvements: Signalization	0.0	0	756,289	-	756,289	75,629		680,660	449,236	231,424
0	McEwan Drive Extension	East of Coleraine Drive	-	Urban Reconstruction	0.6	0	1,793,417	-	1,793,417	179,342		1,614,075	1,065,290	548,786
0	Healey Road	Coleraine Drive	Humber Station Road	Road Urbanization (Construction)	1.4	0	3,298,218	-	3,298,218	329,822		2,968,396	1,959,141	1,009,255
0	Healey Road	Coleraine Drive	Humber Station Road	Road Urbanization (Design)	1.4	2022	824,554	-	824,554	82,455		742,099	489,785	252,314
0	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
0	Traffic Calming	-	-	Traffic Calming	0.0	0	37,500	-	37,500	3,750		33,750	22,275	11,475
	MAYFIELD WEST SETTLEMENT AREA													
0	Kennedy Road	Bonnieglen Farm Blvd	Old School Road 620m	Urban Reconstruction (Construction)	0.6	2022	1,975,314	-	1,975,314	98,766		1,876,548	1,238,522	638,026
0	Heart Lake Road	Mayfield Road	N. Limit OPA 208	Urban Reconstruction	2.3	0	11,715,623	-	11,715,623	585,781		11,129,842	7,345,696	3,784,146
0	Heart Lake Road	N. Limit OPA 208	Old School Road	Urban Reconstruction	0.8	0	3,030,024	-	3,030,024	151,501		2,878,523	1,899,825	978,698
0	Old School Road	Hurontario Street	Dixie Road	Urban Reconstruction (Construction)	4.1	2021	8,786,762	-	8,786,762	878,676		7,908,086	5,219,337	2,688,749
0	Mayfield West Industrial Collector (Abbotside Way)	600m East of Kennedy Road	Dixie Road	Urban Reconstruction	2.7	0	2,053,145	-	2,053,145	-		2,053,145	1,355,076	698,069
0	Main Street	Coll. Village Centre	-	Streetscaping	0.0	0	479,457	-	479,457	23,973		455,484	300,619	154,865
0	Sidewalks and Streetlighting	-	-	Streetscaping	0.0	0	2,622,915	-	2,622,915	524,583		2,098,332	1,384,899	713,433
0	Dougall Ave / Main Street, west of Kennedy and collector road by west school block in MFA and DC			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Main Street/Dougall Ave and Learmont Road by east school block in MFA and DC			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
2019-2031														
0	Dougall Ave/Main St and Highway 10			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Dixie and Abbotside way			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Highway 10 and Main Street, left and right turn lanes, etc. in MFA			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Kennedy @ Fernbrook intersection. Signals to be installed by Fernbrook			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Kennedy and Larson peak			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Kennedy and Dougall Ave.			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Kennedy and Leamont			Intersection Improvements: Signalization	0.0	0	378,144	-	378,144	-		378,144	249,575	128,569
0	Partial Interchange - Kennedy Road to Hwy 410 (Includes Environmental Assessment)			Structure	0.0	0	8,059,790	-	8,059,790	-		8,059,790	5,319,461	2,740,329
0	Bridge at Highway 410 - Widening to 5 Lanes	Heart Lake Road		Structure	0.0	0	3,091,426	-	3,091,426	-		3,091,426	2,040,341	1,051,085
0	Chinguacousy Road	Mayfield Road	Spine Road	Urban Reconstruction (Construction)	1.0	0	3,039,130	-	3,039,130	151,957		2,887,174	1,905,535	981,639
0	Chinguacousy Road	Mayfield Road	Spine Road	Urban Reconstruction (Design)	1.0	2021	759,783	-	759,783	37,989		721,793	476,383	245,410
0	McLaughlin Road	265m North of Spine Road	MW2 Limit	Urban Reconstruction	0.4	0	952,853	-	952,853	47,643		905,210	597,439	307,771
0	McLaughlin Road	Mayfield Road	265m North of Spine Road	Widening: 2 to 4 lanes	1.5	0	21,832,423	-	21,832,423	11,099,454		10,732,969	7,083,760	3,649,209
0	The Spine Road	Chinguacousy	McLaughlin	New Construction: 3 lanes	1.5	0	12,957,573	-	12,957,573	-		12,957,573	8,551,998	4,405,575
0	The Spine Road	McLaughlin	Collector Road F (north leg)	New Construction: 4 lanes	1.4	0	13,361,301	-	13,361,301	-		13,361,301	8,818,459	4,542,842
0	Modified Interchange	New Arterial/Spine Road and Collector Road F (north leg)	Hurontario/Hwy 410	Structure	0.0	0	35,000,000	-	35,000,000	1,750,000		33,250,000	21,945,000	11,305,000
0	Pedestrian Crossings			Pedestrian Crossings	0.0	0	62,500	-	62,500	6,250		56,250	37,125	19,125





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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
0	Traffic Calming			Traffic Calming	0.0	0	62,500	-	62,500	6,250		56,250	37,125	19,125
	PALGRAVE SETTLEMENT AREA													
P023	Pine Avenue	Mount Hope Road	1.3 km W	Rural Reconstruction	1.3	0	1,596,487	-	1,596,487	319,297		1,277,190	842,945	434,245
P017	Pine Avenue	Regional Road 50	Birch Avenue	Urban Reconstruction	0.2	0	758,159	-	758,159	568,619		189,540	125,096	64,444
A087	Mount Hope Road	1.6 km S	Hundsens Sideroad	Rural Road Upgrade	1.6	0	1,306,203	-	1,306,203	1,105,249		200,954	132,630	68,324
A089	Mount Hope Road	Hundsens Sideroad	Pine Avenue	Rural Road Upgrade	0.7	0	571,464	-	571,464	114,293		457,171	301,733	155,438
A093	Mount Pleasant Road	Caledon/King Town Line S	Castlederg Sideroad	Rural Reconstruction (Construction)	2.9	0	3,134,027	-	3,134,027	2,450,239		683,788	451,300	232,488
	Mount Pleasant Road	Caledon/King Town Line S	Castlederg Sideroad	Rural Reconstruction (Design)	2.9	2021	427,367	-	427,367	334,124		93,244	61,541	31,703
A095	Mount Pleasant Road	Castlederg Sideroad	Old Church Road	Rural Reconstruction (Construction)	3.1	2027	3,350,167	-	3,350,167	1,954,264		1,395,903	921,296	474,607
	Mount Pleasant Road	Castlederg Sideroad	Old Church Road	Rural Reconstruction (Design)	3.1	2021	456,841	-	456,841	266,491		190,350	125,631	64,719
A097	Mount Pleasant Road	Old Church Road	1.4 km N	Rural Reconstruction	1.4	0	1,719,294	-	1,719,294	343,859		1,375,435	907,787	467,648
A109	Mount Wolfe Road	Hundsens Sideroad	1.4 km S	Rural Reconstruction	1.4	0	1,719,294	-	1,719,294	343,859		1,375,435	907,787	467,648
A111	Mount Wolfe Road	Hwy 9	Hundsens Sideroad	Rural Reconstruction	0.9	0	1,105,260	-	1,105,260	221,052		884,208	583,577	300,631
A115	Caledon-King Townline N	Halls Lake Sideroad	Hwy 9	Rural Road Upgrade	2.1	0	1,714,392	-	1,714,392	342,878		1,371,513	905,199	466,314
	Pedestrian Crossings	-	-	Pedestrian Crossings	0.0	0	39,474	-	39,474	3,947		35,527	23,448	12,079
	Traffic Calming	-	-	Traffic Calming	0.0	0	39,474	-	39,474	3,947		35,527	23,448	12,079
	Transportation Master Plan			Study		2021- 2026	500,000	-	500,000	250,000		250,000	165,000	85,000
	Storm water Master Plans - Town wide and Secondary Plans			Study		2022- 2029	1,000,000	-	1,000,000	500,000		500,000	330,000	170,000
	Sub-Watershed Studies			Study		2022- 2026	500,000	-	500,000	250,000		250,000	165,000	85,000
	Development Engineering Standards and Criteria			Study		2022- 2027	200,000	-	200,000	100,000		100,000	66,000	34,000



