

TOWN OF CALEDON
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Fiscal Impact Study

Mayfield Tullamore – Town of Caledon

28 August 2024



Fiscal Impact Study

Mayfield Tullamore – Town of Caledon

Prepared for:

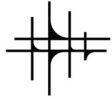
Mayfield Tullamore Landowners Group



Keleher Planning & Economic Consulting Inc.

75 Main Street East, Unit 16, Milton ON, L9T 1N4

August 28, 2024



EXECUTIVE SUMMARY

Keleher Planning & Economic Consulting Inc. (KPEC) was retained by Mayfield Tullamore Landowners Group to review the fiscal impacts from the redevelopment of lands within the Town of Caledon, on the Town's finances.

Comparing the incremental annual revenues with incremental annual expenditures resulting from development at build-out, results in an annual fiscal surplus of \$5.7 million, or \$217 per capita.

This estimate is based on the following estimated incremental annual revenues and expenditures related to the development at build-out:

- Annual property tax revenues to the Town of \$24.1 million;
- Annual non-tax revenues of \$2.5 million;
- Annual operating costs for community services of \$11.2 million;
- Annual operating and lifecycle costs for development-related installed infrastructure of \$376,000;
- Annual lifecycle costs for Town-wide external growth-related infrastructure of \$9.3 million.

The incremental \$26.6 million in revenues represents 14.4% of current Town-wide annual revenues (\$185 million), while the \$20.9 million in incremental annual expenditures represents 18.6% of current annual Town-wide expenditures (\$112 million).

Based on the findings of the development generating an annual surplus for the Town at build-out, the estimated surplus could be used to mitigate future property tax increases, increase contributions to a tax rate stabilization reserve fund, expand municipal services, fund backlogged state of good repair works, or some combination thereof.

As a caveat, the true net annual fiscal impact can vary from the estimates presented in this study, depending on numerous variables that may deviate from the assumptions made in this report, including actual timing of development, infrastructure costs, changes in property tax rates, assessment values, among many other inputs. Therefore, the fiscal impact analysis is best used on a 'directional' basis to give an indication of the likely orientation of fiscal impact (positive vs. negative) as well as providing a rough indication to decision-makers regarding the potential scale of impact.

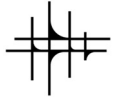


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1. INTRODUCTION

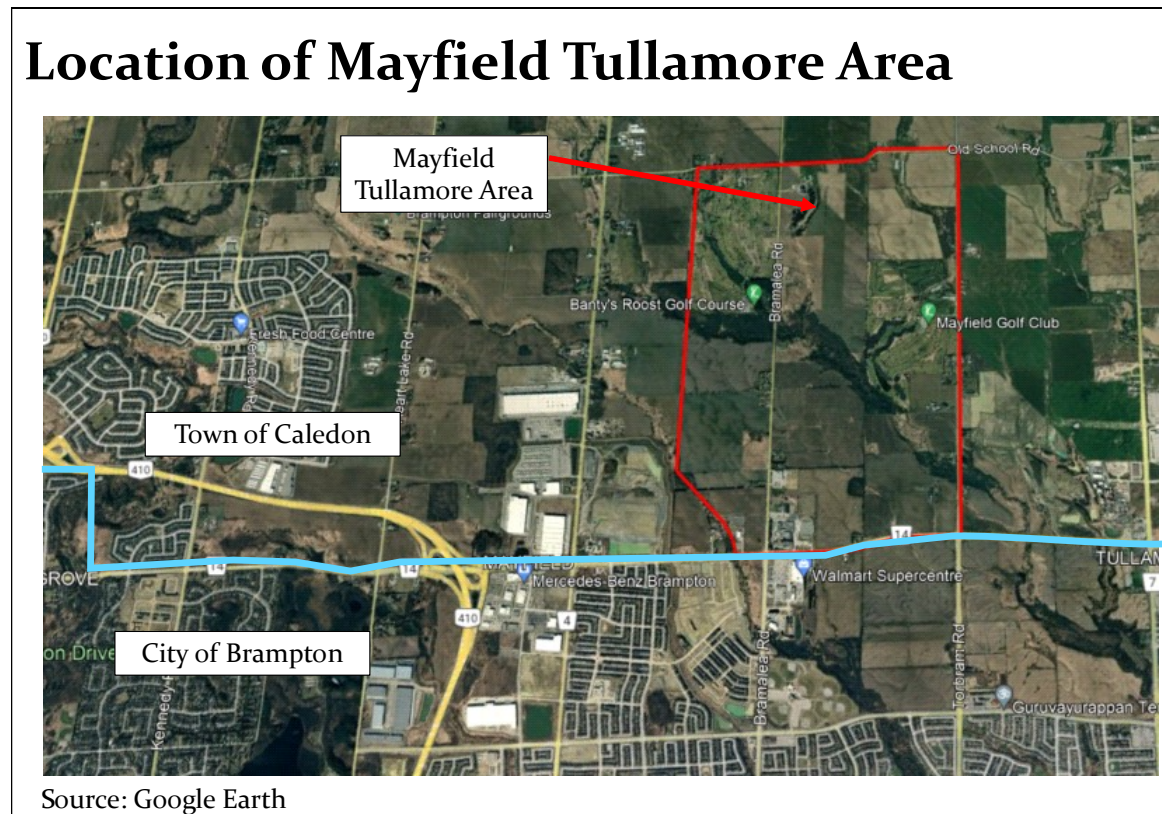
Keleher Planning & Economic Consulting Inc. (KPEC) was retained by Mayfield Tullamore Landowners Group (the “Landowners”) to review the fiscal impacts from the redevelopment of lands within the Town of Caledon, on the Town’s finances.

