



May 13, 2024

Mayor Annette Groves and Members of Council
Town of Caledon
6311 Old Church Rd.
Caledon East, ON
L7C 1J6

RE: **2024 Caledon Development Charges Report and By-laws**

2024-0292

5/14/2024

The Building Industry and Land Development Association acknowledges the receipt of Item 9.1 2024-0292: Caledon Development Charges Report and By-laws. On behalf of our Peel Forum, BILD would like to thank the Town of Caledon for your consultation efforts throughout this review.

For the review of the Development Charges Background Study BILD retained Daryl Keleher from Keleher Planning and Economic Consulting. On March 12, 2024, BILD submitted the attached correspondence to Town staff and received a response on April 22, 2024. Based on the responses received, our consultant has a few outstanding comments based on BILD's previous submission.

- BTE for Rural Reconstruction projects vary, with some as low as 20% for projects that do not increase lane capacity for growth.
- Urban Reconstruction projects receive BTE allocations as low as 10% for certain projects.
- Road widening projects are not allocated BTE (0.2%) due to the argument that existing roads "would not require any work in the absence of growth."

Thank you for the opportunity to submit this letter. If there are any questions, please do not hesitate to contact the undersigned.

Kind regards,

Victoria Mortelliti, MCIP, RPP.
Senior Manager, Policy & Advocacy

CC: BILD's Review Team
BILD Peel Members
Kim Lichti, Town of Caledon

The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the



Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.



March 12, 2024

Ms. Kim Lichti
Town of Caledon
6311 Old Church Rd.
Caledon East, ON
L7C 1J6

Sent via email to Kim.Lichti@caledon.ca

RE: **Town of Caledon
2024 Development Charges Background Study
March 12, 2024**

BILD MEMORANDUM

The Building Industry and Land Development Association (BILD) has recently received the Town of Caledon's Development Charges Background Study. As your community building partner and on behalf of our Peel Forum, BILD appreciates the opportunity to review and provide subsequent comments on this work.

To facilitate BILD's review of the Development Charges Background Study, we engaged the services of Daryl Keleher from Keleher Planning and Economic Consulting (KPEC) to assess it. The findings and outstanding questions on behalf of BILD can be found in Attachment 1, which we hope to discuss further prior to final adoption.

Thank you once again for allowing us the opportunity to provide our comments. As always, please do not hesitate to contact the undersigned for any further discussions or clarifications.

Kind regards,

Victoria Mortelliti, MCIP, RPP.
Senior Manager, Policy & Advocacy

CC: BILD Peel Forum Members
Daryl Keleher, Keleher Planning and Economic Consulting (KPEC)

The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.

March 8, 2024

Memorandum to: Victoria Mortelliti
 BILD

From: Daryl Keleher, MCIP, RPP, Principal
 Keleher Planning & Economic Consulting Inc.

Re: Caledon DC Review
 Our File: P1114

Keleher Planning & Economic Consulting Inc. was retained by BILD to review the Town of Caledon’s 2024 Development Charges Background study, proposed DC by-law and other related materials. This memorandum presents questions and comments stemming from my review.

PROPOSED CHANGES TO DC RATES

The figure below summarizes the Town’s current and proposed DC rates, as expressed in the example shown, per single-detached unit. The DC rates are proposed to increase by 3%.

Figure 1

Current and Proposed DC Rates, Town of Caledon, per Single-Detached Unit

Service	Current Rates	Proposed Rates	Change	% Change
Fire	\$ 2,963	\$ 4,674	\$ 1,711	58%
Parks & Recreation	\$ 21,116	\$ 19,906	\$ (1,210)	-6%
Library	\$ 2,430	\$ 1,532	\$ (898)	-37%
By-law Enforcement	\$ 465	\$ 339	\$ (126)	-27%
Studies	\$ 1,195	\$ 604	\$ (591)	-49%
Highway Operations		\$ 4,742		
Roads	\$ 28,436	\$ 26,458	\$ 2,764	10%
Total per SDU	\$ 56,605	\$ 58,255	\$ 1,650	3%
Other Residential Unit Types				
Apartments >70m2	\$ 32,886	\$ 40,052	\$ 7,166	22%
Apartments <70m2	\$ 19,300	\$ 23,505	\$ 4,205	22%
Other Residential Dwellings	\$ 43,094	\$ 52,812	\$ 9,718	23%

Source: Town of Caledon 2024 DC Study

QUESTIONS AND COMMENTS

Roads

- 1) What is the difference between “Rural Reconstruction” and “Rural Road Upgrade”?
- 2) There is varying treatment of Rural Reconstruction projects – one is allocated 100% to BTE, others are allocated 20% to BTE, others with higher BTEs (59%, 66%, 80%). Can the basis for the approach to BTE for rural reconstruction projects be provided?
- 3) There are also Urban Reconstruction projects, with BTEs of 75% (2.3.12, 2.3.13, etc.), while others have only 10% allocated to BTE. Can the basis for the difference in approach to BTE for urban reconstruction projects be provided?
- 4) There are numerous urban reconstruction projects for “Local” roads (Chickadee Lane, etc.). What is the basis for including these works in the DC if they would be a local service were they to be built as new roads?
- 5) There are 28 road widening projects with in-period project costs, with a combined capital cost of \$365,196,700, of which 0.2% (\$661,320) is allocated as benefit to existing development. Does the DC Study account for the extent to which the road widening projects would replace the existing road infrastructure, which would have to be done in the absence of growth?
- 6) There is a \$75.2 million line item for Land Acquisition. Do the various road widening projects not include any assumed land acquisition costs?
- 7) If road widening and new road construction projects include land acquisition, can the proportionate share of capital costs associated with assumed land acquisition costs be provided for each project?
- 8) In the LOS inventory, the quantity of sidewalks has increased since 2018 – from 5,500 metres in 2018 to 164,300 metres in 2023. Can the basis for the increase be provided?

Fire Protection

- 9) Station 307’s rebuild has a 56% BTE allocation – why is the same BTE not applied to the “New Land” for “Station 307 Relocate”? What is the value of the existing station land parcel relative to the assumed value of the new parcel?
- 10) Do the land areas associated with certain fire stations include adjacent municipal lands used for parkland?
 - a) In the case of Firehall No. 4 – Cheltenham – the 1.83 hectares appears to include the ball diamonds to the rear of the property;
 - b) In the case of Firehall No. 3 – Caledon East – the 1.40 hectares appears to include the ball diamonds to the rear of the property and the paramedics facility to the east of the fire hall;
- 11) Does the Station 307 Rebuild project (gross cost \$15.0 million, BTE 56%) expand the existing facility, and if so what is the anticipated size of the new building?

Library

- 12) Why is the BTE for the Renovation of both the Caledon Village library and the Alton library each only 25%? Are these renovations adding new facility space to meet the needs of growth?

Parks and Recreation

- 13) Only the Town's largest park areas assigned \$183,484/hectare, including the 24.0-hectare Caledon North Hill Park, and the 18.2-hectare Edelweiss Park, and Soccer Fields – Old Church Road, while most other park areas are assigned an estimated development cost of \$12,592 to \$15,124 per hectare – can a breakdown of elements that make up this per hectare value be provided?
- 14) Can the rationale for inclusion of 45,014 square feet of “Town Hall (P&R Admin & Community Space)” in the LOS inventory be provided?
- 15) The 11.9-hectares for the Caledon Centre for Recreation and Wellness carried in the LOS inventory appears significantly inflated – based on aerial photos, the land area associated with the recreation facility appears to be approximately 2 hectares, with the remainder of the land area being parkland, which is not eligible for inclusion in DC calculations.
- 16) The cost for Developed Trails in the LOS inventory has increased from \$130,800 in the 2019 DC Study to \$743,280 in the 2024 DC materials. Can the rationale for the 468% increase in replacement value for the same 49.1-km of trails be provided?
- 17) What is the rationale for the 20% BTE for the Mayfield Recreation Complex Expansion?
- 18) What is the rationale for the 25% Rail to Trail Conversion Expansion?
- 19) Do the \$12.8 million in costs for the Rail to Trail Expansion include the land acquisition costs? What proportion of the costs shared by Caledon, Brampton and Mississauga does this cost represent?

Studies

- 20) Appendix B.5 includes DC rate calculation for “Development-Related Studies”, which is not among the list of DC eligible services under section 2(4) of the Development Charges Act.

Operations

- 21) What is the rationale for the 18% BTE for the \$55 million “Yard Three Reconstruction” – what new elements are being provided that would increase the capacity of the facility?
- 22) What land area is being acquired for project 1.3 for a value of \$8.1 million?
- 23) What is the basis for the land value of \$5.5 million per hectare assigned to the public works lands on Quarry Drive?

Population, Household and Employment Forecasts

- 24) The PPU factors have changed significantly, and do not appear related to the data presented in Table A.3, either the 2011-2021 data or the “Total” data presented, with the DC Study noting that the “PPUs used for the study are directly derived from the Town's GMS work”. Given the substantial difference in PPU data between what was used for the GMS and the Census data presented in Table A.3, what was the rationale for using the GMS approach rather than the continuation of the Census-based

approach? Had the Census-based PPU's been used, the gross population in new units would have been 61,050 persons rather than the 57,789 persons used in the 2024 DC Study.

Figure 2

Unit Type	2019 DC Study	2024 DC Study (GMS)	Table A.3 (Census Data)
Singles/Semis	3.561	3.64	4.24 (2011-2021) 3.32 (Total)
Rows	2.743	3.30	2.94 (2011-2021) 2.72 (Total)
Apartments	1.771	2.07	1.63 (2011-2021) 1.69 (Total)



Hemson Consulting Ltd

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MEMORANDUM

To: Town of Caledon
From: Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd
Date: April 19, 2024
Re: Caledon DC – Summary of Changes following Industry Consultation

This memorandum provides a brief description of the changes made to the model and overall impact of those changes. In Appendix A are the updated tables which line up with those in the DC Background study based on table #s (i.e. Table B.1-1 will correspond in this memo and in the DC Study).

Below is a summary of the changes to the DC rates for a single and semi-detached dwelling and non-residential per square meter rates.

Service	Residential (\$/Single & Semi-Detached)			
	DC Study - February 29, 2024	Calculated Charge	Difference (\$)	Difference (%)
Fire Protection Services	\$4,674	\$4,139	-\$535	-11%
Parks & Recreation	\$19,906	\$21,398	\$1,492	7%
Library Services	\$1,532	\$1,532	\$0	0%
By-law Enforcement	\$339	\$378	\$39	12%
Class of Service: Development Related Studies	\$604	\$604	\$0	0%
Services Related to a Highway: Operations	\$4,742	\$4,384	-\$358	-8%
Services Related to a Highway: Roads & Related	\$26,458	\$26,464	\$6	0%
Total Municipal Wide Services	\$58,255	\$58,899	\$644	1%

Service	Non-Residential (\$/m ²)			
	DC Study - February 29, 2024	Calculated Charge	Difference (\$)	Difference (%)
Fire Protection Services	\$13.33	\$11.80	-\$1.53	-11%
Parks & Recreation	\$0.00	\$0.00	\$0.00	0%
Library Services	\$0.00	\$0.00	\$0.00	0%
By-law Enforcement	\$0.97	\$1.08	\$0.11	11%
Class of Service: Development Related Studies	\$1.72	\$1.72	\$0.00	0%
Services Related to a Highway: Operations	\$13.52	\$12.50	-\$1.02	-8%
Services Related to a Highway: Roads & Related	\$75.44	\$75.46	\$0.02	0%
Total Municipal Wide Services	\$104.98	\$102.56	-\$2.42	-2%

A. CHANGE TO RESIDENTIAL RATE STRUCTURE

An additional residential rate for a “special care unit” set at a per capita (1 Persons Per Unit) residential rate. Previously these types of developments would fall under non-residential development type and attract a GFA based rate.

The definition of this type of use will be:

“special care facility” means a residential building or portion thereof providing or intending to provide habitable units to unrelated individuals requiring special care, where such units may or may not have exclusive sanitary and/or culinary facilities, and the occupants have access to common areas and additional medical, personal and/or supervisory care. For clarity, a special care facility includes a long-term care home within the meaning of subsection 2(1) of the *Fixing Long-Term Care Act, 2021*, S.O. 2021, c. 39, Sched. 1, a home for special care within the meaning of the *Homes for Special Care Act*, R.S.O. 1990, c. H.12, or a residential hospice for end of life care.

B. DC RATE INDEXING

The rate will not be indexed in 2024 and will begin bi-annual indexing on February 1, 2025.

C. DATE OF RATES IN-FORCE

The DC By-law is anticipated to be passed on May 21, 2024 with the new rates coming into force on May 30th, 2024. Based on the proposed Bill 185, there will be no statutory phase-in of the rates and the fully calculated amount will be in effect on May 30th, 2024.

D. LEVEL OF SERVICE INVENTORIES

i. Fire Services

- The land area associate with Fire Hall No. 4 has been updated to 0.23 hectares.
- The land area associated with Fire Hall No. 3 has been updated to 0.33 hectares.
- As a result, the rates have decreased 11% both residentially and non-residentially.

ii. Parks & Recreation

- We've revisited the cost of parks. The amounts provided by staff were on a park basis with typical amenities based on park type. This however did not lend it self to the way the data was reported in 2019 DC Study with a breakdown of area of parks.
- Following another review of the information available, we've indexed the park development costs from the 2019 DC Study using the non-residential construction price index. A key challenge with the data available in the Town is that assets such as playgrounds, washrooms, splash pads, shade structures, sports fields, sports courts and others are not itemized and which parks contain how many currently is also not available.
- Adjustments to the area of Caledon East Park – Old Church Road, Soccer Fields (Admin. Centre) - captured in Caledon East Park and Charles Haines Memorial Park - Fire Hall 4.
- Facility space for Town Hall (P&R Admin & Community Space) was decreased.
- Land associated with facility of Caledon Centre for Recreation and Wellness was decreased.
- Added to the inventory was Charles Haines Memorial Park - Fire Hall 4 (Shade Structure) which was missed in the published 2024 DC Background Study.
- The new parks funding envelope is 7.2% or -\$31.1 M less than the one in the published DC Study based on the cumulative changes described above. This change had no impact to the rates as the amount being recovered from DCs is below that cap.

E. CAPITAL PROGRAM CHANGES

i. Fire Protection Services

- Removal of cost associated for Land Station 310 – Mayfield West as it was already purchased and the December 31, 2023 DC reserve balance reflects that.

- This change had no impact to the DC rates.

ii. Parks & Recreation

- Updated Mayfield West II parks to account for 4 Community parks at \$3.0 million each, 5 Neighbourhood parks at \$894,000 and 1 Urban Square at \$300,000. The remaining projects referencing park development (not including community centres or skate park) have been removed for clarity.
- This also prompted a review of the Pedestrian Bridges and Town-wide trail development which have both been increased resulting in an increase to the rates.
- The changes to the DC Eligible amount are still well below (\$60.6M) the new maximum calculated funding envelope with the changes reflected above. These two additions also reflect the Town's new Local Service Guidelines whereby the bridges and segments of trails are not local developer responsibility and will be paid for from DCs or could be eligible for credits if built by the developer.
- The impact of this change is an increase to the rates of about 7% or \$1,492 on a single or semi-detached home. Note – this change is not impacted by the changes to the LOS analysis above as the DC-recoverable amount is below the calculated funding envelope.

iii. By-law Enforcement

- New information has become available to indicate the Court Expansion will now be a new Court location requiring both additional land and a facility double the size of the existing. The estimated cost of this is \$34.0M with a benefit to existing of replacing the existing space in Town Hall. That space will continue to be part of the Town's inventory of assets used for general administrative function.
- The DC Eligible cost recovered from this 2024 DC By-law are now maximized at the maximum permissible funding envelope of \$8.5M with the remaining DC eligible cost eligible for recovery from other growth funding tools or future DC Background Studies.
- This change increased the rates by 12% or 39% per single detached unit and 11% increase or 0.11 per square meter for non-residential development.

iv. Services Related to a Highway: Operations

- Removal of cost associated with land for Yard Four as it was already purchased and the December 31, 2023 DC reserve balance reflects that. Note the Services Related to a Highway reserve was combined in the 2019 DC Study.