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										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  66%	Non- Residential Share  34%
	2019-2031													
	Active Transportation Master Plan			Study		2023- 2027	300,000	-	300,000	150,000		150,000	99,000	51,000
	Other unspecified growth related engineering studies			Study		2022- 2031	1,000,000	-	1,000,000	500,000		500,000	330,000	170,000
	Low Impact Development Standards			Study		2023	150,000	-	150,000	75,000		75,000	49,500	25,500
	Green Asset Master Plan			Study		2022	100,000	-	100,000	50,000		50,000	33,000	17,000
	ACTIVE TRANSPORTATION PROJECTS													
	Station Road	Old Ellwood Drive	King Street	Signed-Only Bike Route	0.7	2020- 2024	42,266	-	42,266	21,133		21,133	13,948	7,185
	Landsbridge Street/Saint Farm Drive	Allan Drive (west portion)	Allan Drive (east portion)	Bike Lane	2.9	2020- 2024	207,679	-	207,679	103,840		103,840	68,534	35,306
	Wilton Drive	Queen Street/Highway 50	Ellwood Drive	Bike Lane	0.9	2020- 2024	65,695	-	65,695	32,847		32,847	21,679	11,168
	Old Ellewood Drive	Coleraine Drive	Off-Road Trail connecting to Mellow Crescent	Signed-Only Bike Route	1.9	2020- 2024	121,597	-	121,597	60,798		60,798	40,127	20,671
	DeRose Avenue	King Street	Road Terminus	Signed-Only Bike Route	0.3	2020- 2024	19,508	-	19,508	9,754		9,754	6,438	3,316
	Cedargrove Road	Harvest Moon Drive (north portion)	Harvest Moon Drive (south portion)	Signed-Only Bike Route	0.9	2020- 2024	59,173	-	59,173	29,586		29,586	19,527	10,059
	Harvest Moon Drive	King Street	Coleraine Road	Signed-Only Bike Route	1.3	2020- 2024	82,582	-	82,582	41,291		41,291	27,252	14,039
	Sneath Road	King Street	Pedestrian trail bridge	Signed-Only Bike Route	0.2	2020- 2024	13,655	-	13,655	6,828		6,828	4,506	2,322
	Kingsview Drive	Foxchase Drive	Long Wood Drive	Signed-Only Bike Route	1.0	2020- 2024	65,025	-	65,025	32,513		32,513	21,459	11,054
	Taylorwood Avenue	Existing Off-Road Trail	Existing Off-Road Trail	Signed-Only Bike Route	0.1	2020- 2024	6,503	-	6,503	3,251		3,251	2,146	1,105
	Silvermoon Avenue	Kingsview Drive	Silver Valley Drive	Signed-Only Bike Route	0.2	2020- 2024	13,005	-	13,005	6,503		6,503	4,292	2,211
	Silver Valley Drive	Silvermoon Avenue	Road Cul-de-sac	Signed-Only Bike Route	0.5	2020- 2024	30,562	-	30,562	15,281		15,281	10,085	5,196
	Evans Ridge	Silver Valley Drive	King Street East	Signed-Only Bike Route	0.3	2020- 2024	16,256	-	16,256	8,128		8,128	5,364	2,764
	Holland Drive	Coleraine Drive	Healey Road	Bike Lane	1.3	>2025	91,831	-	91,831	45,916		45,916	30,305	15,611
	Old King Road	Bond Street	Albion Vaughan Road	Signed-Only Bike Route	1.0	>2025	63,725	-	63,725	31,862		31,862	21,029	10,833
	Glasgow Road	Deer Valley Road	Hickman Street	Signed-Only Bike Route	0.8	>2025	52,020	-	52,020	26,010		26,010	17,167	8,843
	Reserve Fund Adjustment											(28,195,007)	(18,608,705)	(9,586,303)
	Total						551,398,410	111,305,688	440,092,722	161,562,423	-	250,335,284	165,221,287	85,113,996



**Table 3-2**  
**Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (Operations)**

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2031								66%	34%
1	Tandem Axle Truck (1)	2020	335,000	-	335,000	-		335,000	221,100	113,900
2	4WD Loaders with Plow & Wing (3)	2022-2023	893,366	-	893,366	-		893,366	589,622	303,744
3	Light Duty Pick-Ups (7)	2021-2024	545,300	-	545,300	-		545,300	359,898	185,402
4	4WD Medium Duty Trucks (M2 with Plow/Wing/Tilt Box) (4)	2022-2023	733,600	-	733,600	-		733,600	484,176	249,424
5	Medium Duty Pick Up w/sign boards (4)	2022-2023	262,810	-	262,810	-		262,810	173,455	89,356
6	Trailers (2) (to be split 50% roads - 50% parks)	2020-2023	10,000	-	10,000	-		10,000	6,600	3,400
7	Tandem Truck (1)	2023	345,057	-	345,057	-		345,057	227,737	117,319
8	Yard Two Expansion	2021-2023	7,378,777	-	7,378,777	4,796,205		2,582,572	1,704,497	878,074
9	Yard Four (New Yard and Land)	2023-2026	32,391,929	14,849,666	17,542,263	-		17,542,263	11,577,893	5,964,369
10	Sweeper (1)	2022	392,325	-	392,325	-		392,325	258,934	133,390
11	Medium Duty Landscape Trucks (3)	2024-2028	373,287	-	373,287	-		373,287	246,369	126,918
12	Trackless Sidewalk Machine (2)	2024-2028	300,000	-	300,000	-		300,000	198,000	102,000
13	Landscape Trailers (2)	2024-2028	20,000	-	20,000	-		20,000	13,200	6,800
14	Asphalt Hot Box (2)	2024-2028	91,900	-	91,900	-		91,900	60,654	31,246
15	Medium Duty Truck (2) (to be split 50 roads - 50% parks)	2024-2028	124,429	-	124,429	-		124,429	82,123	42,306
16	Trailers (2) (to be split 50% roads - 50% parks)	2024-2028	10,000	-	10,000	-		10,000	6,600	3,400
17	Single Axle Trucks (5)	2026-2030	1,635,000	-	1,635,000	-		1,635,000	1,079,100	555,900
18	Yard One (unfunded amount)	2018	1,815,610	-	1,815,610	1,321,981		493,629	325,795	167,834
19	Operations Master Plan	2022	141,804	-	141,804	70,902		70,902	46,795	24,107
20	Loader (1)	2023	269,428	-	269,428	-		269,428	177,822	91,605
21	Trackless Sidewalk Machine	2021	141,804	-	141,804	-		141,804	93,591	48,213
	Reserve Fund Adjustment							(879,181)	(580,260)	(298,922)
	<b>Total</b>		<b>48,211,426</b>	<b>14,849,666</b>	<b>33,361,760</b>	<b>6,189,088</b>	<b>-</b>	<b>26,293,491</b>	<b>17,353,704</b>	<b>8,939,787</b>



**Table 3-3**  
**Historic Level of Service Calculation – Services Related to a Highway (Roads)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/km)
Gravel Roads	155.19	155.19	155.19	155.19	155.19	155.19	155.19	155.19	155.19	155.19	\$678,300
Rural Roads	705.47	705.47	705.47	705.47	705.47	705.47	705.24	705.24	705.24	705.24	\$1,087,230
Urban Roads	-	-	-	-	5.00	6.80	9.30	9.30	9.30	10.00	\$2,094,787
<b>Total</b>	<b>861</b>	<b>861</b>	<b>861</b>	<b>861</b>	<b>866</b>	<b>867</b>	<b>870</b>	<b>870</b>	<b>870</b>	<b>870</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

10 Year Average	2009-2018
Quantity Standard	0.0136
Quality Standard	\$1,021,199
Service Standard	\$13,888

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$13,888
Eligible Amount	\$439,023,051



**Table 3-4**  
**Historic Level of Service Calculation – Services Related to a Highway (Sidewalks)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/ Linear Metre)
Sidewalks	724	724	724	724	2,363	3,449	5,357	5,357	5,357	5,558	\$140
<b>Total</b>	<b>724</b>	<b>724</b>	<b>724</b>	<b>724</b>	<b>2,363</b>	<b>3,449</b>	<b>5,357</b>	<b>5,357</b>	<b>5,357</b>	<b>5,558</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0124	0.0123	0.0122	0.0119	0.0380	0.0543	0.0825	0.0806	0.0758	0.0764

10 Year Average	2009-2018
Quantity Standard	0.0456
Quality Standard	\$145
Service Standard	\$7

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$7
Eligible Amount	\$208,633



**Table 3-5**  
**Historic Level of Service Calculation – Services Related to a Highway (Streetlights)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/item)
Streetlights	124	124	124	124	124	173	211	211	211	219	\$6,503
<b>Total</b>	<b>124</b>	<b>124</b>	<b>124</b>	<b>124</b>	<b>124</b>	<b>173</b>	<b>211</b>	<b>211</b>	<b>211</b>	<b>219</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0021	0.0021	0.0021	0.0020	0.0020	0.0027	0.0032	0.0032	0.0030	0.0030

10 Year Average	2009-2018
Quantity Standard	0.0025
Quality Standard	\$6,680
Service Standard	\$17

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$17
Eligible Amount	\$527,904



**Table 3-6**  
**Historic Level of Service Calculation – Services Related to a Highway (Facilities)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 value/ft² with land, site works, etc.
Yard 1 - Castlederg	14,198	14,198	14,198	14,198	14,198	14,198	14,198	14,198	14,198	19,499	\$765
Yard 1 - Salt Dome	14,811	14,811	14,811	14,811	14,811	14,811	14,811	14,811	14,811	14,811	\$229
Yard 1 - Trailer	1,473	1,473	1,473	1,473	1,473	1,473	1,473	1,473	1,473	-	\$765
Yard 2 - Quarry Road	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	\$765
Yard 2 - Salt Dome	7,320	7,320	7,320	7,320	7,320	7,320	7,320	7,320	7,320	7,320	\$229
Yard 3 - Columbia Way/50	6,635	6,635	6,635	6,635	6,635	6,635	6,635	6,635	6,635	6,635	\$765
Yard 3 - Salt Dome	1,716	1,716	1,716	1,716	1,716	1,716	1,716	1,716	1,716	1,716	\$229
<b>Total</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>63,913</b>	<b>67,741</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	1.0926	1.0837	1.0749	1.0507	1.0277	1.0056	0.9844	0.9611	0.9045	0.9311

10 Year Average	2009-2018
Quantity Standard	1.0116
Quality Standard	\$566
Service Standard	\$573

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$573
Eligible Amount	\$18,101,407





**Table 3-7**  
**Historic Level of Service Calculation – Services Related to a Highway (Equipment)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Vehicle)
Asphalt hot patcher	-	-	1	1	2	2	2	2	2	2	\$45,950
Asphalt packer/roller	-	-	1	1	1	1	1	1	1	1	\$35,000
Case Backhoe	1	2	2	2	2	2	3	2	2	2	\$315,000
Chipper	1	1	2	2	2	3	3	3	3	3	\$135,000
Culvert steamer	6	6	6	6	4	4	4	4	4	4	\$17,250
Forestry Attachment - Loader	-	-	-	-	-	-	1	1	1	1	\$130,000
Forestry Attachment - Mower & Tree	-	-	-	-	-	-	1	1	2	2	\$50,000
Front End Loader	5	5	5	5	6	6	6	6	6	6	\$241,000
Gradall	-	1	1	1	1	1	1	1	1	1	\$625,000
Grader	1	3	3	3	3	3	3	3	3	4	\$427,000
Hoist/Lifts	5	6	7	7	7	7	7	7	13	13	\$23,000
John Deere Backhoe	1	1	1	1	1	1	1	1	1	1	\$130,000
Salt Brine System	-	-	-	-	-	2	2	2	2	2	\$60,250
Snow Blower	-	-	-	-	-	-	2	2	2	2	\$113,800
Street Sweeper	-	-	-	-	-	-	1	1	1	1	\$415,000
Trackless (Sidewalk Machine)	-	-	-	-	-	7	7	7	7	7	\$150,000
<b>Total</b>	<b>20</b>	<b>25</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>39</b>	<b>45</b>	<b>44</b>	<b>51</b>	<b>52</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0003	0.0004	0.0005	0.0005	0.0005	0.0006	0.0007	0.0007	0.0007	0.0007

