



The Corporation of the Town of Milton

Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: May 31, 2021

Report No: CORS-028-21

Subject: 2021 Development Charge By-law Update

Recommendation: THAT the Development Charge Background Study dated March 3, 2021, as well as the addendum attached herein as Appendix 3, be received in accordance with Section 10 of the Development Charges Act, 1997;

THAT the capital project listing as set out in Chapter 5 of the Development Charge Background Study dated March 3, 2021, as amended by the addendum presented herein as Appendix 3, be adopted subject to further annual review during the capital budget process;

THAT Milton Council hereby expresses its intention that the development-related costs identified as post period benefit be paid for subsequently by development charges or other similar charges;

THAT the assumptions contained in the Development Charge Background Study dated March 3, 2021 be adopted as an 'anticipation' with respect to capital grants, subsidies and other contributions;

THAT Milton Council hereby confirms that no further public meeting is required pursuant to Section 12 of the Development Charges Act, 1997;

THAT Milton Council has considered the matter of area rating and directs that area charges be imposed for stormwater monitoring for various areas within the Town;

THAT the Local Service Policy that is attached as Appendix 5 be approved;

THAT the Town's existing Parks Development Charge Reserve Fund and Recreation Development Charge Reserve Fund be consolidated into a Parks and Recreation Development Charge Reserve Fund with an effective date that is aligned with the new Development Charge By-law;



THAT the Town's existing Administration Development Charge Reserve Fund be renamed to the Growth Studies Development Charge Reserve Fund with an effective date that is aligned with the new Development Charge By-law;

THAT the follow new Development Charge Reserve Funds be created with an effective date that is aligned with the new Development Charge By-law:

- Stormwater - Trafalgar
- Stormwater - Agerton
- Stormwater - Britannia
- Stormwater - MEV
- Stormwater - MEV Supplemental Lands

THAT the by-law on tonight's agenda regarding Development Charges for the Town of Milton be considered.

THAT the by-law on tonight's agenda regarding Development Charges for Parking Services for the Town of Milton be considered.

THAT a Development Charge Rebate Program be approved in accordance with Section 107 of the Municipal Act and as outlined in the Program attached as Appendix 2 with a financial rebate equal to 100% of the Town Development Charges payable for development applications meeting the definition of agricultural tourism building or structure and/or museum to a maximum cumulative total of \$40,000 per property.

EXECUTIVE SUMMARY

- The Town's development charge update process was initiated in 2020, and has included stakeholder meetings, release of a background study, and a legislated public meeting in order to arrive at the proposed by-law.
- The stakeholder feedback pertaining to the background study that was received in time for consideration in this report has been attached along with responses from staff, and has resulted in changes to the proposed development charge rates.
- The proposed development charge rates are slightly lower than originally presented in the background study, and remain at or below the average within the GTA.
- Should the proposed by-laws be approved by Council, the new rates would become effective on June 26th and will result in decreases in the development charge rates for residential and retail growth, and an increase in the non-retail rate.
- Continuation of the rebate program for agricultural tourism and museums that was established by Council through report CORS-011-20 is also recommended, with no changes to the program structure.



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
- 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.

Discussion

Process

The Town's DC by-law update process has included the following key milestones:

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 31, 2021	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 DC Background Study was presented to Council through report CORS-011-21 and included detail with respect to the growth, capital cost and policy considerations that affect the calculation of the charge and its implementation. Included within the appendices of that study was a local service policy as well as draft DC By-laws.

Feedback Received

A number of questions and comments have been collected from stakeholders through the engagement process related to the DC by-law update. Responses provided to those submissions have been consolidated in Appendix 4 to this report, and where a formal letter was submitted a copy of the original submission has also been included.

Changes Made Since March 3 Background Study

Based on input received through the public process, several changes have been made from the information presented through CORS-011-21. These changes include:

- In recognition of the request for further opportunity for meaningful dialogue on the topic, the area-specific development charge for outdoor recreation land has been excluded from the by-law that is being presented to Council on May 31st.
- Several adjustments to the forecasted capital cost and benefitting splits were identified and as a result revisions were required to the related DC rate calculation for the applicable services. The services impacted include services related to a highway, fire, public works operations, transit and parks and recreation. The overall impact of the changes reflect a 0.6% to 1.1% decrease to the previously identified DC rates.
- The proposed DC by-law that was presented as Appendix H in the DC Background Study dated March 3, 2011 has been revised to reflect:
o the removal the area-specific outdoor recreation land DC rate;
o the revised DC rate calculations for services noted above; and
o updated section numbering.
- The draft amending by-law to by-law 053-2016 that was presented as Appendix I in the DC Background Study dated March 3, 2021 has been revised to ensure alignment of definitions and policies between the two proposed by-laws, as well as changes to section numbering and order.

Appendix 3 provided herein presents the Addendum to the Development Charge Background Study dated March 3, 2021, and provides the detail related to the revisions that are summarized above.

Proposed DC Rate Calculations

The DC rates that are included in the proposed by-laws are presented in the following tables with a comparison to the rates effective as of April 1, 2021 under the Town's existing by-law.

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

Table with 5 columns: Service, April 1, 2021, DC Study*, Change (\$), Change (%). Rows include Town-wide Services and Stormwater Monitoring (Various).

* Figure presented includes 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). Once removed, the decrease is (4.4%).



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

Table with 5 columns: Service, April 1, 2021, DC Study*, Change (\$), Change (%). Rows include Town-wide Services and Stormwater Monitoring (Various).

* Figure presented includes 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). Once removed, the increase is 17.6%.

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

Table with 5 columns: Service, April 1, 2021, DC Study*, Change (\$), Change (%). Rows include Town-wide Services and Stormwater Monitoring (Various).

* Figure presented includes 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). Once removed, the decrease is (5.3%).

To supplement the rate change summary provided above, Appendix 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.

This graph also show the degree of change in the overall DC rates in the Town of Milton as a result of the Town’s proposed DC by-law. Specifically, residential and retail rates remain relatively unchanged, while non-retail development sees an increase to the total in the order of 5% to 6%.

Local Service Policy

Some of the need for services that are generated by growth consist of local services that due to their size and nature benefit primarily the related development. A local service policy was first outlined in the Development Charges Background Study dated March 3, 2021 in order to distinguish infrastructure between those that would be developer responsibility as a local service versus a Town responsibility as a development charge funded project, with a final version attached here as Appendix 5. The local service policy is developed with consideration for legislation, the Town’s experience and municipal best practice, and the proposed policy generally aligns with existing practice.

DC Rebate Program

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. In order to allow for a continuation of the program, it is recommended that the policy presented in Appendix 2 of this report be approved. The structure of the existing program remains largely unchanged, save and except for the term of the program which has been updated to continue until being revoked or otherwise amended by Town Council.



Next Steps

Under the DC Act, the Town Clerk is required to provide a notice of the passing of a DC by-law, after which there will be a 40 day period within which appeals can be filed. The DC information that is provided on the Town's website, including the DC pamphlet required by legislation, will also be updated in alignment with the effective date for the new DC rates.

Financial Impact

DCs form a critical component of the funding strategy for a growing municipality such as Milton. In total, the DC by-laws presented will provide for a majority of the \$1.1 billion in costs for the eligible services included within the planning horizon. Other funding sources will include property taxes, user fees or grants where possible.

The DC 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). Through report CORS-023-21, Council has approved an update to the Town's long-term fiscal impact study (FIS). This study is integral to ensuring the financial health of the community as the Town grows into the new secondary planning areas, and will include the updated DC by-laws approved by Council. Results of the DC By-laws and the FIS will then be reflected in the 2022 Budget process.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

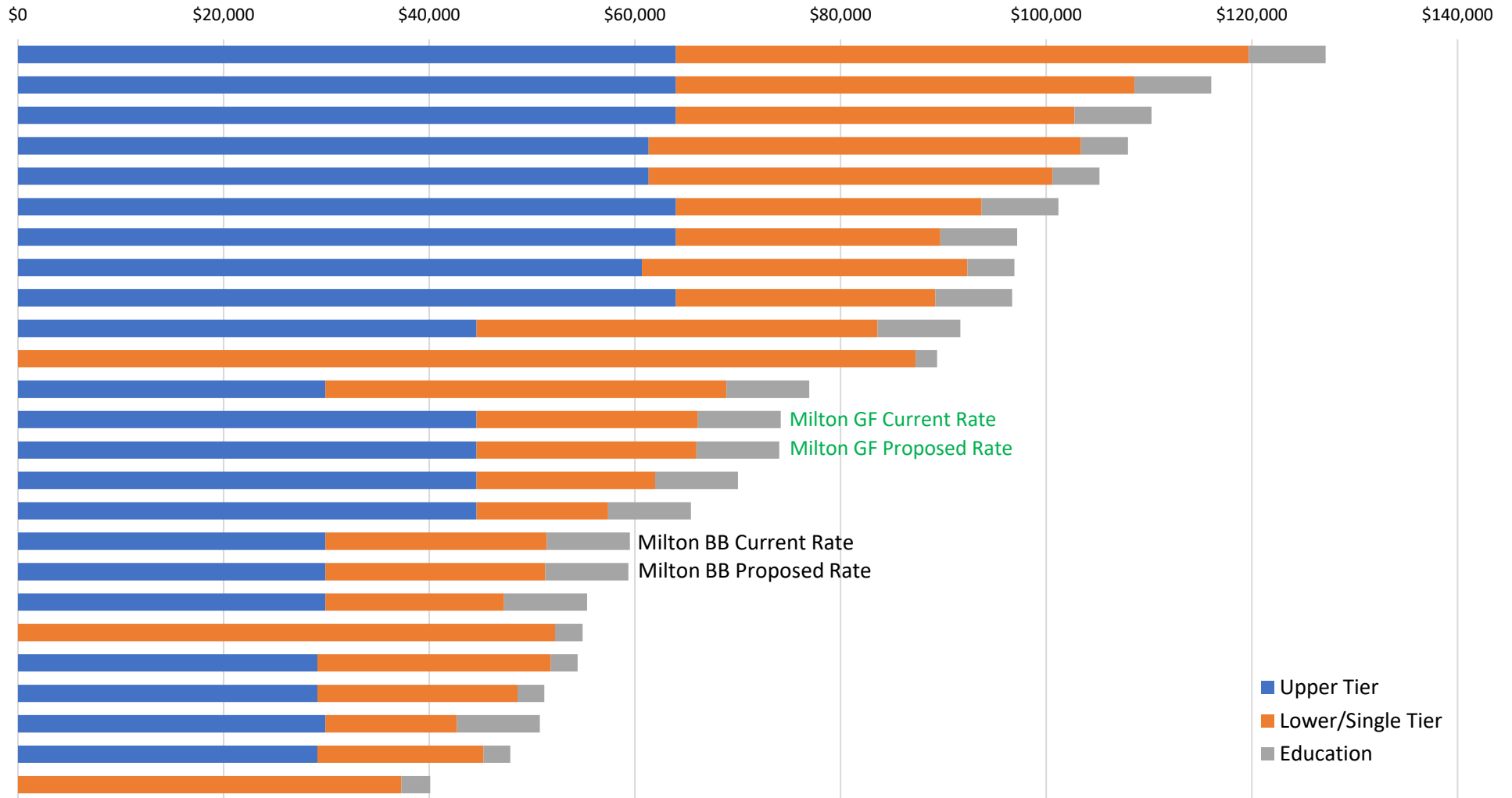
For questions, please contact: Melanie Wallhouse x. 2314

Attachments

Appendix 1 - Development Charge Rate Comparison
Appendix 2 - Development Charge Rebate Program
Appendix 3 - Addendum to the Development Charges Background Study
Appendix 4 - Feedback Received from Stakeholders and Responses
Appendix 5 - Local Service Policy

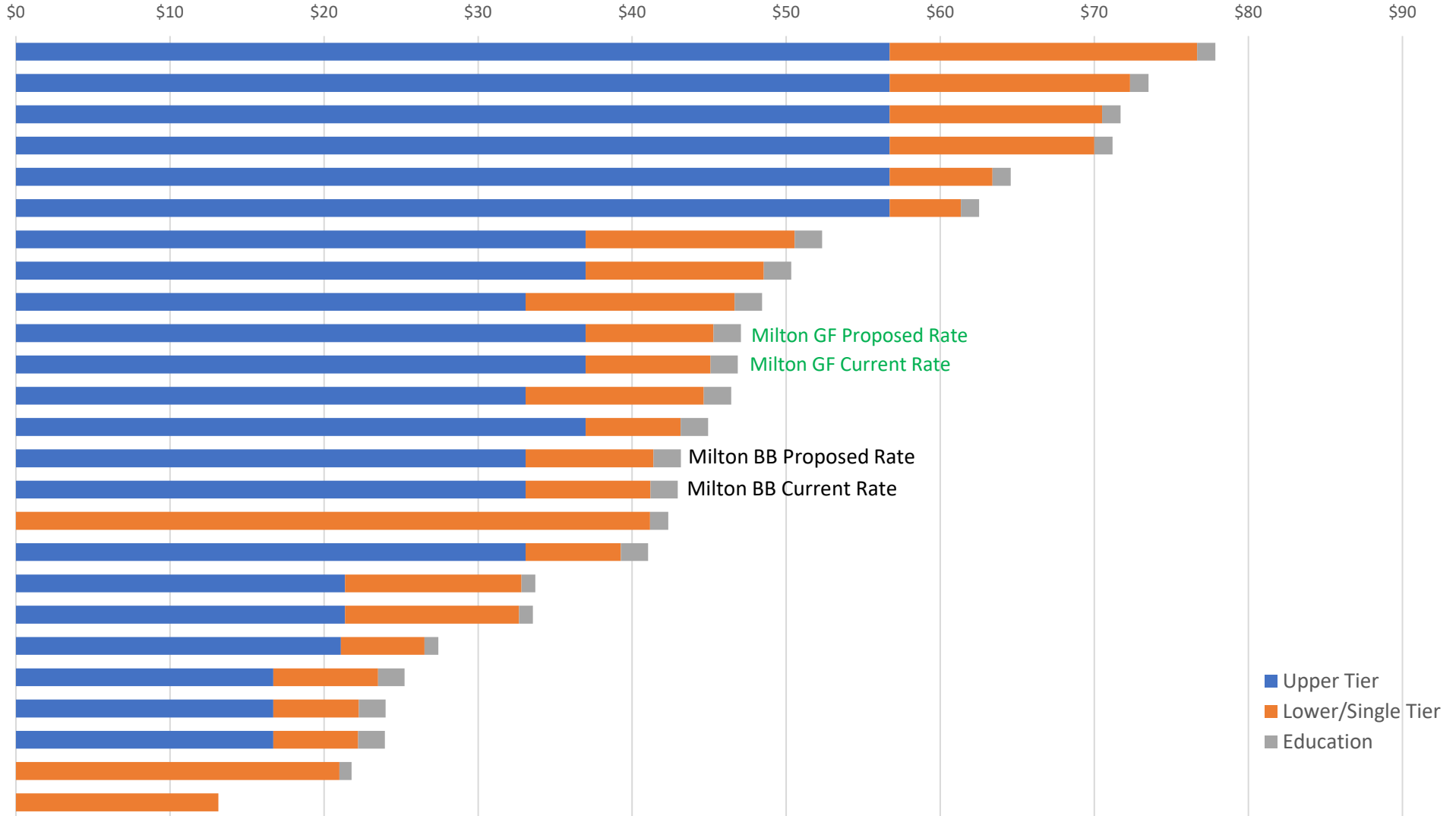
CAO Approval
Andrew M. Siltala
Chief Administrative Officer

Appendix 1 - Residential Development Charges - Municipal Comparison in the GTA (per single detached)



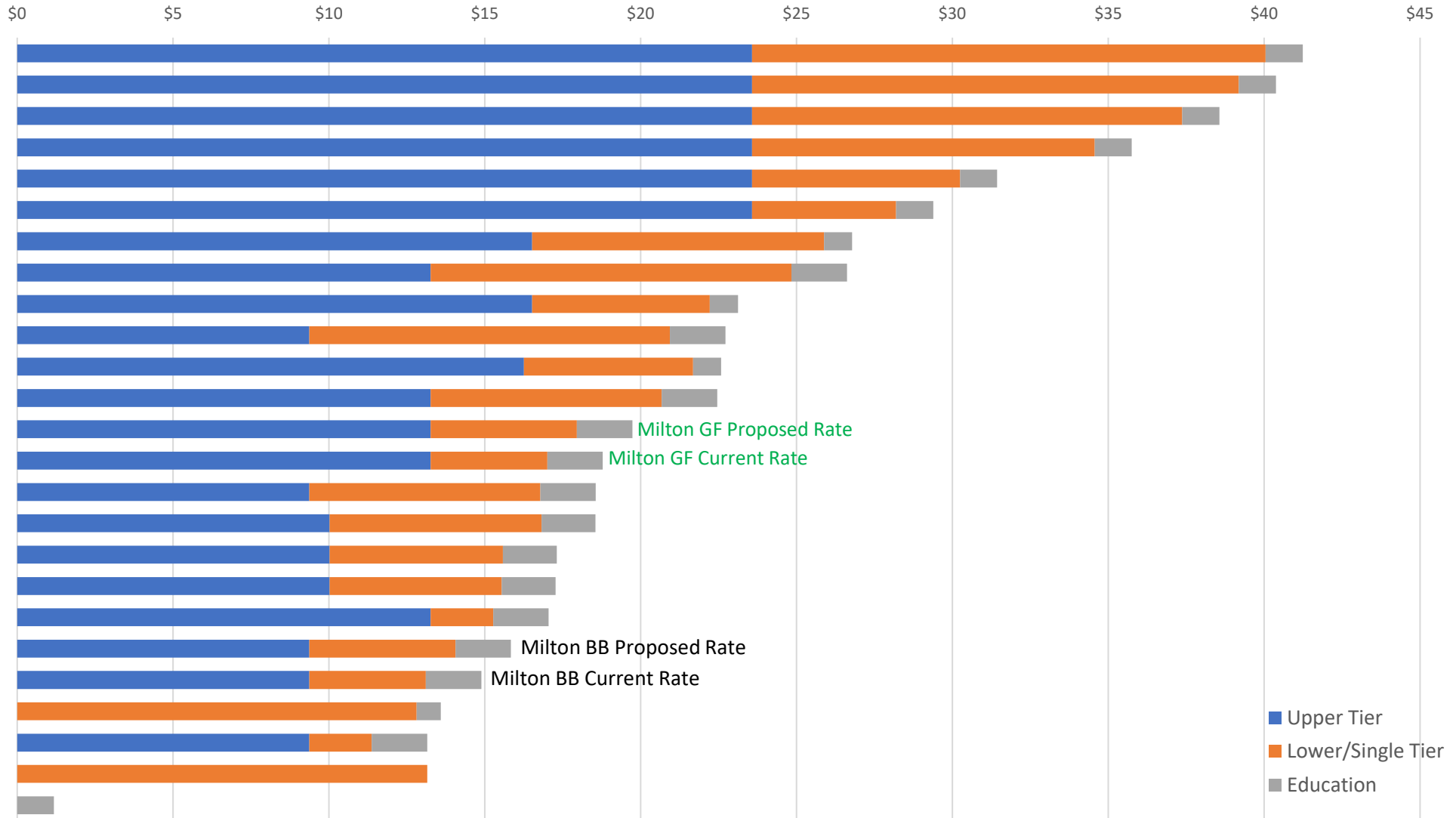
Notes: Milton GF = Regional Greenfield Rate plus Town Charge
 Milton BB = Regional Built Boundary Rate plus Town Charge
 Existing DC Rates as of March 5, 2021. For Town of Milton rates, the highest applicable stormwater area specific rate was utilized.

Appendix 1 - Retail Development Charges - Municipal Comparison in the GTA (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.

Appendix 1 - Industrial Development Charges - Municipal Comparison in the GTA (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.



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Development Charge Rebate Program

Purpose: This program provides a financial incentive for the development, redevelopment, rehabilitation and/or adaptive reuse of buildings for agricultural tourism usage supporting a bona fide farming operation and/or museums.

Policy Statement: This Development Charge Rebate Program is designed to strengthen the vitality and economic viability of agricultural businesses which highlight the Town's agricultural history and public educational museums within the Town of Milton.

Definitions:

“agricultural tourism building or structure” means a building or structure or part thereof located on a working farm of a bona fide farmer for the purpose of providing enjoyment, education or active involvement in the activities of the farm to the public where the principle activity on the property remains as a farm and where products used in the activity are produced on the property and/or are related to farming. The building or structure may be related to public oriented farm based activities such as a hay or corn maze, farm related petting zoo, hay rides and sleigh, buggy or carriage rides, farm tours and/or education, processing demonstrations, small scale value-added agricultural products for onsite usage, pick-your-own produce, a farm theme playground for children, farm markets, farm and related produce stands, and farmhouse dining rooms but shall not include space used for banquets, weddings or concerts or any residential use.

“museum” means a non-profit, permanent institution that is open to the general public with the principle activity being to acquire, conserve, research, communicate and exhibit the tangible and intangible heritage of humanity and its environment for the purposes of public education, study and enjoyment.

Description:

The Development Charge Rebate Program will provide a financial grant for developments meeting the program requirements as follows:

Development Type	Amount of Grant (as a % of Town of Milton DC Payable)	Maximum Grant per Property (cumulative)
Agricultural Tourism	100%	\$40,000
Museum	100%	\$40,000

Note: the grant is only applicable on the Town portion of Development Charges payable and excludes the Region and Local School Board Development Charges.



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This program is available to the net amount payable after any exemptions provided in the Town's Development Charges By-laws. In no circumstance will the grant provided by this program result in an overall net payment to the applicant relative to the Town's development charges.

Review and evaluation of an application for a Development Charge Rebate along with a decision on approval will be completed by Town staff. Any rebate in the development charge would be applied at the time the Town development charge is payable.

Specific Program Requirements:

1. An application must be submitted to the Town at the time of building permit application to which the rebate of development charges will apply. To align with the current term of Council, retroactive applications for a DC rebate will be permitted for any permits issued since December 3, 2018.
2. Such application shall include sufficient details and evidence of the development and proposed operations for Town staff to determine to its satisfaction, eligibility for the program.
3. Any outstanding obligations or requests to comply and/or other charges from the Town (including tax arrears) must be satisfactorily addressed prior to the reduction of development charges.
4. Town staff, officials, and/or agents of the Town may inspect any property that is the subject of an application for this financial incentive program offered by the Town.
5. If any part of a development which received benefit from this reduction program is changed, within a two-year period, so that it would no longer be eligible for the program, the amount of the reduction is immediately payable to the Town.
6. The Maximum Grant per Property is to be applied to all or any part of the lands for which an application has been made and that any application for a consent/severance which has been approved after a grant under this program has been provided, and that such application has the effect of creating a separate parcel of land, shall not give rise to a further Maximum Grant per Property for any other parcels or lots which may be created by the severance/consent or any other form of land division.



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Term of this Program:

At a minimum, the program outlined herein will be reviewed with each update to the Town's Development Charges Background Study and associated by-law(s). At such time, Council will review both the DC Rebate Program and DC Exemptions provided for in the By-law to determine the appropriateness of continuation of this program or other means by which the objectives of Council to promote developments that support the agricultural and cultural history of the Town may be achieved. Council may review and amend or cancel this rebate program at any time.

Reporting

Reporting of the Development Charge Rebate Program will be included with the annual Treasurer's Statement of Development Charge Reserve Funds.

Funding

The cost to the Town of the DC Rebate Program will be funded from the Town's capital project for Legislated Development Charge Exemptions, thereby ensuring the Town's Development Charge Reserve Funds remain whole in relation to the applicable developments.

The logo for Watson & Associates Economists Ltd. is contained within a white circle. It features a stylized leaf icon to the left of the text. The text is arranged in three lines: "Watson" in a large serif font, "& Associates" in a smaller serif font, and "ECONOMISTS LTD." in a smaller, all-caps sans-serif font.

Watson
& Associates
ECONOMISTS LTD.

