



Growth Management and Phasing Plan

Town of Caledon

Addendum Report

November 12, 2024

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

In association with:



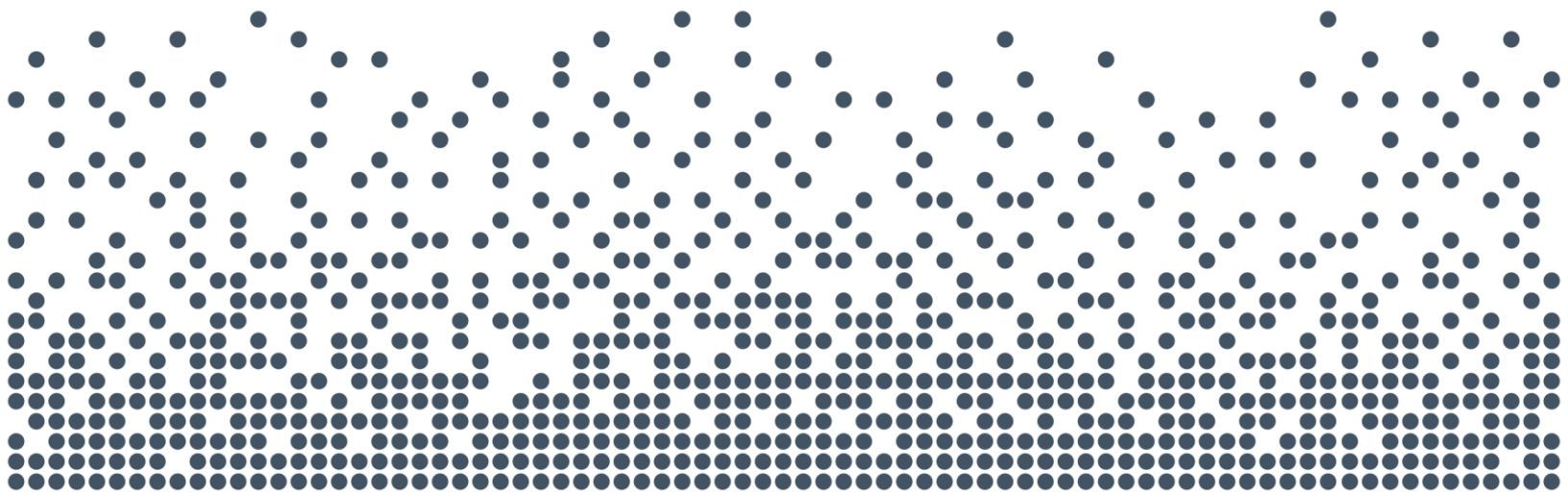
GEI





Table of Contents

	Page
1. High-Level Considerations of the Caledon Council Rezonings	1-1
1.1 Growth Management and Phasing Criteria Considerations	1-3
1.1.1 Growth Management Implications.....	1-4
1.2 Water and Wastewater Considerations.....	1-4
1.3 Transportation and Transit Considerations	1-6
1.4 Fiscal Impact Assessment Considerations	1-7
2. Conclusions	2-1
Appendix A Water and Wastewater Revisions Based on Caledon Council Rezonings	1



Report



Chapter 1

High-Level Considerations of the Caledon Council Rezoning



1. High-Level Considerations of the Caledon Council Rezoning

The technical findings outlined in the attached November 6, 2024, Draft Growth Management and Phasing Plan (G.M.P.P.) Report were previously presented to Caledon Council on October 14, 2024. As summarized in the G.M.P.P. and presented to Caledon Council, two periods of development have been established: lands categorized as Phase 1 are permitted to begin development between 2026 and 2036 while lands that are categorized in Phase 2 are permitted to begin development between 2036 and 2051 (see Figure 1).

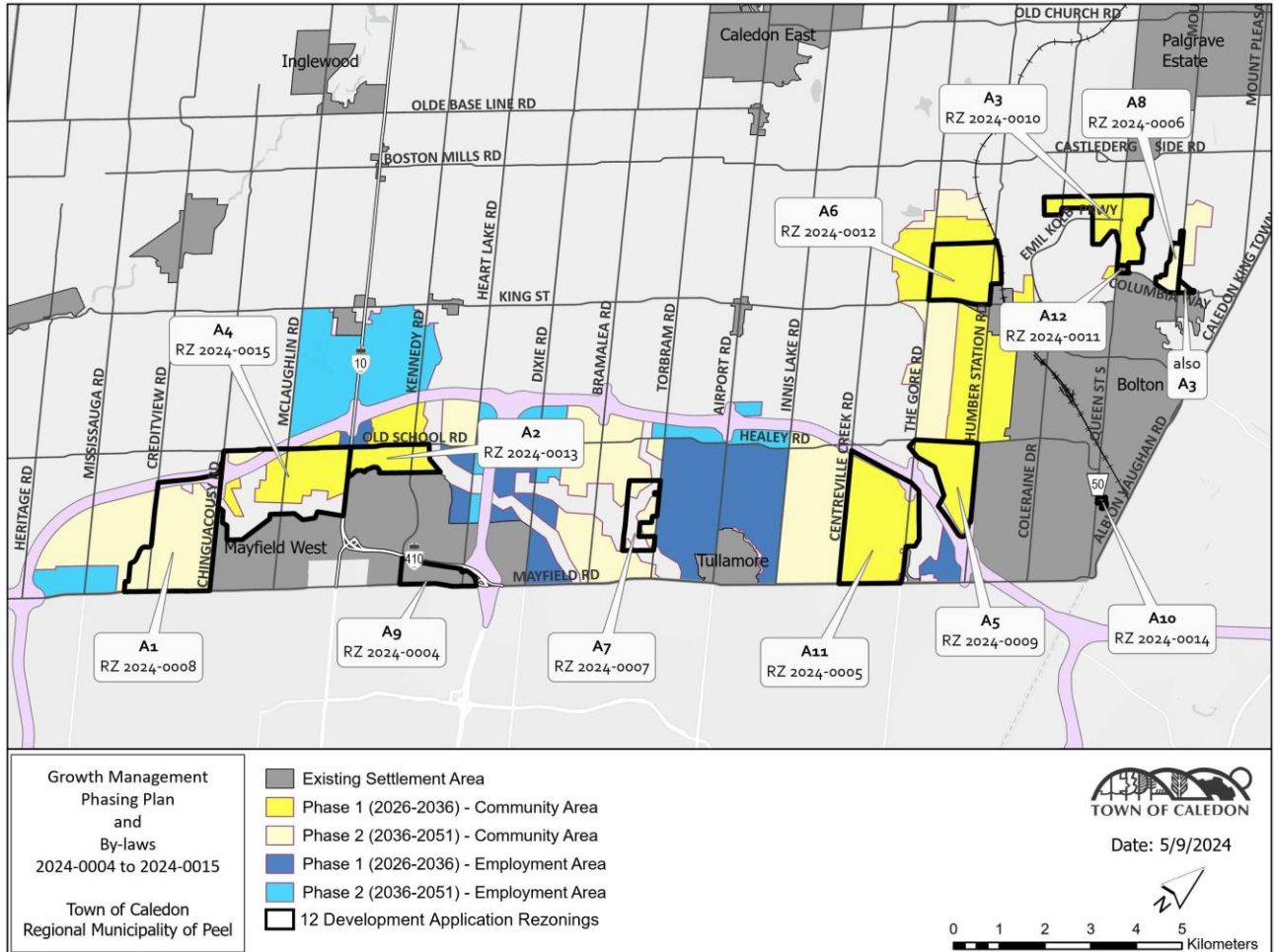
Since the first November 2023 Council presentation on the draft study findings, Caledon Council has approved rezoning 12 development applications as of July 23, 2024. These 12 development applications are displayed in Figure 1 and are broken down as follows:

- A9 and A10 are within the Caledon's existing settlement area and do not have an impact on the Settlement Area Boundary Expansion (S.A.B.E) Phasing Plan;
- A2, the northwestern portion of A3, A4, A5, A6, A8, and A11 represent lands that are already captured as Phase 1 and do not impact the current G.M.P.P; and
- A1, the southeastern portion of A3, and A8 are currently captured as Phase 2 in the G.M.P.P. These rezoning changes result in these lands being considered as part of Phase 1, which has an impact on the G.M.P.P.

Based on these rezoning changes noted in the final bullet, this Addendum Report assesses the impacts on the G.M.P.P. as it relates to growth management, the Phasing Plan criteria, water and wastewater servicing implications, and transportation infrastructure considerations. It is important to emphasize that this Addendum Report does not conduct any detailed analysis related to these Council rezoning changes. This report is intended to provide high-level initial considerations related to the impacts of these changes. Future work would be required to assess these impacts in more detail.



Figure 1
Town of Caledon
G.M.P.P. and the Rezoning of 12 Development Applications



It is also important to note that since this core G.M.P.P. work has been completed, Peel Region has created 'Scenario 2' which provided an updated growth forecast for Brampton, Mississauga, and Caledon. Under Scenario 2, Caledon is forecast to grow to 342,000 people, 103,700 households, and 158,900 jobs by 2051. This results in an increase of 42,000 people, 12,100 households, and 33,900 jobs compared to the G.M.P.P and Peel Region Official Plan (R.O.P.) forecasts. This Addendum Report does not assess the impacts of the higher growth scenario on the G.M.P.P. Additional technical analysis would be required should the Town want to assess the impacts of this in the future.



1.1 Growth Management and Phasing Criteria Considerations

The G.M.P.P. Draft Report outlines Phasing Plan principles and criteria which informed the distribution and timing of growth (Phase 1 vs. Phase 2) across the Caledon S.A.B.E. lands. As noted previously, this Addendum Report does not reassess the technical details of the G.M.P.P. forecast for the Town of Caledon as it relates to these changes. Accordingly, this subsection provides some initial direction regarding the lands added into Phase 1 through the Council rezoning.

