



The Corporation of the Town of Milton

Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: March 22, 2021

Report No: CORS-011-21

Subject: Development Charge Public Meeting & Background Study

Recommendation: THAT staff be directed to present a proposed development charge by-law on May 3, 2021 with consideration for the background study included herein as Attachment #2, as well as the feedback received through the public meeting, the Let's Talk Milton site, and as otherwise received through the consultation process.

EXECUTIVE SUMMARY

- The preparation of a Development Charge (DC) background study and hosting a public meeting are key legislated steps in the development of a new DC By-law.
- The background study attached as Attachment #2 reflects the numerous legislative changes that have occurred in recent years as well as Milton's updated growth estimates and resulting capital infrastructure requirements.
- The DC rates calculated therein are differentiated between those that are Town wide versus those that are area specific for stormwater or outdoor recreation services. Based on the applicable area of the Town, the net change in DCs calculated at the local level includes both decreasing and increasing DC rates.
- Relative to other municipalities, the total DCs within Milton (including the Regional, Town and School Board components) are expected to remain at or below the average.
- Subject to Council direction received through the public meeting, staff expect to present recommendations and a proposed by-law for approval in May 2021 in advance of the expiry of the existing DC by-law in late June.

REPORT

Background

Development charges (DCs) allow for the recovery of growth-related capital expenditures that occur as a result of providing municipal services to new residential and non-residential development. DCs are imposed on development applications, to the applicant. These charges are applicable to all lands within the Town of Milton and may be required for:

- Construction of a new building or structure

Background

- Addition or alteration to an existing building that increases the number of residential units or increases the non-residential total floor area
- Redevelopment of a property or making interior alterations that result in a change of use of all or part of a building or structure, including tenant fit-outs

The charges are used to support investment in growth infrastructure such as the expansion of arterial roads, the construction of new recreation facilities, park amenities and libraries as well as expansion of the fire and transit services.

DCs are governed by Provincial Legislation. Specifically, the Development Charges Act and associated regulations prescribe the way in which DCs can be established and utilized. In Halton Region, DCs are utilized by the school boards, the regional government and the local municipal governments as a form of cost recovery.

The Town of Milton currently collects development charges under by-laws 053-2016 (all services except transit) and 100-2016 (transit only). As DC by-laws have a maximum term of 5 years, the establishment of a new by-law is required by June 28, 2021. In anticipation of this target date, Town Council initiated the DC by-law update process through CORS-035-20.

This report (CORS-011-21) and Council's meeting of March 22, 2021 form an important step in the process by providing the DC Background Study and Public meeting, each of which is a requirement of legislation.

Discussion

In 2020, through report CORS-035-20, the Town retained Watson & Associates Economists Ltd. to lead the development of a background study and draft DC by-law. The resulting DC by-law update process can be summarized by the milestones identified in the table below.

Date	Milestone
November 2, 2020	Council Workshop - DC By-law Update
January 28, 2021	Stakeholder Meeting #1
February 11, 2021	Stakeholder Meeting #2
March 3, 2021	Public Release of DC Background Study
March 22, 2021	Public Meeting
May 3, 2021	Anticipated presentation of a proposed DC By-law to Town Council

Data collection and analysis has occurred on an on-going basis throughout the project. The Town has also utilized a dedicated Let's Talk Milton site in order to engage the public and stakeholders through the sharing of notifications and documentation, as well as the collection of input into the process.

The result of the process to date is the DC Background Study dated March 3, 2021 that has been prepared by Watson and Associates. This study, along with the feedback received from stakeholders, the public and Council will inform the proposed by-law that is expected to be presented to Council on May 3, 2021.



The DC Background Study includes the following elements and satisfies the requirements of the related Provincial Legislation:

- Anticipated development in the Town of Milton
- The Approach to Calculation of the Charge
- Development Charge Eligible Cost Analysis by Service
- Development Charge Calculation
- Development Charge Policy Recommendations and Development Charge By-law Rules
- By-law Implementation

Included within the appendices are schedules and information pertaining to areas such as local service policy and levels of service, as well as draft DC By-laws.

The DC rates that are calculated in the background study are presented in the following tables with a comparison to the rates that will be effective as of April 1, 2021 under the Town's existing by-law. Full detail by service can be found on page ix of the Background Study.

Table 1 - Residential DC Rate Comparison (per single detached unit)

Service	April 1, 2021	DC Study*	Change (\$)	Change (%)
Town-wide Services	\$21,835	\$21,014	(\$821)	(3.8%)
Town-wide Services and Area Specific Outdoor Recreation Land	\$21,835	\$28,019	\$6,184	28.3%
Stormwater Monitoring (Various)	\$89 - \$243	\$60 to \$259	Various	Various

* Figure presented excludes Parking DC at \$348.50 per single detached that only remains in effect for a portion of the term of the by-law (September 2022).

Table 2 - Non-Retail DC Rate Comparison (per square foot)

Service	April 1, 2021	DC Study*	Change (\$)	Change (%)
Town-wide Services	\$3.70	\$4.39	\$0.69	18.6%
Town-wide Services and Area Specific Outdoor Recreation Land	\$3.70	\$4.66	\$0.96	25.9%
Stormwater Monitoring (Various)	\$0.06 to \$0.13	\$0.06 to \$0.25	Various	Various

* Figure presented excludes Parking DC at \$0.09 per square foot that only remains in effect for a portion of the term of the by-law (September 2022).

Table 3 - Retail DC Rate Comparison (per square foot)

Service	April 1, 2021	DC Study*	Change (\$)	Change (%)
Town-wide Services	\$8.11	\$7.75	(\$0.36)	(4.4%)
Town-wide Services and Area Specific Outdoor Recreation Land	\$8.11	\$8.21	\$0.10	1.2%
Stormwater Monitoring (Various)	\$0.11 to \$0.20	\$0.09 to \$0.43	Various	Various

* Figure presented excludes Parking DC at \$0.20 per square foot that only remains in effect for a portion of the term of the by-law (September 2022).

To supplement the rate change summary provided above, Attachment #1 to this report presents a comparison of the Town's proposed DC rates to other municipalities. These comparisons show



that the total DC rates in Milton (including Town, Region and School Boards) remain at or below the average across the residential and non-residential classes based on the DC study calculations.

Aside from the DC rates themselves, the background study also touches on policy decisions that will require consideration in the presentation of the final by-law. Specific areas include, but are not limited to:

- Conversion of existing buildings between uses
- Agricultural development and related uses
- Area specific rates

Considerations in these areas may be further expanded upon when staff bring back a final report and recommendation in May based on feedback received through the consultations.

With respect to the agricultural and related development specifically, the Town approved a policy in 2020 through report CORS-011-20 to provide a rebate for 100% of the Town DC payable for any development that met the definition of agricultural tourism or museum, up to a cumulative limit of \$40,000. The term of that program aligned with the existing DC by-law, and as such staff intend to present options for Council on May 3rd with respect to the continuance of those rebates outside of the DC by-law.

Following the public meeting on March 22nd, staff will prepare a proposed DC by-law and related staff report for Council consideration on May 3, 2021. These documents will consider the contents of the DC Background Study, as well as the input received through the public meeting (from Council and the public) and consultation process.

Financial Impact

Development Charges form a critical component of the funding strategy for a growing municipality such as Milton. In total, the DC Background Study reflects capital costs totaling \$1.4 billion for the eligible services based on the growth that is projected and the level of service provided for. This total cost will need to be provided for through a combination of funding sources, such as DCs, property taxes, user fees or grants where possible. The study further considers the future implications to the Town with respect to the operating budget (Appendix C of the Study) and asset management planning (Appendix F of the Study). Further detail with respect to financial considerations will be provided after the proposed by-law has been prepared for May 3, 2021.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

For questions, please contact: Melanie Wallhouse Ext. 2314

Attachments

Attachment 1 - DC Rate Comparison to other Municipalities



The Corporation of the Town of Milton

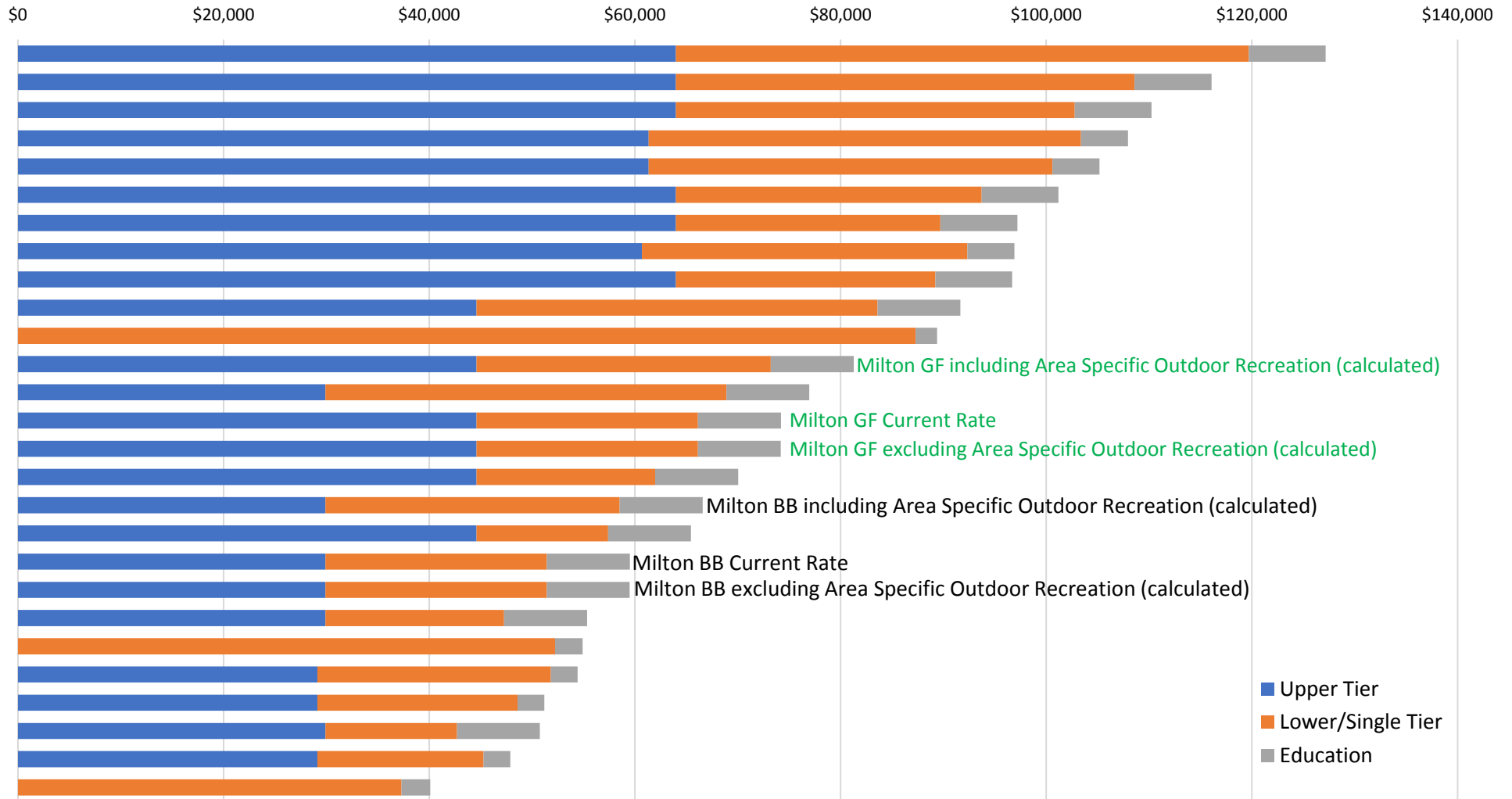
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Attachments

Attachment 2 - Development Charge Background Study by Watson and Associates
Economists Ltd. dated March 3, 2021

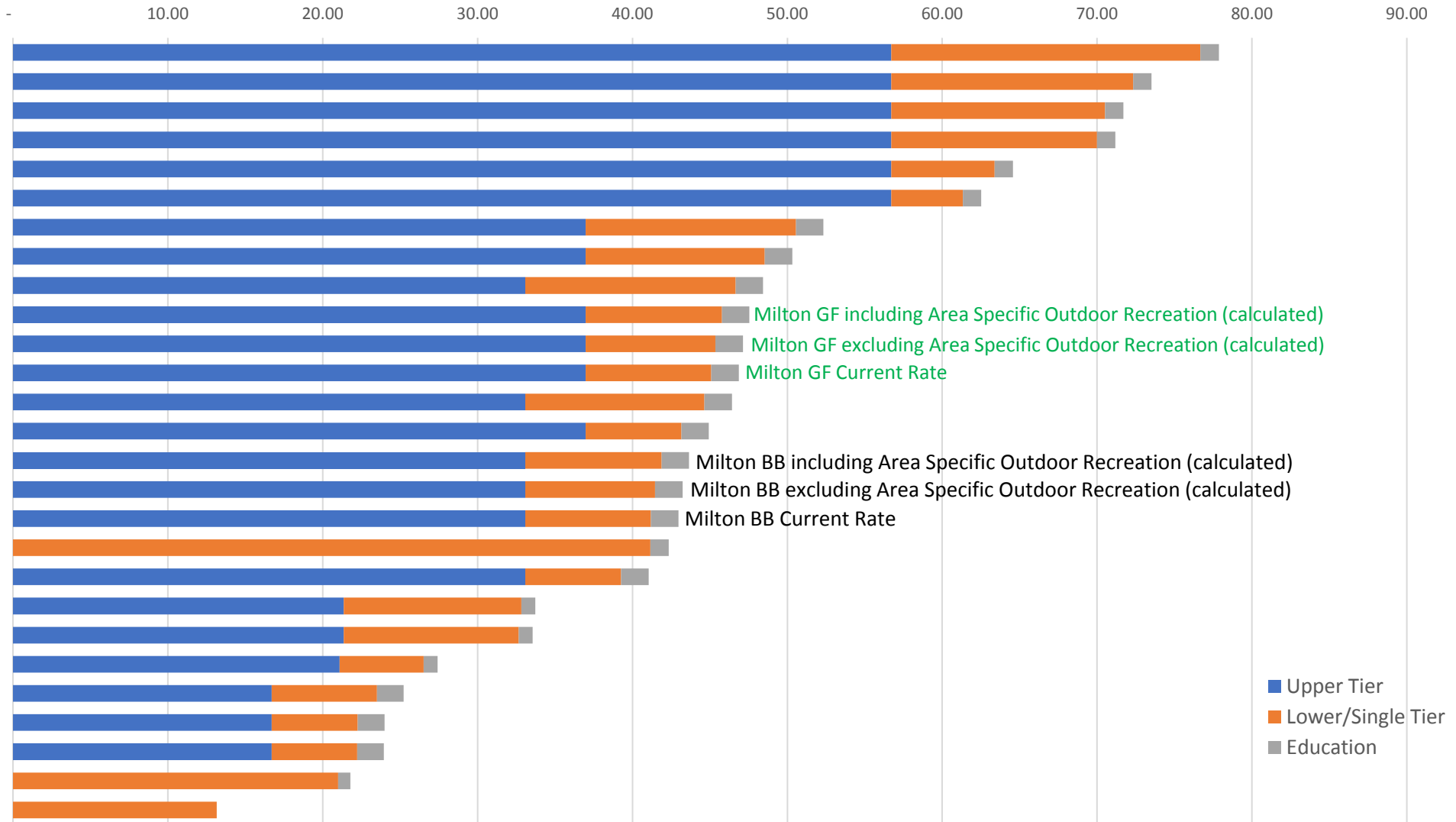
CAO Approval
Andrew M. Siltala
Chief Administrative Officer

Residential Development Charges - Municipal Comparison (\$ per single detached)



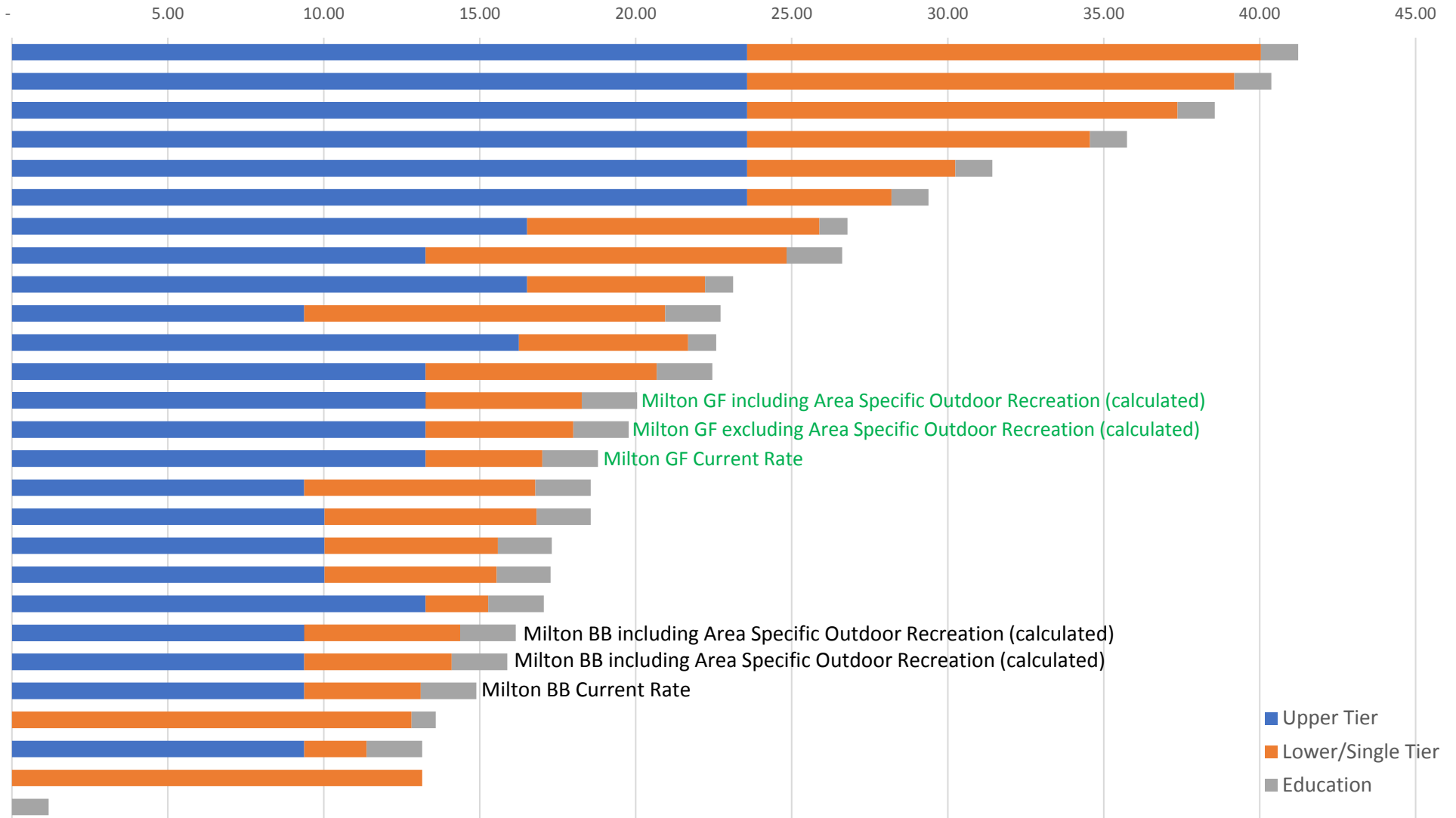
Notes: Milton GF = Regional Greenfield Rate plus Town Charge
 Milton BB = Regional Built Boundary Rate plus Town Charge
 Existing DC Rates as of March 5, 2021. For Town of Milton rates, the highest applicable stormwater area specific rate was utilized.

Retail Development Charges - Municipal Comparison (\$ per square foot)



Notes: Milton GF = Regional Greenfield Rate plus Town Charge
 Milton BB = Regional Built Boundary Rate plus Town Charge
 Existing DC Rates as of March 5, 2021. For Town of Milton rates, the highest applicable stormwater area specific rate was utilized.

Industrial Development Charges - Municipal Comparison (\$ per square foot)



Notes: Milton GF = Regional Greenfield Rate plus Town Charge
 Milton BB = Regional Built Boundary Rate plus Town Charge
 Existing DC Rates as of March 5, 2021. For Town of Milton rates, the highest applicable stormwater area specific rate was utilized.



Development Charges Background Study

Town of Milton

March 3, 2021

Watson & Associates Economists Ltd.
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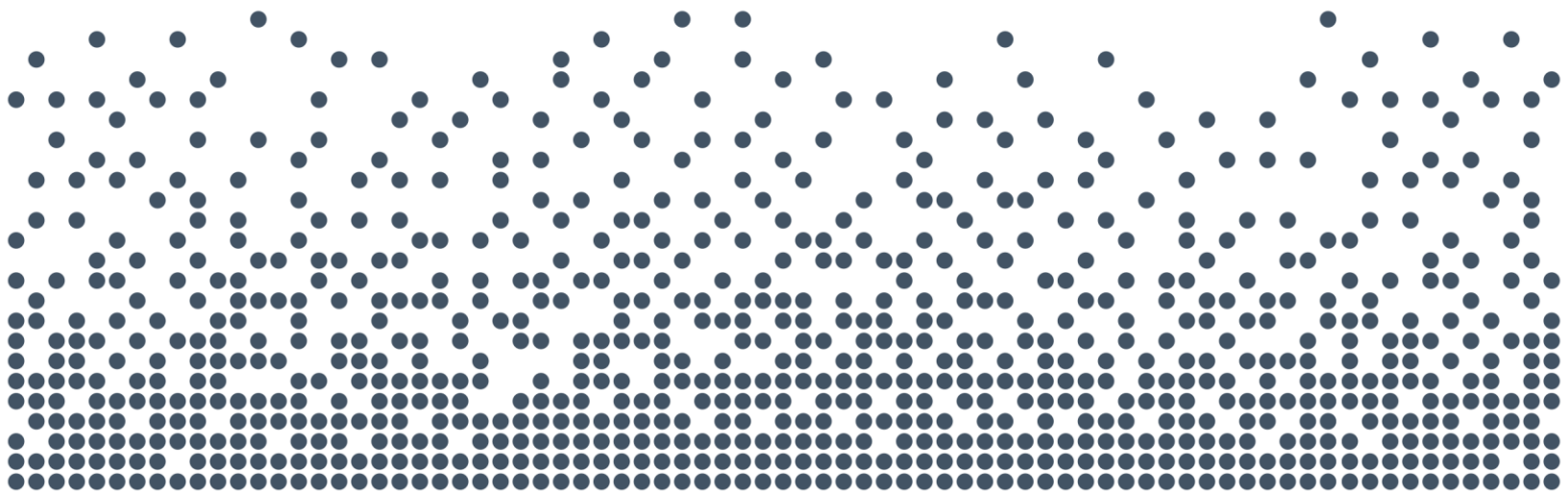
List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
A.M.P.	Asset management plan
CANSIM	Canadian Socio-Economic Information Management System (Statistics Canada)
C.B.C.	Community Benefits Charge
D.C.	Development charge
D.C.A.	<i>Development Charges Act, 1997, as amended</i>
F.I.R.	Financial Information Return
G.F.A.	Gross floor area
LPAT	Local Planning Appeal Tribunal
MEV	Milton Education Village
M.O.E.C.P.	Ministry of the Environment, Conservation and Parks
N.F.P.O.W.	No Fixed Place of Work
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.O.A.	<i>Provincial Offences Act</i>
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m.	square metre



List of Acronyms and Abbreviations (Cont'd)

T.F.A. Total Floor Area



Executive Summary



Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Milton required by the *Development Charges Act, 1997* (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
 - Chapter 1 – Overview of the legislative requirements of the Act;
 - Chapter 2 – Review of present D.C. policies of the Town;
 - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
 - Chapter 4 – Approach to calculating the D.C.;
 - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
 - Chapter 6 – Calculation of the D.C.s;
 - Chapter 7 – D.C. policy recommendations and rules; and
 - Chapter 8 – By-law implementation.

2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
 - 1) Identify amount, type and location of growth;
 - 2) Identify servicing needs to accommodate growth;
 - 3) Identify capital costs to provide services to meet the needs;
 - 4) Deduct:
 - Grants, subsidies and other contributions;
 - Benefit to existing development;
 - Amounts in excess of 10-year historical service calculation;
 - D.C. reserve funds (where applicable);
 - 5) Net costs are then allocated between residential and non-residential benefit; and



- 6) Net costs divided by growth to provide the D.C. charge.
3. A number of changes to the D.C. process need to be addressed as a result of the *Smart Growth for Our Communities Act, 2015* (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
 - a. Area-rating: Council must consider the use of area-specific charges.
 - b. Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan (A.M.P.) that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The A.M.P. must show that the assets are financially sustainable over their full lifecycle.
 - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60 days prior to passage of the D.C. by-law.
 - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
 4. Further changes to the D.C.A. were introduced through three bills passed in the Ontario legislature: Bill 108, Bill 138, and Bill 197. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan

In May 2019, the Province introduced Bill 108, More Homes, More Choice Act, 2019 which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes were to be implemented by Regulation which were not yet passed. The following items are currently in effect:

- a. Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, and any unpaid amounts inclusive of interest payable shall be added to the property tax roll and collected in the same manner as taxes.



- b. Effective January 1, 2020, the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

Other key elements of the changes that were not proclaimed and were dealt with subsequently through Bill 197 are provided below:

- The D.C. would be refined to only allow for the following services to remain within the D.C.: water, wastewater, storm water, roads, fire, policing, ambulance, waste diversion, parks development, recreation, public libraries, long-term care, public health.
- The mandatory 10% deduction would be removed for all services that remain eligible in the D.C.
- A new community benefits charge (C.B.C.) would be introduced to include formerly eligible D.C. services that are not included in the above listing, parkland dedication and bonus zoning contributions.

Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province released Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019 and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. With respect to the D.C.A., this Act removed installment payments for commercial and industrial developments that were originally identified in Bill 108.

Bill 197: COVID-19 Economic Recovery Act, 2020

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the Planning Act. With this Bill, many changes proposed in Bill 108 have now been revised. With respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:



- **Eligible Services:** The list of eligible services for the D.C. has now been expanded to include most services (such as Parking Service) eligible under the D.C.A. prior to Bill 108. For the Town of Milton, this means that most services currently provided in the D.C. study remain eligible.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is removed (consistent with Bill 108). This applies to all D.C.-eligible services.
- **Community Benefits Charges:** a municipality may, by by-law impose a C.B.C. to pay for the capital costs for formerly-eligible D.C. services in addition to parkland dedication and bonus zoning contributions. However, based on the list of D.C.-eligible services under the new legislation, all current services are D.C. eligible, thus a C.B.C. may not be required for the Town.

These changes to the D.C.A. were proclaimed on September 18, 2020. These changes are described further in Section 1.4 of this report.

5. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year period (2021 to 2030), and buildout of secondary plan areas (2021 to buildout), for the purposes of calculating the Town-wide D.C.s.

Measure	Town-Wide 10 Year 2021-2030	Town-Wide 2021- Buildout
(Net) Population Increase	78,823	171,795
Residential Unit Increase	32,425	67,710
Non-Residential Gross Floor Area Increase (sq.ft.)	24,516,250	42,988,050

Source: Watson & Associates Economists Ltd. Forecast 2021

As well, the growth forecast for the Urban Buildout periods specific to each of the Boyne, Sherwood, Derry Green, Trafalgar, Agerton, Britannia, Milton Education Village (M.E.V.) and Milton Education Village (M.E.V.) Supplemental Lands Secondary Plans have been provided for purposes of calculating the area specific stormwater D.C.s. There is also an urban buildout growth forecast for outdoor recreation lands applicable to all lands in the Town with the exception of lands in the Bristol, Sherwood and Boyne Secondary Plan areas.



Measure	Urban Build Out - Area Specific								
	Boyne	Sherwood	Derry Green	Trafalgar	Agerton	Britannia West	MEV	MEV Supplemental Lands	Non-Bristol, Sherwood & Boyne Lands
(Net) Population Increase	48,860	3,697	-	25,133	6,976	46,526	8,602	-	117,756
Residential Unit Increase	19,512	1,405	-	8,344	3,327	14,559	3,156	-	45,764
Non-Residential Gross Floor Area Increase (sq.ft.)	1,884,650	1,419,000	13,195,900	1,759,350	7,407,900	1,831,700	2,365,950	4,602,500	39,207,300

Source: Watson & Associates Economists Ltd. Forecast 2021

6. At present, the Town of Milton imposes D.C.s on residential and non-residential uses based upon By-law 053-2016, as amended by By-law 100-2016. The Town is undertaking a D.C. public process and anticipates passing a new by-law for all services except Parking Services (which will no longer be an eligible services). In addition, the Town anticipates amending By-law 053-2016 to extend the current Parking Services Development Charges until September 18, 2022, as per the transition provisions set out in Bill 197. The mandatory public meeting has been set for March 22, 2021 with adoption of the by-laws (i.e. new and amending) anticipated for May 3, 2021.
7. The Town's municipal-wide D.C. currently (2020) in effect for single detached dwelling units is \$21,302. Town-wide non-residential charges are \$7.91 per sq. ft. of retail development and \$3.61 per sq. ft. of non-retail development. These rates will be indexed on April 1, 2021.

This report has undertaken a recalculation of the charges based on future identified needs (presented in Schedule ES-1 for residential and non-residential). Charges have been provided on a Town-wide basis for all services except for stormwater management services and outdoor recreation land, which have been provided on an area-specific basis. The corresponding single detached unit charge for full services (excluding parking services) is \$21,014. The non-residential charge is \$7.75 per sq. ft. of retail development and \$4.39 per sq. ft. of non-retail development.

For outdoor recreation land, a new area-specific rate is proposed for all lands except land in the Bristol, Sherwood and Boyne Secondary Plan areas in the amount of \$7,005 per single detached, \$0.46 per sq.ft. for retail development and \$0.27 per sq.ft. for non-retail development. These rates are submitted to Council for its consideration.

In addition to the calculated charges provided above, the current parking services charges (presented in in Schedule ES-2) of \$340 per single detached unit, \$0.20



per sq.ft. for retail development and \$0.09 per sq.ft. for non-retail development are recommended to continue for the transition period.

8. The Town currently has area-specific charges for stormwater management related to monitoring programs for the Sherwood, Boyne and Derry Green Secondary Plan areas. These charges are in addition to the Town wide development charges.
 - a) The current single detached area-specific D.C.s for the Sherwood and Boyne areas are \$237 and \$87 respectively. There is no residential stormwater management charge applied to the Derry Green area. These charges have also been recalculated and can be found in Table ES-1.
 - b) The current area-specific non-residential D.C.s for retail developments for the Sherwood Survey, Boyne Survey and Derry Green areas are, \$0.20, \$0.10 and \$0.18 respectively. For non-retail development the current area specific charges are \$0.13, \$0.06 and \$0.08 respectively. These charges have also been recalculated and can be found in Table ES-1.

This report has undertaken a recalculation of the area specific stormwater management charges related to monitoring programs based on future identified needs (presented in Schedule ES-1 for residential and non-residential) for the Sherwood, Boyne and Derry Green Secondary Plans. In addition, new stormwater charges have been calculated for the Trafalgar, Agerton, Britannia, Milton Education Village, and Milton Education Village Supplemental Lands Secondary Plans. Charges have been provided on an area-specific basis. The corresponding calculated charges for single detached charges and retail and non-retail development are:

Summary of calculated stormwater Area Specific Development Charges

Secondary Plan	Single Detached Unit	Retail per sq.ft.	Non-Retail per sq.ft.
Sherwood Secondary Plan Area	\$168	\$0.43	\$0.25
Boyne Secondary Plan Area	\$60	\$0.09	\$0.06
Derry Green Secondary Plan Area	\$0	\$0.17	\$0.07
Trafalgar Secondary Plan Area	\$146	\$0.20	\$0.12
Agerton Secondary Plan Area	\$113	\$0.19	\$0.13
Britannia Secondary Plan Area	\$87	\$0.12	\$0.07
Milton Education Village Secondary Plan Area	\$259	\$0.39	\$0.25
Milton Education Village Supplemental Lands Secondary Plan Area	\$0	\$0.37	\$0.25



9. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-12. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 442,793,567
Less:	
Benefit to existing development	\$ 76,447,324
Post planning period benefit	\$ 14,992,696
Related to D.C. ineligible services	\$ 309,197
Grants, subsidies and other contributions	\$ 8,874,316
Net Costs for the Development Charges Calculation	\$ 342,170,034

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, ineligible services, and the grants, subsidies and other contributions), \$85.63 million (or an annual amount of \$17.13 million) will need to be contributed from taxes and rates or other sources. With respect to the post period benefit amount of \$14.99 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the Town plans to spend \$442.79 million over the next five years, of which \$342.17 million (77%) is included in the D.C. calculation. Of this net amount, \$282.61 million is recoverable from residential development and \$59.56 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

10. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on an area specific buildout forecast:

- Stormwater Services (for the Boyne, Sherwood, Derry Green, Trafalgar, Agerton, Britannia, Milton Education Village and Milton Education Village Supplemental Lands Secondary Plan areas).
- Outdoor Recreation Lands for all lands in the Town with the exception of lands in the Bristol, Sherwood and Boyne Secondary Plan areas.

The following services are calculated based on a Town-wide buildout forecast:



- Services Related to a Highway;
- Fire Protection Services;
- Parks and Recreation Services; and
- Library Services.

The remaining service is calculated based on a 10-year forecast:

- Transit Services.

In addition, classes of services have been established for the following:

- Public Works (Facilities, Vehicles & Equipment): calculated based on a Town-wide buildout forecast; and
- Growth Studies: calculated based on a 10-year forecast.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is appended in Appendix H. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and
- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).

As the D.C.A. does not allow for any exempted or reduced amount to be made up through higher development charges from other development, any such decision would require the consideration of an alternative (i.e. non-D.C.) funding source provided by the Town.

Council will also consider the draft amending D.C. by-law which is provided in Appendix I, related to the extension of the Parking Services Development Charges for the transition period to September 18, 2022.



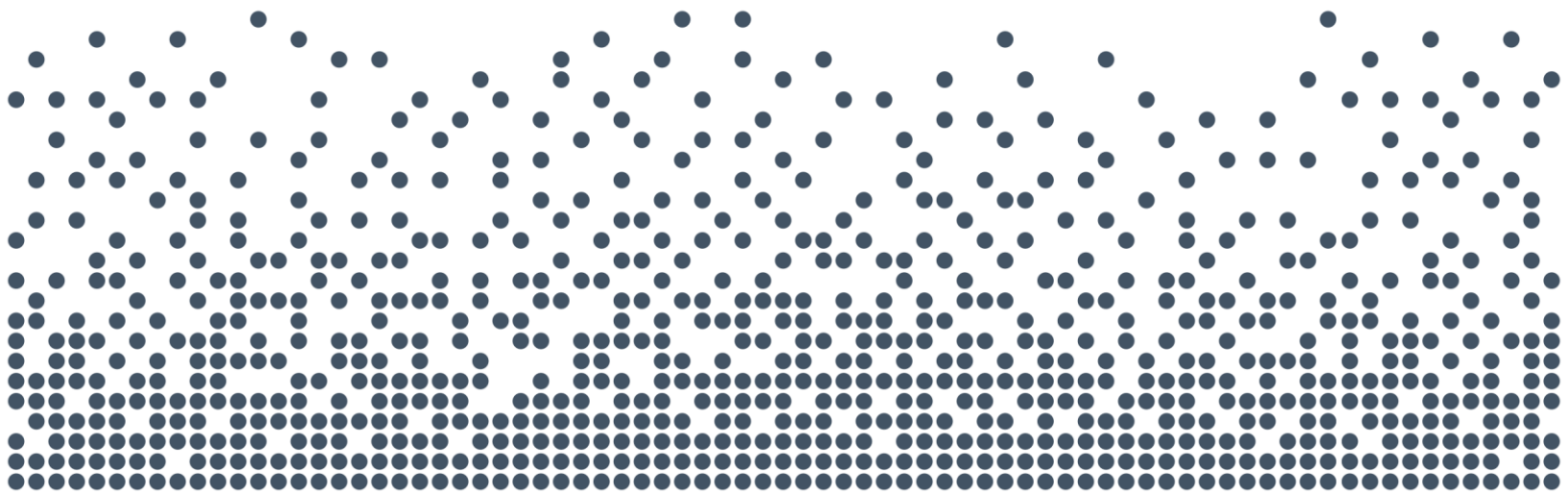
**Table ES-1
Schedule of Development Charges**

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Town-Wide Services/Class of Services:							
Services Related to a Highway	6,594	4,959	3,043	2,244	1,907	4.88	2.82
Public Works Operations	727	547	335	247	210	0.26	0.15
Fire Protection Services	440	331	203	150	127	0.42	0.25
Transit Services	1,131	851	522	385	327	0.73	0.35
Parks and Recreation Services	10,480	7,881	4,836	3,566	3,031	1.00	0.58
Library Services	1,208	908	557	411	349	0.11	0.07
Growth Studies	433	326	200	147	125	0.36	0.17
Total Town-Wide Services/Class of Services	21,014	15,803	9,696	7,150	6,076	7.75	4.39
Area Specific Services:							
Outdoor Recreation Lands:							
For all lands in Town except the land in the Bristol, Sherwood and Boyne Secondary Plan Areas	7,005	5,268	3,233	2,384	2,026	0.46	0.27
Stormwater Services:							
Sherwood Secondary Plan	168	126	78	57	49	0.43	0.25
Boyne Secondary Plan	60	45	28	20	17	0.09	0.06
Derry Green Secondary Plan	-	-	-	-	-	0.17	0.07
Trafalgar Secondary Plan	146	110	67	50	42	0.20	0.12
Agerton Secondary Plan	113	85	52	38	33	0.19	0.13
Britannia Secondary Plan	87	65	40	30	25	0.12	0.07
Milton Education Village Secondary Plan	259	195	120	88	75	0.39	0.25
Milton Education Village Supplemental Lands Secondary Plan	-	-	-	-	-	0.37	0.25
Total - Town-Wide	28,019	21,071	12,929	9,534	8,102	8.21	4.66
Total - Bristol Secondary Plan	21,014	15,803	9,696	7,150	6,076	7.75	4.39
Total - Sherwood Secondary Plan	21,182	15,929	9,774	7,207	6,125	8.18	4.64
Total - Boyne Secondary Plan	21,074	15,848	9,724	7,170	6,093	7.84	4.45
Total - Highway 401 Business Park and Highway 401 Extension	28,019	21,071	12,929	9,534	8,102	8.21	4.66
Total - Derry Green Secondary Plan	28,019	21,071	12,929	9,534	8,102	8.38	4.73
Total - Trafalgar Secondary Plan	28,165	21,181	12,996	9,584	8,144	8.41	4.78
Total - Agerton Secondary Plan	28,132	21,156	12,981	9,572	8,135	8.40	4.79
Total - Britannia Secondary Plan	28,106	21,136	12,969	9,564	8,127	8.33	4.73
Total - Milton Education Village Secondary Plan	28,278	21,266	13,049	9,622	8,177	8.60	4.91
Total - Milton Education Village Supplemental Lands Secondary Plan	28,019	21,071	12,929	9,534	8,102	8.58	4.91



Table ES-2
Schedule of Existing Parking Services Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide Service:							
Parking	340	244	183	123	107	0.20	0.09
Total Municipal Wide Service	340	244	183	123	107	0.20	0.09



Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the D.C.A. (s. 10) and, accordingly, recommends D.C.s and policies for the Town of Milton.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2020. Watson worked with Town staff preparing the D.C. analysis and policy recommendations.

This D.C. background study, containing the proposed D.C. by-law, will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations, and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. background study, as summarized in Chapter 4. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed by-law to be made available as part of the approval process (included as Appendix H).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), Milton's current D.C. policies (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

The Chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a background study and calculation of a D.C. is provided herein.



1.2 Summary of the Process

The public meeting required under section 12 of the *Development Charges Act, 1997*, as amended (D.C.A.), has been scheduled for March 22, 2021. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-laws will be available for public review on March 3, 2021.

The process to be followed in finalizing the report and recommendations includes:

- consideration of responses received prior to, at, or immediately following the public meeting;
- refinements to the report, if required; and
- Council consideration of the by-laws subsequent to the public meeting.

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

Figure 1-1
Schedule of Key D.C. Process Dates for the Town of Milton

1. Data collection, staff review, engineering work, D.C. calculations and policy work	July 2020 to February 2021
2. Public release of final D.C. Background study and proposed by-law	March 3, 2021
3. Public meeting advertisement placed in newspaper(s)	Prior to March 1, 2021
4. Public meeting of Council	March 22, 2021
5. Council considers adoption of background study and passage of by-law	May 3, 2021
6. Newspaper notice given of by-law passage	By 20 days after passage
7. Last day for by-law appeal	40 days after passage
8. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date



1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015

With the amendment of the D.C.A. (as a result of Bill 73 and O. Reg. 428/15), there are a number of areas that must be addressed to ensure that the Town is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Town's background study and how they have been dealt with to ensure compliance with the amended legislation.

1.3.1 Area Rating

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services that are prescribed and/or for specific municipalities that are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c.1 of the D.C.A. requires that, "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

In regard to the first item, there are no services or specific municipalities identified in the regulations that must be area-rated. The second item requires Council to consider the use of area rating.

1.3.2 Asset Management Plan for New Infrastructure

The new legislation now requires that a D.C. background study must include an asset management plan (s. 10 (2) c.2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services; however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and



quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

1.3.3 60-Day Circulation of D.C. Background Study

Previously, the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on March 3, 2021 to ensure the new requirement for release of the study is met.

1.3.4 Timing of Collection of D.C.s

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit. For the majority of development, this will not impact the Town's present process. There may be instances, however, where several building permits are to be issued and either the size of the development or the uses will not be definable at the time of the first building permit. In these instances, the Town may enter into a delayed payment agreement in order to capture the full development.

1.3.5 Other Changes

It is also noted that a number of other changes were made through Bill 73 and O. Reg. 428/15, including changes to the way in which transit D.C. service standards are calculated, the inclusion of waste diversion and the ability for collection of additional levies; however, these sections do not impact the Town's D.C.

1.4 Further Changes to the D.C.A.: Bill 108, 138, and 197

1.4.1 Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill has been introduced as part of the Province's "More Homes, More



Choice: Ontario's Housing Supply Action Plan". The Bill received Royal Assent on June 6, 2019.

While having received royal assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes.
- Effective January 1, 2020 the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application submitted after this section is proclaimed), shall be determined based on the D.C. in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined the earlier of the date of issuance of a building permit.

On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the Planning Act. A summary of these changes to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible services under Bill 108 was limited to “hard services”, with the “soft services” being removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the Planning Act. As noted in the next section this list of services has been amended through Bill 197.

Mandatory 10% deduction – The amending legislation would remove the mandatory 10% deduction for all services that remain eligible under the D.C.A.



Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act – It is proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. is proposed to include formerly eligible D.C. services that are not included in the above listing, in addition to parkland dedication and bonus zoning contributions.

1.4.1 Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province release Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019 and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. The amendments to the D.C.A. included removal of instalment payments for commercial and industrial developments that were originally included in Bill 108.

1.4.2 Bill 197: COVID-19 Economic Recovery Act

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and Planning Act. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020, received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes:

1.4.2.1 D.C. Related Changes

List of D.C. Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. Bill 197, however, revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
 - Water supply services, including distribution and treatment services.
 - Wastewater services, including sewers and treatment services.
 - Storm water drainage and control services.
 - Services related to a highway.



- Electrical power services.
- Toronto-York subway extension.
- Transit services.
- Waste diversion services.
- Policing services.
- Fire protection services.
- Ambulance services.
- Library services
- Long-term Care services
- Parks and Recreation services, but not the acquisition of land for parks.
- Public Health services
- Childcare and early years services.
- Housing services.
- Provincial Offences Act services.
- Services related to emergency preparedness.
- Services related to airports, but only in the Regional Municipality of Waterloo.
- Additional services as prescribed.

Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e. D.C.A., 1997) allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as amended) repeals and replaces the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.



As well, the removal of 10% deduction for soft services under Bill 108 has been maintained.

Note: an initial consideration of “class” appears to mean any group of services.

10-Year Planning Horizon

- The 10-year planning horizon has been removed for all services except transit.

1.4.2.2 C.B.C. Related Changes

C.B.C. Eligibility

- The C.B.C. is limited to lower-tier and single tier municipalities, whereas upper-tier municipalities will not be allowed to impose this charge.
- O. Reg. 509/20 was filed on September 18, 2020. This regulation provides for the following:
 - A maximum rate will be set as a percentage of the market value of the land the day before building permit issuance. The maximum rate is set at 4%. The C.B.C may only be imposed on developing or redeveloping buildings which have a minimum height of five stories and contain no less than 10 residential units.
 - Bill 197 states that before passing a C.B.C. by-law, the municipality shall prepare a C.B.C. strategy that (a) identifies the facilities, services, and matters that will be funded with C.B.C.s; and (b) complies with any prescribed requirements.
 - Only one C.B.C. by-law may be in effect in a local municipality at a time.

1.4.2.3 Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A. (eligible services), "provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law."



Transition – D.C. and C.B.C.

- The specified date for municipalities to transition to the D.C. and C.B.C. is two years after Schedules 3 and 17 of the COVID-19 Economic Recovery Act comes into force (i.e. September 18, 2022).
- Generally, for existing reserve funds (related to D.C. services that will be ineligible):
 - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
 - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose;
 - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.
- For reserve funds established under s. 37 of the Planning Act (e.g. bonus zoning)
 - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
 - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose;
 - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.

If a municipality passes a C.B.C. by-law, any existing D.C. credits a landowner may retain may be used towards payment of that landowner's C.B.C.

- As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.

At this time, no decision has been made with respect to developing a C.B.C. therefore, this report does not address any C.B.C. charges at this time.

1.4.3 Bill 213: Better for People, Smarter for Business Act, 2020

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the Ministry of Training, Colleges and Universities Act by introducing a new section that would exempt the payment of



D.C.s for developments of land intended for use by a university that receives operating funds from the Government.

- Due to this, a revision to the exemptions section will be made in the proposed new and amending D.C. by-laws.



Chapter 2

Current Town of Milton Policy



2. Current Town of Milton Policy

2.1 Schedule of Charges

The Town of Milton currently imposes charges through By-law 053-2016, as amended by By-law 100-2016 under the D.C.A. The Town is undertaking a D.C. public process and anticipates passing a new by-law for all eligible services and classes of services. In addition the Town anticipates amending the current by-law to continue the parking services development charges for the transition period, as provided in Bill 197, until September 18, 2022.

By-law 053-2016, as amended, imposes D.C.s for residential and non-residential uses. The table below provides the rates currently in effect.

Table 2-1
Town of Milton
Current D.C. Rates
(April 1, 2020)

Service	Residential					Non-Residential	
	Single & Semi Detached	Multiples	Apartments with >= 2 Bedrooms	Apartments with < 2 Bedrooms	Special Care/Special Need Dwellings	Retail per sq.ft.	Non-Retail per sq.ft.
Town-Wide:							
Services Related to a Highway	7,118	5,095	3,821	2,568	2,224	5.54	2.54
Fire Protection	462	332	248	166	146	0.51	0.23
Library	832	595	446	300	260	0.06	0.02
Transit	459	330	247	166	144	0.28	0.13
Administration	499	357	268	180	156	0.29	0.14
Parks Development	4,908	3,513	2,635	1,771	1,533	0.30	0.14
Recreation	5,499	3,938	2,953	1,985	1,720	0.34	0.15
Public Works Operations	1,185	847	634	426	370	0.39	0.17
Parking	340	244	183	123	107	0.20	0.09
Total Town-wide	21,302	15,251	11,435	7,685	6,660	7.91	3.61
Area Specific:							
Sherwood Secondary Plan	237	169	128	87	74	0.20	0.13
Boyne Secondary Plan	87	61	45	31	27	0.10	0.06
Derry Green Secondary Plan	-	-	-	-	-	0.18	0.08
Total - Sherwood	21,539	15,420	11,563	7,772	6,734	8.11	3.74
Total - Boyne	21,389	15,312	11,480	7,716	6,687	8.01	3.67
Total - Derry Green	21,302	15,251	11,435	7,685	6,660	8.09	3.69



2.2 Services Covered

The following services are covered under By-law 053-2016:

Town-wide Services:

- Services Related to a Highway;
- Public Works Operations;
- Fire Protection;
- Transit
- Library;
- Recreation;
- Parks Development;
- Parking;
- Administration (Studies).

Area Specific Services:

- Stormwater Management Services for the Sherwood Secondary Plan;
- Stormwater Management Services for the Boyne Secondary Plan; and
- Stormwater Management Services for the Derry Green Secondary Plan.

2.3 Timing of D.C. Calculation and Payment

D.C.s applicable to residential and non-residential development are calculated, payable and collected at the time of building permit issuance. For residential development, the Services Related to a Highway and Stormwater Management service components are payable, where applicable, prior to the execution of the subdivision agreement. Early and late payment arrangements are available under the authority of Council when an agreement is entered into between the Town and the development landowner.

2.4 Indexing

Rates shall be adjusted annually on April 1, without amendment to the by-law, in accordance with the prescribed index in the Act.



2.5 Redevelopment Allowance

2.5.1 Redevelopment – Demolitions

In the case of a demolition of all or part of a building:

- a) a credit shall be allowed against the development charges otherwise payable pursuant to this By-law, provided that where a demolition permit has been issued and has not been revoked, a building permit has been issued for the redevelopment within five (5) years from the date the demolition permit was issued;
- b) the credit shall be calculated based on the portion of the building used for a residential purpose that has been demolished by multiplying the number and type of dwelling units demolished, or in the case of a building used for a non-residential purpose that has been demolished by multiplying the non-residential total floor area demolished, by the relevant development charges under this By-law in effect on the date when the development charges are payable pursuant to this By-law with respect to the redevelopment;
- c) no credit shall be allowed where the demolished building or part thereof would have been exempt pursuant to this By-law;
- d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer; and
- e) despite (a) above, where the building cannot be demolished until the new building has been erected, the owner shall notify the Town in writing and pay the applicable development charges for the new building in full and if the existing building is demolished not later than twelve (12) months from the date a building permit is issued for the new building, the Town shall provide a refund calculated in accordance with this section to the owner without interest. If more than twelve (12) months is required to demolish the existing building, the owner shall make a



written request to the Town and the Treasurer may extend the time in which the existing building must be demolished in his or her sole and absolute discretion and upon such terms and conditions as he or she considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building.

2.5.2 Redevelopment – Conversions

In the case of a conversion of all or part of a building:

- a) a credit shall be allowed against the development charges otherwise payable under this By-law;
- b) the credit shall be calculated based on the portion of the building that is being converted by multiplying the number and type of dwelling units being converted or the non-residential total floor area being converted by the relevant development charges under this By-law in effect on the date when the development charges are payable pursuant to this By-law with respect to the redevelopment;
- c) no credit shall be allowed where the building or part thereof prior to conversion would have been exempt pursuant to this By-law; and
- d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer.

Notwithstanding any other provisions above, with respect to the lands within the central business district, for any conversion within an existing building from a non-retail use to a retail use, the retail development charges or the difference between the non-retail and the retail development charges shall not apply, however, if there is a conversion plus expansion of a non-retail use to a retail use, the retail development charges would be imposed on the expansion.



2.6 Exemptions

In addition to the statutory exemptions required as per the D.C.A., the following discretionary exemptions are provided under By-law 053-2016:

- a) lands or buildings used for a place of worship or for purposes of a cemetery or burial ground;
- b) development creating or adding an accessory use or accessory building not exceeding 10 square metres (107.64 square feet) of gross floor area;
- c) development creating or adding an accessory use or accessory building to a residential use where the accessory use or accessory building is not used for commercial use or purpose;
- d) A public Hospital;
- e) buildings owned and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreational purposes for which the conservation authority charges admission and/or fees or (ii) any commercial purposes;
- f) agricultural development, including a one-time exemption of up to 50 sq.m. (538.2 sq. ft.) of any commercial or retail component therein;
- g) seasonal structures; and
- h) temporary venues.



Chapter 3

Anticipated Development in the Town of Milton



3. Anticipated Development in the Town of Milton

3.1 Requirement of the Act

Chapter 4 provides the methodology for calculating a D.C. as per the D.C.A. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the D.C. that may be imposed, it is a requirement of Section 5 (1) of the D.C.A. that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Milton will be required to provide services over a 10-year (mid-2021 to mid-2030) and buildout time horizons.

3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

The D.C. growth forecast has been derived by Watson. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town over the forecast period, including:

- Halton Region June 2011 Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031;
- Town of Milton Development Charge Background Study, Watson & Associates Economists Ltd.; December 8, 2015;
- Town of Milton Land Base Analysis. Land Base Assumptions, Key Findings & Secondary Plan Framework. Malone Given Parsons Ltd., November 2017;
- Town of Milton Intensification Capacity Study, December 2018;
- Population, Employment and Housing Analysis Agerton and Trafalgar Secondary Plans by Malone Given Parsons (2019);
- 2006, 2011 and 2016 population, household, and employment Census data;
- Historical residential and non-residential building permit data over the 2011 to 2020 period; and



- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of Milton.

3.3 Summary of Growth Forecast

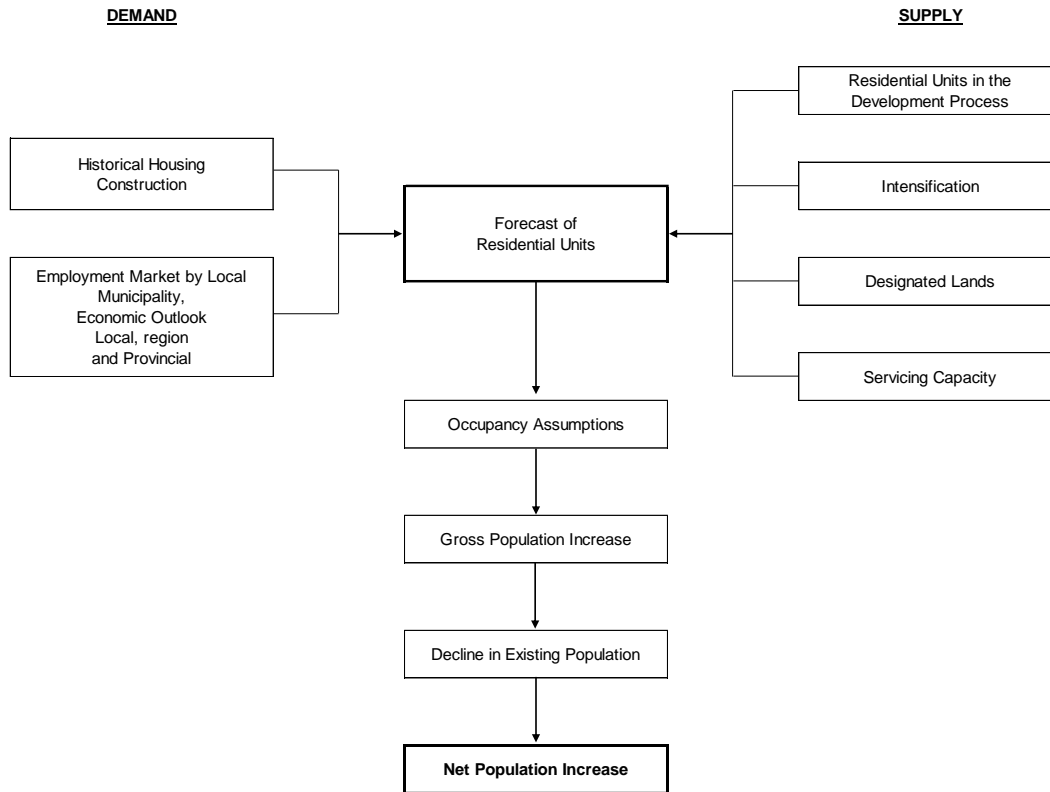
A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 3-1. The discussion provided herein summarizes the anticipated growth for the Town and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 3-1 below, and Schedule 1 in Appendix A.

