# The Corporation of the Town of Milton

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| Report To: | Council |
| From: | Glen Cowan, Chief Financial Officer / Treasurer |
| Date: | February 9, 2026 |
| Report No: | ES-005-26 |
| Subject: | Public Meeting: Development Charges and Community Benefits Charges |
| **Recommendation:** | THAT staff be directed to present a proposed development charge by-law on April 13, 2026 with consideration for the background study and draft by-laws included herein as Attachments 2, 3, and 4, as well as the feedback received through the public meeting, the Let's Talk Milton site, and as otherwise received through the consultation process;<br><br>AND THAT staff be directed to present a proposed community benefit charge by-law on April 13, 2026 with consideration for the strategy and draft by-law included herein as Attachments 5 and 6, as well as the feedback received through the public meeting, the Let's Talk Milton site, and as otherwise received through the consultation process. |

## EXECUTIVE SUMMARY

- Council will not be making any decisions on development charges or community benefits charges through this report.
- The preparation of a Development Charge (DC) background study and draft by-law(s) and hosting a public meeting are key legislated steps in the development of a new DC By-law.
- The DC background study and associated draft by-laws, attached as Attachments 2, 3, and 4, reflect the numerous legislative changes that have occurred in recent years as well as Milton's updated growth estimates and resulting capital infrastructure requirements.
- The DC rates calculated therein are differentiated between those that are Town-wide versus those that are area-specific for stormwater (SWM). Furthermore, the calculated rates includes options for a consolidated area-specific SWM rate as well

## EXECUTIVE SUMMARY

as differentiated retail vs non-retail non-residential rates and a consolidated non-residential rate.

- Relative to other municipalities, the total DCs within Milton (including Regional, Town, and School Board components) are expected to remain at or below the median as illustrated in Attachment 1. The calculated residential rates are projected to increase for all unit types. The net change in DCs calculated at the local level for non-residential development include both decreasing and increasing DC rates, dependent upon a policy decision regarding differentiated or consolidated retail/non-retail charges.
- The preparation of a Community Benefits Charges (CBC) strategy and draft by-law are legislatively required before passing a CBC By-law.
- The first CBC strategy and draft by-law prepared by the Town, attached as Attachments 5 and 6, is being considered for parkland acquisition to partially mitigate the impact of legislated changes that reduced parkland contributions.
- Subject to Council direction received through the public meeting, staff expect to present recommendations and proposed by-laws for DC and CBC for approval in April 2026, in advance of the expiry of the existing DC By-law in late June.

## REPORT

### Background

Development charges (DCs) allow for the recovery of growth-related capital expenditures that occur as a result of providing municipal services to new residential and non-residential development. DCs are imposed on the applicant of development applications. 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 floor area; or
- 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 the expansion of the fire and transit services.

## Background

DCs are governed by provincial legislation; specifically, the *Development Charges Act, 1997* (DCA), and associated regulations which 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 for growth.

The Town of Milton currently collects DCs under by-law 045-2021, which expires on June 26, 2026. In anticipation of the expiry, Town Council initiated the DC by-law update process through ES-038-24.

This report, ES-005-26, and Council's meeting of February 9, 2026 form an important step in the process by providing the DC Background Study and Public Meeting, both of which are a requirement of the DCA.

Community Benefits Charges (CBCs) are a way for municipalities to recover the capital costs of expanding services to higher density developments. CBCs can only be imposed on higher density developments of at least five (5) storeys and 10 residential units. The maximum allowable charge is four (4) percent of the market value of the land, valued the day before the building permit is issued.

Planning Act changes in 2020 provided the authority to implement CBCs, replacing the former bonusing provisions in section 27, and require the completion of a CBC Strategy and public consultation prior to passing a by-law. Milton is currently the only local municipality in Halton that does not currently have a CBC by-law enacted.

## Discussion

In 2024, through report ES-038-24, the Town retained Watson & Associates Economists Ltd. to lead the development of a DC background study, CBC strategy and draft the necessary by-laws. The DC and CBC study processes have been run concurrently with the study process summarized by the milestones in the table below:

| Date | Milestone |
|---|---|
| October 27, 2025 | Council Workshop – Education Session on DCs and CBCs |
| December 1, 2025 | Community Engagement Session No. 1 |
| December 19, 2025 | Public Release of the DC Background Study and CBC Strategy |
| January 23, 2026 | Public Release of the Draft DC By-laws and Draft CBC By-law |

## Discussion

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|---|---|
| January 27, 2026 | Community Engagement Session No. 2 |
| February 9, 2026 | Public Meeting (statutory for the DC By-law process) |
| April 13, 2026 | Anticipated presentation of a proposed DC By-law and CBC 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 to engage the public and stakeholders through the sharing of notifications and documentation, as well as the collection of input into the process.

The result of the process to date is the completion of the DC Background Study and the Community Benefits Charges Strategy, both prepared by Watson & Associates Economists Ltd. and dated December 19, 2025. Additionally, two (2) draft DC by-laws and one (1) draft CBC by-law were released publicly on January 23, 2026. The study, strategy, and draft by-laws, along with feedback received from stakeholders, the public, and Council, will inform the proposed DC and CBC by-laws that are expected to be presented to Council on April 13, 2026.

### Development Charges:

The DC Background Study, attached as Attachment 2, includes the following elements and satisfies the requirements of the related provincial legislation:

- Anticipated development in the Town of Milton
- Approach to the calculation of the charge
- Development charge eligible cost analysis by service
- Development charge calculation
- Development charge policy recommendations and considerations

Included within the appendices are schedules and information pertaining to areas such as local service policy, levels of service, by-law implementation and capital cost and benefit to existing methodology. Two draft development charges by-law were released publicly on January 23, 2026 and are attached as Attachment 3 and 4.

Within Appendix I of the DC Background Study are alternative DC calculation options for Council's consideration with respect to a uniform non-residential DC rate and a single area-specific stormwater DC rate. Staff are recommending the single area-specific stormwater DC rate be adopted. In the case of the non-residential rates:

## Discussion

- Attachment 3 reflects the language required to effectively implement a differentiated non-residential charge between retail and non-retail development.
- Attachment 4 reflects the language required to implement a uniform non-residential DC charge.

Policies and language unrelated to the differentiated versus uniform non-residential charge are consistent between the two draft by-laws. A recommendation to Council in relation to these by-laws is expected in April with consideration of the feedback received through the public process.

The DC rates presented in the DC Background Study are a mathematical, methodical calculation of the capital costs to service the projected growth in Milton to 2051 divided by the estimated growth for the same time period. Transit, Growth Studies, and Land – 10 Year, are calculated in a similar manner but the timeframe is limited to 10 years instead of 2051. Capital costs are reflective of the extension of current service levels to new growth areas with the exception of parkland development, outdoor recreation facilities, and parkland amenities which have been adjusted to reflect projected parkland availability, and Transit which reflects the Transit Master Plan, as permitted under the DCA.

**Residential Development:**

The DC rates calculated in the DC Background Study for a single detached unit are illustrated below with a comparison against the current rates under By-law 045-2021.

| Service | Current | DC Study | Change ($) | Change (%) |
|---|---|---|---|---|
| Town-wide Services | $30,173 | $41,932 | $11,759 | 39.0 |
| Stormwater Monitoring (various: area-specific) | $86 - $375 | $70 | Various | Various |

**Differentiated Retail and Non-Retail DCs for Non-Residential Development:**

Under By-law 045-2021, the Town currently imposes differentiated retail and non-retail DCs for non-residential developments. The DC rates calculated in the Background Study are presented in the following table with a comparison to the current rates.

Retail DC Rate Comparison – Per Square Foot

| Service | Current | DC Study | Change ($) | Change (%) |
|---|---|---|---|---|

## Discussion

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|---|---|---|---|---|
| Town-wide Services | $11.10 | $12.13 | $0.60 | 9.3 |
| Stormwater Monitoring (various: area-specific) | $0.13 - $0.62 | $0.11 | Various | Various |

Non-Retail DC Rate Comparison – Per Square Foot

| Service | Current | DC Study | Change ($) | Change (%) |
|---|---|---|---|---|
| Town-wide Services | $6.29 | $5.16 | $(1.13) | (18.0) |
| Stormwater Monitoring (various: area-specific) | $0.09 - $0.36 | $0.05 | Various | Various |

**Uniform Non-Residential DCs for Non-Residential Development:**

The Town could consider imposing DCs on a uniform basis, whereby retail and non-retail developments would pay the same charge per square foot.

| Service | Current Retail | Current Non-Retail | DC Study |
|---|---|---|---|
| Town-wide Services | $11.10 | $6.29 | $6.41 |
| Stormwater Monitoring (various: area-specific) | $0.13 - $0.62 | $0.09 - $0.36 | $0.07 |

Full detail by service area for all calculated DC rates show in the tables above can be found on page viii of the DC Background Study. Calculated rates included in the DC Background Study and this report are presented in 2025$ and will be indexed by the legislative prescribed StatsCan Non-Residential Building Construction Price Index when final recommendations are presented to Council in April.

To supplement the rate change summary provided above, Attachment 1 to this report presents a comparison of the Town's proposed DC rates to other municipalities. These comparisons show that the total DC rates in Milton, including Town, Region, and School Boards, remain at or below the median across the residential and non-residential classes based on the DC Study calculations.

In addition to the DC rates themselves and the non-residential rate policy decision, the background study also discusses policy considerations for discretionary exemptions (such

## Discussion

as agricultural, fourth dwelling unit, etc.), conversions and demolition credits, etc. The drafts of the DC by-laws maintain the same policy decisions as the current By-law.

With respect to the agricultural and related development specifically, the Town approved a policy in 2020 through report CORS-011-20 to provide a rebate for 100% of the Town DC payable for any development that met the definition of agricultural tourism or museum, up to a cumulative limit of $40,000. Through CORS-028-21, the DC Rebate Program was extended with the requirement to review, at a minimum, with each update to the Town's development charges background study and associated by-law(s). Staff will present options for Council on April 13th with respect to the continuance of those rebates outside of the DC by-law.

Following the public meeting, staff will prepare a proposed DC by-law and related staff report for Council consideration on April 13, 2026. These documents will consider the contents of the DC Background Study, as well as the input received from stakeholders, the public, and Council through the public meeting and consultation process.

**Community Benefit Charges:**

With the changes to the *Planning Act* with respect to parkland dedication rates, the ability of the Town to meet the Parks and Recreation Provision target (as established through COMS-002-21) through parkland dedication alone has been negatively impacted. Aside from Planning Act dedications, the Town has also historically entered into various financial agreements with the landowner groups representing several secondary plan areas throughout the Town to obtain additional parkland contributions. The CBC Strategy, attached as Attachment 5, has been prepared with a focus on bridging the gap between the Town's parkland standards and the parkland that may be received under the revised dedication provisions for CBC eligible developments on an area-specific basis, excluding those lands where the Town has entered into a parkland agreement.