10 Year Average	2009-2018
Quantity Standard	0.0006
Quality Standard	\$141,783
Service Standard	\$85

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$85
Eligible Amount	\$2,689,148



**Table 3-8**  
**Historic Level of Service Calculation – Services Related to a Highway (Vehicles)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Vehicle)
Heavy Duty Truck	20	20	19	21	26	26	27	28	28	30	\$327,000
Light Duty Truck	15	16	16	12	12	12	12	17	17	10	\$77,900
Medium Duty Truck	5	5	7	7	7	7	7	7	7	7	\$124,429
Passenger Vehicle	5	5	6	9	10	10	7	6	5	13	\$41,620
Trailer	10	10	10	11	11	11	11	12	14	13	\$10,000
Shared with Parks Operations <sup>1</sup>											
Light Duty Truck	2.5	2.5	3.0	4.5	4.5	4.5	5.0	4.0	4.0	4.0	\$77,900
Medium Duty Truck	1.0	1.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$124,429
Passenger Vehicle	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$41,620
Trailer	2.5	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	\$10,000
<b>Total</b>	<b>62</b>	<b>67</b>	<b>70</b>	<b>74</b>	<b>80</b>	<b>80</b>	<b>79</b>	<b>84</b>	<b>85</b>	<b>87</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0011	0.0011	0.0012	0.0012	0.0013	0.0013	0.0012	0.0013	0.0012	0.0012

10 Year Average	2009-2018
Quantity Standard	0.0012
Quality Standard	\$143,200
Service Standard	\$172

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$172
Eligible Amount	\$5,432,034



## 3.2 Fire Protection Services

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The Town's 2019 D.C. Background Study identified D.C. recoverable costs for Fire Protection Services of \$17.8 million over the 12-year forecast period. Fire Protection Services did not require the 10% statutory deduction under the D.C.A. However, in discussions with Town staff the following revisions to the capital programs are summarized below:

- Fire facility capital cost estimates were updated to reflect current benchmark estimates, including land costs. These capital cost revisions increased the D.C. recoverable costs by \$10.6 million over the 2019 D.C. Background Study estimates; and
- Fire vehicles were updated to reflect anticipated needs, and an additional vehicle for the assistant deputy chief was also identified for inclusion. These capital project additions increase the D.C. recoverable costs by \$0.4 million.

In total, the Fire Protection Services D.C. recoverable capital costs have increased by \$11.0 million over the 2019 D.C. Background Study estimates. These D.C. recoverable costs are within the historical level of service cap for Fire Protection Services.

The revised D.C. recoverable costs are allocated 66% to residential development and 34% non-residential development, consistent with the Town's 2019 D.C. Background Study, and based on the incremental population to employment over the forecast period.



**Table 3-9**  
**Infrastructure Costs Covered in the D.C. Calculation – Fire Protection Services**

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2031								66%	34%
1	Aerial Truck Debt	2021	383,773	-	383,773	-		383,773	253,290	130,483
2	Fire Training Facility (additional costs)	2020	3,545,104	-	3,545,104	886,276		2,658,828	1,754,826	904,001
3	Small Vehicle (new Fire Inspector)	2020	42,000	-	42,000	4,200		37,800	24,948	12,852
4	Addition to Caledon Village Fire Station (2,400 sq.ft.)	2025-2026	1,588,206	-	1,588,206	158,821		1,429,386	943,395	485,991
5	Addition to Palgrave Fire Station (2,000 sq.ft.)	2021-2022	1,323,505	-	1,323,505	330,876		992,629	655,135	337,494
6	Platform Aerial (Valleywood Station)	2023	1,800,000	-	1,800,000	180,000		1,620,000	1,069,200	550,800
7	New Pumper/Tanker Vehicle - Station 310 Mayfield West	2024	898,093	-	898,093	89,809		808,284	533,467	274,816
8	New Pumper/Rescue Vehicle - Station 310 Mayfield West	2024	709,021	-	709,021	70,902		638,119	421,158	216,960
9	Equipment - Station 310 Mayfield West	2024	1,134,433	-	1,134,433	113,443		1,020,990	673,853	347,137
10	New Fire Station 310 - Mayfield West	2022-2025	10,115,363	-	10,115,363	1,011,536		9,103,826	6,008,525	3,095,301
11	Addition to Mono Mills Fire Station (2,000 sq.ft.)	2022	1,323,505	-	1,323,505	330,876		992,629	655,135	337,494
12	Addition to Alton Fire Station (2,000 sq.ft.)	2023	1,323,505	-	1,323,505	132,351		1,191,155	786,162	404,993
13	New Fire Station 311 - Bolton West	2027-2029	10,115,363	-	10,115,363	1,011,536		9,103,826	6,008,525	3,095,301
14	New Pumper/Quint Vehicle - Station 311 Bolton West	2028	1,250,000	-	1,250,000	125,000		1,125,000	742,500	382,500
15	New Equipment - Station 311 Bolton West	2028	614,485	-	614,485	61,448		553,036	365,004	188,032
16	Asst Deputy Vehicle	2021	51,995	-	51,995	5,199		46,795	30,885	15,910
17	Fire Master Plan	2022	127,624	-	127,624	63,812		63,812	42,116	21,696
	Reserve Fund Adjustment							(2,947,424)	(1,945,300)	(1,002,124)
	<b>Total</b>		<b>36,345,975</b>	<b>-</b>	<b>36,345,975</b>	<b>4,576,087</b>	<b>-</b>	<b>28,822,464</b>	<b>19,022,827</b>	<b>9,799,638</b>



**Table 3-10**  
**Historic Level of Service Calculation – Fire Protection Services (Facilities)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 value/ft² with land, site works, etc.
Firehall No. 1 - Alton	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	\$504
Firehall No. 2 - Bolton	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	\$691
Firehall No. 3 - Caledon East	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	\$504
Firehall No. 4 - Cheltenham	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	\$504
Firehall No. 5 - Inglewood	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	\$450
Firehall No. 6 - Palgrave	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	\$504
Firehall No. 7 - Snelgrove	5,800	5,800	5,800	5,800	6,754	6,754	6,754	6,754	6,754	6,754	\$765
Firehall No. 8 - Mono Mills	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	\$426
Firehall No. 9 - Caledon Village	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	\$765
Portable	3,540	3,540	3,540	3,540							\$130
Fire Administration Building	-	-	-	-	7,340	7,340	7,340	7,340	7,340	7,340	\$662
<b>Total</b>	<b>58,565</b>	<b>58,565</b>	<b>58,565</b>	<b>58,565</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	1.0012	0.9930	0.9849	0.9628	1.0181	0.9962	0.9753	0.9521	0.8961	0.8704

10 Year Average	2009-2018
Quantity Standard	0.9650
Quality Standard	\$585
Service Standard	\$565

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$565
Eligible Amount	\$17,845,358



**Table 3-11**  
**Historic Level of Service Calculation – Fire Protection Services (Vehicles)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Vehicle)
Pumpers	8	8	8	7	7	7	7	7	7	7	\$700,000
Tankers	2	2	2	2	2	2	2	2	2	2	\$600,000
Pumper/Rescues	9	9	9	9	9	9	9	9	9	9	\$700,000
Pumper Aerial	1	1	1	1	1	1	1	1	1	1	\$1,200,000
Pumper Tankers	7	7	8	8	8	8	8	8	8	8	\$600,000
Tactical Unit 4x4	2	2	2	2	2	2	2	2	2	2	\$150,000
Command Unit	1	1	1	1	1	1	1	1	1	1	\$300,000
Vans	2	2	2	2	2	2					\$61,400
SUVs	3	3	3	3	3	4	4	4	4	4	\$67,000
Platform Aerial	-	-	1	1	1	1	1	1	1	1	\$1,800,000
Utility Vehicle	-	-	1	1	1	1	1	3	3	3	\$78,200
Fire Life Safety Trailer	-	-	-	1	1	1	1	1	1	1	\$55,900
Utility Trailer	2	2	2	2	2	2	3	3	3	5	\$6,700
Small Vehicles							3	3	4	4	\$42,000
<b>Total</b>	<b>37</b>	<b>37</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>43</b>	<b>45</b>	<b>46</b>	<b>48</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0006	0.0006	0.0007	0.0007	0.0006	0.0006	0.0007	0.0007	0.0007	0.0007

10 Year Average	2009-2018
Quantity Standard	0.0007
Quality Standard	\$473,057
Service Standard	\$331

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$331
Eligible Amount	\$10,467,667



**Table 3-12**  
**Historic Level of Service Calculation – Fire Protection Services (Equipment)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Item)
Auto-extrication	12	12	12	12	12	12	12	12	12	12	\$65,000
Ventilators, Defib, Suction, Pulse	25	25	25	25	25	25	25	25	25	25	\$22,000
SCBA	150	150	150	150	150	150	154	154	154	154	\$8,900
Equipped Fire fighters (eg. Bunker gear, pagers, etc.)	255	255	255	255	255	265	265	265	280	280	\$6,700
SCBA Cylinders	402	402	402	402	402	402	410	410	410	410	\$1,300
Port-A-Pump, K12, Generators, Bullet Saw, Fans	9	9	9	9	9	9	9	9	9	9	\$27,900
Hose Appliances	9	9	9	9	9	9	9	9	9	9	\$55,900
Compressor	1	2	2	2	2	2	2	2	2	2	\$67,000
Radios	9	9	9	9	9	9	9	9	9	9	\$100,600
<b>Total</b>	<b>872</b>	<b>873</b>	<b>873</b>	<b>873</b>	<b>873</b>	<b>883</b>	<b>895</b>	<b>895</b>	<b>910</b>	<b>910</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

10 Year Average	2009-2018
Quantity Standard	0.0139
Quality Standard	\$7,645
Service Standard	\$106

D.C. Amount (before deductions)	12 Year
Forecast Population	31,611
\$ per Capita	\$106
Eligible Amount	\$3,359,301



### 3.3 Parks and Recreation Services

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The Town's 2019 D.C. Background Study identified D.C. recoverable costs for Parkland and Trail Development of \$15.6 million over the 10-year forecast period. The statutory 10% deduction required under the D.C.A removed \$1.8 million in growth-related capital costs from the D.C. recoverable costs. Similarly, Indoor Recreation Facilities D.C. recoverable costs totalled \$69.3 million, net of the 10% statutory deduction of \$8.1 million. The D.C.A. amendments for Parks and Recreation Services increases the D.C. recoverable costs by \$9.9 million.