As identified in Table 3-1 and Appendix A, *Schedule 1*, population in Milton is anticipated to reach approximately 210,740 by mid-2031 and 303,720 by buildout, resulting in an increase of approximately 78,820 and 171,800 persons, respectively.¹

¹ The population figures used in the calculation of the 2021 D.C. exclude the net Census undercount, which is estimated at approximately 4.3%.



Figure 3-1
Population and Household Forecast Model





**Table 3-1
Town of Milton
Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units						Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households	Equivalent Institutional Households	
Historical	Mid 2006	56,280	53,939	734	53,205	13,910	3,025	1,465	45	18,445	667	2.924
	Mid 2011	88,020	84,362	787	83,575	20,351	5,385	1,788	37	27,561	715	3.061
	Mid 2016	114,900	110,128	1,440	108,688	23,408	7,517	3,322	25	34,272	1,309	3.213
Forecast	Mid 2021	137,600	131,921	1,998	129,923	26,431	10,151	4,887	25	41,494	1,816	3.179
	Mid 2031	219,900	210,744	2,774	207,970	33,923	19,233	20,033	25	73,214	2,522	2.878
	Buildout	316,900	303,716	3,400	300,316	44,286	30,554	33,064	25	107,929	3,091	2.814
Incremental	Mid 2006 - Mid 2011	31,740	30,423	53	30,370	6,441	2,360	323	-8	9,116	48	
	Mid 2011 - Mid 2016	26,880	25,766	653	25,113	3,057	2,132	1,534	-12	6,711	594	
	Mid 2016 - Mid 2021	22,700	21,793	558	21,235	3,023	2,634	1,565	0	7,222	507	
	Mid 2021 - Mid 2031	82,300	78,823	776	78,047	7,492	9,082	15,146	0	31,720	706	
	Mid 2021 - Buildout	179,300	171,795	1,402	170,393	17,855	20,403	28,177	0	66,435	1,275	

Source: 2031 growth forecast derived by Watson & Associates Economists Ltd., in conjunction with the Town of Milton. Buildout forecast based on a review of vacant designated residential greenfield lands as well as long-term residential intensification opportunities presented by Watson & Associates Economists Ltd., 2021.

¹ Census undercount estimated at approximately 4.3%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments and secondary suites.



Provided below is a summary of the key assumptions and findings regarding the Town of Milton D.C. growth forecast:

1. Housing Unit Mix (Appendix A – Schedules 1)

- The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 6), discussions with Town staff regarding near-term development trends, and a review longer-term residential supply data within the Town’s built-up area (B.U.A.) and designated greenfield area (D.G.A.).
- Based on the above indicators, the 10-year household growth forecast for the Town is comprised of a unit mix of 24% low density units (single detached and semi-detached), 29% medium density (multiples except apartments) and 48% high density (bachelor, 1-bedroom and 2-bedroom apartments) and;
- The buildout household growth forecast for the Town is comprised of a unit mix of 27% low density units, 31% medium density units and 42% high density units.

2. Geographic Location of Residential Development (Appendix A – Schedule 2)

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the Town of Milton.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2021 and buildout by development location is summarized below.



Development Location	Approximate Amount of Housing Growth, 2021 to Buildout	Percentage of Housing Growth, 2021 to Buildout
Urban	66,415	100%
<i>Pre-HUSP</i>	16,020	24%
<i>Bristol Secondary Plan</i>	1,024	2%
<i>Sherwood Secondary Plan</i>	1,396	2%
<i>Boyne Secondary Plan</i>	19,249	29%
<i>Milton Education Village</i>	3,093	5%
<i>Britannia Secondary Plan</i>	14,200	21%
<i>Agerton Secondary Plan</i>	3,273	5%
<i>Trafalgar Secondary Plan</i>	8,160	12%
Rural	20	0%
Town Total	66,435	100%

Source: Watson & Associates Economists Ltd. 2021

3. Planning Period

- Short- and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for transit services to a 10-year planning horizon. All other services can utilize a longer planning period if the municipality has identified the growth-related capital infrastructure needs associated with the longer-term growth planning period.

4. Population in New Housing Units (Appendix A - Schedules 3, 4 and 5)

- Over the 2021 to 2031 forecast period, the Town is anticipated to average 3,172 new housing units per year.



- Institutional population¹ is anticipated to increase by approximately 776 people between 2021 to 2031.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporates historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 7a (low and medium density) and 7b (high density) summarizes the average P.P.U. assumed for the new housing units by age and type of dwelling based on a 2016 custom Census data for the Town of Milton. Due to data limitations, high density P.P.U.s were derived from Halton Region, which includes the Town of Milton as per Statistics Canada, and is outlined in Schedule 7b. The total calculated 20-year average P.P.U.s by dwelling type are as follows:
 - Low density: 3.803
 - Medium density: 2.860
 - High density:² 1.590

5. Existing Units and Population Change (Appendix A - Schedules 3, 4 and 5)

- Existing households for mid-2021 are based on the 2016 Census households, plus estimated residential units constructed between mid-2016 and 2020 year end, assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2021 to 2031 and 2021 to buildout forecast period is approximately 495 and 651, respectively.

6. Employment (Appendix A, Schedules 9a, 9b, 9c)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the Town divided by the number of residents. Key employment sectors include primary, industrial,

¹ Institutional includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2- or more bedroom units in these special care facilities.

² Includes bachelor, 1-bedroom and 2- or more bedroom apartments.



commercial/population-related, institutional, and work at home, which are considered individually below.

- 2016 employment data¹ (place of work) for the Town of Milton is outlined in Schedule 9a. The 2016 employment base is comprised of the following sectors:
 - 700 primary (2%);
 - 4,000 work at home employment (11%);
 - 12,380 industrial (36%);
 - 9,490 retail² (28%);
 - 1,930 non-retail employment (6%); and
 - 5,720 institutional (17%).
- The 2016 employment by usual place of work, including work at home, is 34,220. An additional 4,480 employees have been identified for the Town in 2016 that have no fixed place of work (N.F.P.O.W.).³
- Total employment, including work at home and N.F.P.O.W. for the Town is anticipated to reach approximately 87,710 by mid-2031 and 124,590 by buildout. This represents an employment increase of approximately 39,950 for the 10-year forecast period, and 76,830 from 2021 to buildout.
- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
- Total employment for the Town of Milton (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 65,210 by mid-

¹ 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.

² The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 053-2016 definition of Retail Employment.

³ No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



2031 and 93,490 by buildout.¹ This represents an employment increase of approximately 28,950 for the 10-year forecast period and 57,230 for the buildout forecast period.

7. Non-Residential Sq.ft. Estimates (G.F.A., Appendix A, Schedule 9b)

- Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:
 - 3,000 sq.ft. per employee for primary industry²;
 - 1,750 sq.ft. per employee for industrial;
 - 900 sq.ft. per employee for prestige industrial³;
 - 475 sq.ft. per employee for retail;⁴
 - 270 sq.ft. per employee for non-retail; and
 - 800 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by 24,516,250 sq.ft. over the 10-year forecast period and 42,988,050 sq.ft. over the buildout forecast period.
- In terms of percentage growth, the incremental G.F.A. forecast by sector between 2021 and buildout is broken down as follows:
 - primary – 1%;
 - industrial – 56%;
 - retail – 15%;
 - non-retail – 9%; and
 - institutional – 19%.

¹ Approximately 2,500 jobs planned for the long-term office employment and associated office building space in the Agerton Secondary Plan has been identified to occur outside of the planning horizon of the Town of Milton 2021 Development Charge Background Study.

² Primary industry includes agricultural and resource-based sectors with the Town of Milton rural area.

³ Assumes Milton Education Village Supplemental Lands, Milton Education Village, and Agerton can accommodate higher density industrial uses.

⁴ The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 053-2016 definition of Retail Employment.



8. Geography of Non-Residential Development (Appendix A, Schedule 9c)

- Schedule 9c summarizes the anticipated location of non-residential development by servicing area and remaining rural area for the Town of Milton.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast total non-residential growth between 2021 and buildout is summarized below.

Development Location	Amount of Non-Residential G.F.A., 2021 to Buildout	Percentage of Non-Residential G.F.A., 2021 to Buildout
Urban	42,688,050	99%
<i>Pre-HUSP</i>	3,359,900	8%
<i>Bristol Secondary Plan</i>	477,100	1%
<i>Sherwood Secondary Plan</i>	1,419,000	3%
<i>Boyne Secondary Plan</i>	1,884,650	4%
<i>Highway 401 Business Park</i>	1,446,645	3%
<i>Derry Green Secondary Plan</i>	13,195,900	31%
<i>MEV Supplemental Lands</i>	4,602,500	11%
<i>Milton Education Village</i>	2,365,950	6%
<i>Highway 401 Extension</i>	2,937,455	7%
<i>Britannia Secondary Plan</i>	1,831,700	4%
<i>Agerton Secondary Plan</i>	7,407,900	17%
<i>Trafalgar Secondary Plan</i>	1,759,350	4%
Rural	300,000	1%
Town Total	42,988,050	100%

Source: Watson & Associates Economists Ltd. 2021



Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of s. 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories that are provided within the Town.

A number of these services are defined in s. 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in s. 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.” Note that, as per Bill 197, Parking Services are now ineligible however, the transition provisions allow for existing D.C.s related to parking services to continue to be collected until September 18, 2022. As the Town’s previous D.C. provided a charge for parking services, the Town will continue to recover for this service during the transition period.

4.3 Increase in the Need for Service

The D.C. calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, s. 5 (1) 3, which requires that Town Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1
The Process of Calculating a Development Charge under the Act
that must be followed

The Process of Calculating a Development Charge under the Act that must be followed

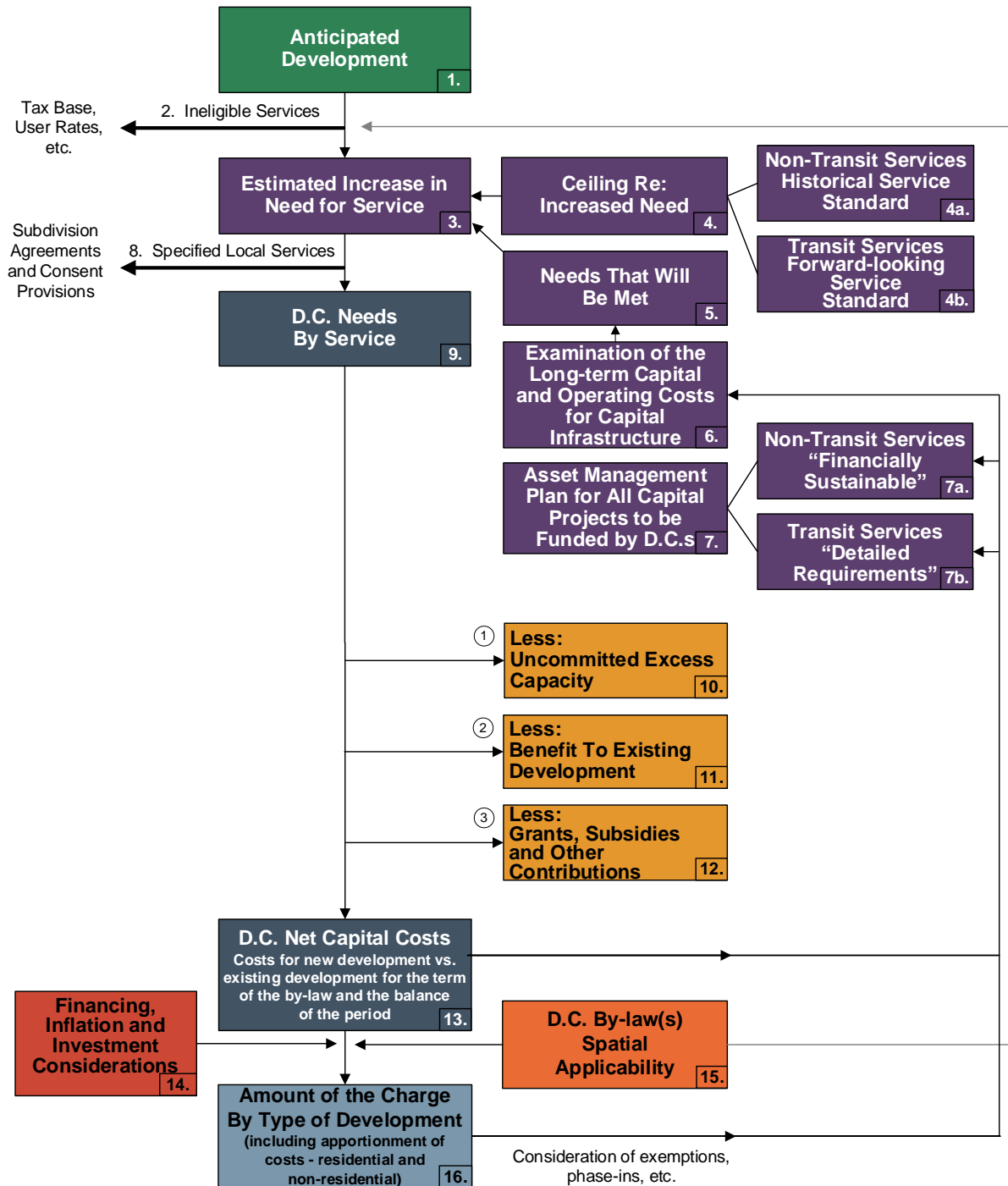




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, culverts and roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active transportation	100
2. Other Transportation Services	Yes	2.1 Transit vehicles ¹ & facilities	100
	Yes	2.2 Other transit infrastructure	100
	Ineligible	2.3 Municipal parking spaces - indoor	0
	Ineligible	2.4 Municipal parking spaces - outdoor	0
	Yes	2.5 Works yards	100
	Yes	2.6 Rolling stock ¹	100
	n/a	2.7 Ferries	100
	n/a	2.8 Airport	100**

¹with 7+ year lifetime

*same percentage as service component to which it pertains
computer equipment excluded throughout

**Airports only eligible for the Region of Waterloo



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
3. Stormwater Drainage and Control Services	No	3.1 Main channels and drainage trunks	100
	No	3.2 Channel connections	100
	No	3.3 Retention/detention ponds	100
	Yes	3.4 Monitoring Programs	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, tankers, aerials, and rescue vehicles, etc. ¹	100
	Yes	4.3 Small equipment and gear	100
5. Parks Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots, and E.S.A.s	0
	Yes	5.2 Development of area municipal parks	100
	Yes	5.3 Development of district parks	100
	Yes	5.4 Development of municipal-wide parks	100
	Yes	5.5 Development of special purpose parks	100
	Yes	5.6 Parks rolling stock ¹ and yards	100
6. Recreation Services	Yes	6.1 Arenas, pools, fitness facilities, community centres, etc.	100
	Yes	6.2 Soccer fields, cricket pitches, multi-purposes fields, ball diamonds.	100
	Yes	6.3 Recreation vehicles and equipment ¹	100
	Yes	6.4 Recreation Land	100
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	100
	Yes	7.2 Library vehicles ¹	100
	Yes	7.3 Library materials	100

¹with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
8. Emergency Preparedness Services	No	8.1 Facility space (incl. furniture and equipment)	100
	No	8.2 Vehicles ¹	100
	No	8.3 Equipment	100
9. Electrical Power Services	Ineligible	9.1 Electrical substations	0
	Ineligible	9.2 Electrical distribution system	0
	Ineligible	9.3 Electrical system rolling stock	0
10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	10.1 Cultural space (e.g. art galleries, museums, and theatres)	0
	Ineligible	10.2 Tourism facilities and convention centres	0
11. Wastewater Services	n/a	11.1 Treatment plants	100
	n/a	11.2 Sewage trunks	100
	n/a	11.3 Local systems	0
	n/a	11.4 Vehicles and equipment ¹	100
12. Water Supply Services	n/a	12.1 Treatment plants	100
	n/a	12.2 Distribution systems	100
	n/a	12.3 Local systems	0
	n/a	12.4 Vehicles and equipment ¹	100
13. Waste Management Services	Ineligible	13.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	13.2 Landfills and other disposal facilities	0
	n/a	13.3 Waste diversion facilities	100
	n/a	13.4 Waste diversion vehicles and equipment ¹	100
14. Policing Services	n/a	14.1 Police detachments	100
	n/a	14.2 Police rolling stock ¹	100
	n/a	14.3 Small equipment and gear	100
15. Long-term Care	n/a	15.1 Homes for the aged space	100
	n/a	15.2 Vehicles ¹	100

¹with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
16. Child Care and Early Years	n/a n/a	16.1 Childcare and Early Years space	100
		16.2 Vehicles ¹	100
		16.3 Equipment	100
17. Public Health	n/a n/a	17.1 Public Health space	100
		17.2 Public Health vehicles ¹	100
18. Housing Services	n/a	18.1 Housing Services space	100
19. <i>Provincial Offences Act</i> (P.O.A.)	Yes Yes	19.1 P.O.A. including By-law Enforcement space	100
		19.1 P.O.A. including By-law Enforcement vehicles and equipment ¹	100
20. Social Services	ineligible	20.1 Social service space	0
21. Ambulance Services	n/a n/a n/a	21.1 Ambulance station space	100
		21.2 Vehicles ¹	100
		21.3 Equipment and gear	100
22. Hospital Provision	Ineligible	22.1 Hospital capital contributions	0
23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	23.1 Office space	0
		23.2 Office furniture	0
		23.3 Computer equipment	0
24. Other	Yes Yes	24.1 Studies in connection with acquiring buildings, rolling stock, materials, and equipment, and improving land ² and facilities, including the D.C. background study cost.	0-100
		24.2 Interest on money borrowed to pay for growth-related capital	0-100

¹with a 7+ year lifetime



²same percentage as service component to which it pertains.

4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The Town's detailed Local Service Policy is provided in Appendix E.

4.5 Capital Forecast

Paragraph 7 of s. 5 (1) of the D.C.A. requires that “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs include:

- a) costs to acquire land or an interest therein (including a leasehold interest);
- b) costs to improve land;
- c) costs to acquire, lease, construct or improve buildings and structures;
- d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference, or information purposes;
- e) interest on money borrowed to pay for the above-referenced costs;
- f) costs to undertake studies in connection with the above-referenced matters; and
- g) costs of the D.C. background study.

In order for an increase in need for service to be included in the D.C. calculation, Town Council must indicate “that it intends to ensure that such an increase in need will be met” (s. 5 (1) 3). This can be done if the increase in service forms part of a Council-



approved Official Plan, capital forecast or similar expression of the intention of Council (O. Reg. 82/98, section 3). The capital program contained herein reflects the Town's approved and proposed capital budgets and master servicing/needs studies.

4.6 Treatment of Credits

Section 8, paragraph 5, of O. Reg. 82/98 indicates that a D.C. background study must set out “the estimated value of credits that are being carried forward relating to the service.” Section 17, paragraph 4, of the same Regulation indicates that “the value of the credit cannot be recovered from future D.C.s,” if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no current outstanding credits for inclusion in the D.C. calculations.

4.7 Classes of Services

Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible service. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein include a class for growth studies as well as a class for Public Works. These classes are comprised of the following services:

- Public Works – Facilities, fleet, and equipment
 - Services Related to a Highway;
 - Stormwater Services;
 - Parks and Recreation Services; and



- P.O.A. including By-law Enforcement.
- Growth Studies
 - Services Related to a Highway;
 - Fire Protection Services;
 - Public Works;
 - Transit Services;
 - Parks and Recreation services;
 - Library Services;
 - P.O.A. including By-law Enforcement; and
 - Stormwater Services.

4.8 Existing Reserve Funds

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5 (1).”

There is no explicit requirement under the D.C.A. calculation method set out in s. 5 (1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, section 35 does restrict the way in which the funds are used in future.

For services that are subject to a per-capita-based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e. the needs of recent growth). This cost component is distinct from the development-related costs for the next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Town spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Town will use these reserve funds for the Town’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development which contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).



The Town's projected D.C. reserve fund balance,¹ by service as of December 31, 2020, adjusted to account for outstanding commitments, is shown below:

Service/Class	Residential/ Non-Residential Reserve Fund	Total Projected Dec. 31, 2020	DC Exemptions Funded by Town	Projected Dec. 31, 2020 Inc. Funding for Exemptions	Less Commitments	Adjusted Projected Total Dec. 31, 2020
Services Related to a Highway	Residential	25,422,321	1,069,657	26,491,978	38,464,217	(11,972,239)
Services Related to a Highway	Non-Residential	(13,396,183)	159,376	(13,236,806)	26,012,409	(39,249,215)
Public Works Operations	Residential	1,504,675	150,601	1,655,276	255,346	1,399,930
Public Works Operations	Non-Residential	(702,415)	10,915	(691,500)	73,278	(764,778)
Fire Protection Services	Residential	(3,873,955)	21,477	(3,852,478)	1,673,713	(5,526,191)
Fire Protection Services	Non-Residential	(5,415,662)	14,527	(5,401,135)	1,544,237	(6,945,372)
Transit Services	Residential	372,796	40,818	413,614	5,418,120	(5,004,506)
Transit Services	Non-Residential	(306,438)	67,273	(239,165)	2,800,520	(3,039,685)
Parking Services	Residential	3,004,711	53,035	3,057,746	-	3,057,746
Parking Services	Non-Residential	777,915	343,188	1,121,103	-	1,121,103
Parks Services	Residential	27,580,880	737,681	28,318,561	2,498,198	25,820,363
Parks Services	Non-Residential	191,494	96,735	288,229	131,545	156,684
Recreation Services	Residential	1,333,400	255,919	1,589,319	4,559,120	(2,969,801)
Recreation Services	Non-Residential	(1,410,309)	9,441	(1,400,867)	239,954	(1,640,821)
Library Services	Residential	6,259,084	124,743	6,383,827	2,862,167	3,521,660
Library Services	Non-Residential	19,526	28,226	47,752	150,641	(102,889)
Growth Studies	Residential	(1,504,155)	23,218	(1,480,937)	1,769,796	(3,250,733)
Growth Studies	Non-Residential	(2,067,241)	8,756	(2,058,485)	823,124	(2,881,609)
Stormwater - Boyne Secondary Plan	Residential	(68,630)	1,510	(67,120)	185,154	(252,274)
Stormwater - Boyne Secondary Plan	Non-Residential	(12,791)	-	(12,791)	22,884	(35,675)
Stormwater - 'Sherwood Secondary Plan	Residential	4,627	12,070	16,697	57,964	(41,267)
Stormwater - 'Sherwood Secondary Plan	Non-Residential	(250,469)	24,113	(226,356)	47,424	(273,780)
Stormwater Derry Green Secondary Plan	Non-Residential	30,132	232	30,364	121,967	(91,603)
Total		\$37,493,312	\$3,253,512	\$40,746,824	\$89,711,778	(\$48,964,955)

Note: Amounts in brackets are deficit balances.

4.9 Deductions

The D.C.A. potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies, and other contributions; and
- costs related to services that are ineligible as per the D.C.A.

The requirements behind each of these reductions are addressed as follows:

¹ Reserve balance to be combined with Administration Studies.



4.9.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 does “not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the municipality over the 10-year period immediately preceding the preparation of the background study.” O. Reg. 82.98 (section 4) goes further to indicate that “both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services’ standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

The average service level calculation sheets for each service component in the D.C. calculation are set out in Appendix B.

4.9.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of s. 5 (1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Town’s “excess capacity,” other than excess capacity which is “committed.”

“Excess capacity” is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is



already available, then widening would not be included as an increase in need, in the first instance.

4.9.3 Reduction for Benefit to Existing Development

Section 5 (1) 6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development.” The general guidelines used to consider benefit to existing development include:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality (compare water as an example);
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of service cap in section 4.9.1 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level that will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing library facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a Town-wide system basis. For example, facilities of the same type may provide different services (i.e. leisure pool vs. competitive pool), different programs (i.e. hockey vs. figure skating) and different time availability for the same service (i.e. leisure skating available on Wednesday in one arena and Thursday in another). As a result, residents will travel to different facilities to access the services



they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies, and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98, section 6).

4.10 Municipal-wide vs. Area Rating

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services); however, it is not mandatory to implement area rating. Further discussion is provided in section 7.4.4.

4.11 Allocation of Development

This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.



4.12 Asset Management

The new legislation now requires that a D.C. background study must include an asset management plan (s. 10 (2) c.2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination has been included in Appendix F.

4.13 Transit

The most significant changes to the Act relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (s. 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per s. 8 (2) of the Regulations):
 1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in s. 5.2 (3) of the Act.
 2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
 - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
 - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
 3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.



4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecast ridership will be from existing or planned development.
 5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study.
- C. A new forward-looking service standard (as per s. 6.1 (2) of the Regulations):
1. The service is a discrete service.
 2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
 3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (s. 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

Dillion Consulting has undertaken an analysis regarding the above. This is provided in Appendix G.



Chapter 5

D.C.-Eligible Cost Analysis by Service and Class of Service



5. D.C.-Eligible Cost Analysis by Service and Class of Service

5.1 Introduction

This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in s. 5 (1) paragraphs 2 to 7 in the D.C.A. and described in Chapter 4 was followed in determining D.C.-eligible costs.

The nature of the capital projects and timing identified in the chapter reflects Council's current intention. Over time, however, Town projects and Council priorities change and accordingly, Council's intentions may alter, and different capital projects (and timing) may be required to meet the need for services required by new growth.

5.2 Service Levels and 10-Year Capital Costs for Milton's D.C. Calculation

This section evaluates the development-related capital requirements for transit services and growth studies, over a 10-year planning period. The Transit service is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the D.C. amounts; and, the infrastructure cost calculation, which determines the potential D.C. recoverable cost. For the growth studies class of service, the infrastructure cost calculation, which determines the potential D.C. recoverable cost is provided.

5.2.1 Growth Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. As discussed in Section 4.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies, a deduction of 10% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All planning studies and



the D.C. studies have been allocated to the classes of services based on the proportion of the total net growth-related capital costs as follows:

- Services Related to a Highway – 39%
- Fire Protection Services – 3%
- Public Works – 4%
- Transit Services – 3%
- Parks and Recreation Services – 45%
- Library Services – 5%
- Stormwater Services – 1%

The following provides a list of the planning and D.C. studies included in the calculations:

- Strategic Plan – Implementation;
- Corporate Strategic Plan;
- Special Financial Studies;
- Business Park #4 Growth Studies;
- Business Park #5 Growth Studies;
- Sustainable Halton – Land Base Analysis;
- Official Plan Amendment – North Porta Lands;
- Official Plan Review;
- Urban Residential PH#5 Growth Studies;
- Mixed Use PH#1 and Ph#2 – Growth Studies; and
- Whitebelt Land Base Analysis.

Other studies have been allocated between eligible D.C. services in the following manner:

- Development Engineering and Parks Standards Manual (1% to stormwater, 46% to services related to a highway and 53% to parks and recreation services).

The remainder of the growth studies are service specific including:

- Transportation Master Plan (100% services related to a highway);
- Parks Master Plan Updates (100% parks and recreation);



- Community Centre Implementation Strategy (100% parks and recreation);
- Recreation Master Plan (100% parks and recreation);
- Urban Forestry Management Strategy (100% services related to a highway);
- Transit Study (100% transit);
- Impact on Regulatory Framework Study (100% P.O.A. including By-law Enforcement);
- Whitebelt Subwatershed Study (100% stormwater);
- Sustainable Halton – Subwatershed Study (100% stormwater);
- Feasibility Study and Business Plan – Animal Control Facility (100% P.O.A. including By-law Enforcement); and
- Library Services Master Plan (100% library).

The cost of these studies is \$23,209,920, of which \$13,893,980 is attributable to post period benefit and \$895,673 is attributable to existing benefit. A deduction of \$466,994 has been made to recognize the portion of planning studies related to D.C.-ineligible services. In addition, the existing reserve fund deficit balance of \$6,132,342 has been included. The net growth-related capital cost of \$14,085,616 has been included in the D.C. calculation.

These costs have been allocated 73% residential and 27% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-2030										73%	27%
	Shared Studies:											
1	Strategic Plan - Implementation											
1a	Strategic Plan - Implementation	Services Related to a Highway	2024	60,490	-	6,049	54,441	27,221		27,221	19,871	7,350
1b	Strategic Plan - Implementation	Public Works	2024	6,200	-	620	5,580	2,790		2,790	2,037	753
1c	Strategic Plan - Implementation	Fire Protection Services	2024	4,650	-	465	4,185	2,093		2,093	1,528	565
1d	Strategic Plan - Implementation	Transit Services	2024	4,650	-	465	4,185	2,093		2,093	1,528	565
1e	Strategic Plan - Implementation	Parks and Recreation Services	2024	69,800	-	6,980	62,820	31,410		31,410	22,929	8,481
1f	Strategic Plan - Implementation	Library Services	2024	7,760	-	776	6,984	3,492		3,492	2,549	943
1g	Strategic Plan - Implementation	Stormwater Services	2024	1,550	-	155	1,395	698		698	509	188
	Sub-Total			155,100	-	15,510	139,590	69,795	-	69,795	50,950	18,845
2	Strategic Plan - Implementation											
2a	Strategic Plan - Implementation	Services Related to a Highway	2028	60,490	-	6,049	54,441	27,221		27,221	19,871	7,350
2b	Strategic Plan - Implementation	Public Works	2028	6,200	-	620	5,580	2,790		2,790	2,037	753
2c	Strategic Plan - Implementation	Fire Protection Services	2028	4,650	-	465	4,185	2,093		2,093	1,528	565
2d	Strategic Plan - Implementation	Transit Services	2028	4,650	-	465	4,185	2,093		2,093	1,528	565
2e	Strategic Plan - Implementation	Parks and Recreation Services	2028	69,800	-	6,980	62,820	31,410		31,410	22,929	8,481
2f	Strategic Plan - Implementation	Library Services	2028	7,760	-	776	6,984	3,492		3,492	2,549	943
2g	Strategic Plan - Implementation	Stormwater Services	2028	1,550	-	155	1,395	698		698	509	188
	Sub-Total			155,100	-	15,510	139,590	69,795	-	69,795	50,950	18,845
3	Corporate Strategic Plan											
3a	Corporate Strategic Plan	Services Related to a Highway	2023	80,730	-	8,073	72,657	36,329		36,329	26,520	9,809
3b	Corporate Strategic Plan	Public Works	2023	8,280	-	828	7,452	3,726		3,726	2,720	1,006
3c	Corporate Strategic Plan	Fire Protection Services	2023	6,210	-	621	5,589	2,795		2,795	2,040	755
3d	Corporate Strategic Plan	Transit Services	2023	6,210	-	621	5,589	2,795		2,795	2,040	755
3e	Corporate Strategic Plan	Parks and Recreation Services	2023	93,150	-	9,315	83,835	41,918		41,918	30,600	11,318
3f	Corporate Strategic Plan	Library Services	2023	10,350	-	1,035	9,315	4,658		4,658	3,400	1,258
3g	Corporate Strategic Plan	Stormwater Services	2023	2,070	-	207	1,863	932		932	680	252
	Sub-Total			207,000	-	20,700	186,300	93,150	-	93,150	68,000	25,151
4	Corporate Strategic Plan											
4a	Corporate Strategic Plan	Services Related to a Highway	2027	80,730	-	8,073	72,657	36,329		36,329	26,520	9,809
4b	Corporate Strategic Plan	Public Works	2027	8,280	-	828	7,452	3,726		3,726	2,720	1,006
4c	Corporate Strategic Plan	Fire Protection Services	2027	6,210	-	621	5,589	2,795		2,795	2,040	755
4d	Corporate Strategic Plan	Transit Services	2027	6,210	-	621	5,589	2,795		2,795	2,040	755
4e	Corporate Strategic Plan	Parks and Recreation Services	2027	93,150	-	9,315	83,835	41,918		41,918	30,600	11,318
4f	Corporate Strategic Plan	Library Services	2027	10,350	-	1,035	9,315	4,658		4,658	3,400	1,258
4g	Corporate Strategic Plan	Stormwater Services	2027	2,070	-	207	1,863	932		932	680	252
	Sub-Total			207,000	-	20,700	186,300	93,150	-	93,150	68,000	25,151



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
											73%	27%
5	Development Charges Study											
5a	Development Charges Study	Services Related to a Highway	2025	100,430	-		100,430	-		100,430	73,314	27,116
5b	Development Charges Study	Public Works	2025	10,300	-		10,300	-		10,300	7,519	2,781
5c	Development Charges Study	Fire Protection Services	2025	7,730	-		7,730	-		7,730	5,643	2,087
5d	Development Charges Study	Transit Services	2025	7,730	-		7,730	-		7,730	5,643	2,087
5e	Development Charges Study	Parks and Recreation Services	2025	115,880	-		115,880	-		115,880	84,592	31,288
5f	Development Charges Study	Library Services	2025	12,880	-		12,880	-		12,880	9,402	3,478
5g	Development Charges Study	Stormwater Services	2025	2,550	-		2,550	-		2,550	1,862	689
	Sub-Total			257,500	-	-	257,500	-	-	257,500	187,975	69,525
6	Development Charges Study											
6a	Development Charges Study	Services Related to a Highway	2030	100,430	-		100,430	-		100,430	73,314	27,116
6b	Development Charges Study	Public Works	2030	10,300	-		10,300	-		10,300	7,519	2,781
6c	Development Charges Study	Fire Protection Services	2030	7,730	-		7,730	-		7,730	5,643	2,087
6d	Development Charges Study	Transit Services	2030	7,730	-		7,730	-		7,730	5,643	2,087
6e	Development Charges Study	Parks and Recreation Services	2030	115,880	-		115,880	-		115,880	84,592	31,288
6f	Development Charges Study	Library Services	2030	12,880	-		12,880	-		12,880	9,402	3,478
6g	Development Charges Study	Stormwater Services	2030	2,550	-		2,550	-		2,550	1,862	689
	Sub-Total			257,500	-	-	257,500	-	-	257,500	187,975	69,525
7	Special Financial Studies											
7a	Special Financial Studies	Services Related to a Highway	2025	72,150	-	7,215	64,935	-		64,935	47,403	17,532
7b	Special Financial Studies	Public Works	2025	7,400	-	740	6,660	-		6,660	4,862	1,798
7c	Special Financial Studies	Fire Protection Services	2025	5,550	-	555	4,995	-		4,995	3,646	1,349
7d	Special Financial Studies	Transit Services	2025	5,550	-	555	4,995	-		4,995	3,646	1,349
7e	Special Financial Studies	Parks and Recreation Services	2025	83,250	-	8,325	74,925	-		74,925	54,695	20,230
7f	Special Financial Studies	Library Services	2025	9,250	-	925	8,325	-		8,325	6,077	2,248
7g	Special Financial Studies	Stormwater Services	2025	1,850	-	185	1,665	-		1,665	1,215	450
	Sub-Total			185,000	-	18,500	166,500	-	-	166,500	121,545	44,955
8	Special Financial Studies											
8a	Special Financial Studies	Services Related to a Highway	2031	126,360	126,360		-	-		-	-	-
8b	Special Financial Studies	Public Works	2031	12,960	12,960		-	-		-	-	-
8c	Special Financial Studies	Fire Protection Services	2031	9,720	9,720		-	-		-	-	-
8d	Special Financial Studies	Transit Services	2031	9,720	9,720		-	-		-	-	-
8e	Special Financial Studies	Parks and Recreation Services	2031	145,800	145,800		-	-		-	-	-
8f	Special Financial Studies	Library Services	2031	16,200	16,200		-	-		-	-	-
8g	Special Financial Studies	Stormwater Services	2031	3,240	3,240		-	-		-	-	-
	Sub-Total			324,000	324,000	-	-	-	-	-	-	-



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-2030										73%	27%	
9	Development Engineering and Parks Standards Manual				-		-	-		-	-	-
9a	Development Engineering and Parks Standards Manual	Services Related to a Highway	2022	28,430	-		28,430	-		28,430	20,754	7,676
9b	Development Engineering and Parks Standards Manual	Stormwater Services	2022	620	-		620	-		620	453	167
9c	Development Engineering and Parks Standards Manual	Parks and Recreation Services	2022	32,750	-		32,750	-		32,750	23,908	8,843
	Sub-Total			61,800	-	-	61,800	-	-	61,800	45,114	16,686
10	Development Engineering and Parks Standards Manual											
10a	Development Engineering and Parks Standards Manual	Services Related to a Highway	2025	28,430	-		28,430	-		28,430	20,754	7,676
10b	Development Engineering and Parks Standards Manual	Stormwater Services	2025	620	-		620	-		620	453	167
10c	Development Engineering and Parks Standards Manual	Parks and Recreation Services	2025	32,750	-		32,750	-		32,750	23,908	8,843
	Sub-Total			61,800	-	-	61,800	-	-	61,800	45,114	16,686
11	Development Engineering and Parks Standards Manual											
11a	Development Engineering and Parks Standards Manual	Services Related to a Highway	2028	28,430	-		28,430	-		28,430	20,754	7,676
11b	Development Engineering and Parks Standards Manual	Stormwater Services	2028	620	-		620	-		620	453	167
11c	Development Engineering and Parks Standards Manual	Parks and Recreation Services	2028	32,750	-		32,750	-		32,750	23,908	8,843
	Sub-Total			61,800	-	-	61,800	-	-	61,800	45,114	16,686
12	Business Park #4 Growth Studies											
12a	Business Park #4 Growth Studies	Services Related to a Highway	2025	812,020	-	81,202	730,818	-		730,818	533,497	197,321
12b	Business Park #4 Growth Studies	Transit Services	2025	59,420	-	5,942	53,478	-		53,478	39,039	14,439
12c	Business Park #4 Growth Studies	Fire Protection Services	2025	59,420	-	5,942	53,478	-		53,478	39,039	14,439
12d	Business Park #4 Growth Studies	Stormwater Services	2025	19,790	-	1,979	17,811	-		17,811	13,002	4,809
12e	Business Park #4 Growth Studies	Parks and Recreation Services	2025	930,850	-	93,085	837,765	-		837,765	611,568	226,197
12f	Business Park #4 Growth Studies	Library Services	2025	99,030	-	9,903	89,127	-		89,127	65,063	24,064
	Sub-Total			1,980,530	-	198,053	1,782,477	-	-	1,782,477	1,301,208	481,269



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-2030										73%	27%	
13	Business Park #5 Growth Studies											
13a	Business Park #5 Growth Studies	Services Related to a Highway	2030+	812,020	812,020		-	-		-	-	-
13b	Business Park #5 Growth Studies	Transit Services	2030+	59,420	59,420		-	-		-	-	-
13c	Business Park #5 Growth Studies	Fire Protection Services	2030+	59,420	59,420		-	-		-	-	-
13d	Business Park #5 Growth Studies	Stormwater Services	2030+	19,790	19,790		-	-		-	-	-
13e	Business Park #5 Growth Studies	Parks and Recreation Services	2030+	930,850	930,850		-	-		-	-	-
13f	Business Park #5 Growth Studies	Library Services	2030+	99,030	99,030		-	-		-	-	-
	Sub-Total			1,980,530	1,980,530	-	-	-	-	-	-	-
14	Urban Residential PH #5 Growth Studies											
14a	Urban Residential PH #5 Growth Studies	Services Related to a Highway	2030+	1,162,880	1,162,880		-	-		-	-	-
14b	Urban Residential PH #5 Growth Studies	Transit Services	2030+	85,090	85,090		-	-		-	-	-
14c	Urban Residential PH #5 Growth Studies	Fire Protection Services	2030+	85,090	85,090		-	-		-	-	-
14d	Urban Residential PH #5 Growth Studies	Stormwater Services	2030+	28,360	28,360		-	-		-	-	-
14e	Urban Residential PH #5 Growth Studies	Parks and Recreation Services	2030+	1,333,060	1,333,060		-	-		-	-	-
14f	Urban Residential PH #5 Growth Studies	Library Services	2030+	141,820	141,820		-	-		-	-	-
	Sub-Total			2,836,300	2,836,300	-	-	-	-	-	-	-
15	Mixed Use PH #1 - Growth Studies											
15a	Mixed Use PH #1 - Growth Studies	Services Related to a Highway	2030+	1,162,880	1,162,880		-	-		-	-	-
15b	Mixed Use PH #1 - Growth Studies	Transit Services	2030+	85,090	85,090		-	-		-	-	-
15c	Mixed Use PH #1 - Growth Studies	Fire Protection Services	2030+	85,090	85,090		-	-		-	-	-
15d	Mixed Use PH #1 - Growth Studies	Stormwater Services	2030+	28,360	28,360		-	-		-	-	-
15e	Mixed Use PH #1 - Growth Studies	Parks and Recreation Services	2030+	1,333,060	1,333,060		-	-		-	-	-
15f	Mixed Use PH #1 - Growth Studies	Library Services	2030+	141,820	141,820		-	-		-	-	-
	Sub-Total			2,836,300	2,836,300	-	-	-	-	-	-	-



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-2030										73%	27%	
16	Mixed Use PH #2 - Growth Studies											
16a	Mixed Use PH #2 - Growth Studies	Services Related to a Highway	2030+	1,162,880	1,162,880		-	-		-	-	-
16b	Mixed Use PH #2 - Growth Studies	Transit Services	2030+	85,090	85,090		-	-		-	-	-
16c	Mixed Use PH #2 - Growth Studies	Fire Protection Services	2030+	85,090	85,090		-	-		-	-	-
16d	Mixed Use PH #2 - Growth Studies	Stormwater Services	2030+	28,360	28,360		-	-		-	-	-
16e	Mixed Use PH #2 - Growth Studies	Parks and Recreation Services	2030+	1,333,060	1,333,060		-	-		-	-	-
16f	Mixed Use PH #2 - Growth Studies	Library Services	2030+	141,820	141,820		-	-		-	-	-
	Sub-Total			2,836,300	2,836,300	-	-	-	-	-	-	-
17	Sustainable Halton - Land Base Analysis											
17a	Sustainable Halton - Land Base Analysis	Services Related to a Highway	2027	250,610	-	25,061	225,549	-		225,549	164,651	60,898
17b	Sustainable Halton - Land Base Analysis	Public Works	2027	25,700	-	2,570	23,130	-		23,130	16,885	6,245
17c	Sustainable Halton - Land Base Analysis	Fire Protection Services	2027	19,280	-	1,928	17,352	-		17,352	12,667	4,685
17d	Sustainable Halton - Land Base Analysis	Transit Services	2027	19,280	-	1,928	17,352	-		17,352	12,667	4,685
17e	Sustainable Halton - Land Base Analysis	Parks and Recreation Services	2027	289,170	-	28,917	260,253	-		260,253	189,985	70,268
17f	Sustainable Halton - Land Base Analysis	Library Services	2027	32,130	-	3,213	28,917	-		28,917	21,109	7,808
17g	Sustainable Halton - Land Base Analysis	Stormwater Services	2027	6,430	-	643	5,787	-		5,787	4,225	1,562
	Sub-Total			642,600	-	64,260	578,340	-	-	578,340	422,188	156,152



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-2030										73%	27%	
18	Official Plan Amendment - North Porta Lands											
18a	Official Plan Amendment - North Porta Lands	Services Related to a Highway	2027	38,960	-	3,896	35,064	-		35,064	25,597	9,467
18b	Official Plan Amendment - North Porta Lands	Public Works	2027	4,000	-	400	3,600	-		3,600	2,628	972
18c	Official Plan Amendment - North Porta Lands	Fire Protection Services	2027	3,000	-	300	2,700	-		2,700	1,971	729
18d	Official Plan Amendment - North Porta Lands	Transit Services	2027	3,000	-	300	2,700	-		2,700	1,971	729
18e	Official Plan Amendment - North Porta Lands	Parks and Recreation Services	2027	44,960	-	4,496	40,464	-		40,464	29,539	10,925
18f	Official Plan Amendment - North Porta Lands	Library Services	2027	5,000	-	500	4,500	-		4,500	3,285	1,215
18g	Official Plan Amendment - North Porta Lands	Stormwater Services	2027	990	-	99	891	-		891	650	241
	Sub-Total			99,910	-	9,991	89,919	-	-	89,919	65,641	24,278
19	Official Plan Review											
19a	Official Plan Review	Services Related to a Highway	2021	175,050	-	17,505	157,545	39,386		118,159	86,256	31,903
19b	Official Plan Review	Public Works	2021	17,950	-	1,795	16,155	4,039		12,116	8,845	3,271
19c	Official Plan Review	Fire Protection Services	2021	13,470	-	1,347	12,123	3,031		9,092	6,637	2,455
19d	Official Plan Review	Transit Services	2021	13,470	-	1,347	12,123	3,031		9,092	6,637	2,455
19e	Official Plan Review	Parks and Recreation Services	2021	201,980	-	20,198	181,782	45,446		136,337	99,526	36,811
19f	Official Plan Review	Library Services	2021	22,440	-	2,244	20,196	5,049		15,147	11,057	4,090
19g	Official Plan Review	Stormwater Services	2021	4,490	-	449	4,041	1,010		3,031	2,212	818
	Sub-Total			448,850	-	44,885	403,965	100,991	-	302,974	221,171	81,803
20	Official Plan Review											
20a	Official Plan Review	Services Related to a Highway	2026	175,050	-	17,505	157,545	39,386		118,159	86,256	31,903
20b	Official Plan Review	Public Works	2026	17,950	-	1,795	16,155	4,039		12,116	8,845	3,271
20c	Official Plan Review	Fire Protection Services	2026	13,470	-	1,347	12,123	3,031		9,092	6,637	2,455
20d	Official Plan Review	Transit Services	2026	13,470	-	1,347	12,123	3,031		9,092	6,637	2,455
20e	Official Plan Review	Parks and Recreation Services	2026	201,980	-	20,198	181,782	45,446		136,337	99,526	36,811
20f	Official Plan Review	Library Services	2026	22,440	-	2,244	20,196	5,049		15,147	11,057	4,090
20g	Official Plan Review	Stormwater Services	2026	4,490	-	449	4,041	1,010		3,031	2,212	818
	Sub-Total			448,850	-	44,885	403,965	100,991	-	302,974	221,171	81,803



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Study Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-2030										73%	27%
21	Whitebelt Land Base Analysis											
20a	Whitebelt Land Base Analysis	Services Related to a Highway	2031	250,590	250,590		-	-		-	-	-
20b	Whitebelt Land Base Analysis	Public Works	2031	25,700	25,700		-	-		-	-	-
20c	Whitebelt Land Base Analysis	Fire Protection Services	2031	19,280	19,280		-	-		-	-	-
20d	Whitebelt Land Base Analysis	Transit Services	2031	19,280	19,280		-	-		-	-	-
20e	Whitebelt Land Base Analysis	Parks and Recreation Services	2031	289,150	289,150		-	-		-	-	-
20f	Whitebelt Land Base Analysis	Library Services	2031	32,130	32,130		-	-		-	-	-
20g	Whitebelt Land Base Analysis	Stormwater Services	2031	6,420	6,420		-	-		-	-	-
	Sub-Total			642,550	642,550		-	-		-	-	-
	Service Specific Studies:											
22	Transportation Master Plan	Services Related to a Highway	2023	255,000	-		255,000	63,750		191,250	139,613	51,638
23	Transportation Master Plan	Services Related to a Highway	2028	255,000	-		255,000	63,750		191,250	139,613	51,638
24	Parks Master Plan Updates	Parks and Recreation Services	2022	28,500	-	2,900	25,600	6,400		19,200	14,016	5,184
25	Parks Master Plan Updates	Parks and Recreation Services	2026	28,500	-	2,900	25,600	6,400		19,200	14,016	5,184
26	Community Centre Implementation Strategy	Parks and Recreation Services	2022	143,300	-		143,300	-		143,300	104,609	38,691
27	Recreation Master Plan	Parks and Recreation Services	2023	77,300	-		77,300	19,325		57,975	42,322	15,653
28	Recreation Master Plan	Parks and Recreation Services	2028	77,300	-		77,300	19,325		57,975	42,322	15,653
29	Urban Forestry Management Strategy	Services Related to a Highway	2024	63,900	-		63,900	15,975		47,925	34,985	12,940
30	Urban Forestry Management Strategy	Services Related to a Highway	2029	63,900	-		63,900	15,975		47,925	34,985	12,940
31	Transit Study	Transit Services	2023	210,500	-		210,500	52,625		157,875	115,249	42,626
32	Transit Study	Transit Services	2028	210,500	-		210,500	52,625		157,875	115,249	42,626
33	Impact on Regulatory Framework Study	P.O.A. including By-law Enforcement	2024	82,400	-	8,200	74,200	-		74,200	54,166	20,034
34	Whitebelt Subwatershed Study	Stormwater Services	2031	2,438,000	2,438,000		-	-		-	-	-
35	Sustainable Halton - Subwatershed Study	Stormwater Services	2029	2,438,000	-		2,438,000	-		2,438,000	1,779,740	658,260
36	Feasibility Study and Business Plan - Animal Control Facility	P.O.A. including By-law Enforcement	2026	55,100	-		55,100	27,550		27,550	20,112	7,439
37	Library Services Master Plan	Library Services	2024	48,200	-		48,200	12,050		36,150	26,390	9,761
38	Library Services Master Plan	Library Services	2028	48,200	-		48,200	12,050		36,150	26,390	9,761
39	Reserve Fund Adjustment			6,132,342	-		6,132,342	-		6,132,342	3,250,733	2,881,609
	Total			29,342,262	13,893,980	466,994	14,981,288	895,673	-	14,085,616	9,056,623	5,028,993



5.2.2 Transit Services

Since the passage of Bill 73 in December 2015, changes to the D.C.A. now require a forward-looking forecast for ridership in order to determine the D.C. eligibility of future transit infrastructure. Dillon Consulting Limited and Town staff have worked closely together to identify ridership forecast for the 10-year growth forecast period.

Based on the information provided in Dillon's technical report (see Appendix G), the detailed transit ridership forecast is provided. The forecast results in the need for expansion of the transit fleet including 25 new conventional buses, 7 paratransit vehicles, 2 on-demand vehicles, 2 supervisory vehicles along with specialized equipment required to service growth.

The gross cost of the vehicles and equipment equates to \$18,605,600. Deductions to this cost have been made to recognize the benefit to existing development of \$4,023,900, benefit to growth in the post 10-year forecast period of \$2,450,600 and a recovery from other municipalities for interregional routes in the amount of \$1,318,950. The resultant net cost is therefore, \$10,812,150 which has been included in the D.C. calculations.

In addition to the vehicles and equipment, two transfer hubs and additional bus pads have been identified in the forecast, which have a gross cost of \$2,636,800. Deductions for benefit to existing and post period benefit in the amount of \$305,500 and \$232,600, respectfully, have been made, resulting in a net cost of \$2,098,700 for inclusion in the D.C. calculations.

With the continued expansion of transit services required as Milton grows, the Town previously identified the need for, a transit facility to house the fleet and equipment. Previous D.C. studies have identified the need for this facility. As such the feasibility study for the facility is underway and capital costs have been budgeted for the study as well as for land and a portion of the construction of the building over the 2018 to 2020 budget years. The balance of the project is included in the Town's capital forecast. To assess the amount of the facility related to growth, an assessment of the number of buses, based on a 40-foot bus equivalent has been undertaken. The facility will house a total of 67.5 40-foot equivalent buses. Based on the number of buses the Town had in 2016 plus the introduction of paratransit services over the past five years, the



equivalent number of 40-foot buses attributed to existing benefit equal 19. This equates to 28.15%, leaving 71.85% of the facility attributable to growth. The growth percentage has been further broken down into the pre-period growth (growth that took place between 2016 and 2020), in-period growth (2021-2030) and post period growth, based on the number of 40-foot equivalent buses identified for growth by Dillon.

**Table 5-1
Transit Facility – 40 Foot Bus Equivalent**

Item	40' equivalent Factor	Total Facility Room for Number of Buses	Benefit to Existing (# of Buses in 2016)	Benefit to Existing (Introduction of Paratransit)	Total Benefit to Existing (# of Buses)	Total Facility Room for Number of Equivalent 40' Buses	Total Benefit to Existing (40' Equivalent # of Buses)	Facility Room for Number of 40' Equivalent Growth Buses	Pre-Period Growth Buses (40' Equivalent)	In-Period Growth Buses (40' Equivalent)	Post Period Growth Buses (40' Equivalent)
Transit Facility											
Conventional Buses (40')	1.00	60	13		13	57.00	13.00	44.00	4.00	25.00	15.00
Conventional Buses (Arboc 30')	0.75		5	(1.00)	4	3.00	3.00	-	-	-	-
On-Deamand Buses (Promaster - 20')	0.50				0	7.50	-	4.50	-	3.50	
Paratransit Buses (Promaster - 20')	0.50	15		6	6		3.00			1.00	-
Total		75	18	5	23	67.5	19.00	48.50	4.00	29.50	15.00
Growth and Benefit to Existing Shares							28.15%	71.85%	8.25%	60.82%	30.93%

The revised total estimated budget for the facility is approximately \$48.91 million. The Town has applied for grant funding to assist in the construction of the facility and anticipates receiving over \$7.18 million, leaving a net cost of \$41.72 million to be funded. Based on the analysis provided in Table 5-1 above, the net cost has been attributed 28.15% to benefit existing development and 71.85% to benefit growth, with the growth percentage further broken down as also identified above. Table 5-2 provides a summary of these costs. In addition, Table 5-2 identifies the costs spent to date for growth of \$8.15 million and benefit to existing of \$5.13 million. Therefore the balance of the funding required of \$35.62 million has been included in the D.C. calculations based on the shares identified in Table 5-2.



Table 5-2
Transit Facility Costs

	Budget	Actual Spent to Date	Balance to be Funded
Gross Cost of Facility	\$48,906,689	\$13,283,015	\$35,623,674
Less Grant Funding	7,187,583	-	7,187,583
Cost Net of Grant Funding	\$41,719,106	\$13,283,015	\$28,436,091
Benefit to Existing %	28.15%		
Total Benefit to Existing Cost	\$11,743,156	\$5,131,228	\$6,611,928
Growth %	71.85%		
Total Growth Cost	\$29,975,950	\$8,151,787	\$21,824,163
Pre-Period Growth %	8.25%		
Pre-Period Growth Cost	\$2,472,243	\$2,472,243	\$0
In-Period Growth %	60.82%		
In-Period Growth Cost	\$18,232,794	\$5,679,544	\$12,553,251
Post Period Growth %	30.93%		
Post Period Growth Cost	\$9,270,912	-	\$9,270,912
Total Growth Cost	\$29,975,950	\$8,151,787	\$21,824,163

In addition to the net costs associated with growth, the current deficit in the transit D.C. reserve fund of \$8,044,191 has been included in the D.C. calculations.

