

TOWN OF CALEDON  
PLANNING  
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## **BOLTON RESIDENTIAL EXPANSION STUDY**

## **RE THE REGION OF PEEL FISCAL IMPACT ASSESSMENT**

JUNE 16, 2014



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 Planning for growth

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## **EXECUTIVE SUMMARY**

## EXECUTIVE SUMMARY

1. Purpose – The purpose of this Fiscal Impact Study (FIS) is to provide an indication of the preferred Bolton Residential Expansion (BRES) option in terms of the anticipated long range fiscal impact on the Region of Peel. The fiscal impact on the Town of Caledon is being addressed in a separate report.
2. Growth Forecast – The Final Options considered (i.e. Options 1 and 3) are described in Chapter 2 and comprise the following:

	Housing Units	Population	Jobs
Option 1	3,425	9,770	2,553
Option 3	3,684	10,376	2,446

Under both options, the residential development component is expected to occur during the 2022-2028 period, at approximately 500 residential units (single detached equivalents) per year. The non-residential component is expected to be built out over a similar period.

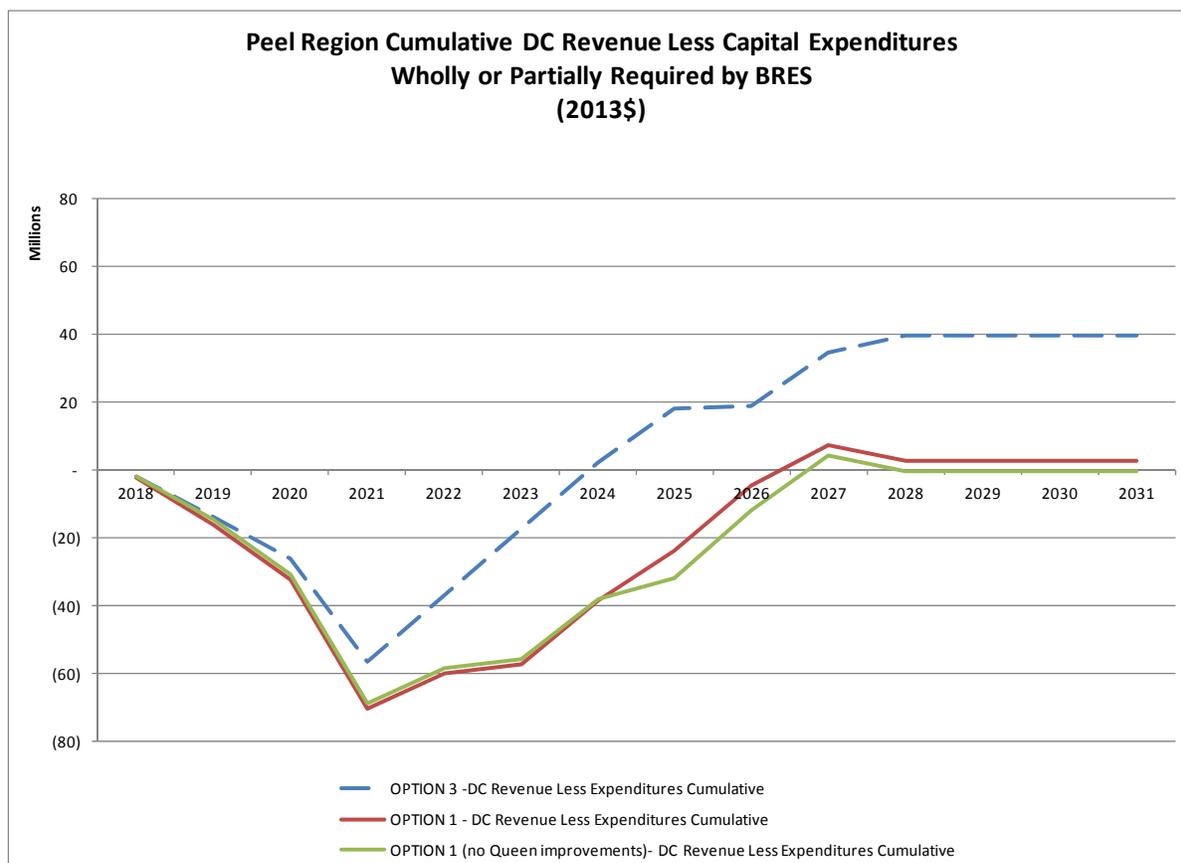
3. Capital Funding – Chapter 3 sets out the development charge infrastructure requirements of BRES of a localized nature, i.e. excluding treatment plants and major system components which do not lend themselves to area-specific analysis. These costs are annualized and compared with the flow of development charge revenue anticipated from BRES. In the early years of the development, the inevitable need for front-end financing is apparent and the magnitude of this requirement is estimated for Regional roads, water and wastewater service. Reference is made to the Region’s emerging financing policy in this area in the Background section of Chapter 1. Funding assistance from BRES landowners for a portion of the requirement could most readily be achieved via the prepayment of development charges under s.27 of the DCA. A formal front-ending agreement under the DCA is a more complex alternative as it will require the establishment of appropriate benefiting areas for the various projects.

4. Front-end Financing – Figure ES-1 reflects the calculations on Table 3-4. It indicates the likelihood of a cumulative capital funding shortfall for BRES Option 3 water, wastewater and roads capital requirements, during the 2018-2023 period, peaking at \$56 million by 2021 and declining to \$17 million by 2023. Thereafter, a cumulative “surplus” is forecast in the order of \$40 million once the development has been built out in 2027.

For BRES Option 1, the capital funding shortfalls are greater at \$70 million by 2021, and it does not reach a positive position until 2027. The cumulative “surplus” once the development has

been built out is in the order of \$2.7 million. The scenario where Option 1 does not consider the widening of Queen St. would have a cumulative surplus that is marginally less than Option 1.

**FIGURE ES-1**



The Region's 2012 DC calculation includes debenture debt funding fully sufficient to cover capital funding shortfalls on a Regional scale. However, if the Region, pursuant to Council's November 28, 2013 resolution, decides to require BRES landowners to front-end finance a portion of this shortfall for several years, a front-end policy framework would need to be devised and reviewed, among other things, in the context of the Town's potential front-ending requirements.

5. Tax Fund Impact – Chapter 4 provides a high level estimate of the potential impact of BRES on the Region's tax rate. This is done by making per capita/employee operating expenditure estimates, coupled with tax revenue estimates based on assessment sampling. This analysis indicates that the Region's 2013 tax rate is expected to be more than sufficient to fund services for the development if it was fully in place today and provided with services at the level contemplated by the Region for future application. This "tax surpluses" are estimated in the order of \$473,000 - \$ 860,000 per year (2013 \$) as of full buildout of BRES under both

options evaluated. Option 1 is estimated to produce more tax revenue than Option 3, due to the greater number of single detached homes which are forecast.

6. Conclusion – It is concluded from the foregoing that the necessary Regional and local transportation infrastructure, water and wastewater servicing and other services can be provided to BRES in a financially sustainable manner, in accordance with Regional Official Plan policy.

In terms of a preferred option between Option 1 and Option 3, Option 3's cumulative capital funding shortfall is estimated to be lower than Option 1 by \$14 million. Once the development has been built out, Option 3's cumulative capital funding "surplus" is estimated to be approximately \$37 million greater than Option 1.

Both Options are estimated to provide a "tax surplus". The tax surplus for Option 1 is estimated to be \$0.38 million per year greater.

The economic impact was not evaluated as part of this report however, in general, the creation of housing and places of work in this part of the Region will stimulate the local and regional economy by providing direct, indirect (i.e. employment multiplier or spin-off effects) and temporary (i.e. construction) employment growth to the broader area.

BRES will also generate induced employment impacts associated with increased labour income and wealth generated from local employment opportunities. In turn, this will stimulate growth in household savings, taxation, and the consumption of goods and services within the local and regional economy. However, in the case of the GTA, which has a population of several million persons and is significantly economically interrelated, these impacts are of more limited consequence than in the case of a more self-contained area, such as Ottawa or Timmins, for example.

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# 1. INTRODUCTION

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# 1. INTRODUCTION

## 1.1 Our Understanding of the Assignment

The Town of Caledon (Caledon) Official Plan is based, in part, on the principle of fiscal sustainability. While endeavouring to realize forecast population and employment growth, Caledon seeks to achieve fiscal sustainability by balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to Caledon's taxpayers.

As a Rural Service Centre, Bolton is an important contributor to Caledon's fiscal health, and given its potential for population and employment growth, will continue to play a primary economic role in Caledon over the long term.

OPA 226 as adopted by Caledon Council, has revised the population total for Bolton to reach 38,889 residents by 2031. Caledon initiated the Bolton Residential Expansion Study (BRES) in 2012 to assess the appropriate development boundaries and lands to accommodate this future growth. In this regard, Caledon Council endorsed general terms of reference which, among other things, requires a fiscal impact assessment to be undertaken.

Accordingly, the objective of this FIA is as follows:

- Establish the anticipated long range fiscal impact of BRES (Option 1 and Option 3 lands) on Caledon with respect to its operating and capital budget (at the Regional and Town levels). The purpose in doing so is to ensure that the development can be serviced and implemented in a manner that does not place a burden on Caledon taxpayers, either in terms of increased tax rates, debt-related funding of capital requirements, or reduction in service levels below levels acceptable to Caledon.

## 1.2 Approach

1.2.1 As a result, this report has been prepared in order to:

- (a) summarize the growth assumptions for BRES and draw upon the results of engineering reports commissioned by the Town and the Region of Peel, which address water, sanitary sewer and road development-related capital implications;
- (b) broadly assess the anticipated Region of Peel water, sewer and roads development charge funding impact of the project; and
- (c) address the Region of Peel tax funded operating budget implications, based on a comparison of the annual tax yield to be generated by the subject development as of full buildout and a summary of the anticipated expenditure implications.

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## 1.3 Background

1.3.1 The study terms of reference and approach were recently implicitly influenced, as a result of the November 7, 2013 Regional report entitled, “Capital Financing of Growth Infrastructure” and Council’s associated resolution adopted November 28, 2013. This authorized staff to conduct a review to determine which areas of development within the Region requiring growth infrastructure, could be subject to the mandatory or more proactive application of front-end financing agreements. The primary objective of this exercise is to lessen the financial risk associated with the Region’s growth-related capital plan funded through development charges and use of debt.

1.3.2 Reference was made in the report to several means of achieving this objective, possibly working in combination, including:

- front-end financing agreements for infrastructure to be provided, prior to when the project is planned for construction by the Region;
- alternative financing arrangements such as the one used by Halton Region to require prepayment of infrastructure costs from residential development;
- increasing ability to internally finance;
- deferral of growth projects not yet underway; and
- expediting the collection of DC revenue to an earlier stage in the development approval process.

1.3.3 The report notes that the 2012 DC updating process did not find front-end financing to be particularly effective in recovering costs for major projects such as water and wastewater treatment plants, feeder mains, collection mains and structures, such as reservoirs, given their scale and broad geographic coverage. As a result, staff are proposing to consider the front-end financing potential for Regional infrastructure which has a more localized direct benefit.

East Caledon (including Bolton) was one of several areas mentioned in the report where potential areas for front-end financing could be considered for:

- areas of development that, for example, benefit from projects expedited in the 2014 10-year capital plan over the 2013 plan; as well as
- developments that have not yet received secondary plan approval.

Such developments may potentially be required to enter into front-end financing agreements as a result of the subject review.

1.3.4 On the basis of this initiative, work has been carried out in this FIS to make annualized cash flow comparisons between the cost of the additional localized infrastructure for water,

wastewater and roads, required by, and of benefit to, BRES, in comparison with the development charge revenue expected to be generated over time by BRES development.

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## 2. DEVELOPMENT DESCRIPTION

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2.1 The Bolton Residential Expansion Study is a key component of Caledon's long term growth management strategy, as per ROPA No. 24 and OPA No. 226. The fiscal impact study will evaluate the impact at the two options identified (Figure 2-1) at the March 4, 2014 BRES Status Update presentation

- Option 1 (North Hill West) includes all of the lands that are not within the current Settlement Area boundary and not within the Greenbelt Plan on both sides of Highway 50. The lands within this Option do not include the St. Michael's Catholic Secondary School nor the lands that have been planned for employment use on the east side of Highway 50 to the north of Columbia Way.
- Option 3 (GO Station Focus) is located between the Gore Road on the West, King Street West on the south and Humber Station Road on the east.

2.2 As background to the BRES study, Meridian Planning provided estimates of potential number of residential units, population, and employment space and jobs based on a land area of approximately 190 hectares for each option, including all 3 rounding out areas. For the purposes of this study, it was assumed that there would be the opportunity for a higher proportion of townhouse units in the Option 3 area (vs. single and semi-detached units) due to the future GO Station. As a result, the land use mix for the 2 option areas are as follows:

- Option 1 – 42% SDD and semi's; 16% towns; 42% apartments (low-rise and mixed use)
- Option 3 – 20% SDD and semi's; 40% towns; 40% apartments (low-rise and mixed use)

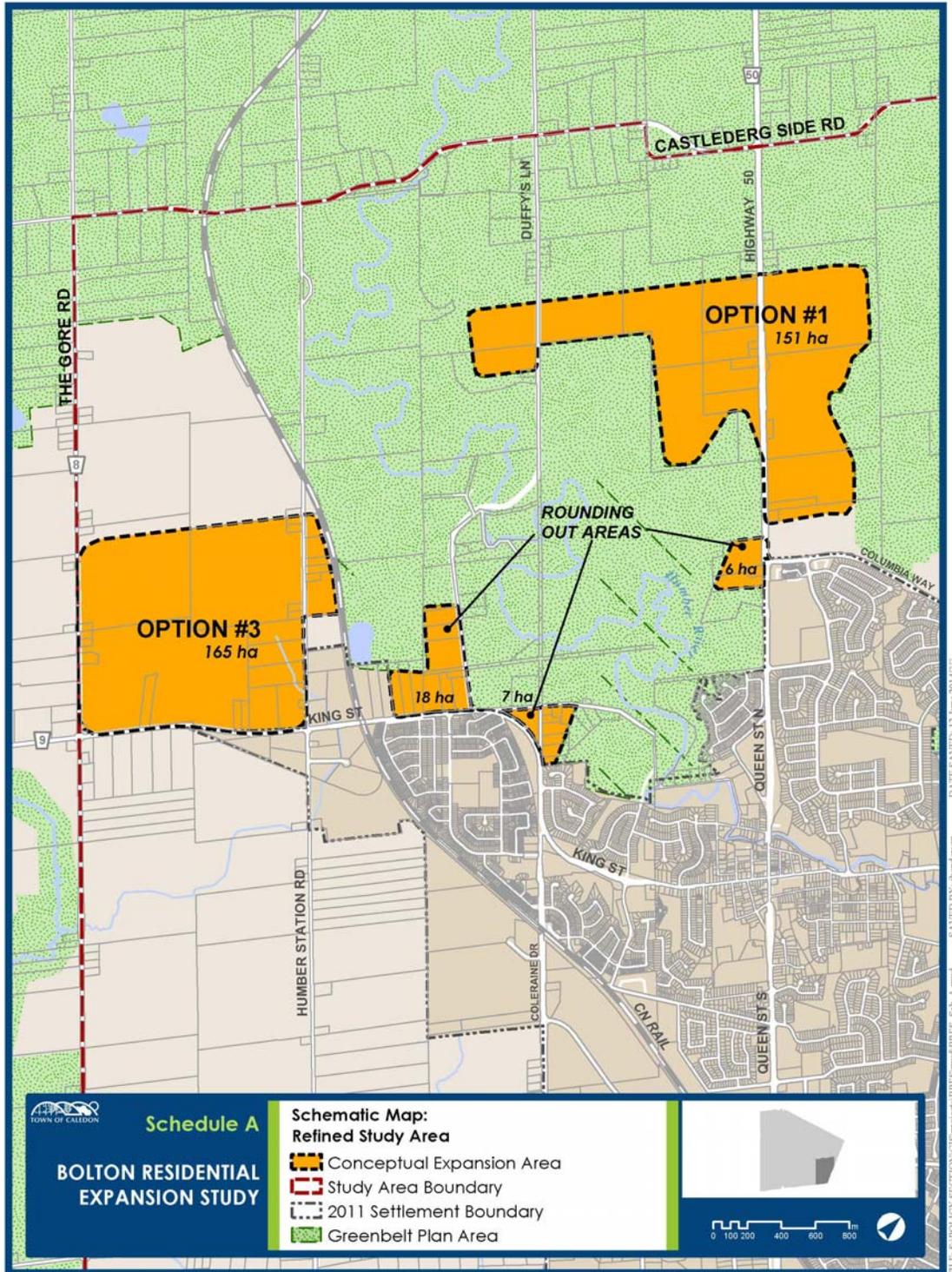
The assumed number of housing units, population and jobs for each option is as follows:

	Housing Units	Population	Jobs
Option 1	3,425	9,770	2,553
Option 3	3,684	10,376	2,446

Under both options, the residential development component is assumed to occur during the 2022-2028 period<sup>1</sup>, at approximately 500 residential units (single detached equivalents) per year. The non-residential component (office & retail) is expected to be built out over a similar period.