Addendum #1 to the March 3, 2021 Development Charges Background Study

Town of Milton

May 20, 2021

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



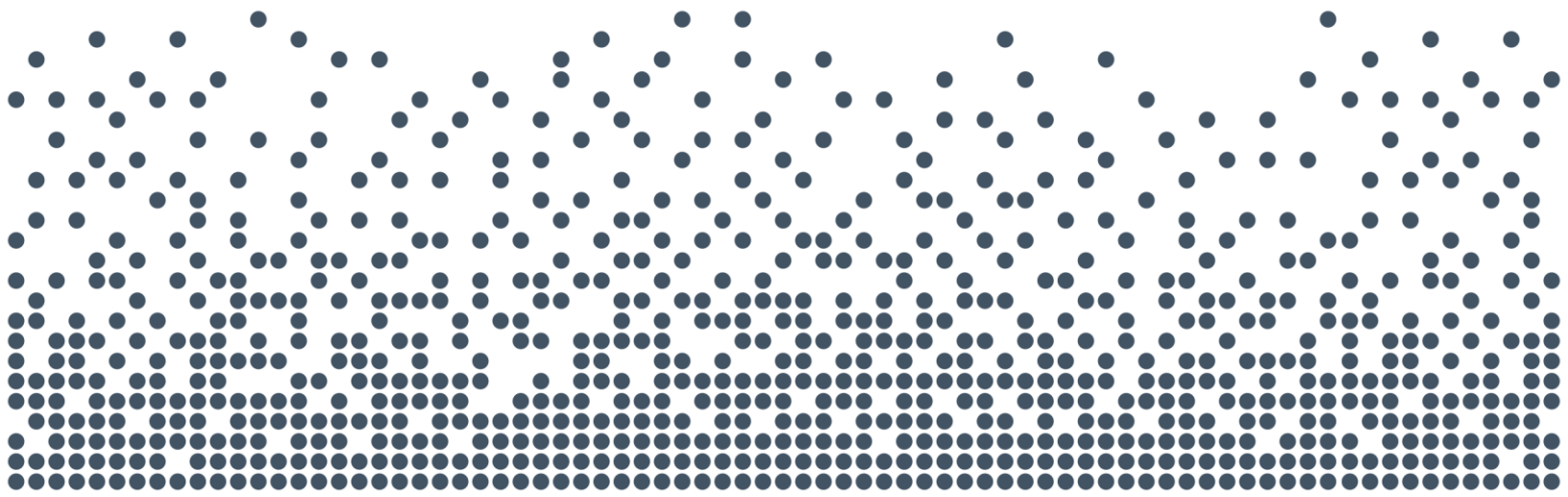
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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
B.T.E.	Benefit to Existing
D.C.	Development Charges
D.C.A.	Development Charges Act



Addendum Report to
the March 3, 2021
Development
Charges Background
Study



1. Background

Commensurate with the provisions of the Development Charges Act, 1997, as amended (D.C.A.), the Town has undertaken a Development Charges (D.C.) Background Study and released the study in accordance with the D.C.A. The following provides a summary of the key dates in the development charge by-law process:

November 2, 2020: Council Workshop

January 28, 2021: Stakeholder Meeting #1

February 11, 2021: Stakeholder Meeting #2

February 25, 2021: Notice of D.C. Public Meeting

March 3, 2021: Release of the D.C. Background Study and Draft By-laws

March 22, 2021: Public Meeting of Council

May 31, 2021 : Passage of Development Charge By-laws

June 26, 2021: Proposed Effective Date of the Development Charge By-laws

As per further review of the D.C. background study by Town staff and through continued stakeholder engagement, a number of refinements are required to capital costing as well as the growth/non-growth shares and post period shares for a number of projects. As such, the purpose of this addendum report is to provide for changes to the March 3, 2021 D.C. background study as per the further review by Town staff. These refinements are in relation to:

- Parks and Recreation Services, in relation to the costing of future indoor facilities;
- Services Related to a Highway, in relation to the costing of one project and the benefit to existing of three projects.
- Transit Services, in relation to the growth and non-growth shares for six projects and the post period benefit for two projects.

In addition, the area specific D.C. calculated for Outdoor Recreation Lands associated with growth outside the Bristol, Sherwood, and Boyne Secondary Plans is being removed from the proposed by-law at this time to allow for further discussions with the developing landowners.

Finally, at the time the growth forecast was developed for the D.C., 2,500 employees were removed from the potential growth in Agerton Secondary Plan as it was felt that



this growth may take much longer to develop than all other growth. As such, a post period deduction should have been made to the Fire Services, Services Related to a Highway and Public Works components of the municipal-wide charges and to the area specific stormwater charge for the Agerton Secondary Plan Area.

These refinements will form part of the D.C. background study provided prior to by-law adoption. Therefore, a revised draft D.C. by-law has been provided in this addendum report which incorporates the updated D.C. calculations, removal of the Outdoor Recreation Lands area specific charges, revised numbering, and other minor housekeeping refinements.

Numbering and housekeeping items have also been included in the revised draft amending by-law to By-law 053-2016 related to Parking Services, to ensure alignment between the two by-laws.

2. Discussion

This section of the addendum report provides an explanation for the above-noted refinements.

2.1 Refinements to Capital Project Costs for Parks and Recreation Services – Indoor Facilities

Since the release of the D.C. Background Study on March 3rd, Town staff have further reviewed the costing associated with future indoor recreation facilities, related to land costs required. For the Boyne Community Centre, the costing has been refined to align with other similar facilities and recognized that the Town has the land required in which the facility will be located, as such, a reduction of \$7.051 million in the overall costing has been made. Further, the costing for other future facilities have been adjusted to revise costs needed to secure land that will be required to construct these facilities on. As such, an additional \$7.492 million has been added into the calculations. Overall, the changes to the costs result in a net increase of \$441,000.

These refinements result in an increase to residential development charges amounting to \$10 per single detached home. Since the costs of Parks and Recreation Services are allocated 95% to residential benefit and 5% to non-residential benefit, this minor



costing refinement does not impact the calculated non-residential retail or non-retail charges.

2.2 Refinements related to Post Period Deduction

As noted above, at the time the growth forecast was developed for the D.C., 2,500 employees were removed from the potential growth in Agerton Secondary Plan as it was felt that this amount of growth would take much longer to develop than all other growth anticipated throughout all other areas of the Town. As such, a post period deduction should have been made to the Fire Services, Services Related to a Highway and Public Works components of the municipal-wide charges and to the area specific stormwater charge for the Agerton Secondary Plan Area.

Since Transit Services and Growth Studies are calculated on a 10-year forecast period, there is no change required due to this refinement to the growth forecast. For Parks & Recreation Services and Library Services, the capital needs for these services were based on population needs with a 5% allocation assigned to non-growth. As such, the refined growth forecast for Agerton does not impact these D.C. calculations.

The 2,500 employees equate to 1.09% of all population and employment growth anticipate in the municipal-wide D.C. calculations (2,500 divided by the sum of 229,025 population & employment growth). Therefore, an adjustment has been made to Fire Services, Services Related to a Highway and Public Works services to recognize a 1.09% post period deduction against all growth-related works. For the area specific stormwater service in the Agerton Secondary Plan, the 2,500 employees equate to 13.08% of the total population and employment for this area, therefore, a post period deduction equal to this percentage has been made against the D.C. calculations.

2.3 Refinements to Capital Project Costs for Services Related to a Highway, Refinements to Assumptions for Benefit to Existing and Growth, and Post Period Benefit

Town staff have further reviewed the capital costs associated with the Signal Interconnect Program anticipated over the forecast period (2021-2030) and have decreased the gross costs from \$856,000 to \$358,000 as there are only 14 signals



requiring this equipment. As this project is funded 90% from growth, the D.C. eligible costs have decreased from \$770,400 to \$332,200.

Further, the amount of costs associated with projects 18 and 19, related to the upgrades and expansion to 6th Line from Derry Road to Britannia Road, have been refined to a growth share of 96% and benefit to existing share of 4% vs. 100% growth-related as included in the March 3rd Background Study. This refinement reduces the growth-related costs from \$18,521,000 to \$17,780,160.

In addition, the share of cost related to project 20, 6th Line from Britannia Road to Lower Base Line, was included at 100% growth-related with 15% related to growth in the post period. Further review of this project has identified that the growth-share should be 90% and a benefit to existing should be included at 10%. The post period share of 15% has not been refined. This change results in the growth-related costs decreasing from \$6,037,550 to \$5,327,250 for the forecast period.

Finally, as mentioned in Section 2.2 above, an adjustment to reflect a post period deduction of 1.09% has been made to all growth-related costs. This results in a deduction of \$4,708,802.

For Services Related to a Highway, the changes noted above result in an overall decrease to the calculated D.C.s for a single detached dwelling of \$110, from \$6,594 to \$6,484. For non-residential retail development the charges decrease by \$0.07 per sq.ft. from \$4.88 to \$4.81. Finally for non-residential non-retail development the charges decrease by \$0.03 per sq.ft. from \$2.82 to \$2.79.

2.4 Refinements to Post Period Benefit for Fire Services

Further to Section 2.2 above, an adjustment to reflect a post period deduction of 1.09% has been made to all growth-related costs for Fire Services related to the reduce growth forecast included in the municipal-wide growth forecast for the Agerton Secondary Plan Area. This results in a deduction of \$345,858.

This deduction results in an overall decrease to the calculated D.C.s for a single detached dwelling of \$5, from \$440 to \$435. For non-residential non-retail development the charges decrease by \$0.01 per sq.ft. from \$0.25 to \$0.24. This change does not result in any change to the non-residential retail D.C. calculations.



2.5 Refinements to Post Period Benefit for the Public Works Class of Service

Similar to the adjustments made for Fire Services and Services Related to a Highway, the Public Works class of service has been adjusted to reflect a post period deduction of 1.09% against all growth-related costs related to the reduce growth forecast included in for the Agerton Secondary Plan Area. This results in a deduction of \$251,912 for facilities and \$187,469 for vehicles and equipment. In total a post period deduction of \$439,381 has been made

These deductions result in an overall decrease to the calculated D.C.s for a single detached dwelling of \$4, from \$727 to \$723. For non-residential retail and non-retail developments this change does not result in any revisions to the calculated D.C.s.

2.6 Refinements to Post Period Benefit for the Stormwater Services in the Agerton Secondary Plan Area

As noted in Section 2.2, the reduced employment growth for the Agerton area equates to 13.08% of all population and employment growth anticipate in this area. Therefore, a deduction of \$159,576 has been made against the cost of the stormwater monitoring program included in the Agerton area-specific D.C. calculations.

This deduction result in an overall decrease to the calculated area-specific D.C.s for the Agerton Secondary Plan Area of \$15 for a single detached dwelling, from \$113 to \$98. For non-residential retail development the charges decrease by \$0.02 per sq.ft. from \$0.19 to \$0.17. Finally for non-residential non-retail development the charges decrease by \$0.01 per sq.ft. from \$0.13 to \$0.12.

2.7 Refinements to Assumptions for Benefit to Existing, Benefit to Growth and Benefit to Post 10-Year Period for Transit Services

During further review of the D.C. calculations, it was recognized that an error in the D.C. calculations took place in linking the benefit to existing (B.T.E.), benefit to in-period growth, and benefit to post period growth shares, as outlined by Dillon in Appendix G to the March 3rd study, for a number of transit projects including:



- Project 3: Transit Hub - Correct share is 100% Growth/0% B.T.E./38% Post Period Benefit;
- Projects 10 & 11: Maintenance and Supervisory Vehicles - Correct shares are 100% Growth/0% B.T.E./0% Post Period Benefit;
- Projects 12 & 13: Next Gen Presto and Onboard Vehicle Surveillance System – Correct shares are 33% Growth/67% B.T.E./0% Post Period Benefit;
- Project 14: On-Demand Promaster Vehicles - Correct share is 72% Growth/28% B.T.E./21% Post Period Benefit

The correction to these proportionate shares result in the D.C. eligible costs for inclusion in the D.C. calculations to decrease by \$582,000, from \$33,508,292 to \$32,926,292. The resultant overall decrease to the calculated D.C.s for a single detached dwelling is \$19, from \$1,131 to \$1,112. For non-residential retail development the charges decrease by \$0.01 per sq.ft. from \$0.73 to \$0.72. The non-residential non-retail development charges have not been impacted by these refinements with the charge staying at \$0.35 per sq.ft.

2.8 Removal of the Outdoor Recreation Lands Area-Specific Development Charges

As part of the D.C. Background Study, a new area specific charge was calculated related to the cost of outdoor recreation lands required to service future growth outside the Bristol, Sherwood, and Boyne Secondary Plans. At this time, there has been a request by the development community to defer the implementation of this new charge to allow for further dialogue on the topic. Therefore, at this time, the draft by-law which will be considered by Council on May 31, 2021 has removed this component of the charge.

2.9 Overall Changes in the D.C. Calculation

Based on the changes noted above, the total calculated municipal-wide development charge (single/semi-detached unit) has decreased from \$21,014 to \$20,884 (excluding Parking Services). In regard to the non-residential charges (excluding Parking Services), the total calculated municipal-wide retail development charge (per sq.ft.) has



decreased from \$7.75 to \$7.68 and the non-retail D.C. (per sq.ft.) has decreased from \$4.39 to \$4.35.

In addition, the area specific D.C. calculations for the Agerton Secondary Plan Area have decreased from \$113 to \$98 per single/semi-detached unit, from \$0.19 to \$0.17 per sq.ft. for retail development and from \$0.13 to \$0.12 per sq.ft. for non-retail development. No changes have been made to any of the other area specific stormwater D.C. calculations.

As discussed earlier, the area specific D.C. calculations for Outdoor Recreation Lands are also being removed from the draft by-law to allow for further discussions to take place with developing landowners.

The above changes have been incorporated into the calculations. Tables 2-1 through 2-3 outlines the current charges vs. the charges as calculated in the March 3, 2021 D.C. background study and the charges calculated in this addendum report.



Table 2-1
Development Charges Comparison for Residential Single Detached Units

Service/Class of Service	Current	Calculated As per DC Report March 3, 2021	Calculated As per Addendum May 20, 2021
Municipal Wide Services/Classes of Services:			
Services Related to a Highway	7,118	6,594	6,484
Public Works Operations	1,185	727	723
Fire Protection Services	462	440	435
Transit Services	459	1,131	1,112
Parks and Recreation Services*	10,407	10,480	10,490
Library Services	832	1,208	1,208
Growth Studies	499	433	433
Parking**	340	340	340
Total Municipal Wide Services/Classes	21,302	21,354	21,224
Area Specific Services:			
Outdoor Recreation Land ¹	-	7,005	7,005
Services Stormwater Drainage and Control Services:			
Sherwood Secondary Plan Area	237	168	168
Boyne Secondary Plan Area	87	60	60
Derry Green Secondary Plan Area	-	-	-
Trafalgar Secondary Plan Area***	-	146	146
Agerton Secondary Plan Area***	-	113	98
Britannia Secondary Plan Area***	-	87	87
Milton Education Village Secondary Plan Area***	-	259	259
Milton Education Village Supplemental Lands Secondary Plan Area***	-	-	-
Total - Sherwood	21,539	21,522	21,392
Total - Boyne	21,389	21,414	21,284
Total - Derry Green	21,302	21,354	21,224
Total - Trafalgar	21,302	28,505	28,375
Total - Agerton	21,302	28,472	28,327
Total - Britannia	21,302	28,446	28,316
Total - MEV	21,302	28,618	28,488
Total - MEV Supplemental Lands	21,302	28,359	28,229

*Previously presented as two separate charges for Parks Development and Recreation collect this component as of September 18, 2022

***Not included in previous study

¹ Outdoor Recreation Land Charge not being included in the Draft D.C. By-law at this time



Table 2-2
Development Charges Comparison for Non-Residential Retail

Service/Class of Service	Current	Calculated As per DC Report March 3, 2021	Calculated As per Addendum May 20, 2021
Municipal Wide Services/Classes of Services:			
Services Related to a Highway	5.54	4.88	4.81
Public Works Operations	0.39	0.26	0.26
Fire Protection Services	0.51	0.42	0.42
Transit Services	0.28	0.73	0.72
Parks and Recreation Services*	0.64	1.00	1.00
Library Services	0.06	0.11	0.11
Growth Studies	0.29	0.36	0.36
Parking**	0.20	0.20	0.20
Total Municipal Wide Services/Classes	7.91	7.95	7.88
Area Specific Services:			
Outdoor Recreation Land ¹	-	0.46	0.46
Services Stormwater Drainage and Control Services:			
Sherwood Secondary Plan Area	0.20	0.43	0.43
Boyne Secondary Plan Area	0.10	0.09	0.09
Derry Green Secondary Plan Area	0.18	0.17	0.17
Trafalgar Secondary Plan Area***	-	0.20	0.20
Agerton Secondary Plan Area***	-	0.19	0.17
Britannia Secondary Plan Area***	-	0.12	0.12
Milton Education Village Secondary Plan Area***	-	0.39	0.39
Milton Education Village Supplemental Lands Secondary Plan Area***	-	0.37	0.37
Total - Sherwood	8.11	8.38	8.31
Total - Boyne	8.01	8.04	7.97
Total - Derry Green	8.09	8.12	8.05
Total - Trafalgar	7.91	8.61	8.54
Total - Agerton	7.91	8.60	8.51
Total - Britannia	7.91	8.53	8.46
Total - MEV	7.91	8.80	8.73
Total - MEV Supplemental Lands	7.91	8.78	8.71

*Previously presented as two separate charges for Parks Development and Recreation

**Parking is an ineligible under Bill 197, therefore cannot collect this component as of September 18, 2022

***Not included in previous study

¹ Outdoor Recreation Land Charge not being included in the Draft D.C. By-law at this time



Table 2-3
Development Charges Comparison for Non-Residential Non-Retail

Service	Current	Calculated As per DC Report March 3, 2021	Calculated As per Addendum May 20, 2021
Municipal Wide Services:			
Services Related to a Highway	2.54	2.82	2.79
Public Works Operations	0.17	0.15	0.15
Fire Protection Services	0.23	0.25	0.24
Transit Services	0.13	0.35	0.35
Parks and Recreation Services*	0.29	0.58	0.58
Library Services	0.02	0.07	0.07
Growth Studies	0.14	0.17	0.17
Parking**	0.09	0.09	0.09
Total Municipal Wide Services	3.61	4.48	4.44
Area Specific Services:			
Outdoor Recreation Land ¹	-	0.27	0.27
Services Stormwater Drainage and Control Services:			
Sherwood Secondary Plan Area	0.13	0.25	0.25
Boyne Secondary Plan Area	0.06	0.06	0.06
Derry Green Secondary Plan Area	0.08	0.07	0.07
Trafalgar Secondary Plan Area***	-	0.12	0.12
Agerton Secondary Plan Area***	-	0.13	0.12
Britannia Secondary Plan Area***	-	0.07	0.07
Milton Education Village Secondary Plan Area***	-	0.25	0.25
Milton Education Village Supplemental Lands Secondary Plan Area***	-	0.25	0.25
Total - Sherwood	3.74	4.73	4.69
Total - Boyne	3.67	4.54	4.50
Total - Derry Green	3.69	4.55	4.51
Total - Trafalgar	3.61	4.87	4.83
Total - Agerton	3.61	4.88	4.83
Total - Britannia	3.61	4.82	4.78
Total - MEV	3.61	5.00	4.96
Total - MEV Supplemental Lands	3.61	5.00	4.96

*Previously presented as two separate charges for Parks Development and Recreation

**Parking is an ineligible under Bill 197, therefore cannot collect this component as of September 18, 2022

***Not included in previous study

¹ Outdoor Recreation Land Charge not being included in the Draft D.C. By-law at this time



2.10 Changes to the Background Report

Based upon the above, the following revisions are made to the pages within the background study (new pages are appended to this report):

Page Reference	Description of Revisions
ES (v)	Update to item 7 related to the updated municipal-wide calculated charges.
ES (vi)	Update to item 8 related to the updated calculated area specific charges for stormwater in the Agerton Secondary Plan.
ES (vii)	Update to item 9 related to the updated summary of gross capital costs and recovery of costs over the life of the by-law.
ES (ix)	Updates to Table ES-1 to reflect the recalculated charges.
ES (x)	Update to Table ES-2 to reflect “Total Floor Area” vs. “Gross Floor Area” in the labelling of non-residential charges
1-2	Revised Figure 1-1 to include the release of this addendum report and revise the timing of by-law passage.
5-11, 5-13 & 5-14	Revised to reflect refinements in Transit Services.
5-15 to 5-17	Revised to reflect refinements in Services Related to a Highway
5-18 to 5-21	Revised to reflect refinements to Public Works
5-22 to 5-24	Revised to reflect refinements to Fire Services
5-27 & 5-35	Revised to reflect refinements in Parks and Recreation Services – Indoor Recreation Services.
5-39 & 5-45	Revised to reflect refinements to Stormwater Services in the Agerton Secondary Plan
6-7	Table 6-5 updated to reflect the amended calculated charges for Stormwater Services in the Agerton Secondary Plan Area.
6-11	Table 6-9 updated to reflect the amended calculated charges for Services Related to a Highway and Parks and Recreation Services.
6-12	Table 6-10 updated to reflect the amended calculated charges for Transit Services.
6-14	Table 6-12 updated to reflect the amended calculated charges for All Services and Classes.



6-15 & 6-16	Table 6-13 updated to reflect the amended calculated charges of the costs to be Incurred over the life of the by-Law.
7-11	Update recommendations to reflect the approval of the D.C. Background Study, as amended by this addendum.
C-4	Table C-1 updated to reflect the changes to the Future Capital Expenditures.
F-4 & F-5	Updates to the asset management wording and summary table to reflect changes in capital costs due to the changes in the Services Related to a Highway, Parks and Recreation and Transit Services capital.
Appendix H	Revised Draft D.C. By-law.
Appendix I	Revised Draft Amending D.C. By-law.

3. Process for the Adoption of the Development Charges By-law

Sections 1 & 2 provide for a summary of the revisions to the Town's D.C. Background Study and draft by-law. If Council is satisfied with the above changes to the Background, this addendum report #1 will be considered for approval by Council along with the Background Study.



Amended Pages



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 \$20,884. The non-residential charge is \$7.68 per sq. ft. of retail development and \$4.35 per sq. ft. of non-retail development.