The CBC Strategy includes the following elements and satisfies the requirements of the *Planning Act* legislation governing CBCs:

- Estimates of the anticipated development growth to which a community benefits charge will apply
- Capital costs necessary to provide the services identified
- Approach to the calculation of the CBC and the actual calculation of the charge
- CBC policy recommendations and CBC by-law rules
- By-law implementation

## Discussion

Based on the detailed calculations within the CBC Strategy, the Town can impose the maximum CBC permissible under the *Planning Act* which is 4% of the land value of the property to be developed. As shown in the study, even with the contributions that the Town will receive through both Planning Act contributions and the CBC, a notable deficiency will remain in relation to high density developments relative to the Town's parkland target.

A survey of comparator municipalities was undertaken and all municipalities that have a CBC by-law impose the maximum 4% charge. Oakville, Burlington, and Halton Hills all have CBC by-laws enacted, while the Region of Halton does not, as only local or single-tier municipalities are permitted under the *Planning Act* to establish a CBC by-law.

Although not legislatively required, the Town is seeking public feedback on the CBC Strategy and associated draft by-law through this public meeting; in addition to the community engagement sessions and the Let's Talk Milton project page. Like the DC process, feedback obtained from Council, stakeholders, and the public will be considered by staff in preparing a proposed by-law for Council consideration in April 2026.

## Financial Impact

Development charges form a critical component of the funding strategy for a growing municipality such as Milton. In total, the DC Background Study reflects capital costs totaling $2.39 billion for the eligible services based on growth that is projected and the level of service provided for. This total cost will need to be provided for through a combination of funding sources, such as DCs, property taxes, user fees or grants, where possible. The study further considers the future implications to the Town with respect to the operating budget (Appendix C of the Study) and asset management planning (Appendix F of the Study). Further detail with respect to financial considerations will provided when the proposed by-law is presented to Council for approval in April, and an update to the Town's comprehensive Fiscal Impact Study is expected in late 2026 / 2027.

Revenue generated from a CBC by-law will be used by the Town to partially offset the legislated decreases in parkland dedication/payment-in-lieu of parkland rates on applicable high density developments. Funds collected through a CBC By-law will not be sufficient to fully address the anticipated parkland shortfall related to the Town's target, and a CBC will not be applicable to those geographic areas where an agreement exists between the Town and the landowner(s) in relation to parkland dedication beyond the Planning Act requirements. Should a CBC by-law be approved by Council, a separate reserve fund will established to track the collection and utilization of the funds.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

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| For questions, please contact: | Melanie Wallhouse<br>Manager, Development Finance and Financial Consulting | Phone: Ext. 2314 |

## Attachments

Attachment 1: Municipal Comparison of Development Charge Rates

Attachment 2: Development Charge Background Study by Watson & Associates Economists Ltd. dated December 19, 2025

Attachment 3: Draft Development Charge By-law – Differentiated Non-Residential Charge

Attachment 4: Draft Development Charge By-law – Consolidated Non-Residential Charge

Attachment 5: Community Benefits Charge Strategy by Watson & Associates Economists Ltd. dated December 19, 2025

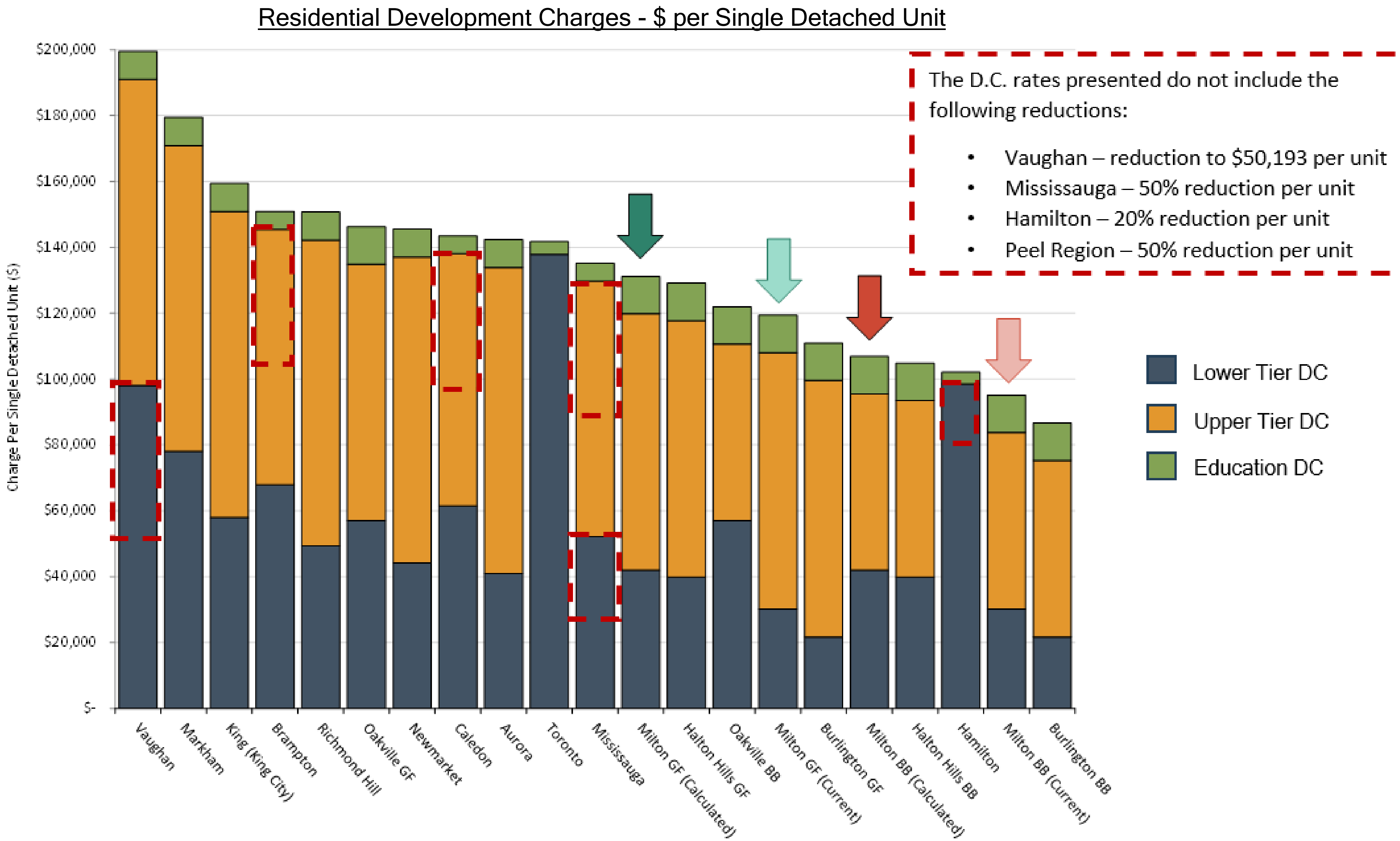
Attachment 6: Draft Community Benefits Charge By-law

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

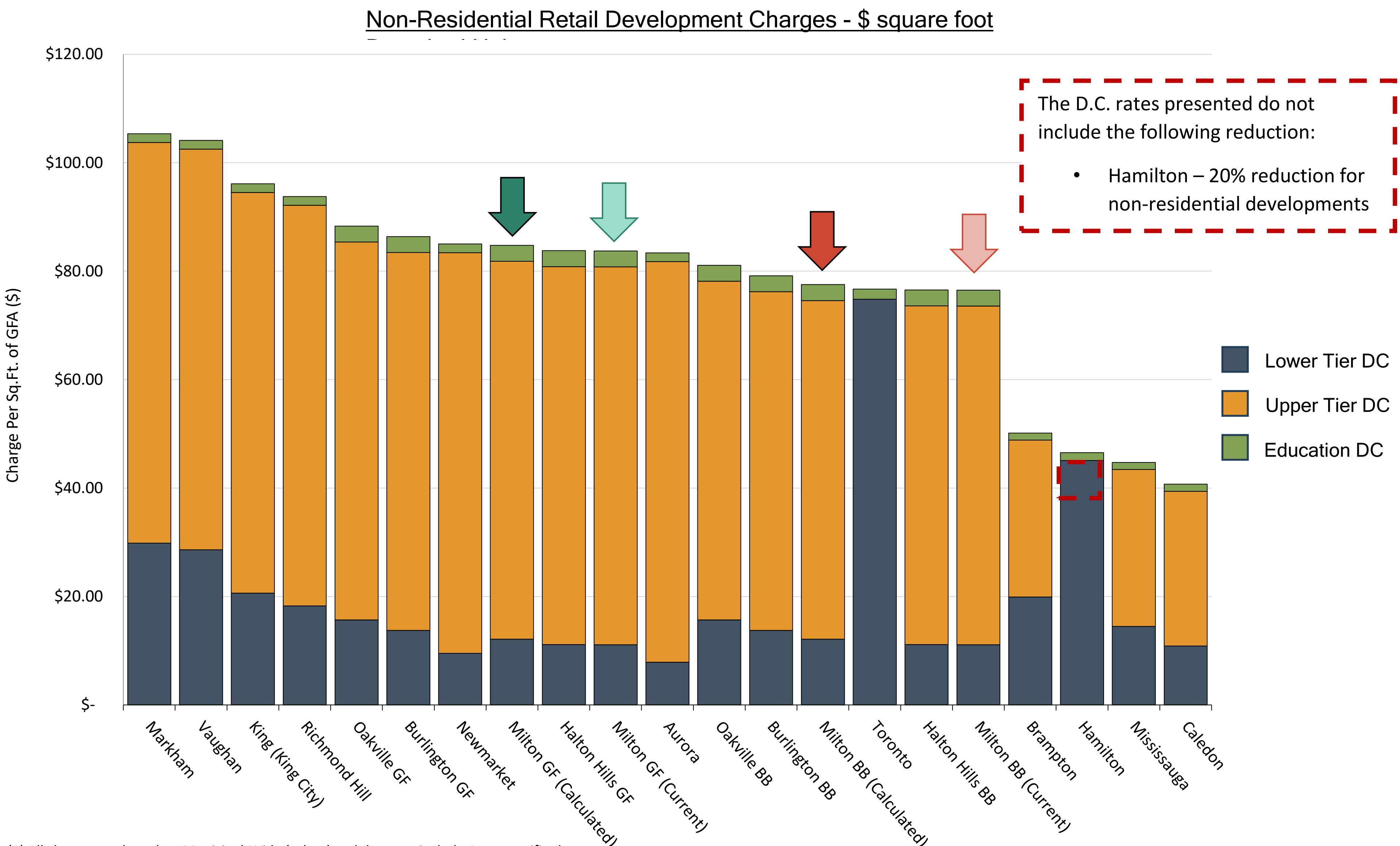
## Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