- This has decreased the calculated DC rates by 8% for both residential and non-residential rates.

v. Services Related to a Highway: Roads & Related

- Project #2.5.6 – McLaughlin Rd (Mayfield Road to Lippa Drive) gross cost has been updated to reflect \$177,963.60 of utility relocation costs. Additionally the BTE share has been reviewed and updated to reflect the 2015 Financial Agreement. This segment in the 2024 Study reflects both 1a and 1b road segments as listed in the agreement and a weighted BTE of 48% has been applied to project #2.5.6.
- This has marginally increased the rates of about \$6 per SDU and \$0.02 for non-residential rates.
- Project #2.5.11 “Tim Manley Ave” and Project # 2.5.29 “Tim Manley Avenue and Collector Road F (north leg) Modified Interchange” shifted the recovery costs in-period.
- This change had no impact to the DC rates as the total in-period recoverable is the same with the costs for another project being shifted to the post-2033 period. As development proceeds in the Town, DC reserves will be allocated to fund projects according to the Town’s annual capital budget and efforts will be made to align projects with other works in the roads right-of-way.

F. UPDATED DC RATES TO BE PRESENTED TO COUNCIL

Service	Calculated Charge per Capita	Singles & Semis	Apartments (>70m ²)	Small Units (70m ² or less)	Other Residential Dwellings	Special Care Dwelling Units
Fire Protection Services	\$1,137.40	\$4,139	\$2,846	\$1,670	\$3,752	\$1,137
Parks & Recreation	\$5,880.29	\$21,398	\$14,712	\$8,634	\$19,399	\$5,880
Library Services	\$421.04	\$1,532	\$1,053	\$618	\$1,389	\$421
By-law Enforcement	\$103.95	\$378	\$260	\$153	\$343	\$104
Development Related Studies	\$166.00	\$604	\$415	\$244	\$548	\$166
Services Related to a Highway: Operations	\$1,204.64	\$4,384	\$3,014	\$1,769	\$3,974	\$1,205
Services Related to a Highway: Roads & Related	\$7,272.46	\$26,464	\$18,195	\$10,678	\$23,992	\$7,272
Total Municipal Wide Services	\$16,185.77	\$58,899	\$40,495	\$23,766	\$53,397	\$16,185
PPU	-	3.64	2.50	1.47	3.30	1.00

Service	Calculated Charge per m²
Fire Protection Services	\$11.80
Parks & Recreation	\$0.00
Library Services	\$0.00
By-law Enforcement	\$1.08
Development Related Studies	\$1.72
Services Related to a Highway: Operations	\$12.50
Services Related to a Highway: Roads & Related	\$75.46
Total Municipal Wide Services	\$102.56

APPENDIX A
UPDATED DC STUDY TABLES

Appendix B.1 - Table B.1-1
Town of Caledon
Inventory of Capital Assets
Fire Protection Services

Buildings	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/sq.ft.)	
Firehall No. 1 - Alton	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	2,921	4,834	\$ 580
Firehall No. 2 - Bolton	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	10,003	21,000	21,000	21,000	21,000	21,000	\$ 800
Firehall No. 3 - Caledon East	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	\$ 580
Firehall No. 4 - Cheltenham	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	7,381	\$ 580
Firehall No. 5 - Inglewood	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	5,767	\$ 520
Firehall No. 6 - Palgrave	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	2,977	4,871	\$ 580
Firehall No. 7 - Snelgrove	5,800	5,800	5,800	5,800	6,754	6,754	6,754	6,754	6,754	6,754	6,754	6,754	6,754	6,754	6,754	6,754	\$ 890
Firehall No. 8 - Mono Mills	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	2,965	5,353	\$ 490
Firehall No. 9 - Caledon Village	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	7,212	\$ 890
Portable	3,540	3,540	3,540	3,540	-	-	-	-	-	-	-	-	-	-	-	-	\$ 150
Fire Administration Building	-	-	-	-	7,340	7,340	7,340	7,340	7,340	7,340	7,340	7,340	7,340	7,340	7,340	7,340	\$ 770
Total (sq.ft.)	58,565	58,565	58,565	58,565	63,319	63,319	63,319	63,319	63,319	63,319	74,316	74,316	74,316	74,316	80,511		
Total (\$000)	\$ 38,067.0	\$ 38,067.0	\$ 38,067.0	\$ 38,067.0	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 52,834.5	\$ 52,834.5	\$ 52,834.5	\$ 52,834.5	\$ 56,212.6		

Land	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/hectare)
Firehall No. 1 - Alton	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	\$ 6,116,000
Firehall No. 2 - Bolton	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	1.25	1.25	1.25	1.25	1.25	1.25	\$ 6,116,000
Firehall No. 3 - Caledon East	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	\$ 6,116,000
Firehall No. 4 - Cheltenham	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	\$ 5,467,500
Firehall No. 5 - Inglewood	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	\$ 5,467,500
Firehall No. 6 - Palgrave	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$ 5,467,500
Firehall No. 7 - Snelgrove	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	\$ 5,467,500
Firehall No. 8 - Mono Mills	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$ 5,467,500
Firehall No. 9 - Caledon Village	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	\$ 6,116,000
Portable	0.23	0.23	0.23	0.23	-	-	-	-	-	-	-	-	-	-	-	\$ 5,467,500
Fire Administration Building	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	\$ 6,116,000
Total (acres)	4.38	4.38	4.38	4.38	4.15	4.15	4.15	4.15	4.15	5.27	5.27	5.27	5.27	5.27	5.27	
Total (\$000)	\$ 25,839.5	\$ 25,839.5	\$ 25,839.5	\$ 25,839.5	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	

Appendix B.1 - Table B.1-1
Town of Caledon
Inventory of Capital Assets
Fire Protection Services

Vehicles	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/vehicle)
Pumpers	8	8	8	7	7	7	7	7	7	7	6	6	6	6	6	\$ 1,200,000
Tankers	2	2	2	2	2	2	2	2	2	2	-	-	-	-	-	\$ 700,000
Pumper/Rescues	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	\$ 1,500,000
Pumper Aerial	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$ 2,000,000
Pumper Tankers	7	7	8	8	8	8	8	8	8	8	8	9	9	9	9	\$ 1,000,000
Tactical Unit 4x4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$ 450,000
Command Unit	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	\$ 800,000
Vans	2	2	2	2	2	2	-	-	-	-	-	-	-	-	-	\$ 87,000
SUVs	3	3	3	3	3	4	4	4	4	4	4	6	7	7	7	\$ 90,000
Platform Aerial	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	\$ 3,000,000
Utility Vehicle	-	-	1	1	1	1	1	3	3	3	2	2	2	2	2	\$ 45,000
Fire Life Safety Trailer	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	\$ 75,000
Utility Trailer	2	2	2	2	2	3	3	3	3	5	5	5	5	5	5	\$ 23,000
Small Vehicles	-	-	-	-	-	-	3	3	4	4	4	4	4	4	4	\$ 48,000
Pick-up Trucks	-	-	1	1	1	1	1	3	3	3	3	4	5	5	5	\$ 100,000
Rehab Unit	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$ 250,000
Total (#)	37	37	41	41	41	43	44	48	49	51	48	51	53	53	53	
Total (\$000)	\$ 35,690.0	\$ 35,690.0	\$ 39,835.0	\$ 38,710.0	\$ 38,710.0	\$ 38,823.0	\$ 38,793.0	\$ 39,083.0	\$ 39,131.0	\$ 39,177.0	\$ 36,982.0	\$ 37,262.0	\$ 37,452.0	\$ 37,452.0	\$ 37,452.0	

Equipment	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/unit)
Auto-Extraction	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	\$ 75,000
Ventilators, Defib, Suction, Pulse	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	\$ 30,000
SCBA	150	150	150	150	150	150	154	154	154	154	154	154	154	154	155	\$ 10,000
Equipped Fire Fighters (eg. Bunker Gear, Pagers, etc.)	255	255	255	255	255	265	265	265	280	280	280	280	285	290	300	\$ 8,000
SCBA Cylinders	402	402	402	402	402	402	410	410	410	410	457	457	457	457	457	\$ 1,800
Port-A-Pump, K12, Generators, Bullet Saw, Fans	9	9	9	9	9	9	9	9	9	9	18	18	18	18	18	\$ 35,000
Hose Appliances	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	\$ 70,000
Compressor	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	\$ 80,000
Radios	9	9	9	9	9	9	9	9	9	9	10	10	10	10	10	\$ 172,500
Total (#)	890	891	891	891	891	901	913	913	928	928	985	985	990	995	1,006	
Total (\$000)	\$ 9,751.1	\$ 9,831.1	\$ 9,831.1	\$ 9,831.1	\$ 9,831.1	\$ 9,911.1	\$ 9,965.5	\$ 9,965.5	\$ 10,085.5	\$ 10,085.5	\$ 10,657.6	\$ 10,657.6	\$ 10,697.6	\$ 10,737.6	\$ 10,827.6	

Appendix B.1 - Table B.1-2

Town of Caledon
 Calculation of Service Levels
 Fire Protection Services

Historical Population & Employment	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Historical Population	58,484	58,970	59,460	60,806	62,183	63,591	65,031	66,502	68,409	70,371	72,389	74,465	76,600	77,902	79,654
Historical Employment	19,322	19,640	19,963	20,722	21,510	22,328	23,177	24,059	24,873	25,715	26,585	27,484	28,414	30,282	32,273
Total	77,806	78,610	79,423	81,528	83,693	85,919	88,208	90,561	93,282	96,086	98,974	101,949	105,014	108,184	111,927

Inventory Summary (\$000)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Buildings	\$ 38,067.0	\$ 38,067.0	\$ 38,067.0	\$ 38,067.0	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 44,036.9	\$ 52,834.5	\$ 52,834.5	\$ 52,834.5	\$ 52,834.5	\$ 56,212.6
Land	\$ 25,839.5	\$ 25,839.5	\$ 25,839.5	\$ 25,839.5	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 24,583.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7	\$ 31,433.7
Vehicles	\$ 35,690.0	\$ 35,690.0	\$ 39,835.0	\$ 38,710.0	\$ 38,710.0	\$ 38,823.0	\$ 38,793.0	\$ 39,083.0	\$ 39,131.0	\$ 39,177.0	\$ 36,982.0	\$ 37,262.0	\$ 37,452.0	\$ 37,452.0	\$ 37,452.0
Equipment	\$ 9,751.1	\$ 9,831.1	\$ 9,831.1	\$ 9,831.1	\$ 9,831.1	\$ 9,911.1	\$ 9,965.5	\$ 9,965.5	\$ 10,085.5	\$ 10,085.5	\$ 10,657.6	\$ 10,657.6	\$ 10,697.6	\$ 10,737.6	\$ 10,827.6
Total (\$000)	\$ 109,347.6	\$ 109,427.6	\$ 113,572.6	\$ 112,447.6	\$ 117,161.7	\$ 117,354.7	\$ 117,379.1	\$ 117,669.1	\$ 117,837.1	\$ 124,733.0	\$ 131,907.7	\$ 132,187.7	\$ 132,417.7	\$ 132,457.7	\$ 135,925.9

Service Level (\$/population & employment)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Average
Buildings	\$ 489.26	\$ 484.25	\$ 479.29	\$ 466.92	\$ 526.17	\$ 512.54	\$ 499.24	\$ 486.27	\$ 472.08	\$ 458.31	\$ 533.82	\$ 518.24	\$ 503.12	\$ 488.38	\$ 502.23	\$ 494.67
Land	\$ 332.10	\$ 328.70	\$ 325.34	\$ 316.94	\$ 293.74	\$ 286.13	\$ 278.70	\$ 271.46	\$ 263.54	\$ 327.14	\$ 317.60	\$ 308.33	\$ 299.33	\$ 290.56	\$ 280.84	\$ 301.36
Vehicles	\$ 458.70	\$ 454.01	\$ 501.55	\$ 474.81	\$ 462.52	\$ 451.86	\$ 439.79	\$ 431.57	\$ 419.49	\$ 407.73	\$ 373.65	\$ 365.50	\$ 356.64	\$ 346.19	\$ 334.61	\$ 418.57
Equipment	\$ 125.33	\$ 125.06	\$ 123.78	\$ 120.59	\$ 117.47	\$ 115.35	\$ 112.98	\$ 110.04	\$ 108.12	\$ 104.96	\$ 107.68	\$ 104.54	\$ 101.87	\$ 99.25	\$ 96.74	\$ 111.58
Total (\$/capita & employee)	\$ 1,405.39	\$ 1,392.03	\$ 1,429.97	\$ 1,379.25	\$ 1,399.90	\$ 1,365.88	\$ 1,330.71	\$ 1,299.34	\$ 1,263.24	\$ 1,298.14	\$ 1,332.75	\$ 1,296.61	\$ 1,260.95	\$ 1,224.38	\$ 1,214.42	\$ 1,326.20

Town of Caledon
 Calculation of Maximum Allowable Funding Envelope
 Fire Protection Services

15 Year Average Service Level (2009 - 2023)	\$ 1,326.20
Net Population & Employment Growth (2024 - 2033)	70,490
Maximum Allowable Funding Envelope	\$ 93,483,938



Appendix B.1-Table B.1-3
Town of Caledon
Development-Related Capital Program
Fire Protection Services

Project Number	Project Description	Timing (Start)	Timing (End)	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
1.01	Recovery of Negative Reserve Fund Balance	2024	2024	\$ 14,491,930	\$ -	\$ 14,491,930	0%	\$ -	\$ 14,491,930	\$ -	\$ 14,491,930	\$ -
1.02	Fire Training Facility (additional costs)	2024	2024	\$ 3,545,104	\$ -	\$ 3,545,104	25%	\$ 886,276	\$ 2,658,828	\$ -	\$ 2,658,828	\$ -
1.03	Addition to Caledon Village Fire Station (10,000 sq.ft.) - Station 9	2025	2026	\$ 16,000,000	\$ -	\$ 16,000,000	0%	\$ -	\$ 16,000,000	\$ -	\$ 16,000,000	\$ -
1.04	New Tanker/Pumper - Station 310 Mayfield West	2024	2024	\$ 1,100,000	\$ -	\$ 1,100,000	0%	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	\$ -
1.05	Vehicle Equipment Tanker/Platform - Station 310	2024	2024	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ 631,000	\$ -
1.06	New Pumper/Rescue Vehicle - Station 310 Mayfield West	2024	2024	\$ 1,500,000	\$ -	\$ 1,500,000	0%	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.07	Vehicle Equipment Pumper/Rescue - Station 310	2024	2024	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ 631,000	\$ -
1.08	New Fire Station 310 - Mayfield West	2024	2026	\$ 12,000,000	\$ -	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -
1.09	Land for Station 310 - Mayfield West	2025	2025	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
1.10	New Fire Station 311 - Dixie	2026	2028	\$ 15,000,000	\$ -	\$ 15,000,000	0%	\$ -	\$ 15,000,000	\$ -	\$ 8,339,181	\$ 6,660,819
1.11	Land for Station 311 - Dixie	2024	2025	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -
1.12	New Platform Aerial Vehicle - Station 311 Dixie	2027	2027	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
1.13	New Technical Rescue Truck - Station 311 Dixie	2027	2027	\$ 1,500,000	\$ -	\$ 1,500,000	0%	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
1.14	Vehicle Equipment Platform Aerial - Station 311 Dixie	2027	2027	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ 631,000	\$ -
1.15	Vehicle Equipment Technical Rescue - Station 311 Dixie	2027	2027	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ 631,000	\$ -
1.16	Station 312 - Land Macville (Bolton West)	2024	2025	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -
1.17	Station 312 - Building - Macville (Bolton West)	2026	2028	\$ 15,000,000	\$ -	\$ 15,000,000	0%	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
1.18	Station 312 - New Pumper/Rescue - Macville (Bolton West)	2033	2033	\$ 1,600,000	\$ -	\$ 1,600,000	0%	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
1.19	Station 312 - New Vehicle Equipment - Macville (Bolton West)	2033	2033	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ -	\$ 631,000
1.20	Station 313 - Land - Bolton South	2026	2026	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -
1.21	Station 313 - Building - Bolton South	2027	2029	\$ 15,000,000	\$ -	\$ 15,000,000	0%	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
1.22	Station 313 - New Pumper/Rescue - Bolton South	2030	2030	\$ 1,600,000	\$ -	\$ 1,600,000	0%	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
1.23	Station 313 - Vehicles Equipment - Bolton South	2030	2030	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ -	\$ 631,000
1.24	Station 313 - New Hazard Materials Equipmet - Bolton South	2030	2030	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
1.25	Station 307 Relocate - New Land	2030	2030	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000
1.26	Station 307 Rebuild - Building	2033	2035	\$ 15,000,000	\$ -	\$ 15,000,000	56%	\$ 8,442,500	\$ 6,557,500	\$ -	\$ -	\$ 6,557,500
1.27	Station 307 - New Heavy Rescue (Hwy 413)	2035	2035	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
1.28	Station 307 - New Equipment	2035	2035	\$ 650,000	\$ -	\$ 650,000	0%	\$ -	\$ 650,000	\$ -	\$ -	\$ 650,000
1.29	Station 314 - New Land - Innis Lake Rd	2035	2035	\$ 10,000,000	\$ -	\$ 10,000,000	0%	\$ -	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000
1.30	Station 314 - New Building - Innis Lake Rd	2035	2035	\$ 15,000,000	\$ -	\$ 15,000,000	0%	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
1.31	Station 314 - New Command Post	2035	2035	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
1.32	Station 314 - New Air Light Truck	2035	2035	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
1.35	Station 314 - Pumper/Rescue	2033	2033	\$ 1,700,000	\$ -	\$ 1,700,000	0%	\$ -	\$ 1,700,000	\$ -	\$ -	\$ 1,700,000
1.33	Station 314 - Vehicles Equipment - Pumper / Rescue	2035	2035	\$ 631,000	\$ -	\$ 631,000	0%	\$ -	\$ 631,000	\$ -	\$ -	\$ 631,000
1.34	Station 314 - Vehicles Equipment - Command Post	2035	2035	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
1.35	Station 314 - Vehicles Equipment - Air light	2035	2035	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
1.36	Platoon Chief Command Vehicle	2024	2024	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
1.37	New Public Educator Vehicle	2024	2024	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ -
1.38	New Fire Inspector Vehicle for New Inspector	2026	2026	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ -
1.39	New Fire Inspector Vehicle for New Inspector	2029	2029	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ -	\$ 55,000
1.40	New Fire Inspector Vehicle for New Inspector	2032	2032	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ -	\$ 55,000
1.41	New Fire Inspector Vehicle for New Inspector	2035	2035	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ -	\$ 55,000
1.42	New Vehicle for Chief Training Officer	2024	2024	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ -
1.43	New Vehicle for New Training Officer	2028	2028	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ -
1.44	New Vehicle for New Training Officer	2032	2032	\$ 55,000	\$ -	\$ 55,000	0%	\$ -	\$ 55,000	\$ -	\$ -	\$ 55,000
T1	Total	N/A		\$ 193,194,034	\$ -	\$ 193,194,034	N/A	\$ 9,328,776	\$ 183,865,258	\$ -	\$ 93,483,938	\$ 90,381,319