For outdoor recreation land, a new area-specific rate has been calculated 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	\$98	\$0.17	\$0.12
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	\$ 437,837,621
Less:	
Benefit to existing development	\$ 76,531,264
Post planning period benefit	\$ 15,145,117
Related to D.C. ineligible services	\$ 308,212
Grants, subsidies and other contributions	\$ 8,874,316
Net Costs for the Development Charges Calculation	\$ 336,978,712

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), \$85.71 million (or an annual amount of \$17.14 million) will need to be contributed from taxes and rates or other sources. With respect to the post period benefit amount of \$15.15 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 \$437.84 million over the next five years, of which \$336.98 million (77%) is included in the D.C. calculation. Of this net amount, \$277.83 million is recoverable from residential development and \$59.15 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:



**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 Total Floor Area)	Non-Retail (per sq.ft. of Total Floor Area)
Town-Wide Services/Class of Services:							
Services Related to a Highway	6,484	4,876	2,992	2,206	1,875	4.81	2.79
Public Works Operations	723	544	334	246	209	0.26	0.15
Fire Protection Services	435	327	201	148	126	0.42	0.24
Transit Services	1,112	836	513	378	321	0.72	0.35
Parks and Recreation Services	10,490	7,889	4,841	3,569	3,034	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	20,884	15,706	9,638	7,105	6,039	7.68	4.35
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	98	74	45	33	28	0.17	0.12
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	27,889	20,974	12,871	9,489	8,065	8.14	4.62
Total - Bristol Secondary Plan	20,884	15,706	9,638	7,105	6,039	7.68	4.35
Total - Sherwood Secondary Plan	21,052	15,832	9,716	7,162	6,088	8.11	4.60
Total - Boyne Secondary Plan	20,944	15,751	9,666	7,125	6,056	7.77	4.41
Total - Highway 401 Business Park and Highway 401 Extension	27,889	20,974	12,871	9,489	8,065	8.14	4.62
Total - Derry Green Secondary Plan	27,889	20,974	12,871	9,489	8,065	8.31	4.69
Total - Trafalgar Secondary Plan	28,035	21,084	12,938	9,539	8,107	8.34	4.74
Total - Agerton Secondary Plan	27,987	21,048	12,916	9,522	8,093	8.31	4.74
Total - Britannia Secondary Plan	27,976	21,039	12,911	9,519	8,090	8.26	4.69
Total - Milton Education Village Secondary Plan	28,148	21,169	12,991	9,577	8,140	8.53	4.87
Total - Milton Education Village Supplemental Lands Secondary Plan	27,889	20,974	12,871	9,489	8,065	8.51	4.87



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 Total Floor Area)	Non-Retail (per sq.ft. of Total 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



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 \$4,120,100, benefit to growth in the post 10-year forecast period of \$2,425,700 and a recovery from other municipalities for interregional routes in the amount of \$1,318,950. The resultant net cost is therefore, \$10,740,850 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 \$743,300, respectfully, have been made, resulting in a net cost of \$1,588,000 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



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 \$32,926,292. 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	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%	
	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	510,700		843,100	-		843,100	615,463	227,637
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	-		108,300	79,059	29,241
11	Supervisory Vehicle (1)	2025-2030	81,200	-		81,200	-		81,200	59,276	21,924
12	Next Gen Presto	2020-2022	35,100	-		35,100	23,400		11,700	8,541	3,159
13	Onboard Vehicle Surveillance System	2020-2022	241,400	-		241,400	160,900		80,500	58,765	21,735
	ON-DEMAND:										
14	Promasters (2)	2022-2025	349,200	53,900		295,300	98,500		196,800	143,664	53,136
	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	12,439,912	-	52,470,352	11,037,528	8,506,533	32,926,292	23,168,440	9,757,852



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 \$516,389,900. Deductions of \$116,984,553 and \$23,335,452 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 \$427,291,350 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 75%	Non-Residential Share 25%
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	513,800		12,331,200	9,248,400	3,082,800
19	6th Line (1928m S of Derry Road to Britannia Road) (4 lane)	2031-2035	5,676,000	-		5,676,000	227,040		5,448,960	4,086,720	1,362,240
20	6th Line (Britannia Road to Lower Base Line) (2 lane)	2036-2041	7,103,000	1,065,450		6,037,550	710,300		5,327,250	3,995,438	1,331,813
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	358,000	-		358,000	35,800		322,200	241,650	80,550
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
Post Period Adjustment:											
45	Adjustment for Post Period Deduction		-	4,708,802		(4,708,802)	-		(4,708,802)	(3,531,601)	(1,177,200)
Total			567,611,355	23,335,452	-	544,275,903	116,984,553	-	427,291,350	294,024,661	133,266,689



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. Deductions of \$251,912 and \$1,221,000 have been made related to post period benefit and benefit to existing, respectfully. The year-end D.C. reserve fund balance of \$635,152 has been deducted from this amount resulting in a net amount of \$22,859,236 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, with \$187,469 deducted as a post period benefit, resulting in a net amount of \$17,011,531, 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-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%
2021-Buildout												
1	Operations Centre Expansion - Ph 2											
1a	Operations Centre Expansion - Ph 2	Services Related to a Highway	2022-2024	4,494,740	-		4,494,740	-		4,494,740	3,774,480	720,260
1b	Operations Centre Expansion - Ph 2	Parks and Recreation Services	2022-2024	5,393,680	-		5,393,680	-		5,393,680	4,529,370	864,310
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	5,130,000	-		5,130,000	-		5,130,000	4,307,943	822,057
2b	Civic Operations Centre - Sustainable Halton Lands	Parks and Recreation Services	2032	6,156,000	-		6,156,000	-		6,156,000	5,169,532	986,468
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	512,000	-		512,000	-		512,000	429,955	82,045
3b	Bridge at Operations Centre	Parks and Recreation Services	2022	614,000	-		614,000	-		614,000	515,610	98,390
3c	Bridge at Operations Centre	Stormwater Services	2022	11,000	-		11,000	-		11,000	9,237	1,763
	Sub-Total			1,137,000	-	-	1,137,000	-	-	1,137,000	954,801	182,199
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
6	Adjustment for Post Period Deduction:											
6a	Adjustment for Post Period Deduction	Services Related to a Highway			107,535		(107,535)	-		(107,535)	(90,303)	(17,232)
6b	Adjustment for Post Period Deduction	Parks and Recreation Services			129,038		(129,038)	-		(129,038)	(108,360)	(20,678)
6c	Adjustment for Post Period Deduction	Stormwater Services			2,386		(2,386)	-		(2,386)	(2,003)	(382)
6d	Adjustment for Post Period Deduction	P.O.A. including By-law Enforcement			12,953		(12,953)	-		(12,953)	(10,877)	(2,076)
	Total			24,967,300	251,912	-	24,715,388	1,856,152	-	22,859,236	18,329,600	4,529,636



Infrastructure Costs Included in the Development Charges Calculation

Town of Milton

Class of Service: Public Works Operations - Vehicles and Equipment

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%
	2021-Buildout											
	Vehicles & Equipment:											
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
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
8	Ice Resurfacers - Boyne	Parks and Recreation Services	2024-2025	98,400	-		98,400	-		98,400	82,632	15,768
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
14	Protective Inspection and Control Vehicle	P.O.A. including By-law Enforcement	2022	25,200	-		25,200	-		25,200	21,162	4,038
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
	Adjustment for Post Period Deduction:											
	Adjustment for Post Period Deduction	Services Related to a Highway			117,687		(117,687)	-		(117,687)	(98,828)	(18,859)
	Adjustment for Post Period Deduction	Parks and Recreation Services			69,084		(69,084)	-		(69,084)	(58,014)	(11,070)
	Adjustment for Post Period Deduction	P.O.A. including By-law Enforcement			698		(698)	-		(698)	(586)	(112)
	Total			17,199,000	187,469	-	17,011,531	-	-	17,011,531	14,285,518	2,726,013



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, and a post period deduction of \$345,858 has been made resulting in a net amount of \$31,384,260 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
	Post Period Adjustment:										
29	Adjustment for Post Period Deduction		-	345,858		(345,858)	-		(345,858)	(259,394)	(86,465)
	Total		31,730,118	345,858	-	31,384,260	-	-	31,384,260	19,710,713	11,673,546



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 \$306,911,801 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 \$311,522,424.

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: 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	51,439,000	-		51,439,000	-		51,439,000	48,867,050	2,571,950
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	45,817,000	-		45,817,000	-		45,817,000	43,526,150	2,290,850
4	Indoor Pool	2031	18,918,000	-		18,918,000	-		18,918,000	17,972,100	945,900
5	Gymnasium	2031	11,610,000	-		11,610,000	-		11,610,000	11,029,500	580,500
6	Multi-purpose Spaces	2031	2,819,000	-		2,819,000	-		2,819,000	2,678,050	140,950
Trafalgar/Agerton:											
7	Arena	2028-2031	30,545,000	-		30,545,000	-		30,545,000	29,017,750	1,527,250
8	Indoor Pool	2028-2031	18,918,000	-		18,918,000	-		18,918,000	17,972,100	945,900
9	Gymnasium	2028-2031	5,805,000	-		5,805,000	-		5,805,000	5,514,750	290,250
10	Multi-purpose Spaces	2028-2031	2,819,000	-		2,819,000	-		2,819,000	2,678,050	140,950
MEV:											
11	Arena	2031+	15,273,000	-		15,273,000	-		15,273,000	14,509,350	763,650
Additional Boyne:											
12	Arena	2031+	15,273,000	-		15,273,000	-		15,273,000	14,509,350	763,650
13	Gymnasium	2031+	5,805,000	-		5,805,000	-		5,805,000	5,514,750	290,250
Additional Pre-HUSP, Bristol, Sherwood, Rural:											
14	Arena	2031+	15,273,000	-		15,273,000	-		15,273,000	14,509,350	763,650
15	Indoor Pool	2031+	37,836,000	-		37,836,000	-		37,836,000	35,944,200	1,891,800
16	Gymnasium	2031+	11,610,000	-		11,610,000	-		11,610,000	11,029,500	580,500
17	Multi-purpose Spaces	2031+	5,638,000	-		5,638,000	-		5,638,000	5,356,100	281,900
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			311,522,424	-	-	311,522,424	-	-	311,522,424	294,536,012	16,986,411



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. As the full potential growth in Agerton has not been included in the growth forecast, a post period deduction of \$159,576 has been made, resulting in a net \$1,060,424 being included in the D.C. calculation.

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.



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 2021 - Agerton 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 17%	Non- Residential Share 83%
1	Holistic Stormwater Monitoring Program	2026-2035	1,220,000	159,576		1,060,424	-		1,060,424	180,272	880,152
	Total		1,220,000	159,576	-	1,060,424	-	-	1,060,424	180,272	880,152



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	180,272	880,152	98	0.12	44,008	836,144	0.17	0.12
TOTAL	\$180,272	\$880,152	\$98	\$0.12	\$44,008	\$836,144	\$0.17	\$0.12
D.C.-Eligible Capital Cost	\$180,272	\$880,152			44,008.00	836,143.92		
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.)	\$25.84	\$0.12			\$0.17	\$0.12		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$98						
Multiples	2.860	\$74						
Apartments - 2 Bedrooms +	1.755	\$45						
Apartments - Bachelor and 1 Bedroom	1.294	\$33						
Special Care/Special Dwelling Units	1.100	\$28						



Table 6-9
Town of Milton
Development Charge Calculation
Municipal-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	294,024,661	133,266,689	6,484	3.11	31,984,005	101,282,684	4.81	2.79
	294,024,661	133,266,689	6,484	3.11	31,984,005	101,282,684	4.81	2.79
10. Public Works Operations								
10.1 Public Works Operations Facilities:								
10.1.1 Services Related to a Highway	7,824,477	1,933,596	173	0.05	464,063	1,469,533	0.07	0.04
10.1.2 Parks and Recreation Services	9,389,058	2,320,237	207	0.05	556,857	1,763,380	0.08	0.05
10.1.3 Stormwater Services	114,229	75,321	3	-	18,077	57,244	-	-
10.1.4 P.O.A. including By-law Enforcement	1,001,836	200,482	22	-	48,116	152,366	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	-	-
	32,772,546	7,285,690	723	0.16	1,748,566	5,537,124	0.26	0.15
11. Fire Protection Services								
11.1 Fire facilities, vehicles, and small equipment & gear	19,710,713	11,673,546	435	0.27	2,801,651	8,871,895	0.42	0.24
	19,710,713	11,673,546	435	0.27	2,801,651	8,871,895	0.42	0.24
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	294,536,012	16,986,411	6,496	0.40	4,076,739	12,909,672	0.61	0.36
	475,645,823	27,720,789	10,490	0.66	6,652,990	21,067,799	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	\$876,944,318	\$183,118,669	\$19,339	\$4.26	\$43,948,481	\$139,170,188	\$6.60	\$3.83
D.C.-Eligible Capital Cost	\$876,944,318	\$183,118,669			43,948,481.00	139,170,188.06		
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.)	\$5,085.33	\$4.26			\$6.60	\$3.83		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$19,339						
Multiples	2.860	\$14,544						
Apartments - 2 Bedrooms +	1.755	\$8,925						
Apartments - Bachelor and 1 Bedroom	1.294	\$6,580						
Special Care/Special Dwelling Units	1.100	\$5,594						



Table 6-10
Town of Milton
Development Charge Calculation
Municipal-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	23,168,440	9,757,852	1,112	0.40	2,634,620	7,123,232	0.72	0.35
15. Growth Studies								
15.1 Services Related to a Highway	2,464,330	1,368,218	119	0.06	369,419	998,799	0.11	0.05
15.2 Fire Protection Services	138,829	77,079	7	-	20,811	56,268	0.01	-
15.3 Public Works	103,891	57,681	5	-	15,574	42,107	-	-
15.4 Transit Services	498,302	276,662	24	0.01	74,699	201,963	0.02	0.01
15.5 Parks and Recreation Services	2,601,487	1,444,369	123	0.06	389,980	1,054,389	0.10	0.05
15.6 Library Services	313,674	174,155	15	0.01	47,022	127,133	0.01	0.01
15.7 P.O.A. including By-law Enforcement	115,840	64,315	5	-	17,365	46,950	-	-
15.8 Stormwater Services	2,823,907	1,567,859	135	0.06	423,322	1,144,537	0.12	0.05
	9,060,260	5,030,338	433	0.20	1,358,192	3,672,146	0.36	0.17
TOTAL	\$32,228,700	\$14,788,190	\$1,545	\$0.60	\$3,992,812	\$10,795,378	\$1.08	\$0.52
D.C.-Eligible Capital Cost	\$32,228,700	\$14,788,190			3,992,812	10,795,378		
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.)	\$406.32	\$0.60			\$1.08	\$0.52		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.803	\$1,545						
Multiples	2.860	\$1,162						
Apartments - 2 Bedrooms +	1.755	\$713						
Apartments - Bachelor and 1 Bedroom	1.294	\$526						
Special Care/Special Dwelling Units	1.100	\$447						



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
MUNICIPAL-WIDE SERVICES:	\$	\$	\$	\$	\$	\$	\$	\$
Municipal-wide Services/Classes - Build Out Forecast	876,944,318	183,118,669	19,339	4.26	43,948,481	139,170,188	6.60	3.83
Municipal-wide Services/Classes - 10 Year Forecast	32,228,700	14,788,190	1,545	0.60	3,992,812	10,795,378	1.08	0.52
TOTAL MUNICIPAL WIDE SERVICES	909,173,018	197,906,859	20,884	4.86	47,941,293	149,965,566	7.68	4.35
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	180,272	880,152	98	0.12	44,008	836,144	0.17	0.12
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			27,889	5.15			8.14	4.62
TOTAL BRISTOL			20,884	5.15			8.14	4.62
TOTAL SHERWOOD			21,052	5.19			8.11	4.60
TOTAL BOYNE			20,944	4.92			7.77	4.41
TOTAL HWY. 401 BUSINESS PARK AND HWY. 401 EXTENSION			20,884	4.86			7.68	4.35
TOTAL DERRY GREEN			20,884	4.93			7.85	4.42
TOTAL TRAFALGAR			28,035	5.01			7.88	4.47
TOTAL AGERTON			27,987	5.27			8.31	4.74
TOTAL BRITANNIA			27,976	4.95			7.80	4.42
TOTAL MILTON EDUCATION VILLAGE			28,148	5.13			8.07	4.60
TOTAL MILTON EDUCATION VILLAGE SUPPLEMENTARY LANDS			27,889	5.13			8.05	4.60



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	79,788	90,136	440,076
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	195,728,083	0	59,643,136	0	0	102,063,710	34,021,237
10. Public Works Operations							
10.1 Public Works Operations Facilities:							
10.1.1 Services Related to a Highway	5,006,740	0	0	0	0	4,204,435	802,305
10.1.2 Parks and Recreation Services	6,007,680	0	0	0	0	5,044,979	962,701
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	42,892,667	0	0	0	0	40,748,033	2,144,633
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	16,450,417	8,506,533	15,065,329	35,221,742	13,027,220
15. Growth Studies							
15.1 Services Related to a Highway	1,655,580	118,063	182,660	0	0	989,045	365,811
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	1,823,280	141,799	147,137	0	0	1,120,071	414,273
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	\$437,837,621	\$308,212	\$76,531,264	\$8,874,316	\$15,145,117	\$277,830,958	\$59,147,754



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;”

“Direct Town staff to continue with a dialogue with the development community on the establishment of an approach to recover the cost of outdoor recreation lands, potentially via an area-specific D.C. excluding lands in the Bristol, Sherwood and Boyne Secondary Plan Areas, and report back to Council at a future date;”

“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;”

“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.”



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	450,626,802	24,686,134	48,969,766	73,655,900
10. Public Works Operations				
10.1 Public Works Operations Facilities:				
10.1.1 Services Related to a Highway	10,136,740	526,385	1,101,563	1,627,948
10.1.2 Parks and Recreation Services	12,163,680	631,639	681,754	1,313,393
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	132,686	195,973
10.2 Public Works Vehicles and Equipment				
10.2.1 Services Related to a Highway	10,797,000	1,283,015	107,028	1,390,043
10.2.2 Parks & Recreation Services	6,338,000	975,508	355,235	1,330,743
10.2.3 P.O.A. including By-law Enforcement	64,000	10,588	6,955	17,543
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 and Outdoor Recreation	192,279,554	14,149,064	10,776,953	24,926,017
12.2 Indoor Recreation	311,522,424	15,330,062	17,460,321	32,790,383
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	53,872,737	3,339,294	4,859,227	8,198,521
15. Growth Studies				
15.1 Services Related to a Highway	6,915,960	-	-	-
15.2 Fire Protection Services	479,225	-	-	-
15.3 Public Works	140,111	-	-	-
15.4 Transit Services	794,975	-	-	-
15.5 Parks and Recreation Services	7,875,866	-	-	-
15.6 Library Services	870,993	-	-	-
15.7 P.O.A. including By-law Enforcement	109,950	-	-	-
15.8 Stormwater Services	5,037,492	-	-	-
16. Parks and Recreation Services				
16.1 Outdoor Recreation Land	248,664,000	-	13,937,209	13,937,209
Total	1,418,437,977	66,308,106	126,188,255	192,496,361



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 \$202.88 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. 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	9,469,764
Annual Debt Payment on Post Period Capital ²	915,351
Lifecycle:	
Annual Lifecycle	66,308,106
Sub-Total - Annual Lifecycle	\$66,308,106
Incremental Operating Costs (for D.C. Services)	\$126,188,255
Total Expenditures	\$202,881,475
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:



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 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 accessory dwelling 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 (7) 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;

"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 residential" 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.

DESIGNATION OF SERVICES/CLASS OF SERVICES

2. 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.
3. 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.
4. 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; and

(o) Stormwater Drainage and Control Services – Area Specific – Milton Education Village Supplemental Lands Secondary Plan.

5. The components of the services or class of services designated in section 4 are described in Schedule A.

APPLICATION OF BY-LAW RULES

6. 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 7; and

(b) the development of the lands requires any of the approvals set out in section 9.

Area to Which By-law Applies

7. Subject to section 8, 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.

8. Notwithstanding clause 7 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

9. Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:

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; or
 - g) the issuing of a permit under the Building Code Act in relation to a building or structure.
10. No more than one development charge for each service or class of service designated in section 4 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 section 9 are required before the lands, buildings or structures can be developed.
11. Despite section 10, if two or more of the actions described in section 9 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

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.	The proposed new detached dwelling must only contain two dwelling units. 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.
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.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units. 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.
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.	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. 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.

13. Notwithstanding section 12, 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 section 12, 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.

Exemption for Industrial Development:

15. For the purpose of sections 16 to 20 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.

16. Notwithstanding any other provision of this By-law, but subject to sections 19 and 20 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:

17. 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 17a) by the amount of the enlargement.

18. 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.

19. 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.

20. 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 19 on the basis of its site prior to any division.

Other Exemptions/Reductions:

21. 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 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.

22. 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

23. 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

24. 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

25. 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 25(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.

26. 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

27. 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.

28. 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

29. Only one of the applicable exemption(s), relief, credit(s) or adjustment(s) set out above in sections 12 to 22 inclusive, and in sections 25 to 28 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.

30. 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

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 to 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. 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 38 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 31.

33. 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 32, 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 32, 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 32 and this section.
34. 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 32, the actual total number and type of dwelling units is less than that used for the calculation and payment referred to in section 32, a refund shall become payable by the Town to the person who originally made the payment referred to in section 32, 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 32 and the number and type of dwelling units for which building permits were issued.
35. Notwithstanding sections 32 through 34 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.

36. Notwithstanding sections 31 to 35, 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.
37. Notwithstanding sections 31 and 35, 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.

ALTERNATIVE PAYMENT AGREEMENTS

38. 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.
39. 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.

PAYMENT BY MONEY OR SERVICES

40. 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.
41. In the alternative to payment by the means provided in section 40 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.
42. If the Town and the owner cannot agree as to the reasonable cost of doing the work under section 41, the dispute shall be referred to Council whose decision shall be final and binding.

43. 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.
44. 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.
45. 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.

INDEXING

46. 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.

SCHEDULES

47. The following schedules shall form part of this By-law:

Schedule A	Components of Services and Classes of Services Designated in section 4.
Schedule B	Residential and Non-Residential Development Charges
Schedule C	Map identifying Area Specific Stormwater Drainage and Control Services for the areas listed in section 4.

CONFLICTS

48. 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.

49. Notwithstanding section 48, where a development which is the subject of an agreement to which section 48 applies, is subsequently the subject of one or more of the actions described in subsection 9, 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.

SEVERABILITY

50. 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.

REFERENCES TO LEGISLATION

51. 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.

DATE BY-LAW IN FORCE

52. This By-law shall come into effect at 12:01 AM on June 26, 2021.

DATE BY-LAW EXPIRES

53. This By-law will expire at 12:01 AM on June 26, 2026 unless it is repealed by Council at an earlier date.

EXISTING BY-LAW REPEALED

54. By-law Number 100-2016 is hereby repealed effective 12:01 AM on June 26, 2021.

READ A FIRST AND SECOND TIME this 31st day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid

READ A THIRD TIME AND FINALLY PASSED this 31st day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid

SCHEDULE "A" TO BY-LAW XXX-2021
COMPONENTS OF SERVICES/CLASS OF SERVICES DESIGNATED IN SECTION 4

Municipal-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

SCHEDULE "A" (CONTINUED) TO BY-LAW XXX-2021
COMPONENTS OF SERVICES/CLASS OF SERVICES DESIGNATED IN SECTION 4

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

Municipal-Wide D.C.-Eligible Classes

- Public Works Facilities, Vehicles and Equipment:
 - Services Related to a Highway
 - Stormwater Services
 - Parks and Recreation Services
 - P.O.A. including By-law Enforcement
- 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
 - P.O.A. including By-law Enforcement

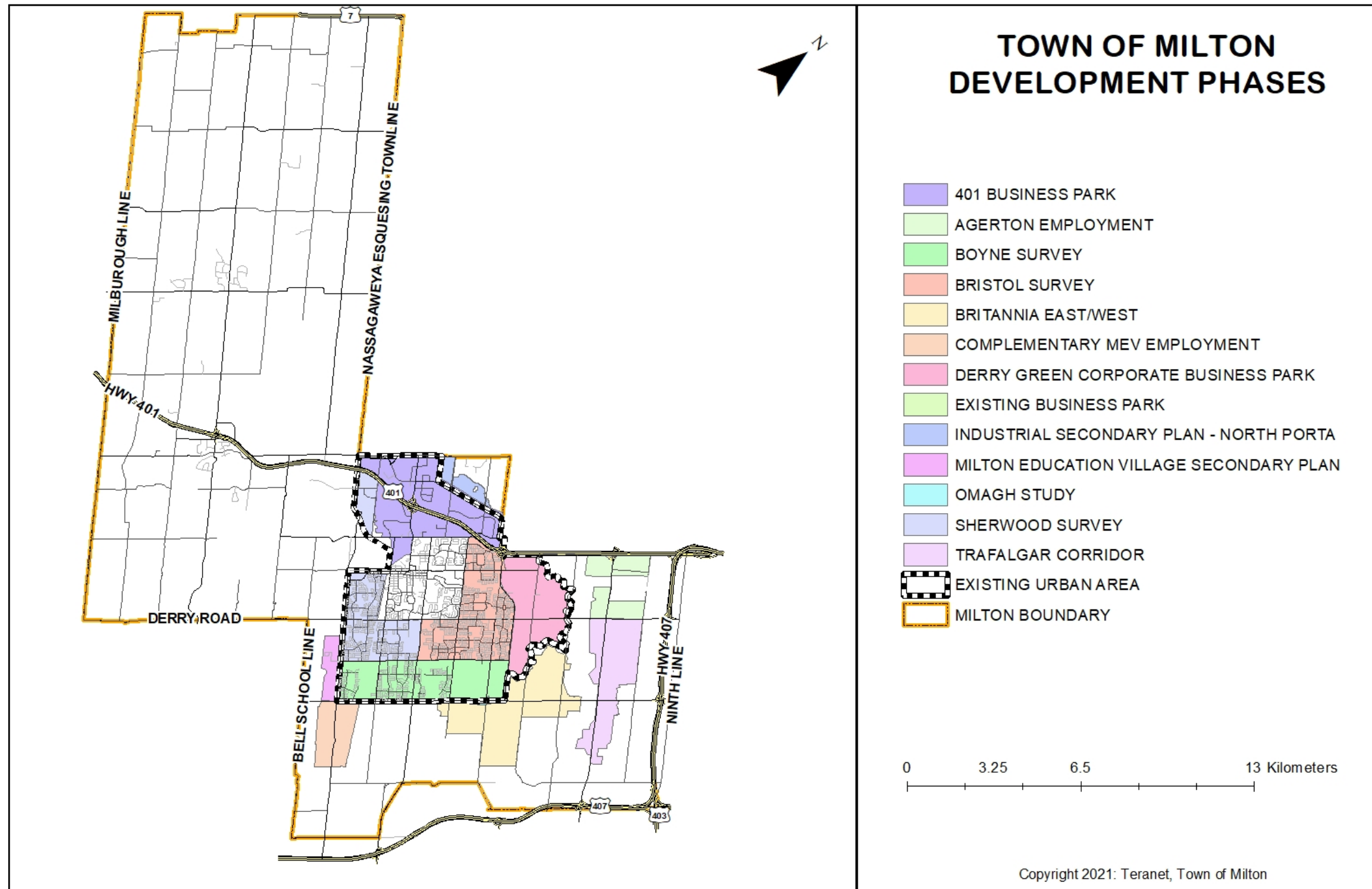


Schedule B
By-law XXX-2021
Schedule of Development Charges

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 Total Floor Area)	Non-Retail (per sq.ft. of Total Floor Area)
Municipal-Wide Services/Class of Services:							
Services Related to a Highway	6,484	4,876	2,992	2,206	1,875	4.81	2.79
Public Works Operations	723	544	334	246	209	0.26	0.15
Fire Protection Services	435	327	201	148	126	0.42	0.24
Transit Services	1,112	836	513	378	321	0.72	0.35
Parks and Recreation Services	10,490	7,889	4,841	3,569	3,034	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	20,884	15,706	9,638	7,105	6,039	7.68	4.35
Area Specific Services:							
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	98	74	45	33	28	0.17	0.12
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 - Municipal-Wide	20,884	15,706	9,638	7,105	6,039	7.68	4.35
Total - Bristol Secondary Plan	20,884	15,706	9,638	7,105	6,039	7.68	4.35
Total - Sherwood Secondary Plan	21,052	15,832	9,716	7,162	6,088	8.11	4.60
Total - Boyne Secondary Plan	20,944	15,751	9,666	7,125	6,056	7.77	4.41
Total - Highway 401 Business Park and Highway 401 Extension	27,889	20,974	12,871	9,489	8,065	8.14	4.62
Total - Derry Green Secondary Plan	20,884	15,706	9,638	7,105	6,039	7.85	4.42
Total - Trafalgar Secondary Plan	21,030	15,816	9,705	7,155	6,081	7.88	4.47
Total - Agerton Secondary Plan	20,982	15,780	9,683	7,138	6,067	7.85	4.47
Total - Britannia Secondary Plan	20,971	15,771	9,678	7,135	6,064	7.80	4.42
Total - Milton Education Village Secondary Plan	21,143	15,901	9,758	7,193	6,114	8.07	4.60
Total - Milton Education Village Supplemental Lands Secondary Plan	20,884	15,706	9,638	7,105	6,039	8.05	4.60



Schedule C
By-law XXX-2021
Map Identifying Area Specific Stormwater Management





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;

- b. 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;

- c. 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;

- d. 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;

- e. 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 accessory dwelling but does not include a special care/special need dwelling unit;

- f. The definition of “bedroom” is replaced to be:

"bedroom" means a habitable room of at least seven (7) square metres, including a den, study, loft, or other similar area, but does not include a living room, dining room, kitchen, or other space;

- g. 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.