In addition to the legislated amendments the following revisions were provided in discussions with Town staff:

- Indoor recreation facility capital cost estimates were updated to reflect current benchmark estimates. These capital cost revisions increased the D.C. recoverable costs by \$25.0 million over the 2019 D.C. Background Study estimates;
- Parkland and trail development capital cost estimates were updated to reflect current benchmark estimates. These capital cost revisions increased the D.C. recoverable costs by \$0.9 million over the 2019 D.C. Background Study estimates; and
- Additional projects were identified for a trackless vehicle, arborist bucket truck, additional truck and ice resurfacer, neighbourhood park and dog park in Caledon East. These capital project additions increase the D.C. recoverable costs by \$1.1 million.

In total, the consolidated Parks and Recreation Services D.C. recoverable capital costs have increased by \$36.9 million over the 2019 D.C. Background Study estimates. These D.C. recoverable costs are within the historical level of service cap for Parks and Recreation Services.

The revised D.C. recoverable costs are allocated 95% to residential development and 5% non-residential development, consistent with the Town's 2019 D.C. Background Study.





**Table 3-13**  
**Infrastructure Costs Covered in the D.C. Calculation – Parks and Recreation Services (Parkland and Trail Development)**

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share	Non-Residential Share
	2019-2028										95%	5%
1	District Park (50 acres) - Town Wide	2020-2025	3,000,000	-	3,000,000	300,000		2,700,000		2,700,000	2,565,000	135,000
2	Hardball Diamonds (2) - Bolton	2020-2023	1,630,000	-	1,630,000	-		1,630,000		1,630,000	1,548,500	81,500
3	Caledon East Skatepark	2020	572,100	-	572,100	57,210		514,890		514,890	489,146	25,745
4	Neighbourhood Park - Caledon East	2020	400,000	-	400,000	20,000		380,000		380,000	361,000	19,000
5	Parkette - Cheltenham	2020	230,000	-	230,000	11,500		218,500		218,500	207,575	10,925
6&7	Medium Duty Truck	2020	124,788	-	124,788	-		124,788		124,788	118,548	6,239
6&7	Trailer	2020	9,454	-	9,454	-		9,454		9,454	8,981	473
6&7	Trackless	2021	141,804	-	141,804	-		141,804		141,804	134,714	7,090
6&7	Arborist Bucket Truck	2022-2023	321,423	-	321,423	-		321,423		321,423	305,352	16,071
8	Community Park (5 acres) Mayfield West	2021-2022	1,200,000	-	1,200,000	60,000		1,140,000		1,140,000	1,083,000	57,000
9	Dennison Park Washroom Building	2021-2022	259,500		259,500	12,975		246,525		246,525	234,199	12,326
10	Mayfield West Outdoor Ice Rink	2021	300,000		300,000	30,000		270,000		270,000	256,500	13,500
11	Community Park (5 acres) - Bolton	2023-2024	1,200,000	-	1,200,000	120,000		1,080,000		1,080,000	1,026,000	54,000
12	Community Park (5 acres) Caledon East	2023	1,200,000	-	1,200,000	60,000		1,140,000		1,140,000	1,083,000	57,000
13	Community Park (5 Acres) - Mayfield West II	2023	1,200,000	-	1,200,000	60,000		1,140,000		1,140,000	1,083,000	57,000
14	Neighbourhood Park (1 acre) - Mayfield West II	2023	400,000	-	400,000	-		400,000		400,000	380,000	20,000
15	Trail Development - Town Wide	2023-2026	1,902,000	-	1,902,000	285,300		1,616,700		1,616,700	1,535,865	80,835
16	1 Neighbourhood Park - Caledon East	2023	400,000	-	400,000	20,000		380,000		380,000	361,000	19,000
17	Mayfield West II Skatepark	2024	500,000	-	500,000	50,000		450,000		450,000	427,500	22,500
18	Mayfield West Skatepark	2024	550,000	-	550,000	55,000		495,000		495,000	470,250	24,750
19	2 Tennis Courts - Caledon East	2024	500,000		500,000	50,000		450,000		450,000	427,500	22,500



Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 95%	Non-Residential Share 5%
	2019-2028											
20	Medium Duty Trucks (2) (to be split 50% roads - 50% parks)	2025	124,429	-	124,429	-		124,429		124,429	118,208	6,221
21	Tournament Sports Park (15 Acres) - Mayfield West II by Rec Facility	2023-2026	2,000,000	-	2,000,000	300,000		1,700,000		1,700,000	1,615,000	85,000
22	Trailers (2) (to be split 50% roads - 50% parks)	2027	10,000	-	10,000	-		10,000		10,000	9,500	500
23	Community Park - Mayfield West II	2027	1,200,000		1,200,000	120,000		1,080,000		1,080,000	1,026,000	54,000
24	Additional Phase of District Park - Town-wide	2028	1,500,000	-	1,500,000	150,000		1,350,000		1,350,000	1,282,500	67,500
25	Neighbourhood Park - Mayfield West II	2028	400,000	-	400,000	-		400,000		400,000	380,000	20,000
26	Neighbourhood Park - Caledon East	2025-2026	400,000	-	400,000	-		400,000		400,000	380,000	20,000
27	Additional Truck and Ice Resurfacer	2021	117,630	-	117,630	-		117,630		117,630	111,749	5,882
28	Dog Park (Caledon East)	2021-2024	85,082	-	85,082	8,508		76,574		76,574	72,746	3,829
29	Trails Master Plan	2022	94,536	-	94,536	47,268		47,268		47,268	44,905	2,363
30	Trails Master Plan	2028	94,536	-	94,536	47,268		47,268		47,268	44,905	2,363
	Reserve Fund Adjustment							(775,014)		(775,014)	(736,263)	(38,751)
	<b>Total</b>		<b>22,067,282</b>	<b>-</b>	<b>22,067,282</b>	<b>1,865,029</b>	<b>-</b>	<b>19,427,239</b>	<b>-</b>	<b>19,427,239</b>	<b>18,455,877</b>	<b>971,362</b>



Table 3-14  
Infrastructure Costs Covered in the D.C. Calculation – Parks and Recreation Services (Indoor Recreation Facilities)

[illegible]



**Table 3-15**  
**Historic Level of Service Calculation – Parks and Recreation Services (Parkland Development)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Acre)
<b>ALTON</b>											
Ball Park/Alton School - Station St. & Main St.	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$255,100
Emeline St. Parkette - Emeline Street	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	\$91,600
<b>BELFOUNTAIN</b>											
Tennis/School - Bush Street	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$376,900
Foresters Park - River Road	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$173,900
<b>BOLTON</b>											
Caledon North Hill Park - (incl skatepark)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	\$154,600
Goodfellow Crescent	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	\$158,100
Fountainbridge Park - Fountainbridge Dr.	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	\$151,300
Foundry St. Park - Foundry Street	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	\$108,700
Dicks Dam - Glasgow Rd.	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	\$62,100
Ellwood Drive	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	\$81,700
Heritage Hills Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$347,900
Humberview Park - Kingsview Dr.	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	\$120,800
Mill Park - Mill Street	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	\$79,600
Sant Farm Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$347,900
Stephen Drive Park - Stephen Drive	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	\$170,500
Ted Houston Park - Connaught Crescent	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	\$542,400
Bill Whitbread Park - Victoria Street	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$405,900
Edelweiss Park - Glasgow Road	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	\$258,100
Jullie's Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$463,900
Dell'Unto Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$579,800
R.J.A Potts Memorial Park	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	\$210,800
Humber Grove Park	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$347,900
Montrose Farm Park	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$116,000



Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Acre)
Adam Wallace Memorial Park	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$173,900
Hubert Corless Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$347,900
Tormina Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$347,900
Wakely Memorial Park	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$173,900
Russell and Joan Robertson Park	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$77,300
Peter Eben Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$556,600
Whitbread Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$463,900
Jack Garrett Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$127,600
Caledon Leash-Free Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$46,400
Vincos Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$579,800
Keith McCreary Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$579,800
Humber River Heritage Park	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$1,449,600
Johnston Sports Park			10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$173,900
Johnston Sports Park - Phase 2							5.0	5.0	5.0	5.0	\$280,000
Bolton Camp Challenger Ball Diamond									2.0	2.0	\$326,000
Bolton Community Park										2.0	\$500,000
Bolton Gateway Park										1.3	\$269,231
<b>CALEDON EAST</b>											
Firehall Park - Old Church Road	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	\$265,800
Soccer Fields (Admin. Centre) - Old Church Rd.	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	\$79,300
Trans Canada Trail Pavilion Park - Airport Rd.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	\$247,400
Elizabeth Tarbox Park			0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$579,800
Greer Park				2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$173,900
<b>CALEDON VILLAGE</b>											
Tennis - Highway #10	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	\$271,400
John Alexander Park	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	\$135,700
Hawthorne Acres - Hawthorne Ave.	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	\$91,600
Mistywood - Mistywood Drive	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	\$150,300
Raeburn's Corner	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$637,800
Fairgrounds Ball Diamond	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$371,100



Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Acre)
<b>CHELTHENHAM</b>											
Ball Park - Creditview Road	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$394,300
Parkette - Creditview Road	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$289,900
Stationlands	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$87,000
<b>INGLEWOOD</b>											
Ball Park - McLaughlin Rd.	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	\$88,500
Tennis - McLaughlin Rd.	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	\$100,800
Stationlands	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$116,000
<b>MAYFIELD</b>											
Complex - Bramalea Road	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$145,000
<b>MONO MILLS</b>											
Lions Park	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	\$81,500
John W. Nichols Park - Richmond St.	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$248,500
Victoria Parks - Victoria Crescent	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	\$112,200
<b>PALGRAVE</b>											
Ball Park - Mount Hope Rd. (incl rugby)	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	\$247,300
Tennis - Pine Avenue	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$637,800
Westview Park - Westview Crescent	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$160,600
Munro St. Park - Munro St.	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$260,900
Stonehart Park	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$116,000
Stationlands	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$81,200
Rotary Park		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$219,400
<b>TERRA COTTA</b>											
Forge Park - King Street	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$497,000
<b>VALLEYWOOD</b>											
Lina Marino Park - Valleywood Blvd.	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$181,200
Newhouse Park	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$434,900
<b>MAYFIELD WEST</b>											
Topham Park			1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$301,500
Dennison Park				5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$243,500



Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Acre)
Snell Park (2014)					1.0	1.0	1.0	1.0	1.0	1.0	\$313,100
Village Blue					1.2	1.2	1.2	1.2	1.2	1.2	\$1,183,800
Bonnieglen Farm Park							6.0	6.0	6.0	6.0	\$128,333
Wilson Park									1.4	1.4	\$465,714
<b>Additional Amenities</b>											
Caledon East Splash Pad								1.0	1.0	1.0	\$210,000
Lighting of Existing Soccer Pitch - Caledon East										1.0	\$200,000
<b>Total</b>	<b>287.0</b>	<b>288.0</b>	<b>299.3</b>	<b>306.3</b>	<b>308.5</b>	<b>308.5</b>	<b>319.5</b>	<b>320.5</b>	<b>323.9</b>	<b>328.2</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0049	0.0049	0.0050	0.0050	0.0050	0.0049	0.0049	0.0048	0.0046	0.0045

10 Year Average	2009-2018
Quantity Standard	0.0049
Quality Standard	\$166,608
Service Standard	\$816

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$816
Eligible Amount	\$21,925,518



**Table 3-16**  
**Historic Level of Service Calculation – Parks and Recreation Services (Trails)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/ Kilometre)
Developed Trails	46.2	46.2	46.2	46.2	46.2	47.0	47.5	48.3	49.1	49.1	\$130,800
Trailway Bridge, Hwy. 10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$1,188,800
MW 1 Trail Bridge 1						1	1	1	1	1	\$117,904
MW 1 Trail Bridge 2							1	1	1	1	\$160,675
MW 1 Trail Bridge 3									1	1	\$147,500
<b>Total</b>	<b>46.4</b>	<b>46.4</b>	<b>46.4</b>	<b>46.4</b>	<b>46.4</b>	<b>48.2</b>	<b>49.7</b>	<b>50.5</b>	<b>52.3</b>	<b>52.3</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0008	0.0008	0.0008	0.0008	0.0007	0.0008	0.0008	0.0008	0.0007	0.0007

10 Year Average	2009-2018
Quantity Standard	0.0008
Quality Standard	\$133,792
Service Standard	\$103

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$103
Eligible Amount	\$2,766,808





**Table 3-17**  
**Historic Level of Service Calculation – Parks and Recreation Services (Vehicles)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Vehicle)
Vehicles shared with Operations¹											
Light Duty Truck	2.5	2.5	3.0	4.5	4.5	4.5	5.0	4.0	4.0	4.0	\$77,900
Medium Duty Truck	1.0	1.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$124,429
Passenger Vehicle	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$41,620
Trailer	2.5	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	\$10,000
<b>Total</b>	<b>7</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.0001	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002

10 Year Average	2009-2018
Quantity Standard	0.0002
Quality Standard	\$51,600
Service Standard	\$10

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$10
Eligible Amount	\$277,164



**Table 3-18**  
**Historic Level of Service Calculation – Parks and Recreation Services (Facilities)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 value/ft² with land, site works, etc.
Albion Bolton Community Centre	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	\$765
Belfountain Community Hall	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	\$335
Bolton Kinsmen	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	\$354
Caledon Centre for Recreation and Wellness	67,540	67,540	67,540	91,716	91,716	91,716	91,716	91,716	91,716	91,716	\$765
Caledon East Community Complex	54,516	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	\$765
Caledon Pool	6,471	6,471	6,471	6,471	6,471	-	-	-	-	-	\$765
Caledon Village Place	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	3,280	\$354
Cheltenham Hall	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	\$354
Inglewood Community Centre	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	\$404
Lloyd Wilson Arena	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	\$358
Mayfield Recreation Complex	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	\$765
Old Caledon Township Hall	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	\$354
Valleywood Community Room	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$354
Victoria Parks Community Centre	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	\$404
Senior Centre - Rotary	-	-	6,006	6,006	6,006	6,006	6,006	6,006	6,006	6,006	\$354
Melville White Church	1,486	1,486	1,486	1,486	1,486	1,486	1,486	1,486	1,486	1,486	\$354
St. Andrew's Stone Church	1,316	1,316	1,316	1,316	1,316	1,316	1,316	1,316	1,316	1,316	\$354
Palgrave Community Centre (CEP)	-	-	-	-	-	-	1,755	1,755	1,755	1,755	\$404
<b>Total</b>	<b>320,109</b>	<b>358,058</b>	<b>364,064</b>	<b>388,240</b>	<b>388,240</b>	<b>381,769</b>	<b>383,524</b>	<b>383,524</b>	<b>383,524</b>	<b>383,524</b>	
Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750	
Per Capita Standard	5.4723	6.0710	6.1228	6.3828	6.2425	6.0065	5.9071	5.7671	5.4279	5.2718	
<b>10 Year Average</b>	<b>2009-2018</b>										
Quantity Standard	5.8672										
Quality Standard	\$698										
Service Standard	\$4,098										
<b>D.C. Amount (before deductions)</b>	<b>10 Year</b>										
Forecast Population	26,857										
\$ per Capita	\$4,098										
Eligible Amount	\$110,058,912										



### 3.4 Library Services

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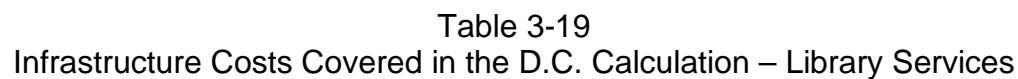
The Town's 2019 D.C. Background Study identified D.C. recoverable costs for Library Services of \$7.2 million over the 10-year forecast period. The statutory 10% deduction required under the D.C.A removed \$0.9 million in growth-related capital costs from the D.C. recoverable costs. As such, the Library Services D.C. recoverable costs increase by \$0.9 million reflective of the legislative amendments.

In addition to the legislated amendments the following revisions were provided in discussions with Town staff:

- Library facility capital cost estimates were updated to reflect current benchmark estimates. These capital cost revisions increased the D.C. recoverable costs by \$5.9 million over the 2019 D.C. Background Study estimates; and
- Cost estimates for studies were updated to reflect current pricing. These revisions increased the D.C. recoverable costs by \$43,170 over the 2019 D.C. Background Study estimates.

The Library Services D.C. recoverable capital costs have increased by \$6.8 million over the 2019 D.C. Background Study estimates. These D.C. recoverable costs are within the historical level of service cap for Library Services.

The revised D.C. recoverable costs are allocated 95% to residential development and 5% non-residential development, consistent with the Town's 2019 D.C. Background Study, and based on the recognition that residential users are the primary users of Library Services.