The total net costs included in the D.C. calculations is therefore \$33,508,292. These growth costs have been allocated 73% residential and 27% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service: Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2021-2030	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
	Facilities:										
1	New Facility (Balance to be funded)	2022-2024	35,623,674	9,270,912		26,352,761	6,611,928	7,187,583	12,553,251	9,163,873	3,389,378
2	Transfer Hub	2022-2025	1,083,000	232,600		850,400	305,500		544,900	397,777	147,123
3	Transfer Hub	2025-2030	1,353,800	-		1,353,800	-		1,353,800	988,274	365,526
4	Transit Bus Pads	2021-2030	200,000	-		200,000	-		200,000	146,000	54,000
	Vehicles & Equipment:										
5	Conventional Transit - 40 ft. Bus (11)	2022-2025	7,254,300	1,558,200		5,696,100	2,046,400		3,649,700	2,664,281	985,419
6	Conventional Transit - 40 ft. Buses for Milton-TPO-Lisgar Regional Route (4)	2020-2022	2,637,900	203,400		2,434,500	372,100	1,318,950	743,450	542,719	200,732
7	Conventional Transit - 40 ft. Bus (6)	2025-2030	3,956,900	610,200		3,346,700	1,116,200		2,230,500	1,628,265	602,235
8	Conventional Transit - 40 ft. Bus (4)	2025-2030	2,637,900	-		2,637,900	-		2,637,900	1,925,667	712,233
9	Supervisory Vehicle (1)	2025-2030	81,200	-		81,200	-		81,200	59,276	21,924
10	Maintenance Vehicles	2022-2025	108,300	-		108,300	30,600		77,700	56,721	20,979
11	Supervisory Vehicle (1)	2025-2030	81,200	14,900		66,300	12,000		54,300	39,639	14,661
12	Next Gen Presto	2020-2022	35,100	-		35,100	11,700		23,400	17,082	6,318
13	Onboard Vehicle Surveillance System	2020-2022	241,400	-		241,400	80,500		160,900	117,457	43,443
	ON-DEMAND:										
14	Promasters (2)	2022-2025	349,200	63,900		285,300	51,800		233,500	170,455	63,045
	PARATRANSIT:										
15	Promasters (7)	2022-2030	1,222,200	-		1,222,200	302,600		919,600	671,308	248,292
	Reserve Fund Adjustment:										
	Reserve Fund Adjustment		8,044,191	-		8,044,191	-		8,044,191	5,004,506	3,039,685
	Total		64,910,265	11,954,112	-	52,956,152	10,941,328	8,506,533	33,508,292	23,593,300	9,914,992



5.3 Service Levels and Buildout Capital Costs for Milton's D.C. Calculation

This section evaluates the development-related capital requirements for those services with capital costs associated with the buildout forecast period.

5.3.1 Services Related to a Highway

The Town's existing average level of investment in roads per capita amounts to \$21,376, resulting in a D.C.-eligible recovery amount of approximately \$3.67 billion over the buildout forecast period.

The Town also has 61 bridges including the CP Rail Pedestrian Bridge and 27 culverts, along with 2,774 linear metres of active transportation corridors. This provides an average per capita level of investment of \$827 for the bridges and culverts and \$17 for the active transportation corridors. The D.C.-eligible recovery amount is approximately \$142 million for bridges and culverts and \$3 million for active transportation corridors over the forecast period.

With respect to future capital infrastructure needs, additional road expansion, construction of new bridges and structures, active transportation trails and upgrades have been identified in addition to intersection improvements and bridge improvements. The total program equals \$516,887,900. Deductions of \$115,583,213 and \$18,626,650 have been made to account for costs that benefit existing development and those that will benefit growth in the post period, respectfully. Finally, an existing deficit reserve balance of \$51,221,455, has been added, resulting in a net D.C.-eligible amount of \$433,899,492 to be included in the D.C. calculations.

The residential/non-residential capital cost allocation for all services related to a highway is 75% residential and 25% non-residential based on the incremental growth in population to employment for the buildout forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
 Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-Buildout											
1	Appleby Line (Derry Rd to 14SR)	2021-2023	3,755,000	-	-	3,755,000	3,379,500	-	375,500	281,625	93,875
2	Gateway Features	2028-2029	283,000	-	-	283,000	-	-	283,000	212,250	70,750
3	Thompson Road (Louis St Laurent to Derry Rd)	2023-2024	397,000	-	-	397,000	-	-	397,000	297,750	99,250
4	Bronte St. (Main St. to Steeles Ave.)	2021-2023	12,957,000	-	-	12,957,000	2,850,540	-	10,106,460	7,579,845	2,526,615
5	Bronte St (Britannia to Louis St Laurent)	2022-2023	199,000	-	-	199,000	-	-	199,000	149,250	49,750
6	Main Street (Bronte to James)	2028-2029	3,486,000	-	-	3,486,000	1,394,400	-	2,091,600	1,568,700	522,900
7	Main Street (Fifth Line to Sixth Line)	2023-2026	29,029,000	-	-	29,029,000	-	-	29,029,000	21,771,750	7,257,250
8	Main Street (6th Line to Trafalgar) (structure)	2031-2035	19,954,000	-	-	19,954,000	-	-	19,954,000	14,965,500	4,988,500
9	Main Street (6th Line to Trafalgar) (4 lane)	2031-2035	24,324,000	-	-	24,324,000	-	-	24,324,000	18,243,000	6,081,000
10	5th Line (Derry Road to Britannia) (4 lane)	2023-2025	42,268,000	-	-	42,268,000	1,690,720	-	40,577,280	30,432,960	10,144,320
11	5th Line (Britannia Road to Lower Base Line) (4 lane)	2036-2041	18,757,000	2,813,600	-	15,943,400	-	-	15,943,400	11,957,550	3,985,850
12	5th Line (Britannia Road to Lower Base Line) (2 lane)	2031-2035	7,775,000	-	-	7,775,000	777,500	-	6,997,500	5,248,125	1,749,375
13	5th Line (Main Street to Trudeau Drive Extension)	2025-2026	7,329,000	-	-	7,329,000	-	-	7,329,000	5,496,750	1,832,250
14	5th Line (Hwy 401 to Derry Road) (4 lane)	2022-2023	14,640,000	-	-	14,640,000	585,600	-	14,054,400	10,540,800	3,513,600
15	5th Line (Main Street to Derry Road) Expand from 4 to 6 lanes	2042+	14,135,900	14,135,900	-	-	-	-	-	-	-
16	6th Line (Hwy 401 to Derry Road) (2 lane)	2026-2028	18,216,000	-	-	18,216,000	1,821,600	-	16,394,400	12,295,800	4,098,600
17	6th Line (Derry Road to Britannia Road) (2 lane)	2027-2029	7,600,000	-	-	7,600,000	760,000	-	6,840,000	5,130,000	1,710,000
18	6th Line (Derry Road to 1928m S of Derry Road) (4 lane)	2031-2035	12,845,000	-	-	12,845,000	-	-	12,845,000	9,633,750	3,211,250
19	6th Line (1928m S of Derry Road to Britannia Road) (4 lane)	2031-2035	5,676,000	-	-	5,676,000	-	-	5,676,000	4,257,000	1,419,000
20	6th Line (Britannia Road to Lower Base Line) (2 lane)	2036-2041	7,103,000	1,065,450	-	6,037,550	-	-	6,037,550	4,528,163	1,509,388
21	6th Line (Britannia to Lower Base Line) (structure)	2036-2041	4,078,000	611,700	-	3,466,300	-	-	3,466,300	2,599,725	866,575
22	Louis St. Laurent Extension (James Snow Pkwy to 5th Line) (4 lane)	2023	8,296,000	-	-	8,296,000	-	-	8,296,000	6,222,000	2,074,000
23	Louis St. Laurent Extension (5th Line to 6th Line) (4 lane)	2024-2026	28,610,000	-	-	28,610,000	-	-	28,610,000	21,457,500	7,152,500
27	Louis St Laurent Avenue (Tremaine Rd to Bronte St)	2022-2023	195,000	-	-	195,000	-	-	195,000	146,250	48,750
28	Louis St Laurent Avenue (Bronte St to RR25)	2022-2023	194,000	-	-	194,000	-	-	194,000	145,500	48,500
29	Asphalt Overlay Program	2021-2030	113,163,000	-	-	113,163,000	101,847,153	-	11,315,847	8,486,886	2,828,962
30	New Traffic Signals	2021-2030	3,500,000	-	-	3,500,000	350,000	-	3,150,000	2,362,500	787,500
31	Preemption Traffic Control System	2021-2030	406,000	-	-	406,000	40,600	-	365,400	274,050	91,350
32	Signal Interconnect Program	2021-2030	856,000	-	-	856,000	85,600	-	770,400	577,800	192,600
33	Boyne Pedestrian/Cycling Railway Crossing	2021-2030	5,350,000	-	-	5,350,000	-	-	5,350,000	4,012,500	1,337,500
34	16 Mile Creek Crossing	2025	4,325,000	-	-	4,325,000	-	-	4,325,000	3,243,750	1,081,250
35	Main Street (Trafalgar to west of Hwy 407) (4 lane)	2033	27,190,000	-	-	27,190,000	-	-	27,190,000	20,392,500	6,797,500



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 75%	Non-Residential Share 25%
2021-Buildout											
36	Scott Boulevard (Landsborough Ave. to Fennamore Terrace) Restripe	2027	108,000	-		108,000	-		108,000	81,000	27,000
37	Scott Boulevard (Main Street West to Pringle Ave.) Restripe	2028	97,800	-		97,800	-		97,800	73,350	24,450
38	Industrial Drive (Market Drive to Steeles Ave) Restripe	2029	79,600	-		79,600	-		79,600	59,700	19,900
39	High Point Drive (Regional Road 25 to Parkhill Drive) Restripe	2030	29,600	-		29,600	-		29,600	22,200	7,400
40	Louis St. Laurent Extension (6th Line to Trafalgar) (Bridge)	2031-2035	4,078,000	-		4,078,000	-		4,078,000	3,058,500	1,019,500
41	Louis St. Laurent Extension (6th Line to Trafalgar)	2031-2035	28,610,000	-		28,610,000	-		28,610,000	21,457,500	7,152,500
BRIDGES & STRUCTURES											
42	Main Street Crossing (Trafalgar to 407)	2033	34,389,000	-		34,389,000	-		34,389,000	25,791,750	8,597,250
ACTIVE TRANSPORTATION:											
43	Derry Green Union Gas Pipeline Easement (Asphalt trails and 2 pedestrian bridges)	2022-2024	2,604,000	-		2,604,000	-		2,604,000	1,953,000	651,000
Reserve Fund Adjustments:											
44	Reserve Fund Adjustment		51,221,455	-		51,221,455	-		51,221,455	11,972,239	39,249,215
Total			568,109,355	18,626,650	-	549,482,705	115,583,213	-	433,899,492	298,980,767	134,918,725



5.3.2 Public Works (Facilities, Vehicles and Equipment)

As per Section 4.7, a D.C. by-law may provide for any D.C.-eligible service to be included in a class set out in the by-law. Public Works is proposed as a class of service comprised of facilities, vehicles and equipment needs for Services Related to a Highway, Parks and Recreation Services, Stormwater Services and Provincial Offences Act (P.O.A.) including By-law Enforcement.

The Town operates its Public Works Department out of a number of facilities with 96,179 sq.ft. of current building area, providing for a buildout forecast per capita average level of service of 0.84 sq.ft./capita or \$525/capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the long-term forecast period of \$90,108,195.

The Town's public works fleet inventory, including 233 vehicles and equipment items, provides for a per capita standard of \$155. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$26,671,174.

The maximum D.C.-eligible amount for recovery over the buildout forecast period for public works is \$116,779,369.

With respect to future growth needs, the Town has identified expansion of operations facility space including a bridge that is required on the operations facility site, at a total cost of \$24.97 million. The year-end D.C. reserve fund balance of \$635,152 has been deducted from this amount resulting in a net amount of \$23,110,148 included in the D.C. calculations at this time.

Also identified is expansion to the fleet of vehicles and equipment at a total cost of \$17.2 million which has been included in the D.C. calculations at this time.

As a portion of the facilities, fleet and equipment is related to various services including Services Related to a Highway, Parks & Recreation, P.O.A. including By-law Enforcement and facilities staff that service all facilities related to the above services as well as fire protection and library services, a weighted allocation has been made between the various services. The residential/non non-residential split has also therefore been based on a weighted allocation resulting in an 84% allocation to residential development and 16% allocation non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Class of Service: Public Works Operations - Facilities

Prj. No	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Item Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less: Potential D.C. Recoverable Cost				
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 84%	Non-Residential Share 16%
1	Operations Centre Expansion - Ph 2											
1a	Operations Centre Expansion - Ph 2	Services Related to a Highway	2022-2024	4,594,620	-		4,594,620	-		4,594,620	3,858,355	736,265
1b	Operations Centre Expansion - Ph 2	Parks and Recreation Services	2022-2024	5,293,800	-		5,293,800	-		5,293,800	4,445,495	848,305
1c	Operations Centre Expansion - Ph 2	Stormwater Services	2022-2024	99,880	-		99,880	-		99,880	83,875	16,005
	Sub-Total			9,988,300	-	-	9,988,300	-	-	9,988,300	8,387,725	1,600,575
2	Civic Operations Centre - Sustainable Halton Lands											
2a	Civic Operations Centre - Sustainable Halton Lands	Services Related to a Highway	2032	5,244,000	-		5,244,000	-		5,244,000	4,403,675	840,325
2b	Civic Operations Centre - Sustainable Halton Lands	Parks and Recreation Services	2032	6,042,000	-		6,042,000	-		6,042,000	5,073,800	968,200
2c	Civic Operations Centre - Sustainable Halton Lands	Stormwater Services	2032	114,000	-		114,000	-		114,000	95,732	18,268
	Sub-Total			11,400,000	-	-	11,400,000	-	-	11,400,000	9,573,207	1,826,793
3	Bridge at Operations Centre											
3a	Bridge at Operations Centre	Services Related to a Highway	2022	523,000	-		523,000	-		523,000	439,192	83,808
3b	Bridge at Operations Centre	Parks and Recreation Services	2022	602,000	-		602,000	-		602,000	505,533	96,467
3c	Bridge at Operations Centre	Stormwater Services	2022	11,000	-		11,000	-		11,000	9,237	1,763
	Sub-Total			1,136,000	-	-	1,136,000	-	-	1,136,000	953,962	182,038
4	P.O.A./By-law Enforcement Facility Space	P.O.A. including By-law Enforcement	2027	2,442,000	-		2,442,000	1,221,000		1,221,000	1,025,341	195,659
	Reserve Fund Adjustment:											
5	Reserve Fund Adjustment							635,152		(635,152)	(1,399,930)	764,778
	Total			24,966,300	-	-	24,966,300	1,856,152	-	23,110,148	18,540,304	4,569,844



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Public Works Operations - Vehicles and Equipment

Capital Project Number	Prj .No	Increased Service Needs Attributable to Anticipated Development	Service(s) to Which Item Relates	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
		2021-Buildout										84%	16%
		Vehicles & Equipment:											
C460201	1	Provision of Operations Equipment	Services Related to a Highway	2021-2025	3,581,000	-		3,581,000	-		3,581,000	3,007,163	573,837
	2	Provision of Operations Equipment - Other HUSP & Pre-HUSP Areas	Services Related to a Highway	2021-2041	2,981,000	-		2,981,000	-		2,981,000	2,503,310	477,690
	3	Provision of Operations Equipment - BPII	Services Related to a Highway	2021-2041	627,000	-		627,000	-		627,000	526,526	100,474
	4	Provision of Operations Equipment - Ph4	Services Related to a Highway	2021-2041	3,137,000	-		3,137,000	-		3,137,000	2,634,311	502,689
	5	Provision of Operations Equipment - MEV	Services Related to a Highway	2021-2041	314,000	-		314,000	-		314,000	263,683	50,317
	6	Provision of Operations Equipment - Complementary MEV Employment Lands	Services Related to a Highway	2021-2041	157,000	-		157,000	-		157,000	131,842	25,158
C460200	7	Provision of Parks Equipment	Parks and Recreation Services	2021-2025	1,604,000	-		1,604,000	-		1,604,000	1,346,967	257,033
C460116	8	Ice Resurfacers - Boyne	Parks and Recreation Services	2024-2025	98,400	-		98,400	-		98,400	82,632	15,768
C460116	9	Ice Resurfacers - Ph 4, MEV, Pre-HUSP	Parks and Recreation Services	2028-2041	393,600	-		393,600	-		393,600	330,528	63,072
	10	Provision of Parks and Recreation Equipment - BPII	Parks and Recreation Services	2021-2041	279,000	-		279,000	-		279,000	234,292	44,708
	11	Provision of Parks and Recreation Equipment - Ph 4	Parks and Recreation Services	2021-2041	3,126,000	-		3,126,000	-		3,126,000	2,625,074	500,926
	12	Provision of Parks and Recreation Equipment - MEV	Parks and Recreation Services	2021-2041	279,000	-		279,000	-		279,000	234,292	44,708
	13	Provision of Parks and Recreation Equipment - Other HSUP & Pre-HUSP Areas	Parks and Recreation Services	2021-2041	558,000	-		558,000	-		558,000	468,583	89,417
C460130	14	Protective Inspection and Control Vehicle	P.O.A. including By-law Enforcement	2022	25,200	-		25,200	-		25,200	21,162	4,038
C460133	15	P.O.A./By-law Enforcement Vehicle	P.O.A. including By-law Enforcement	2022	38,800	-		38,800	-		38,800	32,582	6,218
		Total			17,199,000	-	-	17,199,000	-	-	17,199,000	14,442,946	2,756,054



5.3.3 Fire Protection Services

The Town currently operates its fire services from five stations as well as a training centre, with a combined square footage of 65,184, providing for a per capita average level of service of approximately 0.49 sq.ft. or \$295 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$50,624,551.

Milton has a current inventory of 40 vehicles providing for an average level of service of \$156 per capita which translates into a D.C.-eligible amount of \$26,786,276. In addition to vehicles the fire service also has a variety of small equipment and gear which it provides to its firefighters (both full and part-time) for use in fire services. This results in an average level of service of \$42 per capita. The total D.C.-eligible amount for small equipment and gear is \$7,248,031.

The maximum D.C.-eligible amount for recovery over the buildout forecast period for fire services is \$84,658,858.

The Town has identified the need for two additional fire stations along with vehicles, specialized and small equipment and gear to service future growth at a gross cost of \$18,719,050. Along with these projects the outstanding growth-related debt, both principal and interest (discounted), for station #3 has been included in the D.C. calculations at a cost of \$539,505. An existing reserve fund balance of \$12,471,563 has been added, resulting in a net amount of \$31,730,118 being included in the D.C. calculations.

These costs are shared between residential and non-residential based on the population to employment ratio over the buildout forecast period, resulting in 75% being allocated to residential development and 25% being allocated to non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service: Fire Protection Services

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 75%	Non-Residential Share 25%
	2021-Buildout										
	Facilities:										
1	Station #6 (Britannia)	2027	6,815,000	-		6,815,000	-		6,815,000	5,111,250	1,703,750
2	Station #7 (Trafalgar/Agerton)	2029	6,815,000	-		6,815,000	-		6,815,000	5,111,250	1,703,750
	Vehicles:										
	Station #6 (Britannia):										
3	Pumper Rescue	2027	860,000	-		860,000	-		860,000	645,000	215,000
4	Utility Pickup	2027	80,700	-		80,700	-		80,700	60,525	20,175
	Station #7 (Trafalgar/Agerton):										
5	Pumper Rescue	2029	860,000	-		860,000	-		860,000	645,000	215,000
6	Aerial (100 ft.)	2029	2,040,000	-		2,040,000	-		2,040,000	1,530,000	510,000
7	Utility Pickup	2029	80,700	-		80,700	-		80,700	60,525	20,175
	Small Equipment and Gear:										
8	Full-time Firefighters (24 FTE)	2022-2027	208,800	-		208,800	-		208,800	156,600	52,200
	Training										
9	Specialized Equipment	2022	36,050	-		36,050	-		36,050	27,038	9,013
	Station 6 (Britannia West):										
10	Bunker Gear - Firefighters - Full time (24)	2027	208,800	-		208,800	-		208,800	156,600	52,200
11	Hazardous Material Equipment	2027	66,200	-		66,200	-		66,200	49,650	16,550
12	Defibrillators	2027	6,800	-		6,800	-		6,800	5,100	1,700
13	Vehicle Extrication Equipment	2027	95,400	-		95,400	-		95,400	71,550	23,850
14	Thermal Image Camera	2027	14,600	-		14,600	-		14,600	10,950	3,650
15	Special Operations Equipment for Rescue Van	2027	34,000	-		34,000	-		34,000	25,500	8,500
16	Emergency Medical Equipment	2027	36,800	-		36,800	-		36,800	27,600	9,200
17	Other Equipment - Station 6	2027	16,200	-		16,200	-		16,200	12,150	4,050



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service: Fire Protection Services

Prj .No	Increased Service Needs Attributable to Anticipated Development 2021-Buildout	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 75%	Non-Residential Share 25%
	Station 7 (Trafalgar):										
18	Bunker Gear - Firefighters - Full time (20)	2029	174,000	-		174,000	-		174,000	130,500	43,500
19	Hazardous Material Equipment	2029	66,200	-		66,200	-		66,200	49,650	16,550
20	Defibrillators	2029	6,800	-		6,800	-		6,800	5,100	1,700
21	Vehicle Extrication Equipment	2029	95,400	-		95,400	-		95,400	71,550	23,850
22	Thermal Image Camera	2029	14,600	-		14,600	-		14,600	10,950	3,650
23	Special Operations Equipment for Rescue Van	2029	34,000	-		34,000	-		34,000	25,500	8,500
24	Emergency Medical Equipment	2029	36,800	-		36,800	-		36,800	27,600	9,200
25	Other Equipment - Station 7	2029	16,200	-		16,200	-		16,200	12,150	4,050
	Debt and Reserve Adjustments:										
26	Headquarters Station #3 Replacement and Expansion - Growth Related Principal	2021-2022	527,453	-		527,453	-		527,453	395,590	131,863
27	Headquarters Station #3 Replacement and Expansion - Discounted Growth Related Interest (Discounted)	2021-2022	12,052	-		12,052	-		12,052	9,039	3,013
28	Reserve Fund Adjustment		12,471,563	-		12,471,563	-		12,471,563	5,526,191	6,945,372
	Total		31,730,118	-	-	31,730,118	-	-	31,730,118	19,970,107	11,760,011



5.3.4 Library Services

The Town provides library services from three facilities which total 56,471 sq. ft. in library space. Based on the space provided over the past 10 years, the historical average level of service provided by the Town equates to an investment of \$248 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the buildout forecast period of \$42,682,468.

In addition, the library currently has 158,100 collection materials. These collection items include various materials including books, electronic resources, specialty electronic equipment as well as shelving in the three facilities, all of which have a total current replacement value of approximately \$7.9 million. Over the historical 10-year period (2011-2020), the average level of service has been 2.06 items or \$97 per capita. This provides a D.C.-eligible amount of \$16,645,218 for the buildout forecast period.

In total, the service standard provides for a maximum D.C.-eligible amount of \$59,327,685.

Five additional library branches as well as an expansion to the main library have been identified for inclusion in the D.C. for library facilities due to growth. The gross cost of the projects is \$48,580,000 million. Also included in the D.C. is a van, which is estimated at \$42,000 with deductions of \$10,500 to recognize for benefit to existing development. In addition, collection materials and shelving have been included at a cost of \$10,857,000 and \$1,912,800, respectively. After deducting the existing reserve fund balance of \$3,418,771, the growth-related amount being included in the D.C. calculations equals \$57,962,529.

While library services are predominantly residential based, there is some use of the facilities by non-residential users, for the purpose of research. To acknowledge this use, the capital costs have been allocated 95% residential and 5% non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service Library Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout									95%	5%
	Facilities:										
1	Branch #3 - Boyne	2024-2026	8,730,000	-		8,730,000	-		8,730,000	8,293,500	436,500
2	Main Library Expansion	2027	4,930,000	-		4,930,000	-		4,930,000	4,683,500	246,500
3	Branch #4 - PH4 - Britannia	2032	8,730,000	-		8,730,000	-		8,730,000	8,293,500	436,500
4	Branch #5 - PH4 - Trafalgar/Agerton	2029	8,730,000	-		8,730,000	-		8,730,000	8,293,500	436,500
5	Branch #6 - Additional Space Needs - Intensification	2033	8,730,000	-		8,730,000	-		8,730,000	8,293,500	436,500
6	Branch #7 - MEV & Additional HUSP Growth	2034	8,730,000	-		8,730,000	-		8,730,000	8,293,500	436,500
	Vehicles:										
7	Van	2029	42,000	-		42,000	10,500		31,500	29,925	1,575
	Collection:										
8	Main Library	2026-2027	987,000	-		987,000	-		987,000	937,650	49,350
9	Branch #3 - Boyne	2024-2025	1,974,000	-		1,974,000	-		1,974,000	1,875,300	98,700
10	Branch #4 - PH4 - Britannia	2032	1,974,000	-		1,974,000	-		1,974,000	1,875,300	98,700
11	Branch #5 - PH4 - Trafalgar/Agerton	2029	1,974,000	-		1,974,000	-		1,974,000	1,875,300	98,700
12	Branch #6 - Additional Space Needs - Intensification	2033	1,974,000	-		1,974,000	-		1,974,000	1,875,300	98,700
13	Branch #7 - MEV & Additional HUSP Growth	2034	1,974,000	-		1,974,000	-		1,974,000	1,875,300	98,700
	Shelving:										
14	Main Library	2027	318,800	-		318,800	-		318,800	302,860	15,940
15	Branch #3 - Boyne	2025	318,800	-		318,800	-		318,800	302,860	15,940
16	Branch #4 - PH4 - Britannia	2032	318,800	-		318,800	-		318,800	302,860	15,940
17	Branch #5 - PH4 - Trafalgar/Agerton	2029	318,800	-		318,800	-		318,800	302,860	15,940
18	Branch #6 - Additional Space Needs - Intensification	2033	318,800	-		318,800	-		318,800	302,860	15,940
19	Branch #7 - MEV & Additional HUSP Growth	2034	318,800	-		318,800	-		318,800	302,860	15,940
	Reserve Fund:										
20	Reserve Fund Adjustment		-	-		-	3,418,771		(3,418,771)	(3,521,660)	102,889
	Total		61,391,800	-	-	61,391,800	3,429,271	-	57,962,529	54,790,575	3,171,954



5.3.5 Parks and Recreation Services

The Town currently has 1,333.64 acres of land for outdoor recreation facilities and park purposes within its jurisdiction. This land consists of various sized village squares, neighbourhood, district & community parks, passive open space area, linear parks, and land shared with others. The Town has sustained the current level of service over the historical 10-year period (2011 to 2020), with an average of 11 acres of land and 3.9 outdoor recreation facility and/or park amenity items per 1,000 population. The Town also provides 0.14 linear meters of trails per capita. Including outdoor recreation facilities and park development, amenities (e.g. playground equipment, spray pads, etc.), and trails, the level of service provided is approximately \$1,418 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$243,603,592.

Based on the projected growth over the buildout forecast period, the Town has identified \$218,256,600 in future growth capital costs for outdoor recreation and park development and trail development, various additional amenities, and facilities as identified. After deducting the existing reserve fund balance of \$25,977,046 with the growth-related amount being included in the D.C. calculations equals \$191,844,189.

With respect to indoor recreation facilities, there are currently various facilities provided by the Town, including community centres and halls, arenas, pools, tennis facilities, a cycling centre and a senior centre. These facilities currently provide 726,779 sq.ft. of space. The average historical level of service for the previous ten years equates to approximately 5.27 sq.ft. of space per capita or an investment of \$2,213 per capita. This service standard provides a D.C.-eligible amount of \$380,170,309.

Based on the projected growth over the buildout forecast period, the Town has identified \$305,995,000 in future growth capital costs for indoor recreation facilities. After adding the existing reserve balance of \$4,610,662 and the growth-related portion of outstanding debt, both principal and interest (discounted), in the amount of \$475,801, the D.C.-eligible amount is \$311,081,424.

As the predominant users of parks and recreation tend to be residents of the Town, the forecast growth-related costs have been allocated 95% to residential and 5% to non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2021-Buildout											
										95%	5%
1	Playground Growth-Boyne	2022-2026	768,000	-		768,000	-	337,910	430,090	408,586	21,505
2	Escarpment View Lands (Jannock)	2022-2024	4,380,000	-		4,380,000	-		4,380,000	4,161,000	219,000
3	Community Park Derry Green	2022-2023	6,765,000	-		6,765,000	-		6,765,000	6,426,750	338,250
4	Escarpment View Lands (CMHL - External to Boyne)	2022-2026	31,114,000	-		31,114,000	-		31,114,000	29,558,300	1,555,700
5	District Park West - Boyne	2022-2023	10,815,000	-		10,815,000	-	6,845	10,808,155	10,267,747	540,408
6	District Park East - Boyne	2025-2029	7,505,000	-		7,505,000	-		7,505,000	7,129,750	375,250
7	Walker Neighbourhood Park - Boyne	2022-2023	2,055,000	-		2,055,000	-		2,055,000	1,952,250	102,750
8	Cobban Neighbourhood Park - Boyne	2021-2022	2,148,000	-		2,148,000	-		2,148,000	2,040,600	107,400
9	Bowes Neighbourhood Park - Boyne	2023-2024	2,147,000	-		2,147,000	-		2,147,000	2,039,650	107,350
10	Clarke-VS#6 (13)(Derry Rod/Fourth Line Landowners)	2023-2024	585,000	-		585,000	-		585,000	555,750	29,250
11	Milton Heights 2C - North	2023-2024	585,000	-		585,000	-		585,000	555,750	29,250
12	Milton Heights 2C - South	2024-2025	585,000	-		585,000	-	90,610	494,390	469,671	24,720
13	Park Development Village Squares - Boyne	2022-2026	3,021,000	-		3,021,000	-		3,021,000	2,869,950	151,050
14	Boyne Village Square #3	2021-2021	388,000	-		388,000	-		388,000	368,600	19,400
15	Community Park - Milton Heights	2023-2024	2,278,000	-		2,278,000	-		2,278,000	2,164,100	113,900
	Trails/Linear Parks:										
16	New Trail Development	2023	744,000	-		744,000	-		744,000	706,800	37,200
17	Linear Park Multi Use Trail - Coates South (4b)	2022	382,000	-		382,000	-		382,000	362,900	19,100
18	Milton Heights Tributary Trails	2022-2023	1,199,000	-		1,199,000	-		1,199,000	1,139,050	59,950



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout									95%	5%
19	Boyne Multiuse (Asphalt Trails in Greenlands System) Lit (W Side of 16 Mile Creek)	2022-2025	1,780,000	-		1,780,000	-		1,780,000	1,691,000	89,000
20	Boyne Limestone Trails in Greenlands System (West, Tremaine to 16 Mile Creek)	2022-2023	646,000	-		646,000	-		646,000	613,700	32,300
21	Boyne Pedestrian Bridge-Minor Crossing	2022-2023	334,000	-		334,000	-		334,000	317,300	16,700
22	Boyne Limestone Trails in Greenlands System (E 16 Milton Creek to JSP)	2022-2025	793,000	-		793,000	-		793,000	753,350	39,650
23	Boyne Multiuse (Asphalt Trails in Greenlands System) Lit (East Side 16 Mile Creek)	2021-2026	2,013,000	-		2,013,000	-		2,013,000	1,912,350	100,650
	Future Phases of Development:										
	Britannia & Trafalgar & Agerton										
24	Village Squares	2027-2032+	2,965,300	-		2,965,300	-		2,965,300	2,817,035	148,265
25	Neighbourhood Parks	2027-2032+	7,818,400	-		7,818,400	-		7,818,400	7,427,480	390,920
26	District Parks	2027-2032+	13,096,600	-		13,096,600	-		13,096,600	12,441,770	654,830
27	Community Parks	2027-2032+	10,432,800	-		10,432,800	-		10,432,800	9,911,160	521,640
28	Passive Open Space	2027-2032+	3,290,900	-		3,290,900	-		3,290,900	3,126,355	164,545
	Additional Pre-HUSP, Rural, & MEV										
29	Village Squares	2021-2032+	1,541,900	-		1,541,900	-		1,541,900	1,464,805	77,095
30	Neighbourhood Parks	2021-2032+	2,233,800	-		2,233,800	-		2,233,800	2,122,110	111,690
31	District Parks	2021-2032+	7,857,900	-		7,857,900	-		7,857,900	7,465,005	392,895
32	Community Parks	2021-2032+	5,216,400	-		5,216,400	-		5,216,400	4,955,580	260,820
33	Passive Open Space	2021-2032+	3,538,800	-		3,538,800	-		3,538,800	3,361,860	176,940



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout									95%	5%
	Amenities and Outdoor Recreation Facilities										
	Britannia										
34	Soccer - Major (Unlit) (4)	2027-2032+	1,173,600	-		1,173,600	-		1,173,600	1,114,920	58,680
35	Soccer - Major (Lit) (15)	2027-2032+	9,199,500	-		9,199,500	-		9,199,500	8,739,525	459,975
36	Premier Hardball (Lit) (1)	2028-2032+	979,200	-		979,200	-		979,200	930,240	48,960
37	Hardball (Unlit) (1)	2029-2032+	557,600	-		557,600	-		557,600	529,720	27,880
38	Major Softball (Lit) (5)	2027-2032+	2,423,000	-		2,423,000	-		2,423,000	2,301,850	121,150
39	Major Softball (Unlit) (3)	2027-2032+	807,600	-		807,600	-		807,600	767,220	40,380
40	Cricket Softball (1)	2027-2032+	321,200	-		321,200	-		321,200	305,140	16,060
41	Off Leash Areas (1)	2027-2032+	41,100	-		41,100	-		41,100	39,045	2,055
42	Beach Volleyball (Unlit) (2)	2027-2032+	84,600	-		84,600	-		84,600	80,370	4,230
43	Tennis Courts (Unlit) (5)	2027-2032+	773,000	-		773,000	-		773,000	734,350	38,650
	Trafalgar/Agerton										
44	Soccer - Major (Unlit) (3)	2027-2032+	880,200	-		880,200	-		880,200	836,190	44,010
45	Soccer - Minor (Unlit) (10)	2027-2032+	6,133,000	-		6,133,000	-		6,133,000	5,826,350	306,650
46	Premier Hardball (Lit) (1)	2027-2032+	979,200	-		979,200	-		979,200	930,240	48,960
47	Major Baseball (Unlit) (2)	2027-2032+	969,200	-		969,200	-		969,200	920,740	48,460
48	Major Softball (Unlit) (3)	2027-2032+	807,600	-		807,600	-		807,600	767,220	40,380
49	Cricket Harball (1)	2027-2032+	552,000	-		552,000	-		552,000	524,400	27,600
50	Beach Volleyball (Unlit) (2)	2027-2032+	84,600	-		84,600	-		84,600	80,370	4,230
51	Tennis Courts (Unlit) (3)	2027-2032+	463,800	-		463,800	-		463,800	440,610	23,190
	Britannia & Trafalgar/Agerton										
	Village Squares										
52	Playground Equipment - Village Square	2027-2032+	3,320,000	-		3,320,000	-		3,320,000	3,154,000	166,000
53	Shelters - Minor	2027-2032+	2,807,500	-		2,807,500	-		2,807,500	2,667,125	140,375



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
2021-Buildout											
Neighbourhood Parks											
54	Playground Equipment - Neighbourhood Park	2027-2032+	1,511,300	-		1,511,300	-		1,511,300	1,435,735	75,565
55	Shelter - Minor	2027-2032+	786,100	-		786,100	-		786,100	746,795	39,305
56	Multipurpose 1/2 Court	2027-2032+	289,800	-		289,800	-		289,800	275,310	14,490
57	Minor Spray Pads	2027-2032+	1,352,400	-		1,352,400	-		1,352,400	1,284,780	67,620
District Parks											
58	Major Spray Pad	2029-2032+	2,324,000	-		2,324,000	-		2,324,000	2,207,800	116,200
59	Minor Skate Park	2029-2032+	1,148,000	-		1,148,000	-		1,148,000	1,090,600	57,400
60	Playground Equipment - District Park (Sr.)	2029-2032+	1,213,500	-		1,213,500	-		1,213,500	1,152,825	60,675
61	Multipurpose Court Full (unlit)	2029-2032+	453,500	-		453,500	-		453,500	430,825	22,675
62	Shelter - Major	2029-2032+	839,000	-		839,000	-		839,000	797,050	41,950
Community Parks											
63	Major Skatepark	2032-2032+	1,615,200	-		1,615,200	-		1,615,200	1,534,440	80,760
64	Major Spray Pad	2032-2032+	929,600	-		929,600	-		929,600	883,120	46,480
65	Playground Equipment - Community Park (2 Sr)	2032-2032+	767,800	-		767,800	-		767,800	729,410	38,390
66	Multipurpose Court Full (Lit)	2032-2032+	202,400	-		202,400	-		202,400	192,280	10,120
67	Shelter - Major	2032-2032+	335,600	-		335,600	-		335,600	318,820	16,780
MEV:											
Outdoor Recreation Facilities:											
68	Soccer - Major (Unlit) (1)	2027-2032+	293,400	-		293,400	-		293,400	278,730	14,670
69	Soccer - Minor (Unlit) (2)	2027-2032+	1,226,600	-		1,226,600	-		1,226,600	1,165,270	61,330
70	Major Baseball (Unlit) (1)	2027-2032+	484,600	-		484,600	-		484,600	460,370	24,230
71	Major Softball (Unlit) (1)	2027-2032+	269,200	-		269,200	-		269,200	255,740	13,460
72	Tennis Courts (Unlit) (1)	2027-2032+	154,600	-		154,600	-		154,600	146,870	7,730



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
2021-Buildout											
Village Squares											
73	Playground Equipment - Village Square	2027-2032+	398,400	-		398,400	-		398,400	378,480	19,920
74	Shelters - Minor	2027-2032+	336,900	-		336,900	-		336,900	320,055	16,845
Neighbourhood Parks											
75	Playground Equipment - Neighbourhood Park	2027-2032+	215,900	-		215,900	-		215,900	205,105	10,795
76	Shelter - Minor	2027-2032+	112,300	-		112,300	-		112,300	106,685	5,615
77	Multi-use Half Court	2027-2032+	41,400	-		41,400	-		41,400	39,330	2,070
78	Minor Spray Pads	2027-2032+	193,200	-		193,200	-		193,200	183,540	9,660
District Parks											
79	Major Spray Pad	2027-2032+	464,800	-		464,800	-		464,800	441,560	23,240
80	Minor Skate Park	2027-2032+	229,600	-		229,600	-		229,600	218,120	11,480
81	Playground Equipment - District Park (Sr.)	2027-2032+	242,700	-		242,700	-		242,700	230,565	12,135
82	Multipurpose Court Full (unlit)	2027-2032+	90,700	-		90,700	-		90,700	86,165	4,535
83	Shelter - Major	2027-2032+	167,800	-		167,800	-		167,800	159,410	8,390
Additional Pre-HUSP & Rural Outdoor Recreation Facilities:											
84	Soccer - Major (Unlit) (1)	2027-2032+	293,400	-		293,400	-		293,400	278,730	14,670
85	Soccer - Major (Lit) (10)	2027-2032+	6,133,000	-		6,133,000	-		6,133,000	5,826,350	306,650
86	Major Hardball (Lit) (1)	2027-2032+	745,900	-		745,900	-		745,900	708,605	37,295
87	Major Softball (Lit) (4)	2027-2032+	1,938,400	-		1,938,400	-		1,938,400	1,841,480	96,920
88	Major Softball (Unlit) (1)	2027-2032+	269,200	-		269,200	-		269,200	255,740	13,460
89	Beach Volleyball (Unlit) (2)	2027-2032+	84,600	-		84,600	-		84,600	80,370	4,230
90	Tennis Courts (Unlit) (3)	2027-2032+	463,800	-		463,800	-		463,800	440,610	23,190
Village Squares											
91	Playground Equipment - Village Square	2027-2032+	1,328,000	-		1,328,000	-		1,328,000	1,261,600	66,400
92	Shelters - Minor	2027-2032+	1,123,000	-		1,123,000	-		1,123,000	1,066,850	56,150



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%
	2021-Buildout										
	Neighbourhood Parks										
93	Playground Equipment - Neighbourhood Park	2027-2032+	215,900	-		215,900	-		215,900	205,105	10,795
94	Shelter - Minor	2027-2032+	112,300	-		112,300	-		112,300	106,685	5,615
95	Multi-Use Half Court	2027-2032+	41,400	-		41,400	-		41,400	39,330	2,070
96	Minor Spray Pads	2027-2032+	193,200	-		193,200	-		193,200	183,540	9,660
	District Parks										
97	Major Spray Pad	2027-2032+	929,600	-		929,600	-		929,600	883,120	46,480
98	Minor Skate Park	2027-2032+	459,200	-		459,200	-		459,200	436,240	22,960
99	Playground Equipment - District Park (Sr.)	2027-2032+	485,400	-		485,400	-		485,400	461,130	24,270
100	Multipurpose Court Full (unlit)	2027-2032+	181,400	-		181,400	-		181,400	172,330	9,070
101	Shelter - Major	2027-2032+	335,600	-		335,600	-		335,600	318,820	16,780
	Community Parks										
102	Major Skatepark	2027-2032+	807,600	-		807,600	-		807,600	767,220	40,380
103	Major Spray Pad	2027-2032+	464,800	-		464,800	-		464,800	441,560	23,240
104	Playground Equipment - Community Park (1 Sr)	2027-2032+	383,900	-		383,900	-		383,900	364,705	19,195
105	Multipurpose Court Full (Lit)	2027-2032+	101,200	-		101,200	-		101,200	96,140	5,060
106	Shelter - Major	2027-2032+	167,800	-		167,800	-		167,800	159,410	8,390
	Trails										
	Britannia										
107	Union Gas Pipeline	2027	473,500	-		473,500	-		473,500	449,825	23,675
108	Multi-Use (Asphalt Trails in Greenlands System) lit	2027	1,402,000	-		1,402,000	-		1,402,000	1,331,900	70,100
109	Limestone Trails in Greenlands System	2027	1,483,600	-		1,483,600	-		1,483,600	1,409,420	74,180
110	Linear Park	2027	600,200	-		600,200	-		600,200	570,190	30,010



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Outdoor Recreation and Parks Development, Amenities and Trails

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout									95%	5%
	Trafalgar/Agerton										
111	Union Gas Pipeline	2027	391,900	-		391,900	-		391,900	372,305	19,595
112	Multi-Use (Asphalt Trails in Greenlands System) lit	2027	1,161,200	-		1,161,200	-		1,161,200	1,103,140	58,060
113	Limestone Trails in Greenlands System	2027	1,228,100	-		1,228,100	-		1,228,100	1,166,695	61,405
114	Linear Park	2027	496,900	-		496,900	-		496,900	472,055	24,845
	MEV										
115	Union Gas Pipeline	2023	82,500	-		82,500	-		82,500	78,375	4,125
116	Multi-Use (Asphalt Trails in Greenlands System) lit	2023	244,500	-		244,500	-		244,500	232,275	12,225
117	Limestone Trails in Greenlands System	2023	258,500	-		258,500	-		258,500	245,575	12,925
118	Linear Park	2023	104,500	-		104,500	-		104,500	99,275	5,225
	Reserve Fund Adjustment:										
119	Reserve Fund Adjustment		-	-		-	25,977,046		(25,977,046)	(25,820,363)	(156,684)
	Total		218,256,600	-	-	218,256,600	25,977,046	435,365	191,844,189	181,109,811	10,734,378



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service: Indoor Recreation Facilities

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout									95%	5%
1	Boyne Community Centre (Arena (2) Ice pads, Indoor Pool, Gymnasium, Multi-Purpose Space)	2024-2026	58,490,000	-		58,490,000	-		58,490,000	55,565,500	2,924,500
2	Seniors Centre Expansion (10,000 sq.ft.)	2026	2,438,000	-		2,438,000	-		2,438,000	2,316,100	121,900
3	Indoor Soccer - Air supported	2023	8,600,000	-		8,600,000	-		8,600,000	8,170,000	430,000
	Britannia:										
3	Arena	2031	44,225,000	-		44,225,000	-		44,225,000	42,013,750	2,211,250
4	Indoor Pool	2031	18,493,000	-		18,493,000	-		18,493,000	17,568,350	924,650
5	Gymnasium	2031	11,216,000	-		11,216,000	-		11,216,000	10,655,200	560,800
6	Multi-purpose Spaces	2031	2,728,000	-		2,728,000	-		2,728,000	2,591,600	136,400
	Trafalgar/Agerton:										
7	Arena	2028-2031	29,483,000	-		29,483,000	-		29,483,000	28,008,850	1,474,150
8	Indoor Pool	2028-2031	18,493,000	-		18,493,000	-		18,493,000	17,568,350	924,650
9	Gymnasium	2028-2031	5,608,000	-		5,608,000	-		5,608,000	5,327,600	280,400
10	Multi-purpose Spaces	2028-2031	2,728,000	-		2,728,000	-		2,728,000	2,591,600	136,400
	MEV:										
11	Arena	2031+	14,742,000	-		14,742,000	-		14,742,000	14,004,900	737,100
	Additional Boyne:										
12	Arena	2031+	14,742,000	-		14,742,000	-		14,742,000	14,004,900	737,100
13	Gymnasium	2031+	5,608,000	-		5,608,000	-		5,608,000	5,327,600	280,400
	Additional Pre-HUSP, Bristol, Sherwood, Rural:										
14	Arena	2031+	14,742,000	-		14,742,000	-		14,742,000	14,004,900	737,100
15	Indoor Pool	2031+	36,987,000	-		36,987,000	-		36,987,000	35,137,650	1,849,350
16	Gymnasium	2031+	11,216,000	-		11,216,000	-		11,216,000	10,655,200	560,800
17	Multi-purpose Spaces	2031+	5,456,000	-		5,456,000	-		5,456,000	5,183,200	272,800
	Debt and Reserve Fund Adjustment:										
18	Milton Sports Centre Expansion Debt - Growth Related Principal	2021	465,673	-		465,673	-		465,673	442,389	23,284
19	Milton Sports Centre Expansion Debt-Discounted Growth Related Interest	2021	10,128	-		10,128	-		10,128	9,622	506
20	Reserve Fund Adjustment		4,610,622	-		4,610,622	-		4,610,622	2,969,801	1,640,821
	Total		311,081,424	-	-	311,081,424	-	-	311,081,424	294,117,062	16,964,361



5.4 Special Area Charges for Outdoor Recreation Lands and Stormwater Services

Presently, there are special area charges in effect which provide for the specific recovery of stormwater services in the Sherwood, Boyne, and Derry Green Secondary Plan Areas. As this D.C. also embraces the Trafalgar, Agerton, Britannia, Milton Education Village and Milton Education Village Supplemental Lands Secondary Plans, all of these Secondary Plans now require special area stormwater charges. These have been calculated based on an urban buildout planning period. Also included in the special area charges is outdoor recreation lands for all lands except lands in the Bristol, Sherwood, and Boyne Secondary Plans base on the buildout forecast period.

This section evaluates the development-related capital requirements for these services.

5.4.1 Parks and Recreation Services – Outdoor Recreation Lands

The Town currently has 275.42 acres of outdoor recreation lands within its jurisdiction. These lands consist of hard and soft baseball fields/diamonds, major and minor soccer fields, multi-purpose fields, a softball cricket pitch and artificial turf which is shared with high schools. The Town has sustained the current level of service over the historical 10-year period (2011 to 2020), with an average of 2.6 acres of outdoor recreational land per 1,000 population. The level of service provided is approximately \$1,942 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$228,666,844.

As the landowners in the Bristol, Sherwood and Boyne Secondary Plans have already contributed lands related to outdoor recreation through financial agreements, there is no further need for additional lands to be purchased to accommodate the growth in those areas. For all other areas, based on the projected growth over the buildout forecast period, the Town has identified \$248,664,000 in future growth capital costs for outdoor recreation lands. A deduction, to recognize post period benefit of \$19,998,000 has been made, resulting in net growth capital costs of \$228,666,000, this amount has been included in the D.C. calculations.

As the predominant users of outdoor recreation tend to be residents of the Town, the forecast growth-related costs have been allocated 95% to residential and 5% to non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton
Service: Outdoor Recreation Land

Prj.No	Increased Service Needs Attributable to Anticipated Development	Number of acres	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-Buildout										95%	5%
	Future Phases of Development:											
	Britannia											
1	Land for Outdoor Recreation Facilities	134.48	2027-2032+	100,858,000	-		100,858,000	-		100,858,000	95,815,100	5,042,900
	Trafalgar/Agerton											
2	Land for Outdoor Recreation Facilities	91.50	2027-2032+	68,623,000	-		68,623,000	-		68,623,000	65,191,850	3,431,150
	MEV:											
3	Land for Outdoor Recreation Facilities	21.49	2027-2032+	16,118,000	-		16,118,000	-		16,118,000	15,312,100	805,900
	Additional Pre-HUSP & Rural											
4	Land for Outdoor Recreation Facilities	84.09	2027-2032+	63,065,000	19,998,000		43,067,000	-		43,067,000	40,913,650	2,153,350
	Total			248,664,000	19,998,000	-	228,666,000	-	-	228,666,000	217,232,700	11,433,300



5.4.2 Boyne Secondary Plan Stormwater Services

This study has undertaken an updated calculation of the area specific development charge for Stormwater Services for the Boyne Secondary Plan area. The cost associated with the balance needed for the stormwater monitoring program service is \$609,815. An existing reserve balance deficit of \$287,949 has also been added, providing an amount of \$897,764 to be included in the D.C. calculation.

The allocation between residential and non-residential development is 86%/14% based on development land areas in the Boyne Secondary Plan area over the buildout forecast period.

5.4.3 Sherwood Secondary Plan Stormwater Services

This study has undertaken an update to the calculation of the area specific development charge for Stormwater Services for the Sherwood Secondary Plan area. The total cost outstanding for the monitoring program is \$325,650. The existing reserve deficit balance of \$315,047 has also been added, providing an amount of \$640,697 to be included in the D.C. calculation.

The allocation between residential and non-residential development is 40%/60% based on development land areas in the Sherwood Secondary Plan area over the buildout forecast period.

5.4.4 Derry Green Secondary Plan Stormwater Services

This study has undertaken an updated calculation of the area specific development charge for Stormwater Services for the Derry Green Secondary Plan area, related to the stormwater monitoring program. The outstanding cost for the program is \$879,880. With the existing reserve deficit balance of \$91,603 being added, the total amount of \$971,483 has been included in the D.C. calculation.

The allocation between residential and non-residential development is 0%/100% based on development land areas in the Derry Green Secondary Plan area over the buildout forecast period.



5.4.5 Trafalgar Secondary Plan Stormwater Services

This study has undertaken a calculation of the area specific development charge for Stormwater Services for the Trafalgar Secondary Plan area. With the requirement to undertake stormwater management monitoring over 10-years with each new secondary plan, an amount of \$1,220,000 has been estimated for inclusion in the D.C. calculation.

The allocation between residential and non-residential development is 79%/21% based on development land areas in the Trafalgar Secondary Plan area over the forecast period.

5.4.6 Agerton Secondary Plan Stormwater Services

Similar to the other secondary plan areas, a stormwater monitoring program is required for the Agerton Secondary plan. Therefore, an area specific development charge for Stormwater Services for the Agerton Secondary Plan area has been included based on a cost of \$1,220,000.

The allocation between residential and non-residential development is 17%/83% based on development land areas in the Agerton Secondary Plan area over the forecast period.

5.4.7 Britannia Secondary Plan Stormwater Services

The stormwater monitoring program required for the Britannia Secondary plan has been included as an area specific development charge for based on a cost of \$1,220,000.

The allocation between residential and non-residential development is 87%/13% based on development land areas in the Britannia Secondary Plan area over the buildout forecast period.

5.4.8 Milton Education Village Secondary Plan Stormwater Services

The stormwater monitoring program required for the MEV Secondary plan, at a cost of \$1,220,000, has been included in the D.C. calculations based on the growth anticipated over the buildout forecast period of the secondary plan.



The allocation between residential and non-residential development is 48%/52% based on development land areas in the Milton Education Village Secondary Plan area over the forecast period.

5.4.9 Milton Education Village Supplemental Lands Secondary Plan Stormwater Services

The stormwater monitoring program required for the MEV Supplemental Lands Secondary plan, at a cost of \$1,220,000, has been included in the D.C. calculations based on the growth anticipated over the buildout forecast period of the secondary plan.

The allocation between residential and non-residential development is 0%/100% based on development land areas in the Milton Education Village Supplemental Lands Secondary Plan area over the forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Boyne Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 86%	Non- Residential Share 14%
	2021 - Boyne Buildout										
1	Holistic Stormwater Monitoring Program	2021-2025	609,815	-		609,815	-		609,815	524,441	85,374
2	Reserve Fund Adjustment		287,949	-		287,949	-		287,949	252,274	35,675
	Total		897,764	-	-	897,764	-	-	897,764	776,715	121,049



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Sherwood Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development 2021 - Sherwood Buildout	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 40%	Non- Residential Share 60%
1	Holistic Stormwater Monitoring Program	2021-2023	325,650	-		325,650	-		325,650	130,260	195,390
2	Reserve Fund Adjustment		315,047	-		315,047	-		315,047	41,267	273,780
	Total		640,697	-	-	640,697	-	-	640,697	171,527	469,170



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Derry Green Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development 2021 - Derry Green Buildout	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
										0%	100%
1	Holistic Stormwater Monitoring Program	2021-2028	879,880	-		879,880	-		879,880	-	879,880
2	Reserve Fund Adjustment		91,603	-		91,603	-		91,603	-	91,603
	Total		971,483	-	-	971,483	-	-	971,483	-	971,483



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Trafalgar Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development 2021 - Trafalgar Buildout	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 79%	Non-Residential Share 21%
1	Holistic Stormwater Monitoring Program	2021-2030	1,220,000	-		1,220,000	-		1,220,000	963,800	256,200
	Total		1,220,000	-	-	1,220,000	-	-	1,220,000	963,800	256,200



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Agerton Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
	2021 - Agerton Buildout									17%	83%
1	Holistic Stormwater Monitoring Program	2026-2035	1,220,000	-		1,220,000	-		1,220,000	207,400	1,012,600
	Total		1,220,000	-	-	1,220,000	-	-	1,220,000	207,400	1,012,600



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Britannia Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 87%	Non- Residential Share 13%
1	Holistic Stormwater Monitoring Program	2023-2032	1,220,000	-		1,220,000	-		1,220,000	1,061,400	158,600
	Total		1,220,000	-	-	1,220,000	-	-	1,220,000	1,061,400	158,600



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Milton Education Village (MEV) Secondary Plan

Prj.No	Increased Service Needs Attributable to Anticipated Development 2021 - Milton Education Village Buildout	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 48%	Non- Residential Share 52%
1	Holistic Stormwater Monitoring Program	2022-2031	1,220,000	-		1,220,000	-		1,220,000	585,600	634,400
	Total		1,220,000	-	-	1,220,000	-	-	1,220,000	585,600	634,400



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Service: Stormwater - Milton Education Village (MEV) Supplemental Lands

Prj.No	Increased Service Needs Attributable to Anticipated Development Stormwater - Milton Education Village (MEV) Supplemental Lands	Timing (year)	Gross Capital Cost Estimate (2021\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 0%	Non- Residential Share 100%
1	Holistic Stormwater Monitoring Program	2032-2041	1,220,000	-		1,220,000	-		1,220,000	-	1,220,000
	Total		1,220,000	-	-	1,220,000	-	-	1,220,000	-	1,220,000



Chapter 6

D.C. Calculation



6. D.C. Calculation

Tables 6-1 to 6-8 calculate the proposed area-specific D.C.s to be imposed for infrastructure services based upon an urban buildout time horizon for each secondary plan area (area-specific stormwater). Table 6-9 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a buildout planning horizon. Table 6-10 calculates the proposed uniform D.C. to be imposed on an anticipated development for Town-wide services over a 10-year planning horizon. Table 6-11 calculates the proposed area-specific D.C.s to be imposed for all lands in the Town with the exception of lands in the Bristol, Sherwood, and Boyne Secondary Plan areas.

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1-bedroom, special care/special dwelling units, and all other multiples). The non-residential D.C. has been calculated on a per sq.ft. of G.F.A. basis for all types of non-residential development (retail and non-retail).

The D.C.-eligible costs for each service component were developed in Chapter 5 for all Town services and classes, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1 to 6-11.

With respect to non-residential development, the total costs are allocated to non-residential development and varied by two categories, retail vs. non-retail. These varied rates are based on forecasted retail vs. non-retail employment relative to total employment. These costs are then divided by their respective anticipated development over the planning period to calculate the cost per gross floor area for each category (see Tables 6-1 through 6-11).

Table 6-12 summarizes the total D.C. that is applicable for municipal-wide services and area specific services, where Table 6-13 summarizes the gross capital expenditures



and sources of revenue for works anticipated to be undertaken during the five-year life of the by-law.