- h. 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;

- i. 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.

- j. The following definition is 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;

- k. 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;

- l. The following definition is added:

"detached dwelling" has the same meaning as a "single detached dwelling" for the purposes of this by-law;

- m. The definition of "development" is replaced to be:

"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;

- n. The definition of "development" is replaced to be:

"development charge" means a charge imposed with respect to this By-law;

- o. The following definition is added:

"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;

- p. The definition of "dwelling unit" is replaced to be:

"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;

- q. The following definitions are added:

"existing residential" 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;

- r. 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;

- s. 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;

t. 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;

u. The definition of "place of worship" is replaced to be:

"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;

v. The following definition is added:

"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;

w. The definition of "residential development" is replaced to be:

"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;

x. 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.

y. 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;

z. The following definition is 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;

aa. 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);

bb. The following definition is added:

"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;

cc. 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;
- 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;

dd. 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”;

ee. 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;

ff. 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;

gg. 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 12-14 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.	The proposed new detached dwelling must only contain two dwelling units. 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.
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.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units. 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.
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.	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. 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.

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. Section 21 is amended to add:

- 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.

7. Subsection 23 is replaced with:

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.

8. 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.”

9. 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 32-35 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 subsection 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 subsection 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.
10. Subsection 38 is amended to add “or as otherwise approved at the sole discretion of the Treasurer.”
11. Subsection 44 is replaced with:
- 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.
12. This amending by-law shall come into force at 12:01 AM on June 26, 2021.
13. Except as amended by this by-law, all provisions of by-law 053-2016, are and shall remain in full force and effect.
14. This By-law will expire on the 18th day of September, 2022.

READ A FIRST AND SECOND TIME this 31st day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid

READ A THIRD TIME AND FINALLY PASSED this 31st day of May, 2021.

Mayor – Gordon Krantz

Clerk – Meaghen Reid

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 053-2016, 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 Total Floor Area)	Non-Retail (per sq.ft. of Total 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

Appendix 4: CORS-028-21 Development Charges Background Study and By-law

Town staff have engaged with stakeholders to receive comments and feedback on the Town’s Development Charge Background Study dated May 3, 2021. The following table provides a summary of the comments/questions that were received from stakeholders to date and associated Town responses.

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
General/ Jim Steeves	<p>I would like to see an incentive built in to encourage developers to provide services to combat climate change: e.g. green roofs, solar etc.</p> <p>Development charge reduction for climate change solutions</p>	<p>The Town has adopted an active role in relation to climate change and sustainability with the framework established through the Milton Green Innovation Plan (GIP). This plan was developed in 2018 in partnership with Milton Hydro and Union Gas, and includes both a Corporate Energy Plan and a Community Energy Plan. The goal of this document is to establish a consistent vision, targets and actions to conserve and reduce emissions in the community. Updates with respect to the plan and related initiatives have been provided through reports COMS-001-20 and COMS-007-20. Climate change has also been a key consideration in the planning processes for new growth, such as the Town’s Official Plan update.</p> <p>It is recommended that consideration of any potential investments in incentives for climate change be considered through that existing framework and related processes. That approach would allow for the cost to be weighed against other potential investment opportunities, and also allow for the consideration of other potential avenues to promote sustainable infrastructure within new development and the administration effort and effectiveness of each alternative. This approach would also ensure that development charges continue to be a cost recovery tool for the Town’s own infrastructure investments, in accordance with the Town’s Financial Management - Financial Principle Policy No. 110, where Council has endorsed a “growth pays for growth strategy.”</p>
General/ Gord Gent	<p>Charge the maximum allowed. Having worked for 25 years for the City of Mississauga I can assure you that the maximum amount allowed should be charged. The developers will object, as a matter of course, but will pay as they simply pass on these costs to the purchasers.</p>	<p>Through the approval of the Town’s Financial Management - Financial Principle Policy No. 110, Council has endorsed a “growth pays for growth strategy” to limit the impact on existing taxpayers from financing growth-related infrastructure by using development charges and other available sources of funding to the maximum extent allowable. The DC Background Study and associated development charges have been prepared in accordance with this policy, with only limited discretionary exemptions for uses such as places of worship, temporary/seasonal venues and conservation authority (excluding commercial purposes).</p>

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
	<p>The bottom line is current taxpayers should not be charged for the costs incurred as the result of expansion.</p>	
<p>General/ Domenic and Maria Pasqualino</p>	<p>The downtown core of Milton has many older buildings that require major renovations or are in need of redevelopment in order to be brought to modern standards and to meet the requirements of the Ontario Building Code. Many of the buildings are of historic interest and require substantial investment in time, thought, and money by the owners to update the building standards particularly when additional gross square footage is required.</p> <p>I would like to suggest a reduction in development charges for buildings such as these in order to encourage further renovation and redevelopment of properties in the downtown core to alleviate some of the financial burdens when undertaking such investments. Our downtown has much to gain in the long run by implementing such development charge reductions which perhaps can be in the form of retroactive rebates based on the merit of the project upon completion and based on an application process.</p>	<p>The proposed development charge by-law provides several forms of incentive towards the redevelopment of existing buildings in the downtown core, such as:</p> <ul style="list-style-type: none"> - Demolition credit (calculated based on the area that has been (or will be) demolished at the prevailing DC rate) - Conversion credit (calculated based on the area that has been (or will be) converted at the prevailing DC rate) - Central Business District Area Conversion Credit (exclusive to the CBD, no development charge is payable for the conversion of space from non-retail to retail) - Secondary Unit Exemption (provided in accordance with Provincial legislation) <p>Where a redevelopment includes the expansion of space, the proposed DC by-law continues the Town's historical practice of charging DCs on the additional floor area (non-residential) or units (residential) added unless exempted as noted above. This aligns with the Town's Financial Management - Financial Principle Policy No. 110, where Council has endorsed a "growth pays for growth strategy" to limit the impact on existing taxpayers and recover for the cost of service expansion.</p>

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
<p>Services Related to a Highway/ John Tjeerdsma on behalf of Trafalgar Landowners</p>	<p>The DC Study does not include the segment of Louis St Laurent from Trafalgar to 8th Line and it should be added.</p>	<p>The segment of road in question, between Trafalgar Road and 8th Line, is identified as a Major Collector in the Trafalgar/Agerton Secondary Plan TMP work completed to-date. The classification as a collector road is fitting, as this section connects to other collector and local roads that serve this development area. In addition, this collector road serves this specific development area (as opposed to Milton as a whole), and part of its function is to bring this traffic out to Trafalgar Road, the arterial road destination. While the ROW characteristics of the collector road may currently be identified as similar to those of an arterial road, with respect to active transportation facilities and even # of lanes, the distinction between the two is really based on the primary function of the road. It should be noted that additional detailed transportation analysis will be completed at the Tertiary planning level through a Road Network Assessment to more precisely determine transportation requirements for the Trafalgar/Agerton secondary plan area, which may impact the proposed number of lanes for this road segment.</p> <p>Per the Town’s TMP: “Milton’s existing roadway network includes a hierarchy of arterial, collector and local roads. This hierarchy determines the function and purpose of the roadway which in turn influences the design. The following is a description of these three (3) roadway types:</p> <ul style="list-style-type: none"> • Arterial roadway: serves mainly inter-regional and regional travel demands, accommodate truck traffic, transit services, and high occupancy vehicle (H.O.V.) lanes • Collector roadway: serves local travel demands by connecting neighborhoods and distributing traffic to and from arterials • Local roadway: connects individual properties to collectors and arterials” <p>Ultimately, it is the utilization and destination of the road segment that determines the classification and not necessarily the cross section characteristics. With all of the above considered, the projected traffic volumes, and acknowledging what this particular roadway connects to/from, the roadway in question is therefore currently classified as a collector road.</p>

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
Services Related to a Highway/ John Tjeerdsma on behalf of Trafalgar Landowners	Project 35: the description notes this segment of Main Street is from Trafalgar to “west of 407”. Does this extend east of 8 th Line?	Yes. This project extends east of 8 th Line to connect with Ninth Line in Mississauga.
Services Related to a Highway/ John Tjeerdsma on behalf of Trafalgar Landowners	Project 42: the DC identifies a crossing structure for Main Street between Trafalgar and 407 at \$34.4M. It is unclear what crossing this is.	This project is for the Main Street grade separation over Hwy 407.
Services Related to a Highway/ John Tjeerdsma on behalf of Trafalgar Landowners	Project 43 (Active Transportation): the DC identified improvements within the Union Gas pipeline corridor for Derry Green, but none are identified for the segment within Trafalgar SP and this should be added.	Project 111 on the Outdoor Recreation and Parks Development, Amenities and Trails capital needs schedule (page 5-33 of the DC Background Study) is for the development of the Union Gas Pipeline Trail through the Trafalgar Secondary Plan.
Transit/ MP4 West Landowners Meeting March 17, 2021	What impact will the investment in transit have on the Town’s modal split and has any impact in modal split been accounted for in the roads capital needs?	The DC Study aligns growth recommendations from the Town of Milton Transportation Master Plan (2018), Transit Master Plan Update (2019) and capital forecast programs to support infrastructure needs and transit propensity assumptions in growth areas. The Halton Region Transportation Master Plan (2011) identified a regional transit mode share target of 20% by 2031. This target was used as guidance for the Town of Milton Transportation Master Plan relative to roadway capacity requirements. While the current transit mode share is considerably less than the target, assumptions and associated capital requirements included in the DC Study fundamentally support transit growth and increased market share potential. As the planning work incorporated a higher mode share target, related reductions in the roads capital needs are reflected in the DC Study.
Services Related to a Highway/ Wilfrid Laurier University Letter March 25, 2021	To ensure that the ROW of Louis St. Laurent Avenue can facilitate the future ridership that will attend the Laurier Milton Campus and greater MEV Secondary Plan Area, we	The segment of Louis St Laurent in question, between Tremaine Road and its terminus, is identified as a Major Collector in the MEV Secondary Plan work completed to-date. The classification as a collector road is fitting, as this section connects to other collector and local roads that serve this development area. In addition, this collector road serves this specific development area (as opposed to Milton as a whole), and part of its function

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
	respectfully request the Town designate a DC project with accompanying budget and schedule to ensure a ROW that will implement the Town's vision.	<p>is to bring this traffic out to Tremaine Road, the arterial road destination. The westerly extension of Louis St Laurent is planned as a 35.0m right of way. The MEV secondary plan proposes that the first half of the street will be a "Main Street" and the remainder will be a "Flexible Street". The "Main Street" will be designed as a grand tree-lined avenue. The "Flexible Street" will be designed to give priority to pedestrians and cyclists in a shared right of way. The ultimate collector road configuration will be determined through detailed design.</p> <p>Per the Town's TMP: "Milton's existing roadway network includes a hierarchy of arterial, collector and local roads. This hierarchy determines the function and purpose of the roadway which in turn influences the design. The following is a description of these three (3) roadway types:</p> <ul style="list-style-type: none"> • Arterial roadway: serves mainly inter-regional and regional travel demands, accommodate truck traffic, transit services, and high occupancy vehicle (H.O.V.) lanes • Collector roadway: serves local travel demands by connecting neighborhoods and distributing traffic to and from arterials • Local roadway: connects individual properties to collectors and arterials" <p>The Local Service Policy, included in the DC Background Study as Appendix E, outlines, 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. Through this policy, collector roads internal to a development are defined as direct developer responsibility under s. 59 of the <i>Development Charges Act</i> as a local service. As Louis St. Laurent from Tremaine Road to its terminus is classified as a collector road and is internal to the MEV development, it is considered a local service and as such is not included as a development charge project.</p>
Transit/ Wilfrid Laurier University Letter March 25, 2021	We would like to request clarification with respect to which transfer hub that will be constructed concurrently with the phasing of the future Laurier	The Transit Master Plan forecasted the MEV Transfer Hub in the medium term, which was defined as 2022-2025 (\$1.083M) which is included as project 2 on the Transit Service infrastructure costs table on page 5-14 of the DC Background Study. While detailed capital components have yet to be refined, transfer hubs typically consist of operational and passenger

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response																																							
	Campus-MEV Lands and what items are included in the DC funds allocated to the Transit Hub.	infrastructure that support transit priority (e.g. laybys, access priority signalization, passenger waiting areas, stops, shelters, visual on-time displays, enclosed ticketing location/amenities, etc.).																																							
Stormwater/ Wilfrid Laurier University Letter March 25, 2021	The Background Study allocates a Holistic Stormwater Monitoring Program for the MEV through the years 2022-2031 with funds totaling \$1,220,000. We would also like to request an itemized list of scope included in the program as the term ‘Holistic’ can vary and be wide ranging.	The Holistic Program is intended to assess the overall impacts of development/urbanization of the entire MEV area. The program will use several environmental parameters as tools for detecting temporal and spatial changes to the ecosystem. The general scope and duration of monitoring the impacts associated with the development of the MEV Environmental Monitoring Plan varies depending on the discipline. The program consists of 5 consultants that each monitor a specific portion of the program including: Surface water, Groundwater, Ecological/Terrestrial, Fisheries and Fluvial Geomorphology.																																							
Parks and Recreation/ MP 4 Landowners Meeting March 31, 2021	How does the 240 hectares of developed parkland in the Parks Hierarchy and Parks and Recreation Provision Targets report align with the hectares identified in the Development Charges Background Study?	<p>The 240 hectares in the Parks Hierarchy and Parks and Recreation Provision Targets report is an approximation of all developed land in the Community, District, Neighbourhood, Village Square and Linear Park classifications as of 2018 (as it was sourced from the 2019 Brooks McIlroy Study). This acreage includes all land in those park classifications regardless of the park amenity or recreation facility it supports.</p> <p>The service standard calculation on page B-18 for Outdoor Recreation and Parks Development, expressed in acres of land, includes a similar measurement of land but extends to include woodlots, passive open space, schools and other non-town sites programmed by the Town. For comparison, using the same classifications of developed land as identified above, the 2018 figure from the DC Background Study totals 248 hectares as illustrated in the following table. This figure increases to nearly 260 hectares by 2020.</p> <table border="1" data-bbox="932 1182 1982 1481"> <thead> <tr> <th rowspan="2">Park Classification</th> <th colspan="2">2018</th> <th colspan="2">2020</th> </tr> <tr> <th>Hectares</th> <th>Acres</th> <th>Hectares</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Community</td> <td>50.39</td> <td>124.51</td> <td>50.39</td> <td>124.51</td> </tr> <tr> <td>District</td> <td>83.39</td> <td>206.06</td> <td>86.08</td> <td>212.71</td> </tr> <tr> <td>Neighbourhood</td> <td>73.95</td> <td>182.73</td> <td>78.06</td> <td>192.89</td> </tr> <tr> <td>Village Square</td> <td>17.62</td> <td>55.26</td> <td>22.99</td> <td>56.82</td> </tr> <tr> <td>Linear</td> <td>22.36</td> <td>43.55</td> <td>22.36</td> <td>43.55</td> </tr> <tr> <td>TOTAL</td> <td>247.71</td> <td>612.11</td> <td>259.89</td> <td>630.48</td> </tr> </tbody> </table>	Park Classification	2018		2020		Hectares	Acres	Hectares	Acres	Community	50.39	124.51	50.39	124.51	District	83.39	206.06	86.08	212.71	Neighbourhood	73.95	182.73	78.06	192.89	Village Square	17.62	55.26	22.99	56.82	Linear	22.36	43.55	22.36	43.55	TOTAL	247.71	612.11	259.89	630.48
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		<p>The DC Background Study uses these figures to determine the service standard for the base development of the land and the cost per acre excludes the actual purchase cost of land and the cost of any park amenity or recreation facility to be constructed on the same lands.</p> <p>The service standard calculation on page B-24 of the DC Background Study represents the land upon which outdoor recreation facilities are constructed, which is a subset of the lands included on the above table. The value per acre solely represents the land value, before any development, of those lands. For clarity, this service standard table solely represents the purchase cost of the outdoor recreation land while the service standard for Outdoor Recreation and Parks Development on page B-18 represents the development of the land, facilities and amenities and does not include the value of any land.</p>																																																											
DC Reserve/ MP 4 Landowners Meeting March 31, 2021	Please provide the details by project for the outstanding commitments against the DC reserve funds included on page 4-10 of the DC Background Study document.	Details on the outstanding commitments against the DC reserve funds is included as Schedule 1 to this Appendix.																																																											
Services Related to a Highway/ MP 4 Landowners Meeting March 31, 2021	Please provide details on the cost per lane km used in the roads costing.	<p>The cost per lane km used in the roads service standards table on page B-3 of the DC Background Study are broken down as follows:</p> <table border="1" data-bbox="926 964 1995 1516"> <thead> <tr> <th data-bbox="926 964 1125 1036">Cross-Section</th> <th data-bbox="1125 964 1245 1036">ROW Width</th> <th data-bbox="1245 964 1451 1036">Construction Cost</th> <th data-bbox="1451 964 1625 1036">Noise Fence</th> <th data-bbox="1625 964 1799 1036">Land Value</th> <th data-bbox="1799 964 1995 1036">Total Cost per Km</th> </tr> </thead> <tbody> <tr> <td colspan="6" data-bbox="926 1036 1995 1073">Collectors:</td> </tr> <tr> <td data-bbox="926 1073 1125 1110">Rural</td> <td data-bbox="1125 1073 1245 1110">26m</td> <td data-bbox="1245 1073 1451 1110">1,710,000</td> <td data-bbox="1451 1073 1625 1110"></td> <td data-bbox="1625 1073 1799 1110">4,820,000</td> <td data-bbox="1799 1073 1995 1110">6,530,000</td> </tr> <tr> <td data-bbox="926 1110 1125 1187">Urban</td> <td data-bbox="1125 1110 1245 1187">24-26m</td> <td data-bbox="1245 1110 1451 1187">2,630,000</td> <td data-bbox="1451 1110 1625 1187"></td> <td data-bbox="1625 1110 1799 1187">4,630,000</td> <td data-bbox="1799 1110 1995 1187">7,260,000</td> </tr> <tr> <td colspan="6" data-bbox="926 1187 1995 1224">Arterial:</td> </tr> <tr> <td data-bbox="926 1224 1125 1295">2 Lane</td> <td data-bbox="1125 1224 1245 1295">24-26m</td> <td data-bbox="1245 1224 1451 1295">2,630,000</td> <td data-bbox="1451 1224 1625 1295"></td> <td data-bbox="1625 1224 1799 1295">4,630,000</td> <td data-bbox="1799 1224 1995 1295">7,260,000</td> </tr> <tr> <td data-bbox="926 1295 1125 1442">2 Lane with Noise Fence (1 side)</td> <td data-bbox="1125 1295 1245 1442">24-26m</td> <td data-bbox="1245 1295 1451 1442">2,630,000</td> <td data-bbox="1451 1295 1625 1442">1,580,000</td> <td data-bbox="1625 1295 1799 1442">4,630,000</td> <td data-bbox="1799 1295 1995 1442">8,840,000</td> </tr> <tr> <td data-bbox="926 1442 1125 1479">3 Lane</td> <td data-bbox="1125 1442 1245 1479">30m</td> <td data-bbox="1245 1442 1451 1479">3,540,000</td> <td data-bbox="1451 1442 1625 1479"></td> <td data-bbox="1625 1442 1799 1479">5,560,000</td> <td data-bbox="1799 1442 1995 1479">9,100,000</td> </tr> <tr> <td data-bbox="926 1479 1125 1516">4 Lane</td> <td data-bbox="1125 1479 1245 1516">35m</td> <td data-bbox="1245 1479 1451 1516">4,120,000</td> <td data-bbox="1451 1479 1625 1516"></td> <td data-bbox="1625 1479 1799 1516">6,490,000</td> <td data-bbox="1799 1479 1995 1516">10,610,000</td> </tr> </tbody> </table>						Cross-Section	ROW Width	Construction Cost	Noise Fence	Land Value	Total Cost per Km	Collectors:						Rural	26m	1,710,000		4,820,000	6,530,000	Urban	24-26m	2,630,000		4,630,000	7,260,000	Arterial:						2 Lane	24-26m	2,630,000		4,630,000	7,260,000	2 Lane with Noise Fence (1 side)	24-26m	2,630,000	1,580,000	4,630,000	8,840,000	3 Lane	30m	3,540,000		5,560,000	9,100,000	4 Lane	35m	4,120,000		6,490,000	10,610,000
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		4 Lane with Noise Fence (1 side)	35m	4,120,000	1,580,000	6,490,000	12,190,000
		4 Lane with Noise Fence (2 sides)	35m	4,120,000	3,160,000	6,490,000	13,770,000
		5 Lane	35m	4,620,000		6,490,000	11,110,000
		5 Lane with Noise Fence (1 side)	35m	4,620,000	1,580,000	6,490,000	12,690,000
		5 Lane with Noise Fence (2 sides)	35m	4,620,000	3,160,000	6,490,000	14,270,000
		<p>ROW Width: Where there is a range in ROW width, the median width was used for the purposes of calculating the quantum and value of the land.</p> <p>Construction Cost: Construction cost values were extracted from the Town's 2018 State of the Roads Infrastructure Report and indexed to 2021 dollars.</p> <p>Noise Fence: Costing is based on \$1,580 per linear metre.</p> <p>Land Value: Land value is estimated based on \$750,000 per acre.</p> <p>The cost estimates for capital needs included on pages 5-16 and 5-17 of the DC Background Study have been further refined from these estimates to reflect more current detailed costing information obtained through EA or detailed design processes, where available. Land costs are only included for projects where land is not obtained through other avenues and is required to be directly purchased.</p>					
Study Timelines/ BILD Letter March 22, 2021	We would also like to acknowledge our understanding that following today's Public Meeting, Council will consider this development charges by-law for adoption on May 3rd in	Council's consideration of the new DC By-law has been deferred from May 3 rd to May 31 st .					

