

## 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%
<b>Total Municipal Wide Services</b>	<b>\$58,255</b>	<b>\$58,899</b>	<b>\$644</b>	<b>1%</b>

Service	Non-Residential (\$/m <sup>2</sup> )			
	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%
<b>Total Municipal Wide Services</b>	<b>\$104.98</b>	<b>\$102.56</b>	<b>-\$2.42</b>	<b>-2%</b>

## 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 30<sup>th</sup>, 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 30<sup>th</sup>, 2024.

## D. LEVEL OF SERVICE INVENTORIES

### i. Fire Services

- The land area associated 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 itself 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 <sup>2</sup> )	Small Units (70m <sup>2</sup> 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
<b>Total Municipal Wide Services</b>	<b>\$16,185.77</b>	<b>\$58,899</b>	<b>\$40,495</b>	<b>\$23,766</b>	<b>\$53,397</b>	<b>\$16,185</b>
PPU	-	3.64	2.50	1.47	3.30	1.00

<b>Service</b>	<b>Calculated Charge per m<sup>2</sup></b>
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
<b>Total Municipal Wide Services</b>	<b>\$102.56</b>

# 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	2,977	\$ 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
<b>Total (sq.ft.)</b>	<b>58,565</b>	<b>58,565</b>	<b>58,565</b>	<b>58,565</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>63,319</b>	<b>74,316</b>	<b>74,316</b>	<b>74,316</b>	<b>74,316</b>	<b>80,511</b>		
<b>Total (\$000)</b>	<b>\$ 38,067.0</b>	<b>\$ 38,067.0</b>	<b>\$ 38,067.0</b>	<b>\$ 38,067.0</b>	<b>\$ 44,036.9</b>	<b>\$ 44,036.9</b>	<b>\$ 44,036.9</b>	<b>\$ 44,036.9</b>	<b>\$ 44,036.9</b>	<b>\$ 44,036.9</b>	<b>\$ 52,834.5</b>	<b>\$ 52,834.5</b>	<b>\$ 52,834.5</b>	<b>\$ 52,834.5</b>	<b>\$ 56,212.6</b>		

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
<b>Total (acres)</b>	<b>4.38</b>	<b>4.38</b>	<b>4.38</b>	<b>4.38</b>	<b>4.15</b>	<b>4.15</b>	<b>4.15</b>	<b>4.15</b>	<b>4.15</b>	<b>5.27</b>	<b>5.27</b>	<b>5.27</b>	<b>5.27</b>	<b>5.27</b>	<b>5.27</b>	
<b>Total (\$000)</b>	<b>\$ 25,839.5</b>	<b>\$ 25,839.5</b>	<b>\$ 25,839.5</b>	<b>\$ 25,839.5</b>	<b>\$ 24,583.7</b>	<b>\$ 24,583.7</b>	<b>\$ 24,583.7</b>	<b>\$ 24,583.7</b>	<b>\$ 24,583.7</b>	<b>\$ 31,433.7</b>	<b>\$ 31,433.7</b>	<b>\$ 31,433.7</b>	<b>\$ 31,433.7</b>	<b>\$ 31,433.7</b>	<b>\$ 31,433.7</b>	





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	4	6	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
<b>Total (#)</b>	<b>37</b>	<b>37</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>43</b>	<b>44</b>	<b>48</b>	<b>49</b>	<b>51</b>	<b>48</b>	<b>51</b>	<b>53</b>	<b>53</b>	<b>53</b>	
<b>Total (\$000)</b>	<b>\$ 35,690.0</b>	<b>\$ 35,690.0</b>	<b>\$ 39,835.0</b>	<b>\$ 38,710.0</b>	<b>\$ 38,710.0</b>	<b>\$ 38,823.0</b>	<b>\$ 38,793.0</b>	<b>\$ 39,083.0</b>	<b>\$ 39,131.0</b>	<b>\$ 39,177.0</b>	<b>\$ 36,982.0</b>	<b>\$ 37,262.0</b>	<b>\$ 37,452.0</b>	<b>\$ 37,452.0</b>	<b>\$ 37,452.0</b>	

Equipment	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Unit Cost (\$/unit)
Auto-Extrication	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
<b>Total (#)</b>	<b>890</b>	<b>891</b>	<b>891</b>	<b>891</b>	<b>891</b>	<b>901</b>	<b>913</b>	<b>913</b>	<b>928</b>	<b>928</b>	<b>985</b>	<b>985</b>	<b>990</b>	<b>995</b>	<b>1,006</b>	
<b>Total (\$000)</b>	<b>\$ 9,751.1</b>	<b>\$ 9,831.1</b>	<b>\$ 9,831.1</b>	<b>\$ 9,831.1</b>	<b>\$ 9,831.1</b>	<b>\$ 9,911.1</b>	<b>\$ 9,965.5</b>	<b>\$ 9,965.5</b>	<b>\$ 10,085.5</b>	<b>\$ 10,085.5</b>	<b>\$ 10,657.6</b>	<b>\$ 10,657.6</b>	<b>\$ 10,697.6</b>	<b>\$ 10,737.6</b>	<b>\$ 10,827.6</b>	



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
<b>Total</b>	<b>77,806</b>	<b>78,610</b>	<b>79,423</b>	<b>81,528</b>	<b>83,693</b>	<b>85,919</b>	<b>88,208</b>	<b>90,561</b>	<b>93,282</b>	<b>96,086</b>	<b>98,974</b>	<b>101,949</b>	<b>105,014</b>	<b>108,184</b>	<b>111,927</b>

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
<b>Total (\$000)</b>	<b>\$ 109,347.6</b>	<b>\$ 109,427.6</b>	<b>\$ 113,572.6</b>	<b>\$ 112,447.6</b>	<b>\$ 117,161.7</b>	<b>\$ 117,354.7</b>	<b>\$ 117,379.1</b>	<b>\$ 117,669.1</b>	<b>\$ 117,837.1</b>	<b>\$ 124,733.0</b>	<b>\$ 131,907.7</b>	<b>\$ 132,187.7</b>	<b>\$ 132,417.7</b>	<b>\$ 132,457.7</b>	<b>\$ 135,925.9</b>

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
<b>Total (\$/capita &amp; employee)</b>	<b>\$ 1,405.39</b>	<b>\$ 1,392.03</b>	<b>\$ 1,429.97</b>	<b>\$ 1,379.25</b>	<b>\$ 1,399.90</b>	<b>\$ 1,365.88</b>	<b>\$ 1,330.71</b>	<b>\$ 1,299.34</b>	<b>\$ 1,263.24</b>	<b>\$ 1,298.14</b>	<b>\$ 1,332.75</b>	<b>\$ 1,296.61</b>	<b>\$ 1,260.95</b>	<b>\$ 1,224.38</b>	<b>\$ 1,214.42</b>	<b>\$ 1,326.20</b>

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
<b>Maximum Allowable Funding Envelope</b>	<b>\$ 93,483,938</b>



**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
<b>T1</b>	<b>Total</b>	<b>N/A</b>		<b>\$ 193,194,034</b>	<b>\$ -</b>	<b>\$ 193,194,034</b>	<b>N/A</b>	<b>\$ 9,328,776</b>	<b>\$ 183,865,258</b>	<b>\$ -</b>	<b>\$ 93,483,938</b>	<b>\$ 90,381,319</b>