Table 6-1
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
Urban 2021-Boyerne Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	Retail per sq. ft.	Non-Retail per sq. ft.
1. Boyerne Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
1.1 Monitoring Program	776,715	121,049	60	0.06	36,315	84,734	0.09	0.06
TOTAL	\$776,715	\$121,049	\$60	\$0.06	\$36,315	\$84,734	\$0.09	\$0.06
D.C.-Eligible Capital Cost	\$776,715	\$121,049			36,315.00	84,734.39		
Buildout Gross Population/GFA Growth (sq.ft.)	48,868	1,884,650			411,350	1,473,300		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$15.89	\$0.06			\$0.09	\$0.06		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$60						
Apartments - 2 Bedrooms +	1.755	\$28						
Apartments - Bachelor and 1 Bedroom	1.294	\$21						
Other Multiples	2.860	\$45						
Special Care/Special Dwelling Units	1.100	\$17						



Table 6-2
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
Urban 2021-Sherwood Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	Retail per sq. ft.	Non-Retail per sq. ft.
2. Sherwood Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
2.1 Monitoring Program	171,527	469,170	168	0.33	267,427	201,743	0.43	0.25
TOTAL	\$171,527	\$469,170	\$168	\$0.33	\$267,427	\$201,743	\$0.43	\$0.25
D.C.-Eligible Capital Cost	\$171,527	\$469,170			267,427.00	201,743.37		
Buildout Gross Population/GFA Growth (sq.ft.)	3,878	1,419,000			617,500	801,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$44.23	\$0.33			\$0.43	\$0.25		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$168						
Apartments - 2 Bedrooms +	1.755	\$78						
Apartments - Bachelor and 1 Bedroom	1.294	\$57						
Other Multiples	2.860	\$127						
Special Care/Special Dwelling Units	1.100	\$49						



Table 6-3
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Derry Green Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	Retail per sq. ft.	Non-Retail per sq. ft.
3. Derry Green Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
3.1 Monitoring Program	-	971,483	-	0.07	106,863	864,620	0.17	0.07
TOTAL	\$0	\$971,483	\$0	\$0.07	\$106,863	\$864,620	\$0.17	\$0.07
D.C.-Eligible Capital Cost	\$0	\$971,483			106,863.00	864,619.99		
Buildout Gross Population/GFA Growth (sq.ft.)	-	13,195,900			627,000	12,568,900		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$0.00	\$0.07			\$0.17	\$0.07		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$0						
Apartments - 2 Bedrooms +	1.755	\$0						
Apartments - Bachelor and 1 Bedroom	1.294	\$0						
Other Multiples	2.860	\$0						
Special Care/Special Dwelling Units	1.100	\$0						



Table 6-4
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Trafalgar Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
4. <u>Trafalgar Stormwater Drainage and Control Services</u>	\$	\$	\$	\$	\$	\$	\$	\$
4.1 Monitoring Program	963,800	256,200	146	0.15	122,976	133,224	0.20	0.12
TOTAL	\$963,800	\$256,200	\$146	\$0.15	\$122,976	\$133,224	\$0.20	\$0.12
D.C.-Eligible Capital Cost	\$963,800	\$256,200			122,976.00	133,224.00		
Buildout Gross Population/GFA Growth (sq.ft.)	25,133	1,759,350			624,150	1,135,200		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$38.35	\$0.15			\$0.20	\$0.12		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$146						
Apartments - 2 Bedrooms +	1.755	\$67						
Apartments - Bachelor and 1 Bedroom	1.294	\$50						
Other Multiples	2.860	\$110						
Special Care/Special Dwelling Units	1.100	\$42						



Table 6-5
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Agerton Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
5. Agerton Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
5.1 Monitoring Program	207,400	1,012,600	113	0.14	50,630	961,970	0.19	0.13
TOTAL	\$207,400	\$1,012,600	\$113	\$0.14	\$50,630	\$961,970	\$0.19	\$0.13
D.C.-Eligible Capital Cost	\$207,400	\$1,012,600			50,630.00	961,970.00		
Buildout Gross Population/GFA Growth (sq.ft.)	6,976	7,407,900			262,200	7,145,700		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$29.73	\$0.14			\$0.19	\$0.13		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$113						
Apartments - 2 Bedrooms +	1.755	\$52						
Apartments - Bachelor and 1 Bedroom	1.294	\$38						
Other Multiples	2.860	\$85						
Special Care/Special Dwelling Units	1.100	\$33						



Table 6-6
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Britannia Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
6. <u>Britannia Stormwater Drainage and Control Services</u>	\$	\$	\$	\$	\$	\$	\$	\$
6.1 Monitoring Program	1,061,400	158,600	87	0.09	79,300	79,300	0.12	0.07
TOTAL	\$1,061,400	\$158,600	\$87	\$0.09	\$79,300	\$79,300	\$0.12	\$0.07
D.C.-Eligible Capital Cost	\$1,061,400	\$158,600			79,300.00	79,300.00		
Buildout Gross Population/GFA Growth (sq.ft.)	46,526	1,831,700			682,100	1,149,600		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$22.81	\$0.09			\$0.12	\$0.07		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$87						
Apartments - 2 Bedrooms +	1.755	\$40						
Apartments - Bachelor and 1 Bedroom	1.294	\$30						
Other Multiples	2.860	\$65						
Special Care/Special Dwelling Units	1.100	\$25						



Table 6-7
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Milton Education Village (MEV) Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
7. MEV Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
7.1 Monitoring Program	585,600	634,400	259	0.27	126,880	507,520	0.39	0.25
TOTAL	\$585,600	\$634,400	\$259	\$0.27	\$126,880	\$507,520	\$0.39	\$0.25
D.C.-Eligible Capital Cost	\$585,600	\$634,400			126,880.00	507,520.00		
Buildout Gross Population/GFA Growth (sq.ft.)	8,602	2,365,950			325,850	2,040,100		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$68.08	\$0.27			\$0.39	\$0.25		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$259						
Apartments - 2 Bedrooms +	1.755	\$119						
Apartments - Bachelor and 1 Bedroom	1.294	\$88						
Other Multiples	2.860	\$195						
Special Care/Special Dwelling Units	1.100	\$75						



Table 6-8
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Milton Education Village (MEV) Supplemental Lands Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
8. MEV Supplemental Lands Stormwater Drainage and Control Services	\$	\$	\$	\$	\$	\$	\$	\$
8.1 Monitoring Program	-	1,220,000	-	0.27	244,000	976,000	0.37	0.25
TOTAL	\$0	\$1,220,000	\$0	\$0.27	\$244,000	\$976,000	\$0.37	\$0.25
D.C.-Eligible Capital Cost	\$0	\$1,220,000			244,000.00	976,000.00		
Buildout Gross Population/GFA Growth (sq.ft.)	-	4,602,500			665,000	3,937,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$0.00	\$0.27			\$0.37	\$0.25		
By Residential Unit Type								
	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$0						
Apartments - 2 Bedrooms +	1.755	\$0						
Apartments - Bachelor and 1 Bedroom	1.294	\$0						
Other Multiples	2.860	\$0						
Special Care/Special Dwelling Units	1.100	\$0						



Table 6-9
Town of Milton
Development Charge Calculation
Town-wide Services and Classes
2021-Buildout

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
	\$	\$	\$	\$	\$	\$	\$	\$
9. Services Related to a Highway								
9.1 Services Related to a Highway	298,980,767	134,918,725	6,594	3.15	32,380,494	102,538,231	4.88	2.82
	298,980,767	134,918,725	6,594	3.15	32,380,494	102,538,231	4.88	2.82
10. Public Works Operations								
10.1 Public Works Operations Facilities:								
10.1.1 Services Related to a Highway	8,090,341	1,994,120	178	0.05	478,589	1,515,531	0.07	0.04
10.1.2 Parks and Recreation Services	9,321,021	2,297,460	206	0.05	551,390	1,746,070	0.08	0.05
10.1.3 Stormwater Services	116,859	75,361	3	-	18,087	57,274	-	-
10.1.4 P.O.A. including By-law Enforcement	1,012,083	202,902	22	-	48,696	154,206	0.01	-
10.2 Public Works Vehicles and Equipment								
10.2.1 Services Related to a Highway	9,066,835	1,730,165	200	0.04	415,240	1,314,925	0.06	0.04
10.2.2 Parks & Recreation Services	5,322,367	1,015,633	117	0.02	243,752	771,881	0.04	0.02
10.2.3 P.O.A. including By-law Enforcement	53,744	10,256	1	-	2,461	7,795	-	-
	32,983,250	7,325,898	727	0.16	1,758,215	5,567,683	0.26	0.15
11. Fire Protection Services								
11.1 Fire facilities, vehicles, and small equipment & gear	19,970,107	11,760,011	440	0.27	2,822,403	8,937,608	0.42	0.25
	19,970,107	11,760,011	440	0.27	2,822,403	8,937,608	0.42	0.25
12. Parks and Recreation Services								
12.1 Parks and Outdoor Recreation	181,109,811	10,734,378	3,994	0.26	2,576,251	8,158,127	0.39	0.22
12.2 Indoor Recreation	294,117,062	16,964,361	6,486	0.40	4,071,447	12,892,914	0.61	0.36
	475,226,873	27,698,739	10,480	0.65	6,647,698	21,051,041	1.00	0.58
13. Library Services								
13.1 Library facilities, materials and vehicles	54,790,575	3,171,954	1,208	0.07	761,269	2,410,685	0.11	0.07
TOTAL	\$881,951,572	\$184,875,326	\$19,449	\$4.30	\$44,370,079	\$140,505,247	\$6.67	\$3.87
D.C.-Eligible Capital Cost	\$881,951,572	\$184,875,326			44,370,079.00	140,505,247.36		
Buildout Gross Population/GFA Growth (sq.ft.)	172,446	42,988,050			6,654,750	36,333,300		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$5,114.36	\$4.30			\$6.67	\$3.87		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$19,450						
Multiples	2.860	\$14,627						
Apartments - 2 Bedrooms +	1.755	\$8,976						
Apartments - Bachelor and 1 Bedroom	1.294	\$6,618						
Special Care/Special Dwelling Units	1.100	\$5,626						



Table 6-10
Town of Milton
Development Charge Calculation
Town-wide Services and Classes
2021-2030

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
	\$	\$	\$	\$	\$	\$	\$	\$
14. Transit Services								
14.1 Transit facilities, vehicles and other infrastructure	23,593,300	9,914,992	1,131	0.41	2,677,048	7,237,944	0.73	0.35
15. Growth Studies								
15.1 Services Related to a Highway	2,487,305	1,381,159	119	0.06	372,913	1,008,246	0.11	0.05
15.2 Fire Protection Services	138,861	77,107	7	-	20,819	56,288	0.01	-
15.3 Public Works	103,914	57,702	5	-	15,579	42,123	-	-
15.4 Transit Services	498,414	276,761	24	0.01	74,726	202,035	0.02	0.01
15.5 Parks and Recreation Services	2,573,977	1,429,287	123	0.06	385,908	1,043,379	0.10	0.05
15.6 Library Services	313,745	174,217	15	0.01	47,039	127,178	0.01	0.01
15.7 P.O.A. including By-law Enforcement	115,866	64,338	5	-	17,371	46,967	-	-
15.8 Stormwater Services	2,824,541	1,568,421	135	0.06	423,474	1,144,947	0.12	0.05
	9,056,623	5,028,993	433	0.20	1,357,829	3,671,164	0.36	0.17
TOTAL	\$32,649,922	\$14,943,985	\$1,565	\$0.61	\$4,034,877	\$10,909,108	\$1.09	\$0.52
D.C.-Eligible Capital Cost	\$32,649,922	\$14,943,985			4,034,877	10,909,108		
10-Year Gross Population/GFA Growth (sq.ft.)	79,318	24,516,250			3,690,750	20,825,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$411.63	\$0.61			\$1.09	\$0.52		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$1,565						
Multiples	2.860	\$1,177						
Apartments - 2 Bedrooms +	1.755	\$722						
Apartments - Bachelor and 1 Bedroom	1.294	\$533						
Special Care/Special Dwelling Units	1.100	\$453						



Table 6-11
Town of Milton
Development Charge Calculation
Area-Specific Services and Classes
2021-Buildout for all Lands Except Lands in the Bristol, Sherwood, and Boyne Secondary Plan Areas

SERVICE/CLASS	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	per sq. ft.	per sq. ft.
16. <u>Parks and Recreation Services</u>	\$	\$	\$	\$	\$	\$	\$	\$
16.1 Outdoor Recreation Land	217,232,700	11,433,300	7,005	0.29	2,400,993	9,032,307	0.46	0.27
TOTAL	\$217,232,700	\$11,433,300	\$7,005	\$0.29	\$2,400,993	\$9,032,307	\$0.46	\$0.27
D.C.-Eligible Capital Cost	\$217,232,700	\$11,433,300			2,400,993	9,032,307		
10-Year Gross Population/GFA Growth (sq.ft.)	117,930	39,207,300			5,188,900	34,018,400		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,842.05	\$0.29			\$0.46	\$0.27		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$7,005						
Multiples	2.860	\$5,268						
Apartments - 2 Bedrooms +	1.755	\$3,233						
Apartments - Bachelor and 1 Bedroom	1.294	\$2,384						
Special Care/Special Dwelling Units	1.100	\$2,026						



Table 6-12
Town of Milton
Development Charge Calculation
Total All Services and Classes

	2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost		2021\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.	Retail	Non-Retail	Retail	Non-Retail
TOWN-WIDE SERVICES:	\$	\$	\$	\$	\$	\$	\$	\$
Town-wide Services/Classes - Build Out Forecast	881,951,572	184,875,326	19,449	4.30	44,370,079	140,505,247	6.67	3.87
Town-wide Services/Classes - 10 Year Forecast	32,649,922	14,943,985	1,565	0.61	4,034,877	10,909,108	1.09	0.52
TOTAL MUNICIPAL WIDE SERVICES	914,601,495	199,819,312	21,014	4.90	48,404,956	151,414,356	7.75	4.39
AREA SPECIFIC SERVICES:								
Parks and Recreation Services - Outdoor Recreation Lands: For all lands in Town except the land in the Bristol, Sherwood and Boyne Secondary Plan Areas	217,232,700	11,433,300	7,005	0.29	2,400,993	9,032,307	0.46	0.27
Stormwater Services:								
Sherwood Secondary Plan	171,527	469,170	168	0.33	267,427	201,743	0.43	0.25
Boyne Secondary Plan	776,715	121,049	60	0.06	36,315	84,734	0.09	0.06
Derry Green Secondary Plan	-	971,483	-	0.07	106,863	864,620	0.17	0.07
Trafalgar Secondary Plans	963,800	256,200	146	0.15	122,976	133,224	0.20	0.12
Agerton Secondary Plans	207,400	1,012,600	113	0.14	50,630	961,970	0.19	0.13
Britannia Secondary Plans	1,061,400	158,600	87	0.09	79,300	79,300	0.12	0.07
Milton Education Village Secondary Plan	585,600	634,400	259	0.27	126,880	507,520	0.39	0.25
Milton Education Village Supplementary Lands	-	1,220,000	-	0.27	244,000	976,000	0.37	0.25
TOTAL RURAL			28,019	5.19			8.21	4.66
TOTAL BRISTOL			21,014	5.19			8.21	4.66
TOTAL SHERWOOD			21,182	5.23			8.18	4.64
TOTAL BOYNE			21,074	4.96			7.84	4.45
TOTAL HWY. 401 BUSINESS PARK AND HWY. 401 EXTENSION			21,014	4.90			7.75	4.39
TOTAL DERRY GREEN			21,014	4.97			7.92	4.46
TOTAL TRAFALGAR			28,165	5.05			7.95	4.51
TOTAL AGERTON			28,132	5.33			8.40	4.79
TOTAL BRITANNIA			28,106	4.99			7.87	4.46
TOTAL MILTON EDUCATION VILLAGE			28,278	5.17			8.14	4.64
TOTAL MILTON EDUCATION VILLAGE SUPPLEMENTARY LANDS			28,019	5.17			8.12	4.64



Table 6-13
Town of Milton
Gross Expenditure and Sources of Revenue Summary
for Costs to be Incurred over the Life of the By-law

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
1. Boyne Stormwater Drainage and Control Services 1.1 Monitoring Program	609,815	0	0	0	0	524,441	85,374
2. Sherwood Stormwater Drainage and Control Services 2.1 Monitoring Program	325,650	0	0	0	0	130,260	195,390
3. Derry Green Stormwater Drainage and Control Services 3.1 Monitoring Program	549,925	0	0	0	0	0	549,925
4. Trafalgar Stormwater Drainage and Control Services 4.1 Monitoring Program	610,000	0	0	0	0	481,900	128,100
5. Agerton Stormwater Drainage and Control Services 5.1 Monitoring Program	610,000	0	0	0	0	103,700	506,300
6. Britannia Stormwater Drainage and Control Services 6.1 Monitoring Program	366,000	0	0	0	0	318,420	47,580
7. MEV Stormwater Drainage and Control Services 7.1 Monitoring Program	488,000	0	0	0	0	234,240	253,760
8. MEV Supplemental Lands Stormwater Drainage and Control Services 8.1 Monitoring Program	0	0	0	0	0	0	0
9. Services Related to a Highway 9.1 Services Related to a Highway	195,977,083	0	59,668,036	0	0	102,231,785	34,077,262
10. Public Works Operations							
10.1 Public Works Operations Facilities:							
10.1.1 Services Related to a Highway	5,117,620	0	0	0	0	4,297,547	820,073
10.1.2 Parks and Recreation Services	5,895,800	0	0	0	0	4,951,027	944,773
10.1.3 Stormwater Services	110,880	0	0	0	0	93,112	17,768
10.1.4 P.O.A. including By-law Enforcement	0	0	0	0	0	0	0
10.2 Public Works Vehicles and Equipment							
10.2.1 Services Related to a Highway	5,385,000	0	0	0	0	4,522,081	862,919
10.2.2 Parks & Recreation Services	2,762,900	0	0	0	0	2,320,159	442,741
10.2.3 P.O.A. including By-law Enforcement	64,000	0	0	0	0	53,744	10,256



Table 6-13 (cont'd)
Town of Milton
Gross Expenditure and Sources of Revenue Summary
for Costs to be Incurred over the Life of the By-law

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
11. Fire Protection Services							
11.1 Fire facilities, vehicles, and small equipment & gear	175,250	0	0	0	0	131,438	43,813
12. Parks and Recreation Services							
12.1 Parks and Outdoor Recreation	75,497,100	0	0	367,783	0	71,372,851	3,756,466
12.2 Indoor Recreation	47,593,333	0	0	0	0	45,213,667	2,379,667
13. Library Services							
13.1 Library facilities, materials and vehicles	8,112,800	0	0	0	0	7,707,160	405,640
14. Transit Services							
14.1 Transit facilities, vehicles and other infrastructure	88,271,241	0	16,344,217	8,506,533	14,992,696	35,352,290	13,075,505
15. Growth Studies							
15.1 Services Related to a Highway	1,676,630	120,044	182,660	0	0	1,002,966	370,960
15.2 Fire Protection Services	97,030	8,930	7,918	0	0	58,533	21,649
15.3 Public Works	50,130	3,983	10,555	0	0	25,982	9,610
15.4 Transit Services	307,530	8,930	60,543	0	0	173,782	64,275
15.5 Parks and Recreation Services	1,809,510	140,803	144,498	0	0	1,112,673	411,536
15.6 Library Services	209,910	14,883	25,249	0	0	123,938	45,840
15.7 P.O.A. including By-law Enforcement	82,400	8,200	0	0	0	54,166	20,034
15.8 Stormwater Services	38,030	3,424	3,650	0	0	22,598	8,358
16. Parks and Recreation Services							
16.1 Outdoor Recreation Land	0	0	0	0	0	0	0
Total Expenditures & Revenues	\$442,793,567	\$309,197	\$76,447,324	\$8,874,316	\$14,992,696	\$282,614,460	\$59,555,574



Chapter 7

D.C. Policy Recommendations and D.C. By-law Rules



7. D.C. Policy Recommendations and D.C. By-law Rules

7.1 Introduction

Subsection 5 (1) 9 states that rules must be developed:

“to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection (6).”

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under s. 5 (1) 2-7 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

With respect to “the rules,” s. 6 states that a D.C. by-law must expressly address the matters referred to above re s. 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Town’s existing policies; with consideration for the updates from Bill 108 and Bill 197. However, there are items under consideration at this time and these may be refined prior to adoption of the by-law.



7.2 D.C. By-law Structure

It is recommended that:

- classes of services be established for public works and growth studies;
- the Town uses a uniform Town-wide D.C. calculation for all municipal services and classes except stormwater services and outdoor recreation lands;
- stormwater services be imposed on an area-specific basis in each of the Sherwood, Boyne, Derry Green, Trafalgar, Agerton, Britannia, Milton Education Village and Milton Education Village Supplemental Lands Secondary Plan areas of the Town;
- outdoor recreation lands be imposed on an area-specific basis for all lands except those in the Bristol, Sherwood, and Boyne Secondary Plan areas.
- one municipal D.C. by-law be created used for all services and classes of services referenced above; and
- the existing Parking D.C. rate be continued to September 18, 2022 through an amendment to the existing by-law 053-2016 in accordance with Bill 197.

7.3 D.C. By-law Rules

The following sets out the recommended rules governing the calculation, payment, and collection of D.C.s in accordance with s. 6 of the D.C.A.

It is recommended that the following sections provide the basis for the D.C.s.:

7.3.1 Payment in any Particular Case

In accordance with the D.C.A., s. 2 (2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
- (b) the approval of a minor variance under section 45 of the *Planning Act*;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the *Planning Act* applies;



- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the *Planning Act*;
- (f) the approval of a description under section 9 of the *Condominium Act, 1998*; or
- (g) the issuing of a permit under the *Building Code Act, 1992* in relation to a building or structure.”

7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of G.F.A. constructed for eligible uses (i.e. industrial, commercial, and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for growth studies, the costs have been based on a population vs. employment growth ratio (73%/27%) for residential and non-residential uses, respectively over the 10-year forecast period;
 - for parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
 - for services related to a highway and fire protection services, a 75% residential/25% non-residential attribution has been made based on a population vs. employment growth ratio over the buildout forecast period;
 - for public works operations an 84% residential/16% non-residential allocation has been made based on a weighted proportion of the operations services related to service related to a highway, parks & recreation services, and other services that facilities staff support such as fire protection services and library services;
 - for transit services, the costs have been based on a population vs. employment growth ratio (73%/27%) for residential and non-residential uses, respectively over the 10-year forecast period;



- for stormwater services the following residential/non-residential allocation ratios based on land coverage area:
 - Sherwood – 40%/60%
 - Boyne – 86%/14%
 - Derry Green – 0%/100%
 - Trafalgar – 79%/21%
 - Agerton – 17%/83%
 - Britannia – 87%/13%
 - Milton Education Village – 48%/52%
 - Milton Education Village Supplemental Lands – 0%/100%

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

Where, as a result of the redevelopment of land, a building or structure existing on the same land within five years prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- 1) the number of dwelling units demolished/converted multiplied by the relevant D.C.s when the D.C.s are calculated with respect to the redevelopment;
- 2) the G.F.A. of the building demolished/converted multiplied by the relevant D.C.s when the D.C.s are calculated with respect to the redevelopment.

The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

Notwithstanding any other provisions of the By-law, with respect to the lands within the central business district, for any conversion within an existing building from a non-retail use to a retail use, the retail development charges or the difference between the non-retail and the retail development charges shall not apply, however, if there is a conversion plus expansion of a non-retail use to a retail use, the retail development charges would be imposed on the expansion.



7.3.4 Exemptions (full or partial)

a) Statutory exemptions:

- industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions that exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (s. 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board, or Board of Education (section 3);
- residential development in existing buildings: development that results only in the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in section 2 of O. Reg. 82/98); and
- residential development in new dwellings: development that includes the creation of up to two detached dwelling units (based on prescribed limits set out in section 2 of O. Reg. 82/98).
- a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario.

b) Non-statutory exemptions:

- A place of worship or buildings for purposes of churchyard or cemetery;
- Creation or addition of an accessory use or accessory building not exceeding 10 square metres of gross floor area;
- Creation or addition of an accessory use or accessory building to a residential use where the accessory use or accessory building is not used for any commercial use or purpose;
- Public hospitals;
- Buildings owned and used for the purposes of a conservation authority unless such buildings are used primarily or in connection with recreational purposes for which the conservation authority charges admission and/or fee or any commercial purposes;
- Agricultural development;
- Seasonal structures; and
- Temporary venues.



7.3.5 Phasing in

No provisions for phasing in the D.C. are provided in the D.C. by-law.

7.3.6 Timing of Collection

The D.C.s for all services and classes are payable upon issuance of a building permit for each dwelling unit, building, or structure, subject to early or late payment agreements entered into by the Town and an owner under s. 27 of the D.C.A.

Notwithstanding the above, where residential development requires approval of a plan of subdivision, a consent, site plan approval, or condominium approval, the portions of the D.C. relates to the Services Related to a Highway Services and Stormwater Management Services, the D.C.s are payable at the date of the agreement, unless the D.C.A. requires timing of payment at a later date (as noted below).

Commencing January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Moreover, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day of the applicable Site Plan or Zoning By-law Amendment application.

Installment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges calculated based on the Town's Financial Policy Number 117 Section 4.1.4, as may be amended from time to time.

7.3.7 Indexing

Indexing of the D.C.s shall be implemented annually on April 1st of each year, commencing from by-law passage and every year thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)¹ for the most recent year-over-year period.

¹ O. Reg. 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation,



7.3.8 The Applicable Areas

The charges developed herein provide for varying charges within the Town, as follows:

- Boyne Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Sherwood Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Derry Green Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Trafalgar Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Agerton Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Britannia Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Milton Education Village Secondary Plan; area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Milton Education Village Supplemental Lands Secondary Plan, area specific charge for Stormwater Drainage and Control Services (see Appendix H – Schedule C);
- Area specific charges for Parks and Recreation Services – Outdoor Recreation Lands associated with all lands except lands in the Bristol, Sherwood, and Boyne Secondary Plan areas (see Appendix H – Schedule C); and
- Remaining areas of the Town – the full residential and non-residential (retail and non-retail) charges will be imposed on all other lands within the Town.

Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services/Classes for Reserve Fund and Credit Purposes

The Town's D.C. collections are currently reserved in 23 separate reserve funds, including a residential and non-residential reserve fund for each of the following: Services Related to a Highway, Fire Protection, Library, Transit, Administration (studies), Parks Development, Recreation Services, Public Works Operations, Parking Services, Stormwater Services (five (5) in total, one for Derry Green Secondary Plan and two each for Sherwood Secondary Plan and Boyne Secondary Plan).

It is recommended that the Town rename the Parks Development and Recreation Services reserve funds to "Parks and Recreation" and combine these reserve funds to align with the eligible service as per the D.C.A., as amended. Further, it recommended that the Town rename the Administration reserve funds to "Growth Studies" related to the class of service required under the D.C.A., as amended.

In addition, new residential and non-residential reserve funds (where applicable) are required to be created for each of the stormwater management area specific charges related to the Trafalgar, Agerton, Britannia, MEV, MEV Supplemental Lands Secondary Plan Areas. Further new residential and non-residential reserve funds will be required to be created for the outdoor recreation lands area specific charges.

Appendix D outlines the reserve fund policies that the Town is required to follow as per the D.C.A.

7.4.2 By-law In-force Date

A by-law under the D.C.A. may come into force as early as the day after which the by-law is passed by Council. Currently the draft by-law is anticipated to come into effect in late June when the existing by-law expires.



7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fun Table 6-13 provides a summary of the gross expenditures and sources of revenue for costs anticipated to be incurred over the life of the D.C. by-law (page 1). d Borrowing

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per s. 11 of O. Reg. 82/98).

7.4.4 Area Rating

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services that are prescribed and/or for specific municipalities that are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations that must be area rated. The second item requires Council to consider the use of area rating.

At present, the Town’s by-law provides area-rating stormwater services for the Sherwood, Boyne, and Derry Green Secondary Plan areas. All other Town services are recovered based on a uniform, Town-wide basis. New stormwater area specific charges for the Trafalgar, Agerton, Britannia, MEV, and MEV Supplemental Lands are recommended which continues the same policy related to recovery of stormwater monitoring programs. In addition, a new outdoor recreation land charge is recommended to be recovered on an area specific basis as the costs to be recovered are not required from all future development lands. There have been several reasons why this methodology should be continued, including:

1. All Town services, with the exception of stormwater, require that the average 10-year service standard be calculated. This average service standard multiplied by



growth in the Town, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that “if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area would establish an area-specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

2. Expanding on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The D.C.s would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services that are provided (roads, parks & recreation facilities) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Town will be used by residents from all areas depending on the programming of the facility (i.e. a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges on a uniform Town-wide basis for all services/classes of services other than stormwater and outdoor recreation lands, which are recommended to be imposed on an area-specific basis.



7.5 Other Recommendations

It is recommended that Council:

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Classes of service be established for growth studies and public works (facilities, vehicles and equipment);”

“Continue the D.C. approach to calculate the services on a uniform Town-wide basis (except for stormwater and outdoor recreation lands);”

“Continue the D.C. approach to calculate the stormwater charges on an area-specific basis;”

“Establish the D.C. approach to calculate the outdoor recreation lands on an area-specific basis excluding lands in the Bristol, Sherwood and Boyne Secondary Plan Areas;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated May 3, 2021, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated May 3, 2021, as amended (if applicable);”

“Determine that no further public meeting is required;” and

“Approve the D.C. by-law as set out in Appendix H.”

“Approve the amending D.C. by-law as set out in Appendix I related to Parking Services for the transition period as provided in the D.C.A., as amended by Bill 197.”



Chapter 8 By-law Implementation



8. By-law Implementation

8.1 Public Consultation Process

8.1.1 Introduction

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

8.1.2 Public Meeting of Council

Section 12 of the D.C.A. indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the Local Planning Appeal Tribunal (LPAT) (formerly the Ontario Municipal Board (O.M.B.)).

8.1.3 Other Consultation Activity

There are three broad groupings of the public who are generally the most concerned with Town D.C. policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and Town policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings, and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade, and the Economic Development Agencies, who are all potentially interested in Town D.C. policy. Their primary concern is frequently with the quantum of the charge, G.F.A. exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

8.2 Anticipated Impact of the Charge on Development

The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s can ultimately be expected to be recovered via housing prices and can impact project feasibility in some cases (e.g. rental apartments).

On the other hand, D.C.s or other Town capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment, and wealth generation.



8.3 Implementation Requirements

8.3.1 Introduction

Once the Town has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters. These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections that follow present an overview of the requirements in each case.

8.3.2 Notice of Passage

In accordance with s. 13 of the D.C.A., when a D.C. by-law is passed, the Town Clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

Section 10 of O. Reg. 82/98 further defines the notice requirements which are summarized as follows:

- notice may be given by publication in a newspaper which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax, or mail to every owner of land in the area to which the by-law relates;
- subsection 10 (4) lists the persons/organizations who must be given notice; and
- subsection 10 (5) lists the eight items that the notice must cover.

8.3.3 By-law Pamphlet

In addition to the "notice" information, the Town must prepare a "pamphlet" explaining each D.C. by-law in force, setting out:

- a description of the general purpose of the D.C.s;
- the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;



- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer's statement and where it may be received by the public.

Where a by-law is not appealed to the LPAT, the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The Town must give one copy of the most recent pamphlet without charge, to any person who requests one.

8.3.4 Appeals

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and LPAT hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the LPAT by filing a notice of appeal with the Town Clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The Town is carrying out a public consultation process in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

8.3.5 Complaints

A person required to pay a D.C., or his agent, may complain to the Town Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Town Council to the LPAT.



8.3.6 Credits

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a Town agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

These credits would be used to reduce the amount of D.C.s to be paid. The value of the credit is limited to the reasonable cost of the work which does not exceed the average level of service. The credit applies only to the service to which the work relates unless the Town agrees to expand the credit to other services for which a D.C. is payable.

8.3.7 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement that provides for the costs of a project that will benefit an area in the Town to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the *Development Charges Act*, 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Town funds being available.

8.3.8 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s. 51 or s. 53 of the *Planning Act*, except for:

- “local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the *Planning Act*,” and
- “local services to be installed or paid for by the owner as a condition of approval under section 53 of the *Planning Act*.”

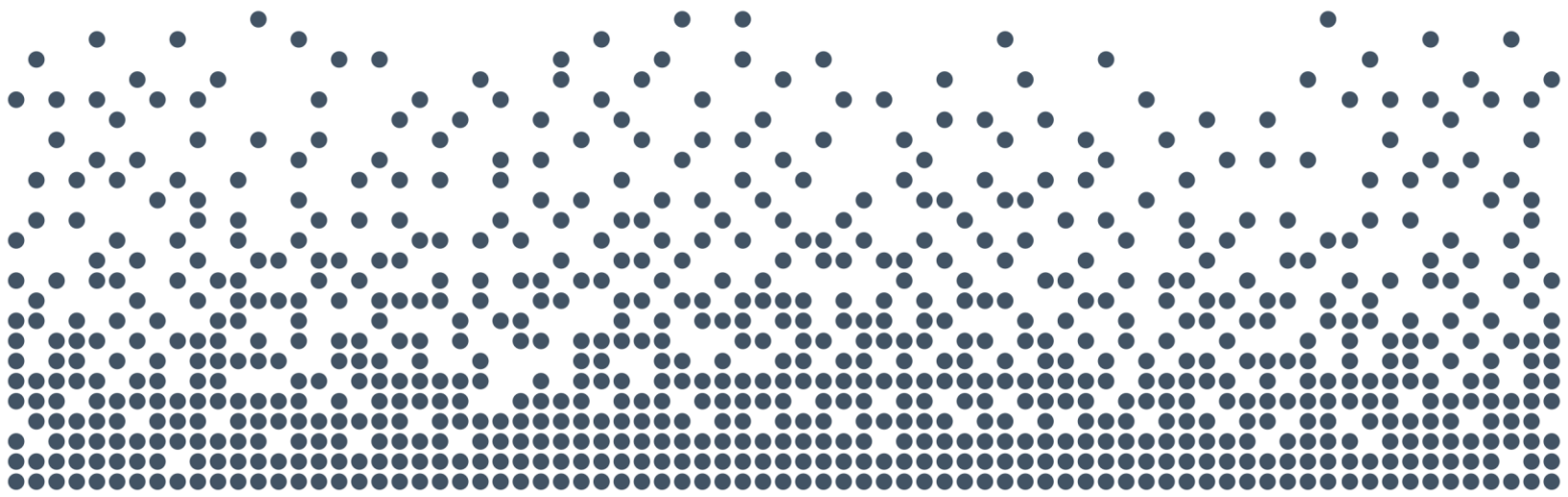


It is also noted that s. 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under s. 51 (31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the Town in question is a commenting agency, in order to comply with s. 59 (4) of the D.C.A. it would need to provide to the approval authority information regarding the applicable Town D.C.s related to the site.

If the Town is an approval authority for the purposes of s. 51 of the *Planning Act*, it would be responsible to ensure that it collects information from all entities that can impose a D.C.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.



Appendices



Appendix A

Background Information on Residential and Non- Residential Growth Forecasts



Schedule 1 Town of Milton Residential Growth Forecast Summary

	Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units						Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households	Equivalent Institutional Households	
Historical	Mid 2006	56,280	53,939	734	53,205	13,910	3,025	1,465	45	18,445	667	2.924
	Mid 2011	88,020	84,362	787	83,575	20,351	5,385	1,788	37	27,561	715	3.061
	Mid 2016	114,900	110,128	1,440	108,688	23,408	7,517	3,322	25	34,272	1,309	3.213
Forecast	Mid 2021	137,600	131,921	1,998	129,923	26,431	10,151	4,887	25	41,494	1,816	3.179
	Mid 2031	219,900	210,744	2,774	207,970	33,923	19,233	20,033	25	73,214	2,522	2.878
	Buildout	316,900	303,716	3,400	300,316	44,286	30,554	33,064	25	107,929	3,091	2.814
Incremental	Mid 2006 - Mid 2011	31,740	30,423	53	30,370	6,441	2,360	323	-8	9,116	48	
	Mid 2011 - Mid 2016	26,880	25,766	653	25,113	3,057	2,132	1,534	-12	6,711	594	
	Mid 2016 - Mid 2021	22,700	21,793	558	21,235	3,023	2,634	1,565	0	7,222	507	
	Mid 2021 - Mid 2031	82,300	78,823	776	78,047	7,492	9,082	15,146	0	31,720	706	
	Mid 2021 - Buildout	179,300	171,795	1,402	170,393	17,855	20,403	28,177	0	66,435	1,275	

Source: 2031 growth forecast derived by Watson & Associates Economists Ltd., in conjunction with the Town of Milton. Buildout forecast based on a review of vacant designated residential greenfield lands as well as long-term residential intensification opportunities presented by Watson & Associates Economists Ltd., 2021.

¹ Census undercount estimated at approximately 4.3%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments and secondary suites.



Schedule 2
Town of Milton
Estimate of the Anticipated Amount, Type and Location of
Residential Development for Which Development Charges can be Imposed

Development Location	Timing	Single & Semi-Detached	Multiples ¹	Apartments ²	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Urban	2021 - 2031	7,476	9,082	15,146	31,704	78,481	-458	78,023	776	78,799
	2021 - Buildout	17,835	20,403	28,177	66,415	170,968	-603	170,365	1,401	171,766
Pre-HUSP	2021 - 2031	68	680	2,651	3,399	6,418	-95	6,323	324	6,647
	2021 - Buildout	320	3,204	12,496	16,020	30,245	-126	30,119	371	30,490
Bristol	2021 - 2031	20	72	932	1,024	1,764	-220	1,544	6	1,550
	2021 - Buildout	20	72	932	1,024	1,764	-288	1,476	6	1,482
Sherwood	2021 - 2031	373	648	375	1,396	3,868	-137	3,731	10	3,741
	2021 - Buildout	373	648	375	1,396	3,868	-181	3,687	10	3,697
Boyne	2021 - 2031	3,672	3,633	8,877	16,182	38,463	-6	38,457	207	38,664
	2021 - Buildout	5,418	4,715	9,116	19,249	48,579	-8	48,571	289	48,860
Milton Education Village	2021 - 2031	448	928	480	1,856	5,121	0	5,121	41	5,162
	2021 - Buildout	746	1,547	800	3,093	8,533	0	8,533	69	8,602
Britannia Secondary Plan	2021 - 2031	1,108	852	170	2,130	6,921	0	6,921	59	6,980
	2021 - Buildout	7,384	5,680	1,136	14,200	46,131	0	46,131	395	46,526
Agerton Secondary Plan	2021 - 2031	0	675	962	1,637	3,460	0	3,460	28	3,488
	2021 - Buildout	0	1,349	1,924	3,273	6,917	0	6,917	59	6,976
Trafalgar Secondary Plan	2021 - 2031	1,787	1,594	699	4,080	12,466	0	12,466	101	12,567
	2021 - Buildout	3,574	3,188	1,398	8,160	24,931	0	24,931	202	25,133
Rural	2021 - 2031	16	0	0	16	61	-37	24	0	24
	2021 - Buildout	20	0	0	20	76	-48	28	1	29
Town of Milton	2021 - 2031	7,492	9,082	15,146	31,720	78,542	-495	78,047	776	78,823
	2021 - Buildout	17,855	20,403	28,177	66,435	171,044	-651	170,393	1,402	171,795

Source: Information based on historical development trends, anticipated development in active plans identified, vacant designated greenfield lands and housing intensification opportunities identified by the Town of Milton by Watson & Associates Economists Ltd., 2021.

¹ Includes townhouses and apartments in duplexes.

² Includes accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments and includes secondary suites.

Note: Numbers may not add to totals due to rounding.



Schedule 3
Town of Milton
Current Year Growth Forecast
Mid-2016 to Early 2021

		Population
Mid 2016 Population		110,128
Occupants of New Housing Units, Mid 2016 to Mid 2021	<i>Units (2)</i>	7,222
	<i>multiplied by P.P.U. (3)</i>	2.976
	<i>gross population increase</i>	21,495
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2021	<i>Units</i>	507
	<i>multiplied by P.P.U. (3)</i>	1.100
	<i>gross population increase</i>	557
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2021	<i>Units (4)</i>	34,272
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.008
	<i>total decline in population</i>	-259
Population Estimate to Mid 2021		131,921
<i>Net Population Increase, Mid 2016 to Mid 2021</i>		<i>21,793</i>

- (1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.
 (2) Estimated residential units constructed, Mid-2016 to the beginning of the growth period assuming a six-month lag between construction and occupancy.
 (3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.749	42%	1.569
<i>Multiples (6)</i>	2.879	36%	1.050
<i>Apartments (7)</i>	1.646	22%	0.357
Total		100%	2.976

¹ Based on 2016 Census custom database

² Based on Building permit/completion activity

- (4) 2016 households taken from Statistics Canada Census.
 (5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.
 (6) Includes townhouses and apartments in duplexes.
 (7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 4
Town of Milton
Ten Year Growth Forecast
Mid-2021 to Mid-2031**

		Population
Mid 2021 Population		131,921
Occupants of New Housing Units, Mid 2021 to Mid 2031	<i>Units (2)</i>	31,720
	<i>multiplied by P.P.U. (3)</i>	2.476
	<i>gross population increase</i>	78,542
Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2031	<i>Units</i>	706
	<i>multiplied by P.P.U. (3)</i>	1.100
	<i>gross population increase</i>	776
Decline in Housing Unit Occupancy, Mid 2021 to Mid 2031	<i>Units (4)</i>	41,494
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.012
	<i>total decline in population</i>	-495
Population Estimate to Mid 2031		210,744
<i>Net Population Increase, Mid 2021 to Mid 2031</i>		<i>78,823</i>

(1) Mid 2021 Population based on:

2016 Population (110,128) + Mid 2016 to Mid 2021 estimated housing units to beginning of forecast period (7,222 x 2.976 = 21,495) + (507 x 1.1 = 557) + (34,272 x -0.008 = -259) = 131,921

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.803	24%	0.898
<i>Multiples (6)</i>	2.860	29%	0.819
<i>Apartments (7)</i>	1.590	48%	0.759
<i>one bedroom or less</i>	1.294		
<i>two bedrooms or more</i>	1.755		
Total		100%	2.476

¹ Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2021 households based upon 2016 Census (34,272 units) + Mid 2016 to Mid 2021 unit estimate (7,222 units) = 41,494 units.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 5
Town of Milton
Mid-2021 to Buildout**

		Population
Mid 2021 Population		131,921
Occupants of New Housing Units, Mid 2021 to Buildout	<i>Units (2)</i>	66,435
	<i>multiplied by P.P.U. (3)</i>	2.575
	<i>gross population increase</i>	171,044
Occupants of New Equivalent Institutional Units, Mid 2021 to Buildout	<i>Units</i>	1,275
	<i>multiplied by P.P.U. (3)</i>	1.100
	<i>gross population increase</i>	1,402
Decline in Housing Unit Occupancy, Mid 2021 to Buildout	<i>Units (4)</i>	41,494
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.016
	<i>total decline in population</i>	-651
Population Estimate to Buildout		303,716
<i>Net Population Increase, Mid 2021 to Buildout</i>		171,795

(1) Mid 2021 Population based on:

2016 Population (110,128) + Mid 2016 to Mid 2021 estimated housing units to beginning of forecast period (7,222 x = 20,943) + (34,272 x 0.0248 = 850) = 131,921

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.803	27%	1.022
<i>Multiples (6)</i>	2.860	31%	0.878
<i>Apartments (7)</i>	1.590	42%	0.674
<i>one bedroom or less</i>	1.294		
<i>two bedrooms or more</i>	1.755		
Total		100%	2.575

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2021 households based upon 34,272 (2016 Census) + 7,222 (Mid 2016 to Mid 2021 unit estimate) = 41,494

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 6
Town of Milton
Historical Residential Building Permits
Years 2007 to 2020

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples ¹	Apartments ²	Total
2007	843	664	270	1,777
2008	1,900	907	71	2,878
2009	1,481	283	0	1,764
2010	741	437	344	1,522
2011	1,045	536	312	1,893
Sub-total	6,010	2,827	997	9,834
Average (2007 - 2011)	1,202	565	199	1,967
% Breakdown	61.1%	28.7%	10.1%	100.0%
2012	967	1,102	150	2,219
2013	237	204	238	679
2014	841	356	276	1,473
2015	386	352	566	1,304
2016	685	253	0	938
Sub-total	3,116	2,267	1,230	6,613
Average (2012 - 2016)	623	453	246	1,323
% Breakdown	47.1%	34.3%	18.6%	100.0%
2017	831	1,007	266	2,104
2018	460	289	614	1,363
2019	280	503	222	1,005
2020	428	348	463	1,239
Sub-total	1,999	2,147	1,565	5,711
Average (2017 - 2020)	500	537	391	1,428
% Breakdown	35.0%	37.6%	27.4%	100.0%
2007 - 2020				
Total	11,125	7,241	3,792	22,158
Average	823	530	256	1,609
% Breakdown	50.2%	32.7%	17.1%	100.0%

Source: Town of Milton building permit data.

¹ Includes townhouses and apartments in duplexes.

² Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 7a
Town of Milton
Persons Per Unit by Age and Type of Dwelling
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	2,577	3,679	5,017	3,749		
6-10	-	-	2,563	3,754	5,089	3,844		
11-15	-	-	1,704	3,580	4,822	3,656		
16-20	-	-	-	3,281	-	3,364	3.653	3.803
20-25	-	-	-	3,000	4,091	3,286		
25-35	-	-	-	3,041	3,378	3,049		
35+	-	1,231	1,930	2,726	3,891	2,746		
Total	-	1,913	2,060	3,414	4,584	3,467		

Age of Dwelling	Multiples ¹						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1,983	3,161	-	2,879		
6-10	-	-	1,977	3,135	-	2,931		
11-15	-	-	2,154	2,939	-	2,897		
16-20	-	-	-	2,643	-	2,733	2.860	2.799
20-25	-	-	-	-	-	2,364		
25-35	-	-	-	3,029	-	2,973		
35+	-	1,182	1,563	2,588	-	2,549		
Total	-	1,333	1,979	3,008	3,190	2,848		

Age of Dwelling	Apartments ²						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1,333	1,639	2,563	-	1,606		
6-10	-	1,300	1,711	-	-	1,544		
11-15	-	-	-	-	-	-		
16-20	-	-	-	-	-	-	1.575	1.544
20-25	-	-	1,556	-	-	1,500		
25-35	-	2,250	1,800	3,273	-	2,145		
35+	-	1,398	1,929	2,375	-	1,660		
Total	0.100	1,439	1,752	2,571	-	1,669		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1,365	1,887	3,493	5,136	3,171
6-10	-	1,444	1,953	3,604	5,060	3,524
11-15	-	-	1,884	3,440	4,824	3,495
16-20	-	-	1,667	3,121	-	3,043
20-25	-	-	1,647	2,902	4,182	2,649
25-35	-	2,231	1,889	3,035	3,250	2,921
35+	-	1,382	1,884	2,699	3,850	2,584
Total	-	1,471	1,891	3,313	4,539	3,180

¹ Includes townhouses and apartments in duplexes.

² Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

³ Adjusted based on 2001-2016 historical trends.

Note: Does not include Statistics Canada data classified as 'Other'

P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.



Schedule 7b
Halton Region
Persons Per Unit by Age and Type of Dwelling
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.850	2.229	3.586	4.580	3.628		
6-10	-	-	2.349	3.633	4.729	3.737		
11-15	-	-	1.923	3.471	4.504	3.554		
16-20	-	-	1.855	3.249	4.349	3.327	3.561	3.573
20-25	-	-	2.108	3.232	4.201	3.367		
25-35	-	-	2.198	3.057	3.866	3.159		
35+	-	1.614	1.916	2.756	3.707	2.766		
Total	-	1.732	1.982	3.121	4.137	3.177		

Age of Dwelling	Multiples ¹						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.959	2.932	-	2.670		
6-10	-	-	1.986	2.938	-	2.763		
11-15	-	-	1.820	2.737	-	2.612		
16-20	-	1.588	1.813	2.579	-	2.416	2.615	2.576
20-25	-	1.583	1.790	2.668	-	2.473		
25-35	-	1.545	1.844	2.699	4.000	2.516		
35+	-	1.288	1.961	2.669	3.894	2.528		
Total	0.273	1.427	1.899	2.753	4.071	2.582		

Age of Dwelling	Apartments ²						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.374	1.794	2.394	-	1.646		
6-10	-	1.303	1.791	2.148	-	1.640		
11-15	-	1.308	1.685	2.630	-	1.626		
16-20	-	1.274	1.738	2.375	-	1.638	1.638	1.590
20-25	-	1.234	1.760	2.622	-	1.677		
25-35	-	1.308	1.742	2.810	-	1.695		
35+	1.500	1.236	1.829	2.425	-	1.668		
Total	1.591	1.276	1.788	2.486	-	1.663		

Age of Dwelling	All Density Types						20 Year Average	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.398	1.890	3.358	4.560	2.895		
6-10	-	1.342	1.926	3.425	4.699	3.250		
11-15	-	1.362	1.769	3.269	4.514	3.151		
16-20	-	1.353	1.781	3.065	4.324	2.892		
20-25	-	1.261	1.810	3.054	4.194	2.823		
25-35	-	1.345	1.809	2.990	3.865	2.804		
35+	1.095	1.264	1.867	2.731	3.708	2.504		
Total	1.257	1.308	1.849	3.029	4.124	2.803		

¹ Includes townhouses and apartments in duplexes.

² Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

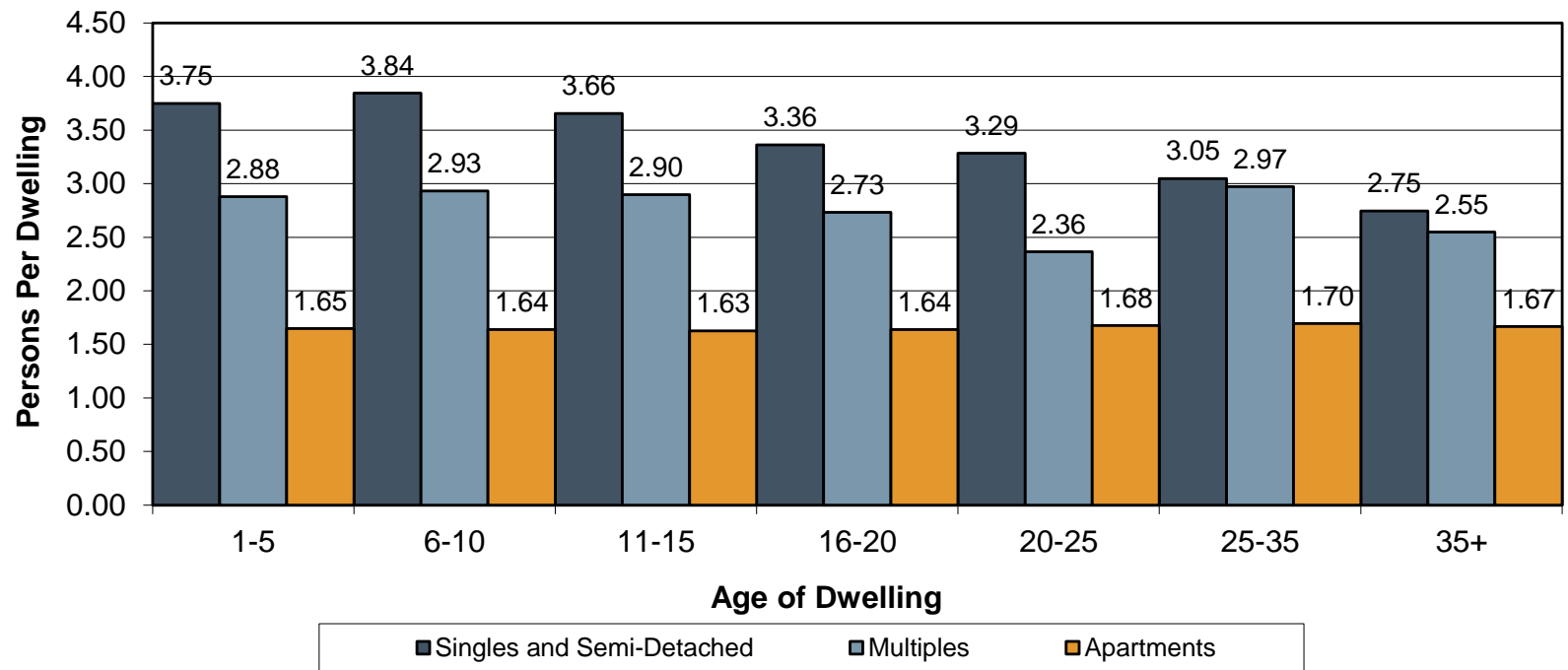
³ Adjusted based on 2001-2016 historical trends.

Note: Does not include Statistics Canada data classified as 'Other'

P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.



Schedule 8
Town of Milton
Person Per Unit Structural Type and Age of Dwelling
(2016 Census)



Apartment P.P.U.s are based on Halton.



Schedule 9a Town of Milton Employment Forecast, 2021 to Buildout

Period	Population	Activity Rate									Employment								
		Primary	Work at Home	Industrial	Commercial/Population-Related		Institutional	Total	N.F.P.O.W. ²	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/Population-Related		Institutional	Total	N.F.P.O.W. ²	Total Employment (Including N.F.P.O.W.)
					Retail ¹	Non-Retail								Retail ¹	Non-Retail				
Mid 2006	53,939	0.014	0.045	0.177	0.124	0.023	0.075	0.459	0.008	0.467	760	2,445	9,553	6,696	1,233	4,065	24,752	447	25,199
Mid 2011	84,362	0.008	0.038	0.120	0.079	0.018	0.052	0.315	0.050	0.366	700	3,235	10,132	6,639	1,485	4,402	26,593	4,260	30,853
Mid 2016	110,128	0.006	0.036	0.112	0.086	0.018	0.052	0.311	0.041	0.351	700	4,000	12,380	9,490	1,930	5,720	34,220	4,480	38,700
Mid 2021	131,921	0.005	0.040	0.118	0.077	0.019	0.055	0.315	0.047	0.362	700	5,300	15,600	10,200	2,500	7,260	41,560	6,200	47,760
Mid 2031	210,744	0.004	0.048	0.125	0.085	0.039	0.056	0.357	0.059	0.416	750	10,100	26,340	17,970	8,300	11,850	75,310	12,400	87,710
Buildout ³	303,716	0.003	0.046	0.114	0.080	0.055	0.057	0.354	0.056	0.410	800	14,000	34,520	24,210	16,580	17,380	107,490	17,100	124,590
Incremental Change																			
Mid 2006 - Mid 2011	30,423	-0.006	-0.007	-0.057	-0.045	-0.005	-0.023	-0.144	0.042	-0.101	-60	790	580	-57	252	337	1,842	3,813	5,654
Mid 2011 - Mid 2016	25,766	-0.002	-0.002	-0.008	0.007	0.000	0.000	-0.004	-0.010	-0.014	0	765	2,248	2,851	445	1,318	7,627	220	7,847
Mid 2016 - Mid 2021	21,793	-0.001	0.004	0.006	-0.009	0.001	0.003	0.004	0.006	0.011	0	1,300	3,220	710	570	1,540	7,340	1,720	9,060
Mid 2021 - Mid 2031	78,823	-0.002	0.008	0.007	0.008	0.020	0.001	0.042	0.012	0.054	50	4,800	10,740	7,770	5,800	4,590	33,750	6,200	39,950
Mid 2021 - Buildout ³	171,795	-0.003	0.006	-0.005	0.002	0.036	0.002	0.039	0.009	0.048	100	8,700	18,920	14,010	14,080	10,120	65,930	10,900	76,830
Annual Average																			
Mid 2006 - Mid 2011	6,085	-0.001	-0.001	-0.011	-0.009	-0.001	-0.005	-0.029	0.008	-0.020	-12	158	116	-11	50	67	368	763	1,131
Mid 2011 - Mid 2016	5,153	0.000	0.000	-0.002	0.001	0.000	0.000	-0.001	-0.002	-0.003	0	153	450	570	89	264	1,525	44	1,569
Mid 2016 - Mid 2021	4,359	0.000	0.001	0.001	-0.002	0.000	0.001	0.001	0.001	0.002	0	260	644	142	114	308	1,468	344	1,812
Mid 2021 - Mid 2031	7,882	0.000	0.001	0.001	0.001	0.001	0.000	0.004	0.001	0.005	5	480	1,074	777	580	459	3,375	620	3,995
Mid 2021 - Buildout ³	8,746	0.000	0.000	0.000	0.000	0.001	0.000	0.002	0.000	0.002	3	435	946	701	704	506	4,699	545	3,839

Source: Derived by Watson & Associates Economists Ltd., 2021.