# Attachment 1
## Survey of Comparator Municipalities

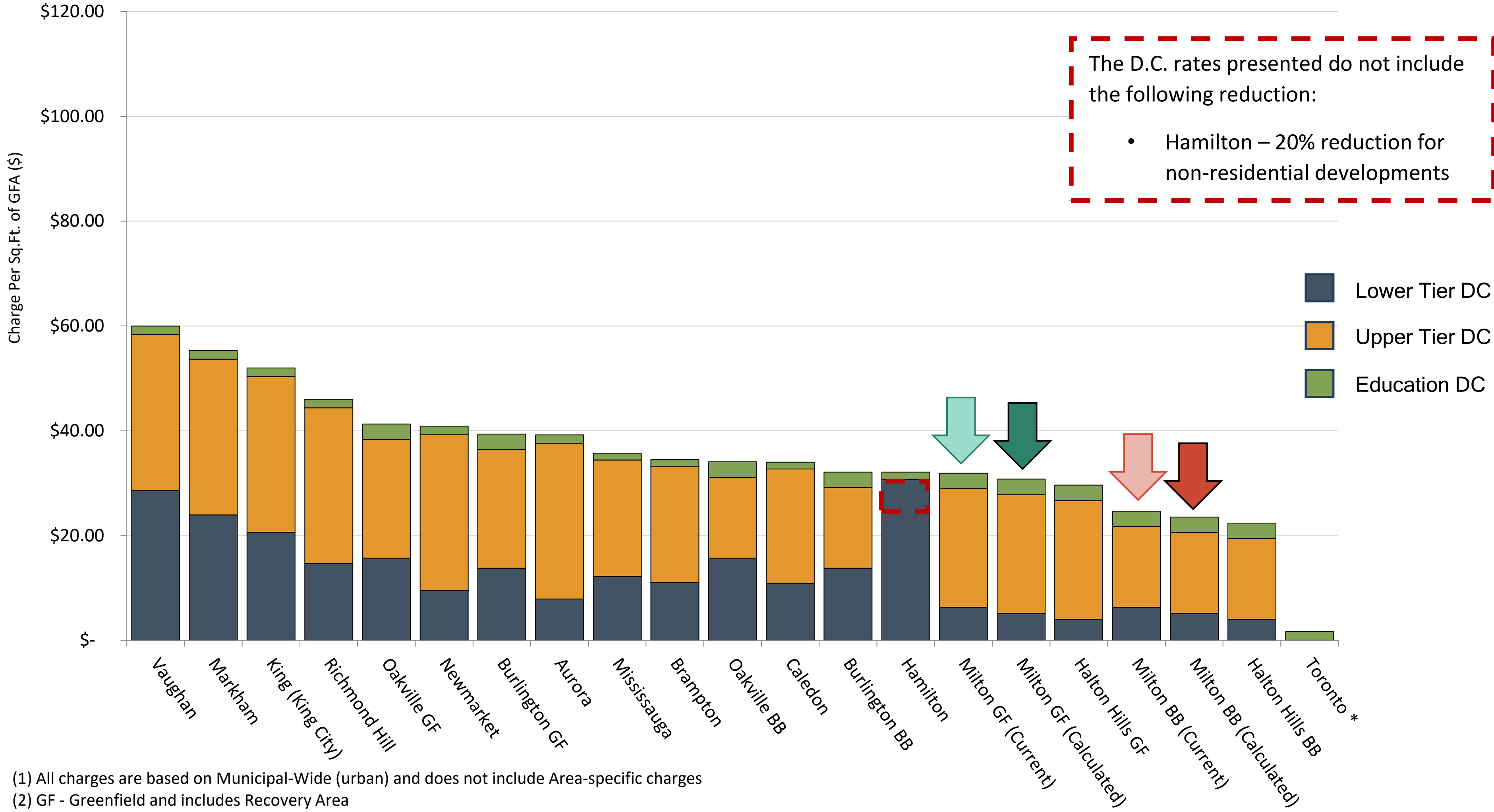



(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

## Non-Residential Non-Retail Development Charges - $ square




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre
*Industrial development is exempt

# Development Charges Background Study

## Town of Milton

December 19, 2025

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

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## List of Acronyms and Abbreviations

| Acronym | Full Description of Acronym |
|---|---|
| A.M.P. | Asset management plan |
| B.T.E. | Benefit to existing |
| D.C. | Development charge |
| D.C.A. | Development Charges Act, 1997, as amended |
| F.I.R. | Financial Information Return |
| G.F.A. | Gross floor area |
| HUSP | Halton Urban Structure Plan |
| M.E.V. | Milton Education Village |
| N.F.P.O.W. | No fixed place of work |
| O.L.T. | Ontario Land Tribunal |
| O. Reg. | Ontario Regulation |
| P.O.A. | Provincial Offences Act |
| P.P.U. | Persons per unit |
| sq.ft. | square foot |
| sq.m | square metre |

# Executive Summary

# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Milton required by the *Development Charges Act, 1997*, as amended (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:

    - Chapter 1 – Overview of the legislative requirements of the Act;
    - Chapter 2 – Review of current D.C. policies of the Town;
    - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
    - Chapter 4 – Approach to calculating the D.C.;
    - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions/allocations;
    - Chapter 6 – Calculation of the D.C.s;
    - Chapter 7 – D.C. policy recommendations and rules; and
    - Chapter 8 – By-law implementation.

2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below.

    1) Identify amount, type and location of growth.
    2) Identify servicing needs to accommodate growth.
    3) Identify capital costs to provide services to meet the needs.
    4) Deduct:
        - Grants, subsidies and other contributions;
        - Benefit to existing development;
        - Amounts in excess of 15-year historical service calculation; and
        - D.C. reserve funds (where applicable);
    5) Net costs are then allocated between residential and non-residential benefit; and
    6) Net costs are divided by the growth to provide the D.C.

3. Several changes to the D.C.A. have occurred since the passage of the Town's 2021 D.C. By-law. These changes include additional mandatory exemptions, discounts, and limitations on imposing D.C.s. Further discussion is provided in Chapter 1, and a detailed summary of the changes is provided in Appendix H.

4. The growth forecast (Chapter 3) on which the D.C. study is based, projects the following population, housing, and non-residential floor area for the 10-year (2025 to 2034) and 2051 (2025 to 2051) forecast periods for the purposes of calculating the Town-wide D.C.s.

Table ES-1
Town of Milton
Summary of Growth Forecast by Planning Period – Town-wide D.C.s

| Measure | Town-wide 10 Year<br>2025 to 2034 | Town-wide 2051<br>2025 to 2051 |
|---|---|---|
| (Net) Population Increase | 116,511 | 231,331 |
| Residential Unit Increase | 37,047 | 86,439 |
| Non-Residential Gross Floor Area Increase (sq.ft.) | 30,082,200 | 62,588,200 |

Source: Watson & Associates Economists Ltd. Forecast 2025

In addition, the growth anticipated for the 2051 forecast period for each of the following secondary plan areas have been provided for the purposes of calcuating the area-specific stormwater monitoring D.C.s:

- Boyne;
- Sherwood;
- Derry Green;
- Trafalgar;
- Agerton;
- Britannia;
- Milton Education Village (M.E.V.);
- M.E.V. Supplemental Lands;

- Community Area Expansion Lands; and
- Employment Area Expansion Lands.

Table ES-2
Town of Milton
Summary of Growth Forecast by Planning Period – Area-Specific Stormwater D.C.s

| Measure | Sherwood 2051<br>2025 to 2051 | Boyne 2051<br>2025 to 2051 | Milton Education Village 2051<br>2025 to 2051 | Britannia Secondary Plan 2051<br>2025 to 2051 | Agerton Secondary Plan 2051<br>2025 to 2051 |
|---|---|---|---|---|---|
| (Net) Population Increase | 4,696 | 20,133 | 18,310 | 54,568 | 13,615 |
| Residential Unit Increase | 2,882 | 6,626 | 7,899 | 16,788 | 6,572 |
| Non-Residential Gross Floor Area Increase (sq.ft.) | 835,100 | 2,365,600 | 1,984,300 | 3,337,400 | 8,941,800 |

Source: Watson & Associates Economists Ltd. Forecast 2025

Table ES-2 (Cont'd)

| Measure | Trafalgar Secondary Plan 2051<br>2025 to 2051 | Community Area Expansion Lands 2051<br>2025 to 2051 | Derry Green Corporate Business Park 2051<br>2025 to 2051 | MEV Supplemental Lands 2051<br>2025 to 2051 | Employment Area Expansion Lands 2051<br>2025 to 2051 |
|---|---|---|---|---|---|
| (Net) Population Increase | 39,536 | 58,918 | - | - | - |
| Residential Unit Increase | 12,680 | 17,482 | - | - | - |
| Non-Residential Gross Floor Area Increase (sq.ft.) | 2,668,200 | 3,162,000 | 13,931,600 | 2,371,800 | 6,694,100 |

Source: Watson & Associates Economists Ltd. Forecast 2025

Note: residential unit increase includes institutional units and off-campus student housing units.

5. On May 31, 2021, the Town of Milton passed By-law 044-2021 under the D.C.A. (note: By-law 045-2021 for parking services was also passed on May 31, 2021, however, this by-law expired on September 18, 2022). By-law 044-2021 imposes D.C.s on residential and non-residential uses. The Town is undertaking a D.C. public process and anticipates passing a new by-law on April 13, 2026, with the mandatory public meeting scheduled for February 9, 2026.