As noted in Chapter 2 of the G.M.P.P. Draft Report (August 23, 2024), seven core Phasing Plan criteria were initially established:

1. Is the priority area a logical extension of the current built-up area?
2. Will the selection of the priority area provide for the completion of an existing urban area in the Town of Caledon?
3. Will the selected priority area be serviced efficiently by existing and planned water and wastewater infrastructure?
4. Will the selected priority area be serviced efficiently by the existing and planned Regional and Town transportation network?
5. Does the location of the priority area support the early establishment of the Caledon GO Station?
6. Does the location of the priority area minimize impacts on active agriculture?
7. Is it feasible for new employment uses to develop in the short term?

As noted earlier, a majority of the S.A.B.E. rezonings already fall within Phase 1 of the G.M.P.P. Three rezonings result in additional lands being brought into Phase 1 from Phase 2 of the G.M.P.P. The newly added Phase 1 lands through the Council rezoning would be considered as an addition to the work established through the G.M.P.P. With these additional lands considered, it will remain important that the Town continue to emphasize the importance of the core seven planning criteria as it grows to 2051.



1.1.1 Growth Management Implications

A Phasing Plan is vital for a municipality when faced with such immense growth pressure spread across a substantial new urban land area. When development is not phased strategically, the demand for infrastructure (such as water, wastewater, transportation, and public services) can quickly exceed the capacity to accommodate urban development efficiently. This can lead to delays, increased costs, and uneven service quality across different areas. Moreover, without measured phasing, the creation of cohesive, complete communities may be challenging. A phased approach ensures that growth is aligned with the Town's ability to deliver infrastructure and services in a timely and sustainable manner, ultimately supporting a more balanced and resilient community.

Based on Caledon Council's rezoning and the original G.M.P.P., there are now more S.A.B.E. locations that can begin development before 2036. Permitting growth to occur in more locations across Caledon's S.A.B.E. lands will require the Town to consider how these additional lands fit within the Phasing Plan laid out in the core G.M.P.P, and how the provision of soft and hard infrastructure will be reconsidered to account for this shift.

Tracking growth using real-time information is crucial in this context because it allows the Town to monitor how development progresses across the S.A.B.E. lands and adjust its strategies accordingly. As more locations begin development simultaneously, the Town needs up-to-date data to identify emerging challenges, such as infrastructure strain, service delivery gaps, or developer delays. Real-time tracking enables proactive decision-making, ensuring that growth remains aligned with the Town's capacity to provide essential services. This approach helps prevent the risks associated with such large-scale development, such as increased costs and uneven service quality and supports the creation of well-connected, complete communities that develop sustainably over time. As noted in the G.M.P.P. Draft Report, if lands within Phase 1 are slow to begin development, then the Town can be flexible in its approach to identify lands within Phase 2 to be permitted to begin development before 2036 – having real-time insights to guide that process will be critical.

1.2 Water and Wastewater Considerations

A servicing analysis was completed at a high level to understand the potential impacts of the additional S.A.B.E. lands brought into Phase 1 through the Caledon Council



rezonings. This review assessed the phasing of growth throughout the planning period (i.e., where and when), and identifies the impacts on Regional water and wastewater infrastructure. Specifically, the impacts to the existing and planned water and wastewater system, along with any additional projects necessary to provide adequate water and wastewater servicing to the additional Phase 1 lands.

High-level cost estimates were prepared for the additional water and wastewater infrastructure needs, to determine the financial implications of servicing growth within the newly added Phase 1 areas. As identified in Figure 1, three (3) land areas were reallocated from Phase 2 (2036-2051) to Phase 1 (pre-2036). The following summarizes the high-level impacts on the water and wastewater systems:

Water System

- As a function of the updated phasing of several lands within Caledon, several distribution mains in West Caledon, specifically identified as ‘Area 3 – Chinguacousy’ were recommended to be relocated from Phase 2 (post-2036) to Phase 1 (pre-2036). Refer to Appendix A for the supporting slides outlining the location of these distribution mains relative to the area in question.
- As a function of the updated phasing of several lands within Caledon, several distribution mains in East Caledon, specifically identified as ‘Area 1 – Mount Hope’ were recommended to be relocated from Phase 2 (post-2036) to Phase 1 (pre-2036). Refer to Appendix A for the supporting slides outlining the location of these distribution mains relative to the area in question.
- Appendix A provides an overview of the re-allocation of capital costs from the projects identified for Phases 1 vs 2. In summary, approximately \$17M of water infrastructure capital costs were reallocated from Phase 2 to Phase 1 as a function of advancing certain areas within Caledon prior to 2036.

Wastewater System

- As a function of the updated phasing of several lands within Caledon, several trunk sewers in West Caledon, specifically identified as ‘Area 3 – Chinguacousy’ were recommended to be relocated from Phase 2 (post-2036) to Phase 1 (pre-2036). Refer to Appendix A for the supporting slides outlining the location of these trunk sewers relative to the area in question.



- As a function of the updated phasing of several lands within Caledon, several trunk sewers in East Caledon, specifically located in 'Area 1 – Mount Hope' and 'Area 2 – Torbram' were recommended to be relocated from Phase 2 (post-2036) to Phase 1 (pre-2036). Refer to Appendix A for the supporting slides outlining the location of these distribution mains relative to the areas in question.
- In summary, approximately \$53M of wastewater infrastructure capital costs were reallocated from Phase 2 to Phase 1 as a function of advancing certain areas within Caledon prior to 2036.

In total, approximately \$70M of additional infrastructure capital costs would be required prior to 2036 to account for the additional lands now considered as Phase 1 through Caledon Council's rezonings.

1.3 Transportation and Transit Considerations

Based on Caledon Council's rezoning and the original G.M.P.P., there are additional lands that can begin development before 2036. The Caledon Council rezoning decisions will require growth to begin in more locations than previously identified in the core G.M.P.P. Permitting accelerated development in additional S.A.B.E. lands could require changes to the road widening program and phasing identified in this study. With these revisions of the Phasing Plan, it could be possible that some of the road network may need to be widened earlier than what is identified in the core G.M.P.P. Report. It is noted that a travel demand modelling analysis was not conducted for the updated land use proposed under the G.M.P.P. Study. However, based on the high-level review, it could be possible that the segment of Heart Lake Road between Mayfield Road and Old School Road may need to be widened before the year 2051 to support the employment growth planned in Phase 1 (2026-2036). The change in phasing may also require construction simultaneously on various corridors, which could result in additional funding requirements in the early years and network congestion due to multiple road construction activities.

It is of note that the study assumes a gradual transit expansion in the Town. However, due to growth being distributed more widely across the S.A.B.E. lands through the Caledon Council's rezoning, nine buses estimated by 2036 may likely be insufficient to serve the various secondary plans across Caledon's S.A.B.E. lands. Permitting growth in various secondary plans under S.A.B.E. lands could require changes in the transit



expansion program. This change could require additional funding in the early years for transit services than estimated, as presented in Figure 5-10 of the core G.M.P.P Draft Report.

The rezonings could require changes to the road widening program and phasing identified in this study. With these revisions of the Phasing Plan, it could be possible that some of the road network may need to be widened earlier than what is identified in this study. Similarly, it is likely possible that permitting growth in various secondary plans under S.A.B.E. lands could require changes to the transit expansion program. The rapid expansion across the town could require additional funding in the early years for transit services than estimated in the G.M.P.P. study.

1.4 Fiscal Impact Assessment Considerations

As identified in Section 1.3, the rezonings may alter the timing and phasing of transportation and transit needs to accommodate growth in the S.A.B.E. lands. This will result in additional capital expenditures in the near term of the growth forecast horizon which will further stress the available capital funding sources. Section 3.4 of the FIA report identifies that by 2031 there will be an interim D.C. funding requirement of \$416.7 million as the result of D.C. expenditures exceeding revenues over the 2024 to 2031 period. This funding requirement will need to be met through other internal Town funding sources (e.g. capital reserves), the issuance of long-term debt, or developer front-end financing where it is beneficial for landowners to engage in such an agreement. If external debt is the desired interim funding source, the acceleration of the capital program associated with the rezonings will increase the utilization of the Town's internal and legislative debt capacity requiring a reassessment of current Town debt policies and limiting available debt funding for other Town infrastructure requirements (e.g. forecast asset management plan needs).

The accelerated capital needs will also result in the increased operating costs associated with the capital program occurring earlier than forecast in the F.I.A. report, thereby increasing the financial pressures on the Town in the near term. However, assuming there are no increases in the overall capital needs as a result of the rezonings, the net financial position at 2051 in the F.I.A. report would remain unchanged.



Chapter 2

Conclusions



2. Conclusions

With growth now planned to occur across more locations within the Phase 1 S.A.B.E. lands, it is important for the Town to evaluate how these additional lands fit within the original Phasing Plan, and how hard and soft services can be efficiently planned within the 2051 horizon.

A high-level servicing analysis was conducted to evaluate the potential impacts of the additional S.A.B.E. lands incorporated into Phase 1 through Caledon Council's rezonings. This review examined the timing and location of growth throughout the planning period and assessed the effects on Regional water and wastewater infrastructure, identifying any additional projects needed to support the newly added Phase 1 areas. The analysis indicated that several distribution mains and trunk sewers in both West and East Caledon would need to be advanced from Phase 2 (2036-2051) to Phase 1 (pre-2036), resulting in the reallocation of approximately \$70 million in water and wastewater infrastructure capital costs to support this accelerated growth. This shift underscores the need for careful planning to ensure the necessary infrastructure is in place to service the new Phase 1 lands before 2036.

The Caledon Council's rezoning decisions and the original G.M.P.P. allow for additional lands to begin development before 2036. This could necessitate changes in the road widening program and the Phasing Plan, potentially requiring some road segments to be widened earlier than anticipated. Additionally, the distributed growth could outpace the gradual transit expansion planned, necessitating earlier and increased funding for transit services to accommodate the growth in S.A.B.E. lands.