¹ The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.

² Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.

³ Approximately 2,500 jobs planned for the long-term office employment and associated office building space in the Agerton Secondary Plan has been identified to occur outside of the planning horizon of the Town of Milton 2020 Development Charges Background Study.



Schedule 9b Town of Milton Employment and Gross Floor Area (G.F.A.) Forecast, 2020 to 2031

Period	Population	Employment						Gross Floor Area in Square Feet (Estimated) ¹					
		Primary	Industrial	Commercial/ Population-Related		Institutional	Total	Primary	Industrial ²	Commercial/Population-Related		Institutional	Total
				Retail ³	Non-Retail					Retail ³	Non-Retail		
Mid 2006	53,939	760	9,553	6,696	1,233	4,065	22,307						
Mid 2011	84,362	700	10,132	6,639	1,485	4,402	23,358						
Mid 2016	110,128	700	12,380	9,490	1,930	5,720	30,220						
Mid 2021	131,921	700	15,600	10,200	2,500	7,260	36,260						
Mid 2031	210,744	750	26,340	17,970	8,300	11,850	65,210						
Buildout ⁴	303,716	800	34,520	24,210	16,580	17,380	93,490						
Incremental Change													
Mid 2006 - Mid 2011	30,423	-60	580	-57	252	337	1,052						
Mid 2011 - Mid 2016	25,766	0	2,248	2,851	445	1,318	6,862						
Mid 2016 - Mid 2021	21,793	0	3,220	710	570	1,540	6,040	0	5,635,000	337,250	153,900	1,232,000	7,358,150
Mid 2021 - Mid 2031	78,823	50	10,740	7,770	5,800	4,590	28,950	150,000	15,437,500	3,690,750	1,566,000	3,672,000	24,516,250
Mid 2021 - Buildout ³	171,795	100	18,920	14,010	14,080	10,120	57,230	300,000	24,135,700	6,654,750	3,801,600	8,096,000	42,988,050
Annual Average													
Mid 2006 - Mid 2011	6,085	-12	116	-11	50	67	210						
Mid 2011 - Mid 2016	5,153	0	450	570	89	264	1,372						
Mid 2016 - Mid 2021	4,359	0	644	142	114	308	1,208	0	1,127,000	67,450	30,780	246,400	1,471,630
Mid 2021 - Mid 2031	7,882	5	1,074	777	580	459	2,895	30,000	1,543,750	369,075	104,400	367,200	2,451,625
Mid 2021 - Buildout ³	8,746	3	946	701	704	506	2,859	15,000	1,206,785	332,738	152,064	404,800	2,149,403

Source: Derived by Watson & Associates Economists Ltd., 2021.

¹ Square Foot Per Employee Assumptions

Primary	3,000
Industrial	1,750
Prestige Industrial ²	900
Retail ³	475
Non-Retail	270
Institutional	800

* Reflects Mid 2021 to Mid 2041 forecast period

Note: Numbers may not add to totals due to rounding.

² Assumes MEV Supplemental Lands, MEV and Agerton area can accommodate higher density industrial uses.

³ The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.

⁴ Approximately 2,500 jobs planned for the long-term office employment and associated office building space in the Agerton Secondary Plan has been identified to occur outside of the planning horizon of the Town of Milton 2020 Development Charges Background Study.



**Schedule 9c
Town of Milton
Estimate of the Anticipated Amount, Type and Location of
Non-Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Primary G.F.A. S.F. ¹	Industrial G.F.A. S.F. ^{1, 2}	Commercial G.F.A. S.F. ¹		Institutional G.F.A. S.F. ¹	Total Non- Residential G.F.A. S.F.	Employment Increase ⁴
				Retail G.F.A. S.F. ^{1,3}	Non-Retail G.F.A. S.F.			
Pre-HUSP	2021 - 2031	-	-	1,115,775	66,960	925,600	2,108,335	3,754
	2021 - Buildout	-	-	1,653,000	234,900	1,472,000	3,359,900	6,190
Bristol 1	2021 - 2031	-	-	323,000	2,700	16,000	341,700	710
	2021 - Buildout	-	-	437,000	8,100	32,000	477,100	990
Sherwood	2021 - 2031	-	-	513,000	-	592,000	1,105,000	1,820
	2021 - Buildout	-	17,500	617,500	-	784,000	1,419,000	2,290
Boyne	2021 - 2031	-	-	152,950	38,880	785,600	977,430	1,448
	2021 - Buildout	-	-	411,350	62,100	1,411,200	1,884,650	2,860
Highway 401 Business Park	2021 - 2031	-	997,500	237,500	156,600	48,000	1,439,600	1,710
	2021 - Buildout	-	686,000	339,625	341,820	79,200	1,446,645	2,472
Derry Green	2021 - 2031	-	9,275,000	346,750	402,300	208,000	10,232,050	7,780
	2021 - Buildout	-	11,042,500	627,000	1,166,400	360,000	13,195,900	12,400
MEV Supplemental Lands	2021 - 2031	-	1,782,000	441,750	243,000	-	2,466,750	3,810
	2021 - Buildout	-	3,465,000	665,000	472,500	-	4,602,500	7,000
Milton Education Village	2021 - 2031	-	171,900	81,700	28,350	280,000	561,950	818
	2021 - Buildout	-	686,700	325,850	113,400	1,240,000	2,365,950	3,419
Highway 401 Extension	2021 - 2031	-	1,610,000	5,225	9,990	10,400	1,635,615	981
	2021 - Buildout	-	2,887,500	9,975	19,980	20,000	2,937,455	1,770
Britannia Secondary Plan	2021 - 2031	-	-	204,725	-	344,800	549,525	862
	2021 - Buildout	-	-	682,100	-	1,149,600	1,831,700	2,873
Agerton Secondary Plan	2021 - 2031	-	1,601,100	81,225	617,220	120,800	2,420,345	4,387
	2021 - Buildout ⁵	-	5,350,500	262,200	1,382,400	412,800	7,407,900	12,133
Trafalgar Secondary Plan	2021 - 2031	-	-	187,150	-	340,800	527,950	820
	2021 - Buildout	-	-	624,150	-	1,135,200	1,759,350	2,733
Rural	2021 - 2031	150,000	-	-	-	-	150,000	50
	2021 - Buildout	300,000	-	-	-	-	300,000	100
Town of Milton	2021 - 2031	150,000	15,437,500	3,690,750	1,566,000	3,672,000	24,516,250	28,950
	2021 - Buildout	300,000	24,135,700	6,654,750	3,801,600	8,096,000	42,988,050	57,230

Source: Derived by Watson & Associates Economists Ltd., 2021.

¹ Square feet per employee assumptions:

Primary	3,000
Industrial	1,750
Prestige Industrial ²	900
Retail ³	475
Non-Retail	270
Institutional	800

² Assumes MEV Supplemental Lands, MEV and Agerton area can accommodate higher density industrial uses.

³ The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.

⁴ Employment Increase does not include No Fixed Place of Work.

⁵ Approximately 2,500 jobs planned for the long-term office employment and associated office building space in the Agerton Secondary Plan has been identified to occur outside of the planning horizon of the Town of

*Reflects Mid 2021 to Mid 2041 forecast period

Note: Numbers may not add up precisely due to rounding.



Schedule 10
Town of Milton
Non-Residential Construction Value
Years 2007 to 2016
(000's 2018 \$)

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2007	37,029	3,086	11,023	51,138	62,321	19,580	8,730	90,630	122	291	27,936	28,349	99,472	22,956	47,689	170,117
2008	2,206	14,169	36,180	52,555	58,685	30,638	21,370	110,693	365	114	0	479	61,256	44,921	57,551	163,727
2009	1,107	1,383	3,842	6,333	24,461	12,906	1,808	39,175	396	0	0	396	25,964	14,289	5,650	45,903
2010	31,461	2,165	0	33,626	27,742	6,909	3,234	37,884	3,685	2,175	0	5,860	62,888	11,249	3,234	77,371
2011	4,122	3,596	2,992	10,710	10,798	6,529	0	17,327	3,039	294	0	3,333	17,960	10,419	2,992	31,370
2012	13,563	665	1,715	15,943	129,651	8,695	21,226	159,571	3,684	831	416	4,931	146,898	10,190	23,357	180,445
2013	4,384	3,097	6,272	13,753	58,030	7,622	4,260	69,912	2,628	0	0	2,628	65,042	10,719	10,532	86,292
2014	26,942	3,434	545	30,922	39,654	7,168	1,342	48,163	1,357	17,505	6,914	25,776	67,953	28,108	8,801	104,862
2015	46,791	9,528	0	56,319	49,978	6,122	7,763	63,863	9,315	504	0	9,819	106,085	16,153	7,763	130,001
2016	1,724	5,472	479	7,675	8,570	22,111	611	31,292	11,124	4,286	163,035	178,445	21,417	31,869	164,125	217,412
Subtotal	169,330	46,595	63,049	278,974	469,890	128,278	70,343	668,511	35,715	25,999	198,301	260,015	674,935	200,873	331,693	1,207,500
Percent of Total	61%	17%	23%	100%	70%	19%	11%	100%	14%	10%	76%	100%	56%	17%	27%	100%
Average	16,933	4,659	7,881	27,897	46,989	12,828	7,816	66,851	3,571	3,250	49,575	26,002	67,493	20,087	33,169	120,750
2007 - 2011 Period Total				154,362				295,710				38,417				488,488
2007 - 2011 Average				30,872				59,142				7,683				97,698
% Breakdown				31.6%				60.5%				7.9%				100.0%
2012 - 2016 Period Total				124,612				372,801				221,599				719,012
2012 - 2016 Average				24,922				74,560				44,320				143,802
% Breakdown				17.3%				51.8%				30.8%				100.0%
2007 - 2016 Period Total				278,974				668,511				260,015				1,207,500
2007 - 2016 Average				27,897				66,851				26,002				120,750
% Breakdown				23.1%				55.4%				21.5%				100.0%

Source: Statistics Canada Publication, 64-001-XIB

Note: Inflated to year-end 2017 (January, 2018) dollars using Reed Construction Cost Index



Schedule 11
Town of Milton
Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
Employment by industry							
Primary Industry Employment							
11	<i>Agriculture, forestry, fishing and hunting</i>	980	790	780	-190	-10	Categories which relate to local land-based resources
21	<i>Mining and oil and gas extraction</i>	35	40	35	5	-5	
Sub-total		1,015	830	815	-185	-15	
Industrial and Other Employment							
22	<i>Utilities</i>	135	115	130	-20	15	Categories which relate primarily to industrial land supply and demand
23	<i>Construction</i>	855	1,150	1,375	295	225	
31-33	<i>Manufacturing</i>	5,120	3,820	4,790	-1,300	970	
41	<i>Wholesale trade</i>	2,475	2,845	2,570	370	-275	
48-49	<i>Transportation and warehousing</i>	1,260	1,360	2,020	100	660	
56	<i>Administrative and support</i>	373	455	610	83	155	
Sub-total		10,218	9,745	11,495	-473	1,750	
Population Related Employment							
44-45	<i>Retail trade</i>	2,860	3,950	4,750	1,090	800	Categories which relate primarily to population growth within the municipality
51	<i>Information and cultural industries</i>	295	265	395	-30	130	
52	<i>Finance and insurance</i>	360	675	905	315	230	
53	<i>Real estate and rental and leasing</i>	345	485	515	140	30	
54	<i>Professional, scientific and technical services</i>	1,225	1,690	2,270	465	580	
55	<i>Management of companies and enterprises</i>	25	0	20	-25	20	
56	<i>Administrative and support</i>	373	455	610	83	155	
71	<i>Arts, entertainment and recreation</i>	980	1,080	1,140	100	60	
72	<i>Accommodation and food services</i>	1,455	1,485	2,160	30	675	
81	<i>Other services (except public administration)</i>	1,240	1,420	1,535	180	115	
Sub-total		9,158	11,505	14,300	2,348	2,795	
Institutional							
61	<i>Educational services</i>	1,260	2,065	3,115	805	1,050	
62	<i>Health care and social assistance</i>	1,595	2,245	2,995	650	750	
91	<i>Public administration</i>	1,505	1,935	2,100	430	165	
Sub-total		4,360	6,245	8,210	1,885	1,965	
Total Employment		24,750	28,325	34,820	3,575	6,495	
Population		53,939	84,362	110,128	30,423	25,766	
Employment to Population Ratio							
Industrial and Other Employment		0.19	0.12	0.10	-0.07	-0.01	
Population Related Employment		0.17	0.14	0.13	-0.03	-0.01	
Institutional Employment		0.08	0.07	0.07	-0.01	0.00	
Primary Industry Employment		0.02	0.01	0.01	-0.01	0.00	
Total		0.46	0.34	0.32	-0.12	-0.02	

Source: Statistics Canada Employment by Place of Work

Note: 2006-2016 employment figures are classified by North American Industry Classification System (NAICS) Code



Appendix B

Level of Service



**APPENDIX B - LEVEL OF SERVICE CEILING
TOWN OF MILTON**

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service/Class of Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS (Buildout Forecast)
		Cost (per capita)		Quantity (per capita)		Quality	
Services Related to a Highway	Services Related to a Highway - Roads	\$21,376.40	0.0031	km of roadways	\$6,895,613	per lane km	\$3,672,358,638
	Services Related to a Highway - Bridges, Culverts & Structures	\$826.60	0.0008	Number of Bridges, Culverts & Structures	\$1,033,250	per item	\$142,005,747
	Services Related to a Highway - Active Transportation Corridors	\$17.40	0.0198	Linear Metres of Active Transportation Corridors	\$879	per lin. m.	\$2,989,233
Public Works	Public Works Operations - Facilities	\$524.51	0.8390	ft ² of building area	\$625	per sq.ft.	\$90,108,195
	Public Works Operations - Vehicles and Equipment	\$155.25	0.0018	No. of vehicles and equipment	\$86,250	per vehicle	\$26,671,174
Fire	Fire Protection Services - Facilities	\$294.68	0.4893	sq.ft. of building area	\$602	per sq.ft.	\$50,624,551
	Fire Protection Services - Vehicles	\$155.92	0.0003	No. of vehicles	\$519,733	per vehicle	\$26,786,276
	Fire Protection Services - Small Equipment and Gear	\$42.19	0.0036	No. of equipment and gear	\$11,719	per equipment	\$7,248,031
Parks and Recreation	Indoor Recreation Facilities	\$2,212.93	5.2674	Square feet of building area	\$420	per sq.ft.	\$380,170,309
	Outdoor Recreation and Parks Development	\$704.39	0.0110	Acres of land	\$64,035	per acre	\$121,010,680
	Outdoor Recreation Facilities and Park Amenities	\$621.96	0.0039	No. of parkland amenities and outdoor recreation facilities	\$159,477	per amenity	\$106,849,618
	Outdoor Parkland Trails	\$91.64	0.1443	Linear Metres of Paths and Trails	\$635	per lin. m.	\$15,743,294
	Outdoor Recreation Land*	\$1,941.87	0.0026	Acres of Recreation Land	\$746,873	per acre	\$228,666,844
Library	Library Services - Facilities	\$248.45	0.4101	Square feet of building area	\$606	per sq.ft.	\$42,682,468
	Library Services - Collection Materials	\$96.89	2.0638	No. of library collection items	\$47	per collection item	\$16,645,218

*Undertaken on an Area Specific Basis



**Town of Milton
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Roads
Unit Measure: km of roadways

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/km)
Collectors - Rural Kilometers	263.58	263.58	263.58	263.58	263.58	263.58	263.58	263.58	263.58	263.58	\$6,530,000
Collectors - Urban Kilometers	39.04	39.04	39.04	39.04	39.04	39.04	39.04	39.04	39.04	39.04	\$7,260,000
Arterial - Urban Kilometers:											
2 Lane	9.98	8.86	8.86	8.86	7.17	7.17	7.17	6.34	6.34	4.02	\$7,260,000
2 Lane with Noise Fence (1 side)	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	-	\$8,840,000
3 Lane	2.75	2.75	2.75	2.75	3.06	3.06	3.06	3.06	3.06	3.06	\$9,100,000
4 Lane	4.41	5.53	5.53	5.53	7.75	7.75	9.39	10.22	10.22	12.53	\$10,610,000
4 Lane with Noise Fence (1 Side)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.35	\$12,190,000
4 Lane with Noise Fence (2 Sides)	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	\$13,770,000
5 Lane	5.16	5.16	5.16	5.16	5.82	5.82	5.82	5.82	5.82	5.82	\$11,110,000
5 Lane with Noise Fence (1 side)	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	\$12,690,000
5 Lane with Noise Fence (2 sides)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$14,270,000
Total	327.90	327.90	327.90	327.90	329.39	329.39	331.03	331.03	331.03	331.03	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0039	0.0036	0.0033	0.0033	0.0031	0.0030	0.0029	0.0027	0.0027	0.0026

10 Year Average	2011-2020
Quantity Standard	0.0031
Quality Standard	\$6,895,613
Service Standard	\$21,376

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$21,376
Eligible Amount	\$3,672,358,638



**Town of Milton
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Bridges, Culverts & Structures
Unit Measure: Number of Bridges, Culverts & Structures

Bridge Name:	Road Name:	Location:	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Bridges:													
Lot 32, Conc VII, Nassagaweya	Crewson's Line	0.02 km N.of Hwy 7	1	1	1	1	1	1	1	1	1	1	\$167,500
Lot 31/32, Conc I/II, Nassagaweya	First Line, Nassagaweya	4.00 km N.of 25 Side Road	1	1	1	1	1	1	1	1	1	1	\$868,800
Lot 29, Conc V & VI, Nassagaweya	Fifth Line, Nassagaweya	0.30 km S of 30 Side Road	1	1	1	1	1	1	1	1	1	1	\$376,800
Lot 30, Conc II & III, Nassagaweya	Second Line	1.20 km N.of 28 Side Road	1	1	1	1	1	1	1	1	1	1	\$596,700
Lot 16, Conc I & II, Nassagaweya	Nassagaweya	0.60 km N.of 15 Side Road	1	1	1	1	1	1	1	1	1	1	\$303,600
Lot 4, Conc IV & V, Esquesing	First Line	1.20 km S.of 5 Side Road	1	1	1	1	1	1	1	1	1	1	\$701,300
Lot 2, Conc I & II, Esquesing	Nassagaweya	0.90 km N.of Steeles Ave	1	1	1	1	1	1	1	1	1	1	\$523,400
Lot 5, Conc IV & V, Nassagaweya	Esquesing Line	0.70 km N.of 3 Side Road	1	1	1	1	1	1	1	1	1	1	\$471,000
Lot 4, Conc IV & V, Nassagaweya	Peru Rd.	0.06 km N.of 3 Side Road	1	1	1	1	1	1	1	1	1	1	\$711,800
Lot 1, Conc I & II, Nassagaweya	Walker's Line	0.35 km N.of Steeles Ave	1	1	1	1	1	1	1	1	1	1	\$230,300
Lot 1 & 15, Conc I, Nassagaweya/ Nelson	Walker's Line	0.20 km W.of McNiven Road	1	1	1	1	1	1	1	1	1	1	\$251,200
Lot 11, Conc I & II, Nelson	First Line	0.01 km N.of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$418,700
Lot 9, Conc VI & VII, Trafalgar	Nassagaweya	1.10 km S.of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$355,900
Lot 12, Conc VI & VII, Trafalgar	Steeles Ave	1.20 km N.of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$1,004,900
Lot 10, Conc VI & VII, Trafalgar	McNiven Road	0.60 km S.of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$764,100
Lot 7, Conc V & VI, Trafalgar	Bell School Line	1.10 km N of 6-Britannia Rd	1	1	1	1	1	1	1	1	1	1	\$649,000
Lot 9, Conc VI & VII, Trafalgar	Sixth Line	0.90 km S.of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$952,500
Lot 7, Conc IV & V, Trafalgar	Fourth Line	2.20 km S of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$669,900
Lot 3, Conc V & VI, Trafalgar	Fifth Line	1.90 km S.of 6-Britannia Rd.	1	1	1	1	1	1	1	1	1	1	\$366,400
Lot 3, Conc VII, Trafalgar	Sixth Line	1.20 km N of Lower Base Line	1	1	1	1	1	1	1	1	1	1	\$1,685,300
Lot 2, Conc VIII & IX, Trafalgar	Eighth Line	0.50 km N of Lower Base Line	1	1	1	1	1	1	1	1	1	1	\$575,700
Barnstable Bridge	Lower Base Line	0.40 km S.of Fifth Line	1	1	1	1	1	1	1	1	1	1	\$2,627,400
Lot 26, NDS 2, Ward 1	Lower Base Line	1.20 km E.of 25-Reg. Rd. 25	1	1	1	1	1	1	1	1	1	1	\$1,580,600
Bronte Street Bridge	Bronte St N	0.25 km S.of 8-Steeles Ave.	1	1	1	1	1	1	1	1	1	1	\$701,300
CPR Subway	Ontario St	0.05 km N.of Main St	1	1	1	1	1	1	1	1	1	1	\$3,914,900
CPR Grade Separation (Main Street)	Main Street East	300m east of Ontario Street North	-	-	-	-	1	1	1	1	1	1	\$22,189,300
Pine Street Bridge	Pine Street	0.06 km E of Commercial St	1	1	1	1	1	1	1	1	1	1	\$1,141,000
Laurier Ave Bridge	Laurier Avenue	0.15 km E.of Commercial St	1	1	1	1	1	1	1	1	1	1	\$1,884,200
CNR Underpass	Main Street	0.10 km W of Bronte Street	1	1	1	1	1	1	1	1	1	1	\$429,200
Mill/Martin Street Bridge	Martin Street	0.01 km N of Mill Street	1	1	1	1	1	1	1	1	1	1	\$1,653,900
Sixteen Mile Creek W. Branch Bridge	Main Street East	0.06 km E.of Commercial St.	1	1	1	1	1	1	1	1	1	1	\$732,700
Thompson Road/CPR Grade Separation	Thompson Road	0.06 km N of Nipissing Road	1	1	1	1	1	1	1	1	1	1	\$3,297,300
Lot 5, Conc IV & V, Esquesing	Esquesing Line	0.40 km S of 5 Side Road	1	1	1	1	1	1	1	1	1	1	\$272,200
McGeachie Drive Culvert	McGeachie Drive	0.60 km W.of Harrop Drive	1	1	1	1	1	1	1	1	1	1	\$450,100
Chisholm Drive	Chisholm Drive	0.01 km W of Martin St	1	1	1	1	1	1	1	1	1	1	\$554,800
Lot 3&4, Conc I, Esquesing	3 Side Road	0.25 km W.of Peru Rd	1	1	1	1	1	1	1	1	1	1	\$272,200
Lot 2, Conc I & II, Esquesing	Peru Road	1.60 km N.of 8-Steeles Ave	1	1	1	1	1	1	1	1	1	1	\$272,200
Milton Creek North Bridge	Highside Dr	0.01 km S.of W.L.Dick School	1	1	1	1	1	1	1	1	1	1	\$450,100
Milton Creek South Bridge	Woodward Ave	0.05 km W.of Riverplace Cr	1	1	1	1	1	1	1	1	1	1	\$397,800
Lot 5/6, Conc IVE East	5 Side Road	0.6 km E.of Boston Church Road	1	1	1	1	1	1	1	1	1	1	\$418,700
Lot 13, Conc VI & VII, Nassagaweya	Sixth Line Nassagaweya	4.20 km N of 5 Side Road	1	1	1	1	1	1	1	1	1	1	\$544,300
Lot 20 & 21, Conc VI, Nassagaweya	20 Side Road	1.05 km W of Sixth Line	1	1	1	1	1	1	1	1	1	1	\$188,400
Lot 27, Conc I & II, Nassagaweya	First Line Nassagaweya	0.95 km N.of 25 Side Road	1	1	1	1	1	1	1	1	1	1	\$198,900
Lot 25 & 26, Conc III, Nassagaweya	25 Side Road	0.10 km W.of Guelph Line	1	1	1	1	1	1	1	1	1	1	\$157,000
Lot 13, Conc II & III, Nassagaweya	Second Line Nassagaweya	1.50 km N.of 10 Side Road	1	1	1	1	1	1	1	1	1	1	\$272,200
Lot 6, Conc IV & V, Trafalgar	Fourth Line	2.90 km S of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$575,700
Lot 10, Conc IV & V, Trafalgar	Fourth Line	0.30 km S of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$2,083,000



**Town of Milton
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Bridges, Culverts & Structures
Unit Measure: Number of Bridges, Culverts & Structures

Bridge Name:	Road Name:	Location:	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Lot 5, Conc VI & VII, Trafalgar	Sixth Line	0.30 km S. of 6-Britannia Road	1	1	1	1	1	1	1	1	1	1	\$282,600
Lot 8, Conc VIII & IX, Trafalgar	Eighth Line	1.60 km S of 7-Derry Road	1	1	1	1	1	1	1	1	1	1	\$282,600
Lot 11, Conc VI & VII, Nassagaweya	Sixth Line Nassagaweya	3.60 km N of 5 Side Road	1	1	1	1	1	1	1	1	1	1	\$272,200
Milton Channel Bridge	Millside Dr	0.20 km N of Main St E	1	1	1	1	1	1	1	1	1	1	\$1,109,600
Lot 5/6, Conc VII West	Britannia Road	0.01 km E of Bell School Line South	1	1	1	1	1	1	1	1	1	1	\$450,100
Lot 5/6, Conc V West	5 Side Road	1.20 km W of Appleby Line	1	1	1	1	1	1	1	1	1	1	\$858,300
Lot 15/16, Conc I West	15 Side Road	0.50 km W of First Line	1	1	1	1	1	1	1	1	1	1	\$261,700
Lot 3/4, Conc VII West	Kelso Road	0.30 km W of 22-Tremaine Road	1	1	1	1	1	1	1	1	1	1	\$565,200
Lot 8, Conc V, Trafalgar	Louis St. Laurent Avenue	0.25 km E of Fourth Line	1	1	1	1	1	1	1	1	1	1	\$3,098,000
16 Mile Creek Bridge (4 lane sub-structure & 2 lane bridge)	Regional Road 25	Yates Drive	1	1	1	1	1	1	1	1	1	1	\$6,968,000
16 Mile Creek Bridge (additional 2 lanes on bridge)	Regional Road 25	Yates Drive							1	1	1	1	\$3,759,000
CN Rail Overpass Louis St. Laurent	Louis St. Laurent Avenue	CNR Crossing							1	1	1	1	\$6,479,400
5 Side Road Bridge	5 Sideroad	20m west of Fourth Line			1	1	1	1	1	1	1	1	\$219,800
Culverts:													
LOT 8 CONC 6/7 TRAFALGAR	Sixth Line	1.3km south of Derry Road East	1	1	1	1	1	1	1	1	1	1	\$450,100
LOT 13, CONC 6/7, TRAFALGAR	Sixth Line	1.2km north of Derry Road East	1	1	1	1	1	1	1	1	1	1	\$397,800
LOT 1, CONC 6/7, NELSON	Bell School Line	1.1km north of Sideroad 2	1	1	1	1	1	1	1	1	1	1	\$1,015,400
LAURIER AVENUE CULVERT	Laurier Avenue	200m east of Ontario Street South	1	1	1	1	1	1	1	1	1	1	\$565,200
WOODWARD AVENUE CULVERT	Woodward Avenue	100m east of Ontario Street North	1	1	1	1	1	1	1	1	1	1	\$575,700
WHEELABRATOR WAY CULVERT	Wheelabrator Way	200m north of Steeles Avenue East	1	1	1	1	1	1	1	1	1	1	\$2,416,200
CHISHOLM DRIVE CULVERT	Chisholm Drive	1.0km west of Martin Street	1	1	1	1	1	1	1	1	1	1	\$554,800
SOUTHCOTT DRIVE CULVERT	Southcott Drive	400m south of 5 Sideroad	1	1	1	1	1	1	1	1	1	1	\$711,800
LOT 18, CONC 2/3, NASSAGAWEYA	Second Line Nassagaweya	1.3km south of 20 Side Road	1	1	1	1	1	1	1	1	1	1	\$272,200
LOT 27 CONC 2/3 NASSAGAWEYA	Second Line Nassagaweya	300m south of Sideroad 28	1	1	1	1	1	1	1	1	1	1	\$272,200
LOT 29 CONC 4/5 NASSAGAWEYA	Fourth Line Nassagaweya	800m south of 30 Sideroad	1	1	1	1	1	1	1	1	1	1	\$544,300
LOT 31, CONC 6/7, NASSAGAWEYA	Sixth Line Nassagaweya	750m south of Highway 7	1	1	1	1	1	1	1	1	1	1	\$596,700
KELSO STRUCTURE	Appleby Line	400m north of Limestone Road	1	1	1	1	1	1	1	1	1	1	\$931,600
MAIN STREET EAST CULVERT	Main Street East	50m west of James Snow Parkway North	1	1	1	1	1	1	1	1	1	1	\$638,500
CLARK BOULEVARD CULVERT	Clark Boulevard	50m east of Fourth Line	1	1	1	1	1	1	1	1	1	1	\$1,182,800
SPRUCEDALE LANE CULVERT	Sprucedale Lane	200m east of Thompson Road North	1	1	1	1	1	1	1	1	1	1	\$942,100
SIXTH LINE NASSAGAWEYA	Sixth Line Nassagaweya	1.0km south of Highway 7	1	1	1	1	1	1	1	1	1	1	\$397,800
LOT 2, CONC V/VI	Appleby Line	800m north of Steeles Avenue West	1	1	1	1	1	1	1	1	1	1	\$167,500
LOT 5/6, CONC VI	Campbellville Road	200m east of Appleby Line	1	1	1	1	1	1	1	1	1	1	\$219,800
LOT 15/16, CONC VI	15 Sideroad	500m east of Fifth Line Nassagaweya	1	1	1	1	1	1	1	1	1	1	\$293,100
LOT 3/4, CONC VII	Kelso Road	200m west of Tremaine Road	1	1	1	1	1	1	1	1	1	1	\$157,000
LOT 5/6, CONC II	5 Sideroad	400m east of Dublin Line	1	1	1	1	1	1	1	1	1	1	\$136,100
LOT 5/6, CONC II	5 Sideroad	750m east of Dublin Line	1	1	1	1	1	1	1	1	1	1	\$136,100
Louis St. Laurent East Culvert	Louis St. Laurent Avenue	500m west of Regional Road 25	1	1	1	1	1	1	1	1	1	1	\$2,438,900
Louis St. Laurent West Culvert	Louis St. Laurent Avenue	400m east of Bronte Street South	1	1	1	1	1	1	1	1	1	1	\$575,700
	Lower Base Line	100m west of Regional Road 25								1	1	1	\$460,600
	15 Sideroad	1.0km east of Sixth Line Nassagaweya	1	1	1	1	1	1	1	1	1	1	\$335,000
Pedestrian Bridges:													
CP Rail Pedestrian Bridge	Tupper Drive	200m north of Tupper Drive			1	1	1	1	1	1	1	1	\$3,812,000
Total			82	82	84	84	85	85	87	88	88	88	

Population		84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard		0.0010	0.0009	0.0009	0.0008	0.0008	0.0008	0.0008	0.0007	0.0007	0.0007

10 Year Average	2011-2020
Quantity Standard	0.0008
Quality Standard	\$1,033,250
Service Standard	\$827

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$827
Eligible Amount	\$142,005,747



**Town of Milton
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Active Transportation Corridors
 Unit Measure: Linear Metres of Active Transportation Corridors

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/ Linear Metre)
Active Transportation:											
Asphalt Trails Union Gas Pipeline - Lit	825	825	825	2,774	2,774	2,774	2,774	2,774	2,774	2,774	\$890
Total	825	825	825	2,774	2,774	2,774	2,774	2,774	2,774	2,774	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0098	0.0091	0.0084	0.0275	0.0262	0.0252	0.0244	0.0230	0.0222	0.0217

10 Year Average	2011-2020
Quantity Standard	0.0198
Quality Standard	\$879
Service Standard	\$17

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$17
Eligible Amount	\$2,989,233



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Facilities
Unit Measure: ft² of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Nippising Yard - Building	19,600	19,600	19,600	19,600	-	-	-	-	-	-	\$208	\$344
Nippising Yard - Coverall	2,560	2,560	2,560	2,560	-	-	-	-	-	-	\$81	\$283
Nippising Yard - Sign Shop	3,900	3,900	3,900	3,900	-	-	-	-	-	-	\$88	\$178
Brookville Yard - Building	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	\$134	\$241
Brookville Yard - Salt Dome	7,900	7,900	7,900	7,900	7,900	7,900	7,900	7,900	7,900	7,900	\$44	\$117
Milton Operations Centre Main Building (5600 Regional Road 25)	-	-	-	43,090	43,090	43,090	43,090	43,090	43,090	43,090	\$261	\$417
Milton Operations Centre Covered Storage (5600 Regional Road 25)	-	-	-	7,100	7,100	7,100	7,100	7,100	7,100	7,100	\$84	\$172
Milton Operations Centre Truck Wash (5600 Regional Road 25)	-	-	-	3,720	3,720	3,720	3,720	3,720	3,720	3,720	\$336	\$521
Milton Operations Centre Cold Storage (5600 Regional Road 25)	-	-	-	3,980	3,980	3,980	3,980	3,980	3,980	3,980	\$109	\$207
Milton Operations Centre Sand/Salt Facility (5600 Regional Road 25)	20,200	20,200	20,200	20,200	20,200	20,200	20,200	20,200	20,200	20,200	\$87	\$176
Storage behind Memorial Arena	600	600	600	600	600	600	600	600	600	600	\$88	\$178
McGeachie Drive - Sign Shop (lease)	2,100	2,100	2,100	2,100	1,050	1,050	1,050	1,050	1,050	1,050	\$88	\$178
Storage Facility at Old Fire Station #3 (Derry Road)	-	5,200	5,200	-	-	-	-	-	-	-	\$257	\$412
Animal Shelter	1,897	1,981	2,078	2,661	2,741	2,796	2,847	2,938	2,992	3,039	\$378	\$579
5600 Regional Road 25 - Land Only (acres) - Excluding land in use for Existing Buildings	40	40	40	39	39	39	39	39	39	39	\$750,000	\$750,000
Total	64,257	69,541	69,638	122,911	95,881	95,936	95,987	96,078	96,132	96,179		

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.7617	0.7657	0.7094	1.2189	0.9039	0.8711	0.8429	0.7955	0.7703	0.7508

10 Year Average	2011-2020
Quantity Standard	0.8390
Quality Standard	\$625
Service Standard	\$525

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$525
Eligible Amount	\$90,108,195



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Vehicles and Equipment
Unit Measure: No. of vehicles and equipment

Description	Service	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Operations Equipment												
Services Related to a Highway:												
Operations Vehicles Only												
Trailers & Water Tank/Trailers	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$10,900
Spreaders	Services Related to a Highway	-	-	-	-	-	-	-	-	-	-	\$10,500
Sweepster	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	\$20,300
Thompson A - Culvert Steamer	Services Related to a Highway	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$25,400
Machinability V Plow	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	\$27,800
1-Ton Roller	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$31,600
Asphalt Hot Box	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$55,100
Air Compressor	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$38,300
Windrow Eliminator	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$38,300
Pickup Trucks 1/2 Ton	Services Related to a Highway	3.0	3.0	3.0	3.0	5.0	5.0	5.0	6.0	6.0	6.0	\$42,300
Portable Roller	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$88,500
Sign Truck	Services Related to a Highway	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$164,800
Tractors	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$132,800
Snow blade	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$37,300
Roto Tiller	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$7,200
Backhoes	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$147,900
Ho Pack Tamper	Services Related to a Highway	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$7,800
High-Ram hammer	Services Related to a Highway	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$14,500
Bucket Truck	Services Related to a Highway	1.0	-	-	-	-	-	-	-	-	-	\$159,700
Single Axle Trucks Dump Trucks	Services Related to a Highway	-	-	-	-	-	-	-	-	-	-	\$225,800
Loader Attachments	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$25,700
Tandem Axle Trucks Dump Trucks	Services Related to a Highway	15.0	17.0	17.0	17.0	17.0	17.0	18.0	18.0	18.0	18.0	\$339,700
2000 Gallon Flusher Truck	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$366,900
Road Sweeper	Services Related to a Highway	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$389,400
Road Grader	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$414,500
Gradall	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$436,900
Gradall - Brush Cutter	Services Related to a Highway	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$58,000
Tri Edge Poly Plow	Services Related to a Highway	1.0	1.0	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$13,200
Single Axle Trucks	Services Related to a Highway	-	-	-	-	-	-	-	-	-	-	\$281,300
Roll off - Flat deck	Services Related to a Highway	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$5,400
Hotsy2000 Pressure Washer	Services Related to a Highway	1.0	1.0	1.0	1.0	-	-	-	-	-	-	\$15,800
Mechanics Service Van	Services Related to a Highway	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$85,000
Conveyor Stacker	Services Related to a Highway	-	-	-	-	-	-	-	-	1.0	1.0	\$134,000
Trommel Screener	Services Related to a Highway	-	-	-	-	-	-	-	-	1.0	1.0	\$138,000
Road Widener	Services Related to a Highway	-	-	-	-	-	-	-	-	-	1.0	\$168,000
Equipment Float Trailer	Services Related to a Highway	-	-	-	-	-	-	-	-	1.0	1.0	\$22,000
Electric Forklift	Services Related to a Highway	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$50,000



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Vehicles and Equipment
Unit Measure: No. of vehicles and equipment

Description	Service	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Utility Trailer for Gators	Services Related to a Highway	-	-	-	-	-	-	-	1.0	1.0	1.0	\$6,000
Jettors Flusher Trailer	Services Related to a Highway	-	-	-	-	-	-	1.0	1.0	1.0	1.0	\$100,000
Vorteq Crash Trailer	Services Related to a Highway	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$35,000
Wheel Alignment Machine	Services Related to a Highway	-	-	-	-	-	-	-	1.0	1.0	1.0	\$35,000
Air Conditioning Machine	Services Related to a Highway	-	-	-	-	-	-	-	1.0	1.0	1.0	\$7,500
Operations Vehicles (shared with Parks and Recreation) - Operations Portion												
Sweeper	Services Related to a Highway	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	\$10,900
Angle Plow	Services Related to a Highway	2.4	2.4	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$8,500
Snowblower w Sidewalk Chute	Services Related to a Highway	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	\$14,500
Sander	Services Related to a Highway	2.4	2.4	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	\$10,300
Cold Planer	Services Related to a Highway	-	-	-	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$42,300
Skidsteer	Services Related to a Highway	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$70,500
Loaders	Services Related to a Highway	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	\$229,600
Brush Chipper	Services Related to a Highway	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$92,000
Pickup Trucks 3/4 Ton	Services Related to a Highway	2.4	2.4	6.4	6.4	11.2	11.2	11.2	12.8	12.8	12.8	\$64,700
Trackless Tractors	Services Related to a Highway	1.5	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$166,400
Garbage Packer	Services Related to a Highway	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$145,400
Roll Off Chassis	Services Related to a Highway	-	-	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$84,500
Trailers and Water Tank/Trailers	Services Related to a Highway	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$10,500
Pickup Trucks 1/2 Ton	Services Related to a Highway	0.5	0.5	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$42,300
1 Ton Dump Trucks & Crew Cabs	Services Related to a Highway	4.5	4.5	4.5	4.5	4.8	4.8	5.4	5.4	6.0	6.0	\$84,500
Forestry Roll-Off Bed	Services Related to a Highway	-	-	-	-	-	-	-	0.5	0.5	0.5	\$42,000
Chipper Body Truck	Services Related to a Highway	-	-	-	-	-	-	-	-	-	0.5	\$116,000
Stump Cutter	Services Related to a Highway	-	-	-	-	-	-	-	-	0.5	0.5	\$106,000
Mini Excavator	Services Related to a Highway	-	-	-	-	-	-	-	0.5	0.5	0.5	\$70,000
Gator	Services Related to a Highway	-	-	-	-	-	-	-	1.0	1.0	1.0	\$35,000
Gradall Tree Limb Shear	Services Related to a Highway	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$16,000
Gradall Thumb Grapple	Services Related to a Highway	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$10,000
Diesel Emissions Pumping Station	Services Related to a Highway	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$50,000
Tractor Scraper Blade Attachment	Services Related to a Highway	-	-	-	-	-	-	-	1.0	1.0	1.0	\$6,500
Compact Wheel Loader	Services Related to a Highway	-	-	-	-	-	0.5	0.5	0.5	0.5	0.5	\$110,000
Tri-axle Float Trailer	Services Related to a Highway	-	-	-	0.5	0.5	0.5	0.5	1.0	1.0	1.0	\$9,000
Tractor Loader Bucket	Services Related to a Highway	-	-	-	-	-	-	0.2	0.2	0.2	0.2	\$25,000
Water Tank Trailer	Services Related to a Highway	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$14,000
Compact Playground Van	Services Related to a Highway	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	-	\$40,000
Playground Service Van	Services Related to a Highway	-	-	-	-	-	0.5	0.5	0.5	0.5	1.0	\$58,000



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Vehicles and Equipment
Unit Measure: No. of vehicles and equipment

Description	Service	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Parks and Recreation Equipment												
Parks and Recreation Vehicles Only												
Roll off - Water Tanker attachment	Parks and Recreation Services	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$31,400
Roll off - landscape dump body	Parks and Recreation Services	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$9,100
Roll off - chipper body	Parks and Recreation Services	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$20,500
Harley rake	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$11,100
Overseeder	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$12,100
Fertilizer spreader	Parks and Recreation Services	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$5,400
Fertilizer spreader - large electronic	Parks and Recreation Services	-	-	-	-	-	-	-	-	1.0	1.0	\$30,000
Antonio SP4400 tractor	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$62,100
Flail moulder	Parks and Recreation Services	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$11,700
14 ft. Cutting Deck (parks)	Parks and Recreation Services	3.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$27,200
Walk Behind Mowers	Parks and Recreation Services	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$8,100
Mowers	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$24,900
Finishing Mower Deck	Parks and Recreation Services	-	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$120,000
Tracaire12WCoreAerator	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$10,500
Ball Diamond Groomers	Parks and Recreation Services	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$11,800
Ball Diamond Groomers (motorized)	Parks and Recreation Services	-	-	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$30,200
Zero Radius Mowers	Parks and Recreation Services	12.0	14.0	15.0	15.0	17.0	17.0	17.0	17.0	17.0	17.0	\$27,800
Top Dresser	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$55,000
Trimax Stealth Cutting Deck	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$34,300
Progressive Mower	Parks and Recreation Services	1.0	1.0	-	-	-	-	-	1.0	1.0	1.0	\$38,300
Batwing Core Aerator	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$38,300
Front Mount Mowers	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$43,600
Tractor with Loader	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$95,000
Kut-Kwick Mower	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	-	\$99,000
Tractors	Parks and Recreation Services	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$110,800
Ice Resurfacers	Parks and Recreation Services	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$98,400
Gator XJV Utility Vehicle	Parks and Recreation Services	1.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$25,800
Gator Plow	Parks and Recreation Services	-	-	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$7,200
Parks and Recreation Vehicles (shared with Operations) - Parks and Recreation Portion												
Sweeper	Parks and Recreation Services	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$10,900
Angle Plow	Parks and Recreation Services	0.6	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$8,500
Snowblower w Sidewalk Chute	Parks and Recreation Services	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$14,500
Sander	Parks and Recreation Services	0.6	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$10,300
Cold Planer	Parks and Recreation Services	-	-	-	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$42,300



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Vehicles and Equipment
Unit Measure: No. of vehicles and equipment

Description	Service	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Skidsteer	Parks and Recreation Services	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$70,500
Loaders	Parks and Recreation Services	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$229,600
Brush Chipper	Parks and Recreation Services	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$92,000
Pickup Trucks 3/4 Ton	Parks and Recreation Services	0.6	0.6	1.6	1.6	2.8	2.8	2.8	3.2	3.2	3.2	\$64,700
Trackless Tractors	Parks and Recreation Services	1.5	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	\$166,400
Garbage Packer	Parks and Recreation Services	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$147,900
Roll Off Chassis	Parks and Recreation Services	-	-	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	\$84,500
Trailers and Water Tank/Trailers	Parks and Recreation Services	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$10,500
Pickup Trucks 1/2 Ton	Parks and Recreation Services	0.5	0.5	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$42,300
1 Ton Dump Trucks & Crew Cabs	Parks and Recreation Services	10.5	10.5	10.5	10.5	11.2	11.2	12.6	12.6	14.0	14.0	\$84,500
Forestry Roll-Off Bed	Parks and Recreation Services	-	-	-	-	-	-	-	0.5	0.5	0.5	\$42,000
Compact Wheel Loader	Parks and Recreation Services	-	-	-	-	-	0.5	0.5	0.5	0.5	0.5	\$110,000
Tri-axle Float Trailer	Parks and Recreation Services	-	-	-	0.5	0.5	0.5	0.5	1.0	1.0	1.0	\$9,000
Tractor Loader Bucket	Parks and Recreation Services	-	-	-	-	-	-	0.8	0.8	0.8	0.8	\$25,000
Water Tank Trailer	Parks and Recreation Services	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	\$14,000
Compact Playground Van	Parks and Recreation Services	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	-	\$40,000
Playground Service Van	Parks and Recreation Services	-	-	-	-	-	0.5	0.5	0.5	0.5	1.0	\$58,000
Chipper Body Truck	Parks and Recreation Services	-	-	-	-	-	-	-	-	-	0.5	\$116,000
Stump Cutter	Parks and Recreation Services	-	-	-	-	-	-	-	-	0.5	0.5	\$106,000
Mini Excavator	Parks and Recreation Services	-	-	-	-	-	-	-	0.5	0.5	0.5	\$70,000
Gradall Tree Limb Shear	Parks and Recreation Services	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$16,000
Gradall Thumb Grapple	Parks and Recreation Services	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$10,000
Diesel Emissions Pumping Station	Parks and Recreation Services	-	-	-	-	-	-	0.5	0.5	0.5	0.5	\$50,000
P.O.A. including By-law Enforcement												
By-law Cars	P.O.A. including By-law Enforcement	3.0	3.0	2.0	-	-	-	-	-	-	-	\$35,100
Pickup Trucks 1/2 Ton	P.O.A. including By-law Enforcement	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	\$46,500
By-law SUV	P.O.A. including By-law Enforcement	-	-	1.0	3.0	4.0	4.0	6.0	6.0	6.0	6.0	\$36,000
Animal Control	Services Related to a Highway & P.O.A. including By-law Enforcement	-	-	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$55,300



**Town of Milton
Service Standard Calculation Sheet**

Class of Service: Public Works Operations - Vehicles and Equipment
 Unit Measure: No. of vehicles and equipment

Description	Service	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Facilities											
3/4 Ton Pickups	Services Related to a Highway, Parks and Recreation Services, Transit Services, Fire Services, Stormwater Services, Library Services	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	-	-
1/2 Ton Pickups	Services Related to a Highway, Parks and Recreation Services, Transit Services, Fire Services, Stormwater Services, Library Services	-	-	-	-	-	-	-	1.0	2.0	2.0
Total		137.0	145.0	168.0	180.0	191.0	196.0	208.0	224.0	231.0	233.0

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0016	0.0016	0.0017	0.0018	0.0018	0.0018	0.0018	0.0019	0.0019	0.0018

10 Year Average		2011-2020
Quantity Standard		0.0018
Quality Standard		\$86,250
Service Standard		\$155

D.C. Amount (before deductions)		Buildout
Forecast Population		171,795
\$ per Capita		\$155
Eligible Amount		\$26,671,174



**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Protection Services - Facilities
Unit Measure: sq.ft. of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Station # 1 - 405 Steeles Ave.	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	20,142	20,142	\$294	\$513
Training Facility behind Station #1 (incl. Cistern)	-	-	-	-	1,400	1,400	1,400	1,400	1,400	1,400	\$71	\$96
Station #2 - 2665 Reid Side Rd., Campbellville (Town Portion)	9,760	9,760	9,760	9,760	9,760	9,760	9,760	9,760	9,760	9,760	\$323	\$662
Old Station #3 - Derry Road	5,200	-	-	-	-	-	-	-	-	-	\$257	\$491
Fire Training - Industrial Drive (2 offices & Training rooms)	2,000	-	-	-	-	-	-	-	-	-	\$267	\$430
Station #4 - 405 James Snow Parkway S.	10,835	10,835	10,835	10,835	10,835	10,835	10,835	10,835	10,835	10,835	\$360	\$607
Station #3 Headquarters - 610 Savoline Blvd.	-	13,990	13,990	13,990	13,990	13,990	13,990	13,990	13,990	13,990	\$366	\$636
Station #5 - 7815/7825 Louis St. Laurent Ave. @ Diefenbaker St. (3 EMS bays & 3 Fire Bays)	-	-	-	-	-	-	-	-	-	9,057	\$460	\$649
Station #5 (acres - land only)	-	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	-		\$750,000
Total	43,695	50,485	50,485	50,485	51,885	51,885	51,885	51,885	56,127	65,184		

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.5179	0.5559	0.5143	0.5007	0.4891	0.4711	0.4556	0.4296	0.4498	0.5088

10 Year Average	2011-2020
Quantity Standard	0.4893
Quality Standard	\$602
Service Standard	\$295

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$295
Eligible Amount	\$50,624,551



**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Protection Services - Vehicles
Unit Measure: No. of vehicles

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Station #1:											
Pumper Rescue	2	2	2	2	2	2	2	2	2	2	\$860,000
Tanker	1	1	1	1	1	1	1	1	1	1	\$724,000
Platform 16 (100 ft. Aerial)	1	1	1	1	1	1	1	1	1	1	\$2,040,000
Heavy Rescue	1	1	1	1	1	1	1	1	1	1	\$960,500
Deputy Chief's Car	1	1	1	1	1	1	1	1	1	1	\$75,100
Utility Pickup	1	1	1	1	1	1	1	1	1	1	\$80,700
Utility Pickup - EVT	1	1	1	1	1	1	1	1	1	1	\$80,700
Utility Pickup - Training	-	1	1	1	1	1	1	1	1	1	\$80,700
SUV - Training	-	-	-	-	-	1	1	1	1	1	\$61,900
Hazmat Trailer	1	1	1	1	1	1	1	1	1	1	\$47,800
Trailer #101	1	1	1	1	1	1	1	1	1	1	\$19,800
Trailer #300	-	-	-	-	-	-	-	-	1	1	\$26,600
Off road Unit #33	1	1	1	1	1	1	1	1	1	1	\$61,500
Station #2:											
Pumper Rescue	2	2	2	2	2	2	2	2	2	2	\$860,000
Tanker	1	1	1	1	1	1	1	1	1	1	\$724,000
Rescue Van	1	1	1	1	1	1	1	1	1	1	\$489,000
Support 1.5 ton & utility bos	1	1	1	1	1	1	1	1	1	1	\$323,600
Support 1 ton	1	1	1	1	1	1	1	1	1	1	\$121,000
Support - 3/4 Ton	1	1	1	1	1	1	1	1	1	1	\$174,200
Station #3:											
Chief's Car	1	1	1	1	1	1	1	1	1	1	\$75,100
Deputy Chief's Car	1	1	1	1	1	1	1	1	1	1	\$75,100
Pumper Rescue	2	2	2	2	2	2	2	2	2	2	\$860,000
Aerial	1	1	1	1	1	1	1	1	1	1	\$1,553,000
Tanker	1	1	1	1	1	1	1	1	1	1	\$724,000
Rescue Van	1	1	1	1	1	1	1	1	1	1	\$357,000
Support Unit #30	1	1	1	1	1	1	1	1	1	1	\$89,700
Support Van	1	1	1	1	1	1	1	1	1	1	\$357,000
Fire Prevention Car	1	1	1	1	1	1	1	1	1	1	\$52,800
Public Education Van	1	1	1	1	1	1	1	1	1	1	\$66,000



**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Protection Services - Vehicles
Unit Measure: No. of vehicles

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Vehicle)
Utility Pickup	1	2	2	2	2	2	2	2	2	2	\$79,300
Van	1	-	-	-	-	-	-	-	-	-	\$83,200
Fire Safety Education Trailer	1	1	1	1	1	1	1	1	1	1	\$42,900
Station #4:											
Pumper Rescue	1	1	1	1	1	1	1	1	1	1	\$860,000
Pumper/Tanker	1	1	1	1	1	1	1	1	1	1	\$724,000
Utility Pickup	1	1	1	1	1	1	1	1	1	1	\$89,700
Station #5:											
Aerial	-	-	-	-	-	-	-	-	-	1	\$1,553,000
Support Unit	-	-	-	-	-	-	-	-	-	1	\$89,700
Total	35	36	36	36	36	37	37	37	38	40	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.00040	0.00040	0.00040	0.00040	0.00030	0.00030	0.00030	0.00030	0.00030	0.00030

10 Year Average	2011-2020
Quantity Standard	0.0003
Quality Standard	\$519,733
Service Standard	\$156

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$156
Eligible Amount	\$26,786,276



**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Protection Services - Small Equipment and Gear
Unit Measure: No. of equipment and gear

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Part-time Firefighters	75	75	65	65	65	65	65	65	65	65	\$8,700
Full-time Firefighters	33	41	45	45	43	43	48	53	53	53	\$8,700
Senior Officers	3	3	3	3	3	3	3	3	3	3	\$8,700
Auxiliary Staff	6	4	4	4	6	6	6	6	6	6	\$8,700
Air Cylinders	110	110	110	110	110	110	110	110	155	155	\$1,300
Breathing Apparatus	86	86	86	86	86	86	86	86	90	90	\$7,500
Gear Dryer	-	-	-	-	-	-	-	-	-	2	\$7,400
Radiation Detector	1	1	1	1	1	1	1	1	1	1	\$13,200
Resqman Accountability Equipment	6	6	6	7	7	7	7	7	7	7	\$9,900
Thermal Image Cameras	10	10	10	10	10	10	10	10	10	10	\$14,600
Hazard House Simulator	1	1	1	1	1	1	1	1	1	1	\$15,300
Station 1											
Vehicle Extrication Equipment	1	1	1	1	1	1	1	1	1	1	\$95,400
Special Operations Equip (Rescue)	1	1	1	1	1	1	1	1	1	1	\$34,000
Emergency Medical Equipment	1	1	1	1	1	1	1	1	1	1	\$36,800
Rapid Intervention Equipment	1	1	1	1	1	1	1	1	1	1	\$16,500
Fire fighting Hose (not on trucks)	1	1	1	1	1	1	1	1	1	1	\$17,500
High Angle Confined Space Rescue	1	1	1	1	1	1	1	1	1	1	\$26,400
Defibrillators	3	3	3	3	3	3	3	3	3	3	\$6,800
Air Monitoring Equipment	1	1	1	1	1	1	1	1	1	1	\$14,100
Postive Pressure Fans							1	1	1	1	\$4,800
Hazardous Material Equipment	1	1	1	1	1	1	1	1	1	1	\$66,200
Radio Communications Equipment - Recording System	1	1	-	-	-	-	-	-	-	-	\$46,200
Traning Equipment	-	-	-	-	1	1	1	1	1	1	\$45,000
Station 2											
Vehicle Extrication Equipment	1	1	1	1	1	1	1	1	1	1	\$95,400
Special Operations Equip (Rescue)	1	1	1	1	1	1	1	1	1	1	\$34,000
Emergency Medical Equipment	1	1	1	1	1	1	1	1	1	1	\$36,800
Rapid Intervention Equipment	1	1	1	1	1	1	1	1	1	1	\$16,500
Fire fighting Hose (not on trucks)	1	1	1	1	1	1	1	1	1	1	\$17,500
High Angle Confined Space Rescue	1	1	1	1	1	1	1	1	1	1	\$26,400
Defibrillators	3	3	3	3	3	3	3	3	3	3	\$6,800
Air Monitoring Equipment	1	1	1	1	1	1	1	1	1	1	\$14,100
Postive Pressure Fans							1	1	1	1	\$4,800