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
	<p>advance of the expiry of the current by-law on June 28, 2021. We kindly request a deferral of this May 3rd consideration in order for us to collectively address the concerns raised.</p>	
<p>Study Timelines/ MP4 West (Britannia) Landowners Letter March 19, 2021</p>	<p>The timelines for public comments, April 6, 2021 following the release of the DC Background Study on March 3, 2021, do not provide adequate time to provide substantive comments. We are formally requesting that the public review and comment period be extended to April 20th, 2021 to ensure adequate time to complete a comprehensive review and provide comment on the DC Background Study.</p>	<p>The timeline for public comments was extended from April 6th to April 20th. Furthermore, consideration of the new DC By-law was deferred from May 3rd to May 31st.</p>
<p>Policy/ Durante Group of Companies Letter December 5, 2018</p>	<p>Over the years we have had several discussions with prospective users for our properties, only to be stonewalled by the fact that there is a bylaw in place that asks for Development Charge (DC) conversion from warehousing to retail.</p> <p>I would ask that council exempt all areas that are affected by this bylaw in order to attract new business ventures, and encourage healthy living.</p>	<p>The Town's development charges distinguish between retail and non-retail developments to reflect the services consumed by the different development types. The higher retail rates and associated conversion charges correspond to the increased need for service of the retail development.</p> <p>Through the approval of the Town's Financial Management - Financial Principle Policy No. 110, Council has endorsed a "growth pays for growth strategy" to limit the impact on existing taxpayers from financing growth-related infrastructure by using development charges and other available sources of funding to the maximum extent allowable. The DC Background Study and associated development charges have been prepared in accordance with this policy and as such, staff recommend that development charges are imposed to the greatest extent possible for retail developments/conversions as there is an increased need for service.</p>
<p>Services Related to a Highway/</p>	<p>Louis St Laurent Avenue (Trafalgar to Eighth Line):</p>	<p>The Trafalgar Secondary Plan TMP was updated in December 2020 to reflect "Louis St Laurent Avenue" from Trafalgar Road to Eighth Line as a</p>

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<p>MP4 Trafalgar Landowners Group Letter April 16, 2021</p>	<p>We acknowledge the Town's response of March 22 to our preliminary comments on this matter, whereby it is confirmed this segment of LSL is a major collector rather than arterial road. However, it is our opinion that despite the nomenclature used, the Trafalgar/Agerton Transportation Master Plan (TMP) identified a 35m ROW width for this segment of road. This is in line with the Town standard for an arterial road and far in excess of the Town's major collector standard ROW.</p> <p>We further note that Secondary Plan Policy C.11.4.2.4 identifies this road as a Minor Arterial. The policy acknowledges a future study may determine it is only required as a collector road, however that process has not yet taken place. We are supportive of continued study of this road segment with an aim to reduce its function and size to a collector road configuration, however at this juncture it is appropriate to include in the DC given its current designation and width.</p> <p>Alternatively, if it is not to be included in the DC, we respectfully request the Town confirm the major collector</p>	<p>26m collector road following rationale provided by WSP (the Town's consultants). The Secondary Plan schedules will be updated through the Regional Approval process to reflect the road as a 26m collector.</p>

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	<p>designation will result in a width that is expected to be generally in line with the Town standard of 26m ROW for this designation.</p>	
<p>Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021</p>	<p>Eighth Line Improvements - we understand the Town is not anticipating improvements to Eighth Line beyond those considered as local (non-DC) works, with the road viewed in a similar vein to how Fourth Line was configured within Bristol Survey some years ago. We further acknowledge the Trafalgar/Agerton TMP is relatively quiet on potential improvements required to Eighth Line in the future. However, with a practical view it is difficult to understand how works beyond local improvements will not be required within the planning horizon of the DC. Section 2.1 of the TMP Addendum characterizes the existing road as a “minor arterial”. Given the configuration of the Secondary Plan boundary and internal natural heritage system, there is no other opportunity for a connection between Derry Road and Britannia Road within the Trafalgar Secondary Plan. As such, it is challenging to understand how a reduction in designation from its current “minor arterial” to a local road</p>	<p>The Town will be keeping the designation for this section of road as a minor collector, as anticipated in the Agerton Trafalgar Secondary Plan TMP. It is confirmed that any required improvements that are beyond that typically included in a collector ROW would be the Town’s responsibility; however, anything up to and including a collector designation and associated works, will be the developer’s direct responsibility.</p>

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
	<p>will be feasible. Based on this, we respectfully request inclusion of Eighth Line improvement works in the DC.</p> <p>Alternatively, if not included as a specific project line item in the DC given a lack of project scope/cost at this juncture, we request confirmation from the Town that any improvements to Eighth Line beyond those of a local ROW would qualify as development charge works.</p>	
<p>Outdoor Recreation Land/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>The Town's 2021 DC Study should not include recovery for Outdoor Recreation land, as it is obviously contrary to the provisions of the DCA. If the Town wishes to acquire parkland, there are well known provisions in the <i>Planning Act</i> that allow for the dedication of parkland, or cash-in-lieu thereof where dedication is not possible.</p>	<p>In recognition of requests for continued discussion on this topic, the area specific outdoor recreation land charge has not been proposed to be included in the by-law at this time.</p>
<p>Transit/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>The cost for the Transit Facility has increased from \$11.3 million in the 2016 DC Study to \$48.9 million in the 2021 DC Study, with \$13.3 million having been spent to date (leaving \$35.6 million as the balance to be funded) - what is the reason for the significant cost increase for the project since 2016?</p>	<p>The 2021 DC Study reflects updated functional and growth requirements as per the Milton Transit Operations Centre Feasibility and Functional Design Study approved in 2019 (ENG-022-19). The updated costing includes the acquisition of land and a larger facility than anticipated in 2016 to accommodate growth within the Sustainable Halton lands.</p>
<p>Transit/</p>	<p>Table 5-2 allocates the gross costs of the Transit Facility</p>	<p>The \$13.3 million identified in Table 5-2 was approved through the Town's 2020 Capital Budget using the BTE and Growth splits identified in the 2015</p>

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<p>MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>based on calculated BTE, Pre-Period, In-Period and Post-Period shares, and deducting funds spent to date (\$13.3 million). The costs net of grant funding (\$41.7 million) are allocated between BTE and Growth using a 28.15%/71.85% split as calculated on Table 5-1. However, the funds spent to date (\$13.3 million) are divided between BTE and Growth using a 39%/61% split. Why were these funds allocated using a different split than overall gross costs of the project?</p>	<p>DC Background Study of 39%/61% respectively and remain in the Town's capital work-in-progress. The 2015 DC Background Study anticipated a facility that would accommodate 50 buses with a then current fleet of 18 buses. The 2021 DC Background Study has been updated to reflect the most current information available and the BTE and growth splits have been recalculated to reflect a larger anticipated facility size accommodating 75 buses and a current fleet of 23 buses. The calculations were further refined to adjust for the varying size of buses and used a 40ft equivalent calculation to determine the BTE and growth splits of 28.15% and 71.85% (facility size: 67.5 40ft equivalent buses; current fleet: 19 40ft equivalent buses).</p>
<p>Transit/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>Does the BTE applied (28.15%) adequately represent the extent to which a new Town of Milton transit facility would replace an existing facility that is owned/operated by the Town's transit service provider - a 2019 staff report indicated that the Town's transit fleet is "stored at a contractor-leased industrial facility in Milton at 420 Morobel Drive." If the existing community was not required to contribute to the current transit facility (if it is owned by the contractor), shouldn't the existing community's share of the new Town-owned facility be higher than 28%?</p>	<p>Per the calculations presented in Tables 5-1 and 5-2 on pages 5-12 to 5-13 of the DC Background Study, the existing community's share of the planned Town-owned transit facility represents 28.15% of the overall facility. The calculation for the proportionate share is based on the current size of the Town's transit fleet and the proposed facility size. The Town's current transit fleet includes 23 buses and the new facility is planned to accommodate 75 buses, both of varying sizes. When adjusted for size of bus, the facility is anticipated to accommodate 67.5 40ft equivalent buses. The Town's existing fleet represents 19 40ft equivalent buses, resulting in a benefit to existing share of 28.15% and a growth share of 71.85%.</p>
<p>Services Related to a Highway/</p>	<p>Why are the project costs for asphalt trails and pedestrian</p>	<p>The trails within the Derry Green Union Gas Pipeline Easement and major pedestrian bridges are infrastructure that extend beyond that of a</p>

Topic/ Received From	Comment/Question Received from Stakeholder	Town of Milton Response
MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	bridges within the Derry Green Union Gas Pipeline Easement included in the Roads DC? Wouldn't the trail be more appropriate included in the Parks & Recreation charge, particularly given that the trail is not within a road right-of-way?	recreational trail function and form part of the Town's active transportation network for cycling and/or walking, as defined through the Town's Local Service Policy included as Appendix E of the Development Charges Background Study.
Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	What is the nature of the "Asphalt Overlay Program", with a gross cost of \$113.2 million? Based on Town budget documents, this annual program is "required to rehabilitate the asphalt surface" of roads. As this project appears to be maintenance and replacement-oriented, this program should not be included in the Town's DC capital project list.	The Town has included the asphalt overlay program in its DC since 2004. With the considerable increase in traffic resulting from growth within Milton, there is an acceleration in the deterioration of the road top providing a lesser useful life of the road than would otherwise be expected. An asphalt overlay will allow the life expectancy of the road to be achieved.
Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	The costs for the Louis St. Laurent Extension (5th to 6th Line) (4 Lane)" has increased from \$8.528 million in the 2016 DC Study to \$28.61 million in the 2021 DC Study - what is the rationale for the cost increase?	A primary reason for the increased cost estimate is the inclusion of land acquisition costs that may be required for the road extension.
Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021	Why is the BTE for two replacement projects at or below 10%, when the following are 2-Lane road	The BTE for two replacement/improvement projects, specifically projects 10 - 5 th Line (Derry Rd to Britannia Rd) (4 Lane) and 14 - 5 th Line (Hwy 401 to Derry Rd) (4 Lane), have been included in the DC Study at 4% BTE. The lower BTE factor reflects that these projects are a combination of redevelopment/improvement of the existing 2 lane plus an additional 2 lane

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and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	project replacing existing 2-lane roads: a. Project 12 - “5th Line (Brittania to Lower Base) (2 Lane)” - 10% BTE; b. Project 17 - “6th Line (Derry to Brittania) (2 Lane)” - 10% BTE; c. Project 20 - “6th Line (Brittania to Lower Base) (2 Lane)” - 0% BTE	expansion. The 10% factor was applied to the costs associated with the 2 lane redevelopment/improvement portion and no BTE was applied to the 2 lane expansion resulting in an overall BTE of 4%. Projects 18 - 6 th Line (Derry Rd to 1928m S of Derry Rd) and 19 - 6 th Line (1928m S of Derry Rd to Britannia Rd) should have included a similar BTE of 4% while Project 20 6 th Line (Britannia Rd to Lower Base Line) (2 lane) should have included a BTE of 10%. The Services Related to a Highway capital needs and associated DC calculation have been updated to reflect these corrections, resulting in larger BTE.

Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	Can unit rate information be provided for the various road extension projects to allow a review of what is included in road cost pricing, including contingency factors and other adjustments made to base construction costs?	The forecast for the various projects is built considering a number of assumptions, which may include: <ul style="list-style-type: none"> • Per km construction costs, as informed by benchmark costs coming out of the Town’s State of the Infrastructure (Roads) report • Recent construction costs for similar projects • Structural (bridge, culvert replacements) costs based on projects of similar scope • High level construction estimates if available (i.e. depending on status of project, these may be available from EA or design work completed to-date). • 10% project contingency • Assumed permitting costs, for projects within regulated areas or where permits from external agencies are anticipated • Land costs when applicable; • Appraisal, legal and property negotiation costs (if land acquisition is anticipated, typically we budget for approximately \$20K/property for these costs) • Consultant costs - including EA where applicable, design (approximately 7 to 10% of anticipated construction cost), contract administration and inspection (approximately 7 to 10% of anticipated construction cost)
Services Related to a Highway/	Does Project #42 - “Main Street Crossing (Trafalgar to 407)” include costs to bring the road	Costs for the project includes the Town’s portion only, to the limits of the Town’s border.

<p>MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>extension to Ninth Line in the City of Mississauga. If so, have contributions from the City of Mississauga been factored into the costs shown in the Town's 2021 DC Study?</p>	
<p>Services Related to a Highway/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>Is the Roads DC Reserve Fund Balance of \$13,255,172 from page 4-10 (before Commitments are accounted for) inclusive of funding available through the Roads cash flow assistance amounts?</p>	<p>No. The roads DC reserve fund balances do not include the funding available through the roads cash flow assistance amounts.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>In the LOS inventory (page B-18), the quantity of Passive Open Space increased from 197.93 acres in 2013 to 557.87 acres in 2014 and has since declined steadily since to 517.86 acres in 2020. a. What changed in 2014 to increase the quantity of land area so significantly? b. Does the Town own all of the passive open space lands?</p>	<p>a) New conveyances of lands to the Town in 2014 included 155 acres for Escarpment View Lands (former CMHL), 252 acres for Escarpment View Lands (former Jannock) and 8.42 acres in other parks (Cedar Hedge East, portion of 16 Mile Creek Nbhd Park, Featherstone Park). In 2014, 55 acres of land within this category was developed and re-classified under the other park types. These sites included portions of Milton Community Park, Sherwood District Park at Tremaine Road, and 2 properties of Sunny Mount Park. b) Yes.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group</p>	<p>The LOS inventory includes development costs for numerous "Non-Town" sites, such as the Croatian Club, portion of Maplehurst lands, and school sites. Does the Town own these lands or lease them from their</p>	<p>An agreement with Croatian Club Karlovac was in place for the years identified; this agreement is no longer in effect. These lands are owned by the club. An agreement is in effect with Infrastructure Ontario for the use of the ball diamond at the Maplehurst Correctional Complex. These lands are owned by the Province.</p>

<p>Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>owners? The LOS inventory also includes parkland amenities or indoor recreation facilities on Non-Town sites, including the below list - does the Town own or lease any of the below listed facilities or amenities:</p> <ul style="list-style-type: none"> a. \$1.9 million for artificial turf fields at three Town secondary schools, b. Unlit basketball courts on school lands; c. School Gymnasiums d. Indoor Sports Dome next to St. Francis Xavier; 	<ul style="list-style-type: none"> a. The Town does not own or lease the artificial turf fields on the secondary school lands. Sport fields on school lands are booked for community use through the Town under the Reciprocal Use Agreement held between the Halton District and Halton Catholic District school boards, and the municipalities in Halton Region. b. The use of outdoor basketball facilities on school land are not under lease to the Town. They are generally open for public use. c. The use of school gymnasiums are not under lease to the Town. They are booked for community use by the Town through the Reciprocal Use Agreement held between the Halton District and Halton Catholic District school boards, and the municipalities in Halton Region. <p>The Town and HCDSB have an operational and use agreement specifically for the artificial turf/air-supported seasonal facility at St. Francis Xavier Catholic Secondary School. The Town does not own the lands.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>Why have the cost of unlit asphalt trails increased from \$131 per linear metre in the 2015 DC Study to \$600 per linear metre in the 2021 DC Study, an increase of 358%? Comparatively, the cost for lit asphalt trails increased from \$763 to \$900, an increase of 18%. The costs of unlit trails in the 2021 DC Study (\$600 per linear metre) are nearly as high as the cost of lit asphalt trails in the 2015 DC Study (\$763 per linear metre);</p>	<p>Upon review of the unit costing for trails, it was determined the value for the unlit asphalt trails in the 2015 DC Study was understated and not reflective of the cost to construct. The 2021 DC Study applied a cost index for the lit asphalt trail to reach a cost of \$900/linear metre. The unlit asphalt trail costing for 2021 was derived using the cost for a lit trail less the cost for the lighting resulting in a cost of \$600/linear metre.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021</p>	<p>What is the nature of the following two projects, and what is included in the gross costs for each:</p>	<p>Both projects are on lands within the Niagara Escarpment Parks and Open System (NEPOSS) under the Niagara Escarpment Plan. The monies identified for the properties is to fund the design and development of active and passive recreational uses on these properties to be in compliance with the NEPOSS requirements. The funds include the costs of studies,</p>

<p>and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>a. \$4.38 million gross capital cost for the “Escarpment View Lands (Jannock)” b. \$31.1 million gross capital cost for the “Escarpment View Lands (CMHL - External to Boyne)”</p>	<p>approvals, master plan development, design and construction of the properties.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>The DC Study includes numerous new indoor recreation facilities - do the capital costs for these facilities include land costs?</p>	<p>The Boyne Community Centre capital costs do not include land as no additional lands are required to construct the facility. New indoor recreation facilities in the new growth areas such as Trafalgar, Britannia, etc. include land cost.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>The Town’s Staff Report regarding the Re-classification of Parks Hierarchy Provision Targets, in Appendix B state that “each Community Park” will include 515,191 sf of land area (which equates to 4.78 hectares) for “Event Space”. Similarly, “Event Space (outdoor)” also appears in the LOS inventory at a cost of \$2,528,000. What is this item in reference to?</p>	<p>The terms Event Space/Event Space (outdoor) represents the existing event amenity space developed in 2020 at the Milton Community Park. It is an outdoor venue for gathering and group picnicking with associated servicing that can be booked.</p>
<p>Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group</p>	<p>Can unit cost breakdowns be provided for the costs of each type of indoor recreation facility: a. Arena - \$14,742,000; b. Indoor Pool - \$18,493,000; c. Gymnasium - \$5,608,000; d. Multi-Purpose Spaces - \$2,728,000</p>	<p>The unit costs for each type of indoor recreation facility are: a. Arena - \$383/sq ft b. Indoor Pool - \$600/sq ft c. Gymnasium - \$392/sq ft d. Multi-Purposes Spaces - \$413/sq ft</p>

Letter, April 16, 2021		
Parks and Recreation/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	What is the cost breakdown for each element of the Boyne Community Centre making up the \$58.49 million cost? Based on the quoted per-item costs of two arena ice pads, an indoor pool, a gymnasium and multi-purpose space, the total cost would be \$56.1 million, rather than \$58.49 million.	<p>The cost estimate for the Boyne Community Centre is being revised via the addendum in order to align with the similar facilities that are forecasted for areas such as Trafalgar, Britannia, etc. Since funding for land acquisition isn't required for Boyne, instead of the \$56.1 million revised cost noted, the updated cost of Boyne will be \$51.44 million.</p> <p>In reviewing cost breakdowns for this response, it was noticed that the per acre costing that was reflected in the Community Centres in the Sustainable Halton lands had not been updated to the \$750,000 amount that is being utilized for other DC Services. As such, the addendum attached to the final DC Study staff report will also correct those amounts, resulting in a total capital cost increase of \$7.49 million. When combined with the adjustment to the Boyne Community Centre above, the net change is an increase in capital cost of \$0.44 million.</p>
Library/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	<p>The LOS inventory for Library Services includes numerous instances of 'computer equipment' which the DC Act does not allow the inclusion of in DC calculations:</p> <ul style="list-style-type: none"> a. Chromebooks - lending (20 total); b. Ipads - lending (6); c. Macbook Pros - lending (12); d. Dell Laptops (12). 	<p>The items noted as 'computer equipment' have been included in the level of service inventory for Library Services as they are materials acquired for circulation, reference or information purposes as permitted under section 5(3)4.iii of the Development Charges Act, 1997. These materials are not used by Library staff and are available as part of the delivery of the service to the public.</p> <p>Based on OMB decisions, computer equipment that is essential to the provision of the service, can be included in the DC. The items included in the DC are related to those that are part of the collection.</p>
Fire/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021	Why has the approach to calculating the residential /non-residential split for Fire Services changed since the 2016 DC Study? In the 2016 DC Study, the split for Fire Services was 52% residential, 48% non-residential "based on a weighting of population vs. employment growth and land coverage within the Town over the 10-year	Historically the Town has used the land area for the residential and non-residential growth as the basis for this allocation. Given that a considerable amount of growth will occur through intensification and in mixed-use areas, this study has adopted the population to employment approach for the allocation. This approach is used most widely throughout Ontario.

	<p>forecast period". The 2021 DC Study solely bases the calculation on the population to employment ratio over the forecast period, now ignoring land coverage. Given the land intensive nature of non-residential buildings in the Town, the former methodology used appeared to be a reasonable one - can the reasons for the change be provided?</p>	
<p>Stormwater/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>What is the nature of the "Holistic Stormwater Monitoring Program" included in the DCs for each of the various stormwater charges - wouldn't these be operating costs more appropriately funded through the Town's property tax base?</p>	<p>The Holistic Program is intended to assess the overall impacts of development/urbanization of the respective secondary plan area. The program will use several environmental parameters as tools for detecting temporal and spatial changes to the ecosystem. The general scope and duration of monitoring the impacts associated with the development of the Secondary Plan Area Environmental Monitoring Plan varies depending on the discipline. The program consists of 5 consultants that each monitor a specific portion of the program including: Surface water, Groundwater, Ecological/Terrestrial, Fisheries and Fluvial Geomorphology.</p> <p>As these studies are directly related to the development of the secondary plan areas, they are eligible expenses under section 5(3)5. of the <i>Development Charges Act, 1997</i>.</p>
<p>Growth Forecast/ MP4 Trafalgar Landowners Group Letter April 16, 2021 and Milton Phase 3 Landowners Group Letter April 20, 2021 encl. Altus Group Letter, April 16, 2021</p>	<p>The Town's 2021 DC Study uses a 'build-out' horizon, but according to the footnote on Schedule 9B of Appendix A, states that: <i>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 DC Background Study."</i></p>	<p>Through further review, a post period adjustment should have been included for the 2,500 jobs noted. This has been adjusted through Addendum No. 1 and reflected in the revised rates to be considered in the proposed by-law on May 31, 2021.</p>

	<p>Given that the horizon used in the DC Study is “build-out”, it is unclear why there would be any exclusions of development used to calculate the Town’s DC rates. Can the rationale for this exclusion be clarified?</p>	
<p>Services Related to a Highway/ Milton Phase 3 Landowners Group Letter April 20, 2021</p>	<p>Building on the executed <i>Road & Bridge Works and Reimbursement Agreement</i> for the construction of the east-west crossing of 16 Mile Creek, between the Town of Milton and the Group, we are currently completing the tendering process for the construction works.</p> <p>1. As the Group and Town of Milton staff are nearing award of the project, we request that the final project cost be reflected in the DC Background Study adhering to the proportionate share breakdown in the agreement.</p> <p>2. Timing for this project within the DC Background Study is 2025, however, we request that the timing be pulled to 2023 to allow for repayment as per the agreement.</p>	<p>The <i>Road & Bridge Works and Reimbursement Agreement</i> for the construction of the east-west crossing of 16 Mile Creek included a cost, before tax of \$15,180,000; with a cost-sharing split of 72% funded from the Owners and 28% funded from development charges. The costs included in the DC background study reflect the 28% DC portion only, inclusive of the Town’s non-refundable HST amount.</p> <p>The timing in the DC Background Study is an estimate with regards to the assumption of the road and bridge works. The reimbursement of the DC portion of the road and bridge works will be provided in accordance with the agreement.</p>
<p>Outdoor Recreation Land/ BILD Letter April 20, 2021</p>	<p>BILD has received a legal opinion from Goodmans LLP, attached for your reference, related to the Outdoor Recreation Lands component of the DC by-law. It outlines that such a development charge is in clear contravention of the <i>Development Charges Act, 1997</i>,</p>	<p>In recognition of requests for continued discussion on this topic, the area specific outdoor recreation land charge has not been proposed to be included in the by-law at this time.</p>

	<p>which clearly prohibits the funding of parkland through a development charge.</p> <p>Notwithstanding the attached legal opinion, BILD requests that the Town defer any further action, including the matter being brought forward for consideration at its' Council meeting of May 31st, for both the outdoor recreation component of the proposed development charge by-law and the Parkland Official Plan Amendment to allow the industry and Town to engage in thorough and meaningful dialogue on these matters.</p>	
<p>Outdoor Recreation Land/ MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>We note the multiple changes to the Development Charges Act, 1997 over the last several years under Bills 73, 108, 138, and 197. It is the Group's opinion that the inclusion of an "Outdoor Recreation Land" class of service (new area-specific charge) is not permissible by the <i>Development Charges Act</i>, as the funding of parkland through a development charge is clearly prohibited.</p> <p>There is no question that the outdoor recreation facilities under consideration are located on parkland. Therefore, the Group requests that the area-specific charge related to outdoor recreation lands proposed in the DC Background Study not be included in the new Development Charge By-law that is to be</p>	<p>In recognition of requests for continued discussion on this topic, the area specific outdoor recreation land charge has not been proposed to be included in the by-law at this time.</p>

	<p>enacted by the Town before the expiration of the current one on June 28, 2021.</p> <p>This will allow the Town to proceed with the implementation of a new DC By-law, while at the same time providing an opportunity for continued dialogue between the Town and the Group regarding the Parks and Recreation Strategy specific to the ongoing Britannia Secondary Plan area. We would note that parkland for the Britannia Secondary Plan area will not be required for a number of years, as planning for the area is still in its early stages, and accordingly there is ample time for this dialogue to happen.</p>	
<p>Transit/ MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>Project Numbers 12 and 13 in the “Infrastructure Costs Included in the Development Charges Calculation” table are labelled “Next Gen Presto” and “Onboard Vehicle Surveillance System”. Can the Town provide more information on how these items were included in the DCs according to a “service level”? Furthermore, how was the BTE calculated as each were approximately 30%, and the project timing would be in advance of the procurement of the new buses for the fleet?</p>	<p>Projects 12 and 13 are capital expenditures to outfit the Town’s existing transit fleet. The BTE and growth was calculated based on the existing buses in 2016 and growth in buses from 2016-2020 however, the BTE and growth splits were inadvertently reversed. As the Town owned 18 buses in 2016 and the fleet grew to 27 buses in 2020, the BTE should have been reflected at 67%. The equipment costs for the growth buses from 2021-2030 is included within the transit bus projects.</p> <p>In reviewing this matter, it is noted that the above projects along with the following:</p> <ul style="list-style-type: none"> • Project 3: Transfer Hub • Project 10: Maintenance Vehicle • Project 11: Supervisory Vehicle • Project 15: Promasters (2) On Demand <p>require an adjustment to the BTE, PPB and/or growth splits. As a result, the Transit DC component has been recalculated.</p>
<p>Services Related to a Highway/</p>	<p>Page 5-15 notes that “With respect to future capital</p>	<p>With respect to future capital infrastructure needs, the Town’s forecast is built using information from the following studies: various Secondary Plan</p>