1.1. Subject Site

The subject site is located in the Town of Caledon and is known as the Mayfield Tullamore area. The total gross area of the site is 609.1 hectares, and is generally bound by Torbram Road to the east, to partway between the concession block bound by Dixie Road and Bramalea Road to the west, Old School Road to the north and Mayfield Road to the south, which also forms the boundary between the City of Brampton and the Town of Caledon.

To the south of the site on the Brampton-side of Mayfield Road are lands developed for residential mixed-use subdivisions. To the west of the subject site are lands within the Town of Caledon developed for a mix of uses including residential uses, on lands bound by the extended Highway 410.

Figure 1





1.2. Overview of Development

Based on statistics provided by the Landowners, it is estimated that the development would generate over 7,800 residential dwelling units and is expected to accommodate approximately 25,300 persons.

Figure 2

| Estimated Residential Population and Employment, Mayfield Tullamore | | | | |
|--|--------------|---------------------------------|-----------------------|--------------|
| Residential Unit Type | Total | PPU | Population | |
| Singles & Semis | 3,795 | 3.64 | 13,814 | |
| Townhouses | 2,602 | 3.30 | 8,587 | |
| Stacked Towns | 1,084 | 2.07 | 2,244 | |
| Apartment | 325 | 2.07 | 673 | |
| Total | 7,806 | | 25,317 persons | |
| Other Land Areas | Total | Estimated GFA (m ²) | FSW Factor | Jobs |
| Commercial | 17.63 | 44,075 | 51 | 863 |
| Schools | 10.58 | | | 174 |
| Parkland | 8.82 | n.a. | n.a. | n.a. |
| Total | 37.03 | 44,075 | | 1,037 |
| Work from Home | 4.0% | | | 1,013 |
| Total w/ WFH | | | | 2,050 |

Note: jobs estimated for school lands based on 100 pupils per 1 acre as per EDC regulations, and 1 job per 15 pupils, which includes teaching staff, as well as administrative and support staff
 Source: KPEC based on plans provided by client and Town of Caledon 2024 DC Background Study

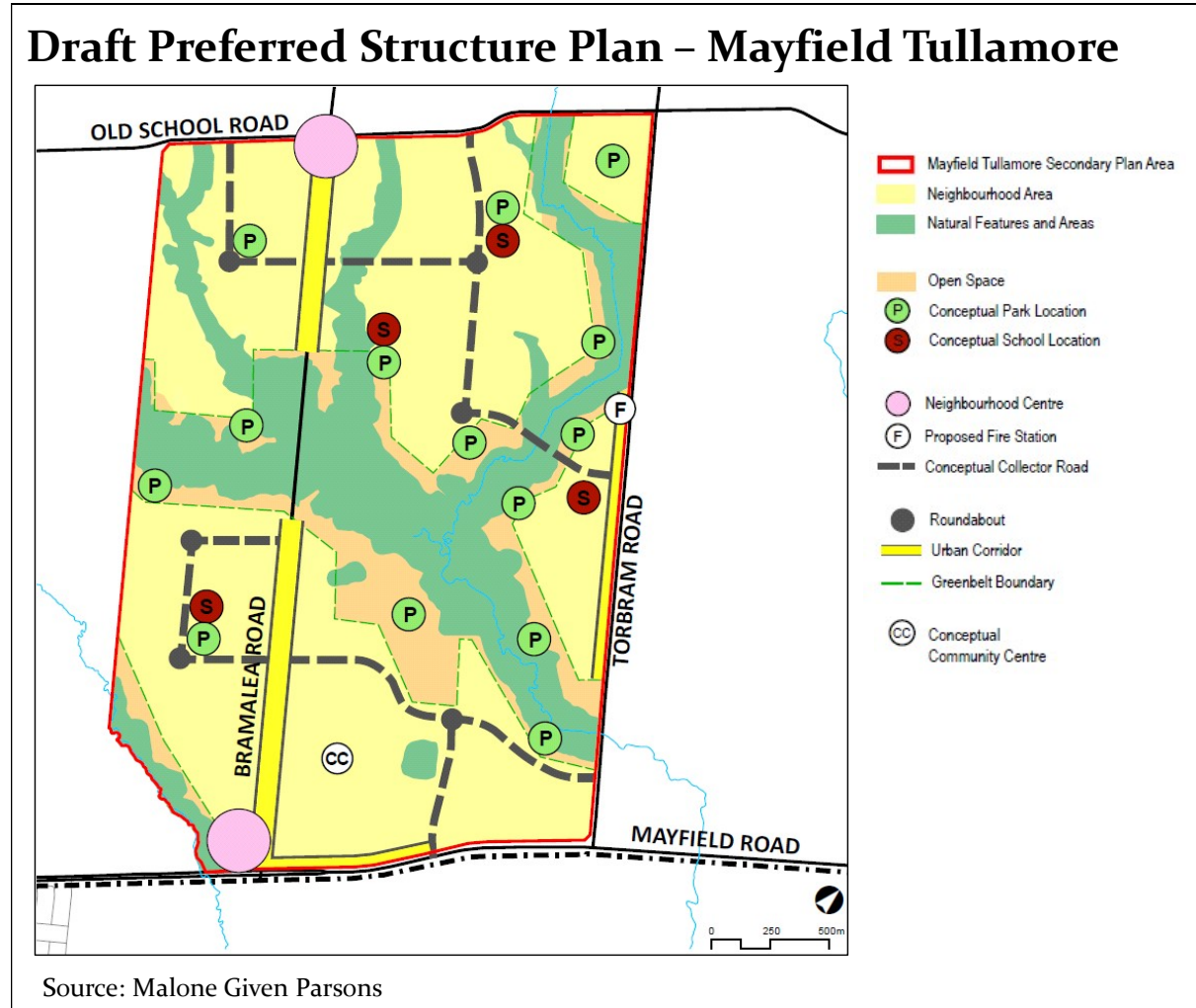
The non-residential uses include 17.63 hectares of commercial lands, which assuming 25% coverage can accommodate 44,075 square metres of commercial retail space. There are also 10.58 hectares of land for schools included in the plan, with the draft preferred structure plan including two Public elementary schools (5.6 hectares combined) and two Catholic elementary schools (4.5 hectares combined). The lands currently include lands in the northeast corner of Mayfield Road and Bramalea Road used by an existing elementary school (James Grieve Public School), an existing secondary school (Mayfield Secondary School) and an existing recreation centre (Mayfield Recreation Complex).