**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Protection Services - Small Equipment and Gear
Unit Measure: No. of equipment and gear

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Station 3											
Vehicle Extrication Equipment	2	2	2	2	2	2	2	2	2	2	\$95,400
Special Operations Equip (Rescue)	1	1	1	1	1	1	1	1	1	1	\$34,000
Emergency Medical Equipment	1	1	1	1	1	1	1	1	1	1	\$36,800
Rapid Intervention Equipment	1	1	1	1	1	1	1	1	1	1	\$16,500
Radio Communications Equipment - Recording System	-	-	1	1	1	1	1	1	1	1	\$46,200
Trunk Radio System	1	1	1	1	1	1	1	1	1	1	\$1,042,900
Fire fighting Hose (not on trucks)	1	1	1	1	1	1	1	1	1	1	\$17,500
Defibrillators	3	3	3	3	3	3	3	3	3	3	\$6,800
Specialized Equipment	-	-	-	-	-	-	-	-	-	-	\$18,700
Air Monitoring Equipment	1	1	1	1	1	1	1	1	1	1	\$14,100
Station 4											
Other Equipment	1	1	1	1	1	1	1	1	1	1	\$227,000
Vehicle Extrication Equipment	1	1	1	1	1	1	1	1	1	1	\$95,400
Postive Pressure Fans							1	1	1	1	\$4,800
Station 5											
Air Monitoring Equipment	-	-	-	-	-	-	-	-	-	1	\$14,100
Thermal Image Cameras	-	-	-	-	-	-	-	-	-	2	\$14,600
Emergency Medical Equipment	-	-	-	-	-	-	-	-	-	1	\$36,800
Rapid Intervention Equipment	-	-	-	-	-	-	-	-	-	1	\$16,500
Defibrillators	-	-	-	-	-	-	-	-	-	1	\$6,800
Postive Pressure Fans										1	\$4,800
Vehicle Extrication Equipment	-	-	-	-	-	-	-	-	-	1	\$95,400
Total	366	372	366	367	368	368	376	381	430	440	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0043	0.0041	0.0037	0.0036	0.0035	0.0033	0.0033	0.0032	0.0034	0.0034

10 Year Average	2011-2020
Quantity Standard	0.0036
Quality Standard	\$11,719
Service Standard	\$42

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$42
Eligible Amount	\$7,248,031



**Town of Milton
Service Standard Calculation Sheet**

Service: Outdoor Recreation and Parks Development
Unit Measure: Acres of land

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Acre)
Parkland (acres)											
Village Squares - Existing Milton	49.25	51.32	51.32	51.32	53.34	53.34	53.34	55.26	55.26	56.82	\$120,000
District Park - Existing Milton	190.23	190.23	190.23	204.78	206.06	206.06	206.06	206.06	206.06	212.71	\$100,000
Neighbourhood Parks - Existing Milton	157.80	157.80	157.80	176.44	182.67	182.72	182.72	182.73	192.89	192.89	\$100,000
Community Parks - Existing Milton	79.52	81.76	86.63	108.48	108.48	114.66	114.66	124.51	124.51	124.51	\$100,000
Schools (50%)	53.56	57.68	62.95	67.68	68.02	66.05	66.29	67.88	71.49	71.49	\$81,000
Schools (75%) - St. Francis Xavier Catholic Secondary School	-	-	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	\$81,000
Woodlots	83.34	85.02	89.49	89.49	89.49	89.49	89.49	89.49	109.07	109.07	\$9,300
Passive Open Space	168.51	202.80	197.93	557.87	548.34	548.64	548.64	537.89	526.07	517.86	\$9,300
Linear Parks	43.03	43.03	43.03	43.03	43.03	43.03	43.03	43.55	43.55	43.55	\$222,300
Non-Town Sites, Programmed by the Town (50%) - Croatian Club & Portion of Maplehurst Lands,	6.13	6.13	6.13	6.13	6.13	6.13	0.47	0.47	0.47	0.47	\$81,000
Non-Town Sites, Programmed by the Town (100%) - Maplehurst Diamond	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	\$81,000
Non-Town Sites (100%) - former Boyne Field, (Town sold in April 2016, used under agreement until end of 2016)	-	-	-	-	-	3.95	-	-	-	-	\$81,000
Total	834.32	878.72	889.77	1,309.49	1,309.83	1,318.35	1,308.97	1,312.11	1,333.64	1,333.64	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0099	0.0097	0.0091	0.0130	0.0123	0.0120	0.0115	0.0109	0.0107	0.0104

10 Year Average	2011-2020
Quantity Standard	0.0110
Quality Standard	\$64,035
Service Standard	\$704

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$704
Eligible Amount	\$121,010,680



**Town of Milton
Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Park Amenities
Unit Measure: No. of parkland amenities and outdoor recreation facilities

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Playground Equipment - Traditional	3.00	3.00	3.00	2.00	1.00	-	-	-	-	-	\$55,500
Playground Equipment - School Site (50%)	9.00	9.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	\$41,100
Playground Equipment - Village Square	27.00	28.00	28.00	28.00	29.00	29.00	29.00	30.00	30.00	32.00	\$132,800
Playground Equipment - Neighbourhood Park	21.00	21.00	21.00	22.00	24.00	25.00	25.00	26.00	27.00	27.00	\$215,900
Playground Equipment - District Park	6.00	6.00	6.00	8.00	8.00	9.00	9.00	9.00	9.00	9.00	\$242,700
Playground Equipment - Community Park	-	-	-	-	-	1.00	1.00	2.00	2.00	2.00	\$383,900
Accessible Playground Equipment - Community Park	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$601,300
Premier Hardball/Baseball - Lit (Milton Community Park)	-	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$979,200
Hardball/Baseball - (lit) (Maplehurst)	1.00	-	-	-	-	-	-	-	-	-	\$745,900
Hardball/Baseball - (lit) (Sherwood District)	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$745,900
Hardball/Baseball - (unlit)	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$557,600
Slo-Pitch/Softball - (lit)	8.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	10.00	\$484,600
Slo-Pitch/Softball - (unlit)	7.00	7.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	6.00	\$269,200
Slo-Pitch/Softball - (unlit) - Shared	3.00	3.00	3.00	3.00	3.00	2.00	2.00	2.00	2.00	2.00	\$269,200
Outdoor Skating Rink	2.00	2.00	2.00	2.00	2.00	2.00	2.00	-	-	-	\$5,900
Pitching Cage/Batting Cage	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$182,300
Minor Diamond (unlit)	5.00	5.00	5.00	5.00	6.00	6.00	6.00	6.00	7.00	7.00	\$93,000
Minor Diamond (unlit) - Shared	1.00	1.00	1.00	1.00	1.00	-	-	-	-	-	\$93,000
Major Soccer Field - (lit)	6.00	8.00	8.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	\$613,300
Major Soccer Field - (unlit)	7.00	7.00	7.00	7.00	7.00	7.00	8.00	8.00	8.00	8.00	\$293,400
Major Soccer Field - (unlit) - Shared	7.00	7.00	7.00	7.00	7.00	7.00	3.00	3.00	3.00	3.00	\$293,400
Minor Soccer Field - (unlit)	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	20.00	20.00	\$89,200
Minor Soccer Field - (unlit) - Shared	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	\$89,200
Multi-purpose field - Lit	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$486,600
Multi-purpose Field - Unlit - Shared (2)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$59,200
High School Artificial Turf - Lit (Bishop Reding - 50%)	1.00	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$1,900,000
High School Artificial Turf - Lit (St. Francis Xavier - 75%)	-	-	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	\$1,900,000
High School Artificial Turf - Unlit (Craig Kielburger - 50%)	-	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$1,550,000
Running Track	3.00	4.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	\$475,000
Beach Volleyball - Unlit	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$42,300
Beach Volleyball - Lit	4.00	4.00	4.00	4.00	4.00	6.00	6.00	6.00	6.00	6.00	\$58,000



**Town of Milton
Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Park Amenities
Unit Measure: No. of parkland amenities and outdoor recreation facilities

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Cricket pitch - (Hardball)	-	-	-	-	-	-	-	-	-	-	\$552,000
Cricket pitch - (Softball)	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$321,200
Tennis Courts - Lit	14.00	14.00	14.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	\$195,900
Tennis Courts - Unlit	5.00	5.00	5.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	\$154,600
Multi-Purpose Court - (lit)	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$101,200
Multi-Purpose Court - (unlit)	11.00	11.00	11.00	10.00	11.00	13.00	11.00	11.00	13.00	13.00	\$90,700
Multi-use Half Court	2.00	2.00	2.00	6.00	8.00	11.00	11.00	11.00	11.00	13.00	\$41,400
Basketball Courts - Unlit (school sites - 50%)	18.00	18.00	19.00	20.00	20.00	20.00	19.00	20.00	20.00	20.00	\$22,900
Hard Surface - (asphalt play area)	21.00	21.00	22.00	25.00	26.00	26.00	27.00	28.00	31.00	31.00	\$16,900
Washrooms - in building (base cost)	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	\$45,900
Washrooms (temporary port-o-lets)	31.00	33.00	36.00	36.00	36.00	36.00	37.00	39.00	41.00	43.00	\$1,400
Brookville Concession	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$341,700
Campbellville Concession (New)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$312,700
Campbellville Concession (Old)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$229,400
Lions Sport Park Concession #1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$294,600
Lions Sport Park Concession #2 (Next to Spray Pad)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$490,200
Omagh Concession	1.00	1.00	1.00	1.00	1.00	-	-	-	-	-	\$80,900
Bronte Meadows Concession	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$229,400
Drumquin Concession	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$229,400
Bronte Meadows Park Washrooms	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$184,700
Shower/Changeroom	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	\$49,500
Port-o-let Shelter	-	-	1.00	2.00	3.00	3.00	22.00	22.00	25.00	25.00	\$15,700
Community Park Building	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$1,402,900
Shelter - Major	10.00	10.00	10.00	11.00	12.00	14.00	15.00	20.00	21.00	21.00	\$167,800
Shelter - Minor	27.00	28.00	30.00	32.00	34.00	35.00	37.00	39.00	39.00	40.00	\$112,300
Shelter - Pergola	-	-	1.00	1.00	1.00	1.00	1.00	-	-	-	\$82,100
Skateboard Area - Minor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	\$229,600
Skateboard Area - Major	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00	\$807,600
BMX Track	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$288,600
BMX Track Freestyle	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$431,000
Spray Pad (minor)	6.00	6.00	7.00	9.00	10.00	10.00	10.00	10.00	11.00	11.00	\$193,200
Spray Pad (major)	3.00	3.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	\$464,800
Off-leash Dog Area	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$41,100
Pedestrian Bridge - Major	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	\$333,200
Pedestrian Bridge - Minor	5.00	5.00	5.00	5.00	6.00	7.00	7.00	7.00	7.00	7.00	\$198,000



**Town of Milton
Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Park Amenities
Unit Measure: No. of parkland amenities and outdoor recreation facilities

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Item)
Park Feature	9.00	9.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	\$26,600
Horticultural Display	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$14,500
Horticultural Display - irrigated	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	\$68,800
Water Feature	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$42,300
Event Space (outdoor)	-	-	-	-	-	-	-	1.00	1.00	1.00	\$2,538,900
Picnic Area	-	-	-	-	-	-	-	1.00	1.00	1.00	\$1,125,200
Community Garden	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	\$216,400
Disc Golf Course (9 hole)	-	-	-	-	-	-	-	-	-	1.00	\$63,500
Outdoor Fitness Equipment	-	-	-	-	-	-	-	-	-	1.00	\$45,400
Total	351.00	359.00	377.75	400.75	413.75	425.75	442.75	455.75	470.75	479.75	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0042	0.0040	0.0038	0.0040	0.0039	0.0039	0.0039	0.0038	0.0038	0.0037

10 Year Average	2011-2020
Quantity Standard	0.0039
Quality Standard	\$159,477
Service Standard	\$622

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$622
Eligible Amount	\$106,849,618



**Town of Milton
Service Standard Calculation Sheet**

Service: Parkland Trails
Unit Measure: Linear Metres of Paths and Trails

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/ Linear Metre)
Trails (linear meters)											
Asphalt Trails - Lit	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	5,553.60	\$900
Asphalt Trails - Unlit	846.98	846.98	846.98	846.98	846.98	846.98	846.98	846.98	846.98	846.98	\$600
Mulch Trails - Unlit	569.25	819.25	819.25	819.25	969.25	969.25	969.25	969.25	969.25	969.25	\$100
Limestone Trails - Unlit	2,678.13	3,423.13	3,423.13	4,729.38	5,494.38	6,440.38	6,775.38	6,775.38	6,775.38	7,279.38	\$300
Asphalt Trails Union Gas Pipeline - Lit	825.00	825.00	825.00	2,774.00	2,774.00	3,440.67	3,965.67	5,064.67	5,064.67	5,064.67	\$900
Total	10,472.96	11,467.96	11,467.96	14,723.21	15,638.21	17,250.88	18,110.88	19,209.88	19,209.88	19,713.88	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.1241	0.1263	0.1168	0.1460	0.1474	0.1566	0.1590	0.1591	0.1539	0.1539

10 Year Average	2011-2020
Quantity Standard	0.1443
Quality Standard	\$635
Service Standard	\$92

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$92
Eligible Amount	\$15,743,294



**Town of Milton
Service Standard Calculation Sheet**

Service: Indoor Recreation Facilities
Unit Measure: Square feet of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Leisure Centre	45,605	45,605	45,605	45,605	45,605	45,605	45,605	45,605	45,605	45,605	\$410	\$623
Campbellville Lions Centre	6,700	6,700	6,700	6,700	6,700	-	-	-	-	-	\$237	\$384
Seniors Centre	22,200	22,200	22,200	22,200	22,200	22,200	22,200	22,200	22,200	22,200	\$203	\$337
John Tonelli Arena	33,875	33,875	33,875	33,875	33,875	33,875	33,875	33,875	33,875	33,875	\$259	\$414
Nassagaweya Comm. Cen.	5,905	5,905	5,905	5,905	5,905	5,905	5,905	5,905	5,905	5,905	\$205	\$340
Memorial Arena	37,250	37,250	37,250	37,250	37,250	37,250	37,250	37,250	37,250	37,250	\$249	\$401
Rotary Park Building (new bldg)	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	\$303	\$475
Boyne Comm. Cen.	2,500	2,500	2,500	2,500	2,500	-	-	-	-	-	\$212	\$349
Hugh Foster Hall	3,730	3,730	3,730	3,730	3,730	3,730	3,730	3,730	3,730	3,730	\$467	\$703
Nassagaweya Tennis Club (formerly Campbellville Comm. Cen.)	4,210	4,210	4,210	4,210	4,210	4,210	4,210	4,210	4,210	4,210	\$395	\$603
Milton Tennis Club	3,240	3,240	3,240	3,240	3,240	3,240	3,240	3,240	3,240	3,240	\$213	\$350
Milton Sports Centre	240,850	240,850	240,850	248,350	248,350	248,350	248,350	248,350	248,350	248,350	\$272	\$432
Mattamy National Cycling Centre (Town Portion at 80%)	-	-	-	-	127,559	127,559	127,559	127,559	127,559	127,559	\$353	\$490
Indoor Sports Dome (Next to St. Francis Xavier)	-	-	79,800	79,800	79,800	79,800	79,800	79,800	79,800	79,800	\$48	\$84
Sherwood Community Centre	-	-	-	-	-	-	-	-	112,455	112,455	\$302	\$484
School Gymnasiums (No. of Gyms)	2.00	1.99	2.49	2.68	2.55	3.12	3.30	2.85	2.75	0.89	\$1,210,000	\$1,210,000
Rotary Park Pool (Item)	1	1	1	1	1	1	1	1	1	1	\$615,979	\$852,755
Total	408,665	408,665	488,465	495,965	623,524	614,324	614,324	614,324	726,779	726,779		

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	4.8442	4.4998	4.9763	4.9185	5.8781	5.5783	5.3948	5.0865	5.8240	5.6734

10 Year Average	2011-2020
Quantity Standard	5.2674
Quality Standard	\$420
Service Standard	\$2,213

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$2,213
Eligible Amount	\$380,170,309



**Town of Milton
Service Standard Calculation Sheet**

Service: Outdoor Recreation Lands
Unit Measure: Acres of Outdoor Recreation Lands

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/Acre)
Premier Hardball/Baseball - Lit (Milton Community Park)	-	10.37	10.37	10.37	10.37	10.37	10.37	10.37	10.37	10.37	\$750,000
Hardball/Baseball - (lit) (Maplehurst)	5.19	-	-	-	-	-	-	-	-	-	\$750,000
Hardball/Baseball - (lit) (Sherwood District)	-	-	-	5.19	5.19	5.19	5.19	5.19	5.19	5.19	\$750,000
Hardball/Baseball - (unlit)	10.37	5.19	5.19	5.19	5.19	5.19	5.19	5.19	5.19	5.19	\$750,000
Slo-Pitch/Softball - (lit)	41.50	46.69	46.69	46.69	46.69	46.69	46.69	46.69	46.69	51.87	\$750,000
Slo-Pitch/Softball - (unlit)	36.31	36.31	41.50	41.50	41.50	41.50	41.50	41.50	41.50	31.12	\$750,000
Slo-Pitch/Softball - (unlit) - Shared	15.56	15.56	15.56	15.56	15.56	10.37	10.37	10.37	10.37	10.37	\$750,000
Minor Diamond (unlit)	12.94	12.94	12.94	12.94	15.52	15.52	15.52	15.52	18.11	18.11	\$750,000
Minor Diamond (unlit) - Shared	2.59	2.59	2.59	2.59	2.59	-	-	-	-	-	\$750,000
Major Soccer Field - (lit)	22.23	29.64	29.64	37.05	37.05	37.05	37.05	37.05	37.05	37.05	\$750,000
Major Soccer Field - (unlit)	25.94	25.94	25.94	25.94	25.94	25.94	29.64	29.64	29.64	29.64	\$750,000
Major Soccer Field - (unlit) - Shared	25.94	25.94	25.94	25.94	25.94	25.94	11.12	11.12	11.12	11.12	\$750,000
Minor Soccer Field - (unlit)	35.20	35.20	35.20	35.20	35.20	35.20	35.20	35.20	37.05	37.05	\$750,000
Minor Soccer Field - (unlit) - Shared	1.85	1.85	1.85	3.71	3.71	3.71	1.85	1.85	1.85	1.85	\$750,000
Multi-purpose field - Lit	-	-	-	3.71	3.71	3.71	3.71	3.71	3.71	3.71	\$750,000
Multi-purpose Field - Unlit - Shared (2)	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	\$750,000
High School Artificial Turf - Lit (Bishop Reding - 50%)	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	\$750,000
High School Artificial Turf - Unlit (Craig Kielburger - 50%)	-	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	\$750,000
Cricket pitch - (Softball)	-	-	-	12.20	12.20	12.20	12.20	12.20	12.20	12.20	\$750,000
Total	244.60	258.77	263.96	294.32	296.91	289.13	276.17	276.17	280.60	275.42	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.0029	0.0028	0.0027	0.0029	0.0028	0.0026	0.0024	0.0023	0.0022	0.0021

10 Year Average	2011-2020
Quantity Standard	0.0026
Quality Standard	\$746,873
Service Standard	\$1,942

D.C. Amount (before deductions)	Buildout
Forecast Population	117,756
\$ per Capita	\$1,942
Eligible Amount	\$228,666,844



**Town of Milton
Service Standard Calculation Sheet**

Service: Library Services - Facilities
Unit Measure: Square feet of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Branch #1 - Beaty	11,251	11,251	11,251	11,251	11,251	11,251	11,251	11,251	11,251	11,251	\$343	\$526
Main Library	29,586	29,586	29,586	29,586	29,586	29,586	29,586	29,586	29,586	29,586	\$436	\$653
Branch #2 - Sherwood	-	-	-	-	-	-	-	-	15,634	15,634	\$256	\$417
Total	40,837	40,837	40,837	40,837	40,837	40,837	40,837	40,837	56,471	56,471		

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	0.4841	0.4497	0.4160	0.4050	0.3850	0.3708	0.3586	0.3381	0.4525	0.4408

10 Year Average	2011-2020
Quantity Standard	0.4101
Quality Standard	\$606
Service Standard	\$248

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$248
Eligible Amount	\$42,682,468



**Town of Milton
Service Standard Calculation Sheet**

Service: Library Services - Collection Materials
Unit Measure: No. of library collection items

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 Value (\$/item)
Collection volume	205,788	214,471	226,928	229,104	229,104	229,104	204,602	201,966	185,241	150,000	\$45
Uncatalogued Material	12,507	11,500	10,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	\$25
Electronic Resources	22	32	38	38	38	38	31	35	35	35	\$2,000
Periodical and Newspaper Titles	250	225	200	181	181	181	184	181	181	-	\$80
Specialty Electronic Equipment:											
Makerbot 3D Printer	-	-	-	-	-	1	1	1	1	1	\$8,750
Minibot 3D printer	-	-	-	-	1	1	1	1	1	1	\$1,170
Microform	-	-	-	-	-	-	-	-	1	1	\$17,670
3D scanner	-	-	-	-	-	-	1	1	1	1	\$4,400
Video to DVD device	-	-	-	-	-	-	-	-	1	1	\$1,260
Mobile Library App	-	-	-	-	-	-	-	-	-	1	\$14,390
Quest Milton App	-	-	-	-	-	1	1	1	1	1	\$11,910
Children's Touch Tables (5)	-	-	-	-	-	-	-	-	5	5	\$7,120
Chromebooks (10) Main lending	-	-	-	-	-	-	10	10	10	10	\$330
Chromebooks (10) Beaty lending	-	-	-	-	-	-	-	10	10	10	\$330
Ipads (6) Sherwood lending	-	-	-	-	-	-	-	-	6	6	\$450
Macbook Pros (12) Sherwood lending	-	-	-	-	-	-	-	-	12	12	\$1,490
Dell Laptops (12) Sherwood lending	-	-	-	-	-	-	-	-	12	12	\$1,600
Central Library Shelving	1	1	1	1	1	1	1	1	1	1	\$321,400
Beaty Branch Shelving	1	1	1	1	1	1	1	1	1	1	\$135,000
Sherwood Branch Shelving & Equipment	-	-	-	-	-	-	-	-	1	1	\$300,800
Total	218,569	226,230	237,168	237,325	237,326	237,328	212,833	210,208	193,521	158,100	

Population	84,362	90,818	98,158	100,836	106,075	110,128	113,873	120,775	124,791	128,103
Per Capita Standard	2.591	2.491	2.416	2.354	2.237	2.155	1.869	1.741	1.551	1.234

10 Year Average	2011-2020
Quantity Standard	2.0638
Quality Standard	\$47
Service Standard	\$97

D.C. Amount (before deductions)	Buildout
Forecast Population	171,795
\$ per Capita	\$97
Eligible Amount	\$16,645,218



Appendix C

Long-Term Capital and Operating Cost Examination



Appendix C: Long-Term Capital and Operating Cost Examination

Town of Milton Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. under s. 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2019 Financial Information Return (F.I.R.).

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as lifecycle cost. By definition, lifecycle costs are all the costs that are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for lifecycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor X capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Facilities	50	0.01182321
Services Related to a Highway	25	0.031220438
Outdoor Recreation and Parks Development	25	0.031220438
Outdoor Recreation & Parks Amenities	25	0.031220438
Outdoor Recreation & Parks Trails	20	0.041156718
Vehicles	15	0.057825472
Fire Small Equipment and Gear	8	0.116509799
Library Collection Materials	10	0.091326528



Table C-1 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while Town program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e. facilities) would be delayed until the time these works are in place.



Table C-1
Town of Milton
Operating and Capital Expenditure Impacts
for Future Capital Expenditures

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Boyne Stormwater Drainage and Control Services				
1.1 Monitoring Program	897,764	-	135,463	135,463
2. Sherwood Stormwater Drainage and Control Services				
2.1 Monitoring Program	640,697	-	7,315	7,315
3. Derry Green Stormwater Drainage and Control Services				
3.1 Monitoring Program	971,483	-	-	-
4. Trafalgar Stormwater Drainage and Control Services				
4.1 Monitoring Program	1,220,000	-	94,691	94,691
5. Agerton Stormwater Drainage and Control Services				
5.1 Monitoring Program	1,220,000	-	26,283	26,283
6. Britannia Stormwater Drainage and Control Services				
6.1 Monitoring Program	1,220,000	-	175,291	175,291
7. MEV Stormwater Drainage and Control Services				
7.1 Monitoring Program	1,220,000	-	32,409	32,409
8. MEV Supplemental Lands Stormwater Drainage and Control Services				
8.1 Monitoring Program	1,220,000	-	-	-
9. Services Related to a Highway				
9.1 Services Related to a Highway	452,526,142	24,828,269	48,956,236	73,784,505
10. Public Works Operations				
10.1 Public Works Operations Facilities:				
10.1.1 Services Related to a Highway	10,361,620	538,063	1,120,965	1,659,028
10.1.2 Parks and Recreation Services	11,937,800	619,908	669,673	1,289,581
10.1.3 Stormwater Services	224,880	11,678	1,255,531	1,267,209
10.1.4 P.O.A. including By-law Enforcement	1,221,000	63,287	132,093	195,380
10.2 Public Works Vehicles and Equipment				
10.2.1 Services Related to a Highway	10,797,000	1,283,015	106,549	1,389,564
10.2.2 Parks & Recreation Services	6,338,000	975,508	355,542	1,331,050
10.2.3 P.O.A. including By-law Enforcement	64,000	10,588	6,924	17,512
11. Fire Protection Services				
11.1 Fire facilities, vehicles, and small equipment & gear	31,730,118	1,348,306	18,034,850	19,383,156
12. Parks and Recreation Services				
12.1 Parks	192,279,554	14,149,064	10,786,284	24,935,348
12.2 Recreation	311,081,424	15,323,841	17,450,698	32,774,539
13. Library Services				
13.1 Library facilities, materials and vehicles	57,962,529	3,953,146	8,037,724	11,990,870
14. Transit Services				
14.1 Transit facilities, vehicles and other infrastructure	53,968,937	3,350,134	4,859,227	8,209,361
15. Growth Studies				
15.1 Services Related to a Highway	10,815,157	-	-	-
15.2 Fire Protection Services	730,157	-	-	-
15.3 Public Works	134,328	-	-	-
15.4 Transit Services	1,130,987	-	-	-
15.5 Parks and Recreation Services	3,778,595	-	-	-
15.6 Library Services	440,714	-	-	-
15.7 P.O.A. including By-law Enforcement	109,950	-	-	-
15.8 Stormwater Services	5,036,047	-	-	-
16. Parks and Recreation Services				
16.1 Outdoor Recreation Land	248,664,000	-	13,949,275	13,949,275
Total	1,419,942,882	66,454,807	126,193,023	192,647,830



Appendix D

Development Charge Reserve Fund Policy



Appendix D: Development Charge Reserve Fund Policy

D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) requires development charge (D.C.) collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the Act provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; s. 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes.
- The municipality shall pay each D.C. it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per s. 5 (1) 2 to 7).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, s. 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which D.C.s may be spent (s. 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O. Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:

- opening balance;



- closing balance;
- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each assets capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by D.C.s, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project.
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- for credits granted under s. 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with s. 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Based upon the above, Figure 1, and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

D.2 D.C. Reserve Fund Application

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5 (1).”

This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a D.C. may be spent.



Figure 1
Town of Milton
Annual Treasurer's Statement of Development Charge Reserve Funds

Description	Services to which the Development Charge Relates																Total
	Town-Wide Services/Classes							Area Specific Services									
	Services Related to a Highway	Public Works Operations	Fire Protection Services	Transit Services	Parks and Recreation Services	Library Services	Growth Studies	Outdoor Recreation Lands	Stormwater - Sherwood	Stormwater - Boyne	Stormwater - Derry Green	Stormwater - Trafalgar	Stormwater - Agerton	Stormwater - Britannia	Stormwater - MEV	Stormwater - Supplemental Lands	
Opening Balance, January 1,																	0
Plus:																	
Development Charge Collections																	0
Accrued Interest																	0
Repayment of Monies Borrowed from Fund and Associated Interest ¹																	0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Less:																	
Amount Transferred to Capital (or Other) Funds ²																	0
Amounts Refunded																	0
Amounts Loaned to Other D.C. Service Category for Interim Financing																	0
Credits ³																	0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.



**Attachment 1
Town of Milton**

Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
		D.C. Forecast Period		Post D.C. Forecast Period			Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/Capacity Interim Financing	Grants, Subsidies Other Contributions					
Services Related to a Highway											
Capital Cost A											
Capital Cost B											
Capital Cost C											
Sub-Total - Services Related to Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Works Operations											
Capital Cost D											
Capital Cost E											
Capital Cost F											
Sub-Total - Public Works Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Protection Services											
Capital Cost G											
Capital Cost H											
Capital Cost I											
Sub-Total - Fire Protection Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Amount Transferred to Operating (or Other) Funds - Operating Fund Transactions

Operating Fund Transactions	Annual Debt Repayment Amount	D.C. Reserve Fund Draw		Post D.C. Forecast Period			Non-D.C. Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source	Principal	Interest	Source
Services Related to a Highway									
Capital Cost J									
Capital Cost K									
Capital Cost L									
Sub-Total - Services Related to Highways	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
Public Works Operations									
Capital Cost M									
Capital Cost N									
Capital Cost O									
Sub-Total - Public Works Operations	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
Fire Protection Services									
Capital Cost P									
Capital Cost Q									
Capital Cost R									
Sub-Total - Fire Protection Services	\$0	\$0	\$0	\$0	\$0		\$0	\$0	



Attachment 2
Town of Milton
Statement of Credit Holder Transactions

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



Appendix E

Local Service Policy



Appendix E: Local Service Policy

Town of Milton

This Appendix sets out the Town's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management, Transit Nodes, Lanes, Lay-bys and Bus Stop Infrastructure, and Outdoor Recreation and Park Development. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

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

A. Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles, and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated, and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The Town of Milton Transportation Master Plan (2018) emphasizes the designing of corridors, streets and pathways with full consideration given to transit passengers, cyclists, and pedestrians. The associated infrastructure to achieve this concept shall



include, but is not limited to: design, environmental assessments, required studies, construction, inspection and certification of works including road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; gateway features; street furniture and transit amenities; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise attenuation systems; railings and safety barriers, tactile plates, pavement markings, etc. as provided in the Town's Engineering and Parks Standards Manual.

1) Local and Collector Roads (including land)

- a) Collector Roads Internal to Development, inclusive of all land and associated infrastructure - direct developer responsibility under s. 59 of the D.C.A. as a local service.
- b) Collector Roads External to Development, inclusive of all land and associated infrastructure - if needed to support a specific development or required to link with the area to which the plan relates, direct developer responsibility under s. 59 of the D.C.A.; otherwise, included in D.C. calculation to the extent permitted under s. 5 (1) of the D.C.A. (dependent on local circumstances).
- c) All local roads are considered to be the developer's responsibility.

3) Arterial Roads

- a) New, widened, extended, or upgraded arterial roads, inclusive of all associated infrastructure: included as part of road costing funded through D.C.A., s. 5 (1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; in area with limited development: included in D.C.s.



- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the R.O.W. specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements, as identified in the Official Plan, to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: included in D.C.s.

3) Traffic and Transit Control Systems, Signals, and Intersection Improvements

- a) On new arterial roads and arterial road improvements unrelated to a specific development: included as part of road costing funded through D.C.s.
- b) On non-arterial roads, or for any private site entrances or entrances to specific development: direct developer responsibility under s. 59 of D.C.A. (as a local service).
- c) On arterial or collector road intersections with Regional roads: included in Regional D.C.s or in certain circumstances, may be a direct developer responsibility.
- d) Intersection improvements, new or modified signalization, signal timing & optimization plans, area traffic studies for highways attributed to growth and unrelated to a specific development: included in D.C. calculation as permitted under s. 5 (1) of the D.C.A.

4) Streetlights

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s. 59 of D.C.A.).
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).



- c) Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).

5) Transportation Related Pedestrian and Cycling Facilities

- a) Sidewalks, multi-use trails/paths, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, and provincial highway corridors: considered part of the complete street and included in D.C.s, or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s. 59 of D.C.A.).
- b) Sidewalks, multi-use trails/paths, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: considered part of the complete street and director developer responsibility under s. 59 of D.C.A. (as a local service) and in exceptional circumstances, may be included in D.C.s.
- c) Other sidewalks, multi-use trails/paths, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s. 59 of D.C.A. (as a local service).
- d) Multi-use trails/paths (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (park). recreational trail and form part of the town's active transportation network for cycling and/or walking: included in D.C.s.



6) Noise Abatement Measures

- a) Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s. 59 of D.C.A. (as a local service).
- b) Noise abatement measures on new arterial roads and arterial road widenings abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.s.

7) Transit Nodes, Lanes, Lay-bys, and Bus Stop Infrastructure

- a) Transit node, transit priority measures (e.g. queue jump lanes, transit signal priority), transit lanes and lay-bys located within town arterial and regional road corridors: considered part of the complete street and included in D.C.s.
- b) Transit node, transit priority measures (e.g. queue jump lanes, transit signal priority), transit lanes and lay-bys located within non-arterial road corridors internal to development: considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Transit node, transit priority measures (e.g. queue jump lanes, transit signal priority), transit lanes and lay-bys located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. (as a local service).

B. Stormwater Management

- a) Stormwater facilities for quality and/or quantity 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 D.C.A. (as a local service).
- b) Over-sizing cost of stormwater drainage facilities capacity, excluding land, to accommodate runoff from new, widened, extended, or upgraded Town arterial roads that are funded as a development charges project: direct developer responsibility under s. 59 of D.C.A. (as a local service).



- c) Erosion works, inclusive of all restoration requirements, related to a development application: direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- d) Wholistic Monitoring works: included in D.C.s consistent with the D.C.A., s. 5 (1).
- e) Local Monitoring program: direct developer responsibility under s. 59 of D.C.A. (as a local service).
- f) 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).

C. Transit Bus Stop Infrastructure and Amenities

- a) Transit bus stop infrastructure and amenities internal to development: direct developer responsibility under s. 59 of D.C.A. (as a local service).
- b) Transit bus stop infrastructure and amenities on arterial roads: included in Town's Transit D.C.s consistent with D.C.A., s. 5 (1).

D. Park and Outdoor Recreation Development

1. RECREATIONAL TRAILS

- a. Recreational trails (Multi-use trails) that do not form part of the Town's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), is included in area municipal Parks and Recreation D.C.s.



2. PARK AND OUTDOOR RECREATION DEVELOPMENT

- a. Park and Outdoor Recreation Development for Town Parks: direct developer responsibility to provide at base condition, as defined in the Town's Engineering and Parks Standards Manual, as a local service provision.
- b. Outdoor recreation facilities (including land), and park amenities: included in D.C.s.

3. LANDSCAPE BUFFER BLOCKS, FEATURES, CUL-DE-SAC ISLANDS, BERMS, GRADE TRANSITION AREAS, WALKWAY CONNECTIONS TO ADJACENT ARTERIAL ROADS, OPEN SPACE, ETC.

- a. The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, berms, grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the town shall be a direct developer responsibility as a local service. Such costs include but are not limited to:
 - Pre-grading, sodding, or seeding, supply and installation of amended topsoil, (to the Town's required depth), landscape features, perimeter fencing and amenities and all plantings.
 - Perimeter fencing to the Town standard located on the public property side of the property line adjacent land uses (such as but not limited to arterial roads) as directed by the Town.

4. NATURAL HERITAGE SYSTEM (N.H.S.)

N.H.S. includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc., as well as subwatersheds within the boundaries of the Town.

- a) Direct developer responsibility as a local service provision including but not limited to the following:



- Riparian planting and landscaping requirements (as required by the Town, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- Perimeter fencing of the N.H.S. to the Town standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Town.
- All works to be in conformance with the Town's "Restoration Framework" for stream corridors, natural buffers and subwatersheds areas as directed by the approved studies and reports related to the Secondary Plan that development occurs in.

E. Infrastructure Assets Constructed by Developers

- a) All infrastructure assets constructed by Developers must be designed in accordance with the Town of Milton Engineering and Parks Standards Manual, as revised.
- b) All infrastructure assets shall be conveyed in accordance with the Town of Milton Engineering and Parks Standards Manual, as revised.
- c) 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 Milton Park Development Methods Policy.



Appendix F

Asset Management Plan



Appendix F: Asset Management Plan

The D.C.A. (s. 10 (2) (c.2)) requires that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

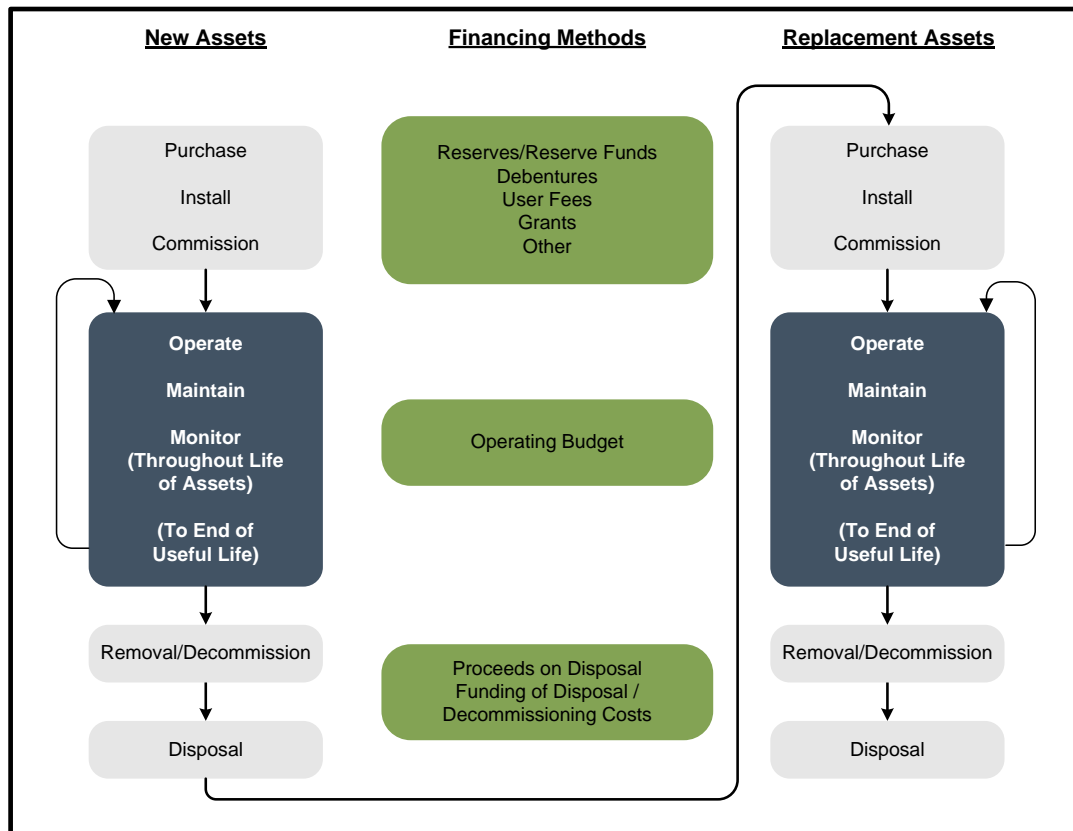
In regard to the above, s. 8 of the Regulations was amended to include s. (2), s. (3) and s. (4) which set out for specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time thus requiring the municipality to define the approach to include within the background study. For transit, the amended regulations provide for a prescriptive evaluation (as discussed later in this Appendix).

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

It should be noted that with the recent passing of the Infrastructure for Jobs and Prosperity Act (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2021 for core municipal services and 2023 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather



the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal A.M.P.s which outlines the key elements for an A.M.P., as follows:

State of local infrastructure: asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

Desired levels of service: defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

Asset management strategy: the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.



Financing strategy: having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Town, in 2017, has prepared an asset management plan and are currently undertaking an update to it however, the update was not available in time for use during this D.C. study. Therefore, “Asset Management Plan 2017”, date November 2017 (prepared by CH2M), provides the basis for the Town’s long-term approach to addressing the asset management requirements including those related to Transit Services.

In recognition to the schematic above, the following table (presented in 2020 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Due to the timing of the A.M.P. updated currently underway, not all capital costs included in the D.C.-eligible capital costs are included in the Town’s A.M.P. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on buildout financing.
2. Lifecycle costs for the 2021 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$202.93 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$91.94 million. This amount, totaled with the potential incremental property tax revenue of \$110.99 million, provide annual revenues of \$202.93 million by 2041.



6. In consideration of the above, the capital plan is deemed to be financially sustainable. When the implied incremental property tax revenue is compared on a per capita and employee basis to the Town's current property tax total, the amounts are within 10% of each other (\$452 versus \$425). In consideration of this as well as the points above, the capital plan is deemed to be financially sustainable.

Town of Milton
Asset Management – Future Expenditures and Associated Revenues
2021\$

	2041 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	9,366,349
Annual Debt Payment on Post Period Capital ²	879,605
Lifecycle:	
Annual Lifecycle	66,454,807
Sub-Total - Annual Lifecycle	\$66,454,807
Incremental Operating Costs (for D.C. Services)	\$126,193,023
Total Expenditures	\$202,893,784
Revenue (Annualized)	
Potential Incremental Property Tax Revenue	\$110,989,557
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$91,938,336
Total Revenues	\$202,927,893

¹ Non-Growth Related component of Projects including 10% mandatory deduction on soft services

² Interim Debt Financing for Post Period Benefit

³ All infrastructure costs included in Area Specific by-laws have

⁴ As per Sch. 10 of FIR

Regarding the D.C.A. requirements for asset management for the Transit service, Ontario Regulations 82/98 (as amended) provides the following:

8(3) If a council of a municipality proposes to impose a development charge in respect of transit services, the asset management plan referred to in subsection 10 (2) (c.2) of the Act shall include the following in respect of those services:



The table below provides the individual items prescribed by section 8(3) of the Regulation and how these items were addressed for this D.C. Background Study:

Town of Milton Transit Asset Management

Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
1. A section that sets out the state of local infrastructure and that sets out:	See A.M.P., Chapter 3
i. the types of assets and their quantity or extent,	See A.M.P., Table 3-2
ii. the financial accounting valuation and replacement cost valuation for all assets,	See A.M.P., Table 3-8
iii. the asset age distribution and asset age as a proportion of expected useful life for all assets, and	See A.M.P., Figure 3-14 and Table 3-14
iv. the asset condition based on standard engineering practices for all assets.	See A.M.P., Section 3.4.2 (figures 3-26 to 3-31)
2. A section that sets out the proposed level of service and that:	
i. defines the proposed level of service through timeframes and performance measures,	See A.M.P., Table 4-3
ii. discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and	See A.M.P., Table 4-11
iii. shows current performance relative to the targets set out.	See A.M.P., Table 4-7 & section 5.5.2
Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
3. An asset management strategy that:	See A.M.P., section 5.4 and 5.5.2
i. sets out planned actions that will enable the assets to provide the proposed level of service in a sustainable way, while managing risk, at the lowest life cycle cost,	Sustainability - See A.M.P., section 5.5.2 Managing Risk - See A.M.P., section 5.5.2.1 Lowest Cost - See A.M.P., section 5.4
ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares,	Level of service and options are discussed in the documents identified in the A.M.P. section 2.3, in A.M.P., section 5.5.2 and Updated Dillon report in Appendix G to this report.
A. life cycle costs,	See A.M.P., Section 5.5.2
B. all other relevant direct and indirect costs and benefits, and	See A.M.P., table 6-3
C. the risks associated with the potential options,	See A.M.P., Section 5.5.2.6
iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly) A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities,	See A.M.P., Section 5.5.2
iv. discusses the procurement measures that are intended to achieve the proposed level of service, and	See A.M.P., Section 5.4
v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.	See A.M.P., Section s 5.6



Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
4. A financial strategy that: i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities,	The Town's "Long Term Fiscal Impact Study" identified in A.M.P. section 1.4 provided the long term forecast of these items. This has been subsequently updated annually during the budget process. The A.M.P., Chapter 6 provides for the updated commentary.
ii. provides actual expenditures in respect of the categories set out in sub-subparagraphs i A to F from the previous two years, if available, for comparison purposes,	See A.M.P., Table 6-1 & 6-2
iii. gives a breakdown of yearly revenues by source,	See A.M.P., Table 6-3 & 6-4
iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and	See A.M.P., Chapter 6
v. identifies any funding shortfall relative to financial requirements that cannot be eliminated by revising service levels, asset management or financing strategies, and discusses the impact of the shortfall and how the impact will be managed.	See A.M.P., Section 1.4

Note - Reference to A.M.P. means "The Town of Milton Asset Management Plan 2017" dated November 2017 and prepared by CH2M <https://www.milton.ca/en/town-hall/resources/Asset-Management-Plan.pdf>



Appendix G

Transit Servicing Needs – Dillon Consulting Limited



Town of Milton

2021 - 2030 Development Charge Study

Transit Technical Appendix

March 2021 – 20-3146

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1.0 Introduction

The Town of Milton (the Town) has experienced significant growth over the last several years, and will continue to experience growth over the next ten years. Population is anticipated to increase from approximately 132,000 in 2021 to 211,000 in 2031 and employment is anticipated to increase from 36,000 to 65,000 during this same period (Source: Watson & Associates Economists Limited).

The Development Charges Act, 1997, as amended (D.C.A.) regulates when and how municipalities may collect Development Charges (D.C.). Changes in the D.C.A., which came into effect in January 2016, have resulted in alterations to growth-related transit funding mechanisms. These requirements are summarized as follows:

- The mandatory 10% reduction of eligible growth-related capital costs was removed for transit services, allowing growth related transit services to be 100% eligible for recovery through D.C.; and
- The introduction of planned levels of services for transit, with the prescribed method and criteria to establish the service level (outlined in O.Reg. 428/15). This allows municipalities to be forward-looking in estimating future level of service for transit D.C. calculations and apportion them to growth accordingly. It also included new highly prescriptive reporting requirements associated with the background reporting for D.C.

Under the 2016 amendment to the D.C.A., the following reporting requirements needed to be outlined in the D.C. background study related to transit:

- The calculations that were used to prepare the estimate for the planned level of service for transit services;
- An identification of the portion of the total estimated capital costs related to the transit service that would benefit the anticipated development over the ten-year D.C. period and after the ten-year D.C. period;
- An identification of the anticipated excess capacity that would exist at the end of the ten-year D.C. period;
- An assessment of ridership forecasts for all modes of transit services proposed to be funded, categorized by development types and whether the ridership will be from existing or planned development; and

- An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C.

The Town's current D.C. By-law was updated in 2016 for transit services provided within the urban area of the Town of Milton under the amended 2016 D.C.A. The current D.C. By-law will expire in 2021 and the Town is preparing a new by-law. The purpose of this technical appendix is to identify the growth to existing conventional (fixed route and on-demand), specialized transit and support vehicle capital requirements, as well as the benefit of these investments to the existing and growth populations, both in-period and post-period. This will inform the Town's 2021 D.C. Background Study for Transit prepared by Watson & Associates Economists Limited (Watson).

2.0 Growth Forecasts

2.1 Population and Employment Growth

Table 1 presents the population and employment growth anticipated in the Town of Milton. Population and employment data for mid-2021, mid-2031, and “buildout” were provided by Watson & Associates. Buildout refers to the full buildout of the Town of Milton’s current land use plans. Population and employment were assumed to grow linearly between these horizon years.

Note that the D.C. period is from January 1, 2021 to December 31, 2030. For the purposes of calculations in this document, the population and employment in Mid-2021 and Mid-2031 represent the beginning and end of the D.C. period respectively. This is due to an assumed half year delay in unit occupancy.

Table 1: Population and Employment Forecasts (2021 - Build Out)

Category	In-Period	In-Period	Post-Period
Horizon	Mid-2021	Mid-2031	Build Out Planning Horizon
Population (Footnote 1)	131,921	210,744	303,716
Employment (Footnote 2)	36,260	65,210	93,490
Population and Employment	168,181	275,954	397,206

Footnote 1: Population count includes institutional population and off-campus students, but excludes census undercount.

Footnote 2: Employment forecast excludes work at home and no fixed place of work.

Residential growth was also broken down by unit type and area by Watson & Associates. For the purposes of the analysis in this study, these numbers were converted to population based on persons per unit figures provided by Watson & Associates. The breakdown of population by unit, horizon, and area is shown in **Table 2**. Note that the totals in **Table 1** and **Table 2** differ slightly due to rounding as housing units were converted to population. This has no impact on the final results of the transit analysis.

Table 2: Breakdown of Population Growth by Area and Housing Type

Horizon	Singles	Multiples	Apartments	Institutional	Other	Total
Existing	94,362 (71.5%)	27,830 (21.1%)	7,660 (5.8%)	1,998 (1.5%)	71 (0.1%)	131,921 (100.0%)
Reduction in Existing Population (2021-2031)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-496
2021-2031 Growth Excluding Britannia, Agerton, Trafalgar	17,484 (31.1%)	17,048 (30.3%)	21,170 (37.6%)	588 (1.0%)	0 (0.0%)	56,290 (100.0%)
2021-2031 Growth (Britannia, Agerton, Trafalgar)	11,010 (47.8%)	8,927 (38.8%)	2,911 (12.6%)	188 (0.8%)	0 (0.0%)	23,036 (100.0%)
Total 2021-2031 Growth	28,494 (35.9%)	25,975 (32.7%)	24,081 (30.4%)	776 (1.0%)	0 (0.0%)	79,326 (100.0%)
2031 Total	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	210,751
Reduction in Existing Population (2031-Build Out)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-156
2031-Build Out Growth Excluding Britannia, Agerton, Trafalgar	8,746 (23.3%)	12,084 (32.2%)	16,543 (44.1%)	158 (0.4%)	0 (0.0%)	37,531 (100.0%)
2031-Build Out Growth (Britannia, Agerton, Trafalgar)	30,664 (55.1%)	20,295 (36.5%)	4,177 (7.5%)	468 (0.8%)	0 (0.0%)	55,604 (100.0%)
Total 2031-Build Out Growth	39,410 (42.3%)	32,379 (34.8%)	20,720 (22.2%)	626 (0.7%)	0 (0.0%)	92,979 (100.0%)
Build Out Total	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	303,730

2.2 Transit Ridership Adjustments Due to COVID-19

In early 2020, COVID-19 began to emerge globally. Stay at home orders, quarantines, lock downs and the closing of all non-essential workplaces caused disruptions to travel. This caused ridership to significantly decrease on Milton's conventional and specialized transit service since the start of the pandemic. Today, Milton's conventional ridership is about 25 - 30% of pre-pandemic ridership while Milton's specialized transit ridership is approximately 40% of pre-pandemic ridership.

From a D.C. perspective, this impacts the ridership that is identified for the 2021 base year. Since the start of the pandemic, Milton Transit has made some adjustments in service levels to accommodate for a reduction in ridership. However, the transit fleet in place today is based on the population and associated transit ridership that existed prior to the COVID-19 pandemic (2019). Expectations from the transit industry is that ridership will recover over a 2 to 5 year period as the population is vaccinated. Additional ridership growth within the 10-year D.C. period is also anticipated to meet the Town's transportation objectives, based on transit investments identified in the 2019-2023 Milton Transit Services Review and Master Plan Update (Transit Master Plan).

Based on the above, using the existing 2020 ridership as a base year is not reasonable since:

- The existing transit fleet is based on the anticipated ridership that would have been achieved in 2020 had the COVID-19 pandemic not occurred; and
- Any transit ridership growth over the first few years of the D.C. would be associated with recovery from the COVID-19 pandemic and society returning to 'normal'. This ridership growth would not be a result of improved transit service levels and associated capital investment in the transit system (which is used to calculate the benefit to growth and existing).

Therefore, a decision was made to establish a base-year ridership assuming no impact due to the COVID-19 pandemic. For conventional transit, this was calculated by growing the 2019 annual transit ridership based on population growth and applying the 2019 ridership per capita to the 2021 population. For specialized transit, this was calculated by growing the 2019 registrants based on population growth and an aging population and applying the number of trips per registrant to the forecasted 2021 registrants.

3.0 Reconciling Data with the Town's Previous Transit D.C Study

The Town undertook an update to the Transit D.C. in 2016 (completed by Watson & Associates and Dillon Consulting in October 2016) based on the new legislative requirements provided by the 2016 D.C.A. The 2016 Transit D.C. was undertaken using the best available information at that time, including the Town of Milton's 2013 Transit Master Plan, which established a 10-year capital plan and a 5-year ridership forecast to 2017. The capital plan and ridership forecast was updated to the 2026 horizon to reflect the 10-year D.C. period. P.M. peak hour ridership was used as the source for all assessment of benefits.

The capital requirements and associated ridership forecasts in the current D.C. study were informed by the 2019 Transit Master Plan. Ridership forecasts provided in this Master Plan were presented as annual ridership, and therefore are not directly comparable to the P.M. peak hour ridership forecasts identified in the 2013 Transit Master Plan. This made it difficult to rationalize the ridership forecasts used in the 2016 and the current 2021 Transit D.C. Background Studies. **Table 3** presents the data provided in the 2016 D.C. Study.

Table 3: Summary of Data from the 2016 D.C. Study

Statistic	2016	2025	Growth (2016-2025)
Population	104,217	159,238	55,021
P.M. Peak Hour Transit Ridership	95,752	143,663	47,911
Conventional Transit Buses (Footnote 1)	18	36	18

Footnote 1: Includes a combination of 40-foot low-floor buses and smaller cutaway vehicles

The results of the analysis in the previous 2016 Transit D.C. Background study yielded the following:

- In-period benefit to existing: 36%
- In-period benefit to growth: 64%

This 2021 Transit D.C. Study uses a base year of 2021 and a 10-year D.C. period to 2031.¹ It utilizes a network-wide approach to calculating the transit portion of the D.C. instead of the route-by-route approach. This method was used because the network changes in the 2019 Transit Master Plan proposed for 2031 represent a redesign of much of the network. Therefore, it is not useful to compare the current network to the future network on a route-by-route basis.

Table 4 shows the summary of data used in this document’s analysis.

Table 4: Summary of Data Used in the 2021 Transit D.C. Study (Conventional Transit)

Category	2016	2021	2031	Build Out (Post-2031)	In-Period Growth (2021-2030)	Entire Growth (2016-Build Out)
Population	110,128	131,921	210,751	303,730	100,623	193,602
Annual Transit Ridership	455,246	646,413	1,744,144	2,997,124	1,097,731	2,541,878
Ridership per Capita	4.13	4.90	8.28	9.87	Not Applicable	Not Applicable

Given that the data from this D.C. study are not directly comparable to the data used in the 2016 D.C. Study, a more holistic approach needed to be taken to reconcile the two. Therefore, this methodology considers transit spending from 2016-2031 as a full transit capital program.

¹ While the D.C. Period ends on December 31, 2030, 2031 is used as the end of the D.C. period due to a 6 month assumed delay in unit occupancy.

The underlying concept is that regardless of whether fleet expansion occurs from 2016-2020 or 2021-2031, it is all necessary in order to meet the 2031 ridership forecast.