6. The Town's D.C.s currently in effect (as of April 1, 2025) for single detached dwelling units for Town-wide services are $30,173 per unit. Non-residential charges per sq.ft. of gross floor area (G.F.A.) for Town-wide services are $11.10

per sq.ft. for retail development and $6.29 per sq.ft. for non-retail development. In addition, the Town currently charges area-specific D.C.s for stormwater management services related to monitoring programs for the Sherwood, Boyne, Derry Green, Trafalgar, Agerton, Britannia, M.E.V., and M.E.V. Supplemental Lands areas. These charges are in addition to the Town-wide development charges and are as follows:

Table ES-3
Town of Milton
Current Area-Specific Stormwater Rates

| Area | Residential D.C. *Per Single Detached Unit* | Retail D.C. *per sq.ft. of G.F.A.* | Non-Retail D.C. *per sq.ft. of G.F.A.* |
|---|---|---|---|
| Sherwood | $242 | $0.62 | $0.36 |
| Boyne | $86 | $0.13 | $0.09 |
| Derry Green | n/a | $0.25 | $0.10 |
| Trafalgar | $212 | $0.29 | $0.17 |
| Agerton | $141 | $0.25 | $0.17 |
| Britannia | $126 | $0.17 | $0.10 |
| M.E.V. | $375 | $0.56 | $0.36 |
| M.E.V. Supplemental Lands | n/a | $0.53 | $0.36 |

7. This report has undertaken a recalculation of the charges based on future identified needs (presented in Table ES-5 for residential and non-residential development). The corresponding single detached unit charge is $41,932 for Town-wide services. The non-residential, retail charge is $12.13 per sq.ft. and the non-residential, non-retail charge is $5.16 per sq.ft. for Town-wide services. The area-specific charges for stormwater monitoring are set out in Table ES-5. These rates are submitted to Council for its consideration[1].

[1] Note: the proposed D.C. rates are presented in 2025 dollars. When the final by-law is presented to Council for consideration in April 2026, indexing of the rates may apply.

8. The D.C.A. requires a summary to 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 6-14. A summary of these costs is provided below:

Table ES-4
Summary of Expenditures Anticipated Over the Life of the By-law

| Summary of Expenditures Anticipated Over the Life of the By-law | Expenditure Amount |
|---|---|
| Total gross expenditures planned over the next ten years | $693,782,095 |
| Less: Benefit to existing development | $45,191,574 |
| Less: Post planning period benefit | $54,508,720 |
| Less: Other Deductions | $1,061,300 |
| Less: Deduction for Population Incline | $385,000 |
| Less: Grants, subsidies and other contributions | $0 |
| **Net costs to be recovered from development charges** | **$592,635,501** |

This suggests that for the non-D.C. cost over the ten-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), approximately $46.64 million (or an annual amount of $4.66 million) will need to be contributed from taxes and rates or other sources. With respect to the post-period benefit amount of approximately $54.51 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 approximately $693.78 million over the life of the by-law, of which $592.64 million (85%) is recoverable from D.C.s. Of this net amount, $497.55 million is recoverable from residential development and $95.09 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

The following services are calculated based on an area-specific 2051 forecast:

- Stormwater Services (for Boyne, Sherwood, Derry Green, Trafalgar, Agerton, Britannia, M.E.V., M.E.V. Supplemental Lands, Community Area Expansion Lands, and Employment Area Expansion Lands).

The following services/classes of service are calculated based on a Town-wide 2051 forecast:

- Services Related to a Highway;
- Fire Protection Services
- Public Works (Facilities and Fleet);
- Parks and Recreation Services;
- Library Services; and
- Land Acquisition (for D.C. eligible services that are not restricted to a 10-year forecast period[1]).

The following services/classes of service are calculated based on a 10-year forecast:

- Transit Services;
- Growth Studies; and
- Land Acquisition (for D.C. eligible services that are restricted to a 10-year forecast period[2]).

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law;
- considering if any changes are required to the Local Service Policy; and

[1] Services include: services related to a highway, public works (for land related to services related to a highway), and fire protection services
[2] Services include: parks and recreation services, library services, public works (for land related to parks)

- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).

In addition to the above considerations, the following policy options have been provided as part of this Background Study in Appendix I:

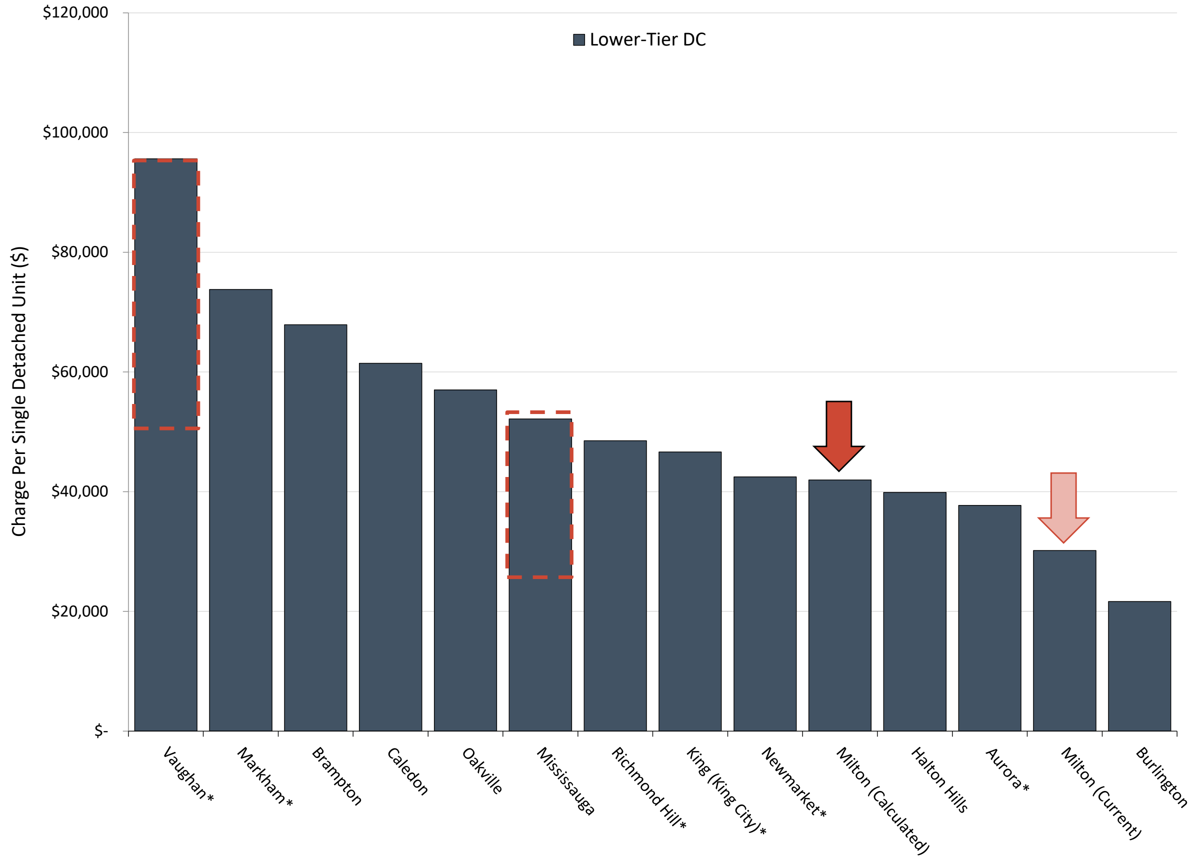
- Option to consolidate the retail and non-retail D.C. categories into a blended, uniform non-residential rate category; and
- Option to consolidate the area-specific stormwater D.C.s into one urban-area-specific D.C. rate.

10. Figures ES-1 through ES-3 provide a comparison of the Town's current and calculated D.C. rates to other comparable municipalities in Southern Ontario. Figures ES-4 through ES-6 provide the comparison of D.C.s with the inclusion of upper-tier and education D.C.s. Comparisons are provided for residential (single detached units), retail D.C.s and non-retail D.C.s.

## Table ES-5
## Town of Milton
## Schedule of Development Charges

| Service/Class of Service | RESIDENTIAL | | | | | NON-RESIDENTIAL | |
|---|---|---|---|---|---|---|---|
| | Single and Semi-Detached Dwelling | Other Multiples | Apartments - 2 Bedrooms + | Apartments - Bachelor and 1 Bedroom | Special Care/Special Dwelling Units | Retail (per sq.ft. of Gross Floor Area) | Non-Retail (per sq.ft. of Gross Floor Area) |
| **Town Wide Services/Class of Service:** | | | | | | | |
| Services Related to a Highway | 7,432 | 5,924 | 3,808 | 2,709 | 2,137 | 5.05 | 2.19 |
| Public Works (Facilities and Fleet) | 1,205 | 961 | 617 | 439 | 347 | 0.49 | 0.21 |
| Transit Services | 3,054 | 2,434 | 1,565 | 1,113 | 878 | 1.66 | 0.66 |
| Fire Protection Services | 885 | 705 | 453 | 323 | 255 | 0.63 | 0.27 |
| Parks and Recreation Services | 21,573 | 17,196 | 11,054 | 7,862 | 6,204 | 2.18 | 0.94 |
| Library Services | 1,566 | 1,248 | 802 | 571 | 450 | 0.16 | 0.07 |
| Growth Studies | 444 | 354 | 228 | 162 | 128 | 0.33 | 0.13 |
| Land - 2051 Forecast | 2,323 | 1,852 | 1,190 | 847 | 668 | 1.30 | 0.56 |
| Land - 10 Year Forecast | 3,450 | 2,750 | 1,768 | 1,257 | 992 | 0.33 | 0.13 |
| **Total Town Wide Services/Class of Services** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **12.13** | **5.16** |
| **Area Specific Stormwater Drainage and Control Services:** | | | | | | | |
| Boyne Stormwater Drainage and Control Services | 99 | 79 | 51 | 36 | 28 | 0.04 | 0.03 |
| Sherwood Stormwater Drainage and Control Services | 56 | 45 | 29 | 20 | 16 | 0.62 | 0.44 |
| Derry Green Stormwater Drainage and Control Services | - | - | - | - | - | 0.11 | 0.03 |
| Trafalgar Stormwater Drainage and Control Services | 67 | 53 | 34 | 24 | 19 | 0.06 | 0.04 |
| Agerton Stormwater Drainage and Control Services | 45 | 36 | 23 | 16 | 13 | 0.06 | 0.04 |
| M.E.V. Stormwater Drainage and Control Services | 100 | 80 | 51 | 36 | 29 | 0.25 | 0.19 |
| Britannia Stormwater Drainage and Control Services | 40 | 32 | 20 | 15 | 12 | 0.03 | 0.02 |
| M.E.V. Supplemental Lands Stormwater Drainage and Control Services | - | - | - | - | - | 0.55 | 0.29 |
| Community Area Expansion Lands Stormwater Drainage and Control Services | 60 | 48 | 31 | 22 | 17 | 0.03 | 0.02 |
| Employment Area Expansion Lands Stormwater Drainage and Control Services | - | - | - | - | - | 0.30 | 0.09 |
| **Total - Boyne** | **42,031** | **33,503** | **21,536** | **15,319** | **12,087** | **12.17** | **5.19** |
| **Total - Sherwood** | **41,988** | **33,469** | **21,514** | **15,303** | **12,075** | **12.75** | **5.60** |
| **Total - Derry Green** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **12.24** | **5.19** |
| **Total - Trafalgar** | **41,999** | **33,477** | **21,519** | **15,307** | **12,078** | **12.19** | **5.20** |
| **Total - Agerton** | **41,977** | **33,460** | **21,508** | **15,299** | **12,072** | **12.19** | **5.20** |
| **Total - Milton Education Village** | **42,032** | **33,504** | **21,536** | **15,319** | **12,088** | **12.38** | **5.35** |
| **Total - Britannia** | **41,972** | **33,456** | **21,505** | **15,298** | **12,071** | **12.16** | **5.18** |
| **Total - MEV Supplementary Lands** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **12.68** | **5.45** |
| **Total - Community Area Expansion Lands** | **41,992** | **33,472** | **21,516** | **15,305** | **12,076** | **12.16** | **5.18** |
| **Total - Employment Area Expansion Lands** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **12.43** | **5.25** |