<sup>1</sup> Occupancy is assumed to lag building permit issuance by one year. i.e. permits issued in 2022 are occupied in 2023. 2023 has been identified as the in service date for the wastewater implementation plan.

FIGURE 2-1



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### **3. REGIONAL CAPITAL AND DEVELOPMENT CHARGE IMPACTS**

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## 3. REGIONAL CAPITAL AND DEVELOPMENT CHARGE IMPACTS

### 3.1 Introduction

3.1.1 The Region's growth-related capital funding requirements are addressed through the calculation of its development charge and approval of its 10-year capital budget, which addresses ten services, as follows:

- Water Supply;
- Wastewater;
- Regional Roads;
- Police Services (Peel Regional Police);
- Long Term Care;
- Transhelp;
- Social Housing;
- Shelters;
- Ambulance; and
- Growth Studies.

95.8% of the charge is made up of Water Supply, Wastewater and Regional Roads components. In addition, these services most readily lend themselves to a broad form of area-specific analysis, to a greater extent than the remaining services.

3.1.2 The three sections which follow, deal with each of these three services, in terms of the most readily identifiable infrastructure improvements required by BRES. This is not intended to be an exhaustive assessment of every element of the Region's infrastructure that may be utilized by BRES. Rather, the objective is to identify those clear and immediate Regional projects that are significantly attributable to BRES. The funding outlook for an appropriate share of those capital expenditures is then broadly reviewed, with reference to the anticipated flow of Regional development charge revenues from BRES and other benefiting development, as well as front-end financing.

### 3.2 Regional Roads

3.2.1 Paradigm Transportation Solutions Limited advised in a March 4, 2014 BRES Status Update presentation. BRES Options 1 and 3 will require the following improvements on Regional roads:

1. Option 1 requires the widening of King Street (between Airport and King St.) and Bolton Arterial Road (BAR) (between King St. and Highway 50) to 4 lanes.
2. Option 1 also requires the widening of Coleraine (between King St. and Holland Dr.) and Queen Street (between King St. and Mayfield) to six lanes.
3. Paradigm also considered the scenario if widening or improvements of Queen Street did not occur. Under this scenario the BAR would need to be widened to six lanes, Coleraine between King St. and Holland widened to eight lanes, and from Holland to Mayfield to six lanes.
4. Option 3 also requires the same widening to King St. as mentioned in #1 above. The only other Regional road requirement for Option 3 is the widening of The Gore Road to four lanes from north of King St. to Mayfield Rd. Option 3 also identifies an improvement to Humber Station Road which is addressed separately in the Town FIA.
5. Also identified on the March 4, 2014 presentation is the need for grade separations at rail crossings on Coleraine Dr. and King St. to both Option 1 and Option 3.

“Selecting the Option 1 lands would increase the exposure index (rail/traffic conflicts) at Coleraine Drive rail crossing to a higher number than if Option 3 was selected.”

Also, “selecting the Option 3 lands would have less of an impact on both rail crossings since the majority of the trips to and from Option 3 lands would be north/south along Humber Station and The Gore Road.”

6. Both options require the widening of King and Mayfield Road, but their costs have not been included as they are the same for each option.

Paradigm has provided cost estimates for the road improvements required by BRES.

3.2.2 Table 3-1 sets out these cost estimates, in addition to estimates for the estimated timing for the road projects, as well as the percentage of the cost improvement which is attributable to BRES. This percentage is calculated as the amount of traffic estimated to be generated by BRES compared to total traffic in 2031.

**TABLE 3-1**  
**SUMMARY OF BRES ROAD GROWTH-RELATED COSTS IN 2013\$**  
**FROM PARADIGM TRANSPORTATION SOLUTIONS LTD.**

**OPTION 3**

Project	Year	Cost Millions	BRES Traffic% to Total 2031 Traffic
Gore Road - N of King to Mayfield - Rural	2026	\$ 11.7	60%
Gore Road - N of King to Mayfield - Urban	2026	\$ 1.4	60%
King Street - Airport to King - Urban	2026	\$ 7.0	40%
King Street - Airport to King - Rural	2026	\$ 7.2	40%
Railway Crossing - Coleraine	2016	\$ 17.0	60%
Railway Crossing - King	2024	\$ 10.0	40%
Roads Sub-total		\$ 54.3	

**OPTION 1<sup>1</sup>**

Project	Year	Cost Millions	BRES Traffic% to Total 2031 Traffic
BAR - King to Hwy 50 - Rural	2025	\$ 5.1	69%
Coleraine - King to Holland - Urban	2025	\$ 3.8	69%
Hwy 50 - King to Mayfield - Urban	2027	\$ 13.0	38%
King Street - Airport to King - Urban	2028	\$ 7.0	37%
King Street - Airport to King - Rural	2028	\$ 7.2	37%
Railway Crossing - Coleraine	2016	\$ 17.0	69%
Railway Crossing - King	2022	\$ 10.0	37%
Roads Sub-total		\$ 63.1	

<sup>1</sup> There is also an alternative scenario for Option 1 where improvements on Hwy 50 are not implemented, and further improvements on the BAR/Coleraine are considered instead. Total costs for this alternative option are \$67.9 million.

3.2.3 As it proceeds, BRES will generate development charge revenue for the purpose of funding Regional road improvements, such as those listed above. These Regional Road DC revenues (based on the Region's 2013 DC schedule and 500 housing units/year) are as follows:

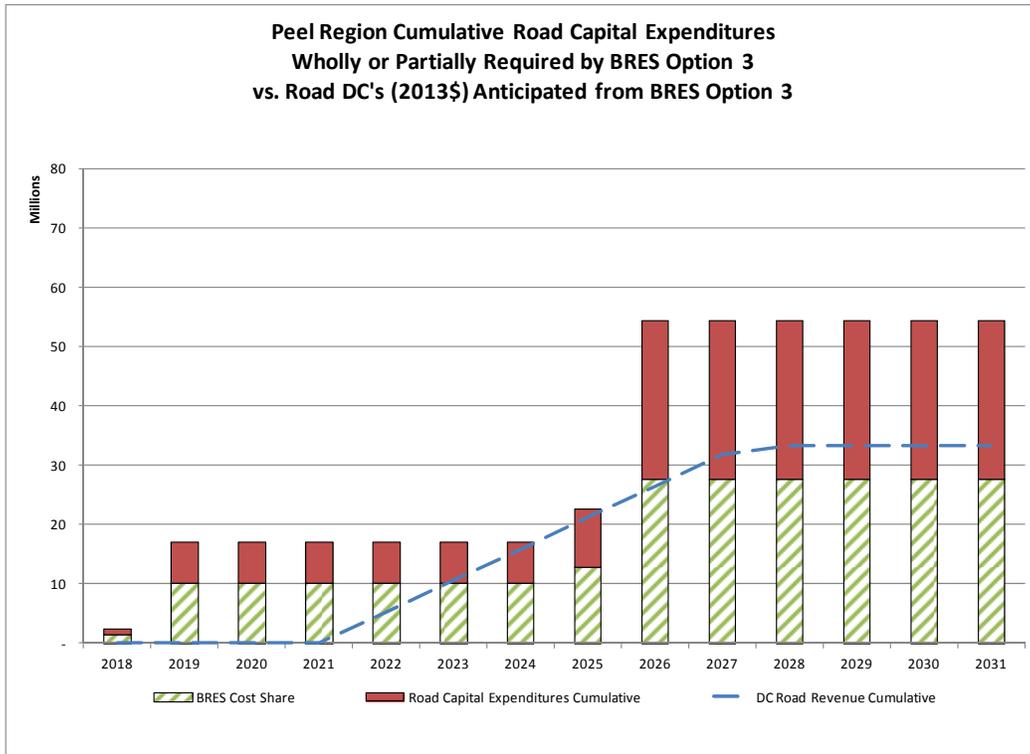
**TABLE 3-2  
ROADS DC REVENUE**

	2013 \$DC/Unit	Option 3		Option 1	
		X Units/GFA	Millions \$	X Units/GFA	Millions \$
Singles & Semi-detached	\$ 8,729	X 755 =	\$ 6.6	X 1,443 =	\$ 12.6
Townhouses	\$ 8,729	X 1,477 =	\$ 12.9	X 561 =	\$ 4.9
Apartments	\$ 6,235	X 750 =	\$ 4.7	X 763 =	\$ 4.8
Mixed Use (Apartments)	\$ 6,235	X 702 =	\$ 4.4	X 658 =	\$ 4.1
Retail/Commercial	\$ 8.29	X 565,500 =	\$ 4.7	X 669,450 =	\$ 5.5
Total DC			\$ 33.2		\$ 31.9

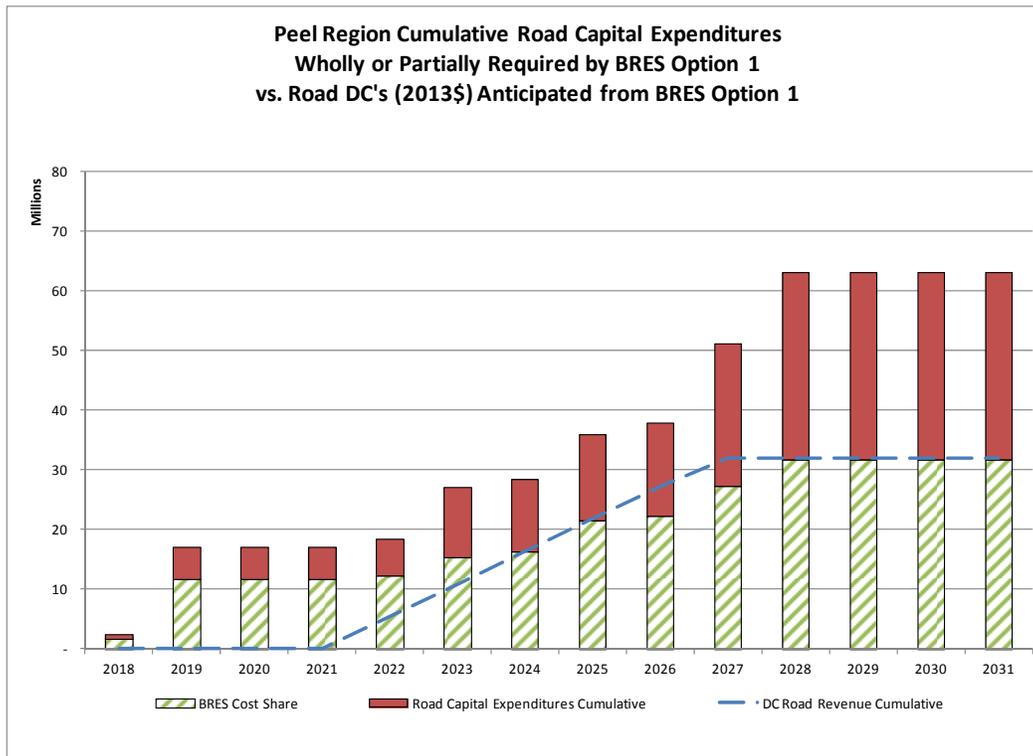
3.2.4 Development charges payable for both BRES Options over the forecast period are estimated at approximately \$33 million. As a result of the BRES allocation cost factors in Table 3-1, the only significant Regional Road improvements that are directly attributable to BRES- are expected to involve a \$27.7 million BRES cost share for Option 3 or \$32 million in the case of Option 1. Therefore Option 3 will provide a funding "surplus" in the order of \$5 million that can be used by the Region in funding the balance of its overall roads program for which BRES represents a small incremental portion of the requirement (Figure 3-1). Since Option 1's capital road requirements are slightly more than Option 3, Option 1 funding surplus is estimated to be less than Option 3.

3.2.5 From a "cash flow" perspective, Figure 3-1 indicates that Option 3 will produce a small revenue shortfall in 2018-2022 (while BRES is getting underway). This shortfall will be outweighed by surpluses 2024-2027, generating DC revenues that can be used in funding the balance of the BRES improvement cost, and/or other Regional road priorities. Figure 3-1a indicates that the 2024-2027 period is closer to a breakeven position as opposed to a larger surplus in Figure 3-1.

**FIGURE 3-1**



**FIGURE 3-1a**



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### **3.3 Water and Wastewater**

3.3.1 Tables 3-3 and 3-3a set out the water and wastewater projects required by BRES. This is based on the draft Water and Wastewater Implementation Plan, dated June, 2014, prepared by GM BluePlan Engineering Limited. These projects are in various stages of completion, ranging from planning design and construction. The funding year has been assumed to occur between two to four years in advance of the “in service” year. The costs have been allocated between so that study and design costs occur in year one or two, and construction costs are one or two years prior to the “in-service” year.

3.3.2 The total water and wastewater costs have been assumed to benefit BRES 100% (i.e. no benefit to existing development or any post period capacity).

3.3.3 The cost of local water services has not been included in the analysis, as these works are to be directly developer-provided.

**TABLE 3-4**

Last Updated: June 2014

**BRES SERVICING COSTS - OPTION 1**

**Option 1 - North of Columbia Way**

1.48% 13.29% 85.23%

Water															
OPT 1 - STRAT 1 **PREF** (Tunnel on B.A.R. w/ E.T.)															
Project #	Project Description	Type	Size	Unit	Total Estimated Cost (2013\$)	Funding Year	In Service Year	Class EA Schedule	Study Duration (yrs)	Design Duration (yrs)	Construction Duration (yrs)	Study Cost (\$)	Design Cost (\$)	Construction Cost (\$)	
1	Z6 Feedermain, from ex. 1050 mm at Coleraine-King to Z6A BPS	WM	400	mm	\$ 4,150,000	2020	2022	A+/B		1	1	1	\$ 61,420	\$ 551,535	\$ 3,537,045
2	Z6A BPS, at King & Coleraine (greenfield)	PS	79.0	L/s	\$ 6,080,000	2019	2022	B	1	1	1	\$ 89,984	\$ 808,032	\$ 5,181,984	
3	Z6A Feedermain on BAR, from Z6A BPS to E.T. in Option 1	WM	400	mm	\$ 26,630,000	2018	2022	C	1	1	2	\$ 394,124	\$ 3,539,127	\$ 22,696,749	
4	E.T. for Option 1 (TWL = 315m)	ET	5.1	ML	\$ 8,570,000	2019	2022	C	1	1	1	\$ 126,836	\$ 1,138,953	\$ 7,304,211	
5	Z6A Feedermain, from E.T. to distribution (south & west)	WM	400	mm	\$ 2,790,000	2021	2022	A+		0.5	0.5	\$ 41,292	\$ 370,791	\$ 2,377,917	
<b>Total</b>					<b>\$ 48,220,000</b>							<b>\$ 713,656</b>	<b>\$ 6,408,438</b>	<b>\$ 41,097,906</b>	

Wastewater														
OPT 1 - STRAT 2A **PREF** (via Taylorwood)														
Project #	Project Description	Type	Size	Unit	Total Estimated Cost (2013\$)	Funding Year	In Service Year	Class EA Schedule	Study Duration (yrs)	Design Duration (yrs)	Construction Duration (yrs)	Study Cost (\$)	Design Cost (\$)	Construction Cost (\$)
1	Twinning of local collection sewers through North Hill (Alt A)	WWM-UPG	450	mm	\$ 15,460,000	2019	2023	B	1	1	2	\$ 228,808	\$ 2,054,634	\$ 13,176,558
2	Sewer extension, on Columbia Way from ROA2 to Kingsview Dr.	WWM-NEW	250	mm	\$ 300,000	2019	2022	A+/B	1	1	1	\$ 4,440	\$ 39,870	\$ 255,690
3	Bolton SPS upgrade	SPS-UPG	166.1	L/s	\$ 12,280,000	2021	2024	B	1	1	1	\$ 181,744	\$ 1,632,012	\$ 10,466,244
4	New forcemain from Bolton SPS east to Albion-Vaughan Trunk Sewer	FM-NEW	400	mm	\$ 4,100,000	2020	2024	B	1	1	1	\$ 60,680	\$ 544,890	\$ 3,494,430
5	Sewer extension, on Coleraine Dr from ROA3 to Harvest Moon Dr	WWM-NEW	250	mm	\$ 880,000	2021	2022	A+		0.5	0.5	\$ 13,024	\$ 116,952	\$ 750,024
<b>Total</b>					<b>\$ 33,020,000</b>							<b>\$ 488,696</b>	<b>\$ 4,388,358</b>	<b>\$ 28,142,946</b>

1. All costs expressed in 2013\$ dollars.
2. Costs do not include manhole costs for trenchless and/or valve costs for forcemains.
3. Costs do not include internal servicing (all sewers up to Columbia Way).
4. Costs do not include DC level trunk infrastructure.