Appendix B.2 - Table B.2-1
Town of Caledon
Inventory of Capital Assets
Parks & Recreation

Parkland	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/hectares)
ALTON																
Ball Park/Alton School - Station St. & Main St.	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 290,000
Emeline St. Parkette - Emeline Street	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	\$ 104,000
BELFOUNTAIN																
Tennis/School - Bush Street	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$ 428,000
Foresters Park - River Road	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$ 198,000
BOLTON																
Caledon North Hill Park - (incl skatepark)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	\$ 176,000
R.J Moffatt Park	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	\$ 180,000
Fountainbridge Park - Fountainbridge Dr.	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	\$ 172,000
Foundry St. Park - Foundry Street	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	\$ 124,000
Dicks Dam - Glasgow Rd.	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	\$ 71,000
Ellwood Drive	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	\$ 93,000
Heritage Hills Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 395,000
Ruth and Richard Hunt Park - Kingsview Dr.	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	\$ 138,000
Mill Park - Mill Street	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	\$ 91,000
Sant Farm Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 395,000
Stephen Drive Park - Stephen Drive	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	\$ 194,000
Ted Houston Park - Connaught Crescent	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	\$ 616,000
Bill Whitbread Park - Victoria Street	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 461,000
Edelweiss Park - Glasgow Road	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	\$ 293,000
Jullie's Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 527,000
Dell'Unto Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 658,000
R.J.A Potts Memorial Park	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	\$ 240,000
Humber Grove Park	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$ 395,000
Montrose Farm Park	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$ 132,000
Adam Wallace Memorial Park	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$ 198,000
Hubert Corless Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 395,000

Appendix B.2 - Table B.2-1

Town of Caledon
Inventory of Capital Assets
Parks & Recreation

Parkland	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/hectares)
Tormina Park	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 395,000
Wakely Memorial Park	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 198,000
Russell and Joan Robertson Park	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$ 88,000
Peter Eben Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 632,000
Whitbread Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 527,000
Jack Garrett Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 145,000
Caledon Leash-Free Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 53,000
Vincos Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 658,000
Keith McCreary Park	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 658,000
Humber River Heritage Park	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$ 1,645,000
Johnston Sports Park	-	-	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$ 198,000
Johnston Sports Park - Phase 2	-	-	-	-	-	-	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 318,000
Bolton Camp Challenger Ball Diamond	-	-	-	-	-	-	-	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$ 370,000
Bolton Community Park	-	-	-	-	-	-	-	-	-	2.0	2.0	2.0	2.0	2.0	2.0	\$ 568,000
Bolton Gateway Park	-	-	-	-	-	-	-	-	-	1.3	1.3	1.3	1.3	1.3	1.3	\$ 306,000
CALEDON EAST																
Caledon East Park - Old Church Road	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	\$ 302,000
Soccer Fields (Admin. Centre) - captured in Caledon East Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 90,000
Trans Canada Trail Pavilion Park - Airport Rd.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	\$ 281,000
Elizabeth Tarbox Park	-	-	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	\$ 658,000
Greer Park	-	-	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$ 198,000
CALEDON VILLAGE																
Tennis - Highway #10	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	\$ 308,000
John Alexander Park	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	\$ 154,000
Hawthorne Acres - Hawthorne Ave.	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	\$ 104,000
Mistywood - Mistywood Drive	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	\$ 171,000
Raeburn's Corner	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$ 724,000
Fairgrounds Ball Diamond	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$ 421,000
CHELLENHAM																
Charles Haines Memorial Park - Fire Hall 4	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	\$ 448,000
Beryl Bland Park - Creditview Road	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$ 329,000
Cheltenham Stationlands	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 99,000

Appendix B.2 - Table B.2-1
Town of Caledon
Inventory of Capital Assets
Parks & Recreation

Parkland	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/hectares)
INGLEWOOD																
Ball Park - McLaughlin Rd.	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	\$ 101,000
Tennis - McLaughlin Rd.	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	\$ 115,000
Stationlands	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 132,000
MAYFIELD																
Complex - Bramalea Road	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$ 165,000
MONO MILLS																
Lions Park	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	\$ 93,000
John W. Nichols Park - Richmond St.	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$ 282,000
Victoria Parks - Victoria Crescent	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	\$ 128,000
PALGRAVE																
Ball Park - Mount Hope Rd. (incl rugby)	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	\$ 281,000
Tennis - Pine Avenue	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$ 724,000
Norma Bangay Park	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$ 183,000
Munro St. Park - Munro St.	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$ 296,000
Stonehart Park	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$ 132,000
Stationlands	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 93,000
Rotary Park	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 249,000
TERRA COTTA																
Forge Park - King Street	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$ 564,000
VALLEYWOOD																
Lina Marino Park - Valleywood Blvd.	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$ 206,000
Newhouse Park	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$ 494,000
MAYFIELD WEST																
Topham Park	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 342,000
Dennison Park	-	-	-	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$ 277,000
Snell Park (2014)	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 356,000
Village Blue	-	-	-	-	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	\$ 1,343,000
Bonnieglenn Farm Park	-	-	-	-	-	-	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	\$ 146,000
Wilson Park	-	-	-	-	-	-	-	-	1.4	1.4	1.4	1.4	1.4	1.4	1.4	\$ 529,000
Total (#)	242	243	254	261	264	264	275	275	278	281	281	281	281	281	281	
Total (\$000)	\$ 49,733.0	\$ 49,982.0	\$ 52,501.4	\$ 54,282.4	\$ 56,250.0	\$ 56,250.0	\$ 58,716.0	\$ 58,716.0	\$ 60,196.6	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	

Buildings - Arenas	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/sq.ft.)
Albion Bolton Community Centre	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	59,694	\$ 560
Lloyd Wilson Arena	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	24,422	\$ 560
Total (#)	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	84,116	
Total (\$000)	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	

Appendix B.2 - Table B.2-1

Town of Caledon
Inventory of Capital Assets
Parks & Recreation

Buildings - Community Centre	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/sq.ft.)
Belfountain Community Hall	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	\$ 670
Bolton Kinsmen	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	1,436	\$ 670
Caledon Village Place	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	\$ 670
Cheltenham Hall	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	2,269	\$ 670
Inglewood Community Centre	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	9,182	\$ 670
Old Caledon Township Hall	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	5,866	\$ 670
Victoria Parks Community Centre	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	\$ 670
Senior Centre - Rotary	-	-	6,006	6,006	6,006	6,006	6,006	6,006	6,006	6,006	14,036	14,036	14,036	14,036	14,036	\$ 670
Palgrave Community Centre (CEP)	-	-	-	-	-	-	1,755	1,755	1,755	1,755	1,755	1,755	1,755	1,755	1,755	\$ 670
Town Hall (P&R Admin & Community Space)	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	\$ 670
DiGregorio Bocce Centre	-	-	-	-	-	-	-	-	-	-	-	-	-	7,254	7,254	\$ 670
Margaret Dunn Valleywood	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	1,865	\$ 670
Alton Library & Community Centre (CC only)	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	3,789	\$ 670
Total (#)	67,940	67,940	73,946	73,946	73,946	73,946	75,701	75,701	75,701	75,701	83,731	83,731	83,731	90,985	92,895	
Total (\$000)	\$ 26,418.5	\$ 26,418.5	\$ 30,442.5	\$ 30,442.5	\$ 30,442.5	\$ 30,442.5	\$ 31,618.4	\$ 31,618.4	\$ 31,618.4	\$ 31,618.4	\$ 36,998.5	\$ 36,998.5	\$ 36,998.5	\$ 41,858.7	\$ 41,858.7	

Buildings - Indoor Pool	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/sq.ft.)
Caledon Centre for Recreation and Wellness	67,540	67,540	67,540	91,716	91,716	91,716	91,716	91,716	91,716	91,716	91,716	91,716	91,716	91,716	91,716	\$ 800
Caledon East Community Complex	54,516	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	92,465	144,465	\$ 800
Caledon Indoor Pool	6,471	6,471	6,471	6,471	6,471	-	-	-	-	-	-	-	-	-	-	\$ 800
Mayfield Recreation Complex	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	75,303	\$ 800
Southfields Community Centre	-	-	-	-	-	-	-	-	-	-	-	64,831	64,831	64,831	64,831	\$ 800
Total (#)	203,830	241,779	241,779	265,955	265,955	259,484	259,484	259,484	259,484	259,484	259,484	324,315	324,315	324,315	376,315	
Total (\$000)	\$ 163,064.0	\$ 193,423.2	\$ 193,423.2	\$ 212,764.0	\$ 212,764.0	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 259,452.0	\$ 259,452.0	\$ 259,452.0	\$ 301,052.0	

Land	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/hectare)
Albion Bolton Community Centre	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$ 6,116,000
Belfountain Community Hall	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$ 6,116,000
Bolton Kinsmen	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$ 6,116,000
Caledon Centre for Recreation and Wellness	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	\$ 6,116,000
Caledon East Community Complex	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	\$ 6,116,000
Caledon Indoor Pool	6.3	6.3	6.3	6.3	6.3	6.3	6.3	-	-	-	-	-	-	-	-	\$ 6,116,000
Caledon Village Place	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$ 6,116,000
Cheltenham Hall	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	\$ 6,116,000
Inglewood Community Centre	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	\$ 6,116,000
Lloyd Wilson Arena	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	\$ 6,116,000
Mayfield Recreation Complex	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	\$ 6,116,000
Old Caledon Township Hall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.4	\$ 6,116,000
Victoria Parks Community Centre	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$ 6,116,000
Senior Centre - Rotary	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
Southfields Community Centre	-	-	-	-	-	-	-	-	-	-	3.5	3.5	3.5	3.5	3.5	\$ 6,116,000
DiGregorio Bocce Centre	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	\$ 6,116,000
Municipal Lot Bolton	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$ 6,116,000
Municipal Lot Caledon Village Place	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	\$ 6,116,000
Margaret Dunn Valleywood	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$ 6,116,000
Total (#)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	26.8	26.8	26.8	30.6	30.6	30.6	30.6	30.6	
Total (\$000)	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 163,682.3	\$ 163,682.3	\$ 163,682.3	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9	



Appendix B.2 - Table B.2-1
Town of Caledon
Inventory of Capital Assets
Parks & Recreation

Additional Amenities	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/unit)
Caledon East Splash Pad	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	\$ 300,000
Lighting of Existing Soccer Pitch - Caledon East	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	\$ 1,500,000
North Hill Park - Fitness Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$ 75,000
Foundry Park - Fitness Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$ 75,000
Ted Houston Park - Natural Playground	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$ 900,000
Alton Park - Pump Track	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	\$ 500,000
Alton Park - Skate Park	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	\$ 500,000
Charles Haines Memorial Park - Fire Hall 4 (Shade Structure)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$ 100,000
Total (#)	1	1	1	1	1	1	1	2	2	3	4	4	4	8	8	
Total (\$000)	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 400.0	\$ 400.0	\$ 1,900.0	\$ 2,400.0	\$ 2,400.0	\$ 2,400.0	\$ 3,950.0	\$ 3,950.0	

Trails	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/kilometre)
Developed Trails	46.2	46.2	46.2	46.2	46.2	47.0	47.5	48.3	49.1	49.1	49.1	49.1	49.1	49.1	49.1	\$ 743,280
Trailway Bridge, Hwy. 10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$ 1,686,000
MW 1 Trail Bridge 1	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 167,000
MW 1 Trail Bridge 2	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 228,000
MW 1 Trail Bridge 3	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$ 209,000
Total (#)	46	46	46	46	46	48	50	51	52	52	52	52	52	52	52	
Total (\$000)	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 35,438.4	\$ 36,038.0	\$ 36,632.6	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	

Appendix B.2 - Table B.2-2

Town of Caledon
 Calculation of Service Levels
 Parks & Recreation

Historical Population	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Historical Population	58,484	58,970	59,460	60,806	62,183	63,591	65,031	66,502	68,409	70,371	72,389	74,465	76,600	77,902	79,654
Total	58,484	58,970	59,460	60,806	62,183	63,591	65,031	66,502	68,409	70,371	72,389	74,465	76,600	77,902	79,654

Inventory Summary (\$000)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Parkland	\$ 49,733.0	\$ 49,982.0	\$ 52,501.4	\$ 54,282.4	\$ 56,250.0	\$ 56,250.0	\$ 58,716.0	\$ 58,716.0	\$ 60,196.6	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4	\$ 61,730.4
Buildings - Arenas	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0	\$ 47,105.0
Buildings - Community Centre	\$ 26,418.5	\$ 26,418.5	\$ 30,442.5	\$ 30,442.5	\$ 30,442.5	\$ 30,442.5	\$ 31,618.4	\$ 31,618.4	\$ 31,618.4	\$ 31,618.4	\$ 36,998.5	\$ 36,998.5	\$ 36,998.5	\$ 41,858.7	\$ 41,858.7
Buildings - Indoor Pool	\$ 163,064.0	\$ 193,423.2	\$ 193,423.2	\$ 212,764.0	\$ 212,764.0	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 207,587.2	\$ 259,452.0	\$ 259,452.0	\$ 259,452.0	\$ 301,052.0
Land	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 201,968.4	\$ 163,682.3	\$ 163,682.3	\$ 163,682.3	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9	\$ 187,228.9
Additional Amenities	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 400.0	\$ 400.0	\$ 1,900.0	\$ 2,400.0	\$ 2,400.0	\$ 2,400.0	\$ 3,950.0	\$ 3,950.0
Trails	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 34,676.7	\$ 35,438.4	\$ 36,038.0	\$ 36,632.6	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2	\$ 37,436.2
Total (\$000)	\$ 523,065.6	\$ 553,673.8	\$ 560,217.2	\$ 581,339.0	\$ 583,306.6	\$ 578,891.5	\$ 583,133.0	\$ 545,741.4	\$ 548,025.6	\$ 551,059.4	\$ 580,486.1	\$ 632,350.9	\$ 632,350.9	\$ 638,761.1	\$ 680,361.1