As the Town progresses, ongoing monitoring and careful planning will be essential to ensure that growth proceeds in a way that supports both the Town's immediate goals and long-term vision established through the G.M.P.P. By maintaining a balanced approach, Caledon can continue to foster sustainable and well-managed development as it grows toward 2051.



Appendix A

Water and Wastewater Revisions Based on Caledon Council Rezoning

Revisions to Water & Wastewater Recommendations based on July 2024 Phasing Re-allocations



Map of Areas that are advanced from Phase 2 to Phase 1

Area 3: West of Chinguacousy
Previously Phase 2 area that could be advanced to Phase 1.

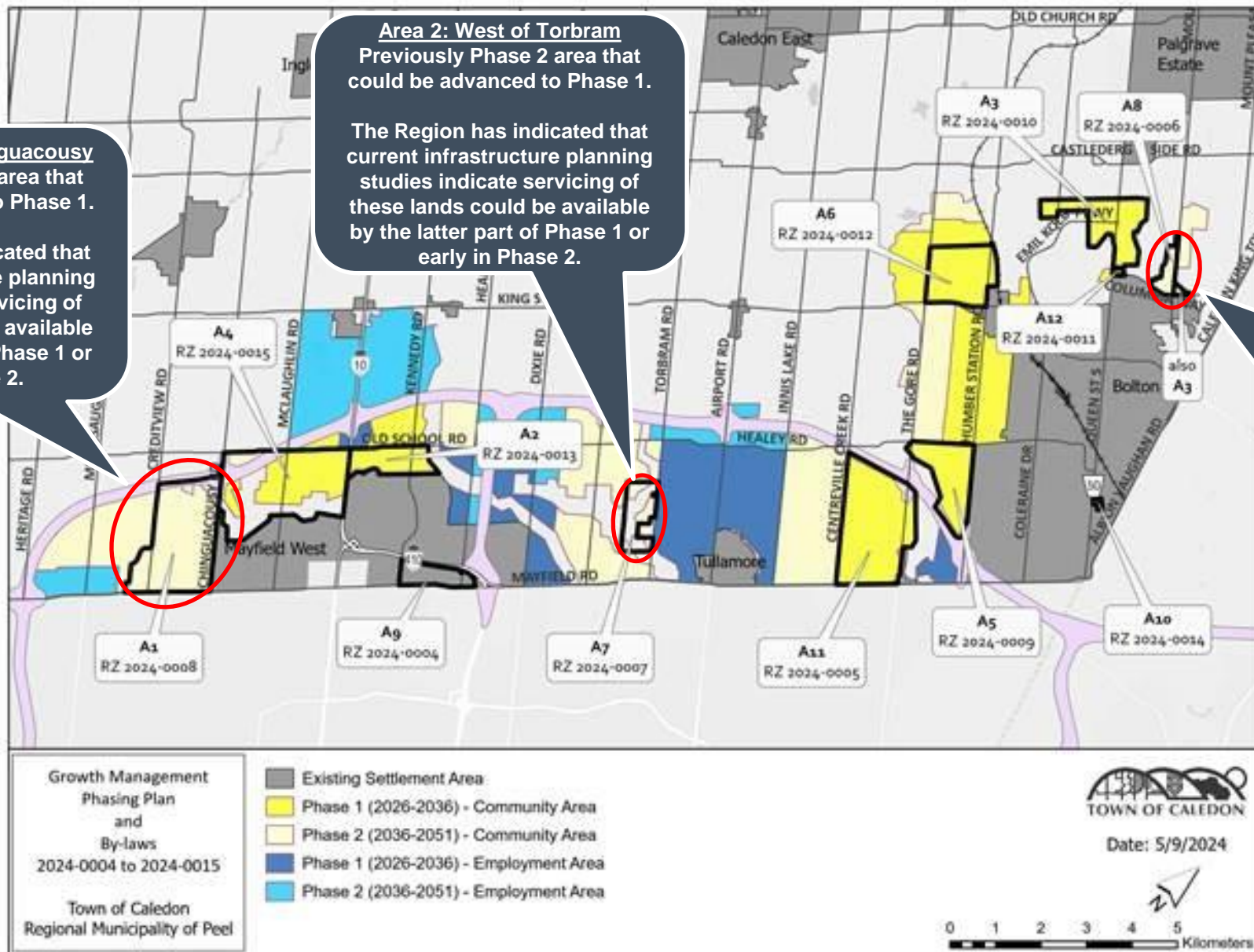
The Region has indicated that current infrastructure planning studies indicate servicing of these lands could be available by the latter part of Phase 1 or early in Phase 2.

Area 2: West of Torbram
Previously Phase 2 area that could be advanced to Phase 1.

The Region has indicated that current infrastructure planning studies indicate servicing of these lands could be available by the latter part of Phase 1 or early in Phase 2.

Area 1: North of Columbia Way / Mount Hope
Previously Phase 2 area that could be advanced to Phase 1.

The Region has indicated that current infrastructure planning studies indicate servicing of these lands could be available by the latter part of Phase 1.