However, since spending from 2016-2020 is included in the overall capital plan, it was necessary to account for population and ridership growth that occurred in that period. Therefore, rather than apportioning benefit of the capital plan items to existing population, in-period growth, and post-period growth, there is a fourth category to which benefit is apportioned. The four categories are summarized below and are referred to throughout this document:

- 1. Benefit to Existing (population in place in 2016)**
- 2. Benefit to Pre-Period Growth (2016-2020 growth population)**
- 3. Benefit to In-Period Growth (2021-2030 growth population)**
- 4. Benefit to Post-Period Growth (2031-Build Out growth population)**

The impact of this methodology to the final result is that the in-period benefit to growth is smaller (due to the consideration of ridership growth by “pre-period” growth population). However, the capital plan to which that in-period benefit to growth is applied is larger due to the inclusion of 2016-2020 transit spending.

Note that since specialized transit was not included in the 2016 D.C. Study, no reconciliation was necessary and pre-period growth is not included.

4.0 Ten-Year Conventional Fleet Capital Plan and Ridership Forecast for D.C. Application

4.1 Existing Conventional Transit

The Town of Milton operates a conventional transit service within its urban area. No transit service is currently provided in the Agerton, Trafalgar and Britannia Secondary Plan areas and the Derry Green employment area.

There are 10 bus routes that provide the service. Prior to the COVID-19 pandemic, peak period frequencies ranged from 15 to 30 minutes. All bus routes converge at the Milton GO Station.

Figure 1 illustrates the existing transit network.

The existing service is operating using a fleet of 17 40-foot low-floor buses and 4 smaller Arboc cutaway buses.

In 2019, the conventional system carried 604,205 annual trips. This was assumed to grow to 646,413 in 2021 if the COVID-19 pandemic did not occur (see **Section 2.2**).

4.2 Conventional Transit Ridership Forecast

Assumptions of future conventional transit ridership were taken from the 2019 Transit Master Plan (referred to as Transit Master Plan from this point), which included a high and a low ridership estimate for “long-term beyond 2025” ridership. Based on correspondence with Milton Transit, this was confirmed to be representative of a 2031 horizon. For the 2031 horizon, the low ridership estimate was used for the analysis in order to be conservative in the midst of the COVID-19 pandemic.

The forecasted annual ridership from the Transit Master Plan is shown in **Table 5**.

Figure 1: Current Transit Map

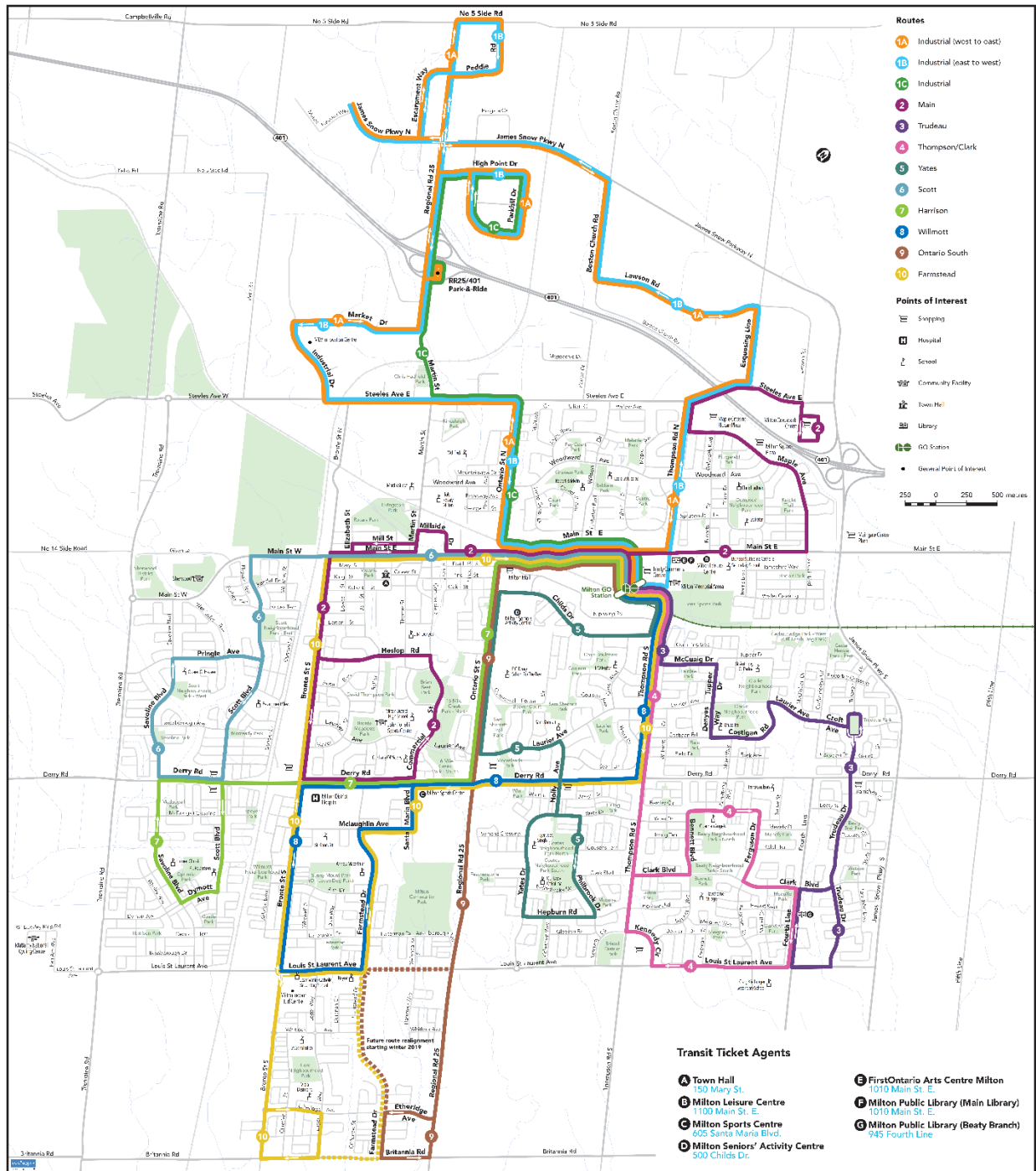


Table 5: Transit Master Plan Ridership Forecast

Horizon	Low Estimate	High Estimate
2019 Ridership	604,205	604,205
Marginal Transit Master Plan Ridership (Conventional)	865,000	1,128,000
Marginal Transit Master Plan Ridership (On-Demand)	82,000	82,000
Total 2031 Ridership	1,551,205	1,814,205
Ridership per Capita (Not Including Agerton, Britannia, Trafalgar)	8.26	9.66

It should be noted that the Transit Master Plan did not identify transit services in the Agerton, Britannia and Trafalgar planning areas. As illustrated in **Table 2**, it is estimated that population in these areas is expected to reach 23,036 persons by 2031.

To account for this and identify potential vehicles requirements for this area, a high-level ridership forecast was completed for this area using a ridership per capita trip rate identified in the Transit Master Plan, adjusted to reflect density of development, and then multiplied by the population in this area. This methodology is more fully described in **Section 6.0. Table 6** illustrates the adjusted ridership growth projections, including Trafalgar, Agerton, and Britannia. Note that the total population differs slightly from **Table 1** due to rounding. A column describing the 2019 peer average (sourced from the 2019 Canadian Urban Transit Association Fact Book) is included as well. While this is not used in the calculations or analysis, it shows that even by 2031, Milton Transit will have lower ridership per capita than Oakville and Burlington have today.

Table 6: 2031 Annual Transit Ridership Projections

Category	2016	2021	2031 (Without Trafalgar, Agerton, Britannia)	2031 (Total with Adjustment) (Footnote 1)	2019 Peer Average (Oakville, Burlington)
Population	110,128	131,921	187,715	210,751	195,118
Ridership	455,246	646,413	1,551,205	1,744,144	2,914,469
Ridership per Capita	4.13	4.90	8.26	8.28	14.85

Footnote 1: Includes 23,036 population from Agerton, Britannia and Trafalgar secondary plan areas.

4.3 Vehicle Requirements

The conventional transit capital plan is informed by the 2019 Transit Master Plan (Transit Master Plan). The Transit Master Plan outlines the need and justification for transit infrastructure and associated capital costs in order to achieve the planned transit level of service for the Town between 2019 and the long-term horizon. For the purposes of this study, long-term has been interpreted as 2031 or the end of the D.C. period based on conversation with Milton Transit staff. Capital costs reported in the Transit Master Plan include conventional bus fleet growth (including technology), facility expansion, on-demand service expansion, specialized transit and other ancillary costs. The following section provides further detail of D.C. eligible conventional transit fleet costs in the capital plan by horizon year.

The capital plan is meant to support significant growth in ridership and expansion of service. The planned 2031 transit network is shown in **Figure 2**.

Note that the 2031 transit network above does not include service within the Trafalgar, Agerton and Britannia Secondary Plan areas. Therefore, additional buses beyond those described in the Transit Master Plan were added to the ten-year capital plan as it will be necessary to add service in these areas. The number of additional buses required was

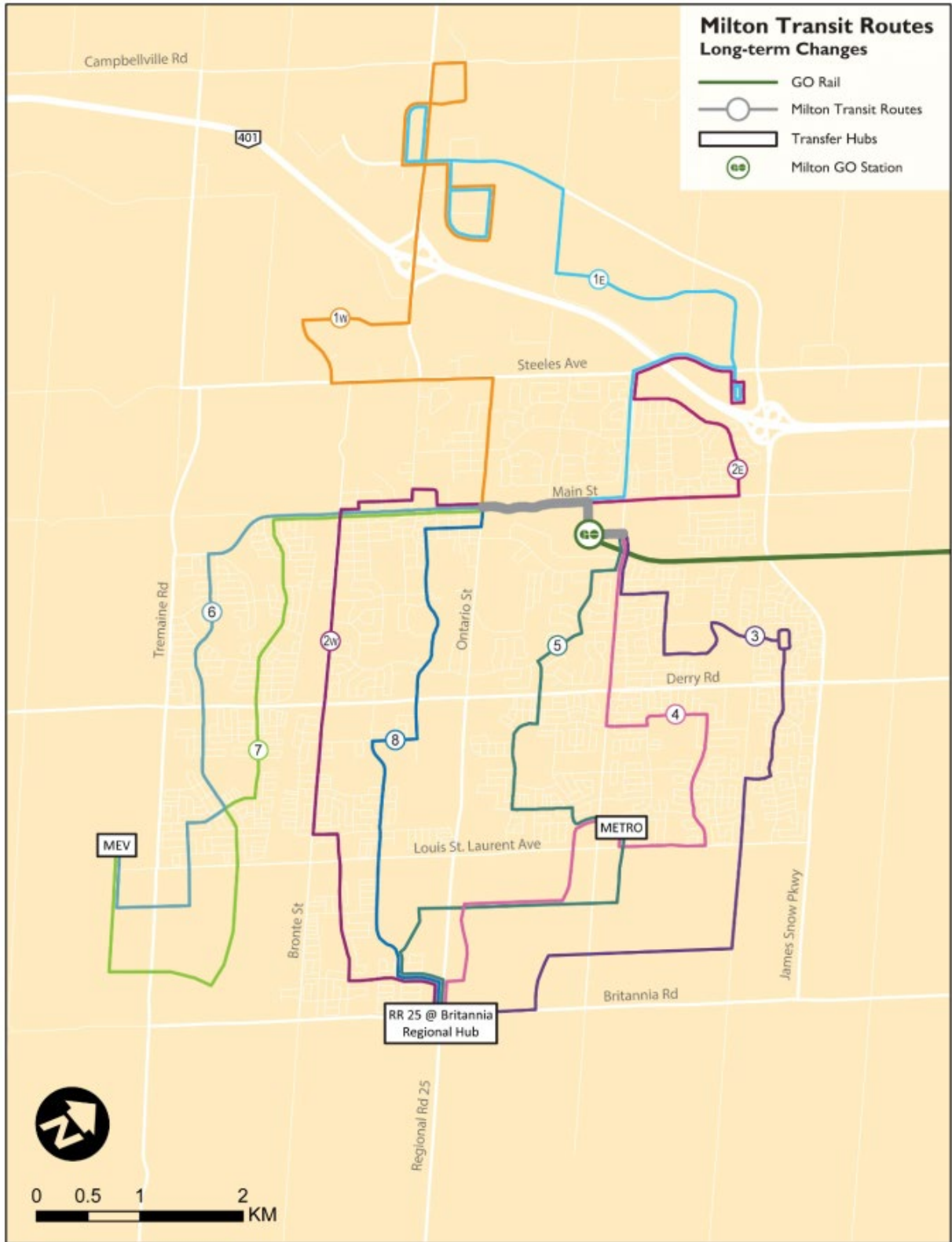
calculated on a buses per capita basis. The conventional transit vehicle requirements are outlined in **Table 7** below. Note that the buses per capita increases slightly with the addition of the Trafalgar, Agerton, and Britannia because two of the buses added are lower capacity 20-foot transit bus cutaways. This is discussed further later in this section.

A column describing the 2019 peer average from Oakville Transit and Burlington Transit (sourced from the 2019 Canadian Urban Transit Association Fact Book) is included as well. While this is not used in the calculations or analysis, it shows that even by 2031, Milton Transit will have fewer buses per capita than Oakville and Burlington have today.

Table 7: Conventional Transit Bus Requirements

Category	2016	2021	2031 (Without Trafalgar, Agerton, Britannia)	2031 (Total with Adjustment)	2019 Peer Average (Oakville, Burlington)
40-Foot Buses	13	17	38	42	85.5
Cutaways (Arbocs)	5	4	4	4	2
Cutaways (Promasters)	0	0	0	2	0
Total Service Vehicles (Conventional)	18	21	42	48	87.5
Buses Per 10,000 Capita	1.63	1.59	2.24	2.28	4.48

Figure 2: 2031 Transit Network (Transit Master Plan)



The six vehicles that were added to the Transit Master Plan's total were calculated based on buses per capita as follows:

Formula: Additional Buses Required to Serve Trafalgar, Agerton, Britannia

Additional Buses Required =

Total 2031 Conventional Buses Excluding Trafalgar, Agerton, Britannia / 2031 Population Excluding Trafalgar, Agerton, Britannia * 2031 Population in Trafalgar, Agerton, Britannia

Calculation:

$42 / (187,715) * 23,036$

= 5.15 (rounded up to 6 buses, since two of the buses being added are lower capacity Arboc vehicles that will be used for on-demand service).

4.4 Service Vehicles

Service vehicles are used to support the operation of conventional and specialized transit services. This includes:

- Supervisor vehicles: used to provide on-road supervision of bus drivers; and
- Maintenance vehicles: used to support maintenance of buses in the maintenance facility.

In 2021, Milton Transit currently has two supervisor vehicles (Dodge Journey) and one maintenance vehicle (Ford F250).

The Transit Master Plan identifies the need to grow one additional Supervisor vehicle and one additional Maintenance vehicle by 2031.

Since the number of supervisor vehicles is a direct correlation to the number of buses in service, there is a need to further adjust the capital plan to account for the growth in buses due to service added to the Agerton, Trafalgar, and Britannia (not accounted for in the Transit Master Plan).

The number of supervisor vehicles required by 2031 is calculated below:

Formula:

2021 Supervisor Vehicles / 2021 Buses (conventional and specialized) * 2031 Buses (conventional and specialized)

Calculation:

$2 / 27 * 61$

= 4.27 (Rounded down to 4)

Based on the above calculation, one additional supervisor vehicle above what is recommended in the Transit Master Plan is required to support the adjusted bus requirements (conventional and specialized).

The existing and 2031 service vehicle requirements are noted in **Table 8**.

Table 8: 2031 Service Vehicle Requirements

Vehicle Type	2016	2021	2031 (Without Trafalgar, Agerton, Britannia)	2031 (Total with Adjustment)
Supervisor Vehicles	1	2	3	4
Maintenance Vehicles	1	1	2	2

4.5 Full Transit Capital Plan (Conventional)

The final 10-year capital plan to support conventional transit services is noted in **Table 9** below. The capital plan is based on recommendations from the Transit Master Plan, adjusted to reflect new capital requirements from the Agerton, Trafalgar, and Britannia service, changes to base costs and other capital requirements informed by staff from the Town of Milton.

Part of the cost for the operations facility is included in the 2016-2020 capital budget as shown in **Table 10**.

Values are rounded to the nearest dollar. Specialized Transit vehicles costs are included in **Section 5**.

Table 9: Ten Year 2021-2030 Capital Plan (to Support Conventional Transit)

Item	Horizon	Units	Cost Per Unit	Total Cost	Source
Buses for Milton-TPO-Lisgar Regional Route	2021-2022	4	\$659,478	\$2,637,912	Transit Master Plan
Next Gen Fare Payment Equipment	2021-2022	27	\$1,300	\$35,089	Transit Master Plan
Onboard Vehicle Surveillance System	2021-2022	1	\$241,350	\$241,350	Milton Transit
Expansion Buses (40 Ft)	2022-2025	11	\$659,478	\$7,254,259	Transit Master Plan
Transfer Hubs	2022-2025	1	\$1,083,000	\$1,083,000	Transit Master Plan
Maintenance Vehicle	2022-2025	1	\$108,300	\$108,300	Transit Master Plan
Operations Facility	2022-2025	1	\$35,623,674 (Footnote 1)	\$35,623,674	Transit Master Plan (Cost Updated)
Expansion Buses (40 Ft)	2025-2030	6	\$659,478	\$3,956,869	Transit Master Plan
Transfer Hubs	2025-2030	1	\$1,353,750	\$1,353,750	Transit Master Plan
Supervisory vehicle	2025-2030	2	\$81,225	\$162,450	Transit Master Plan (+1 for Agerton, Trafalgar, Britannia)
Expansion Buses (40 Ft)	2025-2030	4	\$659,478	\$2,637,912	Added to adjust for Agerton, Trafalgar, Britannia

Item	Horizon	Units	Cost Per Unit	Total Cost	Source
Bus Pads	2021-2030	100	\$2,000	\$200,000	Added based on discussion with Milton Transit
Promasters (On-Demand Service)	2022-2025	2	\$659,478	\$349,214	Added to adjust for Agerton, Trafalgar, Britannia
Total	Not Applicable	Not Applicable	Not Applicable	\$55,643,779	Not Applicable

Footnote 1: This is the balance to the funded beyond the \$13,283,015 that has already been funded for this facility.

In order to reconcile this study with the 2016 D.C. study, it is also necessary to account for spending from 2016-2020. This spending and remaining work in progress (W.I.P.) for conventional transit expansion between 2016 and 2020 is summarized in **Table 10**. Values are rounded to the nearest dollar.

Table 10: 2016-2020 Milton Transit Expansion Gross Budget and Spending

Item	2016	2017	2018	2019	2020	Total Actual Spend	Remaining in W.I.P.	Projected Total Cost
Transit Facility	\$0	\$0	\$64,674	\$3,021	\$0	\$67,695	\$0	\$67,695
Transit Facility	\$0	\$0	\$0	\$5,775	\$0	\$5,775	\$165,000	\$170,775
Transit Operations Centre	\$0	\$0	\$0	\$0	\$382,019	\$382,019	\$12,662,526	\$13,044,545
Transit Bus Pads	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Bus Pads	\$427	\$0	\$24,883	\$0	\$0	\$25,310	\$0	\$25,310
Transit Bus Pads	\$0	\$427	\$24,373	\$0	\$0	\$24,800	\$0	\$24,800
Transit Bus Pads	\$0	\$0	\$10,276	\$0	\$0	\$10,276	\$0	\$10,276
Transit Bus Pads	\$0	\$0	\$0	\$15,286	\$0	\$15,286	\$10,874	\$26,160
Transit Bus Pads	\$0	\$0	\$0	\$0	\$792	\$792	\$26,400	\$27,192
Mobile Fare Payment Pilot	\$0	\$0	\$0	\$0	\$3,210	\$3,210	\$107,000	\$110,210
Automatic Vehicle Location	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Automatic Vehicle Location	\$91,688	\$62,704	\$0	\$0	\$0	\$154,392	\$0	\$154,392
Automatic Vehicle Location	\$0	\$111,071	\$0	\$0	\$0	\$111,071	\$0	\$111,071

4.0 Ten-Year Conventional Fleet Capital Plan and Ridership Forecast for D.C. Application | G-20

Item	2016	2017	2018	2019	2020	Total Actual Spend	Remaining in W.I.P.	Projected Total Cost
Mechanical Bus Hoist	\$52,843	\$0	\$0	\$0	\$0	\$52,843	\$0	\$52,843
Transit Scheduling Software	\$0	\$0	\$0	\$0	\$13,501	\$13,501	\$140,999	\$154,500
Transit Farebox Security Update	\$0	\$0	\$0	\$0	\$59,413	\$59,413	\$0	\$59,413
Transit Bus	\$1,085,258	\$62,109	\$0	\$0	\$0	\$1,147,367	\$0	\$1,147,367
Transit Bus	\$0	\$19,273	\$1,084,429	\$0	\$0	\$1,103,702	\$0	\$1,103,702
Transit Bus	\$0	\$0	\$547,331	\$0	\$0	\$547,331	\$0	\$547,331
Transit Support Vehicles	\$0	\$1,087	\$54,337	\$4,278	\$0	\$59,702	\$0	\$59,702
Total	\$1,230,216	\$256,671	\$1,810,303	\$28,360	\$458,934	\$3,784,484	\$13,112,799	\$16,897,283

5.0 Ten-Year Specialized Transit Fleet Capital Plan for D.C. Application

5.1 Existing Specialized Transit

The Town of Milton operates a specialized public transportation service for persons with disabilities who are unable to use the conventional transit service. In 2016, the specialized transit service was fully contracted to a third-party taxi provider, which used taxi sedans to operate the service. For this reason, specialized transit capital costs were not included in the 2016 Transit D.C.

Since 2016, the Town of Milton has slowly been transitioning their specialized transit service to be operated using a publically-owned purpose-built bus fleet. In 2020, the entire specialized transit service was operated using this model.

In 2021, it is estimated that 338 residents are active registrants of the Specialized Transit service taking 45,756 rides annually. This is based on the anticipated growth in registrants and riders from 2019, as identified in **Section 2.2** of this report.

Based on discussion with Town of Milton staff, none of the existing trip requests that were made were denied due to capacity limitations on the existing system. This may partially be due to the lower ridership demand from COVID-19 and the previous use of third-party contracted services. Over the ten-year D.C. period, it is anticipated that up to 1% of trips requested may be denied due to capacity limitations. This is considered within industry standards for specialized transit services. This will slightly reduce the number of trips per registrant by both existing and future residents. **Table 11** includes the operating statistics for specialized transit services.

Table 11: Specialized Transit Operating Statistics (2019 and 2021)

Year	Total Active Registrants	Annual Total Trips (Footnote 2)	Town-Owned Vehicle Trips (Footnote 2)	Third-Party Taxi Trips (Footnote 2)	Peak Vehicles	Annual Trips per Registrant	Trips Per Peak Vehicle
2019	285	38,561	13,496	25,065	2	135.3	6,748
2021 (Footnote 1)	338	45,756	45,756	0	5	135.3	9,151

Footnote 1: Ridership and registrant data assumes no impact due to COVID-19 (see **Section 2.2** of this report)

Footnote 2: Includes ridership from both registered passengers and attendants.

Currently, Milton Transit has a fleet of 10 small sized vehicles (4 Arboc accessible vehicles and 6 Dodge Promaster vehicles) that are used between the specialized transit and on-demand conventional service.

In 2019, specialized transit only required two peak vehicles and one spare vehicle due to the use of taxis to operate part of the service. The remaining fleet were used for conventional services (Highway 401 industrial conventional transit service and GO Shuttle service).

In 2021, specialized transit is operated by 100% town-owned vehicles, the GO Shuttle service is cancelled, but the Town is introducing a new on-demand transit service. The on-demand model will be an integrated service, meaning the same vehicle will be used to service registered specialized trips and conventional transit passengers in on-demand areas/periods of the day. Based on ridership demand, it is anticipated that 5 peak vehicles are required to accommodate specialized transit customers in 2021 under normal operating circumstances (e.g. growth in pre-COVID-19 pandemic ridership).

For the purposes of the D.C., **Table 12** illustrates the breakdown of the 10 small cutaway vehicles between the specialized transit service and the conventional transit service.

Table 12: 2021 Breakdown of Use of Cutaway Accessible Vehicle Fleet

Use	Peak Fleet	Spare Fleet	Total Fleet
Specialized Transit	5	1	6
Conventional Transit	3	1	4
Total	8	2	10

The anticipated spare ratio of the small vehicles is 25%. Based on discussions with the Town of Milton, the ideal spare ratio which will be targeted for this service is 20%.

5.2 Ridership Forecast

Ridership growth on specialized transit will grow as a result of three main reasons:

- Population growth in the community;
- Aging population; and
- Increase in number of trips per registrant (based on introduction on new on-demand trip booking software).

Population growth will see an increase in the number of specialized transit registrants that will request trips on the service. This will increase the vehicle requirements over the ten-year D.C. period.

An aging population (from both the existing and growth population) will also see an increase in the number of specialized transit registrants. Watson & Associates provided population by age forecast for the D.C. period.

The aging population is shown in **Table 13** below and illustrates that the existing Town of Milton population is aging. Statistics Canada notes that approximately 13.7% of the Canadian population has a disability. The prevalence of disability rises as we age, from 4.4% of the population in the 15 to 24 year cohort to 42.5% of the population in the 75+ year cohort. With an aging population, there will be a growth in the number of specialized transit registrants from the existing population over the 10-year D.C. period.

Table 13: Population by Age Cohort²

Age Group	2020	2021	2031
0-19	34,420	34,100	50,000
20-34	24,100	24,800	41,200
35-44	19,260	18,400	30,100
45-54	19,360	20,400	28,200
55-64	16,100	17,700	26,000
65-74	11,020	12,100	23,100
75+	8,880	10,200	21,400
Total	133,140	137,700	220,000
New Growth Population	Not Applicable	4,560	86,860

To calculate the growth in registrants, the prevalence of disability by each age cohort was multiplied by the number of residents in each corresponding age cohort between 2020 and the long-term. This provided the potential number of persons with disabilities each year (as illustrated in **Table 14** below).

² Source: 2001 to 2016 historical data from Statistics Canada Table 17-10-0139-01, 2021 to Buildout forecast data from Ministry of Finance Summer 2019 Projections summarized by Watson & Associates Economists Limited, 2020.

Note: Population includes net Census undercount estimated at approximately 4.3%.

Table 14: Potential Persons with Disabilities by Age Group

Age Group	Prevalence of Disability (Footnote 1)	2019	2020	2021	2031
0-19	4.4% (Footnote 2)	1,529	1,514	1,500	2,200
20-34	5.9% (Footnote 3)	1,369	1,410	1,451	2,410
35-44	6.5%	1,308	1,252	1,196	1,957
45-54	16.1%	2,950	3,117	3,284	4,540
55-64	16.1%	2,335	2,592	2,850	4,186
65-74	26.3%	2,614	2,898	3,182	6,075
75+	42.5%	3,213	3,774	4,335	9,095
Total Persons with Disabilities	Not Applicable	15,317	16,558	17,799	30,463

Footnote 1: Source: Prevalence of disability, by age group, aged 15 years or older, Canada, 2012 (Statistics Canada - <http://www.statcan.gc.ca/pub/89-654-x/2015001/tbl/tbl02-eng.htm>)

Footnote 2: 0-14 age category assumed to be the same as the 15-24 age category.

Footnote 3: Percentage represents a weighted average of the 15-24 age category and the 25 to 34 age category, adjusted based on the population breakdown provided

It should be noted that not all persons with disabilities would be eligible for Specialized Transit. The definition of disability is broad and could include disabilities that would not prevent a resident from using the conventional bus service.

Therefore, a ratio of existing (2019) specialized transit registrants to potential persons with disabilities in 2019 was calculated and applied to each corresponding year to forecast the future number of specialized transit registrants³.

The formula to calculate this is noted below using the 2031 horizon year as an example:

Formula: 2031 Specialized Transit Active Registrants

2031 Specialized Transit Registrants =

$$\begin{aligned} & 2019 \text{ Specialized Transit Registrants} / 2019 \text{ Potential Persons with Disabilities} = \\ & \text{Specialized Transit Registrant Trip Rate per Potential Person with a Disability} \\ & \times 2031 \text{ Potential Persons with Disabilities} \end{aligned}$$

Calculation

$$285 / 15,317 = 0.019$$

$$\times 30,463 = 579$$

The forecasted number of specialized transit registrants during the ten-year D.C. period is illustrated in **Table 15** below. To calculate ridership, the number of trips made by each registrant was also calculated. As identified above, in 2019, Specialized Transit used both publically-owned purpose-built bus fleet and a third-party sedan service to provide trips for registered passengers. This was split between approximately 35% of trips provided on publically-owned vehicles and the remaining using third-party sedan service. In 2020, this changed to 100% publicly-owned purpose-built bus fleet.

In 2019, 135.3 trips were made annually per registrant on Specialized Transit. This includes a 0% trip denial rate. As mentioned above, the Town of Milton indicated that the trip denial rate may increase to 1%, which is in line with industry standards.

Since 2020 saw less trips made per registrant due to the COVID-19 pandemic, the 2019 trip rate was used to identify the number of trips each passenger would make.

³ Note: 2019 used as the base year it was the last year of ridership prior to the COVID-19 pandemic. See Section 2.2 for explanation of base-year ridership.

The Transit Master Plan identified a 2031 specialized transit ridership forecast of 88,330 annual trips by both registered users of the service and attendants. Based on the projected growth in registrants, this resulted in an increase in the number of trips per registrant to 153.1. This is also illustrated in **Table 15** below.

Table 15: Registrant and Ridership Forecast for Specialized Transit

Description	2019	2020	2021	2031
Registrants	285	315	338	579
Trip Denial Rate	0.0%	0.0%	0.0%	1.0%
Total Trips	38,561	42,565	45,756	88,630
Trips Per Registrant	135.3	135.3	135.3	153.1

5.3 New Specialized Transit Vehicles

To understand the future fleet requirements for specialized transit, the following assumptions are made:

- Capital costs are solely attributed to the publicly-owned fleet of purpose-built vehicles;
- All new specialized transit expansion vehicles will be Promasters. The capital cost per Promaster vehicle is \$174,607 (2021\$). This cost includes farebox, Automatic Vehicle Location (A.V.L.) and surveillance costs;
- The 25% spare ratio in 2021 is gradually decreased to a 20% spare ratio as soon as practicable; and
- Each peak period vehicle makes approximately 8,000 trips annually. This productivity level is similar to other peer specialized transit services.

Table 16 outlines the publically-owned transit vehicle requirements to 2031. By the end of the ten-year D.C. period (2031), Milton Transit will need seven (7) new vehicles to accommodate growing registrants attributed to population growth, an aging population, and an increase in trips per registrant. Note that since the smaller Promaster vehicles used for specialized transit will be integrated with the on-demand service, spare vehicles can be shared between both services, thus lowering the overall number of spares required if the services were treated separately.

Table 16: Specialized Transit Vehicle Requirements (2031)

Fleet	2021	2031
Peak Fleet	5	11
Spare Fleet	1	2
Total Fleet (incl. Spares)	6	13
Additional Vehicles Required (cumulative)	Not Applicable	7

Based on the unit cost of \$174,607 (2021\$) for each Promaster vehicle, the total capital requirement for specialized transit by 2031 is \$1,222,248.

6.0 Apportioning Benefit (Revenue Vehicles)

This section details how the transit capital program is apportioned between benefit to growth, existing and pre-period.

6.1 In-Period Benefit to Existing and Growth

The 2016 D.C.A. requires that the increased need for service be reduced by the extent to which a service would benefit existing population. The in-period benefit is therefore further broken down into benefit to existing populations and benefit to growth populations.

6.1.1 Conventional Transit Vehicles

6.1.1.1 Existing and Growth Ridership

To determine the extent to which new transit capital will benefit the existing population and the growth population, it is first important to understand the propensity of each to use transit.

New developments and their corresponding populations have an increased propensity to use transit due to changing views on transit, higher densities of new built form, and increased adoption of transit-oriented design in new developments. Existing populations have a lower propensity to use transit due to the existing auto-oriented built form and challenges in changing established behaviours.

New development that is being planned within Milton over the next ten years will on average be denser than existing development. **Table 2** illustrates the percentage of population from both existing and new growth by unit type. As seen, 71.5% of existing population lives in single detached dwellings, compared to only 35.9% of 2021-2031 growth population. This change in built form has an impact on the propensity to use transit by the different portions of the population.

Data was derived from the 2016 Transportation Tomorrow Survey (T.T.S.) to understand how housing choice correlates with the propensity to use transit. The T.T.S. is a comprehensive travel survey conducted in the Greater Golden Horseshoe Area every five years. The purpose of the survey is to provide data that help governments and transportation agencies make transportation investment decisions.

Table 17 illustrates the average 2016 local transit mode share of residents in Halton Region during the P.M. peak period by housing type (based on 2016 T.T.S. data). Data for Halton Region was used due to the higher sample size than the Town of Milton. The data was used identify the relative differences in mode share by housing type from T.T.S.

Table 17: P.M. Peak Local Transit Mode Share by Housing Type in Halton Region (Source: 2016 T.T.S.)

Housing Type	Transit Mode Share	Factor Relative to Low Density
Low Density (singles and semis)	2.92%	1.00
Medium Density (multiples)	3.78%	1.29
High Density (apartments)	5.28%	1.81

As seen above, residents that live in higher density developments are more likely to use transit than residents that live in lower density developments.

Note: The T.T.S. data does not include a transit mode share for population associated with institutional and off-campus housing. Since this type of housing is typically high density and includes a student market which are more likely to use transit, the transit mode share for high density development was used for this housing type for the purposes of this analysis. As shown in **Table 2**, there is very little growth in institutional housing expected, therefore, this assumption has little impact on the analysis in this report.

The factor in **Table 17** refers to transit use relative to low density units. For example, medium density units use transit 29% more than low density units ($3.78\% / 2.92\% = 1.29$).

These factors are used to compare the expected annual trips per capita for the existing and growth population, adjusted for housing type.

To calculate the proportion of trips made by the growth and existing population, several steps were taken.

Step 1: Determine Base 2021 Ridership

The ridership per capita for the 2021 population was assumed to be equal to the 2019 ridership per capita of 4.90. This was calculated by assuming linear population growth between 2016 and 2021 and dividing the actual 2019 annual ridership by the assumed 2019 population. **Table 18** summarizes the existing and forecasted 2031 ridership and ridership per capita. Note that the total population differs slightly from **Table 1** due to rounding.

Table 18: Ridership per Capita Assumption

Category	2016	2019	2021	2031
Population	110,128	124,204	131,921	210,751
Ridership	N/A	604,205 (Actual)	646,413 (Extrapolated from 2019)	1,744,144
Ridership per Capita	N/A	4.90	4.90	8.28

Step 2: Identify Ridership Growth Based On Population Growth Only

The next step is to determine the amount of ridership growth that would occur based on population growth only (assuming no service level improvements would take place).

Since new growth will be at a higher density (see **Table 2**), adjustments were made to the number of rides per capita in the new growth areas.

The “Factor Relative to Low Density” identified in **Table 17** was used to calculate a Density Adjustment for the existing population and the two growth areas. For example, a factor of 1.0 was applied to each low density unit, 1.29 to each medium density unit and 1.81 to each high density and institutional unit. A weighted average was then calculated for the existing area and the two growth areas to understand the impacts of density on ridership growth.

The density factor of 1.12 in the existing population yields a ridership per capita of 4.9.

To calculate the adjusted ridership per capita for both growth areas, the following calculation was used:

Formula: Ridership per Capita for Growth Areas:

Ridership per Capita = “Factor Relative to Low Density” in Growth Area / “Factor Relative to Low Density” from existing 2021 population * 2021 Ridership per Capita

Calculation (Example: Growth Population Excluding Britannia, Agerton, Trafalgar):

$$1.40 / 1.12 * 4.90$$

$$= 6.13$$

The numbers associated with these steps are summarized in **Table 19**.

Table 19: Calculation of 2031 Ridership by Population (Before Adjusting to Match Transit Master Plan Forecast)

Area	Population	Factor Relative to Low Density	Ridership Per Capita	Annual Ridership
Existing Urban Population	131,425 (Footnote 1)	1.12	4.90	643,983
2021-2031 Growth (Excluding Britannia, Agerton, Trafalgar)	56,290	1.40	6.13	345,058
2031 Subtotal	187,715	Not Applicable	Not Applicable	989,041
2021-2031 Growth (Britannia, Agerton, Trafalgar)	23,026	1.22	5.34	123,012
2031 Total	210,751	Not Applicable	Not Applicable	1,112,053

Footnote 1: This includes a slight reduction in population in 2021 housing stock due to a reduction in persons per unit.

Step 3: Adjust Ridership by Population Group to Reflect 2031 Forecasts

The next step is to adjust the annual ridership in **Table 19** to reflect the full ridership forecast noted in **Table 18**, assuming service improvements reflected in the capital plan are in place.

To do this, ridership was factored up in the existing and two growth areas to equal the 2031 forecast of 1,744,144. The factor was calculated as follows:

Formula:

Ridership Growth Factor = 2031 Ridership Forecast (**Table 2**) / 2031 Ridership from **Table 19** assuming no service improvements in place

Calculation:

$$1,744,144 / 1,112,053$$

$$= 1.57$$

Using this factor, ridership from the existing population and growth from the two growth areas in **Table 18** was multiplied by 1.57. This is reflected in **Table 20**.

As seen in **Table 20**, the average trips per capita is required to grow by the existing and growth population to achieve the 2031 ridership target. This suggests that the service improvements will benefit both the existing population and the growth population, with an increased benefit to the growth population based on the density factor.

Table 20: Calculation of 2031 Ridership by Population

Area	Population	Ridership Per Capita (Table 18)	Annual Ridership (Table 18)	Annual Ridership (Adjusted)	Growth in Ridership	Adjusted Ridership per Capita
2021 Population	131,425 (Footnote 2)	4.90	643,983	1,010,023	366,040	7.69
Growth <u>Excluding</u> Britannia, Agerton, Trafalgar	56,290	6.13	345,058	541,189	541,189	9.61
Subtotal	187,715	Not Applicable	989,041	1,551,212 (Footnote 1)	907,832	8.26
Britannia, Agerton, Trafalgar	23,026	5.34	123,012	192,932	192,932	8.38
Total	210,715	Not Applicable	1,112,053	1,744,144	1,100,161	8.28

Footnote 1: This number is slightly different than the Transit Master Plan forecast in **Table 5** (1,551,205) due to rounding.

Footnote 2: This includes a slight reduction in population in 2021 housing stock due to a reduction in persons per unit.

6.1.1.2 Ridership by Pre-Period Population

In order to reconcile this analysis with the previous 2016 D.C. Study, it was also necessary to estimate 2031 ridership from the 2016 population and 2016-2021 growth population. Essentially, this is a breakdown of the 2021 population into two groups.

The 2016 annual ridership of 455,246 was taken from the 2016 Canadian Urban Transit Association Fact Book. Next, the 2021 ridership was broken down by 2016 existing population and 2016-2021 growth population.

The 2016 D.C. Study concluded that 36% of ridership growth would come from existing population and 64% would come from growth population. The calculations are shown below:

Formula: 2016 Existing Population Ridership in 2021

Actual 2016 Ridership + 36% * (2021 Estimated Ridership - Actual 2016 Ridership)

Calculation

455,246 + 36% * (646,413 – 455, 246)

= 524,066

Formula: 2016-2021 Growth Population Ridership in 2021

64% * (2021 Estimated Ridership – Actual 2016 Ridership)

Calculation:

64% * (646,413 – 455, 246)

= 122,347

In the 2031 time horizon, the ratio of ridership between these populations was maintained.

Table 21 summarizes the existing 2016 ridership and growth in ridership from the 2016 population and the 2016-2021 growth population based on continued service level improvements in 2021 and 2031.

Table 21: Ridership by Existing 2016 and 2016-2021 Growth Population

Population	2016	2021	2031
Ridership by Existing 2016 Population	455,246	524,066	818,856
Ridership by 2016-2021 Growth Population	Not Applicable	122,437	191,167

6.1.2 2016-2031 Ridership Summary

Annual ridership from 2016 to 2031 is summarized in **Table 22**.

Table 22: 2016-2031 Annual Transit Ridership by Population

Population	2016	2021	2031	2016-2031 Growth
Ridership by Existing 2016 Population	455,246	524,066	818,856	363,610
Ridership by 2016-2021 Growth Population	Not Applicable	122,347	191,167	191,167
Ridership by 2021-2031 Growth Population	Not Applicable	Not Applicable	734,121	734,121
Total	455,246	646,413	1,744,144	1,288,898

Using the above future estimated ridership, the benefit to existing, benefit to pre-period growth, and benefit to growth are calculated as follows:

Formula

Benefit to Existing (2016 Population) =

- Growth in Annual Transit Trips between 2021 and 2031 by Existing Population / Growth in Annual Transit Trips between 2021 and 2031

Calculation

$$= 363,610 / 1,288,898$$

$$= 28.21\%$$

Formula

Benefit to Pre-Period Growth (2016-2021 Population Growth) =

- Growth in Annual Transit Trips between 2021 and 2031 by 2016-2021 Growth Population / Growth in Annual Transit Trips between 2021 and 2031

Calculation

$$= 191,167 / 1,288,898$$

$$= 14.83\%$$

Formula

Benefit to Growth =

- Growth in Annual Transit Trips between 2021 and 2031 by 2021-2031 Growth Population / Growth in Annual Transit Trips between 2021 and 2031

Calculation

= 734,121 / 1,288,898

= 56.96%

Therefore, the benefit splits for conventional transit vehicles is as follows. Note that the Benefit to Post-2021 Growth is further broken down into in-period and post-period growth in **Section 6.2.1**.

Benefit to Existing (2016): 28.21%

Benefit to Pre-Period Growth (2016-2021): 14.83%

Benefit to Post-2021 Growth: 56.96%

6.1.3 Specialized Transit Vehicles

The method used to apportion growth relating to specialized transit vehicles is different than conventional transit as benefits are allocated on a registrant basis instead of trips. Similarly there are benefits to the existing and growth populations. Thus, benefits are allocated to two groups of customers:

1. New registrants based on the existing population (attributed to an aging population that will register for the service and existing registrants that use the service more); and
2. New registrants of based on growth in population.

As mentioned in **Section 4.5**, a trip denial rate of one percent is targeted within a ten-year period, meaning that not all trip requests will be accommodated.

To calculate the apportionment of benefit, trips were separated into:

1. Growth of registrants (as a result of an aging population and population growth); and
2. Growth of trips per registrant (as a result of increased trips).

Growth of Registrants

To determine the number of new registrants that come from the existing population and those that are from the new population, the impacts of an aging population on the prevalence of disability (and thus the potential to register for specialized transit) was calculated.

The population with a disability as illustrated in **Table 23** for each age cohort in 2031 was multiplied by the ratio of existing 2021 population to the total 2031 population (including growth). This provided the growth in the existing population with a disability in 2031. The net growth between 2021 and 2031 was the number of new existing residents that could potentially have a disability over the 10-year D.C. period and be eligible for specialized transit

The growth population with a disability was calculated by multiplying the total 2031 population with a disability (**Table 23**) in each age cohort by the ratio of growth population (2021 to 2031) to the 2031 total population.

Table 23: Allocation of New Registrants to Growth and Non-Growth

Breakdown of Population	2020	2021	2031
Population	133,140	137,700	220,000
% Existing Population	100.0%	96.7%	60.5%
% Growth Population	0.0%	3.3%	39.5%
Population with a disability	16,558	17,799	30,463
Proportion resulting from population growth	Not Applicable	589	12,027
Proportion resulting from an aging population	Not Applicable	652	1,878
Total Change in existing population with a disability due to aging	Not Applicable	1,241	13,906
% of new registrants from existing aging population	Not Applicable	52.5%	13.5%
% of new active registrants from population growth	Not Applicable	47.5%	86.5%

Growth in Trips per Registrant

A different allocation was identified based on the increase in trips per registrant. This would not only benefit new registrants to the service, but also existing registrants that currently use specialized transit. This would result in a higher allocation of cost to the existing population than identified above.

To calculate this, the 2021 “trips per registrant” using specialized transit was used to calculate 2031 trips based on 2031 registrants. This provides the total number of 2031 trips assuming no change in trips per registrant. This was then subtracted by the total 2031 specialized transit trip forecast to get the total number of additional trips per registrant.

Between 2021⁴ and 2031, an additional 42,875 new specialized transit trips were forecasted, of which 32,558 are trips by new registrants to the service assuming the 2021 trip rate, and 10,317 are increased trips by all registrants (the difference between the 2031 and 2021 trip rate for all 579 registered users by 2031).

To calculate the apportionment to growth and existing population, the following formula was used:

Formula

Trips attributed to the change in trip rate between 2021 and 2031 =

- Total Specialized Transit Trips in 2031 – (Total Registrants in 2031 x Specialized Transit Trip Rate in 2021)

Calculation

$$= 88,630 - (579 \times 135.3)$$

$$= 10,317$$

Formula

Trips attributed to new registrants by 2031 (using 2021 trip rate) =

- (Total Registrants by 2031 – Total Registrants in 2021) x 2021 Specialized Transit Trip Rate

Calculation

$$= (579 - 338) \times 135.3$$

$$= 32,557$$

⁴ 2018 Specialized transit ridership on municipally-owned vehicles was adjusted to 62% of all Specialized transit trips to reflect the typical split with third-party provided services.

Therefore, the allocation of benefits to existing registrants and growth registrants can be summarized by the following formulas:

Formula

Benefit to Existing =

$$\begin{aligned} & (\text{Trips attributed to the change in trip rate between 2021 and 2031 X Percent of} \\ & \text{2031 Population that was existing in 2021}) + (\text{Trips attributed to new registrants by} \\ & \text{2031 using 2021 trip rate X Percent growth of 2021 population with a disability}) = \\ & \text{Increase in Rides by Existing Registrants in 2021} \\ & / (\text{Increase in Rides by New Registrants in 2031} + \text{Increase in Rides by Existing} \\ & \text{Registrants in 2031 due to change in rate of trips per registrant}) \end{aligned}$$

Calculation

$$\begin{aligned} & = (10,317 \times 60.5\%) + (32,557 \times 13.5\%) = 10,641 \\ & / (32,233 + 10,641) \\ & = 24.8\% \end{aligned}$$

Formula

Benefit to Growth =

$$\begin{aligned} & (\text{Trips attributed to the change in trip rate between 2021 and 2031 X Percent of} \\ & \text{2031 growth population}) + (\text{Trips attributed to new registrants by 2031 using 2021} \\ & \text{trip rate X Percent growth of new (growth) population with a disability}) = \text{Increase} \\ & \text{in Rides by New Registrants in 2031} \\ & / (\text{Increase in Rides by New Registrants in 2031} + \text{Increase in Rides by Existing} \\ & \text{Registrants in 2031 due to change in rate of trips per registrant}) \end{aligned}$$

Calculation

$$\begin{aligned} & = (10,317 \times 39.5\%) + (32,557 \times 86.5\%) = 32,233 \\ & / (32,233 + 10,641) \\ & = 75.2\% \end{aligned}$$

Therefore, the benefit to existing and growth for specialized vehicles is as follows:

- **24.8% to benefit to existing**
- **75.2% to benefit to growth**

6.2 Post-Period Benefit

The 2016 D.C.A. requires that no portion of the service intended to benefit anticipated development within the ten-year D.C. period remain as excess capacity at the end of the ten-year D.C. period. For the purposes of this D.C. Study, in-period is identified as the period from 2021-2031 and the post-period is assumed to be from 2031 to Build out.

6.2.1 Conventional Transit

The post-period benefit was calculated using the proportion of annual transit trips that are conducted by the 2031 – Build-Out growth population.

The Transit Master Plan did not identify a transit plan beyond the 2031 horizon. To calculate post-period benefit, the “Build Out” ridership was calculated using the same methodology as that described in **Section 6.1.1**. However, in this case, the ridership was expanded by a higher factor (1.83). This factor ensures that the ridership from the 2021 population and the 2021-2031 growth excluding Agerton, Britannia, Trafalgar match the “High” ridership target and associated rides per capita from the Transit Master Plan (see **Table 5**). The calculations are summarized in **Table 24**.

Table 24: "Build Out" Annual Ridership

Area and Horizon	Population	Factor Relative to Low Density	Ridership Per Capita (Pre-Adjustment)	Annual Ridership (Pre-Adjustment)	Transit Master Plan Ridership Factor	Annual Ridership (Adjusted)
2021 Population	131,269 (Footnote 1)	1.12	4.90	643,218	1.83	1,179,859
2021-2031 Growth Excluding Britannia, Agerton, Trafalgar	56,290	1.40	6.13	345,058	1.83	632,942
Subtotal	187,559	Not Applicable	Not Applicable	989,041	1.83	1,812,801 (Footnote 2)
2021-2031 Growth - Britannia, Agerton, Trafalgar	23,026	1.22	5.34	123,012	1.83	225,642
2031 - Build Out Growth Excluding Britannia, Agerton, Trafalgar	37,531	1.45	6.34	237,947	1.83	436,468
2031- Build Out Growth Britannia, Agerton, Trafalgar	55,604	1.17	5.12	284,692	1.83	522,213
Total	303,730	Not Applicable	Not Applicable	1,633,927	1.83	2,997,124

Footnote 1: This includes a slight reduction in population in 2021 housing stock due to a reduction in persons per unit.

Footnote 2: This number is slightly different than the Transit Master Plan forecast in Table 5 (1,814,205) due to rounding and the slight reduction in population in 2021 housing stock.

Based on the above, the in-period and post-period benefit were calculated as follows:

Formula: Proportion of Benefit to Growth to Allocate Post-Period

(Post-Period Growth Population Annual Ridership / (“Build Out” Ridership - 2016 Annual Ridership)

Calculation:

$$(436,468 + 522,213) / (2,997,124 - 455,246)$$

$$= 37.72\%$$

Formula: Post-Period Benefit to Growth

Benefit to Growth * Proportion of Benefit to Growth to Allocate Post-Period

Calculation:

$$56.96\% * 37.72\%$$

$$= 21.48\%$$

Formula: In-Period Benefit to Growth

Benefit to Growth – Post-Period Benefit to Growth

Calculation:

$$56.96\% - 21.48\%$$

$$= 35.48\%$$

In-Period Benefit to Growth: 35.48%

Post-Period Benefit to Growth: 21.48%

6.2.2 Specialized Transit

Unlike conventional transit, there are is no post-period benefit for the purchase of the specialized fleet during the in-period. Since specialized transit is forecasted to deny 1% of trip requests within the ten-year D.C. period, any increase in registrants and trips beyond 2031 will require additional capacity (since 1% of trips from the 2031 population are anticipated to be denied).

As a result, there is no post-period benefit.

7.0 Apportioning Benefit (Other Capital Items)

7.1 Operations Facility

Milton Transit will be constructing and opening a new operations facility with a capacity of 60 full length 40-foot (12-metre) buses and ten 30-foot (9-metre) cutaway buses (26.2-foot vehicle plus 3.3-feet for a bicycle rack). Since the future facility will house a different ratio of 40-foot, 30-foot (Arboc) and 20-foot (Promaster) buses, the capacity of the facility was calculated on the basis of 67.5 40-foot (12-metre) equivalent buses.

The benefit splits for capital items relating to the facility were calculated based on the number and length of buses that would be added within each period. The excess capacity in 2031 is included as post-period benefit. For details, calculations, and the overall breakdown of benefit to growth and existing, see **Section 5.2.2** in the main report by Watson & Associates.

The benefit split for the operations facility is as follows:

Benefit to Existing: 28.15%

The remaining 71.85% is benefit to growth and split as follows:

Benefit to Pre-Period Growth: 8.25%

Benefit to In-Period Growth: 60.82%

Benefit to Post-Period Growth: 30.93%

7.2 Support Vehicles and Bus Pads

The method used to apportion in-period and post-period benefits related to supervisor vehicles and maintenance vehicles is different from that used for the conventional transit vehicles (buses). Additional supervisor and maintenance vehicle needs are tied to growth in the number of peak conventional and specialized transit buses and therefore are responsive to demand (growth in the bus fleet). New supervisor vehicle therefore have no excess capacity that will benefit future riders.

New bus pads will be constructed in new growth areas when growth occurs and future bus pads not included in this capital plan will be built to accommodate future growth.

Therefore, there is no post-period benefit for these items and they are considered 100% in-period benefit to growth.

Benefit to Existing: 0%

Benefit to Pre-Period Growth: 0%

Benefit to In-Period Growth: 100%

Benefit to Post-Period Growth: 0%

7.3 Transfer Hubs

The Transit Master Plan includes three transfer hubs to facilitate transfers between routes as the system grows. These are shown in the map in

Figure 2.

The first two transit hubs will be built at the Velodrome and Bristol Park. Due to their location within the existing transit network, they will be used by both existing and growth population. Therefore, the benefit splits for these transfer hubs mirror those of conventional transit vehicles.

Benefit to Existing: 28.21%

Benefit to Pre-Period Growth: 14.83%

Benefit to In-Period Growth: 35.48%

Benefit to Post-Period Growth: 21.48%

The final transfer hub will be built at Ontario Street and Britannia Road in the growth area. This transfer hub is being built to accommodate population in growth areas, therefore it has no benefit to existing. The ratio of in-period to post-period growth from the conventional transit vehicle analysis was maintained.

Benefit to Existing: 0%

Benefit to Pre-Period Growth: 0%

Benefit to In-Period Growth: 62.28%

Benefit to Post-Period Growth: 37.72%

8.0 Summary of Key Values

Table 25 presents the full capital plan for expansion vehicles. The summary of how the capital costs are apportioned between benefit to existing and growth is presented in **Table 26**.

Table 25: Capital Plan Summary

Population	2016	2021	2031
Conventional Transit 12-metre Vehicles	13	17	42
Conventional Transit 9-metre vehicles (Arboc)	5	4	4
Conventional Transit 6-metre vehicles (Promaster)	0	0	2
Specialized Transit 6-metre Vehicles (Promaster)	0	6	13
Operations Facility	0	0	New 70 Vehicle Facility (Footnote 1)
Maintenance Vehicles	1	2	2
Supervisor Vehicles	1	2	4
Bus Pads	Unknown	Unknown	+200
Transfer Hubs	1	1	4

Footnote 1: Vehicle capacity adjusted based on new fleet mix.