In total, it is estimated that the commercial space and schools would generate over 1,000 jobs. In addition, the residential dwelling units can be expected to accommodate persons working from home. Assuming that roughly 5-10% of the population accommodated in the residential dwellings work from home, it can be expected that over 2,000 persons would be working within the Mayfield Tullamore lands each day.

An overview of the draft preferred structure plan is provided in the figure below.



Figure 3





2. CAPITAL WORKS AND FUNDING SOURCES

This section of the report provides analysis of the identified capital needs associated with the proposed development, assesses whether the works are local works or eligible for recovery from development charges, and estimates the potential development charge revenues generated by the development to fund DC eligible capital needs.

2.1. Capital Works

Given the existing servicing and arterial roads available, it is not expected that the development of the subject lands will trigger the construction or need for external infrastructure works beyond what has already been identified in the Town of Caledon's 2024 Development Charges Background Study ("2024 DC Study"), including reconstruction of existing 2-lane roads to 4-lane urbanized roads, such as Torbram Road, Old School Road and Bramalea Road. The following projects are specifically identified in the 2024 DC Study:

Figure 4

| Proj# | Road Name | Limits of Project | Length | Gross Project Cost |
|--------|-----------------|------------------------|---------|--------------------|
| 2.1.1 | Bramalea Road | Mayfield to Old School | 3.08 km | \$24.7M |
| 2.1.37 | Old School Road | Dixie to Bramalea | 1.38 km | \$10.5M |
| 2.1.38 | Old School Road | Bramalea to Torbram | 1.40 km | \$13.0M |
| 2.1.40 | Torbram Road | Mayfield to Old School | 3.08 | \$26.2M |

For capital projects already contained in the Town's DC Study the annual lifecycle cost implications of these roads will be accounted for in the estimate of "indirect" lifecycle costs in a separate analysis summarized in this report. Otherwise, separate calculations of implications for annual operating and lifecycle costs will be done for external works not accounted for in the 'indirect' calculations.

2.2. Capital Revenues

Based on Town and Regional DC rates effective June 6, 2024, the proposed development would generate \$400.4 million in residential DC revenues for the Town, and \$478.7 million for the Region, which can be used to build community infrastructure required by the subject development, including those works related to the development area already identified in the Town's 2024 DC Study.

In addition, the development would generate \$35.7 million in education DCs for local school boards to acquire school sites, and nearly \$5.8 million in GO Transit DCs.



Figure 5

| Estimated Residential DC Revenues, Mayfield Tullamore, Residential Uses | | | | | | | |
|--|----------------------|----------------|----------------|---------------|--------------|---------------|----------------|
| Residential Unit Type | DC Rates (\$ / Unit) | | | | | Total | |
| | Town | Region | Education | GO Transit | | | |
| Singles/Semis | \$ 57,846.00 | \$ 72,122.63 | \$ 4,572.00 | \$ 810.24 | | \$ 135,350.87 | |
| Townhouses | \$ 52,442.00 | \$ 57,121.45 | \$ 4,572.00 | \$ 810.24 | | \$ 114,945.69 | |
| Apartments | | | | | | | |
| >70m2 | \$ 39,771.00 | \$ 52,315.55 | \$ 4,572.00 | \$ 578.79 | | \$ 97,237.34 | |
| <70m2 | \$ 23,341.00 | \$ 27,668.20 | \$ 4,572.00 | \$ 299.94 | | \$ 55,881.14 | |
| Revenues by Unit Type | Units | DC Revenues | | | | | Total |
| Singles/Semis | 3,795 | \$ 219,525,570 | \$ 273,705,381 | \$ 17,350,740 | \$ 3,074,861 | | \$ 513,656,552 |
| Townhouses | 2,602 | \$ 136,454,084 | \$ 148,630,013 | \$ 11,896,344 | \$ 2,108,244 | | \$ 299,088,685 |
| Apartments | 1,409 | | | | | | |
| 50% >70m2 | 705 | \$ 28,018,670 | \$ 36,856,305 | \$ 3,220,974 | \$ 407,758 | | \$ 68,503,706 |
| 50% <70m2 | 705 | \$ 16,443,735 | \$ 19,492,247 | \$ 3,220,974 | \$ 211,308 | | \$ 39,368,263 |
| TOTAL | | \$ 400,442,058 | \$ 478,683,946 | \$ 35,689,032 | \$ 5,802,171 | | \$ 920,617,206 |

Source: Keleher Planning & Economic Consulting Inc. based on Town of Caledon DC Pamphlet, DC rates effective June 6, 2024

Additionally, the proposed development would generate non-residential DC revenues, including \$4.8 million for the Town, \$12.7 million for the Region, and \$427,100 in EDCs. In total, DC and EDC revenues, at current rates would be \$938 million.