Watson & Associates Economists Ltd.  
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**Table 3-20**  
**Historic Level of Service Calculation – Library Services (Facilities)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 value/ft² with land, site works, etc.
Bolton	15,132	15,132	15,132	15,132	15,132	15,132	15,132	15,132	15,132	15,132	\$765
Alton	5,089	5,089	5,089	5,089	5,089	5,089	5,089	5,089	5,089	5,089	\$765
Belfountain	750	750	750	750	750	750	750	750	750	-	\$765
Caledon Village	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	\$765
Caledon East	8,300	8,300	8,300	8,300	8,300	8,300	8,300	8,300	8,300	8,300	\$765
Inglewood	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	\$765
Margaret Dunn Valleywood (Mayfield West)	4,949	4,949	4,949	4,949	4,949	4,949	4,949	4,949	4,949	4,949	\$765
<b>Total</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,820</b>	<b>37,070</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.6465	0.6413	0.6361	0.6218	0.6081	0.5950	0.5825	0.5687	0.5353	0.5096

10 Year Average	2009-2018
Quantity Standard	0.5945
Quality Standard	\$765
Service Standard	\$455

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$455
Eligible Amount	\$12,214,026



**Table 3-21**  
**Historic Level of Service Calculation – Library Services (Collection Materials)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/item)
Books - Circulation and Reference	155,751	158,264	161,521	176,676	193,436	222,689	237,164	250,265	97,592	109,909	\$25
Books/Audiobooks - Electronic	-	1,761	2,220	2,640							\$75
Periodical Titles/Subscriptions - print	763	854	947	958	213	112	161	165	124	156	\$400
Media - Audio, Video, Games	476	503	3,285	6,082	9,168	16,854	20,501	24,480	17,769	14,938	\$40
Other - Library of Things	7	7	9	30	61	61	71	96	109	119	\$70
Launch Pads										70	\$225
Databases / Digital Resources	34	31	27	14							\$4,000
Periodical Titles - electronic	18,300	18,483	18,663	23,543							\$1
Books/Audiobooks - Electronic Consortium	-	1,824	23,772	25,337							\$75
eResources					\$26,055	\$38,476	\$37,494	\$71,467	\$95,794	\$87,443	1
<b>Total</b>	<b>175,331</b>	<b>181,727</b>	<b>210,444</b>	<b>235,280</b>	<b>228,933</b>	<b>278,192</b>	<b>295,391</b>	<b>346,473</b>	<b>211,388</b>	<b>212,635</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	3.00	3.08	3.54	3.87	3.68	4.38	4.55	5.21	2.99	2.92

10 Year Average	2009-2018
Quantity Standard	3.7218
Quality Standard	\$24
Service Standard	\$88

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$88
Eligible Amount	\$2,368,519



### 3.5 Provincial Offences Act

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The Town's 2019 D.C. Background Study identified D.C. recoverable costs for Provincial Offences Act of \$3.0 million over the 10-year forecast period. The statutory 10% deduction required under the D.C.A removed \$0.3 million in growth-related capital costs from the D.C. recoverable costs. As such, the Provincial Offences Services D.C. recoverable costs increase by \$0.3 million reflective of the legislative amendments.

In addition to the legislated amendments the following revisions were provided in discussions with Town staff:

- Two additional by-law enforcement vehicles were identified by staff for inclusion in the capital needs. These capital cost revisions increased the D.C. recoverable costs by \$66,175; and
- The cost for undertaking a Provincial Offences Master Plan has been added to the capital needs, adding \$30,724 in D.C. recoverable costs.

The Provincial Offences Act Services D.C. recoverable capital costs have increased by \$0.4 million over the 2019 D.C. Background Study estimates. These D.C. recoverable costs are within the historical level of service cap for Provincial Offences Act Services.

The revised D.C. recoverable costs are allocated 66% to residential development and 34% non-residential development, consistent with the Town's 2019 D.C. Background Study, and based on the incremental population to employment over the forecast period.



**Table 3-22**  
**Infrastructure Costs Covered in the D.C. Calculation – Provincial Offences Act Services**

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2019-2028										66%	34%
1	10,361 sq.ft. Court Expansion	2023-2026	5,180,000	1,813,000	3,367,000	-		3,367,000		3,367,000	2,222,220	1,144,780
2	Provincial Offences Master Plan	2022	61,448		61,448	30,724		30,724		30,724	20,278	10,446
3	Additional By-law Enforcement Vehicles	2023-2024	66,175		66,175	-		66,175		66,175	43,676	22,500
	Reserve Fund Adjustment		-	-	-	-		(632,074)		(632,074)	(417,169)	(214,905)
	Total		5,307,624	1,813,000	3,494,624	30,724	-	2,831,826	-	2,831,826	1,869,005	962,821





**Table 3-23**  
**Historic Level of Service Calculation – Provincial Offences Act Services (Facilities)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value/ft <sup>2</sup> with land, site works, etc.
Caledon East POA Court	10,361	10,361	10,361	10,361	10,361	10,361	10,361	10,361	10,361	10,361	\$685
<b>Total</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	<b>10,361</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.1771	0.1757	0.1743	0.1703	0.1666	0.1630	0.1596	0.1558	0.1466	0.1424

10 Year Average	2009-2018
Quantity Standard	0.1631
Quality Standard	\$685
Service Standard	\$112

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$112
Eligible Amount	\$3,001,270



**Table 3-24**  
**Historic Level of Service Calculation – Provincial Offences Act Services (Vehicles)**

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Value (\$/Vehicle)
2016 Chevy Volt	1	1	1	1	1	1	1	1	1	1	\$35,235
2016 Chevy Volt	1	1	1	1	1	1	1	1	1	1	\$35,235
2016 Chevy Volt	1	1	1	1	1	1	1	1	1	1	\$35,235
Chevrolet Silverado	1	1	1	1	1	1	1	1	1	1	\$39,933
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	

Population	58,496	58,978	59,460	60,826	62,193	63,559	64,926	66,502	70,658	72,750
Per Capita Standard	0.000068	0.000068	0.000067	0.000066	0.000064	0.000063	0.000062	0.000060	0.000057	0.000055

10 Year Average	2009-2018
Quantity Standard	0.000063
Quality Standard	\$36,412
Service Standard	\$2

D.C. Amount (before deductions)	10 Year
Forecast Population	26,857
\$ per Capita	\$2
Eligible Amount	\$61,589



### 3.6 Development Related Studies

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The Town's 2019 D.C. Background Study included growth-related studies under Development Related Studies Services. These studies include both service specific studies, that pertain to one of the D.C. eligible services permitted in the D.C.A., and other general growth-related studies that pertain to all services.

The above referenced sections, include the studies respective of the D.C. eligible services specifically. The remaining growth-related studies, such as the Official Plan Review, DC By-law Background Study, Urban Boundary Expansion/Municipal Comprehensive Review, etc. have been allocated to the respective D.C. eligible services based on the proportionate share of D.C. eligible capital needs. In addition to removing the 10% statutory deduction previously required for these studies (\$1.0 million), a deduction to the capital needs was made to reflect the general benefits of these studies to other non-D.C. eligible services (\$1.3 million).

The revised gross capital costs for growth-related studies, included in the schedule of charges within the D.C eligible services, total \$15.5 million. Applying deductions for post period benefit (\$1.6 million), general benefits to ineligible services (\$1.3 million), and benefit to existing development (\$3.7 million), and including the unfunded costs of studies reflected in the D.C. reserve fund balance (\$0.8 million), results in D.C. recoverable costs of \$9.6 million. The following table summarizes the allocation by D.C. eligible services, and proportionate cost share attributable for residential and non-residential development.

D.C. Eligible Service	Growth-Related Studies (\$)		
	Res	Non-Res	Total
Services Related to a Highway	3,574,206	1,841,258	5,415,464
Operations	375,410	193,393	568,803
Fire Protection Services	411,518	211,994	623,512
Parkland and Trail Development	399,253	21,013	420,266
Indoor Recreation Facilities	2,105,296	110,805	2,216,101
Library Services	288,208	15,169	303,376
Provincial Offences Act	40,432	20,829	61,260
TOTAL	7,194,323	2,414,460	9,608,783



**Table 3-25**  
**Infrastructure Costs Covered in the D.C. Calculation – Development Related Studies**

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Deduction for Ineligible Services	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			
	2019-2028										
1	South-Albion Bolton Urban Expansion (3rd Leg)	2020	446,900	127,367	31,953	287,580	14,379		273,201		273,201
2	OP 5 Year Review / PPC Exercise	2021	570,000	-	57,000	513,000	256,500		256,500		256,500
4	Heritage Designation Studies	2022-2028	151,258	-	15,126	136,132	34,033		102,099		102,099
5	OP Policy Implementation	2021	226,887	-	22,689	204,198	51,049		153,148		153,148
6	Cultural Heritage Landscapes Inventory Update	2022	40,000	-	4,000	36,000	9,000		27,000		27,000
7	Heritage Conservation District Study, Plan & Guidelines- Belfountain	2023	175,000	-	17,500	157,500	78,750		78,750		78,750
9	Provincial Policy Conformity Exercise	2022	100,000	-	10,000	90,000	45,000		45,000		45,000
10	Urban Boundary Expansions/Municipal Comprehensive Reviews	2023	1,500,000	427,500	107,250	965,250	48,263		916,988		916,988
11	Heritage Conservation District Study, Plan & Guidelines- Cheltenham	2024	190,000	-	19,000	171,000	85,500		85,500		85,500
12	General Zoning Bylaw Update	2023	125,000	-	12,500	112,500	56,250		56,250		56,250
13	DC Background Study	2023	225,000	-		225,000	-		225,000		225,000
14	Allowance for Unspecified Planning Studies	2020-2023	2,205,000		220,500	1,984,500	992,250		992,250		992,250
17	Urban Boundary Expansions/Municipal Comprehensive Reviews	2025	2,000,000	570,000	143,000	1,287,000	64,350		1,222,650		1,222,650
18	Employment/Commercial/Institutional Update	2025	250,000	-	25,000	225,000	112,500		112,500		112,500
19	OP 5 Year Review / PPC Exercise	2026	750,000	-	75,000	675,000	337,500		337,500		337,500
21	OP Policy Implementation	2026	250,000	-	25,000	225,000	22,500		202,500		202,500
22	Review of Agriculture Policy (OPA 179)	2026	100,000	-	10,000	90,000	45,000		45,000		45,000
23	OP Review	2026	1,000,000	150,000	85,000	765,000	382,500		382,500		382,500
25	Intensification Strategy (P2G)	2026	100,000	-	10,000	90,000	4,500		85,500		85,500
28	DC Background Study	2028	250,000	-		250,000	-		250,000		250,000
30	Urban Area Studies	2020-2028	2,450,000	367,500	208,250	1,874,250	93,713		1,780,538		1,780,538
31	Allowance for Unspecified Planning Studies	2024-2028	2,205,000	-	220,500	1,984,500	992,250		992,250		992,250
32	DC Amendment Background Study	2020-2021	165,438	-		165,438	-		165,438		165,438
	Reserve Fund Adjustment								820,721		820,721
	<b>Total</b>		<b>15,475,483</b>	<b>1,642,367</b>	<b>1,319,268</b>	<b>12,513,848</b>	<b>3,725,786</b>	<b>-</b>	<b>9,608,783</b>	<b>-</b>	<b>9,608,783</b>



## 4. Revised D.C. Calculation and Schedule of Charges

Based on the proposed amendments to the D.C. eligible costs included in the 2019 D.C. Background Study detailed in Chapter 3 herein, Tables 4-1 and 4-2 present the revised D.C. quantum calculation for Municipal-wide services over the 12-Year forecast period (i.e. 2019-2031) and 10-year (i.e. 2019-2029) planning horizon, respectively.