TABLE 3-4a

Last Updated: June 2014

**BRES SERVICING COSTS - OPTION 3**

**Option 3 - North Hill West**

1.48% 13.29% 85.23%

Water														
OPT 3 - STRAT 1 **PREF** (King-Gore WM, w/ E.T.)														
Project #	Project Description	Type	Size	Unit	Total Estimated Cost (2013\$)	Funding Year	In Service Year	Class EA Schedule	Duration Study (yrs)	Duration Design (yrs)	Duration Construction (yrs)	Study Cost (\$)	Design Cost (\$)	Construction Cost (\$)
1	Z6 Feedermain, from ex. 1050 mm at Coleraine-King, east to Future Z7 BPS	WM	400	mm	\$ 4,150,000	2020	2022	A+	1	1	1	\$ 61,420	\$ 551,535	\$ 3,537,045
2	Z7 BPS, at King & Coleraine (greenfield)	PS	79.0	l/s	\$ 6,080,000	2019	2022	B/C	1	1	1	\$ 89,984	\$ 808,032	\$ 5,181,984
3	Z7 Feedermain on King/Gore, from Z7 BPS to E.T. outside Option 3	WM	400	mm	\$ 13,520,000	2018	2022	C	1	1	2	\$ 200,096	\$ 1,796,808	\$ 11,523,096
4	E.T. for Option 3 (TWL = 327.7m)	ET	5.1	ML	\$ 9,120,000	2019	2022	C	1	1	1	\$ 134,976	\$ 1,212,048	\$ 7,772,976
5	Z7 Feedermain, from E.T. to distribution	WM	400	mm	\$ 3,690,000	2021	2022	A+/B		0.5	0.5	\$ 54,612	\$ 490,401	\$ 3,144,987
<b>Total</b>					<b>\$ 36,560,000</b>							<b>\$ 541,088</b>	<b>\$ 4,858,824</b>	<b>\$ 31,160,088</b>

Wastewater														
OPT 3 - STRAT 2 (King-Coleraine, twin @450, ex. prof.)														
Project #	Project Description	Type	Size	Unit	Total Estimated Cost (2013\$)	Funding Year	In Service Year	Class EA Schedule	Duration Study (yrs)	Duration Design (yrs)	Duration Construction (yrs)	Study Cost (\$)	Design Cost (\$)	Construction Cost (\$)
1	New gravity sewer on King & Coleraine, from Option 3 to ex. Coleraine Trunk Sewer	WWM-NEW	450	mm	\$ 9,410,000	2018	2022	A+/B	1	1	1.5	\$ 139,268	\$ 1,250,589	\$ 8,020,143
2	Twinning of Coleraine Trunk Sewer, from south of rail to 700 m north of George Bolton Pkwy	WWM-UPG	525	mm	\$ 8,990,000	2025	2028	A+			2	\$ 133,052	\$ 1,194,771	\$ 7,662,177
3	Sewer extension, on Columbia Way from ROA2 to Kingsview Dr.	WWM-NEW	250	mm	\$ 300,000	2021	2022	A+			0.5	\$ 4,440	\$ 39,870	\$ 255,690
<b>Total</b>					<b>\$ 18,700,000</b>							<b>\$ 276,760</b>	<b>\$ 2,485,230</b>	<b>\$ 15,938,010</b>

1. All costs expressed in 2013\$ dollars.
2. Costs do not include manhole costs for trenchless and/or valve costs for forcemains.
3. Costs do not include internal servicing (all sewers up to Humber Station Rd/King St).
4. Costs do not include DC level trunk infrastructure.

3.3.4 Forecast BRES development charge revenues (2013 \$) based on average annual housing production of 500 units/year are as follows:

**TABLE 3-4  
WATER DC REVENUE**

	2013	Option 3		Option 1	
	\$DC/Unit	X Units/GFA	Millions \$	X Units/GFA	Millions \$
Singles & Semi-detached	\$ 17,699	X 755 =	\$ 13.4	X 1,443 =	\$ 25.5
Townhouses	\$ 17,699	X 1,477 =	\$ 26.1	X 561 =	\$ 9.9
Apartments	\$ 12,642	X 750 =	\$ 9.5	X 763 =	\$ 9.6
Mixed Use (Apartments)	\$ 12,642	X 702 =	\$ 8.9	X 658 =	\$ 8.3
Retail/Commercial	\$ 6.77	X 565,500 =	\$ 3.8	X 669,450 =	\$ 4.5
Total DC			\$ 61.7		\$ 58.0

**TABLE 3-5  
WASTEWATER DC REVENUE**

	2013	Option 3		Option 1	
	\$DC/Unit	X Units/GFA	Millions \$	X Units/GFA	Millions \$
Singles & Semi-detached	\$ 7,876	X 755 =	\$ 5.9	X 1,443 =	\$ 11.4
Townhouses	\$ 7,876	X 1,477 =	\$ 11.6	X 561 =	\$ 4.4
Apartments	\$ 5,626	X 750 =	\$ 4.2	X 763 =	\$ 4.3
Mixed Use (Apartments)	\$ 5,626	X 702 =	\$ 3.9	X 658 =	\$ 3.7
Retail/Commercial	\$ 3.07	X 565,500 =	\$ 1.7	X 669,450 =	\$ 2.1
Total DC			\$ 27.5		\$ 25.8

Tables 3-5 and 3-5a provide the DC revenue forecast for BRES Options 1 and 3 for water, wastewater and roads over the 2018-2031 forecast period.

Tables 3-6 and 3-6a provide the cumulative DC capital expenditures for BRES Options 1 and 3 on an annual basis for water, wastewater and roads.

Figures 3-2 through 3-3a graph the relationship between the BRES water and wastewater development charge revenues in Table 3-5 and 3-5a and capital expenditures in Table 3-6 and 3-6a.

**TABLE 3-5  
OPTION 3 DC REVENUES**

Type of Units	Estimated DC per unit or per sq.ft. GFA	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Sewer</b>															
Singles & Semi-detached	7,876			-	-	960,872	1,921,744	2,882,616	3,843,488	4,804,360	5,765,232	5,946,380	5,946,380	5,946,380	5,946,380
Townhouses	7,876			-	-	1,882,364	3,764,728	5,647,092	7,529,456	9,411,820	11,294,184	11,640,728	11,640,728	11,640,728	11,640,728
Apartments	5,626			-	-	680,746	1,361,492	2,042,238	2,722,984	3,403,730	4,084,476	4,236,378	4,236,378	4,236,378	4,236,378
Mixed Use (Apartments)	5,626			-	-	635,738	1,271,476	1,907,214	2,542,952	3,178,690	3,814,428	3,938,200	3,938,200	3,938,200	3,938,200
<b>Residential DC Revenue Sub-total</b>				-	-	<b>4,159,720</b>	<b>8,319,440</b>	<b>12,479,160</b>	<b>16,638,880</b>	<b>20,798,600</b>	<b>24,958,320</b>	<b>25,761,686</b>	<b>25,761,686</b>	<b>25,761,686</b>	<b>25,761,686</b>
Retail/Commercial	3.07			-	-	247,896	495,792	743,688	991,584	1,239,480	1,487,376	1,735,272	1,735,272	1,735,272	1,735,272
Employment Land	2.29			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>247,896</b>	<b>495,792</b>	<b>743,688</b>	<b>991,584</b>	<b>1,239,480</b>	<b>1,487,376</b>	<b>1,735,272</b>	<b>1,735,272</b>	<b>1,735,272</b>	<b>1,735,272</b>
				-	-	<b>4,407,616</b>	<b>8,815,232</b>	<b>13,222,848</b>	<b>17,630,464</b>	<b>22,038,080</b>	<b>26,445,696</b>	<b>27,496,958</b>	<b>27,496,958</b>	<b>27,496,958</b>	<b>27,496,958</b>
<b>Water</b>															
Singles & Semi-detached	17,699			-	-	2,159,278	4,318,556	6,477,834	8,637,112	10,796,390	12,955,668	13,362,745	13,362,745	13,362,745	13,362,745
Townhouses	17,699			-	-	4,230,061	8,460,122	12,690,183	16,920,244	21,150,305	25,380,366	26,159,122	26,159,122	26,159,122	26,159,122
Apartments	12,642			-	-	1,529,682	3,059,364	4,589,046	6,118,728	7,648,410	9,178,092	9,519,426	9,519,426	9,519,426	9,519,426
Mixed Use (Apartments)	12,642			-	-	1,428,546	2,857,092	4,285,638	5,714,184	7,142,730	8,571,276	8,849,400	8,849,400	8,849,400	8,849,400
<b>Residential DC Revenue Sub-total</b>				-	-	<b>9,347,567</b>	<b>18,695,134</b>	<b>28,042,701</b>	<b>37,390,268</b>	<b>46,737,835</b>	<b>56,085,402</b>	<b>57,890,693</b>	<b>57,890,693</b>	<b>57,890,693</b>	<b>57,890,693</b>
Retail/Commercial	6.77			-	-	546,827	1,093,654	1,640,481	2,187,308	2,734,136	3,280,963	3,827,790	3,827,790	3,827,790	3,827,790
Employment Land	3.77			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>546,827</b>	<b>1,093,654</b>	<b>1,640,481</b>	<b>2,187,308</b>	<b>2,734,136</b>	<b>3,280,963</b>	<b>3,827,790</b>	<b>3,827,790</b>	<b>3,827,790</b>	<b>3,827,790</b>
				-	-	<b>9,894,394</b>	<b>19,788,788</b>	<b>29,683,182</b>	<b>39,577,576</b>	<b>49,471,971</b>	<b>59,366,365</b>	<b>61,718,483</b>	<b>61,718,483</b>	<b>61,718,483</b>	<b>61,718,483</b>
<b>Roads</b>															
Singles & Semi-detached	8,729			-	-	1,064,938	2,129,876	3,194,814	4,259,752	5,324,690	6,389,628	6,590,395	6,590,395	6,590,395	6,590,395
Townhouses	8,729			-	-	2,086,231	4,172,462	6,258,693	8,344,924	10,431,155	12,517,386	12,901,462	12,901,462	12,901,462	12,901,462
Apartments	6,235			-	-	754,435	1,508,870	2,263,305	3,017,740	3,772,175	4,526,610	4,694,955	4,694,955	4,694,955	4,694,955
Mixed Use (Apartments)	6,235			-	-	704,555	1,409,110	2,113,665	2,818,220	3,522,775	4,227,330	4,364,500	4,364,500	4,364,500	4,364,500
Live/Work	3,242			-	-	-	-	-	-	-	-	-	-	-	-
<b>Residential DC Revenue Sub-total</b>				-	-	<b>4,610,159</b>	<b>9,220,318</b>	<b>13,830,477</b>	<b>18,440,636</b>	<b>23,050,795</b>	<b>27,660,954</b>	<b>28,551,312</b>	<b>28,551,312</b>	<b>28,551,312</b>	<b>28,551,312</b>
Retail/Commercial	8.29			-	-	669,387	1,338,773	2,008,160	2,677,547	3,346,933	4,016,320	4,685,707	4,685,707	4,685,707	4,685,707
Employment Land	2.16			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>669,387</b>	<b>1,338,773</b>	<b>2,008,160</b>	<b>2,677,547</b>	<b>3,346,933</b>	<b>4,016,320</b>	<b>4,685,707</b>	<b>4,685,707</b>	<b>4,685,707</b>	<b>4,685,707</b>
				-	-	<b>5,279,546</b>	<b>10,559,091</b>	<b>15,838,637</b>	<b>21,118,183</b>	<b>26,397,728</b>	<b>31,677,274</b>	<b>33,237,019</b>	<b>33,237,019</b>	<b>33,237,019</b>	<b>33,237,019</b>
<b>DC Revenue Total</b>	<b>TOTAL</b>			-	-	<b>19,581,556</b>	<b>39,163,111</b>	<b>58,744,667</b>	<b>78,326,223</b>	<b>97,907,779</b>	<b>117,489,334</b>	<b>122,452,459</b>	<b>122,452,459</b>	<b>122,452,459</b>	<b>122,452,459</b>

**TABLE 3-5a  
OPTIONS 1 DC REVENUES**

Type of Units	Estimated DC per unit or per sq.ft. GFA	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Sewer</b>															
Singles & Semi-detached	7,876			-	-	1,945,372	3,890,744	5,836,116	7,781,488	9,726,860	11,365,068	11,365,068	11,365,068	11,365,068	11,365,068
Townhouses	7,876			-	-	756,096	1,512,192	2,268,288	3,024,384	3,780,480	4,418,436	4,418,436	4,418,436	4,418,436	4,418,436
Apartments	5,626			-	-	737,006	1,474,012	2,211,018	2,948,024	3,685,030	4,292,638	4,292,638	4,292,638	4,292,638	4,292,638
Mixed Use (Apartments)	5,626			-	-	635,738	1,271,476	1,907,214	2,542,952	3,178,690	3,701,908	3,701,908	3,701,908	3,701,908	3,701,908
<b>Residential DC Revenue Sub-total</b>				-	-	<b>4,074,212</b>	<b>8,148,424</b>	<b>12,222,636</b>	<b>16,296,848</b>	<b>20,371,060</b>	<b>23,778,050</b>	<b>23,778,050</b>	<b>23,778,050</b>	<b>23,778,050</b>	<b>23,778,050</b>
Retail/Commercial	3.07			-	-	342,375	684,750	1,027,124	1,369,499	1,711,874	2,054,249	2,054,249	2,054,249	2,054,249	2,054,249
Employment Land	2.29			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>342,375</b>	<b>684,750</b>	<b>1,027,124</b>	<b>1,369,499</b>	<b>1,711,874</b>	<b>2,054,249</b>	<b>2,054,249</b>	<b>2,054,249</b>	<b>2,054,249</b>	<b>2,054,249</b>
				-	-	<b>4,416,587</b>	<b>8,833,174</b>	<b>13,249,760</b>	<b>17,666,347</b>	<b>22,082,934</b>	<b>25,832,299</b>	<b>25,832,299</b>	<b>25,832,299</b>	<b>25,832,299</b>	<b>25,832,299</b>
<b>Water</b>															
Singles & Semi-detached	17,699			-	-	4,371,653	8,743,306	13,114,959	17,486,612	21,858,265	25,539,657	25,539,657	25,539,657	25,539,657	25,539,657
Townhouses	17,699			-	-	1,699,104	3,398,208	5,097,312	6,796,416	8,495,520	9,929,139	9,929,139	9,929,139	9,929,139	9,929,139
Apartments	12,642			-	-	1,656,102	3,312,204	4,968,306	6,624,408	8,280,510	9,645,846	9,645,846	9,645,846	9,645,846	9,645,846
Mixed Use (Apartments)	12,642			-	-	1,428,546	2,857,092	4,285,638	5,714,184	7,142,730	8,318,436	8,318,436	8,318,436	8,318,436	8,318,436
<b>Residential DC Revenue Sub-total</b>				-	-	<b>9,155,405</b>	<b>18,310,810</b>	<b>27,466,215</b>	<b>36,621,620</b>	<b>45,777,025</b>	<b>53,433,078</b>	<b>53,433,078</b>	<b>53,433,078</b>	<b>53,433,078</b>	<b>53,433,078</b>
Retail/Commercial	6.77			-	-	755,235	1,510,471	2,265,706	3,020,942	3,776,177	4,531,413	4,531,413	4,531,413	4,531,413	4,531,413
Employment Land	3.77			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>755,235</b>	<b>1,510,471</b>	<b>2,265,706</b>	<b>3,020,942</b>	<b>3,776,177</b>	<b>4,531,413</b>	<b>4,531,413</b>	<b>4,531,413</b>	<b>4,531,413</b>	<b>4,531,413</b>
				-	-	<b>9,910,640</b>	<b>19,821,281</b>	<b>29,731,921</b>	<b>39,642,562</b>	<b>49,553,202</b>	<b>57,964,491</b>	<b>57,964,491</b>	<b>57,964,491</b>	<b>57,964,491</b>	<b>57,964,491</b>
<b>Roads</b>															
Singles & Semi-detached	8,729			-	-	2,156,063	4,312,126	6,468,189	8,624,252	10,780,315	12,595,947	12,595,947	12,595,947	12,595,947	12,595,947
Townhouses	8,729			-	-	837,984	1,675,968	2,513,952	3,351,936	4,189,920	4,896,969	4,896,969	4,896,969	4,896,969	4,896,969
Apartments	6,235			-	-	816,785	1,633,570	2,450,355	3,267,140	4,083,925	4,757,305	4,757,305	4,757,305	4,757,305	4,757,305
Mixed Use (Apartments)	6,235			-	-	704,555	1,409,110	2,113,665	2,818,220	3,522,775	4,102,630	4,102,630	4,102,630	4,102,630	4,102,630
Live/Work	3,242			-	-	-	-	-	-	-	-	-	-	-	-
<b>Residential DC Revenue Sub-total</b>				-	-	<b>4,515,387</b>	<b>9,030,774</b>	<b>13,546,161</b>	<b>18,061,548</b>	<b>22,576,935</b>	<b>26,352,851</b>	<b>26,352,851</b>	<b>26,352,851</b>	<b>26,352,851</b>	<b>26,352,851</b>
Retail/Commercial	8.29			-	-	924,505	1,849,010	2,773,516	3,698,021	4,622,526	5,547,031	5,547,031	5,547,031	5,547,031	5,547,031
Employment Land	2.16			-	-	-	-	-	-	-	-	-	-	-	-
Institutional				-	-	-	-	-	-	-	-	-	-	-	-
<b>Non-Residential DC Revenue Sub-total</b>				-	-	<b>924,505</b>	<b>1,849,010</b>	<b>2,773,516</b>	<b>3,698,021</b>	<b>4,622,526</b>	<b>5,547,031</b>	<b>5,547,031</b>	<b>5,547,031</b>	<b>5,547,031</b>	<b>5,547,031</b>
				-	-	<b>5,439,892</b>	<b>10,879,784</b>	<b>16,319,677</b>	<b>21,759,569</b>	<b>27,199,461</b>	<b>31,899,882</b>	<b>31,899,882</b>	<b>31,899,882</b>	<b>31,899,882</b>	<b>31,899,882</b>
DC Revenue Total	<b>TOTAL</b>			-	-	<b>19,767,119</b>	<b>39,534,239</b>	<b>59,301,358</b>	<b>79,068,478</b>	<b>98,835,597</b>	<b>115,696,672</b>	<b>115,696,672</b>	<b>115,696,672</b>	<b>115,696,672</b>	<b>115,696,672</b>