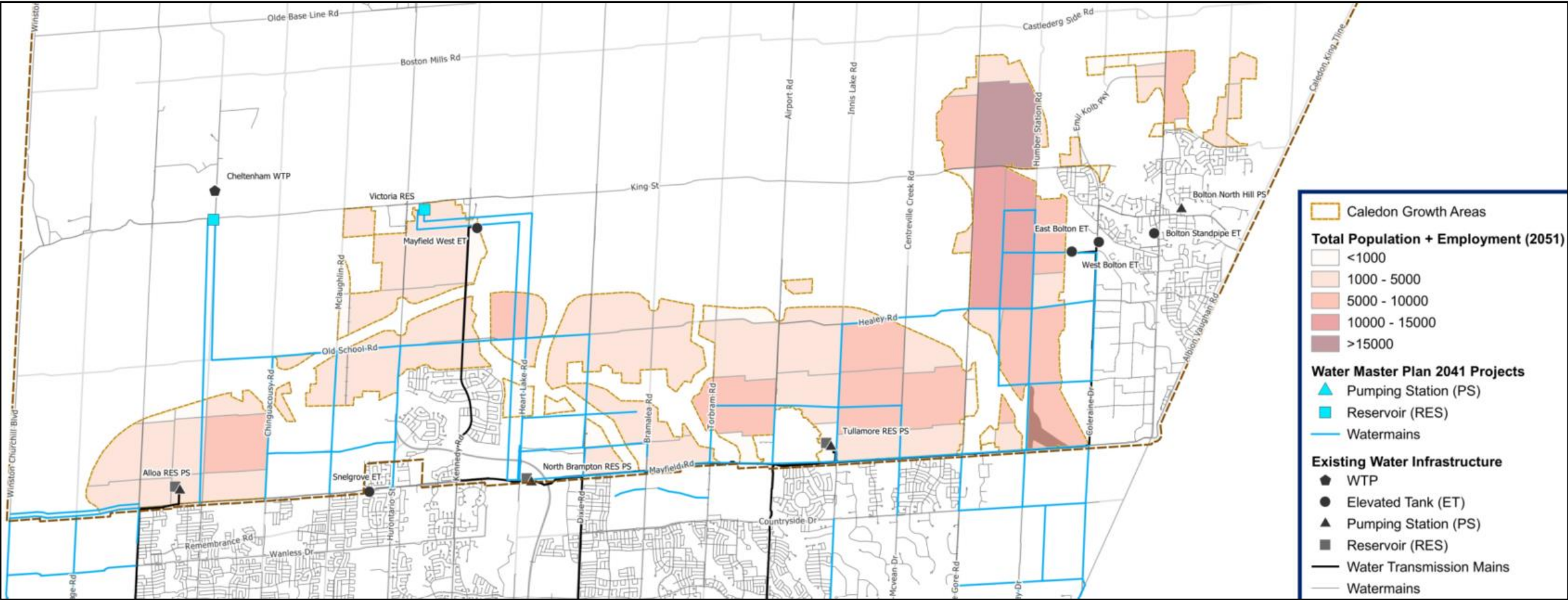


WATER RECOMMENDATIONS



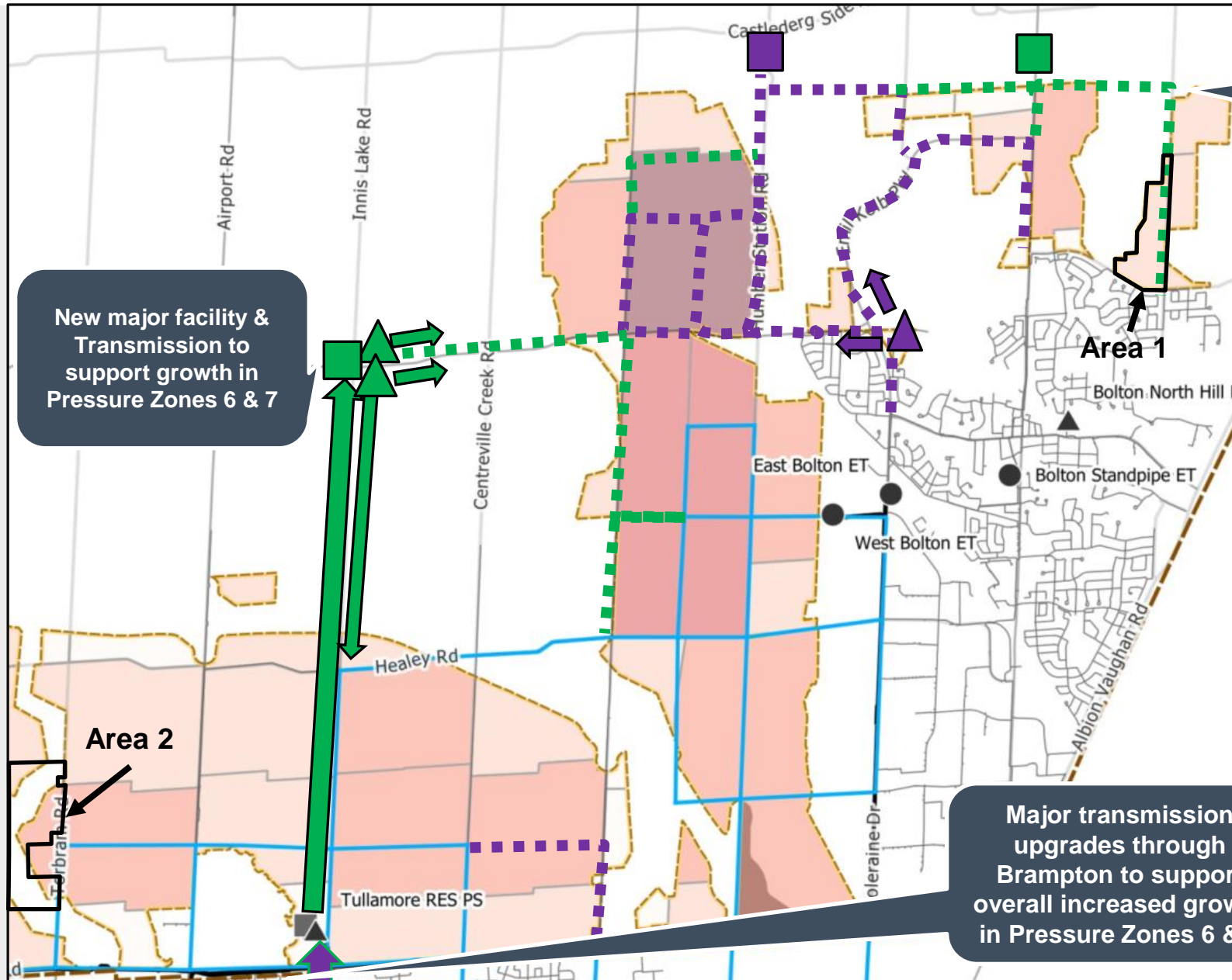
Existing Water System

A map to show Regional Master Plan projects and updated Caledon growth areas.



East System – Water (Initial Phasing – October 2023)

WEST/CENTRAL SYSTEM ↑



New major facility & Transmission to support growth in Pressure Zones 6 & 7

Major additional upgrades necessitated to support two new Pressure Zone 7 areas north of King Street / Columbia Way.

Planned Region of Peel Master Plan Projects are shown in Blue. All required by 2036.

“Phase 1” Projects to 2036: Shown in purple.

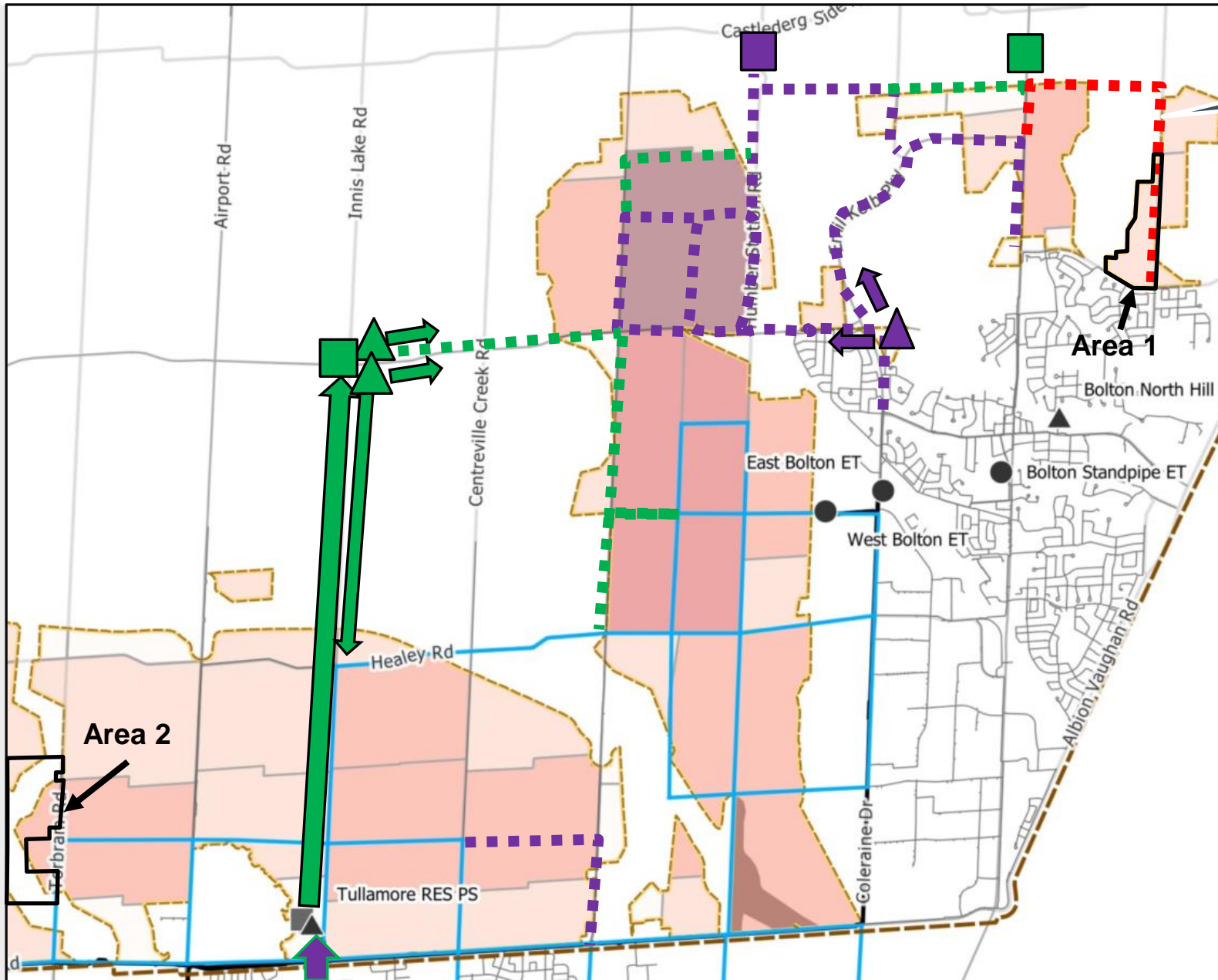
“Phase 2” Projects (2036 to 2051): Shown in green.

Major transmission upgrades through Brampton to support overall increased growth in Pressure Zones 6 & 7

- Overall, the impacts are **significant** on the east system.

East System – Water (Updated Phasing – August 2024) (Area 1 Impact – Mount Hope)

WEST/CENTRAL SYSTEM ↑



Project to create loop towards Mount Hope Road would become required as Phase 1, if the circled area is advanced

Planned Region of Peel Master Plan Projects are shown in Blue. All required by 2036.

Phase 1 Projects to 2036: Shown in purple.

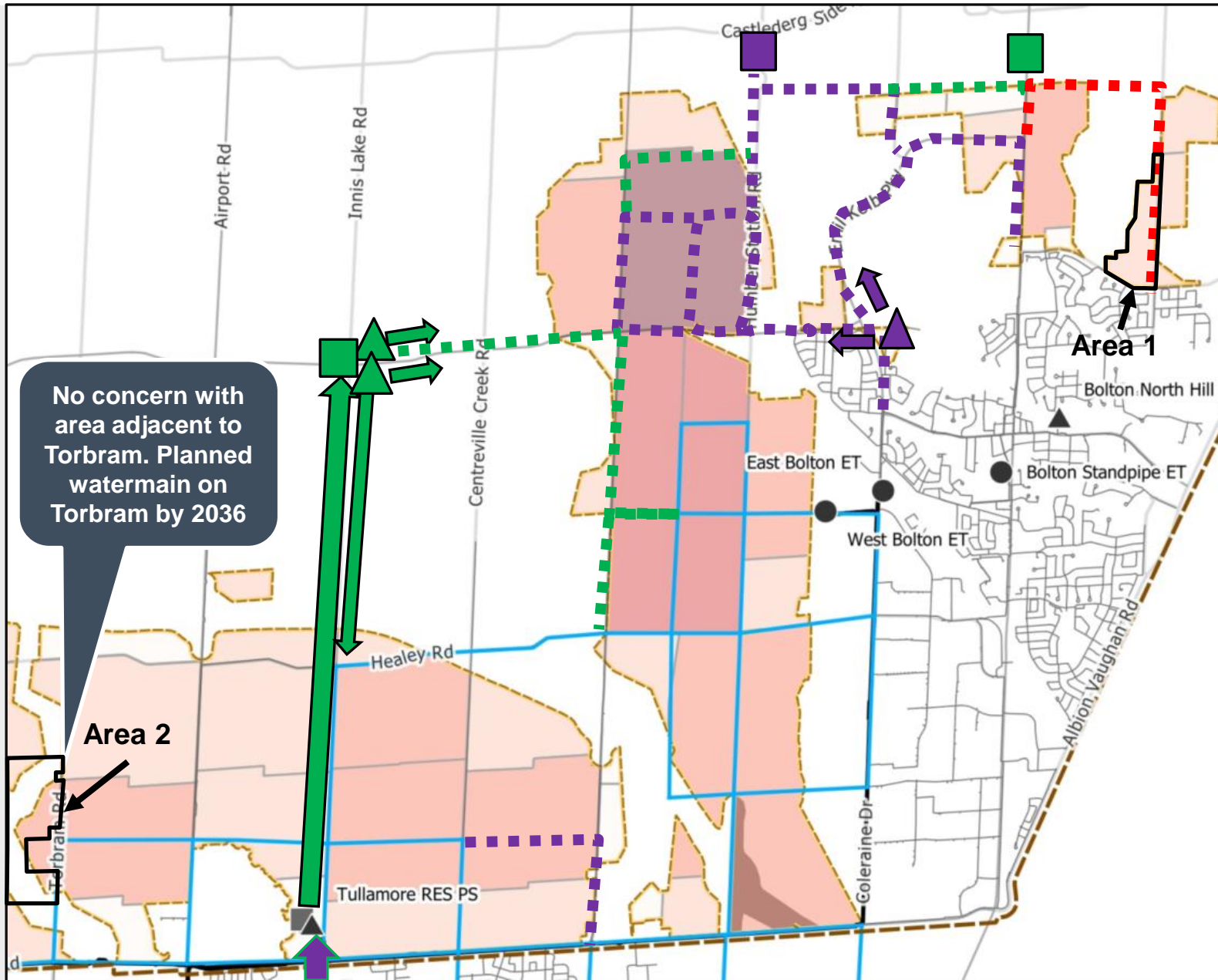
Phase 2 Projects (2036 to 2051): Shown in green.