Service Level (\$/population)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Average
Parkland	\$ 850.37	\$ 847.58	\$ 882.97	\$ 892.71	\$ 904.59	\$ 884.56	\$ 902.89	\$ 882.92	\$ 879.95	\$ 877.21	\$ 852.76	\$ 828.99	\$ 805.88	\$ 792.41	\$ 774.98	\$ 857.39
Buildings - Arenas	\$ 805.43	\$ 798.80	\$ 792.21	\$ 774.68	\$ 757.52	\$ 740.75	\$ 724.35	\$ 708.32	\$ 688.58	\$ 669.38	\$ 650.72	\$ 632.58	\$ 614.95	\$ 604.67	\$ 591.37	\$ 703.62
Buildings - Community Centre	\$ 451.72	\$ 448.00	\$ 511.98	\$ 500.65	\$ 489.56	\$ 478.72	\$ 486.20	\$ 475.45	\$ 462.20	\$ 449.31	\$ 511.11	\$ 496.86	\$ 483.01	\$ 537.33	\$ 525.51	\$ 487.17
Buildings - Indoor Pool	\$ 2,788.18	\$ 3,280.03	\$ 3,253.00	\$ 3,499.06	\$ 3,421.58	\$ 3,264.41	\$ 3,192.13	\$ 3,121.52	\$ 3,034.50	\$ 2,949.90	\$ 2,867.66	\$ 3,484.21	\$ 3,387.10	\$ 3,330.50	\$ 3,779.51	\$ 3,243.55
Land	\$ 3,453.40	\$ 3,424.94	\$ 3,396.71	\$ 3,321.52	\$ 3,247.97	\$ 3,176.05	\$ 3,105.73	\$ 2,461.31	\$ 2,392.70	\$ 2,325.99	\$ 2,586.43	\$ 2,514.32	\$ 2,444.24	\$ 2,403.40	\$ 2,350.54	\$ 2,840.35
Additional Amenities	\$ 1.71	\$ 1.70	\$ 1.68	\$ 1.64	\$ 1.61	\$ 1.57	\$ 1.54	\$ 6.01	\$ 5.85	\$ 27.00	\$ 33.15	\$ 32.23	\$ 31.33	\$ 50.70	\$ 49.59	\$ 16.49
Trails	\$ 592.93	\$ 588.04	\$ 583.19	\$ 570.28	\$ 557.66	\$ 557.29	\$ 554.17	\$ 550.85	\$ 547.24	\$ 531.98	\$ 517.15	\$ 502.74	\$ 488.72	\$ 480.56	\$ 469.99	\$ 539.52
Total (\$/capita & employee)	\$ 8,943.74	\$ 9,389.08	\$ 9,421.75	\$ 9,560.55	\$ 9,380.48	\$ 9,103.36	\$ 8,967.00	\$ 8,206.39	\$ 8,011.02	\$ 7,830.77	\$ 8,018.98	\$ 8,491.92	\$ 8,255.23	\$ 8,199.57	\$ 8,541.49	\$ 8,688.09

Town of Caledon
 Calculation of Maximum Allowable Funding Envelope
 Parks & Recreation

15 Year Average Service Level (2009 - 2023)	\$ 8,688.09
Net Population Growth (2024 - 2033)	46,088
Maximum Allowable Funding Envelope	\$ 400,419,109



Appendix B.2-Table B.2-3
Town of Caledon
Development-Related Capital Program
Parks & Recreation

Project Number	Project Description	Timing (Start)	Timing (End)	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
2.01	Recovery of Negative Reserve Fund Balance	2024	2024	\$ 12,011,820	\$ -	\$ 12,011,820	0%	\$ -	\$ 12,011,820	\$ -	\$ 12,011,820	\$ -
2.02	Hardball Diamonds (2) - Bolton	2024	2024	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.03	Caledon East Skatepark	2027	2027	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
2.04	Neighbourhood Park - Caledon East	2024	2024	\$ 894,000	\$ -	\$ 894,000	0%	\$ -	\$ 894,000	\$ -	\$ 894,000	\$ -
2.05	Parkette - Cheltenham	2025	2025	\$ 389,000	\$ -	\$ 389,000	0%	\$ -	\$ 389,000	\$ -	\$ 389,000	\$ -
2.06	Community Park Mayfield West	2024	2024	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.07	Dennison Park Washroom Building	2024	2024	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
2.08	Mayfield West Outdoor Ice Rink	2024	2024	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ -
2.09	Community Park - Bolton	2030	2033	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.10	Community Park - Bolton	2028	2030	\$ 1,500,000	\$ -	\$ 1,500,000	0%	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
2.11	Neighbourhood Parks (4) - Bolton	2028	2033	\$ 3,576,000	\$ -	\$ 3,576,000	0%	\$ -	\$ 3,576,000	\$ -	\$ 3,576,000	\$ -
2.12	Community Park Caledon East	2026	2027	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.13	Community Park - Mayfield West II (4 Parks)	2026	2029	\$ 12,000,000	\$ -	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -
2.14	Neighbourhood Park - Mayfield West II (5 Parks)	2025	2025	\$ 4,470,000	\$ -	\$ 4,470,000	0%	\$ -	\$ 4,470,000	\$ -	\$ 4,470,000	\$ -
2.15	Urban Square - Mayfield West II (1 Park)	2025	2025	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ -
2.16	Trail Development - Town Wide	2024	2026	\$ 2,282,400	\$ -	\$ 2,282,400	0%	\$ -	\$ 2,282,400	\$ -	\$ 2,282,400	\$ -
2.17	1 Neighbourhood Park - Caledon East	2026	2026	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
2.18	Mayfield West II Skatepark	2027	2027	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
2.19	Mayfield West Skatepark	2024	2024	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
2.20	2 Tennis Courts - Caledon East	2027	2028	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
2.21	Medium Duty Trucks (2) (to be split 50% roads -50% parks)	2024	2028	\$ 170,000	\$ -	\$ 170,000	0%	\$ -	\$ 170,000	\$ -	\$ 170,000	\$ -
2.22	Tournament Sports Park (15 Acres) - MayfieldWest II by Rec Facility	2025	2026	\$ 3,600,000	\$ 1,500,000	\$ 2,100,000	0%	\$ -	\$ 2,100,000	\$ -	\$ 2,100,000	\$ -
2.23	Trailers (2) (to be split 50% roads - 50% parks)	2024	2028	\$ 18,000	\$ -	\$ 18,000	0%	\$ -	\$ 18,000	\$ -	\$ 18,000	\$ -
2.24	Garbage Truck (1)	2024	2028	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
2.25	Forestry Chip Dump Box with Crane Truck (1)	2024	2028	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
2.26	Light Duty Pick-Ups (2) (Green Fleet)	2029	2033	\$ 230,000	\$ -	\$ 230,000	0%	\$ -	\$ 230,000	\$ -	\$ 230,000	\$ -
2.27	Medium Duty Landscape Trucks (3)	2029	2033	\$ 510,000	\$ -	\$ 510,000	0%	\$ -	\$ 510,000	\$ -	\$ 510,000	\$ -
2.28	Trackless Sidewalk Machine (3)	2029	2033	\$ 810,000	\$ -	\$ 810,000	0%	\$ -	\$ 810,000	\$ -	\$ 810,000	\$ -
2.29	Landscape Trailers (2)	2029	2033	\$ 36,000	\$ -	\$ 36,000	0%	\$ -	\$ 36,000	\$ -	\$ 36,000	\$ -
2.30	Garbage Truck (1)	2029	2033	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
2.31	Forestry Bucket Truck with Elevator (1)	2029	2033	\$ 450,000	\$ -	\$ 450,000	0%	\$ -	\$ 450,000	\$ -	\$ 450,000	\$ -
2.32	Gator (1) side by side	2024	2024	\$ 64,000	\$ -	\$ 64,000	0%	\$ -	\$ 64,000	\$ -	\$ 64,000	\$ -
2.33	Bolt EUV (2)	2024	2024	\$ 111,000	\$ -	\$ 111,000	0%	\$ -	\$ 111,000	\$ -	\$ 111,000	\$ -

Appendix B.2-Table B.2-3
Town of Caledon
Development-Related Capital Program
Parks & Recreation

Project Number	Project Description	Timing (Start)	Timing (End)	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
2.34	Zero Turn Mowers (2)	2024	2028	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
2.35	Zero Turn Mowers (2)	2029	2033	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
2.36	Forestry Chipper (1)	2024	2028	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
2.37	Turf Mower (1)	2024	2024	\$ 135,000	\$ -	\$ 135,000	0%	\$ -	\$ 135,000	\$ -	\$ 135,000	\$ -
2.38	Community Park - Mayfield West II	2027	2027		\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
2.39	Neighbourhood Park - Mayfield West II	2028	2028		\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
2.40	Neighbourhood Park - Caledon East	2027	2027	\$ 894,000	\$ -	\$ 894,000	0%	\$ -	\$ 894,000	\$ -	\$ 894,000	\$ -
2.41	Dog Park (Caledon East)	2024	2024	\$ 85,082	\$ -	\$ 85,082	0%	\$ -	\$ 85,082	\$ -	\$ 85,082	\$ -
2.42	Mayfield Recreation Complex Expansion	2024	2027	\$ 30,000,000	\$ -	\$ 30,000,000	20%	\$ 6,000,000	\$ 24,000,000	\$ -	\$ 24,000,000	\$ -
2.43	Mayfield West Facility 2	2024	2027	\$ 70,000,000	\$ -	\$ 70,000,000	0%	\$ -	\$ 70,000,000	\$ -	\$ 70,000,000	\$ -
2.44	Bolton Indoor Recreation Centre	2027	2029	\$ 70,000,000	\$ -	\$ 70,000,000	0%	\$ -	\$ 70,000,000	\$ -	\$ 70,000,000	\$ -
2.45	Rail to Trail Conversion	2025	2030	\$ 12,800,000	\$ -	\$ 12,800,000	25%	\$ 3,200,000	\$ 9,600,000	\$ -	\$ 9,600,000	\$ -
2.46	Johnston Sports Park Phase 5	2025	2025	\$ 3,500,000	\$ -	\$ 3,500,000	0%	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ -
2.47	Johnston Sports Park Phase 6	2028	2028	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
2.48	Johnston Sports Park Sports Field (beside Indoor Facility)	2030	2030	\$ 2,500,000	\$ -	\$ 2,500,000	0%	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -
2.49	Mayfield West Phase 2, Stage 3	2026	2033		\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
2.50	Wildfield	2026	2033	\$ 7,445,000	\$ -	\$ 7,445,000	0%	\$ -	\$ 7,445,000	\$ -	\$ 7,445,000	\$ -
2.51	Bolton North Hill	2026	2033	\$ 6,551,000	\$ -	\$ 6,551,000	0%	\$ -	\$ 6,551,000	\$ -	\$ 6,551,000	\$ -
2.52	Bolton Community District Park	2032	2033	\$ 6,551,000	\$ -	\$ 6,551,000	0%	\$ -	\$ 6,551,000	\$ -	\$ 6,551,000	\$ -
2.53	District Park Development (West Side)	2032	2033	\$ 21,732,500	\$ -	\$ 21,732,500	0%	\$ -	\$ 21,732,500	\$ -	\$ 21,732,500	\$ -
2.54	Provision for Additional Facility Space	2030	2033	\$ 70,000,000	\$ -	\$ 70,000,000	0%	\$ -	\$ 70,000,000	\$ -	\$ 35,000,000	\$ 35,000,000
2.55	Provision for Pedestian Bridges	2024	2033	\$ 20,000,000	\$ -	\$ 20,000,000	0%	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000	\$ -
T2	Total	N/A		\$ 385,515,802	\$ 1,500,000	\$ 384,015,802		\$ 9,200,000	\$ 374,815,802	\$ -	\$ 339,815,802	\$ 35,000,000

Appendix B.4-Table B.4-3
Town of Caledon
Development-Related Capital Program
By-law Enforcement

Project Number	Project Description	Timing (Start)	Timing (End)	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
4.01	Court Expansion Share Only (10,361 sq.ft.)	2024	2027	\$ 34,000,000	\$ -	\$ 34,000,000	15%	\$ -	\$ 34,000,000	\$ 1,752,157	\$ 4,322,953	\$ 27,924,890
4.02	Additional By-law Enforcement Vehicles	2024	2024	\$ 66,175	\$ -	\$ 66,175	0%	\$ -	\$ 66,175	\$ -	\$ 66,175	\$ -
4.03	Expansion to Existing Animal Shelter	2024	2026	\$ 4,550,000	\$ -	\$ 4,550,000	10%	\$ 455,000	\$ 4,095,000	\$ -	\$ 4,095,000	\$ -
4.04	Animal Shelter Special Purpose Vehicle	2024	2026	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
T4	Total	N/A	N/A	\$ 38,676,175	\$ -	\$ 38,676,175	N/A	\$ 455,000	\$ 38,221,175	\$ 1,752,157	\$ 8,544,128	\$ 27,924,890

Appendix C.1-Table C.1-3
Town of Caledon
Development-Related Capital Program
Services Related to a Highway: Operations

Project Number	Project Description	Timing (Start)	Timing (End)	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
1.01	Light Duty Pick-Ups (1)	2024	2028	\$ 307,000	\$ -	\$ 307,000	0%	\$ -	\$ 307,000	\$ -	\$ 307,000	\$ -
1.02	Yard Four (New Yard)	2024	2026	\$ 50,000,000	\$ -	\$ 50,000,000	0%	\$ -	\$ 50,000,000	\$ -	\$ 50,000,000	\$ -
1.03	Yard Four (New Yard) - Land	2024	2024	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -
1.04	Yard Three Reconstruction	2025	2027	\$ 55,000,000	\$ -	\$ 55,000,000	18%	\$ 10,090,667	\$ 44,909,333	\$ -	\$ 44,909,333	\$ -
1.05	Medium Duty Landscape Trucks (3)	2024	2028	\$ 510,000	\$ -	\$ 510,000	0%	\$ -	\$ 510,000	\$ -	\$ 510,000	\$ -
1.06	Trackless Sidewalk Machine (3)	2024	2028	\$ 810,000	\$ -	\$ 810,000	0%	\$ -	\$ 810,000	\$ -	\$ 810,000	\$ -
1.07	Landscape Trailers (2)	2024	2028	\$ 36,000	\$ -	\$ 36,000	0%	\$ -	\$ 36,000	\$ -	\$ 36,000	\$ -
1.08	Medium Duty Truck (2) (to be split 50 roads - 50% parks)	2024	2028	\$ 170,000	\$ -	\$ 170,000	0%	\$ -	\$ 170,000	\$ -	\$ 170,000	\$ -
1.09	Trailers (2) (to be split 50% roads - 50% parks)	2024	2028	\$ 18,000	\$ -	\$ 18,000	0%	\$ -	\$ 18,000	\$ -	\$ 18,000	\$ -
1.10	Single Axle Trucks (5)	2026	2030	\$ 2,250,000	\$ -	\$ 2,250,000	0%	\$ -	\$ 2,250,000	\$ -	\$ 2,250,000	\$ -
T1	Total	N/A	N/A	\$ 109,101,000	\$ -	\$ 109,101,000	N/A	\$ 10,090,667	\$ 99,010,333	\$ -	\$ 99,010,333	\$ -