Figure 6

| Estimated Non-Residential DC Revenues, Mayfield Tullamore, Non-Residential Uses | | | | | | | |
|--|--------------------|--------------|---------------|------------|------|-----------|---------------|
| Non-Residential DC Rates | DC Rates (\$ / m2) | | | | | Total | |
| | Town | Region | Education | GO Transit | | | |
| Industrial | \$ 110.33 | \$ 221.01 | \$ 9.69 | n.a. | | \$ 341.03 | |
| Non-Industrial | \$ 110.33 | \$ 289.13 | \$ 9.69 | n.a. | | \$ 409.15 | |
| Revenues by Unit Type | Gross Floor Area | DC Revenues | | | | | Total |
| Industrial | - | \$ - | \$ - | \$ - | n.a. | | \$ - |
| Non-Industrial | 44,075 | \$ 4,862,795 | \$ 12,743,405 | \$ 427,087 | n.a. | | \$ 18,033,286 |
| TOTAL | | \$ 4,862,795 | \$ 12,743,405 | \$ 427,087 | n.a. | | \$ 18,033,286 |

Source: Keleher Planning & Economic Consulting Inc. based on Town of Caledon DC Pamphlet, DC rates effective February 1, 2024



3. ON-GOING INCREMENTAL REVENUES AND EXPENDITURES

This section of the report provides an overview of modelling that estimates the incremental annual revenues and costs associated with development of the subject lands, including increased property tax revenue, non-tax revenues, operating costs, and lifecycle costs associated with installed infrastructure.

3.1. On-Going Revenues

3.1.1. Property Taxes

Based on the Town and Region’s 2022 property tax rates (so as to be consistent with the most recent available version of Financial Information Return data), and a sample of assessment values from similar recently constructed residential properties in the Town (taken from MLS data), it is estimated that the proposed development would generate \$6.1 billion in assessment value.

Figure 7

| Estimated Assessment Value Generated, Mayfield Tullamore | | | | |
|---|---------------|------------------------|-------------------------------|-------------------------|
| Residential | Units | Assumed Unit Size (SF) | Assumed Assessment (per Unit) | Assessment |
| Singles/Semis | 3,795 | 2,200 | \$ 880,000 | \$ 3,339,600,000 |
| Townhouses | 2,602 | 2,000 | \$ 800,000 | \$ 2,081,600,000 |
| Apartments | | | | |
| 50% >70m2 | 705 | 950 | \$ 522,500 | \$ 368,101,250 |
| 50% <70m2 | 705 | 650 | \$ 357,500 | \$ 251,858,750 |
| Total Residential | 7,806 | | | \$ 6,041,160,000 |
| Non-Residential | Square Metres | Square Footage | Assumed Assessment (per SF) | Assessment |
| Industrial | - | - | \$ 125 | \$ - |
| Non-Industrial | 44,075 | 474,419 | \$ 200 | \$ 94,883,875 |
| Total Non-Residential | 44,075 | 474,419 | | \$ 94,883,875 |
| Total Assessment | | | | \$ 6,136,043,875 |

Source: Keleher Planning & Economic Consulting Inc.

Based on the estimated assessment value from development, it is estimated that the development would generate approximately \$51.9 million per year in property taxes, of which \$24.1 million would be generated for the Town of Caledon, \$17.4 million would be for Peel Region, with the remaining \$10.4 million for education.



Figure 8

| Estimated Annual Property Tax Revenue Generated, Mayfield Tullamore | | | | | |
|--|-------------------------|----------------------|----------------------|----------------------|----------------------|
| | | Tax Rates (2022) | | | |
| Residential | Assessment | Town | Region | Education | Total |
| Singles/Semis | \$ 3,339,600,000 | 0.387906% | 0.280278% | 0.153000% | 0.821184% |
| Townhouses | \$ 2,081,600,000 | 0.387906% | 0.280278% | 0.153000% | 0.821184% |
| Apartments | | | | | |
| 50% >70m2 | \$ 368,101,250 | 0.387906% | 0.280278% | 0.153000% | 0.821184% |
| 50% <70m2 | \$ 251,858,750 | 0.387906% | 0.280278% | 0.153000% | 0.821184% |
| Total Residential | \$ 6,041,160,000 | | | | |
| Non-Residential | Assessment | | | | |
| Industrial | \$ - | 0.617172% | 0.445932% | 0.880000% | 1.943104% |
| Non-Industrial | \$ 130,178,740 | 0.522717% | 0.377684% | 0.880000% | 1.780401% |
| Total Non-Residential | \$ 130,178,740 | | | | |
| | | Tax Revenues (2022) | | | |
| Sector | | Town | Region | Education | Total |
| Residential | | \$ 23,434,022 | \$ 16,932,042 | \$ 9,242,975 | \$ 49,609,039 |
| Non-Residential | | \$ 680,466 | \$ 491,664 | \$ 1,145,573 | \$ 2,317,704 |
| Total | | \$ 24,114,489 | \$ 17,423,707 | \$ 10,388,548 | \$ 51,926,743 |

Source: Keleher Planning & Economic Consulting Inc.

3.1.2. Non-Tax Revenues

Based on data on current annual non-tax revenues from Town residents and businesses, and assumed growth factors that attempt to proxy the extent to which existing per capita revenues can be expected to increase proportionately or increase slower or faster due to growth and the revenues anticipated to be generated from the residents of the proposed community.