Prior Phase 2 that would advance to Phase 1 with Area 1 development. Shown in red.

- With growth pre-2036, distribution mains along arterials are needed for looping earlier.

East System – Water (Updated Phasing – August 2024) (Area 2 Impact – Torbram)

WEST/CENTRAL SYSTEM ↑



Planned Region of Peel Master Plan Projects are shown in Blue. All required by 2036.

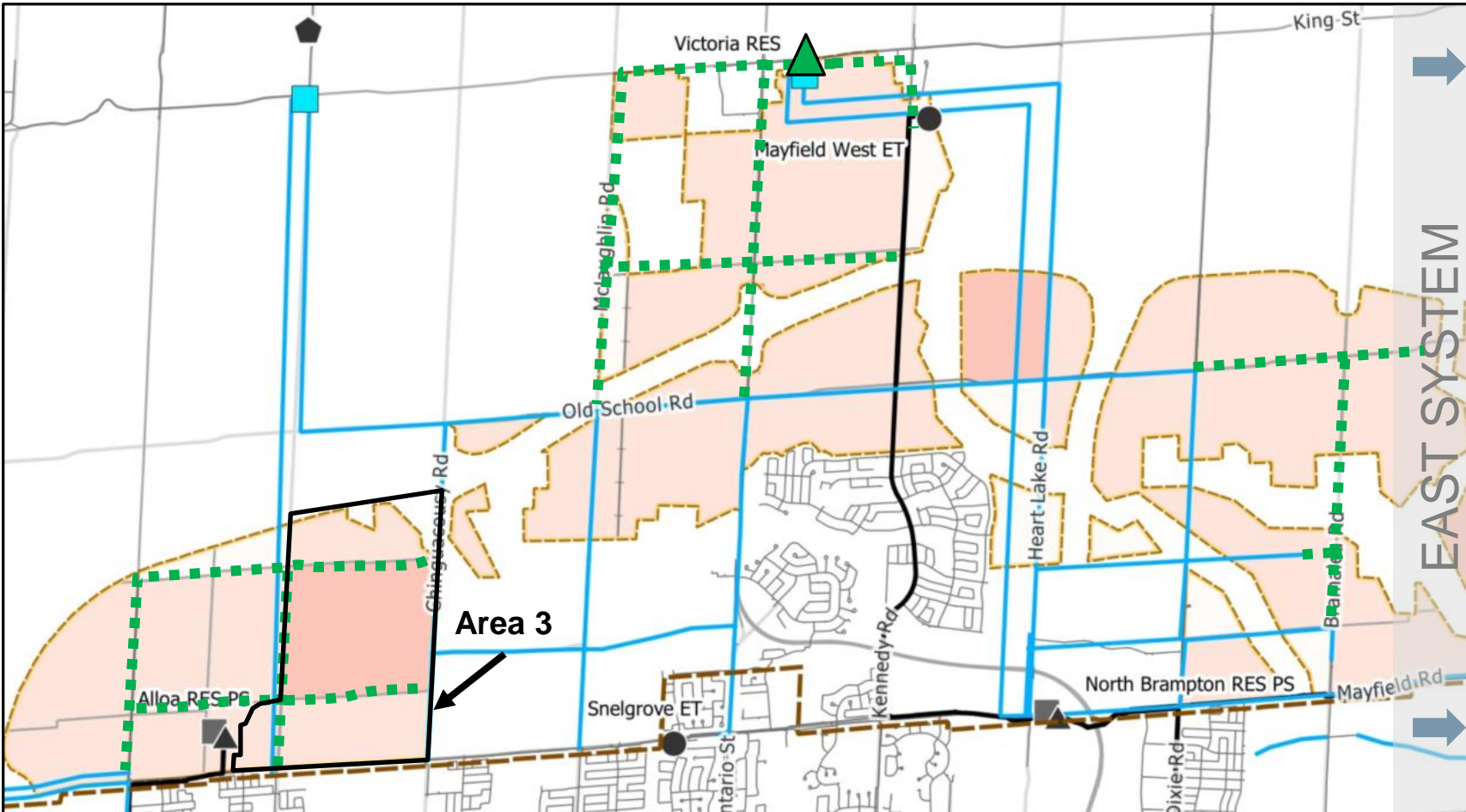
“Phase 1” Projects to 2036: Shown in purple.

“Phase 2” Projects (2036 to 2051): Shown in green.

Prior “Phase 2” that would advance to “Phase 1” with Area 1 development. Shown in red.

- No impact from Area 2

West/Central System - Water (Initial Phasing – October 2023)



Planned Region of Peel Master Plan Projects are shown in Blue. All required by 2036.

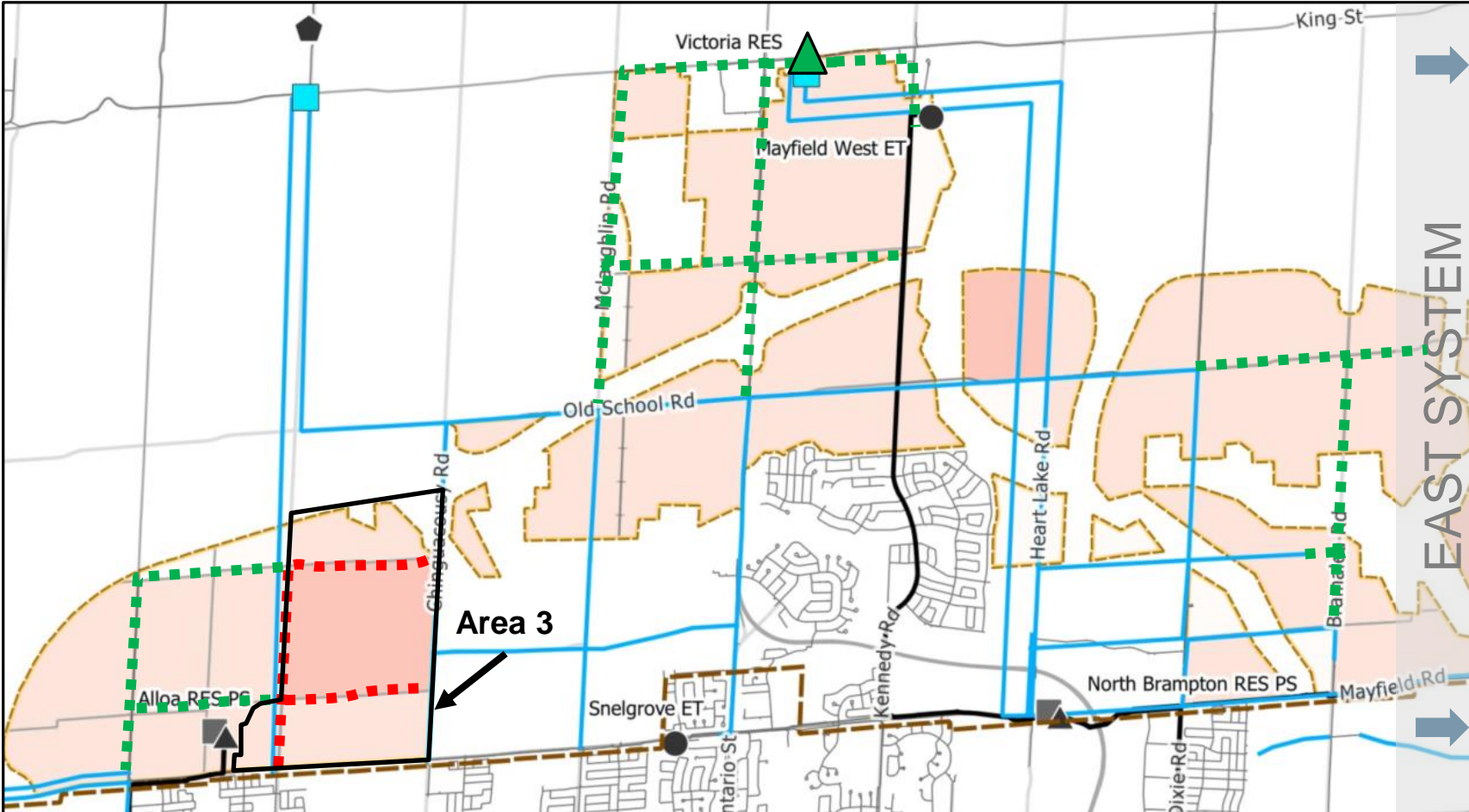
“Phase 1” Projects to 2036: None required.

“Phase 2” Projects (2036 to 2051): Shown in green.

Prior “Phase 2” that would advance to “Phase 1” with Area 3 development. Shown in red.

- Overall, the impacts are **moderate** on the west/central system.

West System – Water (Updated Phasing – August 2024) (Area 3 Impact – Chinguacousy)



Planned Region of Peel Master Plan Projects are shown in Blue. All required by 2036.

“Phase 1” Projects to 2036: None required.

“Phase 2” Projects (2036 to 2051): Shown in green.

Prior “Phase 2” that would advance to “Phase 1” with Area 3 development. Shown in red.

- With growth pre-2036, distribution mains along arterials are needed for looping earlier.