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
SETTLEMENT AREA BOUNDARY EXPANSION (SABE) AREA															
2.1.1	Bramalea Road	Mayfield Road to Old School Road	-	Arterial	Widening 2 to 4 lanes	3.08	\$ 24,716,200	\$ -	\$ 24,716,200	0%	\$ -	\$ 24,716,200	\$ -	\$ 24,716,200	\$ -
2.1.2	Bramalea Road	Old School Road to south limit of Highway 413	2024	Arterial	Widening 2 to 4 lanes	0.38	\$ 2,956,300	\$ -	\$ 2,956,300	0%	\$ -	\$ 2,956,300	\$ 2,956,300	\$ -	\$ -
2.1.3	Bramalea Road	North limit of Highway 413 to King Street	2024	Arterial	Widening 2 to 4 lanes	1.81	\$ 14,476,200	\$ -	\$ 14,476,200	0%	\$ -	\$ 14,476,200	\$ 14,476,200	\$ -	\$ -
2.1.4	Centreville Creek Road	Mayfield Road to south limit of Highway 413	2041	Arterial	Widening 2 to 4 lanes	2.83	\$ 21,372,100	\$ -	\$ 21,372,100	0%	\$ -	\$ 21,372,100	\$ -	\$ 21,372,100	\$ -
2.1.5	Chinguacousy Road	Tim Manley Avenue to Old School Road	2024-2031	Arterial	Widening 2 to 4 lanes	2.13	\$ 20,056,700	\$ -	\$ 20,056,700	0%	\$ -	\$ 20,056,700	\$ -	\$ 20,056,700	\$ -
2.1.6	Chinguacousy Road	Old School Road to King Street	2024-2041	Arterial	Widening 2 to 4 lanes	3.08	\$ 23,251,200	\$ -	\$ 23,251,200	0%	\$ -	\$ 23,251,200	\$ -	\$ 23,251,200	\$ -
2.1.7	Creditview Road	Mayfield Road to south limit of Highway 413	2051	Arterial	Widening 2 to 4 lanes	2.26	\$ 17,087,600	\$ -	\$ 17,087,600	0%	\$ -	\$ 17,087,600	\$ -	\$ -	\$ 17,087,600
2.1.8	Creditview Road	North limit of Highway 413 to Old School Road	2051	Arterial	Widening 2 to 4 lanes	0.55	\$ 4,234,100	\$ -	\$ 4,234,100	0%	\$ -	\$ 4,234,100	\$ -	\$ -	\$ 4,234,100
2.1.9	Duffy's Lane	Emil Kolb Parkway to south limit of Option 1	2051	Collector	Widening 2 to 4 lanes	0.45	\$ 2,632,000	\$ -	\$ 2,632,000	0%	\$ -	\$ 2,632,000	\$ -	\$ -	\$ 2,632,000
2.1.10	Emil Kolb Parkway Extension	Option 1 East Limit to Option 2 West Limit	2051	Collector	New Construction 4 lanes	0.90	\$ 4,640,200	\$ -	\$ 4,640,200	0%	\$ -	\$ 4,640,200	\$ -	\$ -	\$ 4,640,200
2.1.11	George Bolton Parkway Extension	Clarkway Drive Tributary to Coleraine Drive	2024-2051	Collector	Widening 2 to 4 lanes	0.60	\$ 23,217,200	\$ -	\$ 23,217,200	0%	\$ -	\$ 23,217,200	\$ -	\$ 23,217,200	\$ -
2.1.12	Healey Road	Airport Road to Innis Lake Road	2041	Arterial	Widening 2 to 4 lanes	1.39	\$ 11,488,800	\$ -	\$ 11,488,800	0%	\$ -	\$ 11,488,800	\$ -	\$ -	\$ 11,488,800
2.1.13	Healey Road	Innis Lake Road to Centreville Creek Road	2041	Arterial	Widening 2 to 4 lanes	1.37	\$ 10,397,800	\$ -	\$ 10,397,800	0%	\$ -	\$ 10,397,800	\$ -	\$ 10,397,800	\$ -
2.1.14	Healey Road	Centreville Creek Road to The Gore Road	2041	Arterial	Widening 2 to 4 lanes	1.41	\$ 14,433,600	\$ -	\$ 14,433,600	0%	\$ -	\$ 14,433,600	\$ -	\$ -	\$ 14,433,600
2.1.15	Healey Road	The Gore Road to Humber Station Road	2041	Arterial	Widening 2 to 4 lanes	1.36	\$ 11,263,300	\$ -	\$ 11,263,300	0%	\$ -	\$ 11,263,300	\$ -	\$ -	\$ 11,263,300
2.1.16	Healey Road	Humber Station Road to Coleraine Drive	2041	Arterial	Widening 2 to 4 lanes	1.38	\$ 10,472,900	\$ -	\$ 10,472,900	0%	\$ -	\$ 10,472,900	\$ -	\$ -	\$ 10,472,900
2.1.17	Heart Lake Road	Old School Road to south limit of Highway 413	2031	Arterial	Widening 2 to 4 lanes	0.95	\$ 7,240,800	\$ -	\$ 7,240,800	0%	\$ -	\$ 7,240,800	\$ -	\$ 7,240,800	\$ -
2.1.18	Heritage Road	Mayfield Road to Old School Road	2051	Arterial	Widening 2 to 4 lanes	3.08	\$ 23,251,200	\$ -	\$ 23,251,200	0%	\$ -	\$ 23,251,200	\$ -	\$ -	\$ 23,251,200
2.1.19	Humber Station Road	Mayfield Road to Healey Road	2031	Arterial	Widening 2 to 4 lanes	3.06	\$ 23,100,900	\$ -	\$ 23,100,900	0%	\$ -	\$ 23,100,900	\$ -	\$ 15,696,121	\$ 7,404,779
2.1.20	Humber Station Road	Healey Road to King Street	2031	Arterial	Widening 2 to 4 lanes	3.04	\$ 22,950,500	\$ -	\$ 22,950,500	0%	\$ -	\$ 22,950,500	\$ -	\$ -	\$ 22,950,500
2.1.21	Humber Station Road	King Street to south limit of Secondary Plan	2031	Arterial	Widening 2 to 4 lanes	0.45	\$ 3,482,500	\$ -	\$ 3,482,500	0%	\$ -	\$ 3,482,500	\$ -	\$ 3,482,500	\$ -
2.1.22	Humber Station Road	South limit of Secondary Plan to CPR	2031	Arterial	Widening 2 to 4 lanes	1.01	\$ 8,549,800	\$ -	\$ 8,549,800	0%	\$ -	\$ 8,549,800	\$ -	\$ 8,549,800	\$ -
2.1.23	Innis Lake Road	Mayfield Road to Healey Road	2041	Arterial	Widening 2 to 4 lanes	2.99	\$ 23,371,500	\$ -	\$ 23,371,500	0%	\$ -	\$ 23,371,500	\$ -	\$ 23,371,500	\$ -
2.1.24	Innis Lake Road	Healey Road to south limit of Highway 413	2041	Arterial	Widening 2 to 4 lanes	0.39	\$ 3,031,500	\$ -	\$ 3,031,500	0%	\$ -	\$ 3,031,500	\$ -	\$ 3,031,500	\$ -
2.1.25	Kennedy Road	Old School Road to south limit of Highway 413	2051	Arterial	Widening 2 to 4 lanes	0.91	\$ 6,940,100	\$ -	\$ 6,940,100	0%	\$ -	\$ 6,940,100	\$ -	\$ -	\$ 6,940,100
2.1.26	Kennedy Road	North limit of Highway 413 to King Street	2051	Arterial	Widening 2 to 4 lanes	1.91	\$ 14,456,800	\$ -	\$ 14,456,800	0%	\$ -	\$ 14,456,800	\$ -	\$ -	\$ 14,456,800
2.1.27	McLaughlin Road	North limit of Mayfield West Settlement Area to Old School Road	2031	Arterial	Widening 2 to 4 lanes	1.30	\$ 12,943,200	\$ -	\$ 12,943,200	0%	\$ -	\$ 12,943,200	\$ -	\$ 12,943,200	\$ -
2.1.28	McLaughlin Road	Old School Road to King Street	2024-2041	Arterial	Widening 2 to 4 lanes	3.08	\$ 23,251,200	\$ -	\$ 23,251,200	0%	\$ -	\$ 23,251,200	\$ -	\$ 23,251,200	\$ -
2.1.29	Mount Hope Road	Columbia Way to 1.1 km south of Castlederg Road		Collector	Urban Reconstruction	1.99	\$ 6,613,200	\$ -	\$ 6,613,200	10%	\$ 661,320	\$ 5,951,880	\$ -	\$ 5,951,880	\$ -
2.1.30	Option 3 Future E-W Collector Road	Humber Station Road (at Rail Tracks) to Emil Kolb Parkway	2051	Collector	New Construction 2 lanes	0.65	\$ 2,704,200	\$ -	\$ 2,704,200	0%	\$ -	\$ 2,704,200	\$ -	\$ -	\$ 2,704,200

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
2.1.31	Old School Road	Winston Churchill Boulevard to Heritage Road	2041	Arterial	Widening 2 to 4 lanes	1.44	\$ 11,724,100	\$ -	\$ 11,724,100	0%	\$ -	\$ 11,724,100	\$ -	\$ 11,724,100	\$ -
2.1.32	Old School Road	Heritage Road to Mississauga Road	2041	Arterial	Widening 2 to 4 lanes	1.37	\$ 11,516,600	\$ -	\$ 11,516,600	0%	\$ -	\$ 11,516,600	\$ -	\$ -	\$ 11,516,600
2.1.33	Old School Road	Mississauga Road to Creditview Road	2041	Arterial	Widening 2 to 4 lanes	1.38	\$ 10,472,900	\$ -	\$ 10,472,900	0%	\$ -	\$ 10,472,900	\$ -	\$ 10,472,900	\$ -
2.1.34	Old School Road	Creditview Road to Chinguacousy Road	2041	Arterial	Widening 2 to 4 lanes	1.37	\$ 11,516,600	\$ -	\$ 11,516,600	0%	\$ -	\$ 11,516,600	\$ -	\$ 11,516,600	\$ -
2.1.35	Old School Road	Chinguacousy Road to McLaughlin Road	2041	Arterial	Widening 2 to 4 lanes	1.40	\$ 12,780,400	\$ -	\$ 12,780,400	0%	\$ -	\$ 12,780,400	\$ -	\$ 12,780,400	\$ -
2.1.36	Old School Road	McLaughlin Road to Hurontario Street	2041	Arterial	Widening 2 to 4 lanes	1.38	\$ 12,548,100	\$ -	\$ 12,548,100	0%	\$ -	\$ 12,548,100	\$ -	\$ 12,548,100	\$ -
2.1.37	Old School Road	Dixie Road to Bramalea Road	2041	Arterial	Widening 2 to 4 lanes	1.38	\$ 10,472,900	\$ -	\$ 10,472,900	0%	\$ -	\$ 10,472,900	\$ -	\$ 10,472,900	\$ -
2.1.38	Old School Road	Bramalea Road to Torbram Road	2024	Arterial	Widening 2 to 4 lanes	1.40	\$ 13,031,300	\$ -	\$ 13,031,300	0%	\$ -	\$ 13,031,300	\$ 13,031,300	\$ -	\$ -
2.1.39	Old School Road	Torbram Road to Airport Road	2024	Arterial	Widening 2 to 4 lanes	1.38	\$ 15,348,500	\$ -	\$ 15,348,500	0%	\$ -	\$ 15,348,500	\$ 12,652,415	\$ 2,696,085	\$ -
2.1.40	Torbram Road	Mayfield Road to Old School Road	-	Arterial	Widening 2 to 4 lanes	3.08	\$ 26,213,100	\$ -	\$ 26,213,100	0%	\$ -	\$ 26,213,100	\$ -	\$ -	\$ 26,213,100
2.1.41	Torbram Road	Old School Road to south limit of Highway 413	-	Arterial	Widening 2 to 4 lanes	0.28	\$ 2,204,700	\$ -	\$ 2,204,700	0%	\$ -	\$ 2,204,700	\$ -	\$ 2,204,700	\$ -
2.1.42	SABE Future N-S Collector Bridge	SABE Future E-W Collector to Old School Road		Collector	Structure	n/a	\$ 15,966,900	\$ -	\$ 15,966,900	0%	\$ -	\$ 15,966,900	\$ -	\$ -	\$ 15,966,900
2.1.43	SABE Future E-W Collector Bridge	Heart Lake Road to Dixie Road		Collector	Structure	n/a	\$ 15,966,900	\$ -	\$ 15,966,900	0%	\$ -	\$ 15,966,900	\$ -	\$ -	\$ 15,966,900
2.1.44	SABE Future E-W Collector Bridge	Bramalea Road to Torbram Road		Collector	Structure	n/a	\$ 15,966,900	\$ -	\$ 15,966,900	0%	\$ -	\$ 15,966,900	\$ -	\$ -	\$ 15,966,900
2.1.45	Humber Station Road and Healey Road Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.1.46	Option 1 Secondary Plan Traffic Signals (2)				Intersection Signalization	n/a	\$ 678,080	\$ -	\$ 678,080	10%	\$ 67,808	\$ 610,272	\$ -	\$ 610,272	\$ -
2.1.47	Option 3 Secondary Plan Traffic Signals (21)				Intersection Signalization	n/a	\$ 7,119,840	\$ -	\$ 7,119,840	10%	\$ 711,984	\$ 6,407,856	\$ -	\$ 6,407,856	\$ -
2.1.48	Option 4 Secondary Plan Traffic Signals (15)				Intersection Signalization	n/a	\$ 5,085,600	\$ -	\$ 5,085,600	10%	\$ 508,560	\$ 4,577,040	\$ -	\$ 4,577,040	\$ -
2.1.49	Option 5 Lands Traffic Signals (3)				Intersection Signalization	n/a	\$ 1,017,120	\$ -	\$ 1,017,120	10%	\$ 101,712	\$ 915,408	\$ -	\$ 915,408	\$ -
2.1.50	Option 6 & Lands West of Humber Station Secondary Plan Traffic Signals (5)				Intersection Signalization	n/a	\$ 1,695,200	\$ -	\$ 1,695,200	10%	\$ 169,520	\$ 1,525,680	\$ -	\$ 1,525,680	\$ -
2.1.51	Wildfield Secondary Plan Traffic Signals (30)				Intersection Signalization	n/a	\$ 10,171,200	\$ -	\$ 10,171,200	10%	\$ 1,017,120	\$ 9,154,080	\$ -	\$ 9,154,080	\$ -
2.1.52	Tullamore Secondary Plan Traffic Signals (9)				Intersection Signalization	n/a	\$ 3,051,360	\$ -	\$ 3,051,360	10%	\$ 305,136	\$ 2,746,224	\$ -	\$ -	\$ 2,746,224
2.1.53	Bramalea Road Secondary Plan Traffic Signals (8)				Intersection Signalization	n/a	\$ 2,712,320	\$ -	\$ 2,712,320	10%	\$ 271,232	\$ 2,441,088	\$ -	\$ 2,441,088	\$ -
2.1.54	Dixie Road Secondary Plan Traffic Signals (3)				Intersection Signalization	n/a	\$ 1,017,120	\$ -	\$ 1,017,120	10%	\$ 101,712	\$ 915,408	\$ -	\$ 915,408	\$ -
2.1.55	Mayfield West 1 Extension Secondary Plan Traffic Signals (1)				Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.1.56	Mayfield West 3 Secondary Plan Traffic Signals (6)				Intersection Signalization	n/a	\$ 2,034,240	\$ -	\$ 2,034,240	10%	\$ 203,424	\$ 1,830,816	\$ -	\$ 1,830,816	\$ -
2.1.57	Future Employment Lands Traffic Signals (2)				Intersection Signalization	n/a	\$ 678,080	\$ -	\$ 678,080	10%	\$ 67,808	\$ 610,272	\$ -	\$ 610,272	\$ -
2.1.58	Alloa Secondary Plan Traffic Signals (23)				Intersection Signalization	n/a	\$ 7,797,920	\$ -	\$ 7,797,920	10%	\$ 779,792	\$ 7,018,128	\$ -	\$ 7,018,128	\$ -
2.1.59	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 150,000	\$ -	\$ 150,000	10%	\$ 15,000	\$ 135,000	\$ -	\$ -	\$ 135,000
2.1.60	Traffic Calming		-		Traffic Calming	n/a	\$ 150,000	\$ -	\$ 150,000	10%	\$ 15,000	\$ 135,000	\$ -	\$ -	\$ 135,000