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)
<b>ALTON</b>																
Ball Park/Alton School - Station St. & Main St.	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
<b>BELFOUNTAIN</b>																
Tennis/School - Bush Street	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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
<b>BOLTON</b>																
Caledon North Hill Park - (incl skatepark)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	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
<b>CALEDON EAST</b>																
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
<b>CALEDON VILLAGE</b>																
Tennis - Highway #10	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	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
<b>CHELLENHAM</b>																
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)
<b>INGLEWOOD</b>																
Ball Park - McLaughlin Rd.	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	13.1	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
<b>MAYFIELD</b>																
Complex - Bramalea Road	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$ 165,000
<b>MONO MILLS</b>																
Lions Park	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	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
<b>PALGRAVE</b>																
Ball Park - Mount Hope Rd. (incl rugby)	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	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
<b>TERRA COTTA</b>																
Forge Park - King Street	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$ 564,000
<b>VALLEYWOOD</b>																
Lina Marino Park - Valleywood Blvd.	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	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
<b>MAYFIELD WEST</b>																
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
Bonnieglen 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
<b>Total (#)</b>	<b>242</b>	<b>243</b>	<b>254</b>	<b>261</b>	<b>264</b>	<b>264</b>	<b>275</b>	<b>275</b>	<b>278</b>	<b>281</b>	<b>281</b>	<b>281</b>	<b>281</b>	<b>281</b>	<b>281</b>	
<b>Total (\$000)</b>	<b>\$ 49,733.0</b>	<b>\$ 49,982.0</b>	<b>\$ 52,501.4</b>	<b>\$ 54,282.4</b>	<b>\$ 56,250.0</b>	<b>\$ 56,250.0</b>	<b>\$ 58,716.0</b>	<b>\$ 58,716.0</b>	<b>\$ 60,196.6</b>	<b>\$ 61,730.4</b>	<b>\$ 61,730.4</b>	<b>\$ 61,730.4</b>	<b>\$ 61,730.4</b>	<b>\$ 61,730.4</b>	<b>\$ 61,730.4</b>	

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
<b>Total (#)</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	<b>84,116</b>	
<b>Total (\$000)</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	<b>\$ 47,105.0</b>	



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
<b>Total (#)</b>	<b>67,940</b>	<b>67,940</b>	<b>73,946</b>	<b>73,946</b>	<b>73,946</b>	<b>73,946</b>	<b>75,701</b>	<b>75,701</b>	<b>75,701</b>	<b>75,701</b>	<b>83,731</b>	<b>83,731</b>	<b>83,731</b>	<b>90,985</b>	<b>92,895</b>	
<b>Total (\$000)</b>	<b>\$ 26,418.5</b>	<b>\$ 26,418.5</b>	<b>\$ 30,442.5</b>	<b>\$ 30,442.5</b>	<b>\$ 30,442.5</b>	<b>\$ 30,442.5</b>	<b>\$ 31,618.4</b>	<b>\$ 31,618.4</b>	<b>\$ 31,618.4</b>	<b>\$ 31,618.4</b>	<b>\$ 36,998.5</b>	<b>\$ 36,998.5</b>	<b>\$ 36,998.5</b>	<b>\$ 41,858.7</b>	<b>\$ 41,858.7</b>	

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
<b>Total (#)</b>	<b>203,830</b>	<b>241,779</b>	<b>241,779</b>	<b>265,955</b>	<b>265,955</b>	<b>259,484</b>	<b>259,484</b>	<b>259,484</b>	<b>259,484</b>	<b>259,484</b>	<b>259,484</b>	<b>324,315</b>	<b>324,315</b>	<b>324,315</b>	<b>376,315</b>	
<b>Total (\$000)</b>	<b>\$ 163,064.0</b>	<b>\$ 193,423.2</b>	<b>\$ 193,423.2</b>	<b>\$ 212,764.0</b>	<b>\$ 212,764.0</b>	<b>\$ 207,587.2</b>	<b>\$ 207,587.2</b>	<b>\$ 207,587.2</b>	<b>\$ 207,587.2</b>	<b>\$ 207,587.2</b>	<b>\$ 207,587.2</b>	<b>\$ 259,452.0</b>	<b>\$ 259,452.0</b>	<b>\$ 259,452.0</b>	<b>\$ 301,052.0</b>	

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	\$ 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
<b>Total (#)</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>26.8</b>	<b>26.8</b>	<b>26.8</b>	<b>30.6</b>	<b>30.6</b>	<b>30.6</b>	<b>30.6</b>	<b>30.6</b>	
<b>Total (\$000)</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 201,968.4</b>	<b>\$ 163,682.3</b>	<b>\$ 163,682.3</b>	<b>\$ 163,682.3</b>	<b>\$ 187,228.9</b>	<b>\$ 187,228.9</b>	<b>\$ 187,228.9</b>	<b>\$ 187,228.9</b>	<b>\$ 187,228.9</b>	



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
<b>Total (#)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>8</b>	
<b>Total (\$000)</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 400.0</b>	<b>\$ 400.0</b>	<b>\$ 1,900.0</b>	<b>\$ 2,400.0</b>	<b>\$ 2,400.0</b>	<b>\$ 2,400.0</b>	<b>\$ 3,950.0</b>	<b>\$ 3,950.0</b>	

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
<b>Total (#)</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>48</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	
<b>Total (\$000)</b>	<b>\$ 34,676.7</b>	<b>\$ 34,676.7</b>	<b>\$ 34,676.7</b>	<b>\$ 34,676.7</b>	<b>\$ 34,676.7</b>	<b>\$ 35,438.4</b>	<b>\$ 36,038.0</b>	<b>\$ 36,632.6</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	<b>\$ 37,436.2</b>	





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
<b>Total</b>	<b>58,484</b>	<b>58,970</b>	<b>59,460</b>	<b>60,806</b>	<b>62,183</b>	<b>63,591</b>	<b>65,031</b>	<b>66,502</b>	<b>68,409</b>	<b>70,371</b>	<b>72,389</b>	<b>74,465</b>	<b>76,600</b>	<b>77,902</b>	<b>79,654</b>

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
<b>Total (\$000)</b>	<b>\$ 523,065.6</b>	<b>\$ 553,673.8</b>	<b>\$ 560,217.2</b>	<b>\$ 581,339.0</b>	<b>\$ 583,306.6</b>	<b>\$ 578,891.5</b>	<b>\$ 583,133.0</b>	<b>\$ 545,741.4</b>	<b>\$ 548,025.6</b>	<b>\$ 551,059.4</b>	<b>\$ 580,486.1</b>	<b>\$ 632,350.9</b>	<b>\$ 632,350.9</b>	<b>\$ 638,761.1</b>	<b>\$ 680,361.1</b>

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
<b>Total (\$/capita &amp; employee)</b>	<b>\$ 8,943.74</b>	<b>\$ 9,389.08</b>	<b>\$ 9,421.75</b>	<b>\$ 9,560.55</b>	<b>\$ 9,380.48</b>	<b>\$ 9,103.36</b>	<b>\$ 8,967.00</b>	<b>\$ 8,206.39</b>	<b>\$ 8,011.02</b>	<b>\$ 7,830.77</b>	<b>\$ 8,018.98</b>	<b>\$ 8,491.92</b>	<b>\$ 8,255.23</b>	<b>\$ 8,199.57</b>	<b>\$ 8,541.49</b>	<b>\$ 8,688.09</b>

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
<b>Maximum Allowable Funding Envelope</b>	<b>\$ 400,419,109</b>



**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	\$ -
<b>T2</b>	<b>Total</b>	<b>N/A</b>		<b>\$ 385,515,802</b>	<b>\$ 1,500,000</b>	<b>\$ 384,015,802</b>		<b>\$ 9,200,000</b>	<b>\$ 374,815,802</b>	<b>\$ -</b>	<b>\$ 339,815,802</b>	<b>\$ 35,000,000</b>