Table 26: Benefit Splits by Capital Plan Item

Item	Benefit to 2016 Existing Population	Benefit to “Pre-Period” Growth	Benefit to In-Period Growth	Benefit to Post-Period Growth
Conventional Transit Vehicles (Including On-Demand)	28.21%	14.83%	35.48%	21.48%
Specialized Transit Vehicles	24.76%	Included in 24.76%	75.24%	0%
Operations Facility	See Section 7.1	See Section 7.1	See Section 7.1	See Section 7.1
Support Vehicles	0.00%	0.00%	100%	0%
Transfer Hub (2)	28.21%	14.83%	35.48%	21.48%
Transfer Hub (1)	0.00%	0.00%	62.28%	37.72%



Appendix H

Proposed Development Charges By-law



THE CORPORATION OF THE TOWN OF MILTON
BY-LAW NUMBER xxx-2021
BEING A BY-LAW FOR THE IMPOSITION OF DEVELOPMENT
CHARGES

A BY-LAW TO ESTABLISH A DEVELOPMENT CHARGES BY-LAW FOR THE TOWN OF MILTON FOR SERVICES OTHER THAN PARKING AND REPEAL BY-LAW 100-2016

WHEREAS The Corporation of the Town of Milton has and will continue to experience growth through development;

AND WHEREAS development requires the provision of physical and other services by the Town;

AND WHEREAS Council desires to ensure that the capital cost of meeting growth related demands for, or the burden on, Town services does not place an undue financial burden on the Town or its taxpayers;

AND WHEREAS the Development Charges Act, 1997 (the “Act”) provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

AND WHEREAS a development charge background study has been completed in accordance with the Act;

AND WHEREAS Council has before it a report entitled “Town of Milton Development Charge Background Study” prepared by Watson and Associates Economists Ltd. dated March 3, 2021;

AND WHEREAS the Council of The Corporation of the Town of Milton has given notice of and held a public meeting on the 22nd day of March, 2021 in accordance with the Act and the regulations thereto;

NOW THEREFORE the Council of The Corporation of the Town of Milton hereby enacts as follows:



DEFINITIONS

1. In this By-law, including in this section:

"accessory" means where used to describe a use, building, or structure that the use, building, or structure is naturally and normally incidental, subordinate in purpose or floor area or both, and exclusively devoted to a principal use, building or structure, but is not an ancillary residential building;

"accessory dwelling" means a self-contained residential unit that is subordinate in purpose to another residential dwelling unit upon the same lot and includes a basement apartment, garden suite and in some cases, a mobile home;

"Act" means the Development Charges Act, 1997, S.O. 1997, c. 27;

"agricultural development" means a bona fide farming operation, including greenhouses used in connection with a bona fide farming operation which are not connected to Regional water services or wastewater services, sod farms and farms for the breeding and boarding of horses, and includes, but is not limited to, barns, silos and other ancillary buildings to such agricultural development, but excluding in all circumstances any residential or commercial or retail component thereof and excludes cannabis production and growing facilities;

"air-supported structure" means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;

"ancillary residential building" means a residential building or structure that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling and includes an accessory dwelling;

"apartment unit dwelling" means any residential unit within a building containing more than four dwelling units where the units are connected by an interior corridor, and includes an ancillary residential building but does not include a special care/special need dwelling unit;



"back-to-back townhouse dwelling" means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

"bedroom" means a habitable room of at least seven square metres, including a den, study, loft, or other similar area, but does not include a living room, dining room, kitchen, or other space;

"board of education" has the same meaning as set out in the Education Act, R.S.O. 1990, c.E.2, (the "Education Act");

"building" means a structure occupying an area greater than ten (10) square metres consisting of a wall, roof, and floor or any of them or a structural system serving the function thereof, and includes, but is not limited to, an above-grade storage tank, an air-supported structure, a canopy, and an industrial tent, but does not include a seasonal air-supported structure;

"Building Code Act" means the Building Code Act, 1992, S.O. 1992, c.23 (the "Building Code Act");

"cannabis" means:

- a) a cannabis plant;
- b) any part of a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not;
- c) any substance or mixture of substances that contains or has on it any part of such a plant; and
- d) any substance that is identical to any phytocannabinoid produced by, or found in, such a plant, regardless of how the substance was obtained;

"cannabis plant" means a plant that belongs to the genus Cannabis;

"Cannabis Production Facilities" means a building, or part thereof, designed, used, or intended to be used for one or more of the following: growing,



production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment, or distribution of cannabis where a licence, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis;

"canopy" includes, but is not limited to, a roof-like structure projecting more than 1.22 metres (four (4) feet) from the exterior face of a building and a separate roof-like structure such as a roof-like structure for an automotive fuel station, a covered patio, or a drive-through facility;

"capital cost" means costs incurred or proposed to be incurred by the Town or a local board thereof directly or by others on behalf of and as authorized by the Town or local board to:

- a) acquire land or an interest in land, including a leasehold interest;
- b) improve land;
- c) acquire, lease, construct or improve buildings or structures;
- d) acquire (including leasing), construct or improve facilities including,
 - i. furniture and equipment other than computer equipment, and
 - ii. material acquired for circulation, reference or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, Chap. P.44; and
 - iii. rolling stock with an estimated useful life of seven years or more; and
- e) undertake studies in connection with any matter under the Act and any of the matters in clauses (a) to (d) above, including the development charge background study required for the provision of services designated in this By-law within or outside the municipality, including interest on borrowing for those expenditures under clauses (a) to (e) above that are growth-related;



"central business district" means that area defined as and shown as the central business district in the Town's in-force Official Plan, as may be amended from time to time;

"charitable dwelling" means a residential building, a part of a residential building or the residential portion of a mixed-use building maintained and operated by a corporation approved under the Charitable Institutions Act, R.S.O. 1990, c. C.9, for persons requiring residential, specialized or group care and charitable dwelling includes a children's residence under the Child, Youth and Family Services Act, 2017, S.O. 2017, C. 14, Sched. 1, a psychiatric facility under the Mental Health Act, R.S.O. 1990, c. M.7, long-term care home under the Long-Term Care Homes Act, 2007, S.O. 2007, c. 8, c. N.7, and a home for special care under the Homes for Special Care Act, R.S.O. 1990, c. H.12.

"class" means a grouping of services combined to create a single service for the purposes of this by-law and as provided in section 7 of the Development Charges Act;

"commercial" means land, buildings, structures, or portions thereof used, designed, or intended for non-residential use that is not retail or industrial, and includes uses which serve academic, medical/dental, and cultural needs that are not located within or part of a retail development;

"Condominium Act" means the Condominium Act, 1998, S.O. 1998, Chap. c. 19;

"correctional group home" " means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a 24- hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof, and licensed, approved or supervised by the Province of Ontario as a detention or correctional facility under any general or special act and amendments or replacements thereto. A correctional group home may contain an office provided that the office is used only for the operation of the correctional group home in which it is located. A correctional group home shall not include any detention facility operated or supervised by the Federal



Government nor any correctional institution or secure custody and detention facility operated by the Province of Ontario;

"Council" means the Council of The Corporation of the Town of Milton;

"detached dwelling" has the same meaning as a "single detached dwelling" for the purposes of this by-law;

"development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability and/or changing the use thereof, and includes redevelopment;

"development charge" means a charge imposed with respect to this By-law;

"development charge interest policy" means section 4.1.4 of the Town's Policy No. 117 Financial Management - Development Finance, as may be amended from time to time;

"dwelling unit" means either (1) any part of a building or structure used, designed, or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use, or (2) in the case of a special care/special need dwelling, a room or suite of rooms used, or designed or intended for use, by one person with or without exclusive sanitary and/or culinary facilities, or more than one person if sanitary facilities are directly connected and exclusively accessible to more than one room or suite of rooms;

"existing" means the number, use and size that existed as of the date this By-law was passed;

"garden suite" means a building containing one (1) dwelling unit where the garden suite is detached from and ancillary to an existing single detached dwelling or semi-detached dwelling on the lands and such building is designed to be portable;



"grade" means the average level of finished ground adjoining a building at all exterior walls;

"gross floor area" means the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls and includes the area of a mezzanine and excludes those areas used exclusively for parking garages or structures;

"group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit which may or may not be supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof and licensed, approved or supervised by the Province of Ontario for the accommodation of persons under any general or special act and amendments or replacements thereto. A group home may contain an office provided that the office is used only for the operation of the group home in which it is located;

"hospice" means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained, and family members may be active participants in care;

"industrial" means lands, buildings or structures, or portions thereof, used, designed or intended for use for production, compounding, processing, packaging, crating, bottling, or assembly ("manufacturing") of raw goods or semi-processed goods or materials, research and development relating thereto, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public (if the retail sales are at the site where the manufacturing takes place) where such uses are accessory to an industrial use, and includes cannabis production facilities, but does not include the sale of commodities to the general public through a warehouse club or retail warehouse and does not include self-storage or mini-storage facilities;



"institutional development" means development of a building or structure, or portions thereof, intended for use,

- a) as a long-term care home within the meaning of subsection 2 (1) of the Long-Term Care Homes Act, 2007;
- b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- c) by any of the following post-secondary institutions for the objects of the institution:
 - (i) a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
 - (ii) a college or university federated or affiliated with a university described in subclause (i), or
 - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
- d) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e) as a hospice to provide end of life care.

"interest rate" means the annual rate of interest as established through the development charge interest policy, as may be revised from time to time;

"live/work unit" means a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently, and shares a common wall or floor with direct access between the residential and non-residential areas;

"Local Board" means a local board as defined in section 1 of the Municipal Affairs Act other than a board as defined in subsection 1(1) of the Education Act;



"local services" means those services, facilities or things which are under the jurisdiction of the Town and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under Sections 41, 51 or 53 of the Planning Act, R.S.O. 1990, Chap. P.13;

"lot" means a parcel of land capable of being conveyed lawfully without any approval under the Planning Act or successor thereto which meets the minimum lot area requirements under the Town's Zoning By-law;

"mixed-use" means land or buildings used or designed or intended to be used for a combination of non-residential development and residential development;

"mobile home" means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;

"multiple dwelling" means all dwellings other than single-detached dwellings, semi-detached dwellings, apartment unit dwellings, special care/special need dwellings, ancillary residential buildings, and includes but is not limited to row dwellings, back-to-back townhouse dwellings, stacked townhouse dwellings, and the residential portion of a live/work unit;

"municipality" means The Corporation of the Town of Milton;

"non-residential development" means land, buildings or portions thereof used, designed, or intended for use for a non-residential purpose and "non-residential use" has the same meaning;

"non-residential purpose" means the use of land, buildings, or portions thereof for any purpose other than for a residential purpose;

"non-retail development" means any non-residential development which is not a retail development;

"non-profit housing development" means development of a building or structure intended for use as residential premises by,



- a) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
- b) a corporation without share capital to which the Canada Not-for-Profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation;

"Official Plan" means the Official Plan adopted for the Town, as amended, and approved;

"owner" means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

"place of worship" means that part of a building or structure that is exempt from taxation as a place of worship under the Assessment Act, R.S.O. 1990, Chap. A.31;

"Planning Act" means the Planning Act, R.S.O. 1990, c. P.13;

"prescribed index" means the price index as prescribed in the Regulation;

"public hospital" means lands, buildings or structures used and occupied by a hospital that receives aid under the Public Hospitals Act, R.S.O. 1990, c. P.40, but excludes (i) any portion of a building occupied by a tenant of the hospital, (ii) any lands, buildings or structures, or portions thereof, owned by a hospital or hospital board that are used for purposes other than a public hospital, and (iii) any residential component of such lands, buildings or structures, or portions thereof, that is not a public hospital;

"redevelopment" means the construction, erection or placing of one or more buildings on land where all or part of a building on such land has been previously demolished, or changing the use of all or part of a building from a residential



purpose to a non-residential purpose or from a non-residential purpose to a residential purpose, or changing all or part of a building from one form of residential development to another form of residential development or from one form of non-residential development to another form of non-residential development;

"Region" means The Regional Municipality of Halton;

"Regulation" means any regulation made pursuant to the Act;

"rental housing" means development of a building or structure or portion thereof with four or more dwelling units that are intended for use as rented residential premises;

"residential development" means land, buildings or portions thereof used, designed, or intended to be used as living accommodations for one or more individuals, and shall include a single detached dwelling, a semi-detached dwelling, a multiple dwelling, an apartment unit dwelling, a special care/special need dwelling, an ancillary residential building, and the residential portion of a mixed-use building and "residential use" and "residential purpose" has the same meaning;

"retail development" means land, buildings or portions thereof used, designed, or intended for use for the purpose of offering foods, wares, merchandise, substances, articles, or things for sale directly to the public or providing services or entertainment to the public. Retail development excludes freestanding bank kiosks and includes, but is not limited to:

- a) land, buildings, or portions thereof used, designed, or intended for use for the rental of wares, merchandise, substances, articles, or things;
- b) offices and storage in connection with, related to or ancillary to retail use; and
- c) conventional restaurants; fast food restaurants; catering establishments, bars and taverns; beer and wine-making stores; concert halls/theatres/cinemas/movie houses/drive-in theatres; dinner theatres; casinos; amusement and theme parks; amusement arcades; bowling alleys;



pet boarding kennels, pet boarding kennel services, pet obedience training centres, pet care, attendance and grooming services; fitness/recreation sport centres; hotels, motels/bed and breakfast facilities/rooming and boarding houses; gas stations and service stations; specialty automotive shops/auto repairs/collision services/car or truck washes; auto dealerships; shopping centres and plazas, including more than two attached stores under one ownership; department/discount stores; banks and similar financial institutions, including credit unions; insurance brokerages; investment advisory services; warehouse clubs and retail warehouses and self-storage or mini-storage facilities;

"retirement home or lodge" means a residential building or the portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hall, but do not include private culinary facilities and instead where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;

"row dwelling" means a building containing three or more attached dwelling units in a single row, each of which dwelling unit has an independent entrance from the outside and is vertically separated from any abutting dwelling unit;

"seasonal air-supported structure" means an air-supported structure that is raised and/or erected for a maximum of six months in any given year to allow for the use of an outdoor sports field or portion thereof during the winter for sports-related activities and includes a seasonal sports bubble;

"seasonal structure" means a building placed or constructed on land and used, designed, or intended for use for a non-residential purpose during a single season of the year where such building is designed to be easily demolished or removed from the land at the end of the single season and is erected immediately before the single season and is demolished or removed from the land immediately following the end of the single season;



"semi-detached dwelling" means a building divided vertically into two dwelling units each of which has a separate entrance and access to grade;

"service" means a service designed in Schedule "A" to this By-law, and "services" shall have a corresponding meaning;

"servicing agreement" means an agreement between a landowner and the Town relative to the provision of municipal services to specified land within the town;

"single detached dwelling" means a completely detached building containing only one primary dwelling unit and includes one mobile home on a lot which contains no other dwelling unit(s);

"site" means a parcel of land which can be legally conveyed pursuant to section 50 of the Planning Act and includes a development having two or more lots consolidated under one identical ownership;

"special care/special need dwelling" means:

a building containing two or more dwelling units, which units have a common entrance from street level:

- i. where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;
- ii. which may or may not have exclusive sanitary and/or culinary facilities;
- iii. that is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and
- iv. where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;
- v. and includes, but is not limited to, retirement homes or lodges, long-term care homes, charitable dwellings, group homes (including correctional group homes) and hospices;



"stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor;

"temporary venue" means a building that is placed or constructed on land and is used, designed, or intended for use for a particular event where the event has a duration of three (3) weeks or less and the building is erected immediately before the beginning of the event and is demolished or removed from the land immediately following the end of the event;

"total floor area":

- a) includes the sum total of the total areas of the floors in a building whether at, above or below grade, measured:
 - i. between the exterior faces of the exterior walls of the building;
 - ii. from the centre line of a common wall separating two uses; or
 - iii. from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall; and
- b) includes the area of a mezzanine as defined in the Building Code Act;
- c) excludes those areas used exclusively for parking garages or structures;
- d) where a building or a portion thereof has only one wall or does not have any walls, shall be the sum of the total area of all floors in the building:
 - (1) directly beneath the roof or canopy of the building; or
 - (2) between and/or beneath a structural system serving the function of walls, roof, or canopy or any one or more of them;
- e) where the building is an above-grade storage tank, the calculation of the total floor area is determined by taking the cross-sectional area of the tank, which is πr^2 (the base area);



- f) and for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include half of any area common to the residential and non-residential portions of such mixed-use buildings;

"Town" means The Corporation of the Town of Milton;

"town" means the area within the geographic limits of The Corporation of the Town of Milton;

"Treasurer" means the person appointed as the Town's Chief Financial Officer and Treasurer or his or her designate; and

"Zoning By-Law" means the Zoning By-Law Numbers 016-2014 for the urban areas and 144-2003 for the rural areas of the Town of Milton.

2. DESIGNATION OF SERVICES/CLASS OF SERVICES

- 2.1 It is hereby declared by the Council of the Town that all development and redevelopment of land within the Town will increase the need for services.
- 2.2 Once this By-law is in force, the development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by any individual development.
- 2.3 The categories of services and classes of services for which development charges are imposed under this By-law are as follows:
- (a) Services Related to a Highway;
 - (b) Public Works;
 - (c) Fire Protection Services;
 - (d) Parks and Recreation Services;
 - (e) Library Services;
 - (f) Transit Services;



- (g) Growth Studies;
- (h) Stormwater Drainage and Control Services – Area Specific – Boyne Secondary Plan;
- (i) Stormwater Drainage and Control Services – Area Specific – Sherwood Secondary Plan;
- (j) Stormwater Drainage and Control Services – Area Specific – Derry Green Secondary Plan;
- (k) Stormwater Drainage and Control Services – Area Specific – Trafalgar Secondary Plan
- (l) Stormwater Drainage and Control Services – Area Specific - Agerton Secondary Plan;
- (m) Stormwater Drainage and Control Services – Area Specific – Britannia Secondary Plan;
- (n) Stormwater Drainage and Control Services – Area Specific – Milton Education Village Secondary Plan;
- (o) Stormwater Drainage and Control Services – Area Specific – Milton Education Village Supplemental Lands Secondary Plan; and
- (p) Parks and Recreation Services – Outdoor Recreation Lands: All lands except land within the Bristol, Sherwood, and Boyne Secondary Plans.

2.4 The components of the services designated in section 2.3 are described in Schedule A.



3. APPLICATION OF BY-LAW RULES

3.1 Development charges shall be payable in the amounts set out in this By-law where:

- (a) the lands are located in the area described in section 3.2; and
- (b) the development of the lands requires any of the approvals set out in subsection 3.4(a).

Area to Which By-law Applies

3.2 Subject to section 3.3, this By-law applies to all lands in the Town of Milton whether or not the land or use thereof is exempt from taxation under s. 13 of the Assessment Act.

3.3. Notwithstanding clause 3.2 above, this By-law shall not apply to lands that are owned by and used for the purposes of:

- (a) the Town or a local board thereof;
- (b) a board of education; or
- (c) the Region or a local board thereof;

Approvals for Development

3.4 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:

- (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (ii) the approval of a minor variance under section 45 of the Planning Act;
- (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;



- (iv) the approval of a plan of subdivision under section 51 of the Planning Act;
 - (v) a consent under section 53 of the Planning Act;
 - (vi) the approval of a description under section 9 of the Condominium Act; or
 - (vii) the issuing of a permit under the Building Code Act in relation to a building or structure.
- (b) No more than one development charge for each service designated in subsection 2.3 shall be imposed upon any lands, buildings, or structures to which this By-law applies even though two or more of the actions described in subsection 3.4(a) are required before the lands, buildings or structures can be developed.
- (c) Despite subsection 3.4(b), if two or more of the actions described in subsection 3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions:

Rules with Respect to Exemptions for Intensification of Existing Housing or New Housing

- 3.5 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments as follows:
- (a) the enlargement to an existing residential dwelling unit;
 - (b) one or two additional dwelling units in an existing single detached dwelling or prescribed ancillary structure to the existing residential building;
 - (c) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing



four or more dwelling units or prescribed ancillary structure to the existing residential building;

- (d) the creation of one additional dwelling unit in any other existing residential building already containing at least one dwelling unit or prescribed ancillary structure to the existing residential building; or
- (e) the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new detached dwelling must only contain two dwelling units.</p> <p>The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.</p> <p>The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	<p>The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.</p> <p>The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.</p>

3.5.1 Notwithstanding subsection 3.5(b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

3.5.2 Notwithstanding subsection 3.5(d), development charges shall be imposed if the additional unit has a gross floor area greater than:

- (a) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and



- (b) in the case of any other residential building, the gross floor area of the smallest dwelling unit already contained in the residential building.

3.6 **Exemption for Industrial Development:**

3.6.1 For the purpose of sections 3.6.2 to 3.7.3 inclusive, the term “existing industrial building” shall have the same meaning as that term has in the Regulation, and shall not include self-storage or mini-storage facilities.

3.6.2 Notwithstanding any other provision of this By-law, but subject to sections 3.7.2 and 3.7.3 below, no development charge is payable with respect to the enlargement of the total floor area of an existing industrial building where the total floor area is enlarged by 50 percent or less:

3.7 If the total floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- a) determine the amount by which the enlargement exceeds 50 percent of the total floor area before the enlargement;
- b) divide the amount determined under subsection 3.7(a) by the amount of the enlargement.

3.7.1 For greater certainty in applying the exemption in this section, the total floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged area for persons, goods and equipment and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(1) of the Regulation. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passageway, or through a shared below-grade connection such as a service tunnel, foundation, footing or parking facility.



3.7.2 The exemption for an existing industrial building provided by this section shall be applied up to a maximum of 50 percent of the total floor area before the first enlargement for which an exemption from the payment of development charges was granted pursuant to this By-law or any previous development charges by-law of the Town made pursuant to the Act or its predecessor legislation.

Development charges shall be imposed in accordance with Schedule B with respect to the amount of floor area of an enlargement that results in the total floor area of the industrial building being increased by greater than 50 percent of the total floor area of the existing industrial building.

3.7.3 For the purposes of this section, despite any new sites created which result in an existing industrial building being on a site separate from its enlargement or enlargements for which an exemption was granted under this section, further exemptions, if any, pertaining to the existing industrial building shall be calculated in accordance with section 3.7.2 on the basis of its site prior to any division.

3.8 **Other Exemptions/Reductions:**

Notwithstanding the provision of this By-law, development charges shall not be imposed with respect to:

- a) lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under Assessment Act, R.S.O. 1990, Chap. A.31;
- b) development creating or adding an accessory use or accessory building not exceeding 10 square metres (107.64 square feet) of gross floor area;
- c) development creating or adding an accessory use or accessory building to a residential use where the accessory use or accessory building is not used for any commercial or retail use or purpose;
- d) a public hospital;
- e) buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i)



recreational purposes for which the conservation authority charges admission and/or fees or (ii) any commercial or retail purposes;

- f) agricultural development, including a one-time exemption of up to 50 square metres (538.2 square feet) on any commercial or retail component therein;
- g) seasonal structures;
- h) temporary venues; and
- i) Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university.

3.9 Notwithstanding any other provisions of this By-law, a garden suite shall be exempt at the time a building permit is issued for the garden suite from the payment of development charges under this By-law provided that:

- a) a by-law has been passed by the Town under sections 39 and 39.1 of the Planning Act authorizing the temporary use of the garden suite;
- b) prior to the issuance of the building permit for the garden suite, the owner shall have entered into an agreement with the Town under section 27 of the Act in a form and having a content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, may be registered on title to the lands, agreeing to pay the development charges otherwise payable under this By-law in respect of the garden suite if the garden suite is not removed from the lands within sixty (60) days of the expiry of the by-law, including any extensions thereof, described in subsection (a) or if, before that date, the lands on which the garden suite is situate are sold provided the development charges shall not be payable upon such sale if the purchaser has entered into an agreement with the Town under this



subsection and the by-law, including any extensions thereof, described in subsection (a) has not expired;

- c) within ninety (90) days of the expiry of the by-law, including any extensions thereof, described in subsection (a), the owner shall provide to the Town evidence, to the satisfaction of the Treasurer, that the garden suite was removed from the lands within sixty (60) days of the expiry of the by-law, including any extensions thereof, described in subsection (a), whereupon the Town shall provide to the owner a release of the agreement described in subsection (b) and apply to the land registrar to delete from title to the lands any notice of the agreement registered against title to the lands;
- d) if the owner does not provide satisfactory evidence of the removal of the garden suite in accordance with subsection (c), the garden suite shall be deemed conclusively not to be a garden suite for the purposes of this By-law and the Town may, without prior notification to the owner, add the development charges payable under this By-law to the tax roll for the lands to be collected in the same manner as taxes;
- e) for the purpose of subsection (d), the development charges payable under this By-law shall be the development charges payable under this By-law for an accessory dwelling on the date the building permit was issued for the garden suite; and
- f) the timely provision of satisfactory evidence of the removal of the garden suite in accordance with subsection (c) shall be solely the owner's responsibility.

Amount of Charges

Residential

3.10 The development charges set out in Schedule B to this By-law shall be imposed on residential uses of lands, buildings, or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential uses in the mixed-use building or structure, including



the residential component of a live/work unit, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use.

Non-Residential

3.11 The development charges described in Schedule B to this By-law shall be imposed on non-residential uses of lands, buildings, or structures, and, in the case of a mixed-use building or structure, on the non-residential uses in the mixed-use building or structure, including the non-residential component of a live/work unit, and calculated with respect to each of the services according to the total floor area of the non-residential use.

Redevelopment – Demolitions

3.12 In the case of a demolition of all or part of a building:

- a) a credit shall be allowed against the development charges otherwise payable pursuant to this By-law, provided that where a demolition permit has been issued and has not been revoked, a building permit for the same site has been issued for the redevelopment within five (5) years from the date the demolition permit was issued;
- b) the credit shall be calculated based on the portion of the building used for a residential purpose that has been demolished by multiplying the number and type of dwelling units demolished, or in the case of a building used for a non-residential purpose that has been demolished by multiplying the non-residential total floor area demolished, by the relevant development charges under this By-law in effect on the date when the development charges are calculated pursuant to this By-law with respect to the redevelopment;
- c) no credit shall be allowed where the demolished building or part thereof would have been exempt pursuant to this By-law;
- d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-



law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer; and

- e) despite subsection 3.12(a) above, where the building cannot be demolished until the new building has been erected, the owner shall notify the Town in writing and pay the applicable development charges for the new building in full and if the existing building is demolished not later than twelve (12) months from the date a building permit is issued for the new building, the Town shall provide a refund calculated in accordance with this section to the owner without interest. If more than twelve (12) months is required to demolish the existing building, the owner shall make a written request to the Town and the Treasurer may extend the time in which the existing building must be demolished in his or her sole and absolute discretion and upon such terms and conditions as he or she considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building.
- 3.13 Notwithstanding any other provisions of this By-law with respect to the lands within the central business district, for any change of use from non-retail to retail by demolition and redevelopment, the retail development charges or the difference between the non-retail and retail development charges shall not apply, however, if there is a change of use plus expansion of non-retail use to retail use, the retail development charges would be imposed on the expansion.

Redevelopment – Conversions

- 3.14 In the case of a conversion of all or part of a building:
- a) a credit shall be allowed against the development charges otherwise payable under this By-law;
 - b) the credit shall be calculated based on the portion of the building that is being converted by multiplying the number and type of dwelling units being converted or the non-residential total floor area being converted by the relevant development charges under this By-law in effect on the date



when the development charges are calculated pursuant to this By-law with respect to the redevelopment;

- c) no credit shall be allowed where the building or part thereof prior to conversion would have been exempt pursuant to this By-law; and
 - d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer.
- 3.15 Notwithstanding any other provisions of this By-law with respect to the lands within the central business district, for any conversion within an existing building from a non-retail use to a retail use, the retail development charges or the difference between the non-retail and the retail development charges shall not apply, however, if there is a conversion plus expansion of a non-retail use to a retail use, the retail development charges would be imposed on the expansion.

Exemptions, Relief, Credits, Adjustments Not Cumulative

- 3.16 Only one of the applicable exemption(s), relief, credit(s) or adjustment(s) set out above in sections 3.5 to 3.9 inclusive, and in sections 3.12 to 3.15 inclusive, shall be applicable to a development or redevelopment. Where the circumstances of a development or redevelopment are such that more than one type of exemption, relief, credit, or adjustment could apply, only one type of exemption, relief, credit, or adjustment shall apply, and it shall be the exemption, relief, credit, or adjustment that results in the lowest development charges being payable under this By-law.
- 3.17 Where under this By-law an exemption of the development charge is granted or permitted, should the development or redevelopment result in a use other than a use for which the exemption was granted, discovered through an inspection carried out by the Chief Building Official or his or her designate, pursuant to the Building Code Act, or otherwise, the Town will charge the development charges



that would have been imposed at building permit issuance had the exemption not been granted, plus interest from such time to the time of the updated charge.

Time of Calculation and Payment of Development Charges

- 3.19 Development charges imposed under this By-law are calculated, payable, and collected in accordance with sections 26, 26.1 and 26.2 of the Act, unless the development charge is to be paid at a different time pursuant to Sections 3.20 to 3.25 herein or in accordance with the terms of an agreement entered into between the Town and the owner under subsection 27(1) of the Act.
- 3.20 For residential development that requires approval of a plan of subdivision under section 51 of the Planning Act, a consent under section 53 of the Planning Act, site plan approval under section 41 of the Planning Act or a description under section 9 of the Condominium Act (collectively referred to as the "plan of subdivision") and for which a subdivision agreement, consent agreement, site plan agreement or condominium agreement (collectively referred to as the "subdivision agreement") is entered into, the portion of the development charge attributable to the Services Related to a Highway Service Component and/or the Area Specific Stormwater Drainage and Control Charge as set out in Schedule B shall be calculated in accordance with sections 26, 26.1 and 26.2 of the Act, and payable and collected as at the date the subdivision agreement between the Town and the owner is executed (unless a separate agreement is entered into between the Town and owner under section 4.1 herein), on the basis of the following:
- a) the proposed number and type of dwelling units;
 - b) with respect to blocks in the plan of subdivision intended for future development, the maximum number of dwelling units permitted under the then applicable zoning, whether or not there is a holding symbol in the zoning by-law as authorized by section 36 of the Planning Act.; and
 - c) all other components of the development charge paid under this By-law shall continue to be calculated, paid, and collected in accordance with Section 3.19.



- 3.21 If at the time of issuance of a building permit or permits related to a plan of subdivision for which payments have been made pursuant to section 3.20, the actual total number and type of dwelling units for which building permits have been and are being issued, is greater than that used for the calculation and payment referred to in section 3.20, an additional payment shall be required with respect to the amount of the Services Related to a Highway Service Component and/or the Area Specific Stormwater Drainage and Control Charge, calculated in accordance with sections 26, 26.1 and 26.2 of the Act, for the Services Related to a Highway Service Component and/or the Area Specific Stormwater Drainage and Control Charge by the difference between the number and type of dwelling units for which building permits have been and are being issued and the number and type of dwelling units for which payments have been made pursuant to section 3.20 and this section.
- 3.22 If following the issuance of all building permits for all development within a plan of subdivision or for all development in a block within a plan of subdivision that had been intended for future development and for which payments have been made pursuant to section 3.20, the actual total number and type of dwelling units is less than that used for the calculation and payment referred to in section 3.20, a refund shall become payable by the Town to the person who originally made the payment referred to in section 3.20, which refund shall be calculated by multiplying the applicable amount for the Services Related to a Highway Service Component and/or the Area Specific Stormwater Drainage and Control Charge calculated at the time such payments were made by the difference between the number and type of dwelling units for which payments were made pursuant to section 3.20 and the number and type of dwelling units for which building permits were issued.
- 3.23 Notwithstanding sections 3.20 through 3.22 inclusive, in the case of an apartment unit dwelling that is developed at a minimum density of one hundred dwelling units per net hectare pursuant to plans and drawings approved under section 41 of the Planning Act, the Services Related to a Highway Service Component and/or the Area Specific Stormwater Drainage and Control under this By-law shall be payable on the date a first permit is issued under the Building Code Act



in relation to the apartment unit dwelling on lands to which the development charges under this By-law apply.

- 3.24 Notwithstanding subsections 3.19 to 3.23, development charges for rental housing and institutional developments are due and payable in 6 equal annual payments commencing with the first installment payable on the earlier of the date the first occupancy permit is granted or the date of first occupancy, and each subsequent installment, including interest calculated in accordance with the development charge interest policy, continuing on the anniversary of that date.
- 3.25 Notwithstanding subsections 3.19 and 3.23, development charges for non-profit housing developments are due and payable in 21 equal annual payments commencing with the first installment payable on the earlier of the date the first occupancy permit is granted or the date of first occupancy, and each subsequent installment, including interest calculated in accordance with the development charge interest policy, continuing on the anniversary of that date.

4. ALTERNATIVE PAYMENT AGREEMENTS

- 4.1 Council may enter into an agreement under section 27 of the Act, in a form and having content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, with any person who is required to pay a development charge providing for all or any part of the development charge to be paid before or after it would otherwise be payable.
- 4.2 Council directs the Chief Building Official or his or her designate to withhold the issuance of a building permit in relation to a building on land to which the development charge applies unless the development charge has been paid.

5. PAYMENT BY MONEY OR SERVICES

- 5.1 Payment of development charges shall be by cash, debit, bank draft or certified cheque or as otherwise approved at the sole discretion of the Treasurer.
- 5.2 In the alternative to payment by the means provided in section 5.1 herein, the Town may, by a written agreement entered into with the owner, accept the



provision of services in full or partial satisfaction of the development charges otherwise payable.

- 5.3 If the Town and the owner cannot agree as to the reasonable cost of doing the work under section 5.2, the dispute shall be referred to Council whose decision shall be final and binding.
- 5.4 Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the Planning Act, that the owner, at the owner's expense, install such local services as Council may require or that local connections to storm drainage facilities be installed at the owner's expense.
- 5.5 Any refund or credit required to be given by the Town to an owner shall be in relation to a service as per subsection 39(1) of the Act. The Town may agree by agreement to provide a credit in relation to another service as per subsection 39(3) of the Act or may provide for another basis for recovery.
- 5.6 If development charges or any part thereof payable pursuant to this By-law remain unpaid after such charges are payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

6. INDEXING

- 6.1 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, on April 1st of each year, commencing from by-law passage, in accordance with the prescribed index for the most recent year over year period. Council may determine not to implement indexing in any year, or to amend the effective of date of the indexing within the year, in its sole and absolute discretion without amendment to the by-law.

7. SCHEDULES

- 7.1 The following schedules shall form part of this By-law:

Schedule A Components of Services and Classes of Services Designated in section 2.3.

Schedule B Residential and Non-Residential Development Charges



Schedule C Maps identifying Area Specific Stormwater Drainage and Control Services and Outdoor Recreation Land for the areas listed in section 2.3.

8. CONFLICTS

8.1 Where the Town and an owner or former owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

8.2 Notwithstanding section 8.1, where a development which is the subject of an agreement to which section 8.1 applies, is subsequently the subject of one or more of the actions described in subsection 3.4(a), an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

9. SEVERABILITY

9.1 If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

10. REFERENCES TO LEGISLATION

10.1 Reference in this By-law to any legislation (including but not limited to regulations and by-laws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto without the need for an amendment to this By-law.

11. DATE BY-LAW IN FORCE

11.1 This By-law shall come into effect at 12:01 AM on June 26, 2021.



12. DATE BY-LAW EXPIRES

12.1 This By-law will expire at 12:01 AM on June 26, 2026 unless it is repealed by Council at an earlier date.

13. EXISTING BY-LAW REPEALED

13.1 By-law Number 100-2016 is hereby repealed effective 12:01 AM on June 26, 2021.

READ A FIRST AND SECOND TIME this 3rd day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid

READ A THIRD TIME AND FINALLY PASSED this 3rd day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid



**SCHEDULE "A" TO BY-LAW 2021-xxx
COMPONENTS OF SERVICES/CLASS OF SERVICES DESIGNATED IN
SUBSECTION 2.3**

Town-Wide D.C.-Eligible Services

- Services Related to a Highway:
 - Roads
 - Bridges, Structures and Culverts
 - Active Transportation, Streetlights and Other Related Road Services

- Fire Protection Services:
 - Fire Facilities
 - Fire Vehicles
 - Fire Small Equipment and Gear

- Transit Services:
 - Transit Facilities
 - Transit Vehicles
 - Transit Shelters, Pads and Other Equipment

- Parks and Recreation Services:
 - Recreation Facilities
 - Outdoor Recreation and Park Development
 - Trails
 - Outdoor Recreation and Park Amenities
 - Vehicles and Equipment

- Library Services:
 - Library Facilities
 - Library Collection Materials



Area-Specific D.C.-Eligible Services

- Stormwater Drainage and Control Services:
 - Sherwood Secondary Plan
 - Boyne Secondary Plan
 - Derry Green Secondary Plan
 - Trafalgar Secondary Plan
 - Agerton Secondary Plan
 - Britannia Secondary Plan
 - Milton Education Village Secondary Plan
 - Milton Education Village Supplemental Lands Secondary Plan
- Outdoor Recreation Lands: All Lands Except Lands in the Bristol, Sherwood, and Boyne Secondary Plans

D.C.-Eligible Classes

- Public Works Facilities, Vehicles and Equipment:
 - Services Related to a Highway
 - Stormwater Services
 - Parks and Recreation Services
- Growth Studies:
 - Services Related to a Highway
 - Public Works Facilities, Vehicles and Equipment
 - Stormwater Services
 - Fire Protection Services
 - Transit Services
 - Parks and Recreation Services
 - Library Services

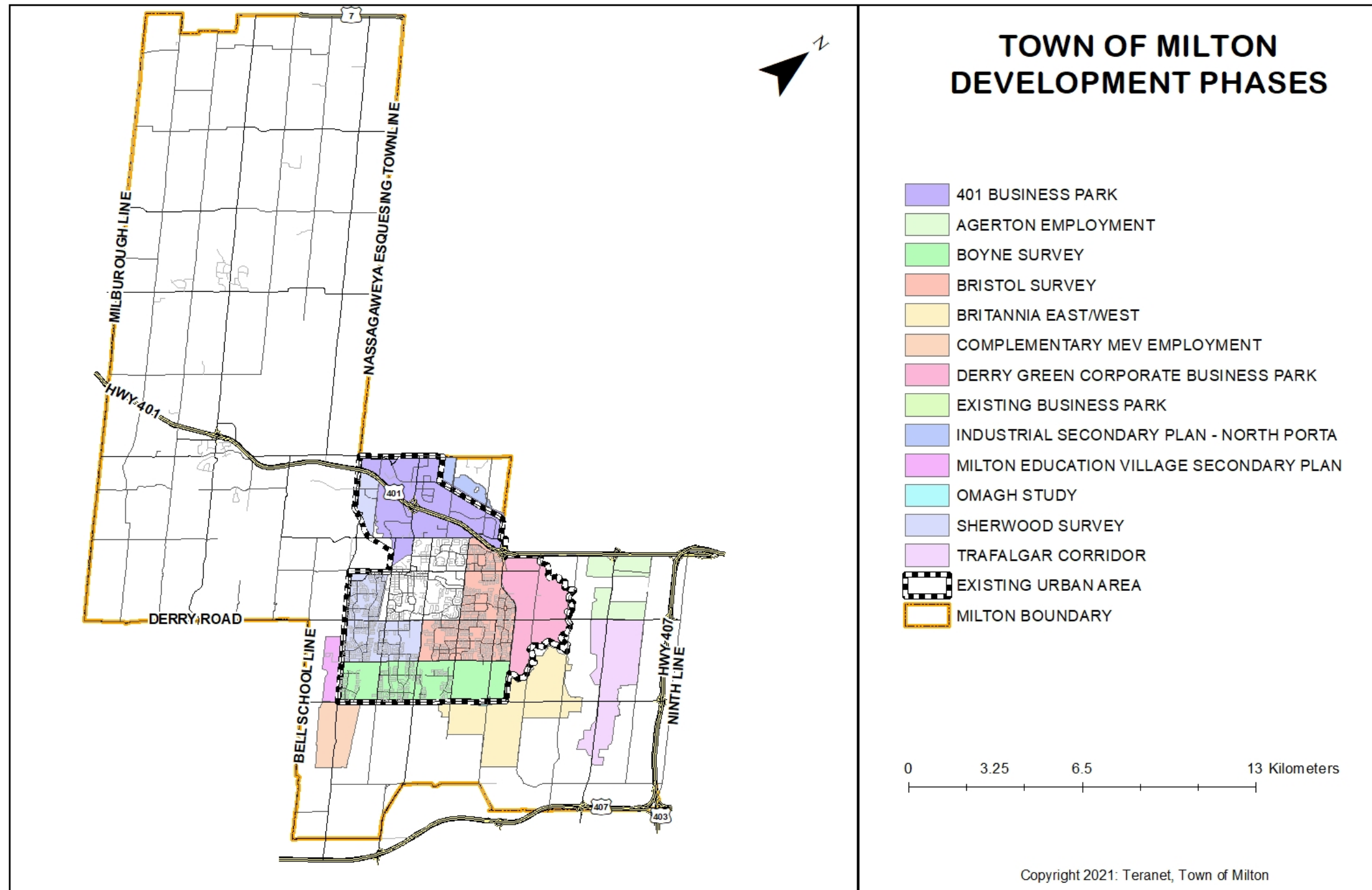


Schedule B
By-law XXX-2021
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Town-Wide Services/Class of Services:							
Services Related to a Highway	6,594	4,959	3,043	2,244	1,907	4.88	2.82
Public Works Operations	727	547	335	247	210	0.26	0.15
Fire Protection Services	440	331	203	150	127	0.42	0.25
Transit Services	1,131	851	522	385	327	0.73	0.35
Parks and Recreation Services	10,480	7,881	4,836	3,566	3,031	1.00	0.58
Library Services	1,208	908	557	411	349	0.11	0.07
Growth Studies	433	326	200	147	125	0.36	0.17
Total Town-Wide Services/Class of Services	21,014	15,803	9,696	7,150	6,076	7.75	4.39
Area Specific Services:							
Outdoor Recreation Lands:							
For all lands in Town except the land in the Bristol, Sherwood and Boyne Secondary Plan Areas	7,005	5,268	3,233	2,384	2,026	0.46	0.27
Stormwater Services:							
Sherwood Secondary Plan	168	126	78	57	49	0.43	0.25
Boyne Secondary Plan	60	45	28	20	17	0.09	0.06
Derry Green Secondary Plan	-	-	-	-	-	0.17	0.07
Trafalgar Secondary Plan	146	110	67	50	42	0.20	0.12
Agerton Secondary Plan	113	85	52	38	33	0.19	0.13
Britannia Secondary Plan	87	65	40	30	25	0.12	0.07
Milton Education Village Secondary Plan	259	195	120	88	75	0.39	0.25
Milton Education Village Supplemental Lands Secondary Plan	-	-	-	-	-	0.37	0.25
Total - Town-Wide	28,019	21,071	12,929	9,534	8,102	8.21	4.66
Total - Bristol Secondary Plan	21,014	15,803	9,696	7,150	6,076	7.75	4.39
Total - Sherwood Secondary Plan	21,182	15,929	9,774	7,207	6,125	8.18	4.64
Total - Boyne Secondary Plan	21,074	15,848	9,724	7,170	6,093	7.84	4.45
Total - Highway 401 Business Park and Highway 401 Extension	28,019	21,071	12,929	9,534	8,102	8.21	4.66
Total - Derry Green Secondary Plan	28,019	21,071	12,929	9,534	8,102	8.38	4.73
Total - Trafalgar Secondary Plan	28,165	21,181	12,996	9,584	8,144	8.41	4.78
Total - Agerton Secondary Plan	28,132	21,156	12,981	9,572	8,135	8.40	4.79
Total - Britannia Secondary Plan	28,106	21,136	12,969	9,564	8,127	8.33	4.73
Total - Milton Education Village Secondary Plan	28,278	21,266	13,049	9,622	8,177	8.60	4.91
Total - Milton Education Village Supplemental Lands Secondary Plan	28,019	21,071	12,929	9,534	8,102	8.58	4.91



Schedule C
By-law XXX-2021
Map Identifying Area Specific Stormwater Management and Outdoor Recreation Lands





Appendix I

Proposed Draft Amending By-law to By-law 053-2016, as amended



THE CORPORATION OF THE TOWN OF MILTON
BY-LAW NUMBER xxx-2021

**A By-law to amend By-law 053-2016, as amended, respecting
Development Charges for the Town of Milton**

Whereas the Development Charges Act, 1997 (the "Act") provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

And whereas the Town has undertaken a study pursuant to the Act which has provided an updated Schedule B to By-law 053-2016;

And whereas Council has before it a report entitled "Town of Milton Development Charge Background Study" prepared by Watson & Associates Economists Ltd. dated March 3, 2021;

And whereas the Council of the Corporation of the Town of Milton has given notice of and held a public meeting on the 22nd day of March, 2021 in accordance with the Act and the regulations thereto;

Now therefore the Council of the Corporation of the Town of Milton hereby enacts as follows:

1. By-law 053-2016 is hereby amended as follows:
 - a. Schedules "A" and "B" are deleted, and the attached Schedule "A" and "B" are substituted, therefore.
2. The following definitions are added and/or replaced in section 1 of the by-law:
 - a. The definition of "accessory" is replaced to be:

"accessory" means where used to describe a use, building, or structure that the use, building, or structure is naturally and normally incidental, subordinate in purpose or floor area or both, and exclusively devoted to a



principal use, building or structure, but is not an ancillary residential building;

The definition of “accessory dwelling” is replaced to be:

“accessory dwelling” means a self-contained residential unit that is subordinate in purpose to another residential dwelling unit upon the same lot and includes a basement apartment, garden suite and in some cases, a mobile home;

The definition of “agricultural development” is replaced to be:

“agricultural development” means a bona fide farming operation, including greenhouses used in connection with a bona fide farming operation which are not connected to Regional water services or wastewater services, sod farms and farms for the breeding and boarding of horses, and includes, but is not limited to, barns, silos and other ancillary buildings to such agricultural development, but excluding in all circumstances any residential or commercial or retail component thereof and excludes cannabis production and growing facilities;

The definition of “bedroom” is replaced to be:

"bedroom" means a habitable room of at least seven square metres, including a den, study, loft, or other similar area, but does not include a living room, dining room, kitchen, or other space;

The definition of “canopy” is replaced to be:

"canopy" includes, but is not limited to, a roof-like structure projecting more than 1.22 metres (four (4) feet) from the exterior face of a building and a separate roof-like structure such as a roof-like structure for an automotive fuel station, a covered patio, or a drive-through facility;

The definition of “charitable dwelling” is replaced to be:

"charitable dwelling" means a residential building, a part of a residential building or the residential portion of a mixed-use building maintained and



operated by a corporation approved under the Charitable Institutions Act, R.S.O. 1990, c. C.9, for persons requiring residential, specialized or group care and charitable dwelling includes a children's residence under the Child, Youth and Family Services Act, 2017, S.O. 2017, C. 14, Sched. 1, a psychiatric facility under the Mental Health Act, R.S.O. 1990, c. M.7, long-term care home under the Long-Term Care Homes Act, 2007, S.O. 2007, c. 8, c. N.7, and a home for special care under the Homes for Special Care Act, R.S.O. 1990, c, H.12.

The definition of “commercial” is replaced to be:

"commercial" means land, buildings, structures, or portions thereof used, designed, or intended for non-residential use that is not retail or industrial, and includes uses which serve academic, medical/dental, and cultural needs that are not located within or part of a retail development;

The definition of “retirement home or lodge” is replaced to be:

"retirement home or lodge" means a residential building or the portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hall, but do not include private culinary facilities and instead where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;

The definition of “single detached dwelling” is replaced to be:

"single detached dwelling" means a completely detached building containing only one primary dwelling unit and includes one mobile home on a lot which contains no other dwelling unit(s);

The definition of “special care/special need dwelling” is replaced to be:



"special care/special need dwelling" means:

a building containing two or more dwelling units, which units have a common entrance from street level:

- i. where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;
- ii. which may or may not have exclusive sanitary and/or culinary facilities;
- iii. that is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and
- iv. where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;

and includes, but is not limited to, retirement homes or lodges, long-term care homes, charitable dwellings, group homes (including correctional group homes) and hospices;

The definition of "temporary venue" is replaced to be:

"temporary venue" means a building that is placed or constructed on land and is used, designed, or intended for use for a particular event where the event has a duration of three (3) weeks or less and the building is erected immediately before the beginning of the event and is demolished or removed from the land immediately following the end of the event;

The definition of "Treasurer" is replaced to be:

"Treasurer" means the person appointed as the Town's Chief Financial Officer and Treasurer or his or her designate;

- b. The following definition is added:



"ancillary residential building" means a residential building or structure that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling and includes an accessory dwelling;

- c. The definition of "apartment unit dwelling" is replaced to be:

"apartment unit dwelling" means any residential unit within a building containing more than four dwelling units where the units are connected by an interior corridor, and includes an ancillary residential building but does not include a special care/special need dwelling unit;

- d. The following definitions replace the definition of "marijuana production facilities":

"cannabis" means:

- a) a cannabis plant;
- b) any part of a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not;
- c) any substance or mixture of substances that contains or has on it any part of such a plant; and
- d) any substance that is identical to any phytocannabinoid produced by, or found in, such a plant, regardless of how the substance was obtained;

"cannabis plant" means a plant that belongs to the genus Cannabis;

"Cannabis Production Facilities" means a building, or part thereof, designed, used, or intended to be used for one or more of the following: growing, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment, or distribution of cannabis where a licence, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not



include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis.

e. The following definitions are added:

"class" means a grouping of services combined to create a single service for the purposes of this by-law and as provided in section 7 of the Development Charges Act;

"detached dwelling" has the same meaning as a "single detached dwelling" for the purposes of this by-law;

"development charge interest policy" means section 4.1.4 of the Town's Policy No. 117 Financial Management - Development Finance, as may be amended from time to time;

"dwelling unit" means either (1) any part of a building or structure used, designed, or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use, or (2) in the case of a special care/special need dwelling, a room or suite of rooms used, or designed or intended for use, by one person with or without exclusive sanitary and/or culinary facilities, or more than one person if sanitary facilities are directly connected and exclusively accessible to more than one room or suite of rooms;

"existing" means the number, use and size that existed as of the date this By-law was passed;

"hospice" means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained, and family members may be active participants in care;

"industrial" means lands, buildings or structures, or portions thereof, used, designed or intended for use for production, compounding, processing, packaging, crating, bottling, or assembly ("manufacturing") of raw goods



or semi-processed goods or materials, research and development relating thereto, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public (if the retail sales are at the site where the manufacturing takes place) where such uses are accessory to an industrial use, and includes cannabis production facilities, but does not include the sale of commodities to the general public through a warehouse club or retail warehouse and does not include self-storage or mini-storage facilities;

"institutional development" means development of a building or structure, or portions thereof, intended for use,

- a) as a long-term care home within the meaning of subsection 2 (1) of the Long-Term Care Homes Act, 2007;
- b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- c) by any of the following post-secondary institutions for the objects of the institution:
 - (i) a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
 - (ii) a college or university federated or affiliated with a university described in subclause (i), or
 - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
- d) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e) as a hospice to provide end of life care.

"interest rate" means the annual rate of interest as established through the development charge interest policy, as may be revised from time to time;



"live/work unit" means a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently, and shares a common wall or floor with direct access between the residential and non-residential areas;

- f. The definition of "Local Board" is replaced to be:

"Local Board" means a local board as defined in section 1 of the Municipal Affairs Act other than a board as defined in subsection 1(1) of the Education Act;

- g. The definition of "multiple dwelling" is replaced to be:

"multiple dwelling" means all dwellings other than single-detached dwellings, semi-detached dwellings, apartment unit dwellings, special care/special need dwellings, ancillary residential buildings, and includes but is not limited to row dwellings, back-to-back townhouse dwellings, stacked townhouse dwellings, and the residential portion of a live/work unit;

- h. The following definitions are added:

"non-profit housing development" means development of a building or structure intended for use as residential premises by,

- a) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
- b) a corporation without share capital to which the Canada Not-for-Profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation.

"Official Plan" means the Official Plan adopted for the Town, as amended, and approved;



"rental housing" means development of a building or structure or portion thereof with four or more dwelling units that are intended for use as rented residential premises;

- i. The definition for "retail development" is replaced with:

"retail development" means land, buildings or portions thereof used, designed, or intended for use for the purpose of offering foods, wares, merchandise, substances, articles, or things for sale directly to the public or providing services or entertainment to the public. Retail development excludes freestanding bank kiosks and includes, but is not limited to:

- a) land, buildings, or portions thereof used, designed, or intended for use for the rental of wares, merchandise, substances, articles, or things;
- b) offices and storage in connection with, related to or ancillary to retail use; and
- c) conventional restaurants; fast food restaurants; catering establishments, bars and taverns; beer and wine-making stores; concert halls/theatres/cinemas/movie houses/drive-in theatres; dinner theatres; casinos; amusement and theme parks; amusement arcades; bowling alleys; pet boarding kennels, pet boarding kennel services, pet obedience training centres, pet care, attendance and grooming services; fitness/recreation sport centres; hotels, motels/bed and breakfast facilities/rooming and boarding houses; gas stations and service stations; specialty automotive shops/auto repairs/collision services/car or truck washes; auto dealerships; shopping centres and plazas, including more than two attached stores under one ownership; department/discount stores; banks and similar financial institutions, including credit unions; insurance brokerages; investment advisory services; warehouse clubs and retail warehouses and self-storage or mini-storage facilities.

- j. The following definitions are added:



"servicing agreement" means an agreement between a landowner and the Town relative to the provision of municipal services to specified land within the town;

"site" means a parcel of land which can be legally conveyed pursuant to section 50 of the Planning Act and includes a development having two or more lots consolidated under one identical ownership;

k. The definition for "stacked townhouse dwelling" has been modified to add the words "or floor" at the end of the definition, so that the definition now says "... by a common wall or floor";

l. The following definition is added:

"Zoning By-Law" means the Zoning By-Law Numbers 016-2014 for the urban areas and 144-2003 for the rural areas of the Town of Milton.

3. The components of the services designated in section 4 are amended to remove all services except:

a. Parking Services

4. Sections 142-14 are to be replaced with the following:

"Rules with Respect to Exemptions for Intensification of Existing Housing or New housing"

12. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments as follows:

(a) the enlargement to an existing residential dwelling unit;

(b) one or two additional dwelling units in an existing single detached dwelling or prescribed ancillary structure to the existing residential building;



- (c) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;
- (d) the creation of one additional dwelling unit in any other existing residential building already containing at least one dwelling unit or prescribed ancillary structure to the existing residential building; or
- (e) the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new detached dwelling must only contain two dwelling units.</p> <p>The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.</p> <p>The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	<p>The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.</p> <p>The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.</p>

- 13 Notwithstanding subsection 12 (b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
- 14 Notwithstanding subsection 12 (d), development charges shall be imposed if the additional unit has a gross floor area greater than:



- (a) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
- (b) in the case of any other residential building, the gross floor area of the smallest dwelling unit already contained in the residential building.

5. Section 15 is amended to add:

“and shall not include self-storage facilities and retail warehouse.” at the end.

6. Subsection 24 is replaced with:

The development charges described in Schedule B to this By-law shall be imposed on non-residential uses of lands, buildings, or structures, and, in the case of a mixed-use building or structure, on the non-residential uses in the mixed-use building or structure, including the non-residential component of a live/work unit, and calculated with respect to each of the services according to the total floor area of the non-residential use.”

7. Sections 31 to 35 are replaced with the following section 31 to 33, and all subsequent numbering is amended:

- 31. Development charges imposed under this By-law are calculated, payable, and collected in accordance with sections 26, 26.1 and 26.2 of the Act, unless the development charge is to be paid at a different time pursuant to sections 32-37 herein or in accordance with the terms of an agreement entered into between the Town and the owner under subsection 27(1) of the Act.
- 32. Notwithstanding subsections 31, development charges for rental housing and institutional developments are due and payable in 6 equal annual payments commencing with the first installment payable on the earlier of the date the first occupancy permit is granted or the date of first occupancy, and each subsequent installment, including interest calculated in accordance with the development charge interest policy, continuing on the anniversary of that date.



33. Notwithstanding subsections 31, development charges for non-profit housing developments are due and payable in 21 equal annual payments commencing with the first installment payable on the earlier of the date the first occupancy permit is granted or the date of first occupancy, and each subsequent installment, including interest calculated in accordance with the development charge interest policy, continuing on the anniversary of that date.
8. The following subsection is inserted as subsection 21:
 - i) Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university.
9. This amending by-law shall come into force at 12:01 AM on June 26, 2021.
10. Except as amended by this by-law, all provisions of by-law 053-2016, are and shall remain in full force and effect.
11. This By-law will expire on the 18th day of September, 2022.



READ A FIRST AND SECOND TIME this 3rd day of May, 2021.

Mayor – Gordon Krantz

Clerk – Troy McHarg

READ A THIRD TIME AND FINALLY PASSED this 3rd day of May, 2021.

Mayor – Gordon Krantz

Clerk – Troy McHarg



Schedule “A” To By-law 053-2016, as amended Designated Town Service under this By-law

Town-wide Service

1. Parking Services

Parking Facility and Spaces



Schedule "B"
To By-law 16-73, as Amended
Schedule of Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide Service:							
Parking	340	244	183	123	107	0.20	0.09
Total Municipal Wide Service	340	244	183	123	107	0.20	0.09