**TABLE 3-7  
OPTION 3-CUMULATIVE DC CAPITAL EXPENDITURES**

Regional Project	Cost (Millions '13)	In Service Year	Funding Year													
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Water</b>																
Z6 Feedermain, from ex 1050mm at Coleraine-King, east to Future Z7 BPS	4,150,000	2022			612,955	3,537,045										
Z7 BPS, at King & Coleraine (greenfield)	6,080,000	2022		89,984	808,032	5,181,984										
Z7 Feedermain on King/Gore, from Z7 BPS to E.T. outside Option 3	13,520,000	2022	200,096	1,796,808	5,761,548	5,761,548										
E.T. for Option 3 (TWL=327.7 m)	9,120,000	2022		134,976	1,212,048	7,772,976										
Z7 Feedermain , from E.T. to distribution	3,690,000	2022				3,690,000										
Water Sub-total	36,560,000		200,096	2,021,768	8,394,583	25,943,553	-	-	-	-	-	-	-	-	-	-
Water Cumulative			200,096	2,221,864	10,616,447	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000	36,560,000
<b>Sanitary Sewer</b>																
New gravity sewer on King & Coleraine, from Option 3 to ex. Coleraine Trunk Sewer	9,410,000	2022	139,268	1,250,589	4,010,072	4,010,072										
Twinning of Coleraine Trunk Sewer, from south or rail to 700 mm north of George Bolton	8,990,000	2028								1,327,823	3,831,089	3,831,089				
Sewer extension on Columbia Way from ROA2 to Kingsview Dr.	300,000	2022				300,000										
Sewer Sub-total	18,700,000		139,268	1,250,589	4,010,072	4,310,072	-	-	-	1,327,823	3,831,089	3,831,089	-	-	-	-
Sewer Cumulative			139,268	1,389,857	5,399,929	9,710,000	9,710,000	9,710,000	9,710,000	11,037,823	14,868,912	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000
<b>Roads</b>																
Gore Road - N of King to Mayfield - Rural	11,700,000	2026								1,755,000	9,945,000					
Gore Road - N of King to Mayfield - Urban	1,350,000	2026								202,500	1,147,500					
King Street - Airport to King - Urban	7,020,000	2026								1,053,000	5,967,000					
King Street - Airport to King - Rural	7,200,000	2026								1,080,000	6,120,000					
Railway Crossing - Coleraine <sup>1</sup>	17,000,000	2016	2,550,000	14,450,000												
Railway Crossing - King	10,000,000	2024								1,500,000	8,500,000					
Roads Sub-total	54,270,000		2,550,000	14,450,000	-	-	-	-	-	5,590,500	31,679,500	-	-	-	-	-
Roads Cumulative			2,550,000	17,000,000	17,000,000	17,000,000	17,000,000	17,000,000	17,000,000	22,590,500	54,270,000	54,270,000	54,270,000	54,270,000	54,270,000	54,270,000
<b>BRES Roads Cost Share</b>		<b>BRES %</b>														
Gore Road	7,830,000	60%	-	-	-	-	-	-	-	1,174,500	6,655,500	-	-	-	-	-
King Street	5,688,000	40%	-	-	-	-	-	-	-	853,200	4,834,800	-	-	-	-	-
Railway Crossing - Coleraine <sup>1</sup>	10,200,000	60%	1,530,000	8,670,000	-	-	-	-	-	-	-	-	-	-	-	-
Railway Crossing - King	4,000,000	40%	-	-	-	-	-	-	-	600,000	3,400,000	-	-	-	-	-
Roads Sub-total	27,718,000		1,530,000	8,670,000	-	-	-	-	-	2,627,700	14,890,300	-	-	-	-	-
Roads Cumulative			1,530,000	10,200,000	10,200,000	10,200,000	10,200,000	10,200,000	10,200,000	12,827,700	27,718,000	27,718,000	27,718,000	27,718,000	27,718,000	27,718,000
DC Expenditure Total	109,530,000		<b>2,889,364</b>	<b>17,722,357</b>	<b>12,404,655</b>	<b>30,253,625</b>	-	-	-	<b>6,918,323</b>	<b>35,510,589</b>	<b>3,831,089</b>	-	-	-	-
DC Expenditure Cumulative			<b>2,889,364</b>	<b>20,611,721</b>	<b>33,016,376</b>	<b>63,270,000</b>	<b>63,270,000</b>	<b>63,270,000</b>	<b>63,270,000</b>	<b>70,188,323</b>	<b>105,698,912</b>	<b>109,530,000</b>	<b>109,530,000</b>	<b>109,530,000</b>	<b>109,530,000</b>	<b>109,530,000</b>

<sup>1</sup> Coleraine railway crossing is required in 2016. It is assumed here that the growth elsewhere in Bolton will fund the costs until 2018.

**Revenues Less Expenditures (cumulative)**

Sewer	(139,268)	(1,389,857)	(5,399,929)	(9,710,000)	(5,302,384)	(894,768)	3,512,848	6,592,641	7,169,168	7,745,696	8,796,958	8,796,958	8,796,958	8,796,958	8,796,958	8,796,958
Water	(200,096)	(2,221,864)	(10,616,447)	(36,560,000)	(26,665,606)	(16,771,212)	(6,876,818)	3,017,576	12,911,971	22,806,365	25,158,483	25,158,483	25,158,483	25,158,483	25,158,483	25,158,483
Roads	(1,530,000)	(10,200,000)	(10,200,000)	(10,200,000)	(4,920,454)	359,091	5,638,637	8,290,483	(1,320,272)	3,959,274	5,519,019	5,519,019	5,519,019	5,519,019	5,519,019	5,519,019
<b>Total</b>	<b>(1,869,364)</b>	<b>(13,811,721)</b>	<b>(26,216,376)</b>	<b>(56,470,000)</b>	<b>(36,888,444)</b>	<b>(17,306,889)</b>	<b>2,274,667</b>	<b>17,900,700</b>	<b>18,760,867</b>	<b>34,511,334</b>	<b>39,474,459</b>	<b>39,474,459</b>	<b>39,474,459</b>	<b>39,474,459</b>	<b>39,474,459</b>	<b>39,474,459</b>

H:\caledon\2014 Fiscal Impact Assessment\BRES Region Fiscal 2013-Option 3-May.xlsx\Table DC EXP

**TABLE 3-7a  
OPTION 1-CUMULATIVE DC CAPITAL EXPENDITURES**

Regional Project	Cost (Millions '13)	In Service Year	Funding Year													
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Water</b>																
Z6 Feedermain, from ex 1050mm at Coleraine-King to Z6A BPS	4,150,000	2022			612,955	3,537,045										
Z6A BPS, at King & Coleraine (greenfield)	6,090,000	2022		89,984	808,032	5,181,984										
Z6A Feedermain on BAR, from Z6A BPS to E.T. in Option 1	26,630,000	2022	394,124	3,539,127	11,348,375	11,348,375										
E.T. for Option 1 (TWL=315 m)	8,570,000	2022		126,836	1,138,953	7,304,211										
Z6A Feedermain, from E.T. to distribution (south & west)	2,790,000	2022				2,790,000										
<b>Water Sub-total</b>	<b>48,220,000</b>		<b>394,124</b>	<b>3,755,947</b>	<b>13,908,315</b>	<b>30,161,615</b>	-	-	-	-	-	-	-	-	-	-
<b>Water Cumulative</b>			<b>394,124</b>	<b>4,150,071</b>	<b>18,058,386</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>	<b>48,220,000</b>
<b>Sanitary Sewer</b>																
Twining of local collection sewers through North Hill (Alt 1)	15,460,000	2023		228,808	2,054,634	6,588,279	6,588,279									
Sewer extension on Coleraine Dr from ROA3 to Harvest Moon Dr	300,000	2022		4,440	39,870	255,690										
Bolton SPS upgrade	12,280,000	2024				181,744	1,632,012	10,466,244								
New forcemain from Bolton SPS east to Albion-Vaughan Trunk Sewer	4,100,000	2024				60,680	544,890	3,494,430								
Sewer extension on Coleraine Dr from ROA3 to Harvest Moon Dr	880,000	2022				880,000										
<b>Sewer Sub-total</b>	<b>33,020,000</b>		-	<b>233,248</b>	<b>2,094,504</b>	<b>7,966,393</b>	<b>8,765,181</b>	<b>13,960,674</b>	-	-	-	-	-	-	-	-
<b>Sewer Cumulative</b>			-	<b>233,248</b>	<b>2,327,752</b>	<b>10,294,145</b>	<b>19,059,326</b>	<b>33,020,000</b>								
<b>Roads</b>																
BAR - King to Hwy 50 - Rural	5,130,000	2025							769,500	4,360,500						
Coleraine - King to Holland - Urban	3,780,000	2025							567,000	3,213,000						
Hwy 50 - King to Mayfield - Urban	12,960,000	2027									1,944,000	11,016,000				
King Street - Airport to King - Urban	7,020,000	2028										1,053,000	5,967,000			
King Street - Airport to King - Rural	7,200,000	2028										1,080,000	6,120,000			
Railway Crossing - Coleraine <sup>1</sup>	17,000,000	2016	2,550,000	14,450,000												
Railway Crossing - King	10,000,000	2022					1,500,000	8,500,000								
<b>Roads Sub-total</b>	<b>63,090,000</b>		<b>2,550,000</b>	<b>14,450,000</b>	-	-	<b>1,500,000</b>	<b>8,500,000</b>	<b>1,336,500</b>	<b>7,573,500</b>	<b>1,944,000</b>	<b>13,149,000</b>	<b>12,087,000</b>	-	-	-
<b>Roads Cumulative</b>			<b>2,550,000</b>	<b>17,000,000</b>	<b>17,000,000</b>	<b>17,000,000</b>	<b>18,500,000</b>	<b>27,000,000</b>	<b>28,336,500</b>	<b>35,910,000</b>	<b>37,854,000</b>	<b>51,003,000</b>	<b>63,090,000</b>	<b>63,090,000</b>	<b>63,090,000</b>	<b>63,090,000</b>
<b>BRES Roads Cost Share</b>																
BAR/Coleraine	6,147,900	69%	-	-	-	-	-	-	922,185	5,225,715	-	-	-	-	-	-
Hwy 50 - King to Mayfield - Urban	4,924,800	38%	-	-	-	-	-	-	-	-	738,720	4,186,080	-	-	-	-
King Street	5,261,400	37%	-	-	-	-	-	-	-	-	-	789,210	4,472,190	-	-	-
Railway Crossing - Coleraine <sup>1</sup>	11,730,000	69%	1,759,500	9,970,500	-	-	-	-	-	-	-	-	-	-	-	-
Railway Crossing - King	3,700,000	37%	-	-	-	-	555,000	3,145,000	-	-	-	-	-	-	-	-
<b>Roads Sub-total</b>	<b>31,764,100</b>		<b>1,759,500</b>	<b>9,970,500</b>	-	-	<b>555,000</b>	<b>3,145,000</b>	<b>922,185</b>	<b>5,225,715</b>	<b>738,720</b>	<b>4,975,290</b>	<b>4,472,190</b>	-	-	-
<b>Roads Cumulative</b>			<b>1,759,500</b>	<b>11,730,000</b>	<b>11,730,000</b>	<b>11,730,000</b>	<b>12,285,000</b>	<b>15,430,000</b>	<b>16,352,185</b>	<b>21,577,900</b>	<b>22,316,620</b>	<b>27,291,910</b>	<b>31,764,100</b>	<b>31,764,100</b>	<b>31,764,100</b>	<b>31,764,100</b>
<b>DC Expenditure Total</b>	<b>144,330,000</b>		<b>2,944,124</b>	<b>18,439,195</b>	<b>16,002,619</b>	<b>38,128,008</b>	<b>10,265,181</b>	<b>22,460,674</b>	<b>1,336,500</b>	<b>7,573,500</b>	<b>1,944,000</b>	<b>13,149,000</b>	<b>12,087,000</b>	-	-	-
<b>DC Expenditure Cumulative</b>			<b>2,944,124</b>	<b>21,383,319</b>	<b>37,386,138</b>	<b>75,514,145</b>	<b>85,779,326</b>	<b>108,240,000</b>	<b>109,576,500</b>	<b>117,150,000</b>	<b>119,094,000</b>	<b>132,243,000</b>	<b>144,330,000</b>	<b>144,330,000</b>	<b>144,330,000</b>	<b>144,330,000</b>

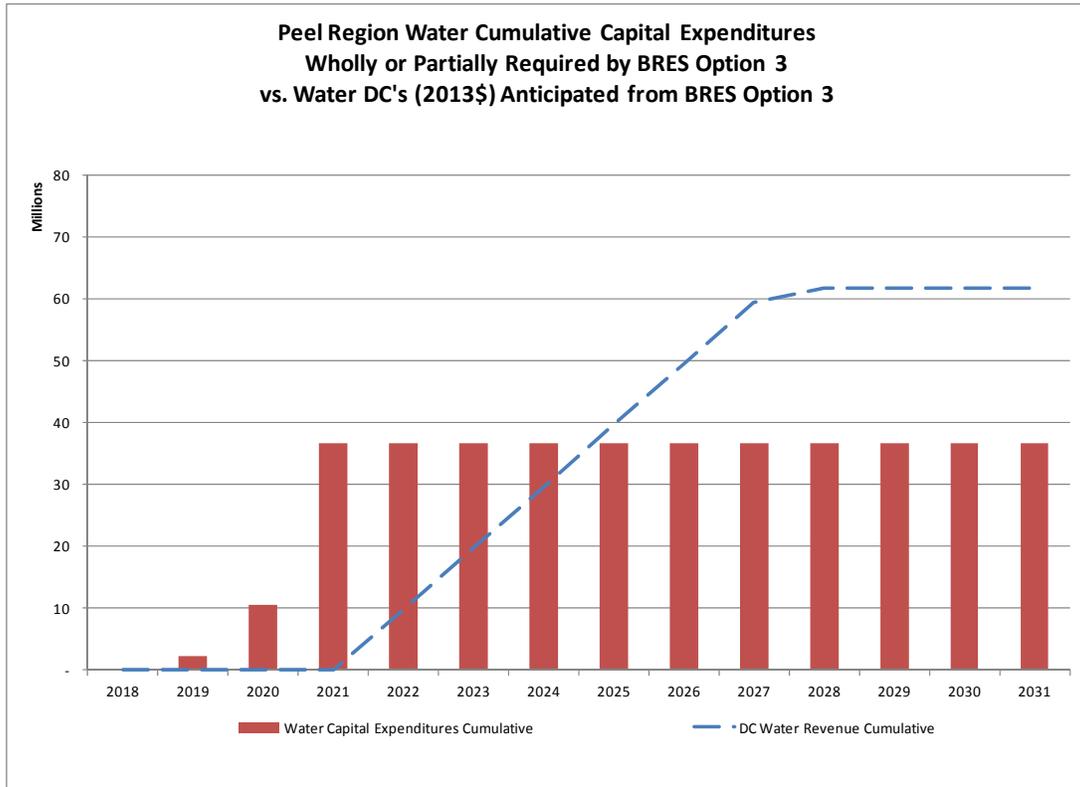
<sup>1</sup> Coleraine railway crossing is required in 2016. It is assumed here that the growth elsewhere in Bolton will fund the costs until 2018.