Figure 9

| Estimated Incremental Non-Tax Revenues Generated from Development | | | | |
|--|-----------------------------|------------------------|-------------------------------|---------------|
| | Licences, Permits, Rents | Fines and Penalties | Gaming and Casino Revenues | Total |
| Revenues | \$ 4,646,016 | \$ 6,566,797 | \$ - | \$ 11,212,813 |
| Less: Building Permit Revenues | \$ - | \$ - | \$ - | \$ - |
| Net Non-Tax Revenues | \$ 4,646,016 | \$ 6,566,797 | \$ - | \$ 11,212,813 |
| Growth Factor | 95% | 95% | 95% | |
| Growth-Related Non-Tax Revenues | \$ 4,413,715 | \$ 6,238,457 | \$ - | \$ 10,652,172 |
| Residential Share | 71% | 71% | 71% | |
| Residential GR NTR | \$ 3,141,066 | \$ 4,439,662 | \$ - | \$ 7,580,728 |
| Non-Residential Share | 29% | 29% | 29% | 100% |
| Non-Residential GR NTR | \$ 1,272,649 | \$ 1,798,795 | \$ - | \$ 3,071,444 |
| Per Capita | \$ 39.43 | \$ 55.74 | \$ - | \$ 95.17 |
| Per Job | \$ 39.43 | \$ 55.74 | \$ - | \$ 95.17 |

Source: KPEC based on Financial Information Return data

3.1.3. Water/Sewer Rate Revenues

The analysis does not include an analysis of water or sewer rate revenues, as those revenues would be generated for the Region of Peel, and therefore not eligible to be considered in an analysis of the impact of development on the Town's finances.

3.2. Incremental On-Going Expenditures

3.2.1. Incremental Per Capita Expenditures

In estimating the impact of the development on the finances of the Town, it is important to estimate the extent to which the additional population will generate needs for additional services and cause the Town to incur incremental operating costs.



Figure 10

| Summary of Modelling - Estimated Net Annual Incremental Operating Costs | | | | |
|--|-------------|------------|------------|---------|
| | Residential | | Employment | |
| Anticipated Incremental Per Capita Increase to Operating Costs | \$ | 428.02 | \$ | 391.24 |
| Estimated Population, Subject Lands | | 25,317 | | 1,037 |
| Estimated Incremental Operating Costs | \$ | 10,836,147 | \$ | 405,660 |

Source: KPEC based on Town of Caledon 2022 FIR

This modelling is based on the Town’s 2022 Financial Information Return operating cost data (Schedule 40), broken out into 70 different spending categories, with deductions to annual operating costs to account for amortization expense, external transfers, interest on long-term debt, and revenues generated for each of the 70 categories from user fees and service charges. The outcome of deducting the various adjustments from gross operating expenditures is “net operating expenditures”.

Each estimate of net operating expenditures is then adjusted for the estimated extent to which the Town’s net operating expenditures per capita can be expected to change due to the development of the subject development. For example, certain services are unlikely to require a 1:1 increase with existing service levels, such as municipal government, the Town’s planning department, etc., and those have been assumed to grow at 25% of the existing per capita service level, due to the efficiencies found in growing and/or larger municipalities.

In other instances, the existing net operating expenditures per capita are assumed to increase at a near proportionate pace and are assigned a Growth Factor of 95%.

Detailed tables showing the calculations are presented in Appendix A.

3.2.2. Direct Incremental Maintenance and Lifecycle Costs of Installed Infrastructure

The installation of road, water and sanitary sewer works required by the development, including a mix of internal and external infrastructure, as well as local and non-local works will generate annual incremental operating, maintenance and lifecycle costs for the Town.

Based on calculated, Town-specific benchmarks created using 2022 Financial Information Return data submitted by the Town to the Ministry of Municipal Affairs and



Housing and based on the amount of infrastructure required by the proposed development, the installed infrastructure is estimated to generate \$107,200 in annual operating expenditures for the Town, and \$268,500 in annual lifecycle expenditures.

Figure 11

| Estimated Annual Operating and Lifecycle Costs of Installed Infrastructure Required by Development | | | | | | |
|---|--|------------------------|------------------------|----------------------------------|------------------------|------------------------|
| | Estimated Annual Operating Costs - Installed | | | Estimated Annual Lifecycle Costs | | |
| | Operating Cost Benchmark | Units in Plan | Annual Operating Costs | Lifecycle Cost Benchmark | Units in Plan | Annual Operating Costs |
| Roads - Internal | \$ 1,332.14 | 79.1 <i>lane km</i> | \$ 105,416 | \$ 3,335.65 | 79.1 <i>lane km</i> | \$ 263,960 |
| Roads - External | \$ 1,332.14 | 1.4 | \$ 1,801 | \$ 3,335.65 | 1.4 | \$ 4,510 |
| Total | | | \$ 107,217 | | | \$ 268,470 |
| | 96% Residential Share | | \$ 102,999 | | | \$ 257,907 |
| | 4% Non-Residential Share | | \$ 4,218 | | | \$ 10,563 |

Source: KPEC based on Financial Information Return data

3.2.3. Indirect Incremental Maintenance and Lifecycle Costs of Town-Wide DC Eligible Infrastructure

Based on estimated lifecycle costs associated with broader growth-related infrastructure needs in the Town as set out in the Town’s 2024 DC Study, the fiscal impact model incorporates the subject development’s share of these future annual lifecycle costs.