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

<b>Project Number</b>	<b>Project Description</b>	<b>Timing (Start)</b>	<b>Timing (End)</b>	<b>Gross Project Cost</b>	<b>Grants, Subsidies &amp; Other Recoveries</b>	<b>Net Municipal Cost</b>	<b>Replacement &amp; BTE Shares (%)</b>	<b>Replacement &amp; BTE Shares (\$)</b>	<b>Total DC Eligible Costs</b>	<b>Available DC Reserves</b>	<b>2024-2033 DC Eligible Costs</b>	<b>Other Development-Related Costs</b>
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	\$ -
<b>T4</b>	<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>\$ 38,676,175</b>	<b>\$ -</b>	<b>\$ 38,676,175</b>	<b>N/A</b>	<b>\$ 455,000</b>	<b>\$ 38,221,175</b>	<b>\$ 1,752,157</b>	<b>\$ 8,544,128</b>	<b>\$ 27,924,890</b>

**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	\$ -
<b>T1</b>	<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>\$ 109,101,000</b>	<b>\$ -</b>	<b>\$ 109,101,000</b>	<b>N/A</b>	<b>\$ 10,090,667</b>	<b>\$ 99,010,333</b>	<b>\$ -</b>	<b>\$ 99,010,333</b>	<b>\$ -</b>

**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
<b>SETTLEMENT AREA BOUNDARY EXPANSION (SABE) AREA</b>															
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
<b>OUTSIDE SABA AREA - WEST OF HIGHWAY 10</b>															
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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**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
<b>OUTSIDE SABLE AREA - EAST OF HIGHWAY 10</b>															
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
<b>BOLTON SETTLEMENT AREA</b>															
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
<b>MAYFIELD WEST SETTLEMENT AREA</b>															
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
<b>ALTON SETTLEMENT AREA</b>															
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	\$ -
<b>BELFOUNTAIN SETTLEMENT AREA</b>															
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

**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
<b>CALEDON EAST SETTLEMENT AREA</b>															
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
<b>CALEDON VILLAGE SETTLEMENT AREA</b>															
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	\$ -
<b>CHELTENHAM SETTLEMENT AREA</b>															
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
<b>INGLEWOOD SETTLEMENT AREA</b>															
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
<b>PALGRAVE SETTLEMENT AREA</b>															
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
<b>ACTIVE TRANSPORTATION FACILITIES</b>															
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
<b>OTHER ITEMS</b>															
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
							<b>\$ 1,426,899,344</b>	<b>\$ -</b>	<b>\$ 1,426,899,344</b>		<b>\$ 188,322,066</b>	<b>\$ 1,238,577,277</b>	<b>\$ 43,116,215</b>	<b>\$ 597,730,531</b>	<b>\$ 597,730,531</b>

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

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**

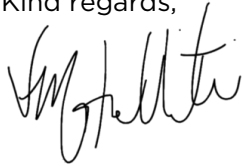
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The Building Industry and Land Development Association (BILD) has recently received the Town of Caledon's Development Charges Background Study. As your community building partner and on behalf of our Peel Forum, BILD appreciates the opportunity to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

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*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

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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

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### 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%
<b>Other Residential Unit Types</b>				
Apartments >70m <sup>2</sup>	\$ 32,886	\$ 40,052	\$ 7,166	22%
Apartments <70m <sup>2</sup>	\$ 19,300	\$ 23,505	\$ 4,205	22%
Other Residential Dwellings	\$ 43,094	\$ 52,812	\$ 9,718	23%

Source: Town of Caledon 2024 DC Study

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## 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)

## MEMORANDUM

**To:** Town of Caledon

**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd

**Date:** April 17, 2024

**Re:** Caledon DC Review

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This memo provides a response to the memorandum by Keleher Planning & Economic Consulting Inc. on behalf of BILD dated March 8<sup>th</sup>, 2024, with respect to the Town of Caledon's DC Background Study. This response is set up with the questions in bold followed by the response. In a separate memorandum titled "Caledon DC – Summary of Changes following Industry Consultation" emailed to BILD on April 17<sup>th</sup> are the updated rates and tables.

### A. ROADS

#### 1. **What is the difference between "Rural Reconstruction" and "Rural Road Upgrade"?**

- Rural Upgrades – pulverize the base and add granular A and new asphalt on top. This improvement is cheaper than the reconstruction.
- Reconstruction – excavation is more substantial requiring removal of existing base plus adding granular B.
- The improvement type assumptions were carried forward from 2021 DC Study as a new analysis was not available for the 2024 DC Study.

#### 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?**

- The approach is based on PCI (pavement condition index) same as 2021 Study. If PCI was deemed to be acceptable the BTE was 20% but if it was poor the BTE was carried forward from the 2021 DC Study. Please see attached 2019 DC Background Study Roads Component prepared by HDR.

**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?**

- Same methodology was used in the 2024 DC Study as was used in 2021 DC Study. The 10% BTE shares were applied to projects located within areas with significant population and employment increases. The remaining projects not occurring in high-growth areas had a BTE of 75% which was based on Town-wide VKT data at the time. New data was not available for the 2024 DC Study. Please see attached 2019 DC Background Study Roads Component prepared by HDR.

**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?**

- These works are improvements of existing local roads and not construction of local roads. For example project BN018 (Glasgow Road -Chickadee Lane to Deer Valley Drive) is an “Urban Reconstruction” improvement type. These works have been carried forward from the 2021 DC Study. This project necessary to enable development in the area and is included in the DC Study in accordance with the Local Service Guidelines.

**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?**

- Widening is 100% related to growth using the same methodology used in the 2021 DC Study. The existing assets would not require any work in absence of growth. The entire cost of these projects is driven by growth. Please see attached 2019 DC Background Study Roads Component prepared by HDR.

**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?**

- There are no land acquisition costs included in the individual projects and we can confirm there is no double counting of land acquisition costs in the capital program.

**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?**

- Please see response to question 6 above.

**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?**

- The data from 2009 to 2018 is consistent with the information from the 2019 DC Background Study. For the 2024 DC Study, the source of the information for previous years was not available and the years 2019-2022 are interpolated between the available data. In 2023, the data is based on GIS segment lengths and does not include regional or un-assumed sidewalks.

## **B. 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?**

- The land will be a net new addition to the Fire service and therefore there is no replacement or benefit to existing shares attributed to the cost. As can be seen on page 62 of the 2024 DC Background Study, the current station 7 land is valued at \$2.1 million. Page 65 in Table B.1-3 the cost of the new land parcel is estimated at \$10.0 million. The timing of the land acquisition is in 2030 and the exact parcel and therefore cost is not known. The entire cost is also not being funded from DCs in the ten-year period from 2024 to 2033.

**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;**

- The land area associate with Fire Hall No. 4 has been updated to 0.23 hectares.

**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;**

- The land area associated with Fire Hall No. 3 has been updated to 0.33 hectares.

**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?**

- Project 1.26 is a reconstruction of the existing Station 7 / 307 rather than “expansion” as noted in the question and would have an approximate size of 12,000 square feet. The exact design and size of the facility is not available at this time and may be refined closer to design and construction.

## **C. 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?**

- Yes, both facilities are adding additional space for public use to meet the needs arising from growth. Both projects are not being funded from this 2024 DC By-law and have been identified for funding from other sources or future DC Background Studies.

## **D. 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?**

- A revisit of the development costs of parkland in the Town has resulted in an adjusted methodology for determining park development costs. For the DC Background Study the cost to develop parkland was estimated based on type of parkland. Amenities that are not listed separately were included in the base cost of the park based on the type including items like the park base conditions, playground, trees, pathways, benches, waste bins, bike racks, bollards, multi use

courts, shade structures, picnic tables, lighting, sod and seeding, signage, sports fields and diamonds, splash pads, washrooms, parking lots and etc. The highest replacement cost was assigned to district parks as they contained the highest concentration of amenities; followed by community parks, neighbourhood parks and lastly parkettes.