The D.C. quantum calculation has been undertaken on an average cost basis, whereby the calculated charge seeks to recover the total costs from the anticipated development over the planning period. The totals costs include the attribution of growth-related studies. For the residential calculations, charges are calculated on a single detached unit equivalent basis and converted to four forms of dwelling unit types (single and semi-detached, apartments greater than 70 sq.mt., apartments less than or equal to 70 sq.mt., and other multiples). The non-residential D.C. has been calculated uniformly on a per sq.ft. of total floor area basis.

Table 4-1  
Municipal-Wide Services D.C. Calculation  
2019 - 2031 (2019\$)

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft²
1. Services Related to a Highway	\$	\$	\$	\$
1.1 Roads and Related	165,221,287	85,113,996	17,968	4.58
1.2 Operations	17,353,704	8,939,787	1,887	0.48
2. Fire Protection Services	19,022,827	9,799,638	2,069	0.53
<b>TOTAL</b>	<b>\$201,597,818</b>	<b>\$103,853,421</b>	<b>\$21,924</b>	<b>\$5.59</b>
Allocation of Growth-Related Studies	\$4,361,134	\$2,246,645		
D.C.-Eligible Capital Cost	\$205,958,952	\$106,100,066		
12-Year Gross Population/GFA Growth (sq.ft.)	34,439	18,973,100		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$5,980.40</b>	<b>\$5.59</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.666	\$21,924		
Apartments > 70 s.m.	2.130	\$12,738		
Apartments <= 70 s.m.	1.250	\$7,475		
Other Multiples	2.791	\$16,691		



**Table 4-2  
Municipal-Wide Services D.C. Calculation  
2019 - 2029 (2019\$)**

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft <sup>2</sup>
3 Parks and Recreation	\$	\$	\$	\$
3.1 Parkland and Trail Development	18,455,877	971,362	2,350	0.06
3.2 Indoor Recreation Facilities	97,319,443	5,122,076	12,394	0.33
4 Library Services	13,322,689	701,194	1,697	0.05
5 Provincial Offences Act	1,869,005	962,821	238	0.06
<b>TOTAL</b>	<b>130,967,013</b>	<b>7,757,453</b>	<b>16,679</b>	<b>\$0.50</b>
Allocation of Growth-Related Studies	\$2,833,189	\$167,816		
D.C.-Eligible Capital Cost	\$133,800,202	\$7,925,268		
10-Year Gross Population/GFA Growth (sq.ft.)	29,409	15,881,100		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$4,549.63</b>	<b>\$0.50</b>		
<b><u>By Residential Unit Type</u></b>	<b><u>P.P.U.</u></b>			
Single and Semi-Detached Dwelling	3.666	\$16,679		
Apartments > 70 s.m.	2.130	\$9,691		
Apartments <= 70 s.m.	1.250	\$5,687		
Other Multiples	2.791	\$12,698		

Table 4-3 presents the revised full calculated schedule of charges, denominated in 2019\$ consistent with the 2019 D.C. Background Study. Table 4-4 provides the amended schedule of charges indexed to 2021\$ values.



**Table 4-3**  
**Amended Calculated Schedule of Development Charges (2019\$)**

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments Larger than 70 s.m.	Apartments 70 s.m. or Smaller	Other Residential Dwellings	(per sq.mt. of Total Floor Area)
<b>Municipal Wide Services:</b>					
Roads and Related	19,855	11,536	6,770	15,116	54.47
Fire Protection Services	2,069	1,202	705	1,575	5.70
Parks and Recreation Services	14,744	8,566	5,027	11,225	4.20
Library Services	1,697	986	579	1,292	0.54
Animal Control	85	49	29	65	0.00
Provincial Offences Act	238	138	81	181	0.65
<b>Total Municipal Wide Services</b>	<b>38,688</b>	<b>22,477</b>	<b>13,191</b>	<b>29,454</b>	<b>65.55</b>

**Table 4-4**  
**Amended Schedule of Development Charges (2021\$)**

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments Larger than 70 s.m.	Apartments 70 s.m. or Smaller	Other Residential Dwellings	(per sq.mt. of Total Floor Area)
<b>Municipal Wide Services:</b>					
Roads and Related	21,003	12,203	7,161	15,990	57.61
Fire Protection Services	2,189	1,271	746	1,666	6.03
Parks and Recreation Services	15,596	9,061	5,318	11,874	4.44
Library Services	1,795	1,043	612	1,367	0.57
Animal Control	90	52	31	69	0.00
Provincial Offences Act	252	146	86	191	0.68
<b>Total Municipal Wide Services</b>	<b>40,924</b>	<b>23,776</b>	<b>13,953</b>	<b>31,156</b>	<b>69.34</b>

In total, D.C.s for the single detached dwelling units would increase by \$9,267 per unit (+29%) and the non-residential charge per sq.mt. of T.F.A. would increase by \$10.93 (+19%).



## 5. D.C. Policy Recommendations and D.C. By-law Rules

The Town's current D.C. by-law provides for the uniform Town-wide recovery of growth-related costs for all services. D.C.s are imposed for all services through one by-law. The rules within the Town's by-law effectively assess the charges appropriately for the imposition of D.C.s within the Town. The intent of the amendment does not alter the Town's policy for the imposition of Town-wide D.C.s. As a result, it is not recommended that separate by-laws be implemented through this amendment process, and that the proposed revisions be considered as an amendment to the Town's current comprehensive D.C. by-law.

Other than those policies revisions identified in Sections 5.1 and 5.2, all other rules and policies contained within By-law 2019-31 remain unchanged.

### 5.1 D.C. Calculation and Collection Policies

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The recent amendments to the D.C.A. provide for mandatory installments payments of D.C.s for rental housing, non-profit housing, and institutional development as follows:

- Rental housing and institutional developments will pay D.C.s in 6 equal annual installments, with the first payment commencing at the date of occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual installments. Interest may be charged on the installments, and any unpaid amounts may be added to the property and collected as taxes.

Furthermore, the D.C.s for development proceeding through the Site Plan or Zoning By-Law Amendment planning approvals processes will be calculated on the date the planning application is received and will be payable at building permit issuance.

- D.C. amounts for all developments occurring within two years of a Site Plan or Zoning By-Law Amendment planning approval (for applications submitted after January 1, 2020) shall be determined based on the D.C. charge in effect on the day of site plan or zoning by-law amendment planning application. If the development is not proceeding via these planning approvals, or if the building permit is issued after the two-year period of application approval, then the





amount is determined the earlier of the date of issuance of a building permit or occupancy.

The D.C.A. also provides that municipalities may charge interest on the installment payments and charges calculated when the planning application is received. The Town enacted By-Law No. 2020-96 on November 24, 2020, being “a by-law to establish interest rates and impose interest charges on instalment payments of development charges pursuant to Section 26.1 of the Development Charges Act, 1997 and on development charges determined under the development charge by-law at the date of a site plan or rezoning application pursuant to Section 26.2 of the Development Charges Act, 1997”. This policy will govern the application of interest on these types of payments.

## **5.2 Statutory Exemptions**

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The amendments to the D.C.A. provide for the following additional statutory exemptions to the payment of D.C.s.

Residential intensification exemptions have been expanded to allow for the creation of additional dwelling units within ancillary structures to existing residential payments without the payment of D.C.s.

S.2(3)(b) of the D.C.A. provides that D.C.s are not payable for residential development that results only in the creation of up to two additional dwelling units in prescribed classes of existing residential buildings or prescribed structures ancillary to existing residential buildings, subject to the prescribed restrictions set out in section 2(1) of O.Reg. 82/98 (see Table 5-1).



**Table 5-1**  
**Rules for Prescribed Classes of Existing Residential Buildings**

Item	Name of Class of Existing Residential Building	Description of Class of Existing Residential Buildings	Maximum Number of Additional Dwelling Units	Restrictions
1	Existing single detached dwellings	Existing residential buildings, each of which contains a single dwelling unit, that are not attached to other buildings.	Two	The total gross floor area of the additional dwelling unit or units must be less than or equal to the gross floor area of the dwelling unit already in the building.
2	Existing semi-detached dwellings or row dwellings	Existing residential buildings, each of which contains a single dwelling unit, that have one or two vertical walls, but no other parts, attached to other buildings.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the dwelling unit already in the building.
3	Existing rental residential buildings	Existing residential rental buildings, each of which contains four or more dwelling units.	Greater of one and 1% of the existing units in the building	None
4	Other existing residential buildings	An existing residential building not in another class of residential building described in this table.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the smallest dwelling unit already in the building.

The creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings are now also exempt from the payment of DCs, subject to the prescribed restrictions set out in section 2(3) of O.Reg. 82/98 (see Table 5-2).

**Table 5-2**  
**Rules for Prescribed Classes of Proposed New Residential Buildings**

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units.  The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.  The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.  The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.



## 5.3 Non-Statutory Exemptions

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By-Law No. 2019-31 includes non-statutory exemptions adopted by Council.

Subsection 2(2) and 2(3) of the By-law provides the following non-statutory exemptions for the Bolton Business Improvement Area and Caledon East Commercial Core Area.

“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) For the period May 29, 2019 to May 28, 2021, 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) As of May 29, 2021, this by-law shall not apply to land proposed for non-residential development within

(a) The Bolton Business Improvement Area as outlined 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.”