Figure ES-1
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Lower Tier Only

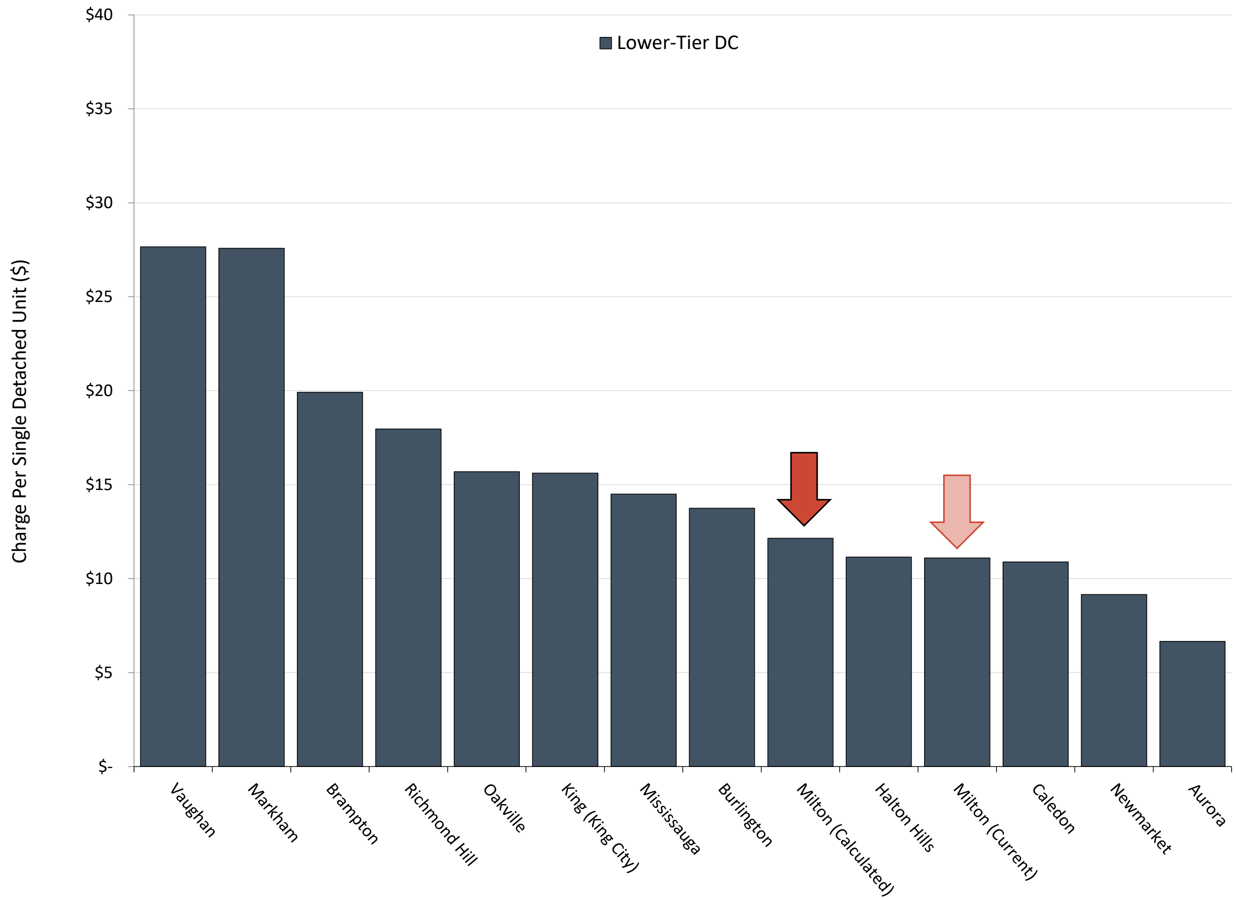



The D.C. rates presented do not include the following reductions:

- Vaughan – reduction to $50,193 per unit
- Mississauga – 50% reduction per unit

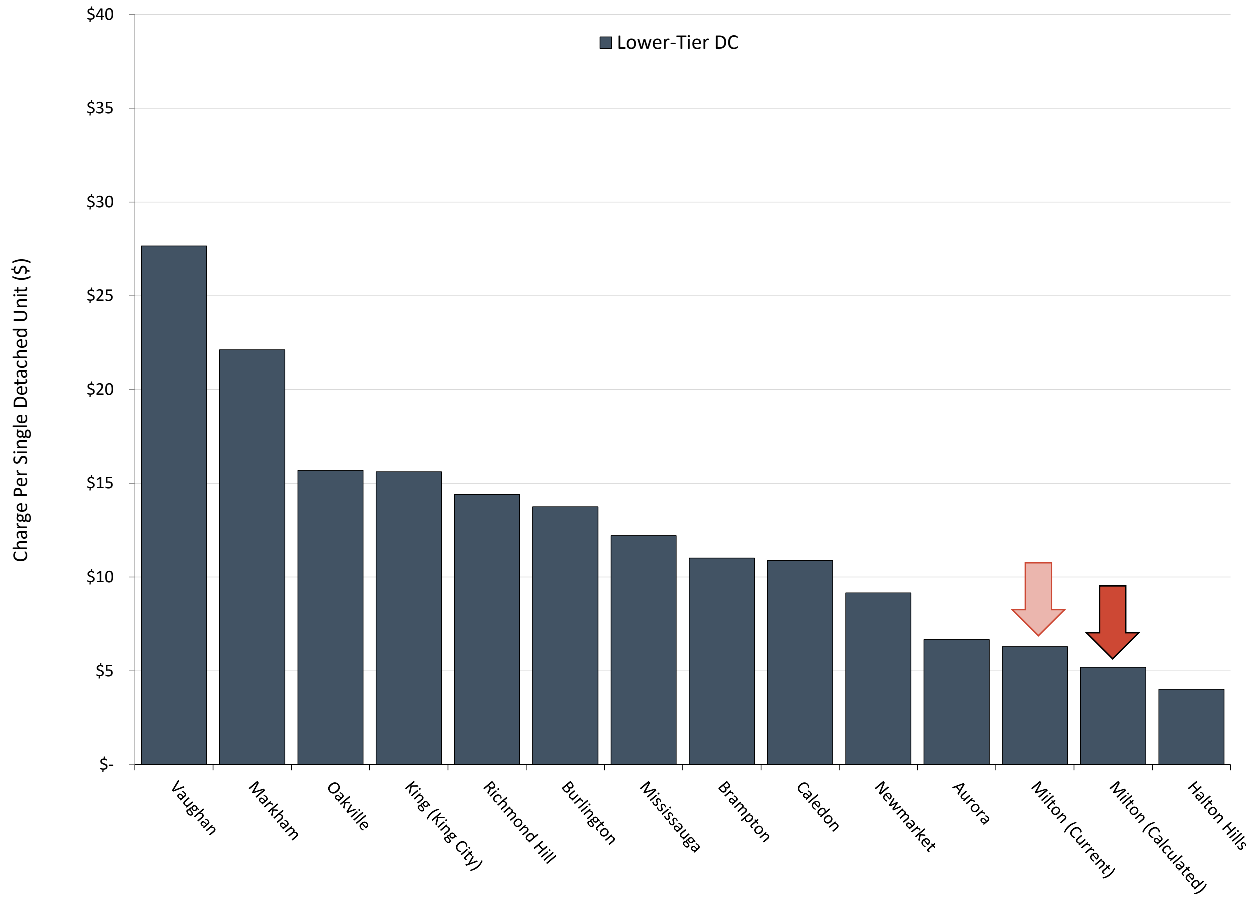
*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure ES-2
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



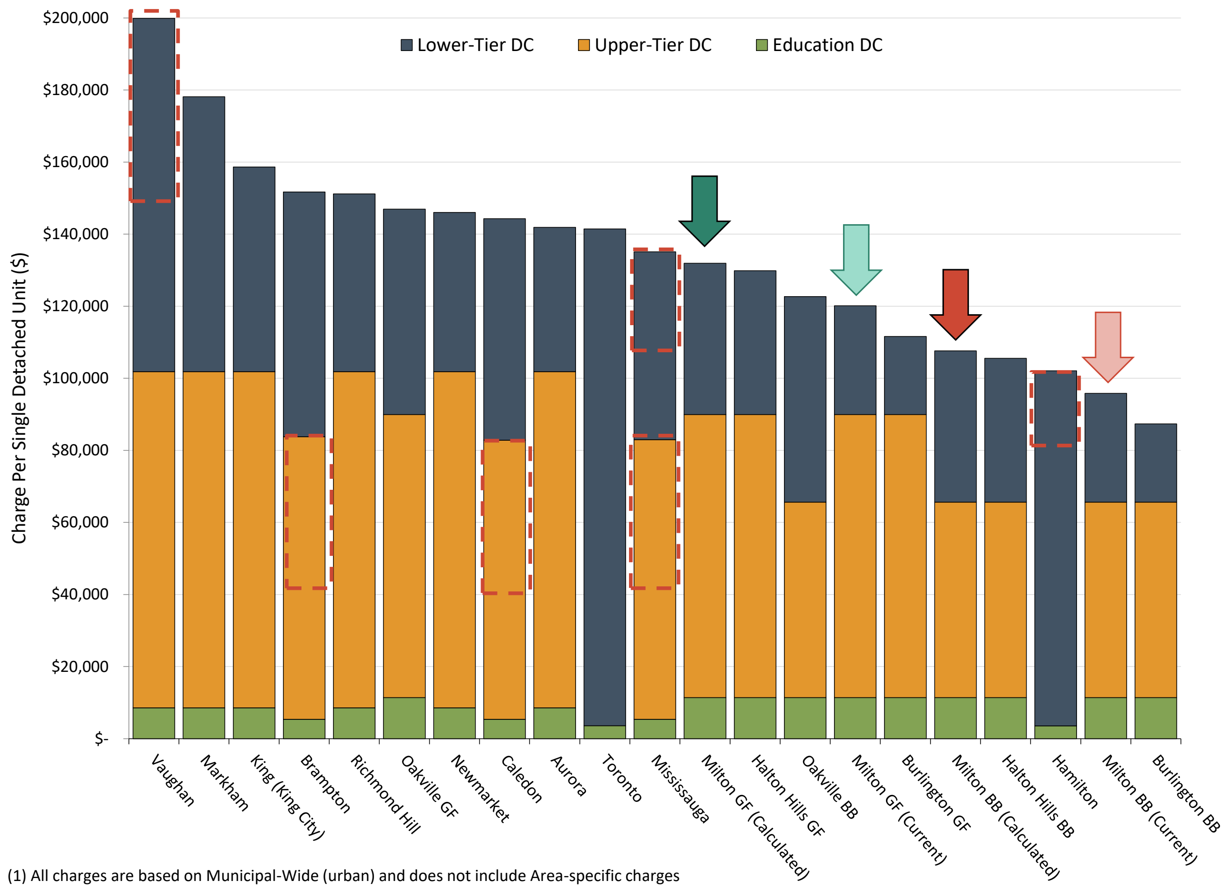

*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure ES-3
Town of Milton
Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only