- The costs for parks were available on a per park basis and were converted into a per hectare cost based on number total parks and hectares of each park type. This resulted in high replacement costs for district parks but understated costs for other park types.
- The adjusted methodology has been to index the costs used in 2019 DC Study based on non-residential construction price as the total inventory of parkland in 2023 using the new costs would be \$200.1 million. We feel additional review is required to validate the replacement cost for each park for which there is no available time within this DC Background Study update timeline.

**14. Can the rationale for inclusion of 45,014 square feet of “Town Hall (P&R Admin & CommunitySpace)” in the LOS inventory be provided?**

- This is a share of Town Hall space occupied by administrative staff for parks and recreation as well as community space co-located within the facility. A second review of the space provided for Parks and Recreation employees determined there is 2,800 square feet of space in Town Hall.

**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.**

- Additional review of the land associated with the facility has resulted in a reduction of the land to 2.9 hectares including the parking associated with the facility.

**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?**

- The cost used in 2024 is the same as the Active Transportation (Multi-Use Path) cost used in the capital program developed by Paradigm Transportation Solutions

Limited. MUP cost was based on the same design as for a Trail not within the roads right-of-way.

**17. What is the rationale for the 20% BTE for the Mayfield Recreation Complex Expansion?**

- As noted on page 70 of the 2024 DC Background Study, the 20% is the estimated replacement share of the existing facility. Based on the current estimate, the new facility will be 80% net new space necessitated to service the need of development in the Town.

**18. What is the rationale for the 25% Rail to Trail Conversion Expansion?**

- To recognize that the Rail to Trail conversion is driven in some minor part by existing resident's needs, an estimated benefit to existing was included in the DC Study. We would note, that overall, with the level of development forecasted in the Town, the planned AT investments will not be sufficient to keep up the existing level of service and no BTE is included for the other AT costs.

**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?**

- No, the cost does not include any land acquisition costs and the entire amount is related solely to the Town of Caledon not including the contributions from other municipalities.

## **E. 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.**

- As noted in the introduction paragraph of Appendix B.5 on page 96, the [Minister of MMAH has indicated on December 13, 2023](#) that studies is an area of review. The rate would only be effective should studies be returned to its eligible status under the DCA. [Draft DC By-laws](#) includes the Development-Related Studies rate and if the enabling legislation is not in-force by the time the DC by-laws are before Council for passage, the by-laws will reflect that.



- Bill 185 includes studies as an eligible cost and we anticipate the changes to the DCA to be in force prior to the passage of this 2024 DC By-law.

## F. 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?

- The 18% BTE share is based on existing facility GFA over the proposed 45,000 sq.ft. facility. Additional details on what elements are being added will become available as detailed design of the facility is completed. The current proposed facility is necessitated to accommodate the increased demand for service from development.

### 22. What land area is being acquired for project 1.3 for a value of \$8.1 million?

- We have removed the acquisition of land as it has already been purchased in part using DC reserves. This is reflected in the reserve fund balance as of December 31, 2023.
- This has resulted in decreased DC rates which are reflected at the end of this memorandum.

### 23. What is the basis for the land value of \$5.5 million per hectare assigned to the public works lands on Quarry Drive?

- All land associated with Operations service area were assumed to be rural land. As noted on page 56 of the 2024 DC Study, land costs were provided by D. Bottero & Associates Limited, who specialize in property valuation and realty consulting services.

## G. 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 PPUs 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.**

- Hemson used the PPU data which was developed as part of the Town's Growth Management and Phasing Strategy Plan by Watson & Associates. Below is a description on how the assumptions were arrived at:
- The forecasted PPU in the residential unit types are based upon a review and calculation of custom 2021 Statistics Canada Census data for the Town of Caledon (low density units) and the Region of Peel (medium and high density units). The sample sizes of Caledon data for medium- and high-density units are insufficient. Custom Statistics Canada Census data for year 2001, 2006, 2011, 2016, and 2021 was also reviewed in the preparation of the forecasted PPU. This data provides details regarding the Town and Region's existing residential units by age of dwelling and unit type (singles and semi-detached, townhomes and apartments) along with the number of persons residing in those units.
- Of note to the DC rates, if different PPU assumptions were used in the calculation of DC rates, there would be no revenue impact to the Town. It would shift costs allocated between built forms but the recovery would be the same.



March 20, 2024

Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

Attention: Kim Lichti  
Project Manager, Project Management Office

**RE: Comments on 2024 DC Background Study**  
**Argo Development Corporation**

Argo Development Corporation, owner of lands throughout the Town of Caledon, have the following comments and questions based on our review of the Draft 2024 Development Charges Background Study. We would appreciate the opportunity to discuss our comments with the Town to better align the timing, cost and the extent of growth related infrastructure with our understanding with the timing of future development throughout Caledon.

## **Roads and Related**

### Items 2.1.21 & 2.1.22: Humber Station Road

- What is included in the \$8.5M and \$3.2M. Can the Town provide a breakdown of the costs included (i.e. ROW width assumed; Are EA's and box culverts included)?
- The timing of these items should be 2026 to align the with development of the Option 3 lands, not 2031 as is currently shown.

### Item 2.1.30: Option 3 Future E-W Collector Road

- The timing should be 2041 not 2051, to align with the development and phasing requirements of the Mobility Hub within the Option 3 lands.

### Items 2.1.47: Option 3 Secondary Plan Traffic Signals (21)

- What does the "(21)" represent in this line item? Is this intended to be the number of traffic signals? If so, where are the 21 traffic signals?
- The timing should be indicated as 2026 to align with the development of the Option 3 lands.

### Item 2.1.55: Mayfield West 1 Extension Secondary Plan Traffic Signals (1)

- Is this traffic signal for Mayfield West Phase 1 – Stage 2 lands? Or for the Abbotside Way extension?

Item 2.1.58: *Alloa Secondary Plan Traffic Signals (23)*

- What does the “(23)” represent in line item? Is this supposed to be the number of traffic signals? If so, where are you assuming 23 traffic signals?
- The timing should be 2026 to align with the development of these lands.

Item 2.3.7: *Humber Station Road*

- The length of Humber Station north of the CPR crossing was recently reconstructed yet this item is listed again. Why is the “Improvement Type” listed as “Rural Reconstruction”?
- Humber Station is not anticipated to be an arterial with 4 lanes due to recent Transportation Impact Studies and environmental constraints.
- What is the timing of this as it is not listed in the draft DC tables?

Item 2.5.8: *Old School Road*

- The timing should be 2031 to coincide with planned growth in that area.

Item 2.5.11: *Time Manley Avenue*

- What is the timing for this item? Should be listed as 2031.

Item 2.5.18: *Kennedy Road and Learmont Avenue/Dotchson Avenue Traffic Signals*

- As this is a 4-way stop, is there a demonstrated need for a signal at this intersection of two local streets?

Item 2.5.19: *Kennedy Road and Newhouse Boulevard/Bonnieglen Farm Boulevard Traffic Signals*

- Is there is need for a signal at this intersection? There is currently a new traffic circle installed in lieu of a signal.

Item 2.5.20: *Learmont Avenue and Dougall Avenue Traffic Signals*

- As this is already 4-way stop, is there a demonstrated need for a signal at this intersection?

Item 2.5.24: *Time Manely Avenue and McLaughlin Road Traffic Signals*

- No timing is provided. The timing should be 2031.

**Fire Protection Services**Item 1.26 & 1.27: *Station 312 – Land Macville (Bolton West) & Station 312 – Building – Macville (Bolton West)*

- What is the acreage the Town is considering for Fire Station 312?

- Are there enough costs attributed to the land item to cover the costs associated with purchasing the parcel size the Town and Fire Department require?