The annual lifecycle costs to the Town for all capital works in the 2024 DC Study necessary to fund all on-going costs associated with growth-related infrastructure amounts to \$26.5 million per year, of which \$20.6 million is attributed to the residential sector, which based on the amount of growth forecast in the 2024 DC Study (within various horizons) amounts to \$357 per capita and \$240 per job. Applying these factors to the estimated residential population results in estimated annual lifecycle costs attributable to the proposed development of approximately \$9.0 million for residential and \$248,900 for non-residential. The incorporation of these costs has also been accounted for in the estimated net operating costs of installed infrastructure for DC-related services.



Figure 12

| Estimated Indirect Lifecycle Costs, Mayfield Tullamore | | | | | |
|---|--|--------------------|------------|---------------|-----------------|
| 2024-2033 | | | | | |
| | Proposed | | | | |
| | Development | DC Study (HORIZON) | | | |
| Gross Population | 57,789 | 70% | | | |
| Employment (excl. WFH/NFPOW) | 24,402 | 30% | | | |
| Total | 82,191 | 100% | | | |
| Annual Lifecycle Contributions (Residential) | | | | | |
| | Annual Lifecycle Contribution (DC Study) | Forecast Period | Res. Share | ALCs | ALCs per Capita |
| | | | | | |
| Fire | \$ 2,021,815 | 2024-2033 | 70% | \$ 1,421,551 | \$ 25 |
| Parks & Recreation | \$ 7,538,614 | 2024-2033 | 95% | \$ 7,161,683 | \$ 124 |
| Library | \$ 614,542 | 2024-2033 | 95% | \$ 583,815 | \$ 10 |
| By-law Enforcement | \$ 199,917 | 2024-2033 | 70% | \$ 140,563 | \$ 2 |
| Operations | \$ 2,330,388 | 2024-2033 | 70% | \$ 1,638,510 | \$ 28 |
| Roads & Related | \$ 13,804,712 | 2024-2033 | 70% | \$ 9,706,178 | \$ 168 |
| Total | \$ 26,509,988 | | | \$ 20,652,300 | \$ 357 |
| | | | | | |
| ALCs per Capita - Indirect Lifecycle Costs | | \$ 357.37 | \$ 240.05 | | |
| Estimated Residential Population | | 25,317 | 1,037 | | |
| ALCs, Proposed Development | | \$ 9,047,654 | \$ 248,899 | | |

Source: KPEC based on Town of Caledon 2024 DC Study



4. NET ANNUAL FISCAL IMPACT

Comparing the incremental annual revenues with incremental annual expenditures resulting from development of the subject lands, at build-out, results in an annual fiscal surplus of \$5.7 million, or \$216 per capita.

Figure 13

| Estimated Annual Incremental Net Fiscal Impact, Mayfield Tullamore | | | | | | | |
|--|---------------|-------------|-----------------|-----------|---------------|------------------|--|
| Population | 25,317 | | | | | | |
| Units | 7,806 | | | | | | |
| Persons per Unit (Average) | 3.24 | | | | | | |
| Jobs | 1,037 | | | | | | |
| | Residential | | Non-Residential | | Total | | |
| Incremental Revenues | Amount | Per Capita | Amount | Per Job | Amount | Per Person & Job | |
| Property Tax Revenues | \$ 23,434,022 | \$ 925.62 | \$ 680,466 | \$ 656.27 | \$ 24,114,489 | \$ 915.03 | |
| Non-Tax Revenues | \$ 2,409,440 | \$ 95.17 | \$ 98,679 | \$ 95.17 | \$ 2,508,119 | \$ 95.17 | |
| Water / Sewer Rate Revenues | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | |
| Total Incremental Revenues | \$ 25,843,462 | \$ 1,020.79 | \$ 779,146 | \$ 30.78 | \$ 26,622,608 | \$ 1,051.57 | |
| Incremental Expenditures | | | | | | | |
| Per Capita Operating Costs | \$ 10,836,147 | \$ 428.02 | \$ 405,660 | \$ 391.24 | \$ 11,241,807 | \$ 426.57 | |
| Infrastructure - Operating Costs | \$ 102,999 | \$ 4.07 | \$ 4,218 | \$ 4.07 | \$ 107,217 | \$ 4.07 | |
| Infrastructure - Lifecycle Costs | \$ 257,907 | \$ 10.19 | \$ 10,563 | \$ 10.19 | \$ 268,470 | \$ 10.19 | |
| Town-Wide Infrastructure - Lifecycle Costs | \$ 9,047,654 | \$ 357.37 | \$ 248,899 | \$ 240.05 | \$ 9,296,554 | \$ 352.76 | |
| Total Incremental Expenditures | \$ 20,244,708 | \$ 799.65 | \$ 669,340 | \$ 645.54 | \$ 20,914,048 | \$ 826.09 | |
| Net Annual Fiscal Impact | \$ 5,598,754 | \$ 221.15 | \$ 109,806 | \$ 4.34 | \$ 5,708,560 | \$ 216.61 | |

NOTE: Infrastructure Operating Costs and Lifecycle costs for DC-eligible works accounted for in Town-Wide Infrastructure Lifecycle cost estimates
 Source: KPEC based on Financial Information Return data, Town of Caledon DC Study

As a caveat, the true net annual fiscal impact can vary from the estimates presented in this study, depending on numerous variables that may deviate from the assumptions made in this report, including actual timing of development, infrastructure costs, changes in property tax rates, assessment values, among many other inputs. Therefore, the fiscal impact analysis is best used on a 'directional' basis to give an indication of the likely orientation of fiscal impact (positive vs. negative) as well as providing a rough indication to decision-makers regarding the potential scale of impact.