Water-related Limitations/Assumptions

Areas 1 & 2:

- By advancing the “Mount Hope Rd” and “Torbram” areas, the total growth occurring in PD7E/B is also increased compared to the initial phasing scenario. This could also trigger an advancement (from Phase 2 to Phase 1) of the overall additional pumping, transmission and storage need (aka Sandhill).
- However, if this growth area is offset by slower growth elsewhere (and thereby maintaining the same overall growth to 2051 as the initial phasing scenario), then the timing remains the same for the other projects. As such, the pumping/transmission upgrades are not included as being advanced in the costing.

Area 3:

- By advancing the “Chinguacousy” area, the total growth occurring in PD7W/7C is also increased compared to the initial phasing scenario. This could also trigger an advancement (from Phase 2 to Phase 1) of the overall pumping need in the area (aka Victoria PD7 PS).
- However, if this growth area is offset by slower growth elsewhere (and thereby maintaining the same overall growth to 2051 as the initial phasing scenario), then the timing remains the same for the other projects. As such, the pumping/transmission upgrades are not included as being advanced in the costing.

Cost Estimate – Water

Category	Cost (\$2023)	Cost (\$2024) ¹
Phase 1 (Before 2036)	\$273M \$290M	\$303M
West/Central: Additional Distribution Upgrades	- (+ \$8M) = \$8M	\$8M
West/Central: Additional Pumping, Storage & Transmission Upgrades	-	-
East: Additional Distribution Upgrades	\$18M (+ \$9M) = \$27M	\$28M
East: Additional Pumping, Storage & Transmission Upgrades	\$75M	\$79M
East: Major Upgrades south of Caledon to support overall growth	\$180M	\$188M
Phase 2 (2036 to 2051)	\$485M \$468M	\$490M
West/Central: Additional Distribution Upgrades	\$40M (- \$8M) = \$32M	\$33M
West/Central: Additional Pumping, Storage & Sub-Transmission Upgrades	\$38M	\$40M
East: Additional Distribution Upgrades	\$17M (- \$9M) = \$8M	\$9M
East: Additional Pumping, Storage & Transmission Upgrades	\$245M	\$256M
East: Major Upgrades south of Caledon to support overall growth	\$145M	\$152M
Phase 1 & Phase 2 Total	\$758M	\$793M

Area 3 distribution needs shift ~\$8M from Phase 2 up to Phase 1

Area 1 distribution needs shift ~\$9M from Phase 2 up to Phase 1

Note: Table does not include projects previously identified in 2020 MP. Remaining MP projects, within Caledon, are expected to be an additional \$200M to 2036.

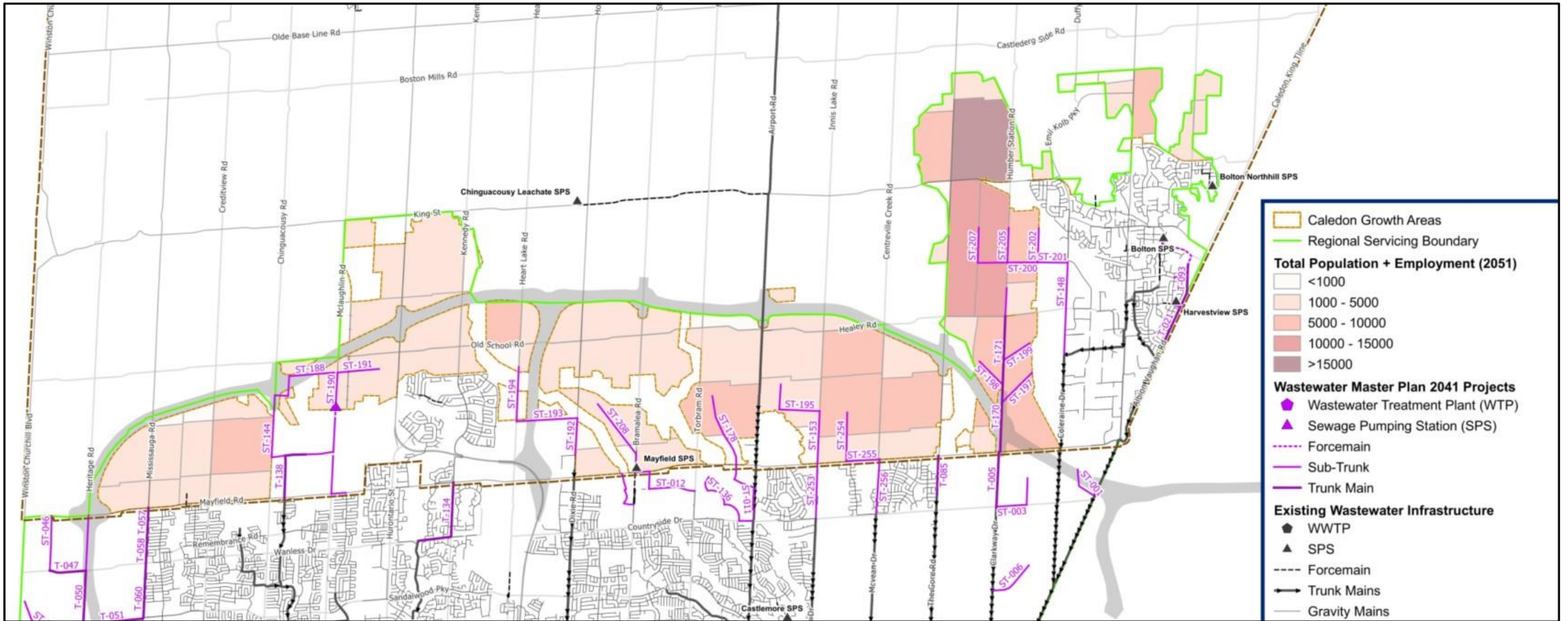
Note: Cost estimates were extrapolated to \$2024 using Stats Canada's construction price index (Increase of 4.6% from Q1 2023 to Q1 2024).

WASTEWATER RECOMMENDATIONS

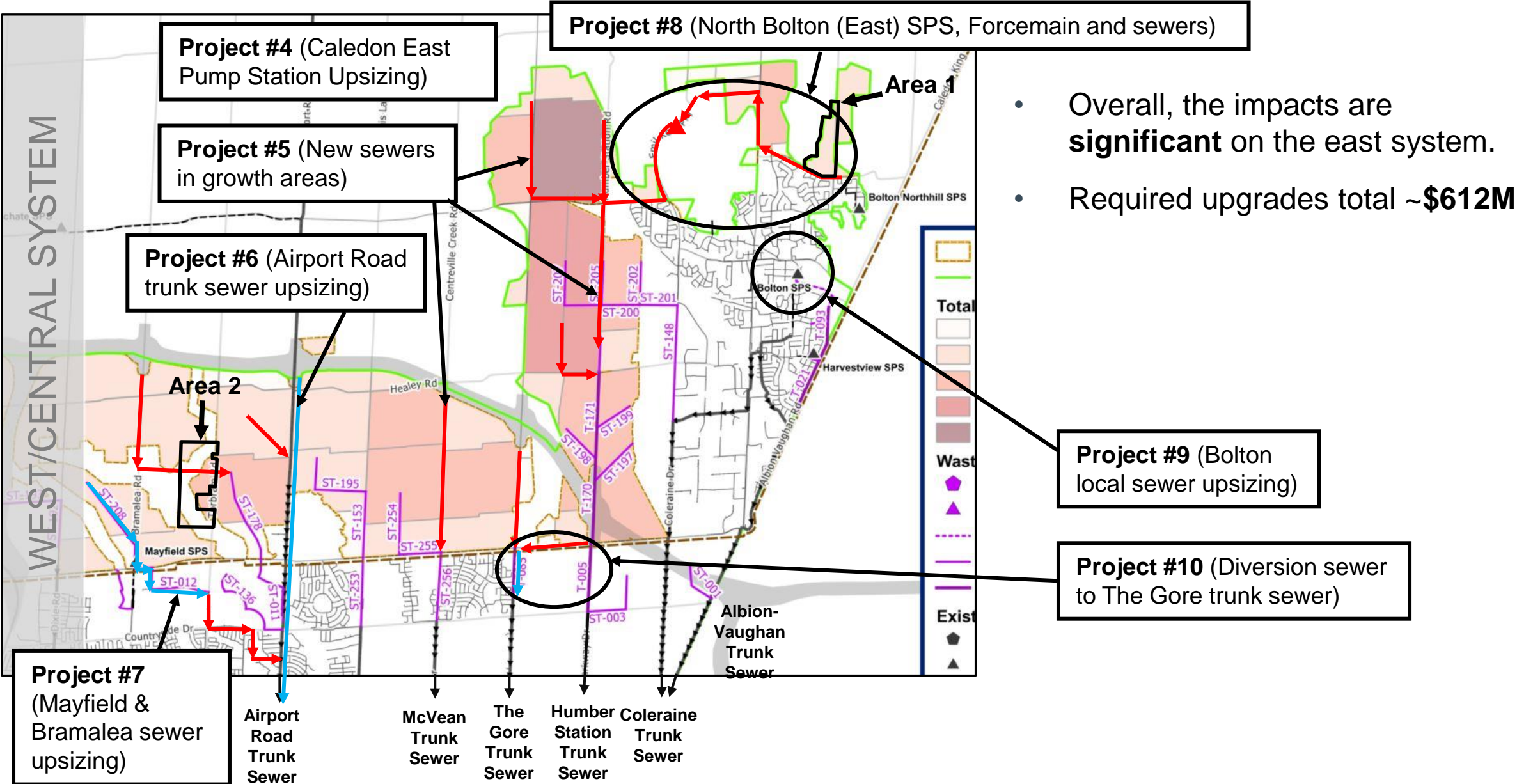


Existing Wastewater System

A map to show Regional Master Plan projects and updated Caledon growth areas.