Item 1.8 & 1.9: *New Fire Station 310 – Mayfield West & Land for Fire Station 310 – Mayfield West*

- Does the 310 station at “Mayfield West” refer to the proposed need within the Mayfield West Phase 1 - Stage 2 lands on Old School Road?
- Or is this for the recently acquired fire station lands on Chinguacousy Road within Mayfield West Phase 2?
- Have the land and buildings for both these stations been accounted for either in this DC study or previous ones?

## **Parks and Recreation**

Section 2.0: *Parks General*

- Missing 3 Neighbourhood Parks and 1 Community Park for the Mayfield West Phase 1 - Stage 2 community. Timing of these items should be listed as 2031.
- Missing 3 Neighbourhood Parks and 1 Community Park for the Alloo Phase 1 community. Timing of these items should be listed as 2031.

Item 2.9 & 2.10 & 2.11: *Community Park – Bolton & Neighbourhood Parks (4) - Bolton*

- Can the Town provide a rationale or breakdown of how they formulated the gross project costs for these three items? These forecasts appear to be lower than current costs would allow for.
- Can the Town clarify where these 6 parks (2 community parks and 4 neighbourhood parks) are intended to be located? Are they within Macville or elsewhere? This will help confirm the intended uses and programming, ultimately determine how much costs each park should budget for.

Item 2.29: *Bolton Indoor Recreation Centre*

- Where exactly is this proposed recreation centre located?
- What specific facilities are planned for this recreation centre (i.e. pool, twin pad arena, etc.)?

Item 2.37: *Bolton Community District Park*

- Where exactly is this park located in Bolton?
- What is the assumption of land value per acre, as this seems low for a park acquisition of this size?

## **Library Services**

Item 3.3: *Caledon Station / Macville – Building (35,000 sqft)*

- What is included in this item? Is it just a stand-alone library building?

- Will this library be part of Item 2.29 (Bolton Indoor Recreation Centre)?

As a number of our comments seek to align the proposed DC improvements with the actual timing of planned growth and the associated DC revenue, we would appreciate if the Town could provide a response providing clarification of these items or alternatively a meeting to discuss the above. Thank you for the opportunity to provide our comments. Please feel free to contact the undersigned if you have any questions or require any further information.

Sincerely,

**ARGO DEVELOPMENT CORPORATION**



Aaron Wisson

c. Rita Juliao, Town of Caledon

**HEMSON**

Hemson Consulting Ltd

1000 – 30 St. Patrick Street, Toronto, ON M5T 3A3

416-593-5090 | hemson@hemson.com | www.hemson.com

## MEMORANDUM

**To:** Town of Caledon

**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd

**Date:** April 17, 2024

**Re:** Response to Comments on 2024 DC Background Study - Argo Development Corporation

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This memo provides a response to the memorandum by ARGO Development Group dated March 20<sup>th</sup>, 2024, with respect to the Town of Caledon's DC Background Study. This response is set up with the questions in bold followed by the response. An additional memorandum titled "Caledon DC – Summary of Changes following Industry Consultation" contains details on other changes made to the DC rates and related information.

### A. ROADS & RELATED

Items 2.1.21 & 2.1.22: *Humber Station Road*

**1. What is included in the \$8.5M and \$3.2M. Can the Town provide a breakdown of the costs included (i.e. ROW width assumed; Are EA's and box culverts included)?**

- The cost includes the cost of widening of the road based on the type of improvement, utility relocation, illumination, streetscaping and landscaping, EA studies, engineering and contingency costs.
- No box culvert structures costs were included as there are no large structures identified however a 10% provision for other construction items was applied for more minor miscellaneous works.

**2. The timing of these items should be 2026 to align the with development of the Option 3 lands, not 2031 as is currently shown.**

- Please note, the timing of the works is not finalized and the capital program was not subject to a cash flow analysis. The estimated timing in the capital program was only used to determine which projects would be in-period and which would be funded from future development beyond 2033. Through the annual budgeting process, Council will allocate the DC reserves to projects at that time.

Item 2.1.30: *Option 3 Future E-W Collector Road*

**3. The timing should be 2041 not 2051, to align with the development and phasing requirements of the Mobility Hub within the Option 3 lands.**

- See response to Question 2 above.

Items 2.1.47: *Option 3 Secondary Plan Traffic Signals (21)*

**4. What does the “(21)” represent in this line item? Is this intended to be the number of traffic signals? If so, where are the 21 traffic signals?**

- Yes, that is the intended number of traffic signals.
- The exact location is not known at this time and will be refined at a later date.

**5. The timing should be indicated as 2026 to align with the development of the Option 3 lands.**

- See response to Question 2 above.

Item 2.1.55: *Mayfield West 1 Extension Secondary Plan Traffic Signals (1)*

**6. Is this traffic signal for Mayfield West Phase 1 – Stage 2 lands? Or for the Abbotside Way extension?**

- The traffic signal is for the North East of Mayfield West Phase 1.

Item 2.1.58: *Alloa Secondary Plan Traffic Signals (23)*

**7. What does the “(23)” represent in line item? Is this supposed to be the number of traffic signals? If so, where are you assuming 23 traffic signals?**

- Yes, that is the intended number of traffic signals.
- The geographic location of these traffic lights is in Area bounded by Hwy. 413, Mayfield Road and Chinguacousy Road.

**8. The timing should be 2026 to align with the development of these lands.**

- See response to Question 2 above.



Item 2.3.7: *Humber Station Road*

**9. The length of Humber Station north of the CPR crossing was recently reconstructed yet this item is listed again. Why is the “Improvement Type” listed as “Rural Reconstruction”?**

- Town records show a portion of the road was reconstructed as part of TRCA bank stabilization project, however the majority of the road was just resurfaced.

**10. Humber Station is not anticipated to be an arterial with 4 lanes due to recent Transportation Impact Studies and environmental constraints.**

- The scope of this project will continue to be under review as development moves through the application process and the final right-of-way is approved.

**11. What is the timing of this as it is not listed in the draft DC tables?**

- See response to Question 2 above.

Item 2.5.8: *Old School Road*

**12. The timing should be 2031 to coincide with planned growth in that area.**

- See response to Question 2 above.

Item 2.5.11: *Time Manley Avenue*

**13. What is the timing for this item? Should be listed as 2031.**

- See response to Question 2 above.

Item 2.5.18: *Kennedy Road and Learmont Avenue/Dotchson Avenue Traffic Signals*

**14. As this is a 4-way stop, is there a demonstrated need for a signal at this intersection of two local streets?**

- Yes, over the long-term planning horizon to 2051, there is a need for signalization.

Item 2.5.19: *Kennedy Road and Newhouse Boulevard/Bonnieglan Farm Boulevard Traffic Signals*

**15. Is there is need for a signal at this intersection? There is currently a new traffic circle installed in lieu of a signal.**

- Yes, over the long-term planning horizon to 2051, there is a need for signalization.

Item 2.5.20: *Learmont Avenue and Dougall Avenue Traffic Signals*

**16. As this is already 4-way stop, is there a demonstrated need for a signal at this intersection?**

- Yes, over the long-term planning horizon to 2051, there is a need for signalization.

Item 2.5.24: *Time Manely Avenue and McLaughlin Road Traffic Signals*

**17. No timing is provided. The timing should be 2031.**

- See response to Question 2 above.

## **B. FIRE PROTECTION SERVICES**

Item 1.26 & 1.27: *Station 312 – Land Macville (Bolton West) & Station 312 – Building – Macville (Bolton West)*

**18. What is the acreage the Town is considering for Fire Station 312?**

- It has not yet been determined the size of area needed for Fire Station 312. Other stations like 311 land and the one recently acquired for station 310 were about 2.5 to 3 acres.