<p>MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>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.” How were these improvements identified? Could the Town provide the reports that were used to identify these projects for review?</p>	<p>work and associated transportation master plans (Sherwood Survey Transportation Master Plan, Boyne Road Network Assessment, Trafalgar-Agerton TMP, the Town’s 2018 TMP, etc.), and the Town’s official plan. Where available, a copy of these studies is being provided through the landowner discussions.</p>
<p>Services Related to a Highway/ MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>Could the Town provide more detail regarding the following:</p> <ul style="list-style-type: none"> a. Clarification of the project types (reconstruction, widening, or resurfacing) for all projects, for example Project 16 “6th Line (Hwy 401 to Derry Road) (2 lane)” with project value of \$18,216,000, in existing conditions this is already a 2-lane road. Does this project indicate a widening of 2 lanes, or reconstruction to meet Town Standards/urbanization? Is there a copy of the capital project list that can provide clarification on some of these items? b. Clarification of the how BTE and PPB is calculated for the various road improvements? For example, projects 15-21 all involve 6th Line, and only projects 16 and 17 have BTE 	<p>Supplemental detail on all projects is attached as Schedule 2.</p> <p>Generally, BTE is calculated based on the following categories:</p> <ul style="list-style-type: none"> 2 lane rural to 2 lane urban - 10% BTE 2 lane rural to 4 lane urban - 4% BTE New lanes (including 2 lane urban to 4 lane urban expansion) - 0% BTE <p>Where projects are a combination of a road improvement project and an expansion such as projects 10 - 5th Line (Derry Rd to Britannia Rd) (4 Lane) and 14 - 5th Line (Hwy 401 to Derry Rd) (4 Lane), the BTE has been included in the DC Study at 4%. The lower BTE factor reflects that these projects are a combination of redevelopment/improvement of the existing 2 lane plus an additional 2 lane expansion. The 10% factor was applied to the costs associated with the 2 lane redevelopment/improvement portion and no BTE was applied to the 2 lane expansion resulting in an overall BTE of 4%.</p> <p>Projects 18 - 6th Line (Derry Rd to 1928m S of Derry Rd) and 19 - 6th Line (1928m S of Derry Rd to Britannia Rd) should have included a similar BTE of 4% while Project 20 6th Line (Britannia Rd to Lower Base Line) (2 lane) should have included a BTE of 10%.</p> <p>The capital projects for both 5th Line and 6th Line, south of Britannia Rd, are scheduled for 2036-2041 and are primarily required to service the growth included in the DC Study. A PPB of 15% has been identified to reflect the anticipated excess capacity available to service growth beyond 2041.</p>

	<p>at 10%, and 20 and 21 have PPB, although we note that the timing is from 2036-2041. Does the Town have documentation supporting how BTE and PPB was assumed for projects? In the case of a widening project where there is an existing pavement surface, how does the value of the repaving/reconstruction get accounted for?</p>	<p>Based on road segments noted above, the Services Related to a Highway DC has been updated to reflect these corrections, resulting in larger BTE.</p>
<p>Services Related to a Highway/MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>Projects 31 and 32 are labelled “Preemption Traffic Control System” and “Signal Interconnect Program” respectively. Can the Town provide more information on how these items were included in the DCs according to a “service level”? Furthermore, how was the BTE calculated as each were 10%? Is there a breakdown of the existing signals that still need this service?</p>	<p>Although not specifically listed within the services related to a highway service standard calculation sheet, both the pre-emption traffic control and signal interconnect equipment are installed at most Town signalized intersections and form part of the Town’s roads service standard. The BTE of 10% reflects that the increased traffic flows are a direct result of growth in the community and are driving the need for this equipment; however, the Town recognizes existing residents will also benefit.</p> <p>Pre-emption traffic control system equipment is currently installed at all existing signaled intersections and will continue to be installed with all new traffic signal installations. Signal interconnect equipment has been identified as a growth related need to manage increasing traffic flows. Existing signalized intersections still to be equipped include the following:</p> <ul style="list-style-type: none"> • Bronte Street South and Leiterman Drive • Bronte Street South and Ruhl Drive • Bronte Street South and McLaughlin Drive • Bronte Street South and Commercial Plaza • Bronte Street South and Laurier Avenue • Thompson Road South and Yates Drive • Ontario Street South and Parkway Drive • Louis St Laurent Avenue and Fourth Line (anticipate permanent signals at this location; currently temporary) • Maple Avenue and Galbraith Boulevard • 5 Side Road and Peddie Road • Main Street East and Wilson Drive

		<ul style="list-style-type: none"> • Main Street East and Drew Centre • Drew Centre and Milton GO/Plaza • Drew Centre and GO Exit <p>The capital needs anticipate installation of both pre-emption traffic control and signal interconnect equipment at all new signalized intersections.</p> <p>Upon further review, funding for the signal interconnect project has been reduced to only include the 14 intersections above as the equipment for new traffic signals is included within project 30 New Traffic Signals.</p>
<p>Services Related to a Highway/MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>Projects 11 and 12 are scheduled for 2036-2041 and 2031-2035 respectively while the Region's water and wastewater projects are scheduled for 2024-2026. Similarly, timing for Project 20 is 2036-2041 while the Region's water projects are scheduled for 2023-2026. It is requested that the Town's road widening initiatives be aligned with the Region's projects to accurately support the build-out of the Britannia Secondary Plan by 2031.</p>	<p>Through the coordination work with the Region, the Town strives to find efficiencies (i.e. the Region may be planning sewer work ahead of the Town's road work - so in certain cases this may mean an opportunity to improve the road base as needed, under the Region's contract; a similar approach occurred on 5th Line from Derry to Main).</p> <p>As time progresses, if coordination with the Region and anticipated development timing are such that it makes sense for the Town to accelerate our projects, we will make adjustments as necessary, subject to council approval. It should be understood that the forecast is an estimate of anticipated timing, and the Region's forecast should also be considered an estimate.</p> <p>Improvements or modifications to the Town's forecast south of Britannia will be further informed through any TMP work completed as part of the Britannia Secondary Plan work. It is also noted that the DC forecast has 15% of Britannia's residential units in the 2021-2031 period, so 85% of the build-out is expected post 2031.</p>
<p>Services Related to a Highway/MP4 West (Britannia) Landowners Group Letter April 20, 2021</p>	<p>Request that 4th Line from Britannia Road to Lower Base Line and Thompson Road from Britannia to 1,200 m south be included in the DC. The Region's water and wastewater projects along 4th line and Thompson Road are scheduled for 2024-2026 and the Town should consider aligning Road projects</p>	<p>Currently, the Town's TMP identifies both of these road segments as collector roads, which would therefore be direct developer responsibility under the Town's Local Service Policy included as Appendix E in the DC Background Study.</p>

	with the Region's infrastructure projects.	
Stormwater Services/ MP4 West (Britannia) Landowners Group Letter April 20, 2021	Project 1: Holistic Stormwater Monitoring Program, under the Stormwater - Britannia Secondary Plan, includes timing from 2023-2032. Based on Appendix E: Local Service Policy, can the definition of holistic monitoring be elaborated? It is our understanding that operations related costs would not be permissible by the <i>Development Charges Act</i> .	<p>The Holistic Program is intended to assess the overall impacts of development/urbanization of the Britannia secondary plan area. The program will use several environmental parameters as tools for detecting temporal and spatial changes to the ecosystem. The general scope and duration of monitoring the impacts associated with the development of the Britannia Environmental Monitoring Plan varies depending on the discipline. The program consists of 5 consultants that each monitor a specific portion of the program including: Surface water, Groundwater, Ecological/Terrestrial, Fisheries and Fluvial Geomorphology.</p> <p>As these studies are directly related to the development of the secondary plan area, they are eligible expenses under section 5(3)5. of the <i>Development Charges Act, 1997</i>.</p>

**DC Reserve Funds
Commitments by Service Area**

Project Description	Outstanding Commitment
NIPISSING ROAD RECONSTRUCTION	\$ 1,717,586
BRONTE STREET	7,347,760
ASPHALT OVERLAY PROGRAM	742,007
MAIN ST WEST	7,628,151
THOMPSON ROAD	9,088,331
LOUIS ST LAURENT BLVD	5,602,514
5TH LINE	18,090,784
MAIN STREET EAST	13,869,167
APPLEBY LINE	46,170
BOYNE PEDESTRIAN RAILWAY CROSSING	152,208
NEW TRAFFIC SIGNALS	26,033
PREEMPTION TRAFFIC CONTROL SYSTEM	133,058
SIGNAL INTERCONNECT PROGRAM	32,857
TOTAL SERVICES RELATED TO A HIGHWAY	\$ 64,476,626
FIRE STATION #1 REDEVELOPMENT	\$ 46,646
NEW FIRE STATION - BOYNE(#5)	815,673
HEAVY RESCUE GROWTH	1,313,595
PUMPER/RESCUE GROWTH	820,113
HAZARDOUS MATERIAL EQUIPMENT GROWTH	38,590
BUNKER GEAR & RECRUIT PACKAGE GROWTH	35,180
FIRE FITNESS EQUIPMENT ALL STATIONS GROWTH	3,606
DEFIBRILLATORS GROWTH	6,000
VEHICLE EXTRICATION EQUIPMENT GROWTH	29,453
THERMAL IMAGE CAMERA GROWTH	26,491
SPECIAL OPERATIONS EQUIP - RESCUE GROWTH	11,055
EMERGENCY MEDICAL EQUIPMENT GROWTH	13,896
SPECIALIZED EQUIPMENT TRAINING STRUCTURE GROWTH	35,000
FIRE MASTER PLAN UPDATE	22,652
TOTAL FIRE	\$ 3,217,950
LIBRARY - NEW BRANCH BUILDINGS	\$ 1,711,815
COLLECTION - NEW	1,208,476
LIBRARY SHELVING & EQUIPMENT - NEW	52,320
NEW BRANCH COMPUTER EQUIPMENT	40,197

**DC Reserve Funds
Commitments by Service Area**

Project Description	Outstanding Commitment
TOTAL LIBRARY	\$ 3,012,808
TRANSIT BUS	\$ 304,078
TRANSIT FACILITY	101,261
TRANSIT BUS PADS	42,284
TRANSIT OPERATIONS CENTRE	7,771,017
TOTAL TRANSIT	\$ 8,218,640
CORPORATE STRATEGIC PLAN	\$ 90,451
MILTON EDUCATION VILLAGE	66,425
STRATEGIC PLAN IMPLEMENTATION	91,323
DEVELOPMENT CHARGES STUDY	225,000
SPECIAL FINANCIAL STUDIES	389,096
MILTON AIR PHOTO MAPPING	13,738
DOWNTOWN PARKING STUDY	6,678
PARKS MASTER PLAN UPDATE	136,703
SERVICE STRATEGY-YOUTH	8,088
URBAN FORESTRY MANAGEMENT	41,850
JANNOCK PROPERTY MASTER PLAN	244,152
TRAILS MASTER PLAN UPDATE	24,903
LIBRARY SERVICES MASTER PLAN	30,983
URBAN DESIGN GUIDELINES	52,849
UR SP PH4 - SECONDARY PLAN & SUPPORTING STUDIES	856,223
MEV SECONDARY PLANNING / SITE SPECIFIC ZONING	241,282
BRITANNIA E/W - SECONDARY PLAN	73,177
TOTAL ADMINISTRATION	\$ 2,592,921
BOYNE LIMESTONE TRAILS (WEST, TREMAINE RD TO 16 MILE CREEK)	\$ 269,799
PLAYGROUND GROWTH	31,902
JANNOCK PARK DEVELOPMENT	47,601
COMMUNITY PARK DETAILED DEVELOPMENT	222,683
COMMUNITY PARK SOUTH SHERWOOD-WILLMOTT	2,619
COMMUNITY PARK - EXTERNAL TO BOYNE	128,238
SHERWOOD COMMUNITY CENTRE-PARK ELEMENTS	647,252
DISTRICT PARK WEST - BOYNE	116,808
FORD NEIGHBOURHOOD PARK - BOYNE	220,624

**DC Reserve Funds
Commitments by Service Area**

Project Description	Outstanding Commitment
FORD VILLAGE SQUARE #1	306,967
BRONSON PARK VILLAGE SQUARE	311,599
BOYNE VILLAGE SQUARE # 3	25,701
NEW TRAIL DEVELOPMENT	4,304
HARRISON PIPELINE EASEMENT	11,285
BOYNE LIMESTONE TRAILS (WEST TREMAINE ROAD TO 16 MILE CREEK)	24,847
BOYNE FRAMGARD TRAIL	61,177
INDOOR SOCCER - AIR SUPPORTED	196,337
TOTAL PARKS	\$ 2,629,743
SHERWOOD COMMUNITY CENTRE	\$ 4,681,374
SENIORS CENTRE EXPANSION	117,700
TOTAL RECREATION	\$ 4,799,074
1 TON DUMP TRUCKS - GROWTH	\$ 9,100
TRACTORS, LOADERS & BACK HOES - GROWTH	323,983
GENERAL MOWERS AND ATTACHMENTS-GROWTH	(4,459)
TOTAL PUBLIC WORKS	\$ 328,624
STORMWATER MANAGEMENT - SHERWOOD	\$ 105,388
TOTAL SWM - Sherwood	\$ 105,388
STORMWATER MANAGEMENT - BOYNE	\$ 208,038
TOTAL SWM - Boyne	\$ 208,038
STORMWATER MANAGEMENT - DERRY GREEN (BP2)	\$ 121,967
TOTAL SWM - Derry Green	\$ 121,967
TOTAL DC COMMITMENTS	\$ 89,711,778

Project Descriptions - Services Related to a Highway Capital

Project Number	Increased Service Needs Attributable to Anticipated Development	Project Description
1	Appleby Line (Derry Rd to 14SR)	Includes improvements (drainage, geometrics) to Appleby Line from Derry Road north to Rattlesnake point; project is in 2 phases, with first phase anticipated for construction 2021/2022, which focuses on the hairpin turn; 2nd phase is scheduled for construction in 2023.
2	Gateway Features	Project allows for phased implementation of a Community Identify program that includes gateway features and signage at various Town entry locations at interchanges with the 401. Work scheduled to occur after MTO works on the 401 are complete.
3	Thompson Road (Louis St Laurent to Derry Rd)	Limited to boulevard work (pathway) on an isolated section of Thompson road that wasn't originally completed as part of initial construction project, due to property restrictions.
4	Bronte St. (Main St. to Steeles Ave.)	Road reconstruction from Victoria Street to Steeles Avenue, including eliminating the jog in the road, urbanization (adding curb and gutter), utility relocations (including burying the hydro lines on the west side of the road) and replacing the bridge over the 16 Mile Creek tributary.
5	Bronte St (Britannia to Louis St Laurent)	Limited to boulevard works that weren't originally completed as part of the original construction tender, due to adjacent development; scope anticipated as landscaping and multi-use path work.
6	Main Street (Bronte to James)	Project is for downtown right of way enhancements -- details to be further informed through work with Planning Policy.
7	Main Street (Fifth Line to Sixth Line)	Includes EA, design and construction of a new 4 lane roadway/extension of Main Street from 5th Line to Sixth Line, as per the TMP.
8	Main Street (6th Line to Trafalgar) (structure)	Accounts for structural (Water crossing) component of the extension of Main Street from 6th Line to Trafalgar.
9	Main Street (6th Line to Trafalgar) (4 lane)	Includes EA, design and construction of a new 4 lane roadway/extension of Main Street from 5th Line to Sixth Line, as per the TMP
10	5th Line (Derry Road to Britannia) (4 lane)	Reconstruction and widening of 5th Line from 2 (rural) lanes to 4 lanes. EA has been completed, this project includes the detailed design and ultimate construction of this section of 5th Line; reconstruction and widening is required to support the movement goods and people, as identified in the TMP.
11	5th Line (Britannia Road to Lower Base Line) (4 lane)	Reconstruction of 5th Line south of Britannia Road to current Town standards- currently set out as a phased project (2 and then 4 lanes); however ultimate details will come out of EA work and also be informed through the Britannia Secondary Plan TMP work.
12	5th Line (Britannia Road to Lower Base Line) (2 lane)	Reconstruction of 5th Line south of Britannia Road to current Town standards- currently set out as a phased project (2 and then 4 lanes); however ultimate details will come out of EA work and also be informed through the Britannia Secondary Plan TMP work.
13	5th Line (Main Street to Trudeau Drive Extension)	This is a place holder for a potential grade separation on 5th Line; assuming this would be initiated by CP, this project currently accounts for only 15% of the costs, which is assumed to be the Town's share of any required grade separation.
14	5th Line (Hwy 401 to Derry Road) (4 lane)	This is for the widening (from 2 to 4 lanes) and urbanization of 5th Line from Main Street to Derry Road.
15	5th Line (Main Street to Derry Road) Expand from 4 to 6 lanes	Potential future expansion of 5th Line from 4 to 6 lanes, to support N/S movement of goods and vehicles.
16	6th Line (Hwy 401 to Derry Road) (2 lane)	Reconstruction of 6th line to current Town standards (i.e. urban cross section, within existing property limits); reconstruction required to support anticipated increase in N-S traffic due to surrounding development build-out.
17	6th Line (Derry Road to Britannia Road) (2 lane)	Reconstruction of 6th line to current Town standards (i.e. urban cross section, within existing property limits); reconstruction required to support anticipated increase in N-S traffic due to surrounding development build-out; pending Britannia Secondary Plan TMP work, details of work required on 6th line may change.
18	6th Line (Derry Road to 1928m S of Derry Road) (4 lane)	Widening of 6th line to 4 lanes; required to support anticipated increase in N-S traffic due to surrounding development build-out; details of 6th Line requirements are anticipated to be informed by the Britannia Secondary Plan TMP work, and may require land acquisition (however land not currently included in costs);

Project Descriptions - Services Related to a Highway Capital

Project Number	Increased Service Needs Attributable to Anticipated Development	Project Description
19	6th Line (1928m S of Derry Road to Britannia Road) (4 lane)	Widening of 6th line to 4 lanes; required to support anticipated increase in N-S traffic due to surrounding development build-out; details of 6th Line requirements are anticipated to be informed by the Britannia Secondary Plan TMP work, and may require land acquisition (however land not currently included in costs);
20	6th Line (Britannia Road to Lower Base Line) (2 lane)	Reconstruction of 6th line to current Town standards (i.e. urban cross section, within existing property limits); reconstruction required to support anticipated increase in N-S traffic due to surrounding development build-out; pending Britannia Secondary Plan TMP work, details of work required on 6th line may change.
21	6th Line (Britannia to Lower Base Line) (structure)	To account for structure/bridge improvement and/or replacement anticipated for this section of 6th line;
22	Louis St. Laurent Extension (James Snow Prwy to 5th Line) (4 lane)	Construction of a new 4 lane, 35m ROW, urbanized roadway; with active transportation facilities and center median.
23	Louis St. Laurent Extension (5th Line to 6th Line) (4 lane)	Project includes the EA, design, land acquisition and construction of a new 35m ROW, to support E-W movement of goods and people, in line with the Town's TMP.
27	Louis St Laurent Avenue (Tremaine Rd to Bronte St)	Limited to boulevard works that weren't originally completed as part of the original construction tender, due to adjacent development; scope anticipated as landscaping and multi-use path work;
28	Louis St Laurent Avenue (Bronte St to RR25)	Limited to boulevard works that weren't originally completed as part of the original construction tender, due to adjacent development; scope anticipated as landscaping and multi-use path work;
29	Asphalt Overlay Program	Annual asphalt overlay program (may include removal and replacement of top or top and base asphalt, as well as concrete works (curb and sidewalk).
30	New Traffic Signals	Traffic signals are installed at intersections when signal warrants have been fulfilled. This funding provides for one intersection per year to be signalized and includes survey and design work as well as materials and supplies such as traffic signal controller and cabinet, poles, miovision equipment, fire pre-emption equipment, signal heads, AODA pushbuttons, street name signs, concrete works and tactile plates.
31	Pre-emption Traffic Control System	Annual program provides funding for the installation of emergency vehicle pre-emption equipment on traffic signals under the jurisdiction of Halton Region and the Ministry of Transportation (MTO) within the Town limits. This technology provides for emergency vehicle activation of green signal displays to facilitate emergency response.
32	Signal Interconnect Program	Project allows for signal interconnect equipment to be installed at 14 existing traffic signal intersection, which will support improved progression along roadway corridors. This equipment allows for immediate signal timing changes at signal locations and can produce level of service reports along corridors which will aid in improving traffic flow. Traffic flow can be improved through coordinating the timing of traffic signals as per the Miovision TrafficLink System.
33	Boyne Pedestrian/Cycling Railway Crossing	Active transportation link across the CN corridor between Louis St. Laurent and Britannia. Originally identified as a required roadway crossing, negotiations through the Boyne Secondary Plan work resulted in an active transportation link being required. EA for this project is nearing completion, with detailed design to occur in 2021/2022 and construction anticipated to start in 2022.
34	16 Mile Creek Crossing	Bridge crossing of 16 Mile Creek on Whitlock avenue, between Thompson Road and Region Road 25. Project costs are shared between landowners and Town, as per agreement between Boyne Landowners and the Town of Milton. Construction scheduled to start in 2021. Only the DC portion of the costs have been included in the DC Background Study.
35	Main Street (Trafalgar to west of Hwy 407) (4 lane)	Future extension of Main Street - would be new construction, requiring an EA, detailed design, land acquisition and ultimately construction; as per Trafalgar-Agerton TMP; EA will confirm alignment and ROW details;
36	Scott Boulevard (Landsborough Ave. to Fennamore Terrace) Restripe	Traffic volumes are anticipated to warrant that this road segment be converted from 2 lanes to 4 lanes resulting in the required restriping of this road.
37	Scott Boulevard (Main Street West to Pringle Ave.) Restripe	Traffic volumes are anticipated to warrant that this road segment be converted from 2 lanes to 4 lanes resulting in the required restriping of this road.

Project Descriptions - Services Related to a Highway Capital

Project Number	Increased Service Needs Attributable to Anticipated Development	Project Description
38	Industrial Drive (Market Drive to Steeles Ave) Restripe	Traffic volumes are anticipated to warrant that this road segment be converted from 2 lanes to 4 lanes resulting in the required restriping of this road.
39	High Point Drive (Regional Road 25 to Parkhill Drive) Restripe	Traffic volumes are anticipated to warrant that this road segment be converted from 2 lanes to 4 lanes resulting in the required restriping of this road.
40	Louis St. Laurent Extension (6th Line to Trafalgar) (Bridge)	Potential future water course crossings on extension of Louis St. Laurent Avenue. EA would be required to confirm alignment and therefore number of crossings.
41	Louis St. Laurent Extension (6th Line to Trafalgar)	Potential future extension of Louis St. Laurent Avenue. EA would be required to confirm details, but currently assumed as a 35m ROW, and land acquisition being required.
	BRIDGES & STRUCTURES	
42	Main Street Crossing (Trafalgar to 407)	Potential future crossing of the 407 on Main Street East.
	ACTIVE TRANSPORTATION:	
43	Derry Green Union Gas Pipeline Easement (Asphalt trails and 2 pedestrian bridges)	Continuation of the lit active transportation multi-use asphalt trail along the union gas pipeline easement east of James Snow Parkway.

Glen Cowan
Chief Financial Officer & Treasurer
Milton Town Hall
150 Mary Street,
Milton, Ontario L9T 6Z5

Re: Development Charges for Downtown Core

Good day Glen,

I hope you are well. I understand that there will be a development charge review in the near future. I would greatly appreciate if you could pass this letter on to the appropriate Regional and Municipal authorities for consideration, as I would like to express my concerns about development charges in the Milton downtown core.

The downtown core of Milton has many older buildings that require major renovations or are in need of redevelopment in order to be brought to modern standards and to meet the requirements of the Ontario Building Code. Many of the buildings are of historic interest and require substantial investment in time, thought, and money by the owners to update the building standards particularly when additional gross square footage is required.

A building permit application for a rear addition and renovation of 153 to 159 Main Street East is currently under review by the Milton Building Department. The building was built in the mid-19th century and was the original Thompson Inn and the location where Halton's first Regional Government was formed in circa 1848. The current use of the building is four small retail shops on the main floor and four apartments on the second floor. We are proposing a rear addition on the second floor with six new one bedroom apartments and a third floor two bedroom apartment.