*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure ES-4
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Including Upper Tier and Education D.C.s

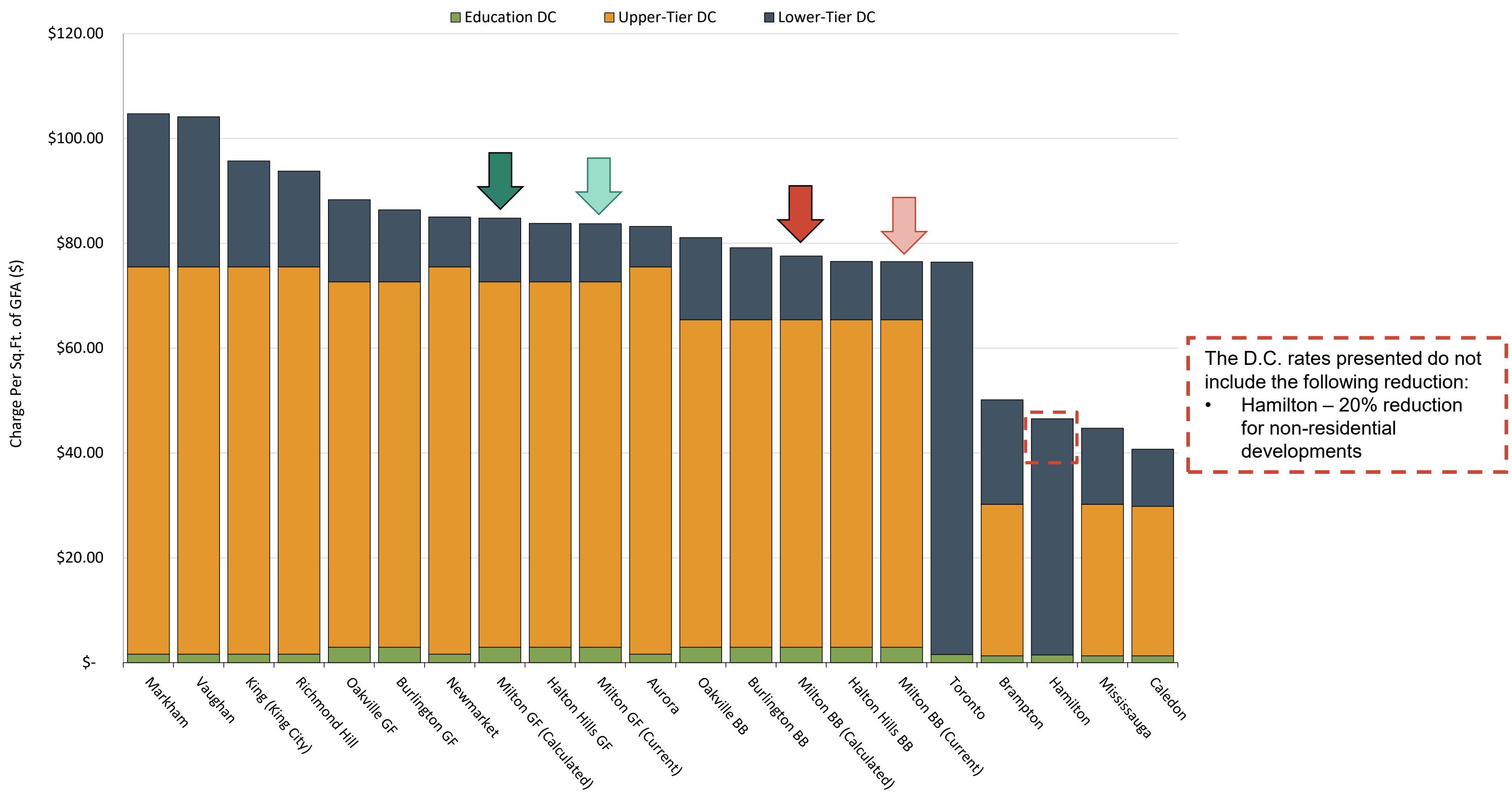



The D.C. rates presented do not include the following reductions:

- Vaughan – reduction to $50,193 per unit
- Mississauga – 50% reduction per unit
- Hamilton – 20% reduction per unit
- Peel Region – 50% reduction per unit

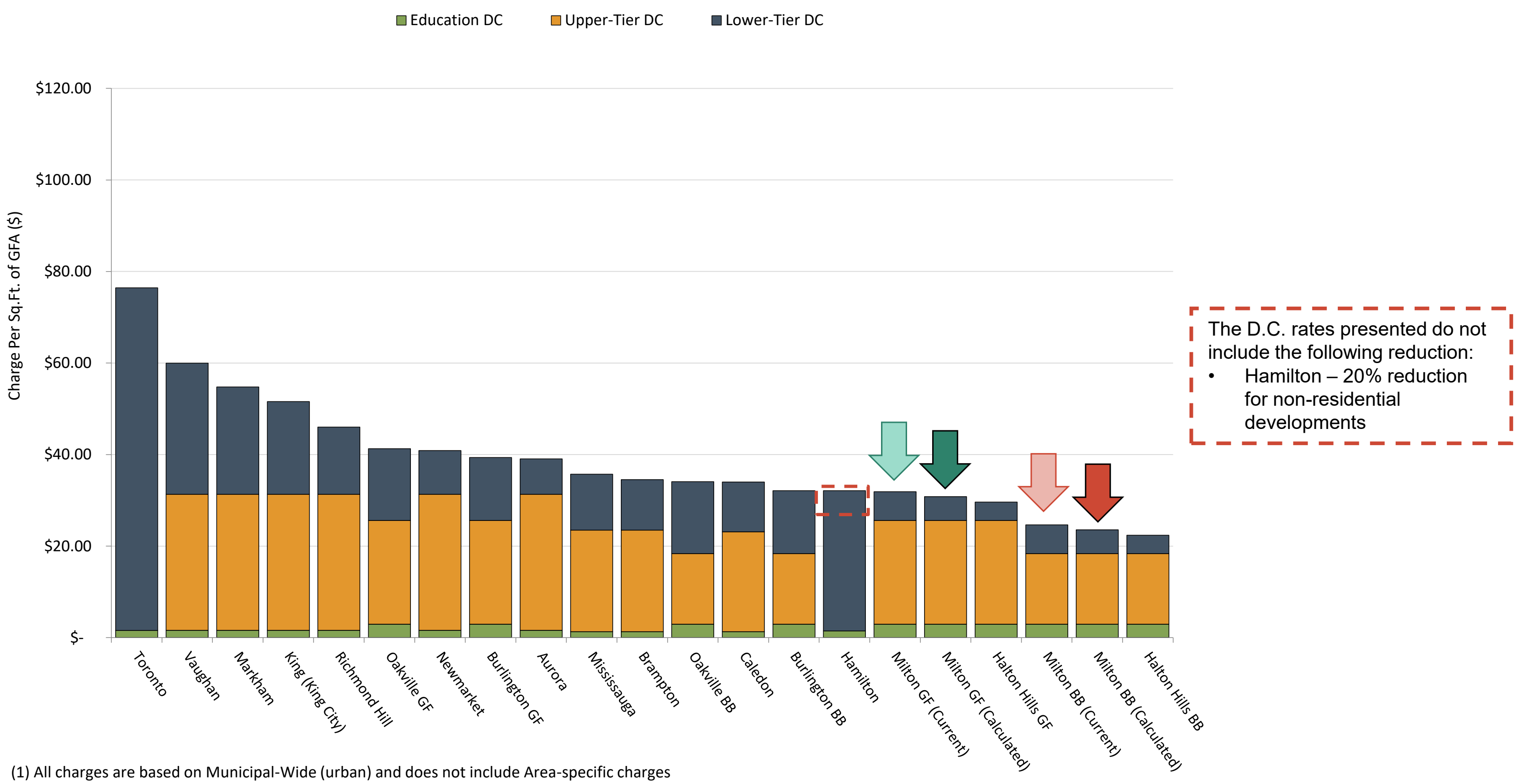
(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

Figure ES-5
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Including Upper Tier and Education D.C.s




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

Figure ES-6
Town of Milton
Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Including Upper Tier and Education D.C.s




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

# Report

# Chapter 1
## Introduction

# 1. Introduction

## 1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the Development Charges Act, as amended, (D.C.A.) (section 10) and, accordingly, recommends new development charges (D.C.s) and policies for the Town of Milton.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2025. Watson worked with Town staff in preparing the D.C. analysis and policy recommendations.

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

This report has been prepared to meet the statutory requirements applicable to the Town's D.C. background study, as summarized in Chapter 4 and addresses the requirement for "rules" (contained in Chapter 7).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), Milton's current D.C. policies (Chapter 2) and the policies that will guide the proposed by-law to be released at a later date, to make the exercise understandable to those who are involved.

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

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

## 1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A. has been scheduled for February 9, 2026. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology, and the proposed modifications to the Town's D.C.s.

In accordance with the legislation, the background study will be available for public review on December 19, 2025. The proposed D.C. by-law will be released no later than January 26, 2026, as required by legislation.