While the results summarized in the figure above are the estimated annual incremental revenues and costs that the Town would accrue or incur each year from build-out onward, during the development process, the interim fiscal impacts will depend on the pace of development, and the ability of the capital works (both internal and external) to be constructed and put into operation in a timely manner. However, the operating and maintenance costs associated with community services and needed infrastructure will include a variety of 'fixed' costs that will be incurred whether development happens or not, and 'variable' costs that will depend on need generated by persons living in the community.

Should the proposed development generate an annual surplus, it could be used to mitigate future property tax increases, increase contributions to a tax rate stabilization



reserve fund, expand municipal services, fund backlogged state of good repair works, or some combination thereof.

The above fiscal impact does not account for any differential that may result from the capital revenues generated through development charges with the amount of DCs necessary to be spent for Town-wide growth-related infrastructure needs of the proposed development.



APPENDIX A:

| Estimate of Net Incremental Annual Operating Costs (Excluding Hard Services) | | | | | | | Proportionate Increase Related to Growth | | Residential / Non-Residential Allocation | | | |
|--|---|----------------|--------------------------------|--------------------|----------------------------|------------------|--|---------------------------------|--|------------------|---------------|---------------|
| LINE | Less: | | | | | Net Expenditures | Growth Factor | Net Growth-Related Expenditures | Residential / Non-Residential Allocation | | | |
| | Total Expenditures | Amortization | User Rates and Service Charges | External Transfers | Interest on Long Term Debt | | | | Res Share | Residential NGRE | Non-Res Share | Non-Res NGRE |
| General government | | | | | | | | | | | | |
| 0240 | Governance | \$ 1,577,799 | \$ - | \$ - | \$ - | \$ - | 25% | \$ 394,450 | 71% | \$ 280,714 | 29% | \$ 113,736 |
| 0250 | Corporate Management | \$ 13,844,605 | \$ 1,383,108 | \$ - | \$ 206,786 | \$ - | 25% | \$ 3,063,678 | 71% | \$ 2,180,298 | 29% | \$ 883,380 |
| 0260 | Program Support | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 71% | \$ - | 29% | \$ - |
| 0299 | Subtotal | \$ 15,422,404 | \$ 1,383,108 | \$ - | \$ 206,786 | \$ - | | \$ 3,458,128 | | \$ 2,461,012 | | \$ 997,116 |
| Protection services | | | | | | | | | | | | |
| 0410 | Fire | \$ 15,293,161 | \$ 1,684,959 | \$ 720,616 | \$ - | \$ - | 50% | \$ 6,443,793 | 71% | \$ 4,585,792 | 29% | \$ 1,858,001 |
| 0420 | Police | \$ 1,008,169 | \$ 211,691 | \$ - | \$ - | \$ - | 95% | \$ 756,654 | 71% | \$ 538,481 | 29% | \$ 218,173 |
| 0421 | Court Security | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0422 | Prisoner Transportation | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0430 | Conservation authority | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0440 | Protective inspection and control | \$ 2,591,580 | \$ - | \$ 388,834 | \$ - | \$ - | 95% | \$ 2,092,609 | 71% | \$ 1,489,226 | 29% | \$ 603,382 |
| 0445 | Building permit and inspection services | \$ 3,619,469 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 3,438,496 | 71% | \$ 2,447,041 | 29% | \$ 991,455 |
| 0450 | Emergency measures | \$ 313,223 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 297,562 | 71% | \$ 211,763 | 29% | \$ 85,799 |
| 0460 | Provincial Offences Act (POA) | \$ 2,328,580 | \$ - | \$ - | \$ - | \$ - | 50% | \$ 1,164,290 | 71% | \$ 828,579 | 29% | \$ 335,711 |
| 0498 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0499 | Subtotal | \$ 25,154,182 | \$ 1,896,650 | \$ 1,109,450 | \$ - | \$ - | | \$ 14,193,403 | | \$ 10,100,881 | | \$ 4,092,522 |
| Transportation services | | | | | | | | | | | | |
| 0611 | Roads - Paved | \$ 9,518,007 | \$ 7,156,922 | \$ 189,683 | \$ - | \$ 621,312 | 50% | \$ 775,045 | 71% | \$ 551,569 | 29% | \$ 223,476 |
| 0612 | Roads - Unpaved | \$ 1,027,200 | \$ 102,811 | \$ - | \$ - | \$ - | 0% | \$ - | 71% | \$ - | 29% | \$ - |
| 0613 | Roads - Bridges and Culverts | \$ 2,900,705 | \$ 559,701 | \$ - | \$ - | \$ - | 0% | \$ - | 71% | \$ - | 29% | \$ - |
| 0614 | Roads - Traffic Operations & Roadside | \$ 13,468,415 | \$ 2,896,417 | \$ 1,535,881 | \$ - | \$ - | 50% | \$ 4,518,059 | 71% | \$ 3,215,323 | 29% | \$ 1,302,736 |
| 0621 | Winter Control - Except sidewalks, Parking Lots | \$ 2,981,962 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 2,832,864 | 71% | \$ 2,016,037 | 29% | \$ 816,827 |
| 0622 | Winter Control - Sidewalks, Parking Lots Only | \$ 1,142,736 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 1,085,599 | 71% | \$ 772,578 | 29% | \$ 313,021 |
| 0631 | Transit - Conventional | \$ 252,881 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 240,237 | 71% | \$ 170,967 | 29% | \$ 69,270 |
| 0632 | Transit - Disabled & special needs | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0640 | Parking | \$ 796,330 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 756,514 | 71% | \$ 538,381 | 29% | \$ 218,133 |