**19. Are there enough costs attributed to the land item to cover the costs associated with purchasing the parcel size the Town and Fire Department require?**

- The Town has not yet selected or purchased a parcel for this station and as such that is unknown. We would note that the amount eligible to be recovered from development charges is capped by the DCA through the funding envelope.

Item 1.8 & 1.9: *New Fire Station 310 – Mayfield West & Land for Fire Station 310 – Mayfield West*

**20. Does the 310 station at “Mayfield West” refer to the proposed need within the Mayfield West Phase 1 - Stage 2 lands on Old School Road?**

- No.

**21. Or is this for the recently acquired fire station lands on Chinguacousy Road within Mayfield West Phase 2?**

- Yes, this is the location related to Station 310.

**22. Have the land and buildings for both these stations been accounted for either in this DC study or previous ones?**

- This project was listed in the 2021 DC Background Study and this 2024 DC Background Study. The funds for the facilities have not yet been spent from DCs. Land for Station 310 has been purchased and has been removed from the capital program.

## **C. PARKS AND RECREATION**

### *Section 2.0: Parks General*

**23. Missing 3 Neighbourhood Parks and 1 Community Park for the Mayfield West Phase 1 - Stage 2 community. Timing of these items should be listed as 2031.**

- Mayfield West II projects have been reviewed and updated to:
  - Community Park - Mayfield West II (4 Parks)
  - Neighbourhood Park - Mayfield West II (5 Parks)
  - Urban Square - Mayfield West II (1 Park)

**24. Missing 3 Neighbourhood Parks and 1 Community Park for the Alloa Phase 1 community. Timing of these items should be listed as 2031.**

- The capital program includes all parks identified by staff in the 2024 to 2033 timeframe.

*Item 2.9 & 2.10 & 2.11: Community Park – Bolton & Neighbourhood Parks (4) - Bolton*

**25. Can the Town provide a rationale or breakdown of how they formulated the gross project costs for these three items? These forecasts appear to be lower than current costs would allow for.**

- The capital cost of developing the parks were estimated based on the best available information at the time. As there was no new project cost proposed in this submission, we have not made an adjustment to the projected cost. We will note, DCs are ineligible for land related to parks.

**26. Can the Town clarify where these 6 parks (2 community parks and 4 neighbourhood parks) are intended to be located? Are they within Macville or**

**elsewhere? This will help confirm the intended uses and programming, ultimately determine how much costs each park should budget for.**

- Additional details on the specific location of the parks was not available at the time of completing the DC Background Study.

*Item 2.29: Bolton Indoor Recreation Centre*

**27. Where exactly is this proposed recreation centre located?**

- Additional details on the specific location of the facility was not available at the time of completing the DC Background Study.

**28. What specific facilities are planned for this recreation centre (i.e. pool, twin pad arena, etc.)?**

- Additional details on the specific details of the facility was not available at the time of completing the DC Background Study.

*Item 2.37: Bolton Community District Park*

**29. Where exactly is this park located in Bolton?**

- Additional details on the specific location of the park was not available at the time of completing the DC Background Study.

**30. What is the assumption of land value per acre, as this seems low for a park acquisition of this size?**

- As noted in response to question 25, and as prohibited under section 2(4) 14 land acquisition for parks is ineligible for recovery from DCs. Only the development of the park is included in the capital cost.

## **D. LIBRARY**

*Item 3.3: Caledon Station / Macville – Building (35,000 sqft)*

**31. What is included in this item? Is it just a stand-alone library building?**

- The final plans for this facility has not yet been confirmed but it is the intent of staff to collocate the service with another facility.

**32. Will this library be part of Item 2.29 (Bolton Indoor Recreation Centre)?**

- Please see response to question 31 above.

## MEMORANDUM

**To:** Town of Caledon  
**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd  
**Date:** March 6<sup>th</sup>, 2024  
**Re:** Town of Caledon Development Charges Background Study

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This memo provides a response to the recent correspondence from Glen Schnarr & Associates with respect to the Town's DC Background Study. This response memorandum is set up with the questions in bold followed by the response.

### **A. GLEN SCHNARR & ASSOCIATES – QUESTIONS VIA EMAIL - FEBRUARY 12, 2024**

**i. Is the Draft background study available for review? Will it become available (and if so, when)?**

- The Draft DC Background Study is scheduled to be published on the Town of Caledon [website](#) on Thursday February 29, 2024.

**ii. Are there unit prices that we can review?**

- The Town of Caledon will release unit rates upon request, when the Draft DC Background Study is released on Thursday February 29, 2024.

**iii. Are the costs itemized further to specify details of scope inclusions/exclusions?**

- Please specify if there is a specific asset category you are looking for more specific data regarding.

**iv. Can scope assumptions be provided?**

- Please provide further explanation for this question regarding scope assumptions.

**v. Were the costs inflated to consider the projected year of construction across the board?**

- All costs are in current dollars, the rates will be indexed to reflect increases in costs in accordance with the legislation.

**B. GLEN SCHNARR & ASSOCIATES - FOLLOW-UP QUESTIONS - FEBRUARY 23, 2024**

**i. For the widenings (2-4 lanes), can it be clarified what's included in the assumptions (utilities, utility relocation, servicing, lighting, urbanization, structures etc.) The rough cost per km would be a bit vague so we'd like a better understanding of the assumptions that went into the line items we brought up since different sections appear to have different linear costs.**

- Each road widening cost includes estimates of the road widening itself and ancillary infrastructure. The road widening estimate includes the amount of pavement, the amount of granular, the amount of shoulder material or curb and gutter, adjacent active transportation facilities (such as sidewalks or multi-use paths) and catch basins and maintenance holes. It also includes underground infrastructure such as subdrains and storm sewer pipes. Ancillary infrastructure for each segment includes utility relocations, bridge and culvert replacement (or new bridges and culverts, if known), intersection improvements (such as traffic control signals or turn lanes), illumination, and general streetscaping and landscaping. The linear costs vary because of differences in the class of road being widened (arterial versus collector) and its context (urban versus rural).

**ii. Similar to above, for road widening assumptions (in particular Chinguacousy Road and Creditview Road), can the details of the expected works be clarified (hydro relocation, urbanizing, structure replacements, stormwater, property acquisition, etc.)?**

- The expected works for each roadway are calculated separately and then combined on a project-by-project basis. Hydro relocation estimates are based on the presence of an existing hydro corridor adjacent to road segment, and the costs assume a widening centred on the existing road centreline. Major utility relocations correspond to existing continuous hydro corridors adjacent to the road, whereas minor relocations correspond to infrequently spaced hydro poles adjacent to the road. Structure improvements include both new structures and widening of existing structures. Structure widenings assume a road widening centred on the existing road centreline. Urbanizing and storm

water costs are included in the linear cost of each road improvement (see comment 1).  
Property acquisitions are not included in the cost estimates.

**iii. Can the pedestrian bridge details (location, approx. cross section, etc. be clarified? Will/can this be part of the existing structure on Chinguacousy Road, or is this a separate structure envisioned as part of the trail design?**

- Chinguacousy Pedestrian Bridge east of Chinguacousy Road, to cross Etobicoke Creek, 17m span. This is a separate bridge, not part of existing structures to connect the north and south parcels with the Paradise Development area.



## MEMORANDUM

**To:** Town of Caledon

**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd

**Date:** April 2<sup>nd</sup>, 2024

**Re:** Alloa Landowner Group Comments on DC Background Work - Civil Comments

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This memo provides a response to the recent correspondence from Glen Schnarr & Associates dated March 28<sup>th</sup> 2024 with respect to the Town's DC Background Study. This response memorandum is set up with the questions in bold followed by the response.