**Revenues Less Expenditures (cumulative)**

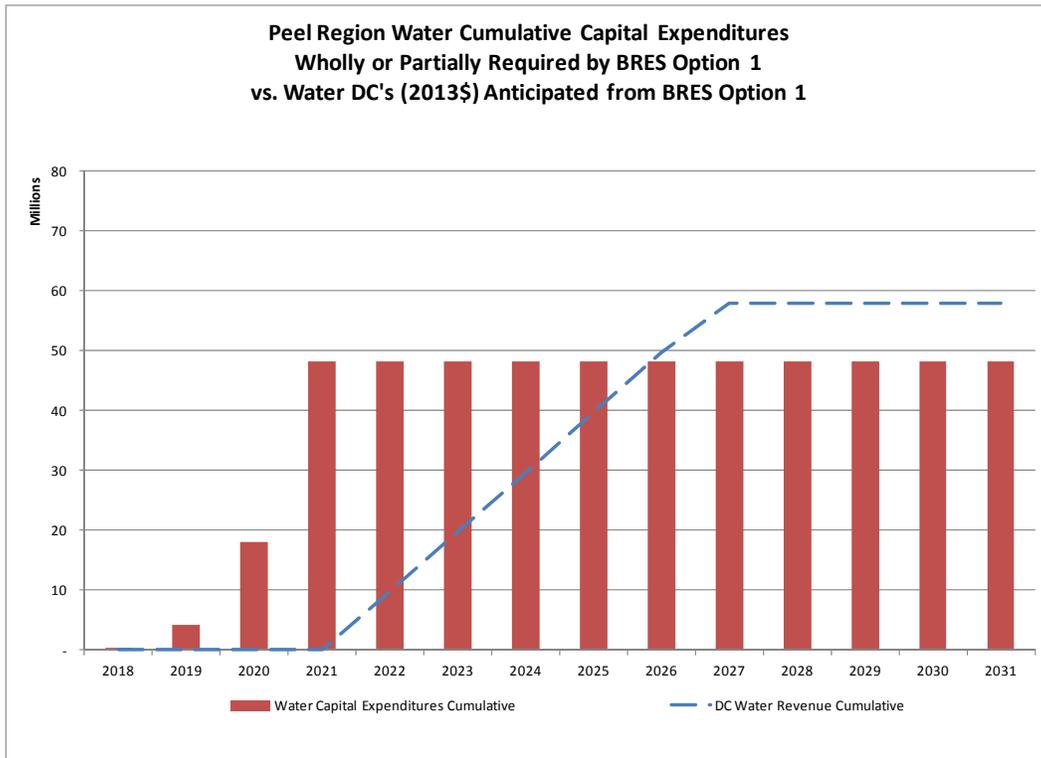
Sewer		(233,248)	(2,327,752)	(10,294,145)	(14,642,739)	(24,186,826)	(19,770,240)	(15,353,653)	(10,937,066)	(7,187,701)	(7,187,701)	(7,187,701)	(7,187,701)	(7,187,701)	(7,187,701)	(7,187,701)
Water	(394,124)	(4,150,071)	(18,058,386)	(48,220,000)	(38,309,360)	(28,398,719)	(18,489,079)	(8,577,438)	1,333,202	9,744,491	9,744,491	9,744,491	9,744,491	9,744,491	9,744,491	9,744,491
Roads	(1,759,500)	(11,730,000)	(11,730,000)	(11,730,000)	(6,845,108)	(4,550,216)	(32,508)	181,669	4,882,841	4,607,972	135,782	135,782	135,782	135,782	135,782	135,782
<b>Total</b>	<b>(2,153,624)</b>	<b>(16,113,319)</b>	<b>(32,116,138)</b>	<b>(70,244,145)</b>	<b>(69,797,207)</b>	<b>(67,135,761)</b>	<b>(38,290,827)</b>	<b>(23,749,422)</b>	<b>(4,721,023)</b>	<b>7,164,762</b>	<b>2,692,572</b>	<b>2,692,572</b>	<b>2,692,572</b>	<b>2,692,572</b>	<b>2,692,572</b>	<b>2,692,572</b>

H:\caledon\2014 Fiscal Impact Assessment\BRES Region Fiscal 2013-Option 1.may.xlsx|Table DC: Exp

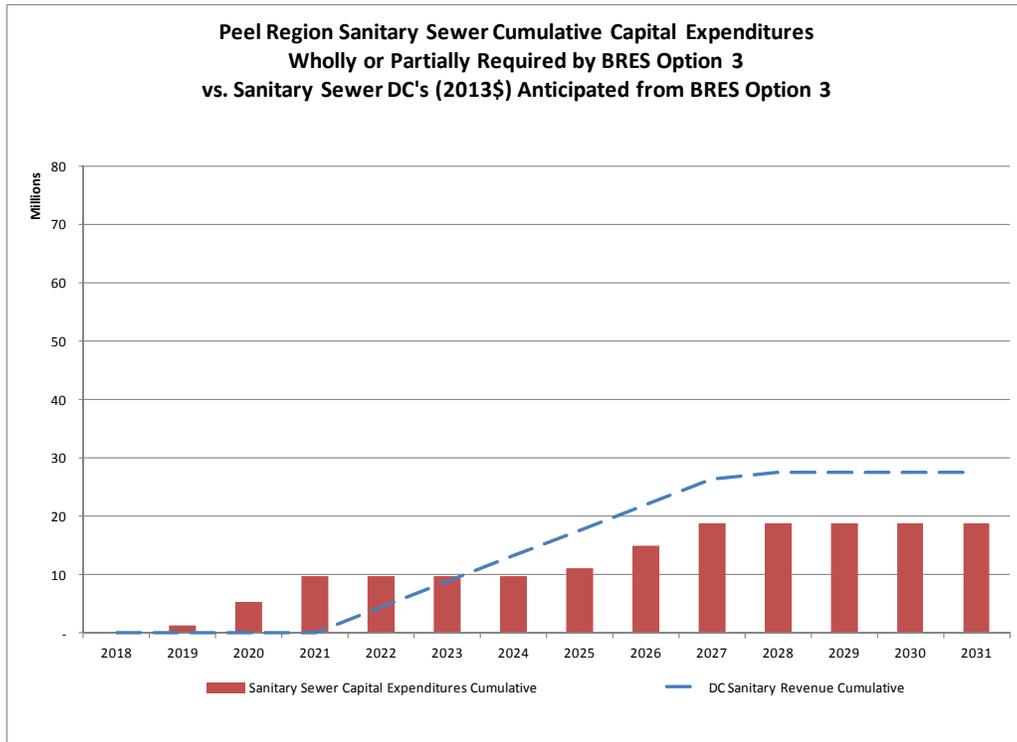
**FIGURE 3-2**



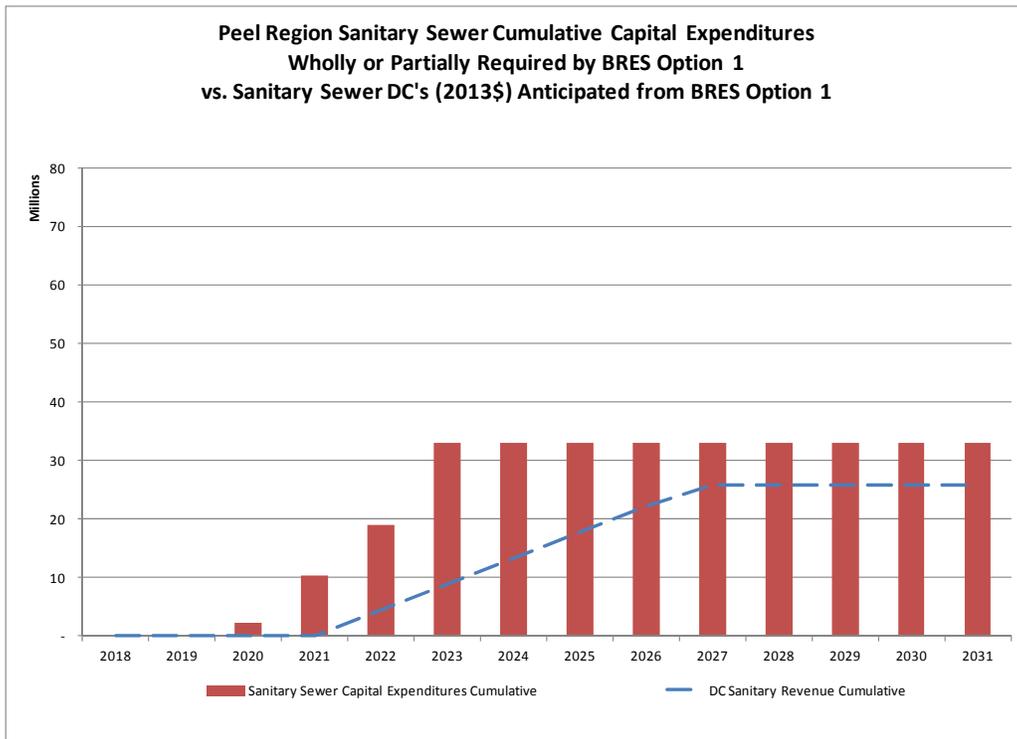
**FIGURE 3-2a**



**FIGURE 3-3**



**FIGURE 3-3a**



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## 3.4 Conclusions

3.4.1 The bottom portion of Tables 3-7 and 3-7a summarize the extent to which BRES development charges are expected to fund the (share of) localized infrastructure required by BRES, for servicing which does not now exist or is not already under construction.

As might be expected, by 2027 a large DC “surplus” is anticipated for BRES Option 3, in the order of \$40 million. This is the result of only considering “localized” infrastructure expenditure needs, rather than also costing a share of major, broad-based requirements such as treatment plants.

Due to the much higher costs forecast for the Option 1 lands, the anticipated “surplus” is only \$2.7 million.

3.4.2 Of potential relevance to front-end financing requirements, a cumulative shortfall will peak at \$56 million in 2021 and decline to \$17 million by 2023 for Option 3. The cumulative shortfall for Option 1 climbs to \$70 million, and does not reach a surplus until 2027. In the normal course of events, this gap would be filled via Regional DC reserve funds and/or Regional external or internal debt. Under the Region’s recent front-ending initiative, a portion of this difference may instead be funded by the affected landowners. The magnitude of this cost share would presumably be subject to future determination based on the gradual introduction of any new funding arrangements of this nature. For example, this could most readily be done via a DC prepayment agreement under s.27 of the DCA or, failing that, via a formal and more complex front-ending agreement, specifying appropriate benefiting areas for the various projects, under Part III of the DCA.

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## 4. REGIONAL TAX AND USER RATE IMPACT

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## 4. REGIONAL TAX AND USER RATE IMPACT

### 4.1 Tax Impact

4.1.1 Table 4-1 summarizes the Region's 2013 tax-supported current budget, including \$1,472,279,000 in gross expenditures and \$877,411,000 in net (tax levy funded) expenditures, after allowing for grants and other revenues. This table is used as the line item framework for the high level fiscal impact analysis which follows and includes provision for existing levels of capital spending from the current budget.

4.1.2 An estimate is made of the annual expenditures per capita and per employee, that are applicable to the requirements of residential growth versus non-residential (industrial, commercial and institutional) growth. This is done in Table 4-2 which allocates the net expenditures for each service category to its benefit to residential vs. non-residential development. Based on the summary rationale provided in each case, \$461,564,000 is allocated to existing residential benefit and \$76,806,000 to existing non-residential benefit. Peel Regional Police costs have been removed from these totals as being non-applicable to Caledon, which receives Police Service from the OPP.

4.1.3 Table 4-3 then estimates the portion of these costs expected to be augmented pro rata by future growth in population and employment. For example, if the Region is currently spending \$100/capita for a particular service and anticipates limited but tangible efficiencies or economies of scale in accommodating growth on a go-forward basis, it may be appropriate to assume that an incremental cost of \$90/capita is required to provide for the incremental needs of future population growth. This is in addition to continuing to provide for the base level of expenditure required by existing development. Accordingly, assumptions have been made for each individual service, as to the anticipated per capita/employee impact of BRES on the Region's annual incremental operating costs.

4.1.4 The resultant residential expenditure is then divided by the Region's estimated 2013 population that is being provided with service at the cost indicated, to yield \$388.39/capita applicable to servicing future growth in population. Similarly, the non-residential expenditure is divided by the Region's 2013 employment, to yield \$165.81/employee. These represent the estimated increases in Regional tax-supported operating expenditures (in 2013 \$), applicable to each new resident or employee to be added to BRES, in this case.

4.1.5 Table 4-4 summarizes the average Regional Property Tax Budget Fiscal Impact of seven different categories of BRES residential development. This is done by calculating average net operating expenditures (including capital from current) as \$388.39/capita X the

average occupancy of each unit type in Caledon during the initial 20 years of occupancy for such development (i.e. on average, prior to any significant decline in occupancy).