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
OUTSIDE SABA AREA - WEST OF HIGHWAY 10															
2.2.1	Boston Mills Road	Mississauga Road to Creditview Road	-	Collector	Rural Road Upgrade	1.38	\$ 1,754,600	\$ -	\$ 1,754,600	20%	\$ 350,920	\$ 1,403,680	\$ -	\$ -	\$ 1,403,680
2.2.2	Boston Mills Road	Creditview Road to Chinguacousy Road	2024	Collector	Rural Reconstruction	1.37	\$ 2,744,800	\$ -	\$ 2,744,800	100%	\$ 2,744,800	\$ -	\$ -	\$ -	\$ -
2.2.3	Boston Mills Road	Chinguacousy Road to McLaughlin Road	2024	Collector	Rural Road Upgrade	1.43	\$ 2,060,200	\$ -	\$ 2,060,200	20%	\$ 412,040	\$ 1,648,160	\$ -	\$ 1,648,160	\$ -
2.2.4	Boston Mills Road	McLaughlin Road to Hurontario Street	-	Collector	Rural Road Upgrade	1.38	\$ 1,988,200	\$ -	\$ 1,988,200	20%	\$ 397,640	\$ 1,590,560	\$ -	\$ 1,590,560	\$ -
2.2.5	Creditview Road	Old School Road to King Street	-	Arterial	Rural Reconstruction	3.08	\$ 5,389,900	\$ -	\$ 5,389,900	20%	\$ 1,077,980	\$ 4,311,920	\$ -	\$ 4,311,920	\$ -
2.2.6	Creditview Road	Boston Mills Road to Olde Base Line Road	-	Collector	Rural Road Upgrade	1.29	\$ 1,640,200	\$ -	\$ 1,640,200	100%	\$ 1,640,200	\$ -	\$ -	\$ -	\$ -
2.2.7	East Garafraxa Caledon Town Line	Winston Churchill Boulevard to Shaws Creek Road	-	Collector	Rural Reconstruction	1.23	\$ 2,152,500	\$ -	\$ 2,152,500	20%	\$ 430,500	\$ 1,722,000	\$ -	\$ -	\$ 1,722,000
2.2.8	East Garafraxa Caledon Town Line	Shaws Creek Road to Orangeville Town Line	-	Collector	Rural Reconstruction	2.23	\$ 3,902,400	\$ -	\$ 3,902,400	20%	\$ 780,480	\$ 3,121,920	\$ -	\$ -	\$ 3,121,920
2.2.9	Heritage Road	Old School Road to 0.2 km south of King Street	-	Collector	Rural Road Upgrade	2.87	\$ 4,134,800	\$ -	\$ 4,134,800	20%	\$ 826,960	\$ 3,307,840	\$ -	\$ -	\$ 3,307,840
2.2.10	Heritage Road	0.2 km south of King Street to King Street	-	Collector	Rural Road Upgrade	0.20	\$ 288,100	\$ -	\$ 288,100	20%	\$ 57,620	\$ 230,480	\$ -	\$ 230,480	\$ -
2.2.11	Heritage Road	King Street to 0.7 km north of King Street	-	Collector	Rural Road Upgrade	0.70	\$ 1,008,500	\$ -	\$ 1,008,500	20%	\$ 201,700	\$ 806,800	\$ -	\$ 806,800	\$ -
2.2.12	Highpoint Sideroad	Main Street to 1.0 km east of Main Street	-	Collector	Rural Road Upgrade	1.00	\$ 1,271,500	\$ -	\$ 1,271,500	20%	\$ 254,300	\$ 1,017,200	\$ -	\$ -	\$ 1,017,200
2.2.13	Highpoint Sideroad	1.0 km east of Main Street to Porterfield Road	-	Collector	Rural Road Upgrade	0.56	\$ 712,000	\$ -	\$ 712,000	20%	\$ 142,400	\$ 569,600	\$ -	\$ -	\$ 569,600
2.2.14	Main Street	0.8 km north of Queen Street W to Highpoint Sideroad	2025	Collector	Rural Road Upgrade	1.06	\$ 1,347,700	\$ -	\$ 1,347,700	92%	\$ 1,235,396	\$ 112,304	\$ -	\$ 112,304	\$ -
2.2.15	Main Street	Highpoint Sideroad to East Garafraxa Caledon Townline	2024	Collector	Rural Road Upgrade	3.29	\$ 4,183,100	\$ -	\$ 4,183,100	93%	\$ 3,904,213	\$ 278,887	\$ -	\$ 278,887	\$ -
2.2.16	McLaughlin Road	0.5 km north of McColl Drive to The Grange Sideroad	-	Collector	Rural Road Upgrade	1.15	\$ 1,462,200	\$ -	\$ 1,462,200	20%	\$ 292,440	\$ 1,169,760	\$ -	\$ 1,169,760	\$ -
2.2.17	Mississauga Road	Forks of Credit Road to 1.5 km north of Forks of Credit Road	2024	Collector	Rural Road Upgrade	1.50	\$ 1,907,200	\$ -	\$ 1,907,200	100%	\$ 1,907,200	\$ -	\$ -	\$ -	\$ -
2.2.18	Shaws Creek Road	Bush Street to Charleston Sideroad	-	Collector	Rural Road Upgrade	3.39	\$ 4,310,200	\$ -	\$ 4,310,200	75%	\$ 3,232,650	\$ 1,077,550	\$ -	\$ -	\$ 1,077,550
2.2.19	Shaws Creek Road	Charleston Sideroad to 1.6 km north of Charleston Sideroad	2025	Collector	Rural Road Upgrade	1.60	\$ 2,034,300	\$ -	\$ 2,034,300	20%	\$ 406,860	\$ 1,627,440	\$ -	\$ 1,627,440	\$ -
2.2.20	Shaws Creek Road	1.6 km north of Charleston Sideroad to Beech Grove Sideroad	-	Collector	Rural Road Upgrade	1.48	\$ 1,881,800	\$ -	\$ 1,881,800	20%	\$ 376,360	\$ 1,505,440	\$ -	\$ -	\$ 1,505,440
2.2.21	Shaws Creek Road	Beech Grove Sideroad to Highpoint Sideroad	-	Collector	Rural Road Upgrade	3.08	\$ 3,916,100	\$ -	\$ 3,916,100	20%	\$ 783,220	\$ 3,132,880	\$ -	\$ -	\$ 3,132,880
2.2.22	Shaws Creek Road	Highpoint Sideroad to East Garafraxa Caledon Townline	-	Collector	Rural Road Upgrade	3.57	\$ 4,539,100	\$ -	\$ 4,539,100	20%	\$ 907,820	\$ 3,631,280	\$ -	\$ 3,631,280	\$ -
2.2.23	The Grange Sideroad	Winston Churchill Boulevard to Shaws Creek Road	-	Collector	Rural Road Upgrade	1.28	\$ 1,627,500	\$ -	\$ 1,627,500	20%	\$ 325,500	\$ 1,302,000	\$ -	\$ -	\$ 1,302,000
2.2.24	The Grange Sideroad	Shaws Creek Road to Mississauga Road	-	Collector	Rural Road Upgrade	1.40	\$ 1,780,000	\$ -	\$ 1,780,000	100%	\$ 1,780,000	\$ -	\$ -	\$ -	\$ -
2.2.25	Willoughby Road	Charleston Sideroad to Beech Grove Sideroad	2024	Collector	Rural Road Upgrade	3.08	\$ 3,916,100	\$ -	\$ 3,916,100	74%	\$ 2,896,857	\$ 1,019,243	\$ -	\$ 1,019,243	\$ -
2.2.26	Willoughby Road	Beech Grove Sideroad to 0.4 km south of Highpoint Sideroad	2024	Collector	Rural Road Upgrade	2.68	\$ 3,407,500	\$ -	\$ 3,407,500	74%	\$ 2,520,630	\$ 886,870	\$ -	\$ 886,870	\$ -
2.2.27	Willoughby Road	0.4 km north of Highpoint Sideroad to Town Limit	-	Collector	Rural Road Upgrade	3.46	\$ 4,399,300	\$ -	\$ 4,399,300	20%	\$ 879,860	\$ 3,519,440	\$ -	\$ -	\$ 3,519,440
2.2.28	Winston Churchill Boulevard	Beech Grove Sideroad to Highpoint Sideroad	2024	Collector	Rural Road Upgrade	3.08	\$ 4,437,300	\$ -	\$ 4,437,300	59%	\$ 2,610,197	\$ 1,827,103	\$ -	\$ 1,827,103	\$ -
2.2.29	Winston Churchill Boulevard	Highpoint Sideroad to 1.0 km south of East Garafraxa Caledon Townline	2024	Collector	Rural Reconstruction	2.54	\$ 5,088,900	\$ -	\$ 5,088,900	59%	\$ 2,993,495	\$ 2,095,405	\$ -	\$ 2,095,405	\$ -
2.2.30	Winston Churchill Boulevard	1.0 km S of E Garafraxa Caledon Twnln to 0.4 km S of E Garafraxa Caledon Twnln	2024	Collector	Rural Road Upgrade	0.60	\$ 864,400	\$ -	\$ 864,400	20%	\$ 172,880	\$ 691,520	\$ -	\$ 691,520	\$ -
2.2.31	Winston Churchill Boulevard	0.4 km S of E Garafraxa Caledon Twnln to E Garafraxa Caledon Twnln	2025	Collector	Rural Road Upgrade	0.40	\$ 576,300	\$ -	\$ 576,300	20%	\$ 115,260	\$ 461,040	\$ -	\$ 461,040	\$ -

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Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
OUTSIDE SABLE AREA - EAST OF HIGHWAY 10															
2.3.1	Bramalea Road	King Street to Olde Base Line Road	-	Collector	Rural Reconstruction	4.23	\$ 8,474,800	\$ -	\$ 8,474,800	20%	\$ 1,694,960	\$ 6,779,840	\$ -	\$ 6,779,840	\$ -
2.3.2	Castleberg Sideroad	Duffy's Lane to Regional Road 50	2027	Collector	Rural Reconstruction	1.37	\$ 2,744,800	\$ -	\$ 2,744,800	20%	\$ 548,960	\$ 2,195,840	\$ -	\$ 2,195,840	\$ -
2.3.3	Centreville Creek Road	North limit of Highway 413 to King Street	-	Arterial	Rural Reconstruction	3.30	\$ 6,611,500	\$ -	\$ 6,611,500	20%	\$ 1,322,300	\$ 5,289,200	\$ -	\$ -	\$ 5,289,200
2.3.4	Duffy's Lane	South limit of Option 1 to Castleberg Sideroad	-	Collector	Rural Reconstruction	1.24	\$ 2,170,000	\$ -	\$ 2,170,000	20%	\$ 434,000	\$ 1,736,000	\$ -	\$ -	\$ 1,736,000
2.3.5	Heart Lake Road	North limit of Highway 413 to King Street	-	Arterial	Rural Reconstruction	2.13	\$ 4,267,400	\$ -	\$ 4,267,400	80%	\$ 3,413,920	\$ 853,480	\$ -	\$ 853,480	\$ -
2.3.6	Heart Lake Road	Charleston Sideroad to Beech Grove Sideroad	2025	Collector	Rural Road Upgrade	3.08	\$ 4,437,300	\$ -	\$ 4,437,300	72%	\$ 3,212,073	\$ 1,225,227	\$ -	\$ 1,225,227	\$ -
2.3.7	Humber Station Road	CPR to Castleberg Sideroad	-	Arterial	Rural Reconstruction	1.65	\$ 3,732,400	\$ -	\$ 3,732,400	20%	\$ 746,480	\$ 2,985,920	\$ -	\$ -	\$ 2,985,920
2.3.8	Innis Lake Road	North limit of Highway 413 to King Street	-	Arterial	Rural Reconstruction	2.67	\$ 5,349,300	\$ -	\$ 5,349,300	20%	\$ 1,069,860	\$ 4,279,440	\$ -	\$ -	\$ 4,279,440
2.3.9	Innis Lake Road	King Street to 0.2 km south of Old Church Road	-	Collector	Rural Reconstruction	6.12	\$ 12,261,400	\$ -	\$ 12,261,400	20%	\$ 2,452,280	\$ 9,809,120	\$ -	\$ 9,809,120	\$ -
2.3.10	Kennedy Road	0.8 km north of Charleston Sideroad to Beech Grove Sideroad	-	Collector	Rural Road Upgrade	2.27	\$ 3,270,400	\$ -	\$ 3,270,400	20%	\$ 654,080	\$ 2,616,320	\$ -	\$ -	\$ 2,616,320
2.3.11	Kennedy Road	Beech Grove Sideroad to Highpoint Sideroad	2024	Collector	Rural Road Upgrade	3.08	\$ 4,437,300	\$ -	\$ 4,437,300	72%	\$ 3,212,073	\$ 1,225,227	\$ -	\$ 1,225,227	\$ -
2.3.12	Mountainview Road	Olde Base Line Road to 1.4 km north of Olde Base Line Road	2024	Collector	Urban Reconstruction	1.40	\$ 4,622,500	\$ -	\$ 4,622,500	75%	\$ 3,466,875	\$ 1,155,625	\$ -	\$ 1,155,625	\$ -
2.3.13	Mountainview Road	1.4 km north of Olde Base Line Road to Granite Stones Drive	2024	Collector	Urban Reconstruction	2.13	\$ 7,032,800	\$ -	\$ 7,032,800	75%	\$ 5,274,600	\$ 1,758,200	\$ -	\$ 1,758,200	\$ -
2.3.14	Mountainview Road	Granite Stones Drive to 1.1 km north of Granite Stones Drive	2024	Collector	Rural Road Upgrade	1.10	\$ 1,584,800	\$ -	\$ 1,584,800	52%	\$ 821,750	\$ 763,050	\$ -	\$ 763,050	\$ -
2.3.15	Mountainview Road	1.1 km north of Granite Stones Drive to Escarpment Sideroad	2024	Collector	Rural Road Upgrade	1.59	\$ 2,290,700	\$ -	\$ 2,290,700	57%	\$ 1,315,938	\$ 974,762	\$ -	\$ 974,762	\$ -
2.3.16	Mountainview Road	Escarpment Sideroad to Charleston Sideroad	2024	Collector	Rural Road Upgrade	3.07	\$ 4,422,900	\$ -	\$ 4,422,900	57%	\$ 2,540,823	\$ 1,882,077	\$ -	\$ 1,882,077	\$ -
2.3.17	Patterson Sideroad	Airport Road to Innis Lake Road	-	Collector	Rural Reconstruction	1.39	\$ 2,432,500	\$ -	\$ 2,432,500	20%	\$ 486,500	\$ 1,946,000	\$ -	\$ 1,946,000	\$ -
2.3.18	Patterson Sideroad	Innis Lake Road to Centreville Creek Road	-	Collector	Rural Reconstruction	1.37	\$ 2,744,800	\$ -	\$ 2,744,800	20%	\$ 548,960	\$ 2,195,840	\$ -	\$ 2,195,840	\$ -
2.3.19	Patterson Sideroad	Centreville Creek Road to The Gore Road	-	Collector	Rural Reconstruction	1.41	\$ 2,467,500	\$ -	\$ 2,467,500	20%	\$ 493,500	\$ 1,974,000	\$ -	\$ 1,974,000	\$ -
2.3.20	Patterson Sideroad	The Gore Road to 1.1 km east of The Gore Road	-	Collector	Rural Reconstruction	1.10	\$ 1,925,000	\$ -	\$ 1,925,000	20%	\$ 385,000	\$ 1,540,000	\$ -	\$ 1,540,000	\$ -
2.3.21	Patterson Sideroad	1.1 km east of The Gore Road to Duffy's Lane	2027	Collector	Rural Reconstruction	1.61	\$ 2,817,500	\$ -	\$ 2,817,500	20%	\$ 563,500	\$ 2,254,000	\$ -	\$ 2,254,000	\$ -
2.3.22	Patterson Sideroad	Duffy's Lane to Regional Road 50	2025	Collector	Rural Reconstruction	1.31	\$ 2,292,500	\$ -	\$ 2,292,500	20%	\$ 458,500	\$ 1,834,000	\$ -	\$ 1,834,000	\$ -
2.3.23	St. Andrews Road	The Grange Sideroad to 1.7 km south of Escarpment Sideroad	2025	Collector	Rural Road Upgrade	1.50	\$ 1,907,200	\$ -	\$ 1,907,200	20%	\$ 381,440	\$ 1,525,760	\$ -	\$ 1,525,760	\$ -
2.3.24	St. Andrews Road	1.7 km south of Escarpment Sideroad to Escarpment Sideroad	2025	Collector	Rural Road Upgrade	1.70	\$ 2,161,500	\$ -	\$ 2,161,500	20%	\$ 432,300	\$ 1,729,200	\$ -	\$ 1,729,200	\$ -
2.3.25	St. Andrews Road	Escarpment Sideroad to Charleston Sideroad	2025	Collector	Rural Road Upgrade	3.07	\$ 3,903,400	\$ -	\$ 3,903,400	20%	\$ 780,680	\$ 3,122,720	\$ -	\$ 3,122,720	\$ -
2.3.26	St. Andrews Road	Charleston Sideroad to Beech Grove Sideroad	2024	Collector	Rural Road Upgrade	3.08	\$ 3,916,100	\$ -	\$ 3,916,100	92%	\$ 3,606,924	\$ 309,176	\$ -	\$ 309,176	\$ -
2.3.27	St. Andrews Road	Olde Base Line Road to The Grange Sideroad	2025	Collector	Rural Road Upgrade	3.08	\$ 3,916,100	\$ -	\$ 3,916,100	20%	\$ 783,220	\$ 3,132,880	\$ -	\$ 3,132,880	\$ -
2.3.28	The Grange Sideroad	Hurontario Street to Kennedy Road	2024	Collector	Rural Road Upgrade	1.37	\$ 1,973,700	\$ -	\$ 1,973,700	44%	\$ 868,428	\$ 1,105,272	\$ -	\$ 1,105,272	\$ -
2.3.29	The Grange Sideroad	Horseshoe Hill Road to St. Andrews Road	2024	Collector	Rural Road Upgrade	1.40	\$ 1,780,000	\$ -	\$ 1,780,000	57%	\$ 1,008,673	\$ 771,327	\$ -	\$ -	\$ 771,327
2.3.30	The Grange Sideroad	St. Andrews Road to Mountainview Road	-	Collector	Rural Road Upgrade	1.41	\$ 1,792,800	\$ -	\$ 1,792,800	79%	\$ 1,418,177	\$ 374,623	\$ -	\$ 374,623	\$ -
2.3.31	Torbram Road	North limit of Highway 413 to King Street	2024	Arterial	Rural Reconstruction	2.80	\$ 5,609,800	\$ -	\$ 5,609,800	20%	\$ 1,121,960	\$ 4,487,840	\$ -	\$ 4,487,840	\$ -
2.3.32	Torbram Road	King Street to Olde Base Line Road	2024	Collector	Rural Reconstruction	4.16	\$ 8,334,500	\$ -	\$ 8,334,500	66%	\$ 5,476,933	\$ 2,857,567	\$ -	\$ -	\$ 2,857,567