| 0650 | Street lighting | \$ 1,828,376 | \$ - | \$ - | \$ - | \$ - | 95% | \$ 1,736,957 | 71% | \$ 1,236,123 | 29% | \$ 500,834 |
| 0660 | Air transportation | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0698 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0699 | Subtotal | \$ 33,916,612 | \$ 10,715,851 | \$ 1,725,564 | \$ - | \$ 621,312 | | \$ 11,945,274 | | \$ 8,500,977 | | \$ 3,444,297 |
| Environmental services | | | | | | | | | | | | |
| 0821 | Urban storm sewer system | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0822 | Rural storm sewer system | \$ 1,240,895 | \$ 297,217 | \$ - | \$ - | \$ - | 95% | \$ 896,494 | 71% | \$ 637,999 | 29% | \$ 258,495 |
| 0840 | Solid waste collection | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0850 | Solid waste disposal | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0860 | Waste diversion | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 0898 | Other | \$ 1,870 | \$ - | \$ - | \$ 1,842 | \$ - | 95% | \$ 27 | 71% | \$ 19 | 29% | \$ 8 |
| 0899 | Subtotal | \$ 1,239,025 | \$ 297,217 | \$ - | \$ 1,842 | \$ - | | \$ 896,468 | | \$ 637,980 | | \$ 258,487 |
| Health services | | | | | | | | | | | | |
| 1010 | Public health services | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1020 | Hospitals | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1030 | Ambulance services | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1035 | Ambulance dispatch | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1040 | Cemeteries | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1098 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1099 | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | | \$ - |
| Social and family services | | | | | | | | | | | | |
| 1210 | General assistance | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1220 | Assistance to aged persons | \$ 50,438 | \$ - | \$ - | \$ 45,885 | \$ - | 95% | \$ 4,325 | 71% | \$ 3,078 | 29% | \$ 1,247 |
| 1230 | Child care | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1298 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1299 | Subtotal | \$ 50,438 | \$ - | \$ - | \$ 45,885 | \$ - | | \$ 4,325 | | \$ 3,078 | | \$ 1,247 |
| Social Housing | | | | | | | | | | | | |
| 1410 | Public Housing | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1420 | Non-Profit/Cooperative Housing | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1430 | Rent Supplement Programs | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1497 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1498 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 71% | \$ - | 29% | \$ - |
| 1499 | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | | \$ - |
| Recreation and cultural services | | | | | | | | | | | | |
| 1610 | Parks | \$ 5,581,190 | \$ 1,252,900 | \$ 298,680 | \$ - | \$ - | 95% | \$ 3,828,130 | 95% | \$ 3,636,723 | 29% | \$ 1,103,802 |
| 1620 | Recreation programs | \$ 2,818,309 | \$ - | \$ 1,923,936 | \$ - | \$ - | 95% | \$ 849,654 | 95% | \$ 807,172 | 29% | \$ 244,989 |
| 1631 | Rec. Fac. - Golf Crs, Marina, Ski Hill | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 95% | \$ - | 29% | \$ - |
| 1634 | Rec. Fac. - All Other | \$ 15,028,601 | \$ 3,924,338 | \$ 1,151,433 | \$ - | \$ - | 50% | \$ 4,976,415 | 95% | \$ 4,727,594 | 29% | \$ 1,434,898 |
| 1640 | Libraries | \$ 5,828,993 | \$ 945,582 | \$ 6,521 | \$ - | \$ - | 50% | \$ 2,638,445 | 95% | \$ 2,506,523 | 29% | \$ 760,768 |
| 1645 | Museums | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 95% | \$ - | 29% | \$ - |
| 1650 | Cultural services | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 95% | \$ - | 29% | \$ - |
| 1698 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 95% | \$ - | 95% | \$ - | 29% | \$ - |
| 1699 | Subtotal | \$ 29,257,093 | \$ 5,722,820 | \$ 3,380,570 | \$ - | \$ - | | \$ 12,292,644 | | \$ 11,678,012 | | \$ 3,544,458 |
| Planning and development | | | | | | | | | | | | |
| 1810 | Planning and zoning | \$ 6,166,818 | \$ - | \$ 3,067,532 | \$ 168,457 | \$ - | 25% | \$ 732,707 | 71% | \$ 521,439 | 29% | \$ 211,269 |
| 1820 | Commercial and industrial | \$ 1,179,679 | \$ 319 | \$ 111,579 | \$ - | \$ - | 25% | \$ 266,945 | 71% | \$ 189,974 | 29% | \$ 76,971 |
| 1830 | Residential development | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 100% | \$ - | 29% | \$ - |
| 1840 | Agriculture and reforestation | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 71% | \$ - | 29% | \$ - |
| 1850 | Tile drainage/shoreline assistance | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 71% | \$ - | 29% | \$ - |
| 1898 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 71% | \$ - | 29% | \$ - |
| 1899 | Subtotal | \$ 7,346,497 | \$ 319 | \$ 3,179,111 | \$ 168,457 | \$ - | | \$ 999,653 | | \$ 711,413 | | \$ 288,240 |
| 1910 | Other | \$ - | \$ - | \$ - | \$ - | \$ - | 25% | \$ - | 71% | \$ - | 29% | \$ - |
| 9910 | TOTAL | \$ 112,386,251 | \$ 20,015,965 | \$ 9,394,695 | \$ 419,286 | \$ 621,312 | | \$ 43,789,894 | | \$ 34,093,354 | | \$ 12,626,366 |
| | | | | | | | | | | \$ 428.02 | | \$ 391.24 |