My architect Giorgio Frasca has designed the project in a manner to keep historic and architectural features of the building while providing adequate safety features and fire protection to give the building a new life and use for decades to come while enhancing the quality, value, and aesthetics of Milton's downtown core.

The Town of Milton's Building Department staff have been very helpful and cooperative in helping overcome some of the old building's design and engineering challenges particularly when it comes to safety and fire protection albeit at a high cost for consultant and professional fees, not to mention increased construction costs. I look forward to the issuance of the building permit when we have met all of the necessary requirements by the Town of Milton.

In addition to redeveloping this property I am also undertaking the renovation and expansion of the Old Thompson House located at 163 Main Street East. Fortunately, there are no development charges for this property aside from the Milton Hydro cost of bringing in additional electrical power.

I would like to suggest a reduction in development charges for buildings such as mine in order to encourage further renovation and redevelopment of properties in the downtown core to alleviate some of the financial burdens when undertaking such investments. Our downtown has much to gain in the long run by implementing such development charge reductions which perhaps can be in the form of retroactive rebates based on the merit of the project upon completion and based on an application process.

I thank in advance the Regional and Municipal Authorities in considering such a proposal.

Sincerely,

Domenic Pasqualino

[REDACTED]
[REDACTED]

March 25, 2021

VIA EMAIL

Corporation of the Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Mr. Glen Cowan, Chief Financial Officer & Treasurer

Re: Town of Milton 2021 Draft Development Charge Background Study

Dear Mr. Cowan:

I am writing to you regarding the 2021 Draft Development Charges (“DC”) Background Study prepared by Watson & Associates Economists Ltd. (the “**Background Study**”) in support of the Town of Milton (the “**Town**”) 2021 DC By-law update. I want to thank Town staff and Watson & Associates Economists Ltd. for their efforts in developing the Background Study.

We have reviewed the Background Study with respect to Wilfrid Laurier University’s (“**Laurier**”) planned Campus within the Milton Education Village (“**MEV**”) and are pleased to provide our preliminary comments herein.

In implementing the Town’s vision for the MEV, it is imperative that capital infrastructure be budgeted and scheduled appropriately for design, approval and construction to coincide with Laurier’s schedule for occupancy of our first campus building in Summer 2024.

LOUIS ST. LAURENT AVENUE EXTENSION

Section 5.3.1 of the Background Study - Services Related to a Highway, identifies future capital infrastructure needs. Specifically, additional road expansions provided for in the Background Study do not include the extension of Louis St. Laurent Avenue from Tremaine Road westerly to its terminus within the MEV. The MEV Secondary plan envisions the Louis St. Laurent Avenue extension as a gateway, tree-lined, processional ‘Grand Avenue’ leading from Tremaine Road westerly to the Laurier campus.

Currently, Louis St. Laurent Avenue from Tremaine Road westerly exists as a 13.5 m wide rural cross section, constructed as an access to the 2015 Pan-Am Games Velodrome facility. The ultimate right-of-way (“**ROW**”) requires widening to 35 m and urbanization with full urban services to achieve the Town’s vision of a ‘Grand Avenue’. The costs associated with the design and construction of the ROW are not included in the DC Background Study.

To ensure that the ROW of Louis St. Laurent Avenue can facilitate the future ridership that will attend the Laurier Milton Campus and greater MEV Secondary Plan Area, we respectfully request the Town designate a DC project with accompanying budget and schedule to ensure a ROW that will implement the Town’s vision.

TRANSIT SERVICES

Section 5.2.2 of the Background Study (Transit Services) provides an overview of the analysis completed by Town staff and Dillon Consulting Limited to determine the ridership forecast for the 10-year growth forecast period. Within Dillon’s technical report, two transit transfer hubs have been identified with a timing of 2022-2025 and 2025-2030 with capital costs of \$1.083 and 1.35 million respectively. Figure 2: in the Background Study depicts a Transit Hub generally located within the MEV.

One of the guiding principles of the MEV Secondary plan is to achieve a development designed to promote active transportation and public transit use with transit supportive densities. We would like to request clarification with respect to which transfer hub will be constructed concurrently with the phasing of the future Laurier Campus-MEV Lands and what items are included in the DC funds allocated to the Transit Hub.

STORMWATER MANAGEMENT

The Background Study allocates a Holistic Stormwater Monitoring Program for the MEV through the years 2022-2031 with funds totalling \$1,220,000. We would also like to request an itemized list of scope included in the program as the term ‘Holistic’ can vary and be wide ranging.

I thank the Town for the opportunity to review the Background Study and ask the Town to review, confirm, prioritize, budget and schedule critical path infrastructure for the initial phase of the MEV Secondary Plan, including the Laurier lands, at the earliest opportunity.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ulrike Gross". The signature is fluid and cursive, with a period at the end.

Ulrike Gross, *P.Eng. MBA LEED AP*
AVP: Facilities and Asset Management
ulgross@wlu.ca
519. 998.3936

March 22, 2021

Mayor Gordon Krantz and Members of Council
Town of Milton (c/o townclerk@milton.ca)
150 Mary St.
Milton, Ontario
L9T 6Z5

Mayor Krantz and Members of Council,

RE: Development Charges Public Meeting & Background Study

BILD is the voice of the home building, land development and professional renovation industry in the Greater Toronto Area. The building and renovation industry provides \$33 billion in investment value and employs 271,000 people in the GTA and Simcoe County. BILD is proudly affiliated with the Ontario and Canadian Home Builders' Associations

The Building Industry and Land Development Association (BILD) is receipt of item VI. 1. *Development Charge (DC) Public Meeting and Background Study (CORS-011-21)* that is being presented as part of today's Town of Milton Public Meeting agenda. We have undertaken a preliminary review of the Draft DC Background Study in advance of today's meeting, and offer the following comments below for Council's consideration.

First, we would like to note that there have been preliminary concerns outlined by our members on the increases to the Capital Costs and Benefit to Existing (BTE). As we continue to facilitate ongoing discussions in order to gather feedback on these items with our members, we respectfully reserve the right to provide additional comments to the Town at a later time.

Within the Draft DC Background Study, the Town has introduced an "Outdoor Recreation Lands" class of service to the proposed development charges schedule that will openly allow the Town to include parkland acquisition in the DC for new growth areas. This is of significant concern to our membership, and we are of the preliminary opinion that if implemented, it will be contrary to what is outlined in the *Planning Act* and *Development Charges Act*. We will be seeking a legal opinion on this matter.

BILD is requesting clarification and further discussion on the following items prior to the adoption of this DC By-law.

1. We are very unclear on the overall methodology, and proposed implementation of the Outdoor Recreational Lands category as outlined in the draft Development Charges Schedule and Background Study.
2. We are also looking for clarification related to the addition of the proposed Outdoor Recreation Lands as a method of acquiring parkland, and question how it corresponds with Town's Parkland Dedication By-law and its current review. We trust that the development industry will not have to pay for parkland through both the DC By-law and the Parkland policies, and we require the Town's clear clarification on that matter.

Lastly, we would also like to acknowledge our understanding that following today's Public Meeting, Council will consider this development charges by-law for adoption on May 3rd in advance of the expiry of the current by-law on June 28, 2021. We kindly request a deferral of this May 3rd consideration in order for us to collectively address the concerns raised.

As your community building partner, we trust you will find our comments helpful. We very much value our cooperative working relationship with the Town, and look forward to your response on these items. Should you have any questions, please feel free to contact me at ptenuta@bildgta.ca.

Thank you,



Paula J. Tenuta, MCIP RPP
SVP, Policy & Advocacy

CC: Kevin Singh, BILD Halton Chapter Co-Chair
Shane Cooney, BILD Halton Chapter Co-Chair
Jason Sheldon, BILD Chair
Victoria Mortelliti, Planner, BILD
BILD Halton Chapter Members
Glen Cowan, Chief Financial Officer & Treasurer, Town of Milton

March 19, 2021
Sent Via Email

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Mr. Cowan, Chief Financial Officer/Treasurer:

**RE: Development Charges Background Study and Draft By-law
Statutory Public Meeting - March 22, 2021
Town of Milton (the "Town")**

I am writing to you in our capacity as the Group Manager on behalf of the Milton Phase 4 (West) Landowners Group Inc. (Group), with lands located within the Britannia Secondary Plan area.

This letter is in response to the statutory public meeting on March 22, 2021 for the Development Charge (DC) Background Study and Draft By-law. The timelines for public comments, April 6, 2021 following the release of the DC Background Study on March 3, 2021, do not provide adequate time to provide substantive comments.

This version of the DC Background Study is rather complex and different from earlier versions as it incorporates multiple changes to the *Development Charges Act, 1997* through the following:

- Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan, May 2019
- Bill 138: Plan to Build Ontario Together Act, 2019
- Bill 197: COVID-19 Economic Recovery Act, 2020

We are formally requesting that the public review and comment period be extended to April 20th, 2021 to ensure adequate time to complete a comprehensive review and provide comment on the DC Background Study.

We are grateful for your time and consideration of the above request. Should you have any further questions, please do not hesitate to contact the undersigned.

Yours Very Truly,



Michael May, P. Eng., General Manager
Delta Urban Inc.

CC: Jill Hogan, Director, Planning Policy and Urban Design, Town of Milton
Milton Phase 4 (West) Landowners Group Inc.

Durante Group of Companies

401 Wheelabrator Way, Milton, ON L9T 3C1 905 878 6273

December 5, 2018

Town Of Milton

150 Mary Street

Milton, ON L9T 6Z5

Dear Mayor G. A Krantz, Members of Council, William Mann, Chief Administrative Officer and Andrew M. Siltala, Director, Economic Development and Strategic Initiatives

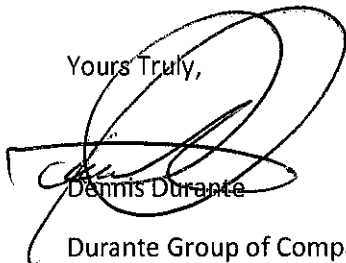
We are a local developer that owns several properties within zones that allow for sports/recreation uses. Over the years we have had several discussions with prospective users for our properties, only to be stonewalled by the fact that there is a bylaw in place that asks for a Development Charge (DC) conversion from warehousing to retail. We have heard of several real estate agents that have encountered the same dilemma and have had to lose potential business in this town to other municipalities.

We have found that Milton, is one of, or the only municipality that charges this DC. We have had several discussions over the years, with various Town of Milton staff to discuss this issue. I speak of this issue, not only on our behalf but anyone that has a property that is affected by this DC conversion charge.

As discussed, the fact that this charge is there, not only is this a net zero cost, as no one can afford to pay the conversion cost, it is a *net negative* cost to the Town and residents of this Town, as the facilities that would like to set up shop, are not able to do so. Again, the Town is not collecting monies anyhow, because no one can afford to pay the conversion cost.

I understand that the Town is undertaking a bylaw review in the New Year. I would ask that council exempt all areas that are affected by this bylaw in order to attract new business ventures, and encourage healthy living. It is good for the Town, local businesses and the residents of Milton.

Yours Truly,



Dennis Durante

Durante Group of Companies

April 16, 2021
Our File: 18-1008

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Glen Cowan
Chief Financial Officer & Treasurer

Dear Sir,

**Re: Development Charges Background Study
Milton Phase 4 Trafalgar Landowners Group
Town of Milton**

Thank you for the opportunity to comment on the draft 2021 Development Charge Background Study (DC). On behalf of the Milton P4 Trafalgar Landowners Group Inc. (Trafalgar LOG), we are appreciative of the dialogue to date as we undertook our initial review of the study.

The Trafalgar LOG, jointly with the Boyne Survey Landowner Group, has retained Altus Group to complete a detailed review of the DC. On behalf of the Trafalgar LOG, attached to this letter are Altus' comments for your consideration. We understand the attached comments will also be submitted to the Town by the Boyne Landowners.

In addition to the items noted in Altus' review, we offer the following comments that are specific to projects associated with the Trafalgar LOG:

1. **Louis St Laurent Avenue (Trafalgar to Eighth Line)** - we acknowledge the Town's response of March 22 to our preliminary comments on this matter, whereby it is confirmed this segment of LSL is a major collector rather than arterial road. However, it is our opinion that despite the nomenclature used, the Trafalgar/Agerton Transportation Master Plan (TMP) identified a 35m ROW width for this segment of road. This is in line with the Town standard for an arterial road and far in excess of the Town's major collector standard ROW.

We further note that Secondary Plan Policy C.11.4.2.4 identifies this road as a Minor Arterial. The policy acknowledges a future study may determine it is only required as a collector road,

however that process has not yet taken place. We are supportive of continued study of this road segment with an aim to reduce its function and size to a collector road configuration, however at this juncture it is appropriate to include in the DC given its current designation and width.

Alternatively, if it is not to be included in the DC, we respectfully request the Town confirm the major collector designation will result in a width that is expected to be generally in line with the Town standard of 26m ROW for this designation.

- 2. Eighth Line Improvements** – we understand the Town is not anticipating improvements to Eighth Line beyond those considered as local (non-DC) works, with the road viewed in a similar vein to how Fourth Line was configured within Bristol Survey some years ago. We further acknowledge the Trafalgar/Agerton TMP is relatively quiet on potential improvements required to Eighth Line in the future. However, with a practical view it is difficult to understand how works beyond local improvements will not be required within the planning horizon of the DC. Section 2.1 of the TMP Addendum characterizes the existing road as a “minor arterial”. Given the configuration of the Secondary Plan boundary and internal natural heritage system, there is no other opportunity for a connection between Derry Road and Britannia Road within the Trafalgar Secondary Plan. As such, it is challenging to understand how a reduction in designation from its current “minor arterial” to a local road will be feasible. Based on this, we respectfully request inclusion of Eighth Line improvement works in the DC.

Alternatively, if not included as a specific project line item in the DC given a lack of project scope/cost at this juncture, we request confirmation from the Town that any improvements to Eighth Line beyond those of a local ROW would qualify as development charge works.

We look forward to your consideration of our comments and would welcome a meeting to discuss further. We thank you in advance for continued collaboration on these matters.

Should you have any questions, please contact the undersigned.

Yours truly,
David Schaeffer Engineering Ltd.



John Tjeerdsma, P.Eng.

210416 DC Comment Letter.docx

cc. Milton P4 Trafalgar Landowners
Daryl Keleher, Altus Group

Encl. Altus Group Letter, April 16 2021

April 16, 2021

Memorandum to: Glen Cowan, CFO/Treasurer
Town of Milton

From: Daryl Keleher, Senior Director
Altus Group Economic Consulting

Subject: Milton DC Review
Our File: P-6589

This memorandum provides our comments and questions stemming from our review of the Town of Milton's 2021 Development Charges Background Study ("2021 DC Study").

Outdoor Recreation Land

- 1) The capital program includes \$228.6 million in DC Recoverable costs to purchase a total of 331 acres of 'outdoor recreation land'. The inclusion of acquisition costs for "Outdoor Recreation Land", or parkland acquisition, is clearly not permitted by the *Development Charges Act* (DCA) and regulations. Section 1.4.2.1 of the 2021 DC Study re-produces the list of eligible services referencing section 2(4), paragraph 14 of the DCA, which includes "Parks and Recreation Services" as an eligible DC service but which notes that this eligible service does not include "the acquisition of land for parks."

The DC regulations go on to define the term "land for parks" and what is meant by the exclusion of "land for parks" in the DCA:

2.1 For the purposes of paragraph 14 of subsection 2(4) of the Act, "land for parks",

a) includes land for woodlots and land that is acquired because it is environmentally sensitive, and

b) does not include land for an enclosed structure used throughout the year for public recreation and land that is necessary for the structure to be used for that purpose, including parking and access to the structure.

According to the table on page B-24 of the Town's 2021 DC Study, the outdoor recreation lands used to set the service level cap are all for outdoor recreation facilities unrelated to an enclosed structure that is used year-round. The list of uses for 'outdoor recreation lands' includes baseball diamonds, soccer pitches, cricket pitches, and other multi-purpose fields, all of which are facilities that lie atop parkland, and are not within an enclosed structure (like an indoor recreation facility would be).

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Given that the horizon used in the DC Study is “build-out”, it is unclear why there would be any exclusions of development used to calculate the Town's DC rates. Can the rationale for this exclusion be clarified?

April 20, 2021
Sent Via Email

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Mr. Cowan, Chief Financial Officer/Treasurer:

**RE: Development Charges Background Study and Draft By-law
Town of Milton (the "Town")**

I am writing to you in our capacity as the Group Manager on behalf of the Milton Phase 3 Landowners Group (Group), with lands located in the Boyne Secondary Plan area. This letter is in response to the request for comments by April 20, 2021 regarding the draft Development Charge (DC) Background Study, dated March 3, 2021. In addition to the comments below, Altus Group has been reviewing the DC Background Study for the Group and attached is a letter from Altus Group with detailed comments.

Services Related to a Highway

Building on the executed *Road & Bridge Works and Reimbursement Agreement* for the construction of the east-west crossing of 16 Mile Creek, between the Town of Milton and the Group, we are currently completing the tendering process for the construction works.

1. As the Group and Town of Milton staff are nearing award of the project, we request that the final project cost be reflected in the DC Background Study adhering to the proportionate share breakdown in the agreement.
2. Timing for this project within the DC Background Study is 2025, however, we request that the timing be pulled to 2023 to allow for repayment as per the agreement.

On behalf of the Group, we are grateful for your time and review of the above comments. Should you have any further questions, please do not hesitate to contact the undersigned.

Yours Very Truly,



Michael May, P. Eng., General Manager
Delta Urban Inc.

CC: Jill Hogan, Director, Planning Policy and Urban Design, Town of Milton
Milton Phase 3 Landowners Group

April 16, 2021

Memorandum to: Glen Cowan, CFO/Treasurer
Town of Milton

From: Daryl Keleher, Senior Director
Altus Group Economic Consulting

Subject: Milton DC Review
Our File: P-6589

This memorandum provides our comments and questions stemming from our review of the Town of Milton's 2021 Development Charges Background Study ("2021 DC Study").

Outdoor Recreation Land

- 1) The capital program includes \$228.6 million in DC Recoverable costs to purchase a total of 331 acres of 'outdoor recreation land'. The inclusion of acquisition costs for "Outdoor Recreation Land", or parkland acquisition, is clearly not permitted by the *Development Charges Act* (DCA) and regulations. Section 1.4.2.1 of the 2021 DC Study re-produces the list of eligible services referencing section 2(4), paragraph 14 of the DCA, which includes "Parks and Recreation Services" as an eligible DC service but which notes that this eligible service does not include "the acquisition of land for parks."

The DC regulations go on to define the term "land for parks" and what is meant by the exclusion of "land for parks" in the DCA:

2.1 For the purposes of paragraph 14 of subsection 2(4) of the Act, "land for parks",

a) includes land for woodlots and land that is acquired because it is environmentally sensitive, and

b) does not include land for an enclosed structure used throughout the year for public recreation and land that is necessary for the structure to be used for that purpose, including parking and access to the structure.

According to the table on page B-24 of the Town's 2021 DC Study, the outdoor recreation lands used to set the service level cap are all for outdoor recreation facilities unrelated to an enclosed structure that is used year-round. The list of uses for 'outdoor recreation lands' includes baseball diamonds, soccer pitches, cricket pitches, and other multi-purpose fields, all of which are facilities that lie atop parkland, and are not within an enclosed structure (like an indoor recreation facility would be).

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April 20, 2021

Mr. Glen Cowan
Chief Financial Officer & Treasurer
Town of Milton
150 Mary St.
Milton, Ontario
L9T 6Z5

Sent via email to glen.cowan@milton.ca

Mr. Cowan,

RE: Town of Milton | 2021 Development Charge Bylaw Review

BILD is the voice of the home building, land development and professional renovation industry in the Greater Toronto Area. The building and renovation industry provides \$33 billion in investment value and employs 271,000 people in the GTA and Simcoe County. BILD is proudly affiliated with the Ontario and Canadian Home Builders' Associations.

On behalf of the members of our Halton Chapter, the Building Industry and Land Development Association would like to first take this opportunity to thank you for your recommendation to Council to defer consideration of the 2021 Development Charges By-law to its meeting of May 31st. As expressed at the March 22nd public meeting, the industry has significant concerns with the new development charge proposed by the Background Study for Outdoor Recreation Land.

BILD has received a legal opinion from Goodmans LLP, attached for your reference, related to the Outdoor Recreation Lands component of the DC by-law. It outlines that such a development charge is in clear contravention of the *Development Charges Act, 1997*, which clearly prohibits the funding of parkland through a development charge.

Our members are also concerned with the proposed Official Plan Amendment for Parks and Recreation, and the update to the Town's Parkland Dedication Bylaw, which we understand from staff may be presented to Council in the very near future.

The proposed Official Plan Amendment proposes that important matters such as parkland standards and hierarchies are to be governed by Council-endorsed strategies from time to time, as opposed to by approved policy, and

introduces the notion of a park and recreation continuum, which seems to draw an arbitrary distinction between “recreation facilities” and other park amenities.

The amendment also proposes to amend the parkland dedication policies of the Official Plan relating to the use of the alternate dedication rate, without a more comprehensive review of the use of those rates, as clearly contemplated by the recent Bill 197 amendments to the *Planning Act*.

BILD is of the view the Town should not rush through these important issues pertaining to how parks are to be provided in developing areas of the Town on a piecemeal basis, but rather these issues should be addressed comprehensively, following fulsome consultation with the development industry.

Notwithstanding the attached legal opinion, BILD requests that the Town defer any further action, including the matter being brought forward for consideration at its’ Council meeting of May 31st, for both the outdoor recreation component of the proposed development charge by-law and the Parkland Official Plan Amendment to allow the industry and Town to engage in thorough and meaningful dialogue on these matters.

As your community building partner, we continue to value our cooperative working relationship with the Town, and we look forward to discussing these concerns. We would like to arrange a meeting of key members of the BILD Halton Chapter leadership team and Town staff at the earliest opportunity.

I can be reached at ptenuta@bildgta.ca or 416-420-6186 to help arrange what we know will be a productive dialogue.

Thank you,

A handwritten signature in black ink, appearing to read "P. Tenuta". The signature is fluid and cursive, with a large initial "P" and a long, sweeping underline.

Paula J. Tenuta, MCIP RPP
SVP, Policy & Advocacy

CC: Kevin Singh, Halton Chapter Co-Chair
Shane Cooney, Halton Chapter Co-Chair
Jason Sheldon, BILD Chair
Victoria Mortelliti, Planner, BILD

April 1, 2021

Our File 210997

Via Email

Building Industry and Land Development Association
20 Upjohn Road
Suite 100
North York ON M3B 2V9

Attention: Paula Tenuta, SVP, Policy & Advocacy

Dear Sirs/Mesdames:

Re: Town of Milton Proposed Outdoor Recreation Lands Development Charge

You have asked for our opinion regarding the legality of a new development charge proposed by the Town of Milton (the “Town”) to fund “Outdoor Recreation Lands”.

In our opinion, a development charge to fund outdoor recreation lands is clearly contrary to the prohibition in the *Development Charges Act, 1997*¹ (the “Development Charges Act” or “Act”) against funding of land for parks through a development charge, and therefore any by-law enacted by the Town would be illegal to the extent that it imposed such a charge.

A. BACKGROUND

1. Background Study - Proposed Development Charge for Outdoor Recreation Lands

The Town is undertaking a review of its development charge by-law. As part of its review, it released a Development Charges Background Study prepared by Watson & Associates, dated March 3, 2021 (the “Background Study”).

The Background Study proposes a new category of service referred to as “Outdoor Recreation Lands”, to be imposed on an area-specific basis against all lands in the Town except the Bristol, Sherwood and Boyne Secondary Plan areas. The quantum of this proposed development charge is significant at over \$7,000 per single detached unit, representing about 25% of the total

¹ S.O. 1997, c. 27

recommended Town-wide development charge. It is in addition to a recommended development charge for Parks and Recreation services, which has been included in the previous development charge by-laws enacted by the Town. Previous development charge by-laws enacted by the Town have not included a development charge for an Outdoor Recreation Lands service category, nor did they fund the costs of outdoor recreation lands as part of the Parks and Recreation services development charge. No explanation is offered in the Background Study for proposing the addition of this new development charge, other than suggesting there is a need for the lands.

Appendix “B” of the Background Study includes a historic level of service calculation for the proposed Outdoor Recreation Lands service category.² The inventory used to calculate the service level standard appears to be based on total area of Town parkland in acres occupied by various outdoor sports fields: i.e., hard and soft baseball fields/diamonds, major and minor soccer fields, multi-purpose fields, a softball cricket pitch and artificial turf shared with high schools.