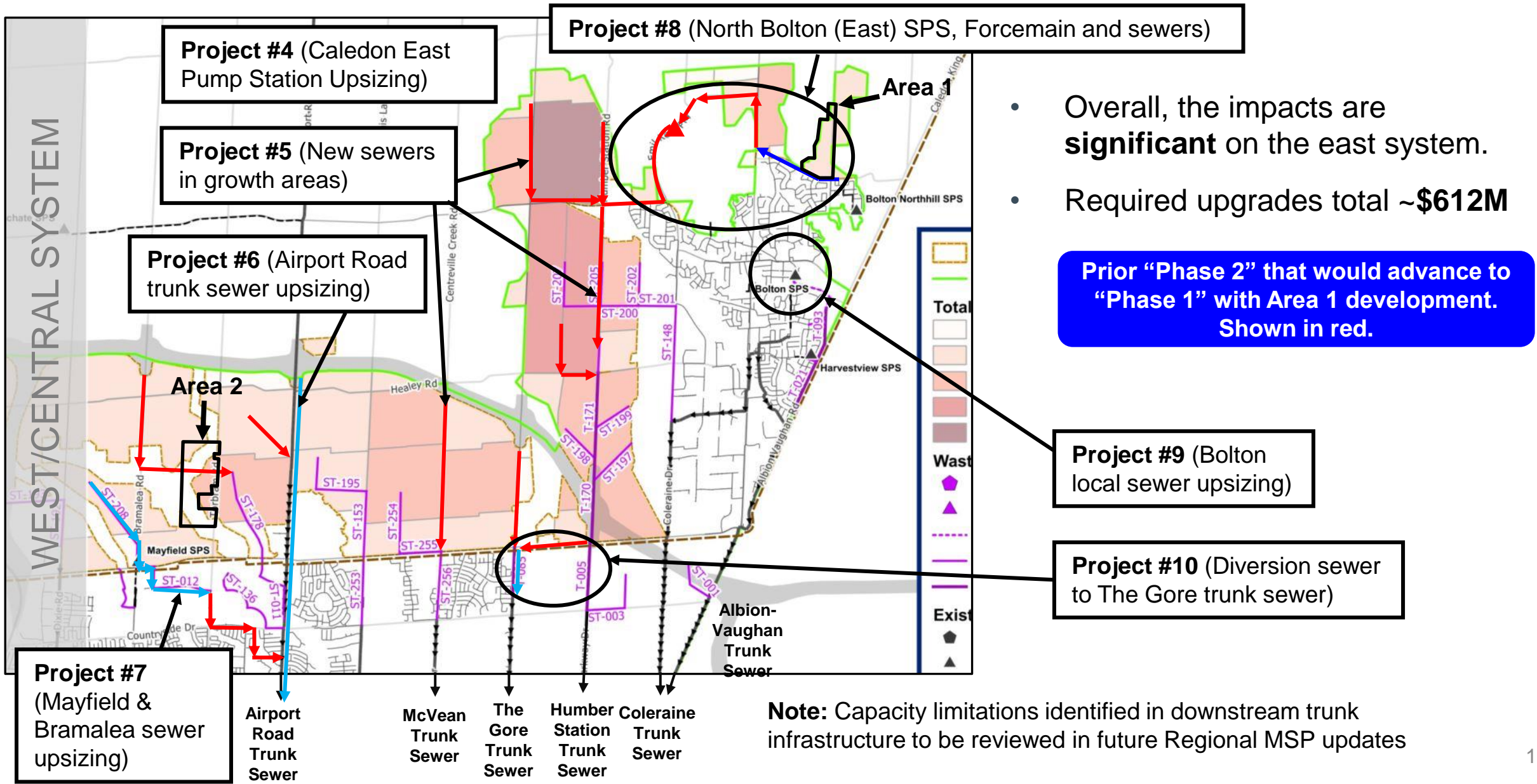
East System – Wastewater (Initial Phasing – October 2023)



- Overall, the impacts are **significant** on the east system.
- Required upgrades total ~**\$612M**

East System – Wastewater (Updated Phasing – August 2024)

(Area 1 Impact – Mount Hope)



- Overall, the impacts are **significant** on the east system.
- Required upgrades total ~**\$612M**

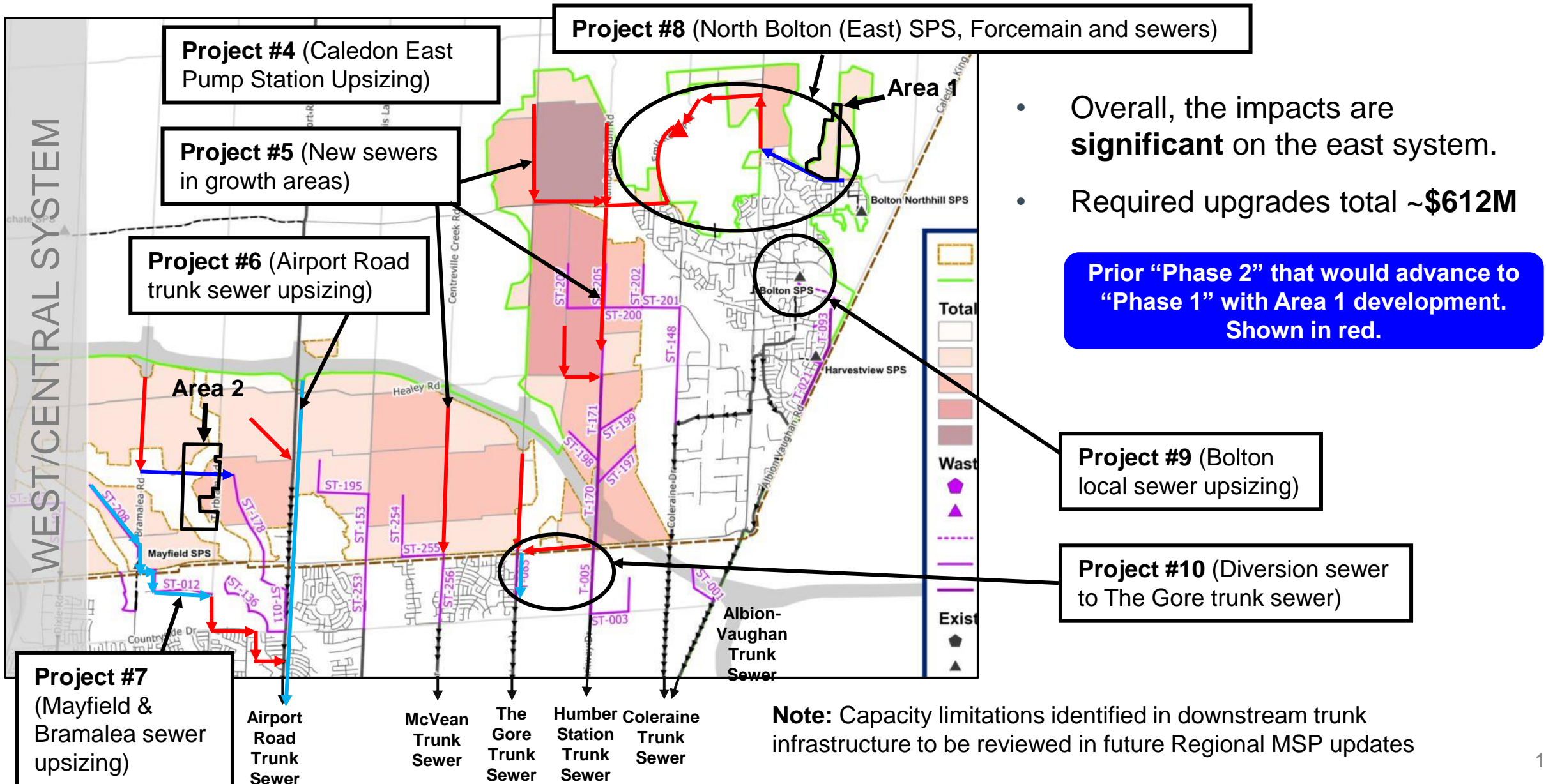
Prior "Phase 2" that would advance to "Phase 1" with Area 1 development. Shown in red.

Project #9 (Bolton local sewer upsizing)

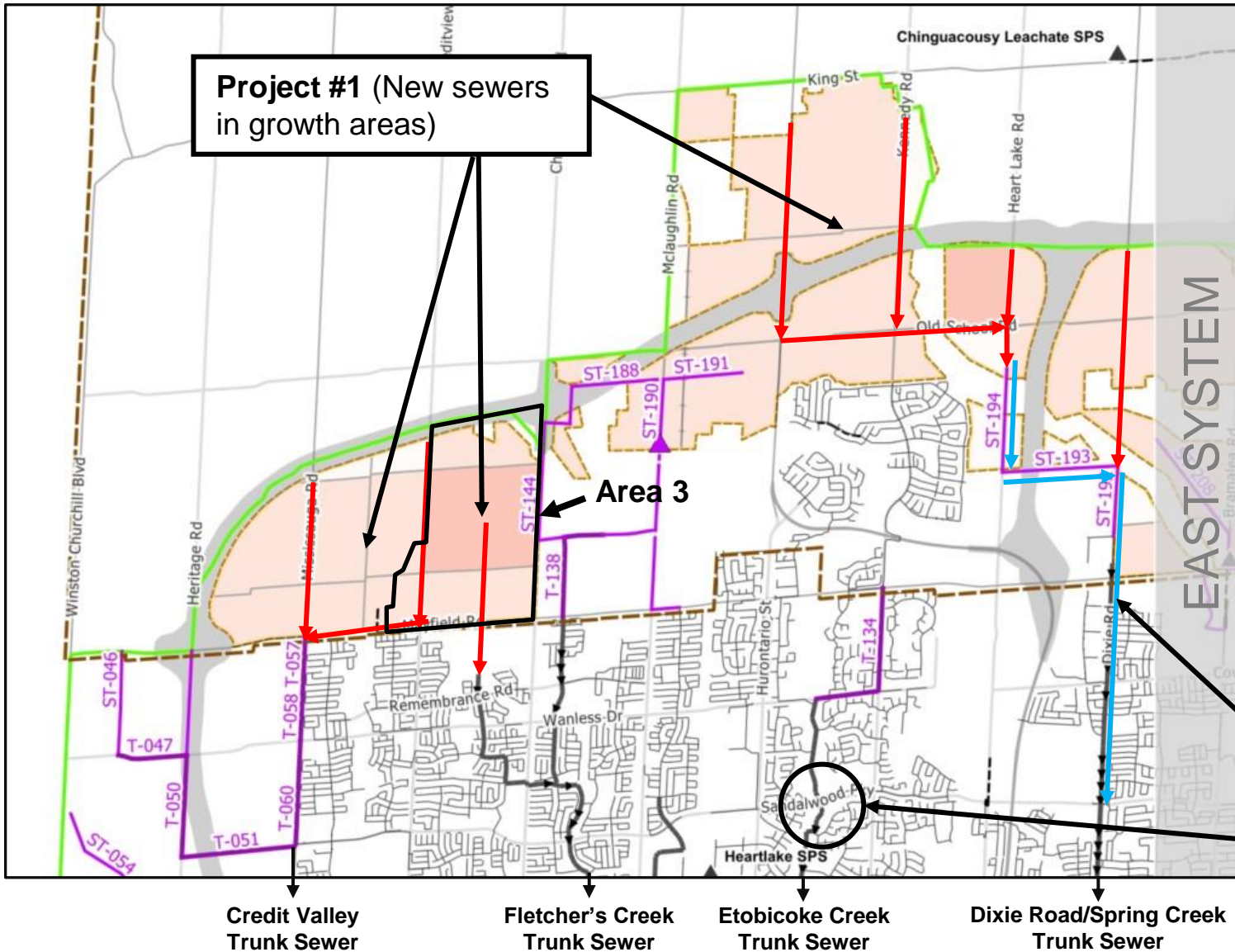
Project #10 (Diversion sewer to The Gore trunk sewer)