It is proposed that the non-statutory exemption for the Bolton Business Improvement Area be revised to remove the expiry of the exemption for residential development beyond May 28, 2021. As such, Subsection 2(2) of the By-law is proposed to be revised as follows, and subsection 2(3) will be removed.

“2.(2) As of May 29, 2019, 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.”



## 6. Asset Management Plan and Long-Term Capital and Operating Costs

### 6.1 Introduction

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The changes to the D.C.A. (new section 10(c.2)) through Bill 73, require that the background study must include an Asset Management Plan (A.M.P) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

**The A.M.P. shall,**

**(a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;**

**(b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;**

**(c) contain any other information that is prescribed; and**

**(d) be prepared in the prescribed manner.**

The A.M.P. analysis included in the 2019 D.C. Background Study, which found that the capital plan was deemed to be financially sustainable, has been updated to account for the capital cost revisions described herein.

The updated A.M.P. analysis contained in Table 6-1 identifies \$76.2 million in total annualized expenditures; and incremental operating revenues of \$32.3 million and existing operating revenues of \$96.5 million, totalling \$128.8 million by the end of the period.

In consideration of the above changes, the capital plan still deemed to be financially sustainable.



Table 6-1  
2021 D.C. Amendment  
Asset Management – Future Expenditures and Associated Revenues (2019\$)

	Sub-Total	2031 (Total)
<b>Expenditures (Annualized)</b>		
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>		13,852,919
Annual Debt Payment on Post Period Capital <sup>2</sup>		10,453,896
<b>Lifecycle:</b>		
Annual Lifecycle - Town Wide Services	\$38,703,148	
<b>Sub-Total - Annual Lifecycle</b>	\$38,703,148	\$38,703,148
<b>Incremental Operating Costs (for D.C. Services)</b>		\$23,649,825
<b>Total Expenditures (Net of Interim Funding of Post Period Benefit)</b>		<b>\$76,205,892</b>
<b>Revenue (Annualized)</b>		
Total Existing Revenue <sup>3</sup>		\$96,503,567
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$32,261,907
<b>Total Revenues</b>		<b>\$128,765,474</b>

<sup>1</sup> Non-Growth Related component of Projects including 10% mandatory deduction on soft services

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> As per Sch. 10 of FIR

As a requirement of the D.C.A., 1997 under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. Table 6-2 summarizes the changes to the incremental annual operating costs associated with the D.C. eligible costs at full emplacement.



Table 6-2  
2021 D.C. Amendment  
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
Services Related to a Highway				
Roads and Related	389,835,987	24,393,216	3,918,402	28,311,618
Operations	42,022,338	2,687,673	4,686,855	7,374,528
Fire Protection Services	31,769,888	2,027,635	4,847,550	6,875,185
Parks and Recreation				
Parkland and Trail Development	20,202,253	1,338,462	1,273,708	2,612,170
Indoor Recreation Facilities	122,280,066	6,598,686	6,390,234	12,988,920
Library Services	14,669,698	1,027,264	1,622,689	2,649,953
Animal Control	4,155,000	314,322	165,445	479,767
Provincial Offences Act	5,276,900	315,890	744,941	1,060,831
<b>Total</b>	<b>630,212,129</b>	<b>38,703,148</b>	<b>23,649,825</b>	<b>62,352,973</b>



## 7. Process for Adoption of the Amending Development Charges By-law

If approved, the changes provided herein will form part of the 2019 D.C. Background Study. Appendix A to this D.C. Update Study includes the draft Amending D.C. By-law being presented for Council's consideration. The D.C. Update Study and draft amending D.C. By-law will be presented to the public at a public meeting of Council to solicit public input on the proposed D.C. by-law.

It is anticipated that Council will consider for adoption the proposed amending by-law at a subsequent meeting of Council (July 13, 2021), witnessing the 60-day period between the release of the D.C. Background Study and the passage of the D.C. By-law. If Council is satisfied with the proposed changes to the D.C. Background Study and D.C. By-Law, it is recommended that Council:

“Approve the Development Charges Update Study dated April 29, 2021, subject to further annual review during the capital budget process;”

“Determine that no further public meeting is required;” and

“Approve the Amending Development Charge By-law as set out herein”





# Appendix A – Draft Amending Development Charge By-law

The Corporation of the Town of Caledon

By-law No. 2021-\_\_

Being a By-law Regarding Development Charges to amend By-law 2019-31 to make revisions to the Town's development charges to reflect amendments to the *Development Charges Act*.

**WHEREAS** Section 19 of the Development Charges Act, 1997, S.O. 1997, c27 ("the Act") provides for amendments to be made to development charges by-laws;

**AND WHEREAS** the Council of the Corporation of the Town of Caledon (hereinafter called "the Council") has determined that amendments should be made to the Development Charge By-law of the Corporation of the Town of Caledon, being By-law 2019-31;

**AND WHEREAS**, in accordance with the Act, a development charges background study has been completed in respect of the proposed amendment;

**AND WHEREAS** the Council of the Corporation of the Town of Caledon has given notice and held a public meeting in accordance with the Act; and

Now therefore the Council of The Corporation of the Town of Caledon hereby enacts as follows:

1. By-law 2019-31 is hereby amended as follows:

a. The following sections are added to subsection 1.(1) of the by-law

"institutional development", for the purposes of subsection 13.(5), means development of a building or structure intended for use:

- (a) as a long-term care home within the meaning of subsection 2 (1) of the Long Term Care Homes Act, 2007;
- (b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (c) by any institution of the following post-secondary institutions for the objects of the institution:
  - i. a university in Ontario that receives direct, regular and ongoing operation funding from the Government of Ontario;

- ii. a college or university federated or affiliated with a university described in subclause (i); or
- iii. an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institute Act, 2017;
- (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care;

“Rental housing”, for the purposes of subsection 13.(5), means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

“Non-profit housing development”, for the purposes of subsection 13.(6), means development of a building or structure intended for use as residential premises by:

- (a) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary objective is to provide housing;
- (b) a corporation without share capital to which the Canada Not-for-profit Corporation Act applies, that is in good standing under that Act and whose primary objective is to provide housing; or
- (c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act.

- b. Subsections 2.(2) and 2.(3) are deleted and replaced with the following:

2.(2) As of May 29, 2019, 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.

- c. Subsections 2.(4) renumbered to subsection 2.(3).
- d. Subsections 2.(5) renumbered to subsection 2.(4).

- e. Subsection 4.(1)(g) is deleted.
- f. Subsections 4.(1)(h) renumbered to subsection 4.(1)(g).
- g. Subsections 4.(1)(i) renumbered to subsection 4.(1)(h).
- h. Subsection 6.(1) is deleted and replaced with the following:
  - 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, or ancillary to, 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, or ancillary to, 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, or ancillary to, 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..
- i. The following sections are added subsection 6.(5) of the by-law:
  - 6.(5) 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 create of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, as set out in section 2(3) of O.Reg. 82/98.

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new detached dwelling must only contain two dwelling units.</p> <p>The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.</p> <p>The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	<p>The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.</p> <p>The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.</p>

j. The following subsections are added to section 13 of the by-law:

13.(5) Notwithstanding subsection 13. (1), development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.

13.(6) Notwithstanding subsection 13. (1), development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.

13.(7) Notwithstanding subsection 13. (1), where the development of land results from the approval of a Site Plan or Zoning By-law Amendment received on or after January 1, 2020, and the approval of the application occurred within 2 years of building permit issuance, the Development Charges under subsections 5. (2) and 5. (3) shall be calculated based on the rates set out in Schedule "A" on the date of the planning application, including interest. Where both planning applications apply, Development Charges shall be

calculated on the rates, including interest, set out in Schedule "A" on the date of the later planning application.

13.(8) Interest for the purposes of subsections 13. (5), 13. (6) and 13. (7) shall be determined as set out in the Town of Caledon Interest Rate Policy as set out in By-Law No. 2020-96, as amended from time to time.

k. Schedule "A" is deleted and the attached Schedule "A" substitutes therefor

2. This by-law shall come into force on July 14, 2021.

By-law passed this 13<sup>th</sup> day of July 2021

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Mayor

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Clerk

Schedule "A" to By-law 2019-31 of the Corporation of the Town of Caledon  
Schedule of Development Charges (effective June 25, 2019 – September 17, 2022)

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments Larger than 70 s.m.	Apartments 70 s.m. or Smaller	Other Residential Dwellings	(per sq.mt. of Total Floor Area)
<b>Municipal Wide Services:</b>					
Roads and Related	19,855	11,536	6,770	15,116	54.47
Fire Protection Services	2,069	1,202	705	1,575	5.70
Parks and Recreation Services	14,744	8,566	5,027	11,225	4.20
Library Services	1,697	986	579	1,292	0.54
Animal Control	85	49	29	65	0.00
Provincial Offences Act	238	138	81	181	0.65
<b>Total Municipal Wide Services</b>	<b>38,688</b>	<b>22,477</b>	<b>13,191</b>	<b>29,454</b>	<b>65.55</b>

Schedule of Development Charges (effective September 18, 2022)

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments Larger than 70 s.m.	Apartments 70 s.m. or Smaller	Other Residential Dwellings	(per sq.mt. of Total Floor Area)
<b>Municipal Wide Services:</b>					
Roads and Related	19,855	11,536	6,770	15,116	54.47
Fire Protection Services	2,069	1,202	705	1,575	5.70
Parks and Recreation Services	14,744	8,566	5,027	11,225	4.20
Library Services	1,697	986	579	1,292	0.54
Provincial Offences Act	238	138	81	181	0.65
<b>Total Municipal Wide Services</b>	<b>38,603</b>	<b>22,428</b>	<b>13,162</b>	<b>29,389</b>	<b>65.55</b>