**TABLE 4-1 – REGION OF PEEL  
2013 PROPERTY TAX SUPPORTED CURRENT BUDGET (\$000'S)**

Property Tax Supported	Total Expenditure	Revenue		Net Expenditure
		Grants	Other	
Transportation	77,385	670	3,773	72,942
Waste Management	128,407	9,806	17,555	101,046
Development Services	2,679	-	1,777	902
Operations Support Services	1,914		706	1,208
Early Learning & Child Care	90,876	57,047	9,980	23,849
Social Assistance & Employment	211,961	163,000	849	48,112
Housing Programs	168,296	42,437	14,575	111,284
Long Term Care	79,632	34,645	14,803	30,184
Public Health	83,217	55,300	1,426	26,491
Paramedic Services	74,931	34,391	827	39,713
Community Investment	5,577	-	-	5,577
Non Program/Internal Services	122,443	13,687	79,520	29,236
<b>Region Programs</b>	<b>1,047,318</b>	<b>410,983</b>	<b>145,791</b>	<b>490,544</b>
<b>Police Services</b>				
Ontario Provincial Police (OPP)	12,990	-	1,398	11,592
Peel Regional Police	375,824	8,518	28,899	338,407
Subtotal Police Services	388,814	8,518	30,297	349,999
Conservation Authorities	19,012	-	-	19,012
Assessment Services	17,222	-	-	17,222
<b>Region Financed External Organizations</b>	<b>425,048</b>	<b>8,518</b>	<b>30,297</b>	<b>386,233</b>
<b>Total Property Tax Supported</b>	<b>1,472,366</b>	<b>419,501</b>	<b>176,088</b>	<b>876,777</b>

H:\caledon\2014 Fiscal Impact Assessment\[BRES Region Fiscal 2013-Option 3.xlsx]Table 1-Net Expend

**TABLE 4-2 - REGION OF PEEL**  
**2013 PROPERTY TAX SUPPORTED CURRENT BUDGET ALLOCATED ACCORDING TO RESIDENTIAL VS. NON-RESIDENTIAL BENEFIT**

Property Tax Supported	Net Expenditure (\$000's)	Net Expenditure Allocation Formula			Res/Non-res (\$000's)		
		Res %	/	Non-res %	Description	Residential	Non-res
Transportation	72,942	63	/	37	Same split used as for roads capital, as per 2012 DC study.	45,953	26,989
Waste Management	101,046	99	/	1	This service is almost exclusively residential, with a minor component relating to service provided to commercial establishments.	100,036	1,010
Development Services	902	65	/	35	Concerned with the development of land and associated infrastructure, quality of life, etc. Split based on ratio of population / employment. <sup>1</sup>	586	316
Operations Support Services	1,208	63	/	37	Same split used as Transportation above.	761	447
Early Learning & Child Care	23,849	65	/	35	Split based on ratio of population / employment to reflect benefit to employers as well as residents.	15,502	8,347
Social Assistance & Employment	48,112	75	/	25	The program focuses on both Peel residents and employees.	36,084	12,028
Housing Programs	111,284	100	/	-	This program is directed exclusively toward residents.	111,284	-
Long Term Care	30,184	100	/	-	This program is directed exclusively toward residents.	30,184	-
Public Health	26,491	75	/	25	The program focuses on both Peel residents and employees. Work place activities include restaurant inspections, safe water and enforcement of no smoking by-law.	19,868	6,623
Paramedic Services	39,713	80	/	20	Allocation based generally on location of call volume.	31,770	7,943
Community Investment	5,577	86	/	14	Split in accordance with the combined split for all other services. <sup>2</sup>	4,796	781
Non Program/Internal Services	29,236	86	/	14	Split in accordance with the combined split for all other services. <sup>2</sup>	25,143	4,093
<b>Region Programs</b>	<b>490,544</b>					<b>421,968</b>	<b>68,576</b>
<b>Police Services</b>							
OPP	11,592	81	/	19	Same split used as per 2012 DC study based on weighted assessment. Not applicable to Caledon.	9,390	2,202
Peel Regional Police	338,407		n/a			-	-
Subtotal Police Services	349,999					9,390	2,202
Conservation Authorities	19,012	100	/	-	This service provides benefits largely to residents.	19,012	-
Assessment Services	17,222	65	/	35	Split based on ratio of population / employment	11,194	6,028
<b>Region Financed External</b>	<b>386,233</b>					<b>39,596</b>	<b>8,230</b>
<b>Total Property Tax Supported</b>	<b>876,777</b>					<b>461,564</b>	<b>76,806</b>

<sup>1</sup> Derived from 2012 Region of Peel DC Background Study:

2013 Estimate Region Population Excluding 4% Census undercount	1,292,410	65%
2013 Estimate Region Employment	706,338	35%
	1,998,748	

<sup>2</sup> Sub-total of services other than Community Investment, Non-Program, and Peel Regional Police.

H:\caledon\2014 Fiscal Impact Assessment\BRES Region Fiscal 2013-Option 3.xlsx]Table 2-Res NR

**TABLE 4-3 - REGION OF PEEL**  
**2013 PROPERTY TAX SUPPORTED CURRENT BUDGET ALLOCATED TO RESIDENTIAL VS. NON-RESIDENTIAL BENEFIT AND PORTION TO BE AUGMENTED PRO RATA BY FUTURE DEVELOPMENT**

Property Tax Supported	Res/N-R Split From Table 2		Percentage To Be Augmented Pro Rata By Future Development	Basis	Net Expenditure \$	
	Res \$	/ Non-Res \$			Per Capita	Per Employee
Transportation	45,953	/ 26,989	95	The number of lane km per capita/employee is to be marginally reduced for growth, as the basic network is in place.	\$ 33.78	\$ 36.30
Waste Management	100,036	/ 1,010	95	Collection, diversion and disposal costs are generally expected to increase pro rata with minor efficiencies.	73.53	1.36
Development Services	586	/ 316	80	The operation is already sized to accommodate growth but will experience some additional workload increases from intensification and overall size.	0.36	0.36
Operations Support Services	761	/ 447	95	Same % as used for transportation, above.	0.56	0.60
Early Learning & Child Care	15,502	/ 8,347	50	The existing child care system is being modernized. The Region's growth and increasing costs of delivering services continue to place a higher demand for provincial subsidies. Net expenditures are expected to increase at approx. 2%/year (incl. inflation). Population growth is expected to average 1.2%/year.	6.00	5.91
Social Assistance & Employment	36,084	/ 12,028	0	By 2018, social assistance benefit costs will be removed from the municipal tax base.	-	-
Housing Programs	111,284	/ -	50	The Region expects to add 700 new units over the next 10 years, based largely on DC capital funding, with net expenditures increasing by 1-2%/year (incl. inflation).	43.05	-
Long Term Care	30,184	/ -	50	Limited increase envisaged in Peel's bed supply. \$45 million to be spent on the development of new LTC services.	11.68	-
Public Health	19,868	/ 6,623	95	Additional pressures result from the aging of the population, which is largely not a growth-related phenomenon.	14.60	8.91
Paramedic Services	31,770	/ 7,943	95	Increases in service demand directly reflect call volume which is generated by growth Adding report and satellite stations. Minor economies anticipated.	23.35	10.68
Community Investment	4,796	/ 781	50	A small increase in spending is anticipated.	1.86	0.55
Non Program/Internal Services	25,143	/ 4,093	85	Includes reserve contributions, tax write-offs, self-insurance and contingencies, net of Federal Gas Tax, PILTS and supplemented taxation. Also includes Corporate Services, Executive Office and Council.	16.54	4.93
<b>Region Programs</b>	<b>421,968</b>	<b>68,576</b>			<b>\$ 225.31</b>	<b>\$ 69.60</b>
<b>Police Services</b>						
OPP	9,390	/ 2,202	100	Pro rata spending increases are anticipated as a result of the maintenance of officers per capita. Caledon is served by OPP, rather than Peel Regional Police.	140.14	88.10 <sup>1</sup>
Peel Regional Police	-	/ -	n/a	Not applicable to Caledon.	-	-
Subtotal Police Services	9,390	2,202			\$ 140.14	\$ 88.10
Conservation Authorities	19,012	/ -	100	Spending needs varying directly with growth.	14.71	-
Assessment Services	11,194	/ 6,028	95	Minor administrative and support service efficiencies anticipated.	8.23	8.11
<b>Total Property Tax Supported</b>	<b>461,564</b>	<b>76,806</b>			<b>\$ 388.39</b>	<b>\$ 165.81</b>

2013 Estimate Region Population Excluding 4% Census undercount 1,292,410  
2013 Estimate Region Employment 706,338  
1,998,748

<sup>1</sup> Based on Caledon only population and employment, 67,000 and 25,000 respectively.

H:\caledon\2014 Fiscal Impact Assessment\BRES Region Fiscal 2013-Option 3.xlsx\Table 3-% Growth

**TABLE 4-4**  
**REGION OF PEEL**  
**SUMMARY OF FISCAL IMPACT PER RESIDENTIAL DWELLING UNIT (2013\$)**

	Single & Semi Detached 3.35	Townhouse 3.10	Apartment 2.25	Mixed Use 2.25
<b>Average Occupancy</b>				
<b>1. Expenditures</b>				
1.1 Net Operating Expenditures Occupancy X \$388.39 Per Capita	\$ 1,301.11	\$ 1,204.01	\$ 873.88	\$ 873.88
Total Annual Expenditures	\$ 1,301.11	\$ 1,204.01	\$ 873.88	\$ 873.88
<b>2. Revenues</b>			<i>Based on 80% of Apartment Value</i>	<i>Based on 80% of Apartment Value</i>
2.1 \$ Per Unit Assessment for 2013 Purposes	\$ 483,310	\$ 326,000	\$ 260,800	\$ 260,800
2.2 2013 Town Tax Rate	0.348476%	0.348476%	0.348476%	0.348476%
2.3 Property Tax Increase	\$ 1,684.22	\$ 1,136.03	\$ 908.83	\$ 908.83
Total Annual Revenues	\$ 1,684.22	\$ 1,136.03	\$ 908.83	\$ 908.83
<b>Annual Operating Surplus (Deficit)</b>	<b>\$ 383.11</b>	<b>\$ (67.98)</b>	<b>\$ 34.95</b>	<b>\$ 34.95</b>

H:\caledon\2014 Fiscal Impact Assessment\[BRES Region Fiscal 2013-Option 3.xlsx]Table 5

4.1.6 This expenditure requirement is compared with the average tax yield expected in each case, based primarily on a substantial assessment sample for existing Mayfield West homes and the Region's 2013 residential tax rate for Caledon. The difference between the expenditure and revenue estimate per dwelling unit is the estimated annual operating surplus expected to be produced per residential unit, in each case. The surpluses involved are substantial in the case of the single detached units, where Caledon's occupancies (and expenditure attributions) are below those in Brampton, for example. The surpluses involved for semi-detached and townhouse units are quite small, where the decline in assessment, compared to single detached units, is larger than the decline in average occupancy (which determines the expenditure requirement).

4.1.7 Table 4-5 carries out the same analysis for three different types of non-residential development. In this case, the expenditure per employee is \$165.81. This is well below the per capita factor, since a number of the Region's services are largely or entirely of benefit to residential development. In this case, the analysis has been carried out per square foot of GFA, since there is no non-residential "unit" comparable to a residential dwelling unit.

4.1.8 The assessment per square foot is largely based on sampling in Markham and Pickering, as well as a GTA cross-section. A \$120/sq.ft. figure was used, which is 30% above the employment land assessment sample, in order to reflect the targeted higher order MW2 employment land development type involving research, offices and multi-tenant industrial space.

4.1.9 Once again, all of the uses are expected to provide an annual tax surplus per sq.ft. of GFA, with the exception of the institutional space which doesn't generate property taxation or, in most cases, a payment in lieu of taxation.

4.1.10 These annual surplus/deficit estimates have been used in Table 4-6 and 4-6a, to estimate the total annual tax fund surplus that is expected to apply as of the buildout of BRES. This analysis could also be carried out on an annualized basis; however, since the expenditures are averages and the surpluses are consistent, there is no advantage in doing so.

## **4.2 User Rate Impact**

4.2.1 The Region's utility rate-supported programs involve the provision of water and wastewater services to Peel and external users. Some of the most important fiscal circumstances involved, as reflected in the Region's 2013 Budget Document, include:

- a) Staff has presented a strategy to increase the utility rate by 6% annually 2013-2021 in order to increase utility reserves and to temporarily borrow against these funds for DC debt purposes;

**TABLE 4-5  
REGION OF PEEL  
SUMMARY OF FISCAL IMPACT PER SQ.FT. OF NON-RESIDENTIAL FLOOR AREA (2013\$)**

Sq.ft. per Employee	Office 350	Retail 500	Institutional 700
<b><u>1. Expenditures</u></b>			
1.1 Net Operating Expenditures (1/sq.ft. per employee) X \$165.81 Per Employee	\$ 0.47	\$ 0.33	\$ 0.24
Total Annual Expenditures Per Sq.ft. of GFA	\$ 0.47	\$ 0.33	\$ 0.24
<b><u>2. Revenues</u></b>			
2.1 \$ Per Unit Assessment for 2013 Purposes	\$ 190	\$ 215	
2.2 2013 Regional Tax Rate	0.457327%	0.457327%	0.000000%
2.3 Property Tax Increase	\$ 0.87	\$ 0.98	\$ -
Total Annual Revenues Per Sq.ft. of GFA	\$ 0.87	\$ 0.98	\$ -
<b>Annual Operating Surplus (Deficit) Per Sq.ft.</b>	<b>\$ 0.40</b>	<b>\$ 0.65</b>	<b>\$ (0.24)</b>

H:\caledon\2014 Fiscal Impact Assessment\[BRES Region Fiscal 2013-Option 3.xlsx]Table 5 (3)

**TABLE 4-6**  
**REGION OF PEEL**  
**ANNUAL TAX FUND SURPLUSES ANTICIPATED FOR BOLTON RESIDENTIAL EXPANSION-OPTION 3 AS OF BUILDOUT**

<b>Residential Type of Development</b>	<b>Annual Fiscal Impact Per Unit</b>	<b>Number of Units</b>	<b>Fiscal Impact (2013\$)</b>
Single & Semi Detached	\$ 383.11	755	\$ 289,248
Townhouse	\$ (67.98)	1,477	\$ (100,406)
Apartment	\$ 34.95	750	\$ 26,213
Mixed Use	\$ 34.95	702	\$ 24,535
<b>Total</b>		<b>3,684</b>	<b>\$ 239,589</b>

<b>Non-residential Type of Development</b>	<b>Annual Fiscal Impact Per Sq.ft.</b>	<b>Sq.ft. of GFA</b>	<b>Fiscal Impact (2013\$)</b>
Office	\$ 0.40	106,500	\$ 42,201
Retail	\$ 0.65	459,000	\$ 297,606
Institutional	\$ (0.24)	449,400	\$ (106,450)
		<b>1,014,900</b>	<b>\$ 233,358</b>

<b>Annual Fiscal Impact at Buildout (2013\$)</b>	
<b>Residential + Non-residential</b>	<b>\$ 472,947</b>

H:\caledon\2014 Fiscal Impact Assessment\[BRES Region Fiscal 2013-Option 3.xlsx]Table 5 (2)

**TABLE 4-6a**  
**REGION OF PEEL**  
**ANNUAL TAX FUND SURPLUSES ANTICIPATED FOR BOLTON RESIDENTIAL EXPANSION-OPTION 1 AS OF BUILDOUT**

<b>Residential Type of Development</b>	<b>Annual Fiscal Impact Per Unit</b>	<b>Number of Units</b>	<b>Fiscal Impact (2013\$)</b>
Single & Semi Detached	\$ 383.11	1,443	\$ 552,828
Townhouse	\$ (67.98)	561	\$ (38,137)
Apartment	\$ 34.95	763	\$ 26,667
Mixed Use	\$ 34.95	658	\$ 22,997
<b>Total</b>		<b>3,425</b>	<b>\$ 564,355</b>

<b>Non-residential Type of Development</b>	<b>Annual Fiscal Impact Per Sq.ft.</b>	<b>Sq.ft. of GFA</b>	<b>Fiscal Impact (2013\$)</b>
Office	\$ 0.40	129,000	\$ 51,117
Retail	\$ 0.65	540,450	\$ 350,417
Institutional	\$ (0.24)	449,400	\$ (106,450)
		<b>1,118,850</b>	<b>\$ 295,084</b>

<b>Annual Fiscal Impact at Buildout (2013\$)</b>	
<b>Residential + Non-residential</b>	<b>\$ 859,439</b>

H:\caledon\2014 Fiscal Impact Assessment\[BRES Region Fiscal 2013-Option 1 may.xlsx]Table 5 (2)

- b) Development charge debt financing is expected to continue into 2018 to accommodate all water and wastewater major growth infrastructure, which is expected to be completed to service 2031 population targets.
- c) It is not planned to put the State of Good Repair program into debt, in order to avoid negatives for Peel's Drinking Water License Program.
- d) Consumption per capita and per ICI customer has been steadily decreasing and continued reduction is a priority via water efficiency measures. However, utility programs are fixed cost by nature and a declining revenue stream as a result of consumption reduction has a negative impact on the program's financial position.

4.2.2 The added water consumption generated by new development in BRES will assist the Region in meeting its fixed expenditure obligations. A portion of the additional plant capacity requirement is expected to be created by means of the reduction in per capita consumption within the existing population and the consequent release of available capacity. The water and wastewater capital implications of BRES were overviewed in Chapter 3 and are already part of the Region's development charge and related funding plan.

4.2.3 Based on the foregoing, the Region's water and wastewater rates are expected to be sufficient to cover incremental operating and capital from current budget costs in BRES.