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

- consideration of responses received prior to, at, or immediately following the public meeting; and
- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

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

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

| Schedule of Study Milestone | Dates |
|---|---|
| 1. Data collection, staff review, engineering work, D.C. calculations and policy work | March 2025 to October 2025 |
| 2. Public release of final D.C. Background study | December 19, 2025 |
| 3. Public release of the proposed D.C. by-law | January 26, 2026 |
| 4. Stakeholder Engagement Sessions | December 1, 2025 & January 27, 2026 |
| 5. Public meeting advertisement posted to the Town's website | At least 21 days prior to the Public Meeting |
| 6. Public meeting of Council | February 9, 2026 |
| 7. Council considers adoption of background study and passage of by-law | April 13, 2026 |
| 8. Notice given of by-law passage | By 20 days after passage |
| 9. Last day for by-law appeal | 40 days after passage |
| 10. Town makes pamphlet available (where by-law not appealed) | By 60 days after in force date |

## 1.3 Changes to the D.C.A.

Since the passage of the Town's previous by-law, there have been a number of changes to the D.C.A. These changes include various additional mandatory exemptions, discounts, and limitations on imposing D.C.s. A high-level summary is provided below and a detailed summary of the changes is provided in Appendix H.

- *Bill 109: More Homes for Everyone Act, 2022* – additional reporting requirements for the Annual Treasurer's statement on D.C. reserve funds;
- *Bill 23: More Homes Built Faster Act, 2022* – additional mandatory exemptions, discounts, and other changes:
    - Additional Residential Unit Exemption – add up to 2 units in a detached, semi-detached, or rowhouse within certain parameters and the units are exempt;
    - Housing was removed as a D.C. eligible service;
    - New exemption for Non-profit Housing;
    - New exemption for Affordable and Attainable Units;
    - New exemption for affordable units required through Inclusionary Zoning;
    - Extension of the historical level of service calculations from 10 years to 15 years;
    - Revised definition of capital costs and a mandatory phase-in (later reversed by Bill 185);
    - Extension of the by-law expiry requirements from 5 years to 10 years;
    - Discount for rental housing based on the number of bedrooms (15% to 25%);
    - Maximum interest rate for instalment payments and the rate freeze; and
    - Requirement to spend or allocate at least 60% of reserve funds for water, wastewater, and services related to a highway;
- *Bill 134: Affordable Homes and Good Jobs Act, 2023* – refinement to the definition of affordable housing for the purposes of the exemption;
- *Bill 185: Cutting Red Tape to Build More Homes Act, 2024* – reversal of changes from Bill 23 and public process changes:
    - Revised definition of capital costs to reinclude growth-related studies;
    - Removed the mandatory phase-in from Bill 23;
    - Introduced a streamlined process for minor by-law amendments;
    - Reduced the rate freeze timing from 2 years to 18 months; and
    - Modernized public notice requirements in certain instances.
- *Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025* – introduces additional exemptions, changes to the timing of payment for residential D.C.s, and provides regulatory authority to make future changes;

  - Exemption for long-term care homes;
  - Change in definition of capital costs to allow changes via regulation;
  - Expansion of the simplified by-law amendment process to include scenarios where D.C.s are reduced;
  - Requirement to impose the lower of the current D.C. or the rate freeze (with interest); and
  - Allowance for regulation to group services together for the purposes of D.C. credits.
  - Deferral of D.C.s to occupancy for all residential development;
  - Removal of interest for legislated instalments; and
  - The ability to waive the requirement for instalments or payment at occupancy without the need for an early payment agreement.
  - Ontario Regulation 164/25 – Introduction of London Series for the purposes of indexing a D.C. by-law and expansion of the requirement to spend or allocate 60% of reserve fund balances to all services.
- *Bill 60: Fighting Delays, Building Faster Act, 2025 and Regulatory Changes* – introduces class of service for land acquisition and other reporting requirements;
  - Addition of class of service for land acquisition (with removal of land costs from level of service calculations);
  - Additional requirements related to providing a local service policy;
  - Merging of credits for water supply services and wastewater services;
  - Requirement to provide greater details in background study with respect to how capital costs are determined and how growth-related and non-growth-related shares of costs are determined;
  - Additional requirements to provide documents to the Minister;
  - Deadlines provided for Treasurer's Statement completion and submission of documents to the Minister of Municipal Affairs and Housing; and
  - Additional reporting requirements for the Treasurer's Statement.

# Chapter 2
## Current Town of Milton D.C. Policies

# 2. Current Town of Milton D.C. Policies

## 2.1 Schedule of Changes

The Town of Milton currently imposes charges through By-law 045-2021 under the D.C.A.

The by-law imposes D.C.s for residential and non-residential uses. The table below provides the rates currently in effect, as of April 1, 2025.

Table 2-1
Town of Milton
Current D.C. Rates
April 1, 2025

| Service | Residential | | | | | Non-Residential | |
|---|---|---|---|---|---|---|---|
| | Single\Semi Dwelling | Multiples | Apartments with >= 2 Bedrooms | Apartments with < 2 Bedrooms | Special Care/Special Dwelling Units | Retail (per sq.ft) | Non-Retail (per sq.ft) |
| **Town Wide Services** | | | | | | | |
| Services Related to a Highway | 9,368 | 7,045 | 4,323 | 3,188 | 2,708 | 6.95 | 4.03 |
| Fire Protection Services | 629 | 473 | 291 | 214 | 182 | 0.61 | 0.35 |
| Library Services | 1,746 | 1,311 | 804 | 594 | 504 | 0.16 | 0.10 |
| Transit | 1,605 | 1,208 | 740 | 545 | 464 | 1.04 | 0.50 |
| Growth Studies | 626 | 472 | 290 | 213 | 181 | 0.52 | 0.25 |
| Parks and Recreation | 15,155 | 11,396 | 6,994 | 5,157 | 4,384 | 1.44 | 0.84 |
| Public Works Operations | 1,044 | 785 | 483 | 356 | 302 | 0.38 | 0.22 |
| **Total Town Wide Services** | **30,173** | **22,690** | **13,925** | **10,267** | **8,725** | **11.10** | **6.29** |
| **Area Specific Charges** | | | | | | | |
| Stormwater Management - Sherwood | 242 | 182 | 113 | 81 | 71 | 0.62 | 0.36 |
| Stormwater Management - Boyne | 86 | 66 | 41 | 28 | 25 | 0.13 | 0.09 |
| Stormwater Management - Derry Green | - | - | - | - | - | 0.25 | 0.10 |
| Stormwater Management - Trafalgar | 212 | 158 | 97 | 72 | 60 | 0.29 | 0.17 |
| Stormwater Management - Agerton | 141 | 106 | 66 | 48 | 41 | 0.25 | 0.17 |
| Stormwater Management - Britannia | 126 | 95 | 58 | 43 | 36 | 0.17 | 0.10 |
| Stormwater Management - MEV | 375 | 282 | 174 | 127 | 108 | 0.56 | 0.36 |
| Stormwater Management - MEV Supplemental Lands | - | - | - | - | - | 0.53 | 0.36 |
| **Total - Sherwood Survey** | **30,415** | **22,872** | **14,038** | **10,348** | **8,796** | **11.72** | **6.65** |
| **Total - Boyne Survey** | **30,259** | **22,756** | **13,966** | **10,295** | **8,750** | **11.23** | **6.38** |
| **Total - Derry Green** | **30,173** | **22,690** | **13,925** | **10,267** | **8,725** | **11.35** | **6.39** |
| **Total - Trafalgar** | **30,385** | **22,848** | **14,022** | **10,339** | **8,785** | **11.39** | **6.46** |
| **Total - Agerton** | **30,314** | **22,796** | **13,991** | **10,315** | **8,766** | **11.35** | **6.46** |
| **Total - Britannia** | **30,299** | **22,785** | **13,983** | **10,310** | **8,761** | **11.27** | **6.39** |
| **Total - MEV** | **30,548** | **22,972** | **14,099** | **10,394** | **8,833** | **11.66** | **6.65** |
| **Total - MEV Supplemental Lands** | **30,173** | **22,690** | **13,925** | **10,267** | **8,725** | **11.63** | **6.65** |

## 2.2 Services Covered

The following services are covered under By-law 045-2021:

**Town-wide Services:**

- Services Related to a Highway;
- Public Works Operations;

- Fire Protection Services
- Transit Services;
- Parks and Recreation Services;
- Library Services; and
- Growth Studies.

**Area-specific Service:**

- Stormwater Management Services:
  - Sherwood Secondary Plan;
  - Boyne Secondary Plan;
  - Derry Green Secondary Plan;
  - Trafalgar Secondary Plan;
  - Agerton Secondary Plan;
  - Britannia Secondary Plan;
  - Milton Education Village (M.E.V.) Secondary Plan; and
  - Milton Education Village (M.E.V.) Supplemental Lands Secondary Plan.

## 2.3 Timing of D.C. Calculation and Payment

D.C.s are calculated and payable on the date that the first building permit is issued in relation to a building or structure on land to which the D.C. relates. Where D.C.s apply to land in relation to which a building permit is required, the building permit shall not be issued until the D.C. has been paid in full.

D.C.s for developments proceeding through Site Plan or Zoning By-law Amendment application are frozen at the time the application is submitted. Once the application is approved, the applicant has 18 months to obtain the building permits related to the development, otherwise, the current D.C. is applicable.

D.C.s for rental housing and institutional development shall be paid in 6 equal annual instalments, with the first payment due upon occupancy or occupancy permit.

Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable, in accordance with section 27 of the D.C.A.

Note: additional legislative changes have been provided with respect to timing of payment (e.g. residential D.C.s are now payable at occupancy). Further details are provided in Appendix H.

## 2.4 Indexing

Indexing of the D.C.s shall be implemented annually each April 1st, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02).[1]

## 2.5 Redevelopment Allowance

As a result of the redevelopment of land, a building or structure existing on the same land within five (5) years prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

(a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and

(b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area that has been or will be demolished or converted to another principal use;

[1] Ontario Regulation (O. Reg.) 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.

provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

## 2.6 Exemptions

The following non-statutory exemptions are provided under By-law 045-2021:

- Lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground;
- Development creating or adding an accessory use or accessory building not exceeding 10 square metres (107.64 square feet) of gross floor area;
- Development creating or adding an accessory use or accessory building to a residential use where the accessory building is not used for any commercial or retail use or purpose;
- A public hospital;
- Buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreation purposes for which the conservation authority charges admission and/or fees or (ii) any retail purposes;
- Agricultural development, including a one-time exemption of up to 50 square metres (538.2 square feet) on any commercial or retail component therein;
- Seasonal structures;
- Temporary venues; and
- A fourth additional dwelling unit in an existing or new detached, semi-detached, or rowhouse (including in an ancillary structure).