East System – Wastewater (Updated Phasing – August 2024)

(Area 2 Impact – Torbram)



West/Central System - Wastewater (Initial Phasing – October 2023)

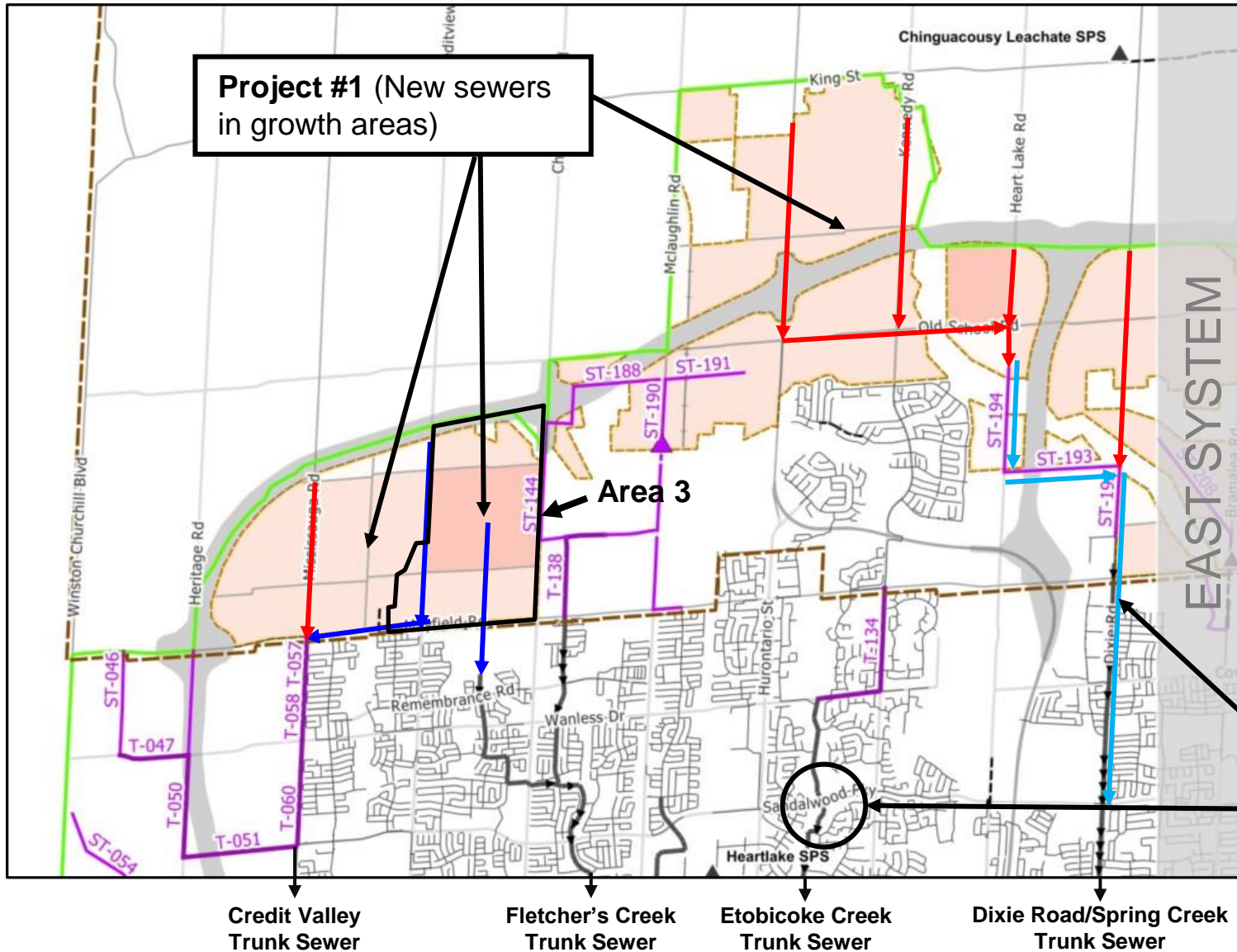


- Serviced by the Credit Valley, Fletcher's Creek, Etobicoke Creek, and Dixie Road/Spring Creek trunk sewers
- New infrastructure shown in red, pipe upsizing/twinning in blue
- Potential Hurontario trunk sewer considered for post-2051 by the Region – complicated, expensive sewer not included.

Project #2 (Dixie/Heart Lake pipe upsizing)

Project #3 (Etobicoke Creek Trunk Sewer upsizing)

West System – Wastewater (Updated Phasing – August 2024) (Area 3 Impact – Chinguacousy)



- Serviced by the Credit Valley, Fletcher’s Creek, Etobicoke Creek, and Dixie Road/Spring Creek trunk sewers
- New infrastructure shown in red, pipe upsizing/twinning in blue
- Potential Hurontario trunk sewer considered for post-2051 by the Region – complicated, expensive sewer not included.

Prior “Phase 2” that would advance to “Phase 1” with Area 1 development. Shown in red.

Project #2 (Dixie/Heart Lake pipe upsizing)

Project #3 (Etobicoke Creek Trunk Sewer upsizing)

Note: Capacity limitations identified in downstream trunk infrastructure to be reviewed in future Regional MSP updates

Cost Estimate – Wastewater

No.	DESCRIPTION	Cost (\$2023)	Cost (\$2024)	Phase ¹
WEST / CENTRAL				
1	New Sewers Required (West of Kennedy Rd)	\$90M	\$94M (\$31M from Phase 2 to Phase 1)	Phase 1 - \$31M Phase 2 - \$63M
2	Dixie Road & Heart Lake Road Pipe Upsize on Dixie Rd from Old School & Heart Lake Rd (450 mm existing) to Dixie & Sandalwood Pkwy E (750mm existing)	\$120M (~\$2M of project in 2020 MP)	\$126M	Phase 2
3	Etobicoke Creek Trunk Sewer Upsizing Pipe upsize required on Etobicoke Creek, from Tremont Ct to Sandalwood Parkway East (750mm existing)	\$7M	\$7M	Phase 2
West/Central Total:		\$217M	\$227M	Phase 1 - \$31M Phase 2 - \$196M
EAST				
4	Caledon East Sewage Pumping Station (SPS)	\$2M	\$2M	Phase 2
5	New Sewers Required (East of Kennedy Rd)	\$100M	\$105M	Phase 1
6	Airport Road Pipe upsize on Airport Rd from Sandhill (600 mm existing) to Sun Pac Blvd & Ward Rd intersection (1050mm existing)	\$270M	\$283M (\$13M from Phase 2 to Phase 1)	Phase 1 (\$13M) Phase 2 (\$270M)
7	Mayfield Road & Bramalea Road Pipe upsize required from 500 metres east of Dixie Rd & 1,475 metres south of Old School Rd (450mm existing) to intersection of Airport Road & Eagle Plain Dr (525mm existing).	\$90M (~\$10M of project in 2020 MP)	\$94M	Phase 2
8	North Bolton SPS, Forcemain, & Gravity Sewers² New North Bolton SPS, 1.4 km length 300mmø forcemain to Humber Station trunk sewer, and 3.1 km length of 525mmø sewer.	\$75M	\$78M (\$9M from Phase 2 to Phase 1)	Phase 1
9	Bolton Local Sewer Upsizing	\$30M	\$32M	Phase 1
10	Humber Station Road³ Divert flow from Humber Station Rd to The Gore Rd trunk sewer with new 1200mm pipes along Mayfield Rd	\$45M	\$47M	Phase 2
East Total:		\$612M	\$641M	Phase 1 - \$228M Phase 2 - \$413M
TOTAL:		\$829M	\$868M	Phase 1 - \$259M Phase 2 - \$609M

Note 1: Phase 1 is before 2036, Phase 2 is 2036 to 2051.
Note 2: Cost is a preliminary estimate and is being investigated through the Bolton EA.
Note 3: Potential alternative servicing strategy to alleviate Humber Station Road sewer.

Note: Table does not include projects previously identified in 2020 MP. Remaining MP projects, within Caledon, are expected to be an additional \$130M to 2041.