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## **APPENDIX A**

### **MAYFIELD WEST ASSESSMENT SAMPLE**

Assessment	Property Code	Unit Type	Lot Size
<b>SINGLE DETACHED</b>		<b>LOT AREA:</b>	<b>3,754-4,500 sq.ft.</b>
\$520,000	301	Single-family detached	3754.56SF 36.09FR 104.04D
\$464,750	301	Single-family detached	3754.56SF 36.09FR 104.04D
\$479,000	301	Single-family detached	3754.56SF 36.09FR 104.04D
\$460,750	301	Single-family detached	3754.56SF 36.09FR 104.04D
\$395,000	301	Single-family detached	3754.56SF 36.09FR 104.04D
\$458,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$482,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$441,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$453,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$441,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$462,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$517,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$476,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$396,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$419,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$418,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$422,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$459,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$455,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$415,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$474,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$453,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$418,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$461,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$420,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$461,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$472,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$418,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$455,000	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$424,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$458,250	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$472,750	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$523,500	301	Single-family detached	3788.90SF 36.09FR 104.99D
\$437,500	301	Single-family detached	3790.08SF 36.09FR 105.02D
\$447,750	301	Single-family detached	3792.34SF 36.09FR 105.38D

Assessment	Property Code	Unit Type	Lot Size
\$457,750	301	Single-family detached	3794.82SF 36.09FR 105.15D
\$379,000	301	Single-family detached	3798.37SF 36.09FR 105.25D
\$458,250	301	Single-family detached	3805.47SF 36.09FR 105.45D
\$458,250	301	Single-family detached	3822.05SF 36.09FR 105.91D
\$542,750	301	Single-family detached	3837.44SF 36.09FR 106.33D
\$415,250	301	Single-family detached	3882.43SF 36.09FR 107.58D
\$396,500	301	Single-family detached	3891.91SF 36.09FR 107.84D
\$372,000	301	Single-family detached	3901.38SF 36.09FR 108.10D
\$422,250	301	Single-family detached	3907.30SF 36.09FR 108.27D
\$455,250	301	Single-family detached	3907.30SF 36.09FR 108.27D
\$424,250	301	Single-family detached	3911.71SF 36.38FR D
\$455,250	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$459,500	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$445,000	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$415,250	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$453,250	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$458,250	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$459,500	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$459,500	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$398,000	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$416,750	301	Single-family detached	3919.79SF 37.34FR 104.99D
\$480,750	301	Single-family detached	3927.21SF 36.09FR D
\$453,250	301	Single-family detached	3930.23SF 36.09FR D
\$398,000	301	Single-family detached	3932.27SF 36.09FR D
\$455,250	301	Single-family detached	3936.04SF 35.56FR D
\$455,250	301	Single-family detached	3954.23SF 38.35FR D
\$459,000	301	Single-family detached	3956.06SF 35.50FR D
\$478,500	301	Single-family detached	3962.20SF 35.50FR D
\$459,000	301	Single-family detached	3974.25SF 35.50FR D
\$422,250	301	Single-family detached	3977.26SF 36.09FR D
\$453,250	301	Single-family detached	4009.99SF 35.50FR D
\$462,500	301	Single-family detached	4015.58SF 38.06FR 105.51D
\$457,750	301	Single-family detached	4015.58SF 38.06FR 105.51D
\$425,000	301	Single-family detached	4027.75SF 35.33FR D
\$523,500	301	Single-family detached	4031.19SF 38.12FR 105.74D
\$419,000	301	Single-family detached	4038.19SF 36.12FR D
\$422,250	301	Single-family detached	4044.32SF 43.11FR D
\$459,000	301	Single-family detached	4088.78SF 41.40FR D
\$514,500	301	Single-family detached	4090.07SF 41.40FR D
\$416,250	301	Single-family detached	4100.30SF 41.40FR D
\$475,250	301	Single-family detached	4101.16SF 39.67FR D
\$460,500	301	Single-family detached	4116.44SF 34.91FR D

Assessment	Property Code	Unit Type	Lot Size
\$454,250	301	Single-family detached	4134.42SF 40.09FR D
\$502,750	301	Single-family detached	4134.74SF 41.67FR D
\$421,500	301	Single-family detached	4147.12SF 39.50FR 104.99D
\$421,500	301	Single-family detached	4147.12SF 39.50FR 104.99D
\$502,250	301	Single-family detached	4147.12SF 39.50FR 104.99D
\$425,000	301	Single-family detached	4151.96SF 41.73FR D
\$454,250	301	Single-family detached	4206.54SF 47.15FR D
\$533,000	301	Single-family detached	4230.22SF 42.98FR 98.43D
\$529,000	301	Single-family detached	4230.22SF 42.98FR 98.43D
\$526,750	301	Single-family detached	4230.22SF 42.98FR 98.43D
\$523,750	301	Single-family detached	4232.48SF 47.54FR D
\$501,250	301	Single-family detached	4292.54SF 49.44FR D
\$459,250	301	Single-family detached	4292.54SF 49.44FR D
\$447,500	301	Single-family detached	4296.95SF 49.93FR D
\$516,000	301	Single-family detached	4311.91SF 46.78FR D
\$530,500	301	Single-family detached	4346.57SF 38.75FR D
\$476,250	301	Single-family detached	4346.79SF 38.75FR D
\$476,500	301	Single-family detached	4394.47SF 39.37FR D
\$502,750	301	Single-family detached	4418.80SF 38.75FR D
\$437,250	301	Single-family detached	4436.13SF 33.83FR D
\$480,250	301	Single-family detached	4441.08SF 51.71FR D
\$529,000	301	Single-family detached	4454.32SF 42.98FR D
\$460,500	301	Single-family detached	4474.56SF 40.19FR D
\$462,500	301	Single-family detached	4486.83SF 42.98FR 104.40D
\$529,000	301	Single-family detached	4491.13SF 42.98FR 104.49D
	<b>Average</b>	<b>Median</b>	<b>Midpoint</b>
	\$457,797	\$458,250	\$458,023

Assessment	Property Code	Unit Type	Lot Size
<b>SINGLE DETACHED</b>		<b>LOT AREA:</b>	<b>4,501-6,000 sq.ft.</b>
\$522,500	301	Single-family detached	4501.36SF 40.19FR D
\$464,250	301	Single-family detached	4501.90SF 42.88FR 104.99D
\$534,500	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$461,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$461,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$555,500	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$530,000	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$531,750	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$443,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$526,500	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$467,000	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$526,500	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$529,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$532,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$528,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$532,250	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$531,750	301	Single-family detached	4512.23SF 42.98FR 104.99D
\$459,500	301	Single-family detached	4517.29SF 35.24FR D
\$526,750	301	Single-family detached	4518.15SF 40.19FR D
\$530,000	301	Single-family detached	4527.41SF 43.01FR D
\$530,000	301	Single-family detached	4529.78SF 42.98FR D
\$534,500	301	Single-family detached	4534.11SF 43.24FR 104.86D
\$503,250	301	Single-family detached	4545.60SF 33.07FR D
\$443,500	301	Single-family detached	4569.82SF 42.78FR D
\$529,500	301	Single-family detached	4570.79SF 43.54FR 104.99D
\$532,500	301	Single-family detached	4570.79SF 43.54FR 104.99D
\$462,750	301	Single-family detached	4581.12SF 43.64FR 104.99D
\$463,500	301	Single-family detached	4581.44SF 36.42FR D
\$457,000	301	Single-family detached	4594.04SF 33.60FR D
\$532,250	301	Single-family detached	4600.17SF 44.69FR D
\$534,500	301	Single-family detached	4600.17SF 44.69FR D
\$461,250	301	Single-family detached	4600.17SF 44.69FR D
\$462,250	301	Single-family detached	4600.17SF 44.69FR D
\$534,500	301	Single-family detached	4600.17SF 44.69FR D
\$443,000	301	Single-family detached	4600.17SF 44.69FR D
\$461,250	301	Single-family detached	4600.17SF 44.69FR D
\$534,500	301	Single-family detached	4611.37SF 43.04FR D
\$534,500	301	Single-family detached	4612.12SF 43.93FR 104.99D

Assessment	Property Code	Unit Type	Lot Size
\$533,000	301	Single-family detached	4615.46SF 43.04FR D
\$533,000	301	Single-family detached	4615.56SF 43.04FR D
\$533,000	301	Single-family detached	4615.56SF 43.04FR D
\$533,000	301	Single-family detached	4615.67SF 43.04FR D
\$534,500	301	Single-family detached	4615.67SF 43.04FR D
\$461,250	301	Single-family detached	4616.00SF 43.04FR D
\$461,250	301	Single-family detached	4630.53SF 38.19FR D
\$519,250	301	Single-family detached	4647.21SF 36.42FR D
\$533,250	301	Single-family detached	4681.55SF 43.24FR D
\$458,750	301	Single-family detached	4696.62SF 37.76FR D
\$525,250	301	Single-family detached	4715.13SF 36.42FR D
\$531,750	301	Single-family detached	4726.43SF 42.19FR D
\$533,750	301	Single-family detached	4729.34SF 42.98FR D
\$439,500	301	Single-family detached	4777.24SF 36.42FR D
\$529,500	301	Single-family detached	4792.31SF 48.49FR D
\$463,000	301	Single-family detached	4793.06SF 48.49FR D
\$532,250	301	Single-family detached	4863.35SF 48.46FR D
\$472,500	301	Single-family detached	4872.07SF 48.49FR D
\$535,500	301	Single-family detached	4879.50SF 42.06FR D
\$528,000	301	Single-family detached	4888.43SF 42.98FR D
\$530,000	301	Single-family detached	4903.18SF 42.03FR D
\$529,250	301	Single-family detached	4939.34SF 47.05FR 104.99D
\$530,250	301	Single-family detached	4939.34SF 47.05FR 104.99D
\$527,500	301	Single-family detached	4943.33SF 41.31FR D
\$527,500	301	Single-family detached	4944.08SF 41.31FR D
\$530,250	301	Single-family detached	4944.73SF 41.31FR D
\$533,000	301	Single-family detached	4946.12SF 40.39FR D
\$532,500	301	Single-family detached	4958.93SF 46.92FR D
\$456,250	301	Single-family detached	4984.55SF 37.70FR D
\$465,250	301	Single-family detached	4995.96SF 46.78FR D
\$528,250	301	Single-family detached	5017.70SF 49.41FR D
\$461,000	301	Single-family detached	5017.81SF 49.41FR D
\$530,500	301	Single-family detached	5017.81SF 49.41FR D
\$528,250	301	Single-family detached	5017.81SF 49.41FR D
\$530,500	301	Single-family detached	5017.81SF 49.41FR D
\$528,250	301	Single-family detached	5017.81SF 49.41FR D
\$528,250	301	Single-family detached	5021.04SF 46.78FR D
\$528,250	301	Single-family detached	5028.25SF 46.75FR D
\$463,750	301	Single-family detached	5040.20SF 46.78FR D
\$534,000	301	Single-family detached	5084.55SF 49.70FR D
\$528,250	301	Single-family detached	5085.41SF 46.78FR D

Assessment	Property Code	Unit Type	Lot Size
\$535,500	301	Single-family detached	5086.49SF 52.07FR D
\$481,250	301	Single-family detached	5087.67SF 44.75FR D
\$421,250	301	Single-family detached	5102.85SF 54.86FR D
\$533,250	301	Single-family detached	5114.36SF 64.83FR D
\$459,750	301	Single-family detached	5139.77SF 39.14FR D
\$463,500	301	Single-family detached	5142.57SF 42.19FR D
\$461,500	301	Single-family detached	5153.76SF 40.26FR D
\$463,500	301	Single-family detached	5157.96SF 42.32FR D
\$531,000	301	Single-family detached	5175.40SF 42.98FR D
\$444,250	301	Single-family detached	5177.12SF 60.53FR D
\$589,250	301	Single-family detached	5216.30SF 49.34FR D
\$438,750	301	Single-family detached	5218.99SF 47.44FR D
\$556,500	301	Single-family detached	5235.57SF 49.87FR 104.99D
\$544,000	301	Single-family detached	5235.57SF 49.87FR 104.99D
\$543,750	301	Single-family detached	5235.57SF 49.87FR 104.99D
\$589,250	301	Single-family detached	5235.57SF 49.87FR 104.99D
\$532,750	301	Single-family detached	5240.63SF 47.01FR D
\$592,000	301	Single-family detached	5249.34SF 50.00FR 104.99D
\$590,000	301	Single-family detached	5249.34SF 50.00FR 104.99D
\$593,250	301	Single-family detached	5279.91SF 51.08FR 105.00D
\$566,500	301	Single-family detached	5309.30SF 51.44FR D
\$526,500	301	Single-family detached	5324.37SF 84.19FR D
\$591,500	301	Single-family detached	5333.84SF 52.59FR D
\$482,250	301	Single-family detached	5340.84SF 53.35FR D
\$475,000	301	Single-family detached	5349.56SF 46.78FR D
\$590,750	301	Single-family detached	5355.05SF 53.84FR D
\$528,500	301	Single-family detached	5355.37SF 53.81FR D
\$475,000	301	Single-family detached	5362.36SF 47.18FR D
\$482,250	301	Single-family detached	5376.14SF 41.04FR D
\$533,250	301	Single-family detached	5378.94SF 45.32FR D
\$530,250	301	Single-family detached	5392.61SF 43.04FR D
\$544,750	301	Single-family detached	5396.38SF 49.44FR D
\$592,250	301	Single-family detached	5409.62SF 49.44FR D
\$470,750	301	Single-family detached	5422.10SF 59.45FR D
\$533,500	301	Single-family detached	5438.25SF 51.28FR D
\$595,000	301	Single-family detached	5498.10SF 50.00FR D
\$595,250	301	Single-family detached	5503.59SF 49.44FR D
\$591,250	301	Single-family detached	5541.37SF 42.98FR D
\$592,250	301	Single-family detached	5572.80SF 59.15FR D
\$480,750	301	Single-family detached	5596.05SF 46.03FR D

Assessment	Property Code	Unit Type	Lot Size
\$502,750	301	Single-family detached	5617.47SF 40.72FR D
\$591,250	301	Single-family detached	5641.47SF 49.44FR D
\$533,750	301	Single-family detached	5647.50SF 45.18FR D
\$592,500	301	Single-family detached	5652.24SF 49.77FR D
\$467,000	301	Single-family detached	5654.82SF 72.90FR D
\$494,000	301	Single-family detached	5660.96SF 35.83FR D
\$483,250	301	Single-family detached	5697.12SF 97.21FR D
\$464,500	301	Single-family detached	5700.46SF 41.67FR D
\$474,500	301	Single-family detached	5759.88SF 46.29FR D
\$478,250	301	Single-family detached	5762.57SF 45.41FR D
\$591,000	301	Single-family detached	5781.19SF 50.00FR D
\$599,000	301	Single-family detached	5798.41SF 49.87FR D
\$455,250	301	Single-family detached	5808.96SF 50.03FR D
\$534,250	301	Single-family detached	5815.85SF 52.49FR D
\$534,500	301	Single-family detached	5861.70SF 52.33FR D
\$539,250	301	Single-family detached	5870.42SF 49.51FR D
\$589,500	301	Single-family detached	5916.71SF 52.85FR D
\$515,250	301	Single-family detached	5954.16SF 49.87FR D
\$493,500	301	Single-family detached	5968.48SF 53.77FR D
	<b>Average</b> \$516,420	<b>Median</b> \$529,375	<b>Midpoint</b> \$522,898

Assessment	Property Code	Unit Type	Lot Size
<b>SINGLE DETACHED</b>		<b>LOT AREA:</b>	<b>6,000+ sq.ft.</b>
\$593,250	301	Single-family detached	6011.75SF 50.03FR D
\$580,500	301	Single-family detached	6073.21SF 59.15FR D
\$594,000	301	Single-family detached	6091.08SF 51.02FR D
\$467,500	301	Single-family detached	6125.85SF 30.97FR D
\$587,250	301	Single-family detached	6145.22SF 57.28FR D
\$615,750	301	Single-family detached	6169.77SF 49.87FR 123.72D
\$466,250	301	Single-family detached	6191.51SF 57.25FR D
\$547,500	301	Single-family detached	6220.03SF 49.87FR D
\$554,000	301	Single-family detached	6231.77SF 47.77FR D
\$507,250	301	Single-family detached	6273.96SF 30.97FR D
\$594,250	301	Single-family detached	6312.93SF 49.64FR D
\$591,250	301	Single-family detached	6329.83SF 60.96FR D
\$595,250	301	Single-family detached	6342.20SF 50.16FR D
\$591,000	301	Single-family detached	6400.97SF 52.87FR D
\$595,000	301	Single-family detached	6405.17SF 51.77FR 123.72D
\$468,500	301	Single-family detached	6441.02SF 56.27FR D
\$545,000	301	Single-family detached	6462.54SF 47.93FR D
\$592,000	301	Single-family detached	6566.74SF 57.48FR D
\$514,500	301	Single-family detached	6577.72SF 47.80FR D
\$469,250	301	Single-family detached	6669.00SF 59.42FR D
\$586,750	301	Single-family detached	6717.33SF 51.71FR D
\$592,000	301	Single-family detached	6753.49SF 64.11FR D
\$533,250	301	Single-family detached	6790.84SF 45.31FR D
\$547,500	301	Single-family detached	6849.40SF 44.75FR D
\$586,000	301	Single-family detached	6959.62SF 65.72FR D
\$598,000	301	Single-family detached	7005.05SF 64.34FR D
\$505,750	301	Single-family detached	7030.34SF 52.95FR D
\$470,250	301	Single-family detached	7060.48SF 74.18FR D
\$519,750	301	Single-family detached	7146.70SF 48.69FR D
\$567,000	301	Single-family detached	7613.10SF 47.87FR D
\$594,000	301	Single-family detached	7673.05SF 64.14FR D
\$544,250	301	Single-family detached	7699.86SF 116.86FR D
\$537,250	301	Single-family detached	7877.35SF 47.77FR D
\$599,000	301	Single-family detached	8784.86SF 71.36FR D
\$605,000	301	Single-family detached	11800.15SF 43.01FR D
\$607,750	301	Single-family detached	13601.06SF 43.01FR D
	<b>Average</b> \$557,299	<b>Median</b> \$583,250	<b>Midpoint</b> \$570,274

