

Ms. Heather Haire, CPA, CA
Treasurer, Finance
Finance and Infrastructure Services
Town of Caledon
6311 Old Church Road
Caledon, Ontario L7C 1J6

Dear Ms. Haire:

**Re: 2019 Development Charge Background Study
Transportation Infrastructure Costs Review Response
Town of Caledon, Ontario**

We are pleased to provide you with our response regarding the Transportation Infrastructure Costs covered in the Development Charge Calculation contained within the draft March 22, 2019 Development Charge Background Study prepared by Watson & Associates Economists Ltd. for the Town of Caledon on behalf of our Client, Medi-Terra Properties Corporation. The following is in response to your comments provided in the May 6, 2019 letter prepared by the Town of Caledon.

Our comments are as follows regarding the Transportation Infrastructure Costs and how the projects relate to our Client's subject lands in the Town of Caledon. For ease of reference, the Town's subtitles have been indicated in italics text while our response is in regular font, as outlined below:

BELFOUNTAIN PROPOSED DEVELOPMENTS

Manors of Belfountain Corporation – Property Located on the East Side of Shaws Creek Road and South of Bush Street (File No. 21T-91015C)

1. *Request that DC credits for the urbanization of Shaws Creek Road will be included in the development agreement.*

Acknowledged.

CALEDON EAST PROPOSED AND EXISTING DEVELOPMENTS

Castles of Caledon Corporation - Located at Northeast Corner of Walker Road and Mountainview Road

2. *Request that the Walker Road West growth-related works, in the amount of \$1,416,399.92 be paid to Castles of Caledon Corporation.*

Acknowledged.

Pluribus Corporation – Property Located at Northeast Corner of Old Church Road and Atchison Drive

3. *Requests that DC credits be provided in the development agreement for 0 Atchison Drive if any portion of the D.C. recoverable works are required for the development located at northeast corner of Old Church Road and Atchison Drive.*

Acknowledged.

4. *Clarification regarding the definition of a large apartment as it pertains to Section 7.3.2 of the DC Background*

We understand that “the Town has differentiated between large and small apartments on the basis of dwelling unit size in prior D.C. Bylaws dating back to 1999. In all of those bylaws the size threshold has been maintained at 70 sq.mt and greater for a large apartment. This has been maintained in the 2019 D.C. Background Study, with Census occupancies applied reflective of these characteristics.”

However, we understand from the May 2016 Census that the vast majority of occupied dwellings are single-detached homes at approximately 83.4%. People are coming to the Town of Caledon to live large as the average household size of 3.1 is larger than the province’s average of 2.6, and over 90% are occupying private dwellings with 3 and 4 or more bedrooms (25% sample data). From the justification above, we feel that using 80 square metres in size as a trigger would be more appropriate according to the Town of Caledon’s characteristics.

We understand that the DC quantum calculation has been undertaken on an average cost basis, whereby the calculated charge seeks to recover the total costs from the anticipated development over the planning period. For the residential calculations, charges are calculated on a single detached unit equivalent basis and converted to four forms of dwelling unit types (single and semi-detached, apartments larger than 70 s.m., apartments 70 s.m. of smaller, and other residential dwellings). As per Section 7.3.2 – Determination of the Amount of the Charge, we understand that the stacked townhouses are subject to the large apartment rates. Please confirm the reasoning for classifying stacked townhouses as large apartments.

The draft by-law has defined the following:

- ➔ “apartment dwelling” means a dwelling unit in a building containing seven or more dwelling units where the dwelling units are connected by an interior corridor and shall include stacked townhomes; and,
- ➔ “small apartment” means a dwelling unit of less than 70 square metres in size.

Please provide justification as to why there is no definition of “large apartment” included within the draft By-law.

Additionally, we would like some further justification and background information on the calculations for the determination for the selection of 70 s.m. as the trigger size to define an apartment large or small.

BOLTON PROPOSED DEVELOPMENTS

H-Lands of Bolton Corporation – Located North of King Street East on the West Side of Caledon King Town Line South (21T-12005 DA, 21 CDM-12002, & RZ 08-21)

5. *Request that the Town revise the demolition credit approval, without an expiry date of 10 years prior to the issuance of a building permit, for the development located north of King Street East, on the West Side of Caledon King Town Line South.*

Thank you for recognizing our Client's feedback. We understand that the Town of Caledon required our Client to demolish the existing school buildings due to safety concerns of vandalism and fire before our Client had expected to demolish the structures. On January 23, 2012, the Town of Caledon Staff confirmed that they assumed that the demolished buildings noted were located on our Client's portion of the property not the TRCA's, and that the demolition of these buildings were all after November 1991.

Based on the information that our Client supplied Town Staff in 2012, the available Town Development Charge Demolition Credit would currently be approximately up to \$254,511.45 (4,609.14 m² x \$55.22/ m²) based on the draft Development Charge Background Study rates. This credit would be applied to future development charges payable. Any residential redevelopment would be charged the Development Charge rates in effect on the date of building permit issuance. Our understanding is that our Client will be building townhouses which are currently at a rate of \$22,784 per unit (Town DC only). Please confirm our above-mentioned understanding of the credits available to our Client.

For demolitions occurring after the by-law enforce date, a demolition credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 10 years prior to the issuance of a building permit in the case of non-residential units. With the unknown certainty of the residential market, we would like to request that the Town of Caledon revise the demolition credit approval without an expiry date of 10 years prior to the issuance of a building permit for this development. Please confirm the exception of no expiry date for this development.

6. *Request that the Town confirm responsibility for all external works external to the development located north of King Street East, on the West Side of Caledon King Town Line South, except for intersection improvements.*

Acknowledged.

Re: | **2019 Development Charge Background Study**
Transportation Infrastructure Costs Review Response
Town of Caledon, Ontario

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May 15, 2019
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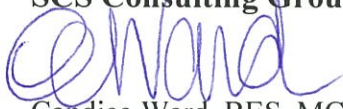
In summary, our Client, Medi-Terra Properties Corporation, is prepared to complete the above-mentioned development charge recoverable works. For that reason, we would appreciate the Town of Caledon acknowledge the above-mentioned requests in writing.

We trust the above-mentioned is complete. We look forward to hearing from Town of Caledon Staff shortly.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.



Candice Ward, BES, MCIP, RPP
cward@scsconsultinggroup.com

c. Mr. John Spina, Medi-Terra Properties Corporation
 Mr. Fuwing Wong, CPA, CGA, Chief Financial Officer, Town of Caledon

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