### **A. GLEN SCHNARR & ASSOCIATES – QUESTIONS VIA EMAIL – MARCH 28, 2024**

- i. Timing of Caledon's road widening on Chinguacousy (north of Tim Manley) should be coordinated with Peel (watermain project planned for 2026). Caledon has noted a construction range (2024-2031). Perhaps confirm this can be narrowed to 2026**
  - The timing of the works is not finalized for the program going out to 2051 and the capital program is not subject to a cash flow analysis. The estimated timing in the capital program was only used to determine which projects would be in-period (count towards the DC rate) and which would be funded from future development beyond 2033 (recovered under subsequent DC Studies). Council through the DC process does express its intent to undertake the works subject to the Town's annual budgeting process. For this specific project, the 2026 timeframe is too soon as the EA has not yet been completed, detailed design has not yet started and there is land acquisition requirements for this widening. Town staff will make an effort to align the works with other works within the right-of-way to the extent that is feasible.
- ii. Caledon's timing for widening Creditview Road seems too far out in the future (2051). We assume that Creditview will be a key arterial for Alloa. Peel has watermains planned along Creditview in 2026 and wastewater mains planned in 2032. Perhaps Caledon can consider widening Creditview in 2032 to align with the**

**wastewater works. This would also stage well with Peel's plans to widen Mississauga Road in 2037.**

- Similar to the response above, the works will be funded subject to the Town's annual budgeting process and staff will make an effort to align the works with the Region to the extent that is feasible. The date of the project has no impact to the calculated rates.

## MEMORANDUM

**To:** Town of Caledon

**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd

**Date:** April 29, 2024

**Re:** Town DC Background Study - Mayfield West Phase 2 Secondary Plan

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This memo provides a response to the recent correspondence from Glen Schnarr & Associates dated April 4<sup>th</sup> 2024 with respect to the Town's DC Background Study. This response memorandum is set up with the questions in bold followed by the response.

### A. QUESTIONS VIA EMAIL – APRIL 4, 2024

- i. Would you be able to provide the detailed estimates for these parks in the DC Background Study?**
- The costs included in the DC Background study are high level estimates and have not yet been refined for each park specifically. As detailed plans are prepared for each park and costing details are refined, the actual cost will be updated as well. We also would like to note that individual amenities are not listed in the capital program and there is no double counting of costs. As per the DCA we have excluded the cost to acquire the land and only included cost to develop parkland in the DC capital program.
  - The cost for developing each community park is estimated at \$3.0 million (\$2024) which includes the following components:
    - Park Base Conditions
    - Soccer
    - Parking Lot
    - Playground
    - Trees
    - Pathways
    - Washrooms
    - Benches
    - Waste Bins

- Bike Racks
  - Bollards
  - Multi Use Courts
  - Shade Structure
  - Fitness Equipment
  - Picnic Table
  - Lighting
  - Splash Pad
  - Skate Park
  - Sod & Seed
  - Signage
- The neighbourhood park cost at \$890,000 includes fewer amenities and therefore cheaper cost with the following amenities:
    - Park Base Conditions
    - Playground
    - Trees
    - Pathways
    - Benches
    - Waste Bins
    - Bike Racks
    - Bollards
    - Multi Use Courts
    - Shade Structure
    - Picnic Table
    - Lighting
    - Sod & Seed
    - Signage
- Lastly, the urban square is not yet clearly defined but would be approximately \$300,000 which is roughly a third of the price of a neighbourhood park. This could include costs of park base conditions, trees, paving, waste bins, lighting, signage, wayfinding and other amenities.

## MEMORANDUM

**To:** Town of Caledon

**From:** Craig Binning and Nataliya Kelbas, Hemson Consulting Ltd

**Date:** April 29, 2024

**Re:** Caledon DC Review

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This memo provides a response to the email correspondence by Schaeffers Consulting Engineers on behalf of Humber Station Village (HSV) Group. The memorandum addresses the three questions identified in the email in bold followed by a response. Attached to this memorandum are the updated Local Service Guidelines (Appendix F of the DC Background Study). One clarification we wanted to make that wasn't related to the questions but the preamble in the email is related to reference to a credit for the George Bolton Parkway Extension. The project included does not imply it is a credit for the works.

### A. PROJECT # 2.1.11 – GEORGE BOLTON PARKWAY EXENSION

**1. What portion of the George Bolton Parkway Extension is included under the section 2.1.11 of Appendix C.2 – Table C.2-3. Is it the portion of the road east of HSV Boundary as it is highlighted in the drawing attached?**

- The portion included is from the west limit of the Clarkway Tributary to Coleraine Drive. The DC is for the bridge and widening of the George Bolton Parkway to Coleraine Drive.

**2. What is the cost breakdown?**

- The breakdown for the project cost is as follows:

Project Component	Cost
Road Works (including Storm Drainage and Active Transportation)	\$2,113,596
Illumination	\$211,464
Streetscaping and Landscaping	\$143,820

Structures	\$14,12,500
EA Studies	\$1,490,510
Engineering	\$2,607,207
Contingency	\$1,738,138
<b>Total (rounded to \$100)</b>	<b>\$23,217,200</b>

**3. If the section 2.1.11 of Appendix C.2 – Table C.2-3 includes the portion of George Bolton Parkway Extension east of HSV Boundary only, what about the cost of George Bolton Parkway Extension within HSV boundary and the incremental cost of internal Street which are 26m ROW? Should they have to be included in the DC funding?**

- The Local service guidelines or LSGs were prepared before the draft TMP was available (April 20, 2024) which identifies a 26.0 m right of way to be a local developer responsibility. The LSGs had referenced outdated guidelines and policies that the Town has not been using for some years now. The amended LSGs are attached and have been updated to align with the new TMP policies. This change has no impact to the capital costs recovered from DCs or calculated rates.

# APPENDIX A

## UPDATED LOCAL SERVICE GUIDELINES

## Appendix F: Local Service Definitions

The following guidelines set out in general terms the size and nature of engineered infrastructure that is included in the Town of Caledon Development Charge Study, as a project to be eligible to be funded in part by development charges the following will apply:

- The project will be required to be listed in the most current Town of Caledon Development Charges Study.
- If any infrastructure does not add any additional capacity over and above the capacity requirement for that development, these projects are assumed to be the sole responsibility of the developer.
- Infrastructure that provides servicing or capacity for more than one development is not necessarily fully or partially funded from development charges. If a project is considered fully or partially local in nature, the Town will require the benefiting landowners to fund the works directly.

The following policy guidelines are general principles by which staff will be guided in considering development applications. Each application will be considered on its own merits having regard to, among other factors, the nature, type and location of the development in any existing or proposed development in its surrounding area. These policy guidelines, the location and type of services required and their relationship to the proposed development and to existing and proposed development in the area, and subsection 59(2) of the *Development Charges Act, 1997*, will also be assessed.

These local service policy guidelines are subject to review and amendment by the Town which may be independent of an amendment or update to the Town's development charge by-laws.



The detailed engineering requirements for all work and/or development are governed by the Town of Caledon Official Plan, or if not specified in the Official Plan, by the Town's detailed engineering standards and best management practices.

The provision of local services is considered to be a direct developer responsibility under s.59 of the DCA and will (or may) be recovered under other agreement(s) with the landowner or developer. The issue of "local services" is being specifically considered for the services outlined in the following sections.

## **A. General**

A local service is the infrastructure or component thereof required to develop a subdivision within the boundaries of the secondary plan in accordance with the Town of Caledon Standards, prevailing best management practices and current level of service (LOS) or LOS determined by Council. Infrastructure is assumed by the Town when the clauses and conditions of subdivision agreement are met.