Assessment	Property Code	Unit Type	Lot Size
<b>TOWNHOUSE/ROW</b>			
\$296,750	309	Freehold townhouse/rowhouse	2057.63SF 19.69FR 104.53D
\$318,000	309	Freehold townhouse/rowhouse	2058.92SF 19.69FR 104.59D
\$318,000	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$319,000	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$322,250	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$318,000	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$296,500	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$322,250	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$296,750	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$319,000	309	Freehold townhouse/rowhouse	2060.21SF 19.69FR 104.66D
\$319,500	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.66D
\$318,250	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.66D
\$296,750	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.66D
\$319,500	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.66D
\$319,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$296,500	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$319,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$299,500	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$322,250	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$297,750	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$297,750	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$322,250	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$319,500	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$319,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$296,750	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$319,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$318,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$318,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$296,750	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$318,000	309	Freehold townhouse/rowhouse	2060.86SF 19.69FR 104.69D
\$319,500	309	Freehold townhouse/rowhouse	2061.06SF 19.72FR 104.53D
\$319,000	309	Freehold townhouse/rowhouse	2061.50SF 19.69FR 104.72D
\$318,250	309	Freehold townhouse/rowhouse	2061.50SF 19.69FR 104.72D
\$296,750	309	Freehold townhouse/rowhouse	2061.50SF 19.69FR 104.72D
\$321,250	309	Freehold townhouse/rowhouse	2061.72SF 20.01FR 103.02D
\$338,000	309	Freehold townhouse/rowhouse	2061.72SF 20.01FR 103.02D
\$320,500	309	Freehold townhouse/rowhouse	2062.15SF 19.69FR 104.76D
\$338,000	309	Freehold townhouse/rowhouse	2062.38SF 20.01FR 103.05D
\$338,000	309	Freehold townhouse/rowhouse	2062.38SF 20.01FR 103.05D
\$338,000	309	Freehold townhouse/rowhouse	2063.03SF 20.01FR 103.08D
\$321,250	309	Freehold townhouse/rowhouse	2063.03SF 20.01FR 103.08D
\$321,250	309	Freehold townhouse/rowhouse	2063.30SF 20.01FR 103.08D
\$296,750	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$319,500	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$322,250	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$319,500	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$299,500	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D

Assessment	Property Code	Unit Type	Lot Size
\$322,250	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$318,250	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$318,250	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$319,000	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$296,750	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$296,750	309	Freehold townhouse/rowhouse	2063.44SF 19.69FR 104.82D
\$338,000	309	Freehold townhouse/rowhouse	2063.69SF 20.01FR 103.12D
\$321,250	309	Freehold townhouse/rowhouse	2063.69SF 20.10FR 103.12D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$317,250	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$304,750	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$325,500	309	Freehold townhouse/rowhouse	2066.67SF 19.69FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D

Assessment	Property Code	Unit Type	Lot Size
\$331,000	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$331,000	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$331,000	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$331,000	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$343,500	309	Freehold townhouse/rowhouse	2101.12SF 20.01FR 104.99D
\$338,750	309	Freehold townhouse/rowhouse	2126.20SF 20.01FR 103.12D
\$339,000	309	Freehold townhouse/rowhouse	2415.42SF 20.14FR D
\$319,250	309	Freehold townhouse/rowhouse	2565.90SF 19.69FR 130.35D
\$321,000	309	Freehold townhouse/rowhouse	2567.19SF 19.69FR 130.41D
\$345,250	309	Freehold townhouse/rowhouse	2589.15SF 20.14FR D
\$335,250	309	Freehold townhouse/rowhouse	2643.94SF 25.26FR 104.66D
\$335,250	309	Freehold townhouse/rowhouse	2643.94SF 25.26FR 104.66D
\$335,250	309	Freehold townhouse/rowhouse	2643.94SF 25.26FR 104.66D
\$321,250	309	Freehold townhouse/rowhouse	2643.94SF 25.26FR 104.66D
\$335,250	309	Freehold townhouse/rowhouse	2644.05SF 25.30FR 104.53D
\$335,250	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.66D
\$335,250	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.66D
\$335,250	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.69D
\$335,250	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.69D
\$321,000	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.69D
\$335,250	309	Freehold townhouse/rowhouse	2644.77SF 25.26FR 104.69D
\$335,750	309	Freehold townhouse/rowhouse	2648.08SF 25.26FR 104.82D
\$335,250	309	Freehold townhouse/rowhouse	2648.08SF 25.26FR 104.82D
\$336,750	309	Freehold townhouse/rowhouse	2652.23SF 25.26FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2652.23SF 25.26FR 104.99D
\$327,250	309	Freehold townhouse/rowhouse	2666.01SF 25.39FR 104.99D
\$329,250	309	Freehold townhouse/rowhouse	2666.01SF 25.39FR 104.99D
\$357,750	309	Freehold townhouse/rowhouse	2679.78SF 25.52FR 104.99D
\$357,750	309	Freehold townhouse/rowhouse	2679.78SF 25.52FR 104.99D
\$357,750	309	Freehold townhouse/rowhouse	2679.78SF 25.52FR 104.99D
\$357,750	309	Freehold townhouse/rowhouse	2679.78SF 25.52FR 104.99D
\$355,750	309	Freehold townhouse/rowhouse	2746.20SF 25.52FR D
\$355,250	309	Freehold townhouse/rowhouse	2761.81SF 25.23FR D
\$336,750	309	Freehold townhouse/rowhouse	2769.34SF 26.38FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2769.34SF 26.38FR 104.99D
\$327,250	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$327,250	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$329,250	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$329,250	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$336,750	309	Freehold townhouse/rowhouse	2772.78SF 26.41FR 104.99D
\$333,000	309	Freehold townhouse/rowhouse	2793.67SF 20.18FR D
\$355,250	309	Freehold townhouse/rowhouse	2843.93SF 25.26FR D

Assessment	Property Code	Unit Type	Lot Size
\$355,250	309	Freehold townhouse/rowhouse	2855.99SF 25.30FR D
\$355,250	309	Freehold townhouse/rowhouse	2867.18SF 25.26FR D
\$336,250	309	Freehold townhouse/rowhouse	2883.54SF 23.49FR D
\$325,250	309	Freehold townhouse/rowhouse	3183.75SF 26.41FR D
\$337,250	309	Freehold townhouse/rowhouse	3267.28SF 24.05FR D
\$321,000	309	Freehold townhouse/rowhouse	3280.09SF 27.33FR D
\$337,250	309	Freehold townhouse/rowhouse	3297.18SF 25.30FR 130.35D
\$342,750	309	Freehold townhouse/rowhouse	3334.77SF 25.71FR D
\$357,000	309	Freehold townhouse/rowhouse	3352.53SF 36.22FR D
\$351,250	309	Freehold townhouse/rowhouse	3776.73SF 35.99FR D
\$351,500	309	Freehold townhouse/rowhouse	3812.15SF 30.20FR D
\$343,750	309	Freehold townhouse/rowhouse	3835.29SF 29.28FR D
\$351,500	309	Freehold townhouse/rowhouse	3869.20SF 37.80FR D
\$352,250	309	Freehold townhouse/rowhouse	3918.92SF 39.35FR D
\$352,250	309	Freehold townhouse/rowhouse	3961.55SF 30.05FR D
\$345,500	309	Freehold townhouse/rowhouse	4012.89SF 34.51FR D
\$343,500	309	Freehold townhouse/rowhouse	4054.23SF 34.91FR D
\$345,500	309	Freehold townhouse/rowhouse	4181.13SF 101.35FR D
\$352,750	309	Freehold townhouse/rowhouse	4217.62SF 33.96FR D
\$346,250	309	Freehold townhouse/rowhouse	4222.57SF 37.93FR D
\$353,500	309	Freehold townhouse/rowhouse	4404.38SF 44.82FR D
\$349,500	309	Freehold townhouse/rowhouse	4570.79SF 43.54FR 104.99D
\$351,000	309	Freehold townhouse/rowhouse	4570.79SF 43.54FR 104.99D
\$354,250	309	Freehold townhouse/rowhouse	4941.28SF 40.78FR D
\$354,500	309	Freehold townhouse/rowhouse	4956.03SF 55.58FR D
\$354,250	309	Freehold townhouse/rowhouse	5053.33SF 35.63FR D
\$354,250	309	Freehold townhouse/rowhouse	5124.37SF 41.40FR D
\$346,750	309	Freehold townhouse/rowhouse	6199.15SF 36.53FR D
	<b>Average</b>	<b>Median</b>	<b>Midpoint</b>
	\$327,351	\$325,500	\$326,425

Assessment	Property Code	Unit Type	Lot Size
<b>SEMI-DETACHED</b>			
\$359,500	311	Semi-detached residential	2586.46SF 25.00FR 103.44D
\$343,000	311	Semi-detached residential	2587.32SF 25.00FR 103.48D
\$343,000	311	Semi-detached residential	2588.18SF 25.00FR 103.51D
\$340,000	311	Semi-detached residential	2589.04SF 25.00FR 103.54D
\$346,500	311	Semi-detached residential	2617.24SF 24.93FR 104.99D
\$357,500	311	Semi-detached residential	2617.35SF 24.93FR 104.99D
\$356,250	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$333,000	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$330,000	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$357,750	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$342,000	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$343,500	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$343,500	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$356,250	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$351,750	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$346,250	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$356,250	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$342,000	311	Semi-detached residential	2617.78SF 24.93FR 104.99D
\$346,250	311	Semi-detached residential	2618.00SF 24.93FR 104.99D
\$357,500	311	Semi-detached residential	2618.00SF 24.93FR 104.99D
\$343,500	311	Semi-detached residential	2618.11SF 24.93FR 104.99D
\$356,250	311	Semi-detached residential	2618.21SF 24.93FR 104.99D
\$350,500	311	Semi-detached residential	2618.54SF 24.93FR 104.99D
\$307,000	311	Semi-detached residential	2624.35SF 24.93FR 104.99D
\$356,250	311	Semi-detached residential	2644.91SF 24.90FR D
\$347,250	311	Semi-detached residential	2644.91SF 25.00FR 105.81D
\$354,750	311	Semi-detached residential	2645.23SF 25.00FR 105.81D
\$358,250	311	Semi-detached residential	2645.23SF 25.00FR 105.81D
\$358,250	311	Semi-detached residential	2645.23SF 25.00FR 105.81D
\$307,000	311	Semi-detached residential	2654.38SF 24.93FR D
\$347,250	311	Semi-detached residential	2655.67SF 25.03FR D
\$352,750	311	Semi-detached residential	2705.72SF 24.61FR D
\$357,500	311	Semi-detached residential	2706.48SF 25.30FR D
\$357,750	311	Semi-detached residential	2709.60SF 25.20FR D
\$357,250	311	Semi-detached residential	2716.92SF 24.93FR D
\$317,000	311	Semi-detached residential	2754.48SF 24.93FR D
\$317,500	311	Semi-detached residential	2785.59SF 24.93FR D
\$317,000	311	Semi-detached residential	2789.68SF 24.90FR D
\$346,750	311	Semi-detached residential	2803.68SF 24.93FR 112.27D
\$343,500	311	Semi-detached residential	2810.46SF 24.93FR D
\$346,750	311	Semi-detached residential	2811.10SF 24.93FR 112.60D
\$316,500	311	Semi-detached residential	2816.92SF 28.22FR D
\$360,250	311	Semi-detached residential	2817.56SF 24.93FR D
\$317,750	311	Semi-detached residential	2819.28SF 24.93FR 112.89D
\$317,750	311	Semi-detached residential	2826.60SF 24.93FR 113.22D
\$330,750	311	Semi-detached residential	2842.21SF 24.93FR 113.85D
\$358,500	311	Semi-detached residential	2848.56SF 24.93FR D

Assessment	Property Code	Unit Type	Lot Size
\$341,500	311	Semi-detached residential	2872.89SF 24.44FR D
\$345,750	311	Semi-detached residential	2899.58SF 24.93FR D
\$347,250	311	Semi-detached residential	2905.29SF 22.77FR D
\$347,250	311	Semi-detached residential	2914.87SF 24.93FR D
\$318,500	311	Semi-detached residential	2936.50SF 24.18FR D
\$342,250	311	Semi-detached residential	2944.25SF 23.75FR D
\$346,250	311	Semi-detached residential	2944.36SF 22.93FR D
\$330,750	311	Semi-detached residential	2960.83SF 26.35FR D
\$358,250	311	Semi-detached residential	3151.78SF 38.85FR D
\$352,750	311	Semi-detached residential	3239.18SF 23.06FR D
\$359,750	311	Semi-detached residential	3248.12SF 24.93FR 130.25D
\$359,500	311	Semi-detached residential	3248.12SF 24.93FR 130.25D
\$331,750	311	Semi-detached residential	3306.14SF 39.17FR D
\$361,500	311	Semi-detached residential	3903.53SF 63.68FR D
\$357,750	311	Semi-detached residential	3923.34SF 52.33FR D
\$353,750	311	Semi-detached residential	4075.11SF 36.02FR D
\$354,000	311	Semi-detached residential	4082.86SF 36.65FR D
\$358,750	311	Semi-detached residential	4105.14SF 35.43FR D
\$357,750	311	Semi-detached residential	4105.14SF 35.43FR D
\$364,000	311	Semi-detached residential	4220.96SF 34.89FR D
\$365,000	311	Semi-detached residential	4609.64SF 36.65FR D
\$356,750	311	Semi-detached residential	4960.87SF 20.31FR D
\$348,250	311	Semi-detached residential	5001.02SF 126.76FR D
\$360,500	311	Semi-detached residential	5118.56SF 24.80FR D
\$366,250	311	Semi-detached residential	5305.32SF 31.87FR D
	<b>Average</b>	<b>Median</b>	<b>Midpoint</b>
	\$346,375	\$347,750	\$347,063

Summary of Assessment Sample By Unit Type - 10 Categories

Unit Type	Sample Size	Lot Size (sq.ft.)	Assessment		
			Mean	Median	Midpoint <sup>1</sup>
Singles	70	3,754-4,000	\$448,471	\$455,250	\$452,000
	37	4,000.1-4,500	\$475,439	\$462,500	\$469,000
	68	4,501-5,000	\$507,379	\$529,250	\$518,000
	47	5,001-5,500	\$522,798	\$530,250	\$527,000
	23	5,500-6,000	\$530,120	\$533,750	\$532,000
	36	6,000 +	\$557,299	\$583,250	\$570,000
Townhouses	104	2,057-2,127	\$318,337	\$319,000	\$319,000
	67	2,415+	\$341,343	\$337,250	\$339,000
Semi-Detached	55	2,586-2,961	\$343,141	\$346,250	\$345,000
	17	3,151 +	\$356,838	\$358,250	\$358,000

Summary of Assessment Sample By Unit Type - 5 Categories - **Mayfield West 2**

Unit Type	Sample Size		Lot Size (sq.ft.)	Assessment		
	#	%		Mean	Median	Midpoint <sup>1</sup>
Singles	107	38	3,754-4,500	\$457,797	\$458,250	\$458,000
	138	49	4,501-6,000	\$516,420	\$529,375	\$523,000*
	36	13	6,000 +	\$557,299	\$583,250	\$570,000
		100				
Townhouses	171		2,057-2,127	\$327,351	\$325,500	\$326,000
Semi-Detached	72		2,586-2,961	\$346,375	\$347,750	\$347,000*

**For the purposes of calculating a Single & Semi detached category in the BRES fiscal impact:**

Assume a similar relationship to MW2 of singles and semi-detached dwellings:

77% Singles	X	\$523,000	=	\$405,064
23% Semis	X	\$347,000	=	\$78,249
100%				\$483,312 weight avg.

<sup>1</sup> Rounded to nearest \$1,000