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
BOLTON SETTLEMENT AREA															
2.4.1	Albion Vaughan Road	Mayfield Road to King Street	2031	Arterial	Widening 2 to 4 lanes	4.83	\$ 50,291,100	\$ -	\$ 50,291,100	0%	\$ -	\$ 50,291,100	\$ -	\$ -	\$ 50,291,100
2.4.2	Albion Vaughan Road Land Acquisition	Mayfield Road to King Street	-	Arterial	Land Acquisition	n/a	\$ 2,568,200	\$ -	\$ 2,568,200	0%	\$ -	\$ 2,568,200	\$ -	\$ -	\$ 2,568,200
2.4.3	Albion Vaughan Road Grade Separation	At CPR Rail	-	Arterial	Structure	n/a	\$ 50,000,000	\$ -	\$ 50,000,000	0%	\$ -	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000
2.4.4	Caledon King Townline S	King Street E to Columbia Way	-	Arterial	Widening 2 to 4 lanes	2.23	\$ 25,282,000	\$ -	\$ 25,282,000	0%	\$ -	\$ 25,282,000	\$ -	\$ -	\$ 25,282,000
2.4.5	Columbia Way	Regional Road 50 to Mount Hope Road	2026	Collector	Widening 2 to 4 lanes	1.46	\$ 12,810,300	\$ -	\$ 12,810,300	0%	\$ -	\$ 12,810,300	\$ -	\$ 12,810,300	\$ -
2.4.6	Columbia Way	Mount Hope Road to Caledon King Townline S	2026	Collector	Widening 2 to 4 lanes	1.39	\$ 13,644,000	\$ -	\$ 13,644,000	0%	\$ -	\$ 13,644,000	\$ -	\$ -	\$ 13,644,000
2.4.7	George Bolton Parkway Extension	Regional Road 50 to Industrial Road	2031	Collector	New Construction 2 lanes	0.30	\$ 1,768,100	\$ -	\$ 1,768,100	0%	\$ -	\$ 1,768,100	\$ -	\$ -	\$ 1,768,100
2.4.8	Glasgow Road	Chickadee Lane to Deer Valley Drive	2025	Local	Urban Reconstruction	0.92	\$ 2,955,100	\$ -	\$ 2,955,100	10%	\$ 295,510	\$ 2,659,590	\$ -	\$ -	\$ 2,659,590
2.4.9	Industrial Road	Regional Road 50 to Albion Vaughan Road	-	Collector	Urban Reconstruction	0.66	\$ 2,119,900	\$ -	\$ 2,119,900	10%	\$ 211,990	\$ 1,907,910	\$ -	\$ 1,907,910	\$ -
2.4.10	Old Ellwood Drive	Station Street to Aida Court Connection	-	Collector	Urban Reconstruction	0.32	\$ 1,427,800	\$ -	\$ 1,427,800	10%	\$ 142,780	\$ 1,285,020	\$ -	\$ -	\$ 1,285,020
2.4.11	Queensgate Boulevard	Regional Road 50 to Albion Vaughan Road	-	Collector	Urban Reconstruction	1.25	\$ 4,015,000	\$ -	\$ 4,015,000	10%	\$ 401,500	\$ 3,613,500	\$ -	\$ -	\$ 3,613,500
2.4.12	Albion Vaughan Road and Dovaston Gate Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.4.13	Caledon King Town Line and Columbia Way Turn Lanes and Traffic Signals				Intersection Signalization	n/a	\$ 634,500	\$ -	\$ 634,500	10%	\$ 63,450	\$ 571,050	\$ -	\$ -	\$ 571,050
2.4.14	Landsbridge Street (east leg)/Sant Farm Drive and Queensgate Boulevard Traffic Signals				Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.4.15	McEwan Drive and Industrial Road/George Bolton Parkway Traffic Signals				Intersection Signalization	n/a	\$ 254,280	\$ -	\$ 254,280	10%	\$ 25,428	\$ 228,852	\$ -	\$ -	\$ 228,852
2.4.16	Pembroke Street and Queensgate Boulevard Traffic Signals				Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.4.17	Pillsworth Road and Mayfield Road Traffic Signals		-		Intersection Signalization	n/a	\$ 254,280	\$ -	\$ 254,280	10%	\$ 25,428	\$ 228,852	\$ -	\$ -	\$ 228,852
2.4.18	Simpson Road and George Bolton Parkway Traffic Signals				Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.4.19	Simpson Road and Healey Road Turn Lanes and Traffic Signals		-		Intersection Signalization	n/a	\$ 1,015,520	\$ -	\$ 1,015,520	10%	\$ 101,552	\$ 913,968	\$ -	\$ -	\$ 913,968
2.4.20	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.4.21	Traffic Calming		-		Traffic Calming	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
MAYFIELD WEST SETTLEMENT AREA															
2.5.1	Abbotside Way	Bonnieglen Farm Boulevard to east of Heart Lake Road (Speirs Giffen Avenue)	2031	Collector	New Construction 4 lanes	1.18	\$ 7,514,700	\$ -	\$ 7,514,700	0%	\$ -	\$ 7,514,700	\$ -	\$ 7,514,700	\$ -
2.5.2	Chinguacousy Road	Mayfield Road to Tim Manley Avenue	2024-2031	Arterial	Widening 2 to 4 lanes	0.95	\$ 6,711,300	\$ -	\$ 6,711,300	0%	\$ -	\$ 6,711,300	\$ -	\$ 6,711,300	\$ -
2.5.3	Heart Lake Road	Mayfield Road to south limit of Highway 410	2031	Arterial	Widening 2 to 4 lanes	0.40	\$ 4,047,400	\$ -	\$ 4,047,400	0%	\$ -	\$ 4,047,400	\$ -	\$ 4,047,400	\$ -
2.5.4	Heart Lake Road	North limit of Highway 410 to Old School Road	2031	Arterial	Widening 2 to 4 lanes	2.65	\$ 21,169,100	\$ -	\$ 21,169,100	0%	\$ -	\$ 21,169,100	\$ -	\$ 21,169,100	\$ -
2.5.5	Kennedy Road	Bonnieglen Farm Boulevard to Old School Road	2024	Arterial	Widening 2 to 4 lanes	0.66	\$ 6,103,500	\$ -	\$ 6,103,500	0%	\$ -	\$ 6,103,500	\$ -	\$ 6,103,500	\$ -
2.5.6	McLaughlin Road	Mayfield Road to Lippa Drive	2031	Arterial	Widening 2 to 4 lanes	1.28	\$ 8,941,464	\$ -	\$ 8,941,464	48%	\$ 4,332,174	\$ 4,609,289	\$ -	\$ 4,609,289	\$ -
2.5.7	McLaughlin Road	Lippa Drive to north limit of Mayfield West Settlement Area		Arterial	Widening 2 to 4 lanes	0.51	\$ 3,933,500	\$ -	\$ 3,933,500	0%	\$ -	\$ 3,933,500	\$ -	\$ -	\$ 3,933,500
2.5.8	Old School Road	Hurontario Street to Kennedy Road	2041	Arterial	Widening 2 to 4 lanes	1.37	\$ 12,697,900	\$ -	\$ 12,697,900	0%	\$ -	\$ 12,697,900	\$ -	\$ 12,697,900	\$ -
2.5.9	Old School Road	Kennedy Road to Heart Lake Road	2041	Arterial	Widening 2 to 4 lanes	1.37	\$ 13,031,800	\$ -	\$ 13,031,800	0%	\$ -	\$ 13,031,800	\$ -	\$ 13,031,800	\$ -
2.5.10	Old School Road	Heart Lake Road to Dixie Road	2024	Arterial	Widening 2 to 4 lanes	1.39	\$ 12,761,000	\$ -	\$ 12,761,000	0%	\$ -	\$ 12,761,000	\$ -	\$ -	\$ 12,761,000
2.5.11	Tim Manley Avenue	McLaughlin Road to Collector Road F (north leg)	2024-2033	Collector	New Construction 4 lanes	1.40	\$ 12,170,700	\$ -	\$ 12,170,700	0%	\$ -	\$ 12,170,700	\$ -	\$ 12,170,700	\$ -
2.5.12	Tim Manley Avenue	Chinguacousy Road to McLaughlin Road	2024-2033	Collector	New Construction 3 lanes	1.40	\$ 9,466,100	\$ -	\$ 9,466,100	0%	\$ -	\$ 9,466,100	\$ -	\$ 9,466,100	\$ -
2.5.13	Dotchson Avenue/Valleybrook Crescent and Dougall Avenue Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	0%	\$ -	\$ 339,040	\$ -	\$ -	\$ 339,040
2.5.14	Dougall Avenue and Highway 10 Turn Lanes and Traffic Signals		-		Intersection Signalization	n/a	\$ 846,000	\$ -	\$ 846,000	0%	\$ -	\$ 846,000	\$ -	\$ -	\$ 846,000
2.5.15	Heart Lake Road and Abbotside Way Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	0%	\$ -	\$ 339,040	\$ -	\$ 339,040	\$ -
2.5.16	Heart Lake Road and Future Collector Road Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.17	Kennedy Road and Snellview Boulevard Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	0%	\$ -	\$ 339,040	\$ -	\$ -	\$ 339,040
2.5.18	Kennedy Road and Learmont Avenue/Dotchson Avenue Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	0%	\$ -	\$ 339,040	\$ -	\$ 339,040	\$ -
2.5.19	Kennedy Road and Newhouse Boulevard/Bonnieglen Farm Boulevard Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.20	Learmont Avenue and Dougall Avenue Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	0%	\$ -	\$ 339,040	\$ -	\$ -	\$ 339,040
2.5.21	McLaughlin Road and Tweedhill Avenue Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.5.22	McLaughlin Road and Lippa Drive Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.23	Tim Manley Avenue and Petch Avenue/Galvin Avenue Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.24	Tim Manley Avenue and McLaughlin Road Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ 305,136	\$ -
2.5.25	Tim Manley Avenue and Herbert Nicholson Trail Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.26	Tim Manley Avenue and Future Collector Road west of the OBRY Railway Traffic Signals		-		Intersection Signalization	n/a	\$ 339,040	\$ -	\$ 339,040	10%	\$ 33,904	\$ 305,136	\$ -	\$ -	\$ 305,136
2.5.27	Kennedy Road Partial Interchange at Highway 410		-		Structure	n/a	\$ 9,135,200	\$ -	\$ 9,135,200	0%	\$ -	\$ 9,135,200	\$ -	\$ 9,135,200	\$ -
2.5.28	Heart Lake Road Structure Widening to 5 Lanes at Highway 410		-		Structure	n/a	\$ 3,503,900	\$ -	\$ 3,503,900	0%	\$ -	\$ 3,503,900	\$ -	\$ -	\$ 3,503,900
2.5.29	Tim Manley Avenue and Collector Road F (north leg) Modified at Hurontario Street/Highway 410		2024-2033		Structure	n/a	\$ 39,670,200	\$ -	\$ 39,670,200	5%	\$ 1,983,510	\$ 37,686,690	\$ -	\$ 37,686,690	\$ -
2.5.30	Streetscaping and Landscaping		-		Streetscaping	n/a	\$ 543,400	\$ -	\$ 543,400	5%	\$ 27,170	\$ 516,230	\$ -	\$ 516,230	\$ -
2.5.31	Sidewalks and Streetlighting		-		Streetscaping	n/a	\$ 2,972,900	\$ -	\$ 2,972,900	20%	\$ 594,580	\$ 2,378,320	\$ -	\$ -	\$ 2,378,320
2.5.32	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ -	\$ 67,500
2.5.33	Traffic Calming		-		Traffic Calming	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ -	\$ 67,500
ALTON SETTLEMENT AREA															
2.6.1	Queen Street West	Mississauga Road to John Street	2024	Local	Urban Reconstruction	0.48	\$ 1,541,800	\$ -	\$ 1,541,800	75%	\$ 1,156,350	\$ 385,450	\$ -	\$ 385,450	\$ -
2.6.2	Queen Street West	John Street to James Street	2024	Local	Urban Reconstruction	0.23	\$ 738,800	\$ -	\$ 738,800	75%	\$ 554,100	\$ 184,700	\$ -	\$ 184,700	\$ -
2.6.3	Queen Street West	James Street to Emeline Street	2024	Local	Urban Reconstruction	0.16	\$ 513,900	\$ -	\$ 513,900	75%	\$ 385,425	\$ 128,475	\$ -	\$ 128,475	\$ -
2.6.4	Queen Street West	Emeline Street to Main Street	2024	Local	Urban Reconstruction	0.53	\$ 1,702,400	\$ -	\$ 1,702,400	75%	\$ 1,276,800	\$ 425,600	\$ -	\$ 425,600	\$ -
2.6.5	Main Street	Queen Street W to 0.8 km north of Queen Street W	2026	Collector	Urban Reconstruction	0.80	\$ 2,569,600	\$ -	\$ 2,569,600	75%	\$ 1,927,200	\$ 642,400	\$ -	\$ 642,400	\$ -
2.6.6	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ 45,000	\$ -
2.6.7	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ 45,000	\$ -
BELFOUNTAIN SETTLEMENT AREA															
2.7.1	Shaws Creek Road	The Grange Sideroad to 1.0 km south of Bush Street	-	Collector	Rural Road Upgrade	1.78	\$ 2,263,200	\$ -	\$ 2,263,200	20%	\$ 452,640	\$ 1,810,560	\$ -	\$ 1,810,560	\$ -
2.7.2	Shaws Creek Road	1.0 km south of Bush Street to Bush Street	-	Collector	Urban Reconstruction	1.00	\$ 3,212,000	\$ -	\$ 3,212,000	75%	\$ 2,409,000	\$ 803,000	\$ -	\$ 803,000	\$ -
2.7.3	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ 45,000	\$ -
2.7.4	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000