### **Example:**

- Local Roads are two-lanes and generally have a 26.0 m or less right of way (ROW) including, but not limited to, the following;
  - Turn lanes;
  - Parking bays;
  - Bike lanes (on road and off road);
  - Streetlights;
  - Intersection improvements;
  - Streetscaping;
  - Utilities;
  - Municipal services;
  - Sidewalks and multi-use paths; and
  - Storm water management facilities.

- For proposed roadworks internal to a development area, Development Charge funding shall be considered for incremental capital costs above and beyond the local service. Only funding for incremental capital costs associated with oversizing of pavement structure.

## **B. Services Related to a Highway Project Assessment**

### **i. Roads**

- Increasing Local Roads above a 26.0 m right of way (ROW) in residential subdivisions and industrial parks within, or related to, a development plan are to have capital cost related to upsizing to be funded through development charge.
- Any portion of a road (land and construction) equal to or less than that is a local road (26.0m ROW) in a residential subdivision is to be funded by the local developer.
- Any portion of a road (land and construction) equal to or less than that is a local road (26.0m ROW) in an industrial park or development is to be funded by the local developer.
- Improvements to assumed collector roads (rural to urbanize or widening) are to be funded through development charges.
- New roads outside the draft plan of subdivision area to be funded through development charges.
- Existing rural roads to be reconstructed to an urban standard to be funded through development charges.
- Existing roads in developed areas that are to be intensified, as identified in a Community Improvement Plan (CIP) or equivalent, that require upgrading will be funded through development charge.

- For proposed roadworks internal to a development area, Development Charge funding shall be considered for incremental capital costs above and beyond the local service. Only funding for incremental capital costs associated with oversizing of pavement structure.

## **ii. Illumination**

- All illumination on arterial and collector roads NOT in a secondary plan/draft plan of subdivision are to be funded through development charges.
- Illumination on collector and local roads in a draft plan are the responsibility of the local developer (local service).

## **iii. Intersections**

- Intersection improvements on collector and local roads in a draft plan, or related to, are the responsibility of the local developer (local service).

## **iv. Structures/Crossings**

- Structures and crossings that have a cross section greater than a local road, are considered to be of Town-wide benefit, and are to be funded fully through development charges.
- Structures and crossings on local roads are generally considered to be a local service and a direct developer responsibility.
- In addition, structures and crossings (land and construction) on a local road in a residential and industrial subdivision is to be funded by the local developer.

**v. Land Acquisition for Roadworks**

- Land acquisition for planned road allowances within development lands is a dedication under the Planning Act provisions. Land acquisition for planned road allowances outside of development lands, and that is not a dedication under the Planning Act, is included in the Development Charge calculation to the extent permitted under s.5(1) of the DCA.

**vi. Sidewalks/Multi-Use Paths/ Bike Lanes**

- Sidewalks/multi-use paths/on road and off-road bike lanes on arterial roads and collector roads not in a draft plan of subdivision are to be funded through development charges.
- Sidewalks/multi-use paths/on road and off-road bike lanes on roads in a draft plan of subdivision are local services and is the responsibility of the developer.
- Trails and pathways on greenlands (valley land or open space outside of a draft plan of subdivision) are to be funded through development charges,
  - unless a connection is required from a local trail within a subdivision to an existing external trail then the connecting link is consider a local service and is the responsibility of the developer.
- Trail bridges, or crossings, are to be funded through development charges.

**C. Stormwater Management**

- Stormwater facilities for quality water balance and/or quantity control management, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing

- direct developer responsibility under s. 59 of the D.C.A as a local service.

- Storm sewer systems and drainage works that are required for a specific development, either internal or external to the area to which the plan relates - direct developer responsibility under s. 59 of the D.C.A as a local service.
- Note, as identified above, any stormwater requirements on a local road are considered a local service and direct developer responsibility.

## **D. Parkland Development**

### **i. Recreational Trails**

- All recreational trails (any trail or path outside of the road right of way) that are to be constructed within a development - direct developer responsibility under s. 59 of the D.C.A. as a local service.
- All recreational trails external to the development required to connect trails to inter-regional trails and existing Town trails to ensure continuity of the trail system - direct developer responsibility under s. 59 of the D.C.A. as a local service. If the length of the external connection exceeds 50m the developer is responsible for the first 50m of the external connection.
- General trail improvements not specific to a development but to support overall growth of the trail system - included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- Trail bridges, or crossings, are to be funded through development charges.

### **ii. Parkland**

- Parkland development for community parks, neighbourhood parks and village squares - direct developer responsibility to provide at

base conditioning, as defined in the Town's Engineering and Parks Standards Manual, as a local service provision.

**iii. Parkland Development Infrastructure Assets Constructed by Developers:**

- All infrastructure assets constructed by Developers must be designed in accordance with the Town of Caledon Engineering and Parks Standards Manual, as revised.

All infrastructure assets shall be conveyed in accordance with the Town of Caledon Engineering and Parks Standards Manual, as revised. Any Parks and Open Space infrastructure assets approved to be built by the developer on behalf of the Town shall be in accordance with the Town of Caledon Park Development Methods Policy.

## Kim Lichti

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**Subject:** FW: Town of Caledon - DC Background Study Presentation

**From:** Jennifer Staden <jennifers@gsai.ca>

**Sent:** Monday, March 25, 2024 1:50 PM

**To:** Kim Lichti <Kim.Lichti@caledon.ca>

**Cc:** Zechariah Bouchard <zechariahb@gsai.ca>; Jason Afonso <jasona@gsai.ca>

**Subject:** RE: Town of Caledon - DC Background Study Presentation

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Kim,

Thanks for your continued correspondence on this. Our traffic consultants have a few follow up questions:

- Can the Town confirm that the Phase 1 lands' population and employment are accounted for in the appropriate horizon (which are expected to be built out 2031-2035). [Note this may be more applicable to your team when it comes to some of the other local services required]
- Can the Town clarify where the pedestrian bridge identified in Item 2.13.29 (Pedestrian Bridge over Etobicoke Creek) will be located? Can this be integrated with the culvert/structures on Chinguacousy Road? Or will this be a separate pedestrian bridge over the trail west of Chinguacousy Road?
- Can the Town confirm how many trail crossing structures are included? Under the active transportation section only "pedestrian bridge over Etobicoke Creek near Chinguacousy Road" is identified, but the recommended Active Transportation Network indicates potential MUT crossings within the Alloo Secondary Plan. Can provision for these be accounted for in Table C2-3? If it can't be confirmed at this time if structures will be needed and how many, perhaps including them under "Other Items" similar to the Traffic Signal Installations (Unspecified Locations).

We just wanted to confirm the above re: trails since trail bridges and crossings are noted to be funded through development charges per Section B.vi in Appendix F.

- Noting that the Chinguacousy Road EA is nearly complete, can the Town confirm the design details of the work accounted for in the estimates? We were trying to get clarity on the cost estimate details for Chinguacousy Road and Credi view road and what works the estimates accounted for.

**Jennifer Staden, MCIP, RPP | Associate**

700 - 10 Kingsbridge Garden Circle

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**My working day may not be your working day. Please do not feel obliged to reply to this email outside of your normal working hours.**

**Please note that I will be on parental leave as of Friday March 29<sup>th</sup>.**



## Kim Lichti

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**From:** Jason Afonso <jasona@gsai.ca>  
**Sent:** Thursday, April 4, 2024 11:26 AM  
**To:** Kim Lichti  
**Subject:** Town DC Background Study - Mayfield West Phase 2 Secondary Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Kim,

I work on behalf of the Mayfield West Phase 2 Landowner Group. In reviewing the DC Background Study information, we see a number of gross project costs for various parks located within the Mayfield West Phase 2 area. Would you be able to provide the detailed estimates for these parks in the DC Background Study?

**Jason Afonso, MCIP, RPP | Partner**

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