The Background Study also includes a capital program for Outdoor Recreation Lands.³ The relevant capital program table identifies gross land areas for “Land for Outdoor Recreation Facilities”, totalling 331.56 acres, broken down into four categories. We cannot make sense of the categories provided, but they presumably relate to various development areas of the Town. The capital program table suggests the lands relate to build-out of development within the Town, but that such lands are not required until 2027. The Background Study explains that since landowners in the Bristol, Sherwood and Boyne Secondary Plans have already contributed lands for outdoor recreation through financial agreements, there is no further need for additional lands to be purchased to accommodate growth in those areas.

As noted above, the Background Study continues to recommend a development charge for Parks and Recreation services, which funds a wide range of parkland improvements (including passive park improvements, linear parks, trails and other outdoor recreation amenities such as soccer fields, hardball and softball fields, cricket pitch, volleyball courts, tennis courts, playgrounds, shelters, splash pads, skate parks, etc.) and buildings for indoor recreation facilities (including community centres, gymnasiums and multi-purpose space, seniors centre, indoor pools, arenas, indoor soccer, and sports centre). There do not appear to be land costs included in the proposed Parks and Recreation service capital program.

² p.B-24

³ p.5-36

2. Milton Parkland Dedication By-law

The Town currently has in place a parkland dedication by-law⁴ enacted under section 42 of the *Planning Act*⁵ (the “Planning Act”) that requires the dedication of lands for parks or other public recreational purposes as a condition of development or redevelopment at a rate of 2% of the land proposed for development for commercial or industrial purposes, and 5% of the land proposed for any other type of development. The parkland dedication by-law also provides that residential development with a net density exceeding 15 dwelling units per hectare shall provide a dedication of land for parks at a rate of 1 hectare for each 300 dwelling units.

We note that the Background Study provides no commentary relating to the relationship between the parkland dedication by-law and the development charge to fund Outdoor Recreation Land. We assume that the Town may intend to require dedications of parkland pursuant to its parkland dedication by-law, or pursuant to conditions of draft plan approval under 51.1 of the Planning Act, and also require the payment of development charges to fund Outdoor Recreation Land.

B. RELEVANT LEGISLATIVE PROVISIONS

Subsection 2(4) of the Development Charges Act, as recently amended by Bill 197⁶, provides the following:

2(4) a development charge by-law may impose development charges to pay for increased capital costs required because of increased needs for the following services only:

...

14. Parks and recreation services, but not the acquisition of land for parks. (emphasis added)

There is no definition of “parks and recreation services” in the Development Charges Act or the regulations under the Act. However, section 2.1 of Ontario Regulation 82/98 provides the following in relation to defining “land for parks”:

⁴ By-law 128-2001

⁵ R.S.O. 1990, c. P.13

⁶ *Covid19 Economic Recovery Act*, 2020, S.O. 2020, c.18, assented to July 21, 2020, relevant Development Charges Act and Planning Act amendment proclaimed in force September 18, 2020

2.1 For the purposes of paragraph 14 of subsection 2 (4) of the Act,

“land for parks”

(a) includes land for woodlots and land that is acquired because it is environmentally sensitive, and

(b) does not include land for an enclosed structure used throughout the year for public recreation and land that is necessary for the structure to be used for that purpose, including parking and access to the structure. (emphasis added)

We note that prior to being amended by Bill 197, the Development Charges Act did not include an exhaustive list of services that were eligible to be funded by development charges, as is now found in subsection 2(4). Rather, O. Reg. 82/98 set out an explicit list of ineligible services that were prohibited from being funded by development charges. The regulation listed the “acquisition of land for parks” as an ineligible service, and included the same definition of “land for parks” as is found in the current iteration of the regulation.⁷

C. ANALYSIS

1. Principles of Statutory Interpretation

The Act is very clear that “land for parks” cannot be funded by a development charge. The Background Study, without explanation, treats land used to accommodate sports fields in parks, such as baseball diamonds, soccer pitches, tennis courts, etc., as not falling within the meaning of the term “land for parks”. In our opinion, this is an erroneous interpretation of the Development Charges Act and regulation.

The relevant question is whether or not land used by a municipality to accommodate an outdoor sports field falls within the meaning of “land for parks” as used in clause 2(4)14 of the Act. Therefore, the starting point is the meaning of the phrase “land for parks”, or more specifically the word “park.”

When interpreting the meaning of words in legislation, the modern approach to statutory interpretation requires that the starting point is to consider the ordinary meaning of the terms

⁷ From the time of its enactment in 1997, until being amended in 2015, the list of ineligible services was set out in subsection 2(4) of the Act itself, and included “the acquisition of land for parks.” O. Reg. 82/98 as originally passed when the Act came into force included the same definition of “land for parks”.

used – i.e., read the words in their grammatical and ordinary sense – but in their entire context.⁸ The modern approach has been described as follows:

[T]he words of an Act are to be read in their entire context and in their grammatical and ordinary sense harmoniously within the scheme of the Act, the object of the Act and the intention of Parliament.⁹

The task of statutory interpretation is to determine what the legislature intended. As noted in *Sullivan on Construction of Statutes*:¹⁰

Under the modern principle, an interpreter who wants to determine whether a provision applies to particular facts must address the following questions:

- What is the meaning of the legislative text?
- What did the legislature intend? That is, when the text was enacted, what law did the legislature intend to adopt? What purpose did it hope to achieve? What specific intentions (if any) did it have regarding facts such as these?
- What are the consequences of adopting a proposed interpretation? Are they consistent with the norms that the legislature is presumed to respect?

2. The Ordinary Meaning of “Park”

The meaning of the term “park”, in its ordinary grammatical sense, generally refers to lands maintained by a municipality to include all manner of outdoor public recreation pursuits, and clearly would include those lands that contain sports fields maintained by a municipality such as soccer pitches, tennis courts, and baseball diamonds. In other words, the term park in everyday common usage would include all of those recreational amenities that are typically located within municipal parks.

Set out below are some common dictionary definitions of the term park, which clearly support the proposition that the ordinary meaning of the term park includes areas commonly maintained by a municipality as sports fields within its parks:

⁸ *Sullivan on Construction of Statutes*, Sixth Edition, Ruth Sullivan, Lexis Nexis Canada, 2014, §3.7, p.29

⁹ *Rizzo & Rizzo Shoes Ltd. (re) [1998] 1.S.C.R. 27, at paragraph 21*

¹⁰ *Sullivan*, §2.8, p.9-10

Merriam-Webster's Collegiate Dictionary:

"Park: ...; a piece of ground in or near a city or town kept for ornament and recreation; ...; an enclosed arena or stadium used esp. for ball games. [*Emphasis added.*]"

Canadian Oxford Dictionary

"Park: a piece of land usually with lawns, gardens, etc. in a town or city, maintained at public expense for recreational use; ... ; an area developed for a particular form of recreation (snowboard park; water park; theme park); an enclosed arena, area, stadium, etc. for sports events (esp. ballpark). [*Emphasis added.*]"

There is also case law that has defined the term "park" in a broad manner that would include land maintained by a municipality for outdoor sports fields. For example, the Ontario Superior Court of Justice has held that the definition of "public park" in the context of the *Highway Traffic Act*: "is generally understood as a parcel of green space land, with trees and flowers, usually in or near a city for public use. Parks often include playgrounds for children and athletic fields for sporting activities".¹¹

3. The Town's Use of the Term Park

The Town itself clearly considers the term "park" to include those sports fields and other amenities located in its parks. Indeed, a review of the Town's website identifies essentially all of its sports fields as being located on lands that the Town refers to as "parks".¹² Moreover, the Town's in-force Official Plan sets out the following parks hierarchy, defining parks as containing sports fields:

Community Park - Community Parks serve residents of the Town. Community Parks may include, in addition to the full range of active and passive recreation uses, significant natural or physical features such as the Mill Pond, or unique attractions such as formal gardens, museums, display greenhouses, animal farms or other specialized public leisure functions. These areas will be between 20 and 50 hectares in size.

¹¹ *Persaud v. Suedat*, 2012 ONSC 5232

¹² <https://facilities.milton.ca/>

District Park - District Parks serve one or more Planning Districts and include the provision of major sports facilities such as athletic fields, outdoor rinks, outdoor pools, baseball diamonds, softball diamonds, tennis courts and limited spectator facilities. The minimum size of such parks will be 6.0 hectares.

Neighbourhood Park - Neighbourhood Parks serve neighbourhoods within a Planning District. They will contain Park facilities such as athletic fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, tennis courts and limited spectator facilities. The minimum size of such parks will be 3.0 hectares

In 2015 the Town retained a team of consultants to undertake a Community Services Master Plan Update. The proposed parkland hierarchy in Table 5 of Appendix G of the Final Update Report sets out similar definitions of Town parks, and the sports fields and facilities that will be contained within each category of park.¹³

In a recent staff report regarding proposed park provision targets and a revised parkland hierarchy, staff likewise define the various types of parks in the Town's park hierarchy in relation to the types of sports fields and other amenities each of those park is intended to accommodate.¹⁴

4. The Definition of Land for Parks in the Regulation

Regulations made by the Lieutenant Government in Council when new legislation comes into effect can provide important context for interpreting the meaning of terms in that legislation – and where legislation permits a regulation to define terms for the purposes of that legislation, such definitions may be determinative of meaning.¹⁵

The clause in O.Reg. 82/98 noted above defining the scope of the term “land for parks” for the purposes of the Act leads to the indisputable conclusion that land for parks includes lands used for the typical range of outdoor sporting facilities provided by a municipality, and therefore such lands cannot be funded by a development charge. That clause expressly excludes from land for parks: “land for an enclosed structure used throughout the year for public recreation”. The clear implication is that lands typically used for recreational purposes within parks that are not within

¹³ *Town of Milton Community Services Master Plan Update*, August 13, 2015, Monteith Brown Planning Consultants

¹⁴ Staff Report, *Re-classification of Parks Hierarchy and Changes to Parks and Recreation Provision Targets*, from Community Services Commissioner and Development Services Commissioner

¹⁵ Sullivan, §13.22-24, p.414-416

enclosed structures, including those used for outdoor sports fields, would be captured by the definition of land for parks. In enacting this regulation, the Lieutenant Governor in Council clearly intended to impose a very limited exception to the term “land for parks”. By expressly carving out only those lands used for outdoor recreation purposes, it can be inferred that the Cabinet considered lands used for outdoor recreation purposes to be included in the definition of “land for parks”.

5. Bill 197 Amendments to the Development Charges Act

Legislative history can also be an important interpretive tool in determining the legislature’s intent in respect of the meaning of the words used in legislation.¹⁶ Accordingly, the history of the legislative changes to clause 2(4)14 of the Development Charges Act are relevant in determining the legislature’s intention regarding its meaning.

As noted above, prior to its amendment by Bill 197 in 2020, the provisions of subsection 2(4) of the Act relating to the scope of the services that could be funded by development charges were proscriptive in nature, with a general power to fund services through development charges that was subject to express exclusions for ineligible services. In its previous iteration, O.Reg. 82/98 clearly listed “lands for parks” as an ineligible service. The definition of “land for parks”, with the express exclusion of lands used for indoor recreation facilities, was the same. There was never any debate under the previous legislation that land for parks included lands used for outdoor recreational facilities such as sports fields, and that such lands could not be funded by a development charge. To our knowledge, no municipality ever attempted to do so in the history of the Act. If the legislature had intended that the Bill 197 amendments would broaden the scope of what could be funded through a development charge by opening up a new category of service relating to land for outdoor recreation, it would have done so in express terms.

We also note that in none of the consultation materials issued by the Province leading up to the finalization of the Bill 197 amendments to the Act was there any suggestion that the scope of what could be funded by development charges in respect to lands for park and recreation uses was intended to be expanded.

6. The Parkland Dedication Provisions of the Planning Act

Different pieces of legislation dealing with the same subject matter are presumed to be drafted with one another in mind, so as to offer a coherent and consistent treatment of the subject.¹⁷ The provisions of the Planning Act regarding parkland dedication clearly support the proposition

¹⁶ *Oakville v. ClubLink Corporation ULC* 2019 ONCA826

¹⁷ Sullivan, , §13.26-27, p.416-417

that the legislature did not intend that lands for outdoor recreation facilities in Town parks could be funded through development charges.

Sections 42 and 51.1 of the Planning Act entitle municipalities to acquire lands for park or other public recreational purposes as a condition of development/redevelopment or plan of subdivision approval, or payment in lieu of a conveyance of land. The amount of land that a municipality can require to be conveyed, or for which payment in lieu may be required, is limited by maximum rates that are set out in the legislative provisions that depend on the area of land developed, or the number of residential dwelling units developed. As noted above, the Town has enacted a parkland dedication by-law under section 42 of the Planning Act.

The Planning Act and the Development Charges Act work together to create a coherent scheme dealing with the funding of parks required for development – both the acquisition of land for parks and the cost of constructing amenities in them. The Planning Act provides the authority for municipalities to require developers to convey land for parks (i.e., outdoor recreation areas) or make payments to be used by the municipality to acquire parkland. The Development Charges Act provides the authority for municipalities to require developers to make payments to be used by the municipality to construct improvements to the parkland, including sports fields and other amenities.

In enacting clause 2(4)14 of the Development Charges Act, the legislature's intent was clearly to preclude a municipality from funding land for parks in a development charge, since the municipality's power to require developers to convey or fund land for parks, and the maximum rates determined by the legislature to be used to determine a developer's obligation in that regard, is already provided for in the Planning Act. Put another way, giving a municipality the right to require developer to fund land for park purposes, including for sports fields in parks, through a development charge would be inconsistent with the provision of the Planning Act that prescribe limits on how such lands are to be provided or funded by developers.

The consequences of permitting a municipality to both fund land for sports fields or other amenities located in parks through its development charge and through dedications under the Planning Act, would be to require developers to provide parkland under two sources. It is not reasonable to conclude that this type of "double dipping" by a municipality was the legislature's intent. It is also inconsistent with one of the fundamental principles of the Development Charges Act, set out in subsection 2(1) of the Act, that only "increased capital costs" arising from "increased needs for services" may be funded by a development charge.¹⁸ This principle is also reflected in subsection 5(2) of the Act, which requires that the costs funded by a development

¹⁸ *Re Orangeville District Home Builders Assn.*, 2010 CarswellOnt 7065, OMB, 2011 ONSC 1639, 2011 CarswellOnt 4187 (Ont. Div. Ct.); *Re Smooth Run Developments Inc.*, 2015 CarswellOnt 4155 (OMB)

charge must be reduced by any grants, subsidies or other contributions available to the municipality to fund those costs.

Through Bill 197 the legislature also amended section 42 of the Planning Act. Those amendments require all municipalities to review and re-enact their parkland dedication by-laws within a two-year period from the legislation coming into force, should they wish to continue to use the alternate rates to calculate parkland dedication for residential development,¹⁹ and also provide landowners with a right to appeal new parkland dedication by-laws to the Local Planning Appeal Tribunal. The legislation expressly turned its mind to the issue of how parkland is provided and funded by developers. Had the legislature intended to expand the scope of a municipality's right to obtain land for park purposes through the Bill 197 amendments, one would have expected it to do so through amendments to the Planning Act, not the Development Charges Act. The fact that no such changes were made to the Planning Act is consistent with the proposition that the legislature did not intend to make any significant changes to the scope of a municipality's ability to extract additional parkland, or funding for parkland, from developers.

7. The Background Study's Interpretation of the Act

The Background Study offers no analysis of clause 2(4)14 of the Development Charges Act, or any justification or authority for proposing to add Outdoor Recreation Lands as a new service to be funded by the Town's development charges.

As noted above, clause 2(4)14 of the Act provides that municipalities may fund "parks and recreation services, but not the acquisition of land for parks". It appears that the Background Study is ascribing a very narrow definition to "parks services" in clause 2(4)14 to encompass only land used for more passive outdoor recreation purposes, and treating sports fields as "recreation services" that are somehow distinct from parks. Presumably, the Background Study is suggesting that land containing sports fields within parks is therefore not land for parks, but rather land for recreation. In our opinion, for all of the reasons set out above, there is no basis on which to ascribe such a narrow meaning to parks services or land for parks. Land for parks has consistently been interpreted to include sports fields within parks since the Act was first enacted.

The inclusion of the word "recreation" in clause 2(4)14 cannot reasonably be interpreted as narrowing what would normally be considered to be parks under the Act. The intention of the legislature in including reference to recreation services is obviously intended to broaden the scope of this clause so that it includes not only those outdoor recreational facilities normally

¹⁹ The alternative rates allow a municipality to require land for parks and other public recreational purposes to be conveyed at the rate of one hectare per 300 dwelling units, as an alternative to 5% of the land developed, and the rate of one hectare per 500 dwelling units if it decides to require payment in lieu of a conveyance.

referred to as parks, but also recreational facilities that are not within parks, such as indoor recreational facilities.

D. CONCLUSION

For all of the above reasons, it is our opinion that the proposed development charge for Outdoor Recreation Lands recommended in the Background Study is not authorized under the Act, and any by-law enacted by the Town that imposes such a development charge would be illegal.

Yours truly,

Goodmans LLP



Robert D. Howe

RDH/lr
7150036

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Mr. Cowan, Chief Financial Officer/Treasurer:

**RE: Development Charges Background Study and Draft By-law
Town of Milton (the "Town")
Milton Phase 4 (West) Landowners Group Inc. - Comments**

I am writing to you in our capacity as the Group Manager on behalf of the Milton Phase 4 (West) Landowners Group Inc. (Group), with respect to lands located in the Britannia Secondary Plan area.

This letter is in response to the request for comments by April 20, 2021 regarding the draft Development Charge (DC) Background Study dated March 3, 2021. Note that the Group's comments are being coordinated with the review of both the Town's Recreation and Parks Strategy and the DC Background study.

Special Area Charges for Outdoor Recreation Lands

Section 5.4.1 of the draft DC Background Study recommends an outdoor recreation lands charge for all lands with the exception of those in the Bristol, Sherwood, and Boyne Secondary Plans based on buildout forecast. This area-specific charge includes a DC-eligible amount of \$228,666,000 to acquire 331.56 acres of outdoor recreation lands to accommodate the historical average level of service for hard and softball fields/diamonds, major and minor soccer fields, multi-purpose fields, a softball cricket pitch and artificial turf which is shared with high schools.

It is our understanding that the above proposed new area-specific charge is above and beyond the Planning Act parkland dedication requirement through the implementation of the ongoing Britannia Secondary Plan.

We note the multiple changes to the Development Charges Act, 1997 over the last several years under Bills 73, 108, 138, and 197. It is the Group's opinion that the inclusion of an "Outdoor Recreation Land" class of service (new area-specific charge) is not permissible by the *Development Charges Act*, as the funding of parkland through a development charge is clearly prohibited. There is no question that the outdoor recreation facilities under consideration are located on parkland. Therefore, the Group requests that the area-specific charge related to outdoor recreation lands proposed in the DC Background Study not be included in the new Development Charge By-law that is to be enacted by the Town before the expiration of the current one on June 28, 2021.

This will allow the Town to proceed with the implementation of a new DC By-law, while at the same time providing an opportunity for continued dialogue between the Town and the Group regarding the Parks and Recreation Strategy specific to the ongoing Britannia Secondary Plan area. We would note that parkland for the Britannia Secondary Plan area will not be required for

a number of years, as planning for the area is still in its early stages, and accordingly there is ample time for this dialogue to happen.

Transit

1. Project Numbers 12 and 13 in the “Infrastructure Costs Included in the Development Charges Calculation” table are labelled “Next Gen Presto” and “Onboard Vehicle Surveillance System”. Can the Town provide more information on how these items were included in the DCs according to a “service level”? Furthermore, how was the BTE calculated as each were approximately 30%, and the project timing would be in advance of the procurement of the new buses for the fleet.

Services Related to a Highway

2. Page 5-15 notes that “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.” How were these improvements identified? Could the Town provide the reports that were used to identify these projects for review?
3. Could the Town provide more detail regarding the following:
 - a. Clarification of the project types (reconstruction, widening, or resurfacing) for all projects, for example Project 16 “6th Line (Hwy 401 to Derry Road) (2 lane)” with project value of \$18,216,000, in existing conditions this is already a 2-lane road. Does this project indicate a widening of 2 lanes, or reconstruction to meet Town Standards/urbanization? Is there a copy of the capital project list that can provide clarification on some of these items?
 - b. Clarification of the how BTE and PPB is calculated for the various road improvements? For example, projects 15-21 all involve 6th Line, and only projects 16 and 17 have BTE at 10%, and 20 and 21 have PPB, although we note that the timing is from 2036-2041. Does the Town have documentation supporting how BTE and PPB was assumed for projects? In the case of a widening project where there is an existing pavement surface, how does the value of the re-paving/reconstruction get accounted for?
4. Projects 31 and 32 are labelled “Preemption Traffic Control System” and “Signal Interconnect Program” respectively. Can the Town provide more information on how these items were included in the DCs according to a “service level”? Furthermore, how was the BTE calculated as each were 10%? Is there a breakdown of the existing signals that still need this service?
5. Projects 11 and 12 are scheduled for 2036-2041 and 2031-2035 respectively while the Region’s water and wastewater projects are scheduled for 2024-2026. Similarly, timing for Project 20 is 2036-2041 while the Region’s water projects are scheduled for 2023-2026. It is requested that the Town’s road widening initiatives be aligned with the Region’s projects to accurately support the build-out of the Britannia Secondary Plan by 2031.
6. Request that 4th Line from Britannia Road to Lower Base Line and Thompson Road from Britannia to 1,200 m south be included in the DC. The Region’s water and wastewater projects along 4th line and Thompson Road are scheduled for 2024-2026 and the Town should consider aligning Road projects with the Region’s infrastructure projects.

Stormwater

7. Project 1: Holistic Stormwater Monitoring Program, under the Stormwater – Britannia Secondary Plan, includes timing from 2023-2032. Based on Appendix E: Local Service Policy, can the definition of holistic monitoring be elaborated? It is our understanding that operations related costs would not be permissible by the *Development Charges Act*.

On behalf of the Group, we are grateful for your time and review of the above comments. Should you have any further questions, please do not hesitate to contact the undersigned.

Yours Very Truly,



Michael May, P. Eng., General Manager
Delta Urban Inc.

CC: Jill Hogan, Director, Planning Policy and Urban Design, Town of Milton
Milton Phase 4 (West) Landowners Group Inc.

March 22, 2021
Our File: 18-1008

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Mayor Krantz and Members of Council
(via townclerk@milton.ca)

Re: Development Charges Background Study
Milton Phase 4 Trafalgar Landowners Group
Town of Milton

We are the Group Manager for the Milton P4 Trafalgar Landowners Group Inc. ("Trafalgar LOG") encompassing lands within Trafalgar Secondary Plan in the Town of Milton. Participating landowners within the Trafalgar LOG include:

- Mattamy Homes (2076828 Ontario Limited, White Squadron Development Corporation)
- Remington Group (Remington Trafalgar Inc.)
- Trinison Management Corp (Frontenac Forest Estates Inc.)
- York Trafalgar Corp. (Hannover Trafalgar Farms Limited & Milton Sheva Land Limited O/A Hornby Land JV, York Trafalgar Golf Corp., Comarin Corp)

We are in receipt of the draft Development Charge (DC) Background Study dated March 3, 2021 being presented as part of the Town of Milton's Public Meeting agenda today. We have undertaken a preliminary review of the DC Background Study and had opportunity to engage with Town staff at a meeting held on March 17. Based on our preliminary review and discussions, we have several comments on the Background Study that we bring to Council's attention.

Our primary concern is the introduction of a new "Outdoor Recreation Lands" item to the charge. This appears to be including parkland acquisition for new growth areas including the Trafalgar Secondary Plan. We do not believe this is permissible under the applicable legislation of the

Development Charges Act and Planning Act. We have requested our legal counsel to undertake a fulsome review of this element of the charge.

In addition to the above key concern, we have provided more detailed comments to Town staff seeking clarification on items related to the road improvement project list and the magnitude of estimated capital costs. As our detailed review is ongoing, we respectfully reserve the right to provide additional comments to the Town at a later time. This may include comments on the methodologies used for the transit-related component of the charge, benefit to existing calculations, and other matters that arise from our detailed review.

We understand the Building Industry and Land Development Association (BILD) will be providing comments to Milton Council as part of the public meeting today. The Trafalgar LOG supports the concerns raised in the BILD letter.

We have appreciated the opportunities provided by staff for dialogue on the Background Study to date. We request continued collaboration to address the comments provided in this letter and those forthcoming through our detailed review.

Should you have any questions, please contact the undersigned.

Yours truly,
David Schaeffer Engineering Ltd.



John Tjeerdsma, P.Eng.

210322 DC Comment Letter.docx

cc. Glen Cowan, Chief Financial Officer & Treasurer, Town of Milton
Milton P4 Trafalgar Landowners

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 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:
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- 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.
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