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Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
CALEDON EAST SETTLEMENT AREA															
2.8.1	Innis Lake Road	Old Church Road to 0.6 km north of Old Church Road	-	Collector	Urban Reconstruction	0.60	\$ 1,993,900	\$ -	\$ 1,993,900	10%	\$ 199,390	\$ 1,794,510	\$ -	\$ -	\$ 1,794,510
2.8.2	Innis Lake Road	0.6 km north of Old Church Road to 1.6 km north of Old Church Road	-	Collector	Urban Reconstruction	1.00	\$ 3,323,200	\$ -	\$ 3,323,200	10%	\$ 332,320	\$ 2,990,880	\$ -	\$ -	\$ 2,990,880
2.8.3	Innis Lake Road	1.6 km north of Old Church to Patterson Sideroad Road	-	Collector	Urban Reconstruction	1.46	\$ 4,820,600	\$ -	\$ 4,820,600	10%	\$ 482,060	\$ 4,338,540	\$ -	\$ -	\$ 4,338,540
2.8.4	Castleberg Sideroad	Innis Lake Road to Centreville Creek Road	2027	Collector	Rural Reconstruction	1.40	\$ 2,804,900	\$ -	\$ 2,804,900	20%	\$ 560,980	\$ 2,243,920	\$ -	\$ 2,243,920	\$ -
2.8.5	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ -	\$ 67,500
2.8.6	Traffic Calming		-		Traffic Calming	n/a	\$ 75,000	\$ -	\$ 75,000	10%	\$ 7,500	\$ 67,500	\$ -	\$ -	\$ 67,500
CALEDON VILLAGE SETTLEMENT AREA															
2.9.1	Kennedy Road	0.8 km south of Charleston Sideroad to Charleston Sideroad	-	Collector	Urban Reconstruction	0.80	\$ 2,641,400	\$ -	\$ 2,641,400	75%	\$ 1,981,050	\$ 660,350	\$ -	\$ 660,350	\$ -
2.9.2	Kennedy Road	Charleston Sideroad to 0.8 km north of Charleston Sideroad	-	Collector	Urban Reconstruction	0.80	\$ 2,641,400	\$ -	\$ 2,641,400	75%	\$ 1,981,050	\$ 660,350	\$ -	\$ 660,350	\$ -
2.9.3	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ 45,000	\$ -
2.9.4	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ 45,000	\$ -
CHELTENHAM SETTLEMENT AREA															
2.10.1	Creditview Road	King Street to Kennedy Road	-	Collector	Urban Reconstruction	2.32	\$ 7,451,900	\$ -	\$ 7,451,900	75%	\$ 5,588,925	\$ 1,862,975	\$ -	\$ -	\$ 1,862,975
2.10.2	Creditview Road	Kennedy Road to Boston Mills Road	-	Collector	Rural Road Upgrade	0.76	\$ 966,300	\$ -	\$ 966,300	20%	\$ 193,260	\$ 773,040	\$ -	\$ -	\$ 773,040
2.10.3	Mill Street	Mississauga Road to 1.0 km east of Mississauga Road	2024	Local	Urban Reconstruction	1.00	\$ 3,212,000	\$ -	\$ 3,212,000	75%	\$ 2,409,000	\$ 803,000	\$ -	\$ 803,000	\$ -
2.10.4	Mill Street	1.0 km east of Mississauga Road to Creditview Road	2024	Local	Urban Reconstruction	0.48	\$ 1,541,800	\$ -	\$ 1,541,800	75%	\$ 1,156,350	\$ 385,450	\$ -	\$ 385,450	\$ -
2.10.5	Kennedy Road	Creditview Road to Credit Road	-	Local	Urban Reconstruction	0.83	\$ 2,666,000	\$ -	\$ 2,666,000	75%	\$ 1,999,500	\$ 666,500	\$ -	\$ -	\$ 666,500
2.10.6	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000
2.10.7	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000
INGLEWOOD SETTLEMENT AREA															
2.11.1	McLaughlin Road	0.5 km north of Olde Base Line Road to North Riverdale Drive	-	Collector	Urban Reconstruction	1.13	\$ 3,629,600	\$ -	\$ 3,629,600	75%	\$ 2,722,200	\$ 907,400	\$ -	\$ -	\$ 907,400
2.11.2	McLaughlin Road	North Riverdale Drive to 0.5 km north of McColl Drive	-	Collector	Urban Reconstruction	0.77	\$ 2,473,300	\$ -	\$ 2,473,300	75%	\$ 1,854,975	\$ 618,325	\$ -	\$ -	\$ 618,325
2.11.3	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000
2.11.4	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000
PALGRAVE SETTLEMENT AREA															
2.12.1	Pine Avenue	Regional Road 50 to Birch Avenue	-	Collector	Urban Reconstruction	0.38	\$ 1,220,600	\$ -	\$ 1,220,600	75%	\$ 915,450	\$ 305,150	\$ -	\$ -	\$ 305,150
2.12.2	Pine Avenue	1.3 km west of Mount Hope Road to Mount Hope Road	-	Collector	Rural Reconstruction	1.30	\$ 2,275,000	\$ -	\$ 2,275,000	20%	\$ 455,000	\$ 1,820,000	\$ -	\$ -	\$ 1,820,000
2.12.3	Mount Hope Road	1.6 km south of Hundsen Sideroad to Hundsen Sideroad	-	Collector	Rural Road Upgrade	1.60	\$ 2,305,100	\$ -	\$ 2,305,100	85%	\$ 1,950,460	\$ 354,640	\$ -	\$ -	\$ 354,640
2.12.4	Mount Hope Road	Hundsen Sideroad to Pine Avenue	-	Collector	Rural Road Upgrade	0.62	\$ 893,200	\$ -	\$ 893,200	20%	\$ 178,640	\$ 714,560	\$ -	\$ -	\$ 714,560
2.12.5	Mount Pleasant Road	Caledon King Townline S to Castleberg Sideroad	2024	Collector	Rural Reconstruction	2.97	\$ 5,197,400	\$ -	\$ 5,197,400	20%	\$ 1,039,480	\$ 4,157,920	\$ -	\$ 4,157,920	\$ -
2.12.6	Mount Pleasant Road	Castleberg Sideroad to Old Church Road	2027	Collector	Rural Reconstruction	3.05	\$ 5,337,400	\$ -	\$ 5,337,400	20%	\$ 1,067,480	\$ 4,269,920	\$ -	\$ -	\$ 4,269,920
2.12.7	Mount Pleasant Road	Old Church Road to 1.4 km north of Old Church Road	-	Collector	Rural Reconstruction	1.40	\$ 2,450,000	\$ -	\$ 2,450,000	20%	\$ 490,000	\$ 1,960,000	\$ -	\$ -	\$ 1,960,000
2.12.8	Mount Wolfe Road	1.4 km south of Hundsen Sideroad to Hundsen Sideroad	-	Collector	Rural Reconstruction	1.40	\$ 2,450,000	\$ -	\$ 2,450,000	20%	\$ 490,000	\$ 1,960,000	\$ -	\$ -	\$ 1,960,000
2.12.9	Mount Wolfe Road	Hundsen Sideroad to Highway 9	-	Collector	Rural Reconstruction	0.92	\$ 1,610,000	\$ -	\$ 1,610,000	20%	\$ 322,000	\$ 1,288,000	\$ -	\$ -	\$ 1,288,000
2.12.10	Caledon King Townline N	Halls Lake Sideroad to Highway 9	-	Collector	Rural Road Upgrade	1.97	\$ 2,504,800	\$ -	\$ 2,504,800	20%	\$ 500,960	\$ 2,003,840	\$ -	\$ -	\$ 2,003,840
2.12.11	Pedestrian Crossings		-		Pedestrian Crossings	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000
2.12.12	Traffic Calming		-		Traffic Calming	n/a	\$ 50,000	\$ -	\$ 50,000	10%	\$ 5,000	\$ 45,000	\$ -	\$ -	\$ 45,000

Appendix C.2 - Table C.2-3
Town of Caledon
Development Related Capital Program
Services Related to a Highway: Roads & Related

Item #	Road Name	Project Limits	Timing	Road Class	Improvement Type	Length	Gross Project Cost	Grants, Subsidies & Other Recoveries	Net Municipal Cost	Replacement & BTE Shares (%)	Replacement & BTE Shares (\$)	Total DC Eligible Costs	Available DC Reserves	2024-2033 DC Eligible Costs	Other Development-Related Costs
ACTIVE TRANSPORTATION FACILITIES															
2.13.1	Bolton Heights Road	Cross Country Boulevard to Kingsview Drive	2024-2051		Multi-Use Path	0.50	\$ 371,600	\$ -	\$ 371,600	50%	\$ 185,800	\$ 185,800	\$ -	\$ 185,800	\$ -
2.13.2	Boston Mills Road	Hurontario Street to Airport Road	2024-2051		Paved Shoulders	8.34	\$ 8,374,900	\$ -	\$ 8,374,900	75%	\$ 6,281,175	\$ 2,093,725	\$ -	\$ 2,093,725	\$ -
2.13.3	Castleberg Sideroad	Airport Road to Innis Lake Road	2024-2051		Paved Shoulders	1.39	\$ 1,395,800	\$ -	\$ 1,395,800	50%	\$ 697,900	\$ 697,900	\$ -	\$ 697,900	\$ -
2.13.4	Castleberg Sideroad	Regional Road 50 to Mount Wolfe Road	2024-2051		Paved Shoulders	4.22	\$ 4,237,700	\$ -	\$ 4,237,700	50%	\$ 2,118,850	\$ 2,118,850	\$ -	\$ 2,118,850	\$ -
2.13.5	Centreville Creek Road	King Street to Castleberg Sideroad	2024-2051		Signed-Only Bike Route	3.06	\$ 180,600	\$ -	\$ 180,600	50%	\$ 90,300	\$ 90,300	\$ -	\$ 90,300	\$ -
2.13.6	Chinguacousy Road	King Street to Boston Mills Road	2024-2051		Paved Shoulders	3.10	\$ 3,113,000	\$ -	\$ 3,113,000	75%	\$ 2,334,750	\$ 778,250	\$ -	\$ 778,250	\$ -
2.13.7	Creditview Road	Olde Base Line Road to The Grange Sideroad	2024-2051		Signed-Only Bike Route	3.39	\$ 200,000	\$ -	\$ 200,000	75%	\$ 150,000	\$ 50,000	\$ -	\$ 50,000	\$ -
2.13.8	Dougall Avenue	Trail to Valleybrook Crescent	2024-2051		Multi-Use Path	0.08	\$ 59,500	\$ -	\$ 59,500	50%	\$ 29,750	\$ 29,750	\$ -	\$ 29,750	\$ -
2.13.9	Dovaston Gate	Landsbridge Street to Albion Vaughan Road	2024-2051		Paved Shoulders	0.23	\$ 231,000	\$ -	\$ 231,000	50%	\$ 115,500	\$ 115,500	\$ -	\$ 115,500	\$ -
2.13.10	George Bolton Parkway Extension	Humber Station Road to Clarkway Tributary	2024-2051		Multi-Use Path	0.76	\$ 564,900	\$ -	\$ 564,900	50%	\$ 282,450	\$ 282,450	\$ -	\$ 282,450	\$ -
2.13.11	Harvest Moon	Frank Johnston Road to Emil Kolb Parkway	2024-2051		Multi-Use Path	0.15	\$ 111,500	\$ -	\$ 111,500	50%	\$ 55,750	\$ 55,750	\$ -	\$ 55,750	\$ -
2.13.12	Healey Road	Coleraine Drive to Highway 50	2024-2051		Multi-Use Path	1.80	\$ 1,337,900	\$ -	\$ 1,337,900	50%	\$ 668,950	\$ 668,950	\$ -	\$ -	\$ 668,950
2.13.13	Heart Lake Road	The Grange Sideroad to Charleston Sideroad	2024-2051		Paved Shoulders	6.15	\$ 6,175,800	\$ -	\$ 6,175,800	75%	\$ 4,631,850	\$ 1,543,950	\$ -	\$ -	\$ 1,543,950
2.13.14	Innis Lake Road	Patterson Sideroad to Finnerty Side Road	2024-2051		Paved Shoulders	3.07	\$ 3,082,900	\$ -	\$ 3,082,900	75%	\$ 2,312,175	\$ 770,725	\$ -	\$ -	\$ 770,725
2.13.15	Kennedy Road	Olde Base Line Road to 0.8 km south of Charleston Sideroad	2024-2051		Paved Shoulders	8.43	\$ 8,465,300	\$ -	\$ 8,465,300	75%	\$ 6,348,975	\$ 2,116,325	\$ -	\$ -	\$ 2,116,325
2.13.16	Kennedy Road	Highpoint Sideroad to Highway 9	2024-2051		Paved Shoulders	2.70	\$ 2,711,300	\$ -	\$ 2,711,300	75%	\$ 2,033,475	\$ 677,825	\$ -	\$ -	\$ 677,825
2.13.17	Kingsview Drive	Humber Lea Road to Longwood Drive	2024-2051		Signed-Only Bike Route	0.48	\$ 28,300	\$ -	\$ 28,300	50%	\$ 14,150	\$ 14,150	\$ -	\$ -	\$ 14,150
2.13.18	McEwan Drive	Industrial Road to Highway 50	2024-2051		Multi-Use Path	0.83	\$ 616,900	\$ -	\$ 616,900	50%	\$ 308,450	\$ 308,450	\$ -	\$ -	\$ 308,450
2.13.19	McLaren Road	Trans Canada Trail to Charleston Sideroad	2024-2051		Signed-Only Bike Route	2.02	\$ 119,200	\$ -	\$ 119,200	75%	\$ 89,400	\$ 29,800	\$ -	\$ -	\$ 29,800
2.13.20	McLaughlin Road	King Street to Caledon Trailway Path	2024-2051		Paved Shoulders	4.93	\$ 4,950,700	\$ -	\$ 4,950,700	75%	\$ 3,713,025	\$ 1,237,675	\$ -	\$ -	\$ 1,237,675
2.13.21	Mount Wolfe Road	Castleberg Sideroad to Highway 9	2024-2051		Paved Shoulders	7.03	\$ 7,059,500	\$ -	\$ 7,059,500	75%	\$ 5,294,625	\$ 1,764,875	\$ -	\$ -	\$ 1,764,875
2.13.22	Mountainview Road	Charleston Sideroad to Highway 9	2024-2051		Paved Shoulders	5.35	\$ 5,372,400	\$ -	\$ 5,372,400	75%	\$ 4,029,300	\$ 1,343,100	\$ -	\$ -	\$ 1,343,100
2.13.23	Old Church Road	Regional Road 50 to Mount Wolfe Road	2024-2051		Paved Shoulders	4.20	\$ 4,217,600	\$ -	\$ 4,217,600	75%	\$ 3,163,200	\$ 1,054,400	\$ -	\$ -	\$ 1,054,400
2.13.24	SABE Future E-W Collector (between Mayfield Road and Old	Torbram Road to The Gore Road	2024-2051		Multi-Use Path	5.48	\$ 4,073,200	\$ -	\$ 4,073,200	50%	\$ 2,036,600	\$ 2,036,600	\$ -	\$ -	\$ 2,036,600
2.13.25	Stowmarket Street	Dougall Avenue to Kennedy Road	2024-2051		Signed-Only Bike Route	0.62	\$ 36,600	\$ -	\$ 36,600	50%	\$ 18,300	\$ 18,300	\$ -	\$ -	\$ 18,300
2.13.26	The Grange Sideroad	McLaren Road to Hurontario Street	2024-2051		Paved Shoulders	2.05	\$ 2,058,600	\$ -	\$ 2,058,600	75%	\$ 1,543,950	\$ 514,650	\$ -	\$ -	\$ 514,650
2.13.27	The Grange Sideroad	Kennedy Road to Heart Lake Road	2024-2051		Paved Shoulders	1.39	\$ 1,395,800	\$ -	\$ 1,395,800	75%	\$ 1,046,850	\$ 348,950	\$ -	\$ -	\$ 348,950
2.13.28	Tim Manley Avenue	Chinguacousy Road to Hutchinson Farm Lane	2024-2051		Bike Lane	2.78	\$ 178,200	\$ -	\$ 178,200	50%	\$ 89,100	\$ 89,100	\$ -	\$ -	\$ 89,100
2.13.29	Pedestrian Bridge over Etobicoke Creek	Near Chinguacousy Road	2024-2051		Structure	n/a	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
OTHER ITEMS															
2.14.1	Land Acquisition (10% of Gross Road Expansion Project Costs)		2024-2051		Land Acquisition	n/a	\$ 75,196,560	\$ -	\$ 75,196,560	0%	\$ -	\$ 75,196,560	\$ -	\$ -	\$ 75,196,560
2.14.2	Traffic Signal Installations (Five Unspecified Locations)		2024-2051		Intersection Signalization	n/a	\$ 1,695,200	\$ -	\$ 1,695,200	10%	\$ 169,520	\$ 1,525,680	\$ -	\$ -	\$ 1,525,680
2.14.3	Subwatershed Studies (4)		2024-2051			n/a	\$ 12,000,000	\$ -	\$ 12,000,000	0%	\$ -	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000
							\$ 1,426,899,344	\$ -	\$ 1,426,899,344		\$ 188,322,066	\$ 1,238,577,277	\$ 43,116,215	\$ 597,730,531	\$ 597,730,531

Note: Other development related costs includes cost for recovery from other funding sources and / or future DC Background Studies.