# Chapter 3
## Anticipated Development in the Town of Milton

# 3. Anticipated Development in the Town of Milton

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town will be required to provide services over a 10-year (mid-2025 to mid-2035) and a longer-term (mid-2025 to mid-2051) time horizon.

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

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

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

- Halton Region Report No: LPS18-21 – Regional Official Plan Review – Integrated Growth Management Strategy – Growth Concept Discussion Paper, February 2021;
- Amendment No. 49 to The Regional Plan Official Plan for the Halton Planning Area Regional Municipality of Halton – an Amendment to Implement the Integrated Growth Management Strategy – June 2022;
- Halton Regional Official Plan Amendment 49, as approved with modifications by the Minister, November 4, 2022;
- Town of Milton Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) Final Report by Watson & Associates Economists Ltd.;
- Town of Milton 2021 Development Charges Background Study, March 3, 2021, by Watson & Associates Economists Ltd;
- 2011, 2016 and 2021 population, household and employment Census data;
- Historical residential building permit data over the 2014 to 2024 period;

- Residential and non-residential supply opportunities as identified by Town of Milton staff; and
- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of Milton.

## 3.2 Summary of Growth Forecast

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

As identified in Table 3-1 and Appendix A – Schedule 1, population in the Town of Milton (excluding census undercount) is anticipated to reach approximately 271,890 by mid-2035 and 385,050 by mid-2051, resulting in an increase of approximately 114,940 and 228,110 persons, respectively. [1] The Town's population including off-campus students not captured by the Statistics Canada Census is forecast to reach approximately 273,570 by mid-2035, 388,390 by 2051. This represents an increase of approximately 116,510 and 231,330 persons, respectively.

[1] The population figures used in the calculation of the 2025 D.C. exclude the net Census undercount, which is estimated at approximately 4.0%. Population figures presented herein have been rounded.

Figure 3-1
Population and Household Forecast Model

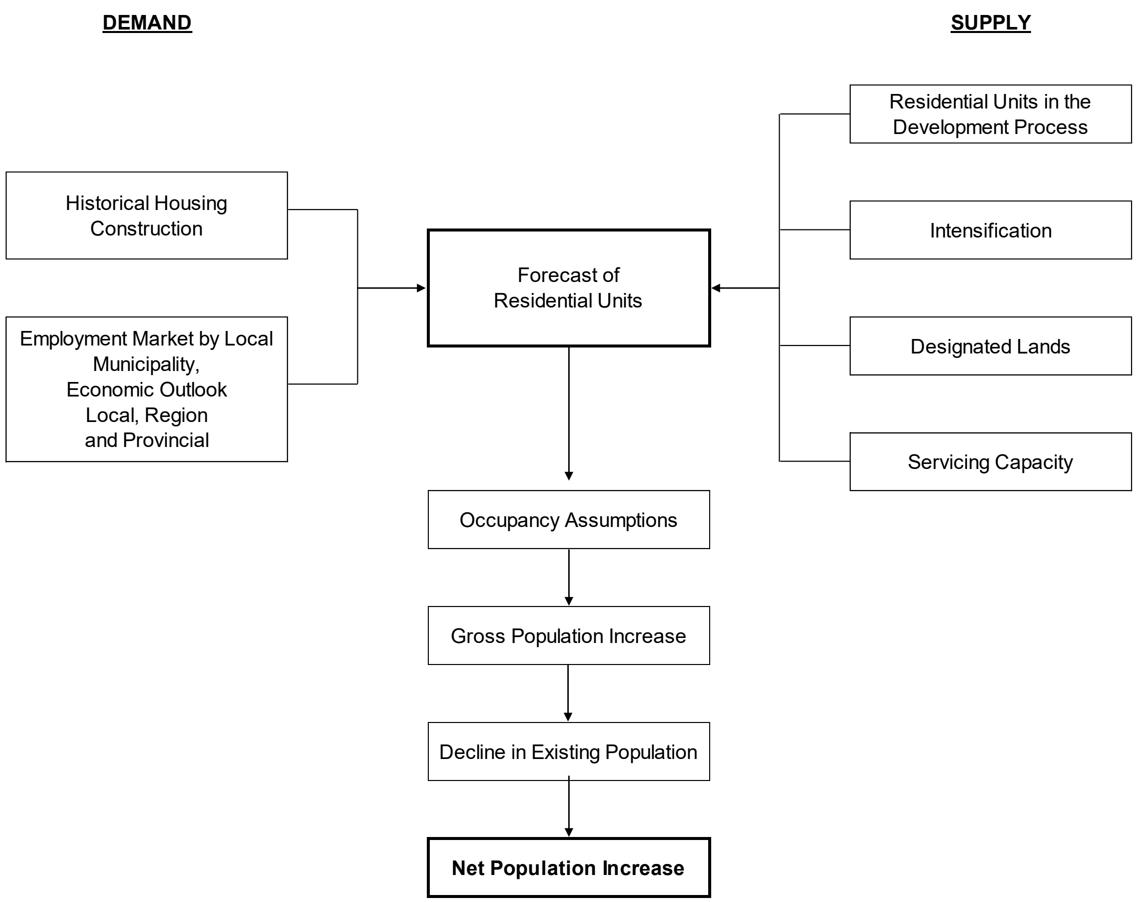


Table 3-1
Town of Milton
Residential Growth Forecast Summary

| | | | Excluding Census Undercount | | | | | Housing Units | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | Population (Including Census Undercount) [1] | Population | Institutional Population | Population Excluding Institutional Population | Off-Campus Student Population Not Captured in Census [2] | Total Population and Off-Campus Student Population | Singles & Semi-Detached | Multiple Dwellings [3] | Apartments [4] | Other | Total Households | Off-Campus Student Households | Total Households Including Off-Campus Student Housing | Equivalent Institutional Households | Person Per Unit (P.P.U.): Total Population/ Total Households |
| Historical | *Mid 2011* | 87,720 | 84,362 | 787 | 83,575 | | 84,362 | 20,351 | 5,385 | 1,788 | 37 | 27,561 | | 27,561 | 715 | 3.061 |
| Historical | *Mid 2016* | 114,520 | 110,128 | 1,193 | 108,935 | | 110,128 | 23,408 | 7,517 | 3,322 | 25 | 34,272 | | 34,272 | 1,085 | 3.213 |
| Historical | *Mid 2021* | 138,280 | 132,979 | 1,549 | 131,430 | | 132,979 | 26,475 | 9,435 | 4,105 | 30 | 40,045 | | 40,045 | 1,408 | 3.321 |
| Forecast | *Mid 2025* | 163,200 | 156,947 | 1,792 | 155,155 | 108 | 157,055 | 28,194 | 10,806 | 7,250 | 30 | 46,280 | 40 | 46,320 | 1,629 | 3.391 |
| Forecast | *Mid 2035* | 282,730 | 271,890 | 2,869 | 269,021 | 1,676 | 273,566 | 39,962 | 23,532 | 18,264 | 30 | 81,788 | 600 | 82,388 | 2,608 | 3.324 |
| Forecast | *Mid 2051* | 400,400 | 385,052 | 5,670 | 379,382 | 3,334 | 388,386 | 51,479 | 43,043 | 33,382 | 30 | 127,934 | 1,300 | 129,234 | 5,155 | 3.010 |
| Incremental | **Mid 2011 - Mid 2016** | **26,800** | **25,766** | **406** | **25,360** | **0** | **25,766** | **3,057** | **2,132** | **1,534** | **-12** | **6,711** | **0** | **6,711** | **370** | |
| Incremental | **Mid 2016 - Mid 2021** | **23,760** | **22,851** | **356** | **22,495** | **0** | **22,851** | **3,067** | **1,918** | **783** | **5** | **5,773** | **0** | **5,773** | **323** | |
| Incremental | **Mid 2021 - Mid 2025** | **24,920** | **23,968** | **243** | **23,725** | **108** | **24,076** | **1,719** | **1,371** | **3,145** | **0** | **6,235** | **40** | **6,275** | **221** | |
| Incremental | **Mid 2025 - Mid 2035** | **119,530** | **114,943** | **1,077** | **113,866** | **1,568** | **116,511** | **11,768** | **12,726** | **11,014** | **0** | **35,508** | **560** | **36,068** | **979** | |
| Incremental | **Mid 2025 - Mid 2051** | **237,200** | **228,105** | **3,878** | **224,227** | **3,226** | **231,331** | **23,285** | **32,237** | **26,132** | **0** | **81,654** | **1,260** | **82,914** | **3,526** | |

[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.
[2] Forecast student population not captured in the Census reflects students that result in an off-campus student household.
[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[4] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).
Notes:
Numbers may not add due to rounding.
Source: Derived from the Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd., and discussions with Town of Milton staff regarding servicing and land supply by Watson & Associates Economists Ltd.

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

1. Unit Mix (Appendix A – Schedules 1 and 6)

    - The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 6), as well as active residential development applications and discussions with Town staff regarding anticipated development trends for the Town of Milton.
    - Based on the above indicators, the 2025 to 2051 household growth forecast for the Town is comprised of a unit mix of 29% low density units (single detached and semi-detached), 39% medium density (row and back-to-back townhouses except apartments) and 32% high density (stacked townhouses, bachelor, 1-bedroom and 2-bedroom apartments, and secondary suites).

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

    - Schedule 2 summarizes the anticipated amount, type, and location of development by area for the Town of Milton
    - In accordance with forecast demand and available land supply, the amount and percentage of forecast permanent housing growth between 2025 and 2051 by development location is summarized below.

Table 3-2
Town of Milton
Geographic Location of Residential Development

| Development Location | Amount of Housing Growth, 2025 to 2051 | Percentage of Housing Growth, 2025 to 2051 |
|---|---|---|
| Pre-HUSP | 11,870 | 15% |
| Bristol Secondary Plan | 930 | 1% |
| Sherwood Secondary Plan | 1,830 | 2% |
| Boyne Secondary Plan | 6,110 | 7% |
| Milton Education Village | 7,140 | 9% |
| Britannia Secondary Plan | 16,780 | 21% |
| Agerton Secondary Plan | 6,570 | 8% |
| Trafalgar Secondary Plan | 12,680 | 16% |
| Community Area Expansion Lands | 17,480 | 21% |
| Rural | 250 | <1% |
| **Town of Milton** | **81,650** | **100%** |

Note: Figures may not sum precisely due to rounding.

3. Planning Period

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

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

   - The number of housing units to be constructed by 2051 in the Town of Milton over the forecast period is presented in Table 3-1. Over the 2025 to 2051 forecast period, the Town is anticipated to average approximately 3,140 new permanent housing units per year.

- Institutional population [1] is anticipated to increase by approximately 3,880 people between 2025 to 2051.
- Population in new units is derived from Schedules 3, 4 and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 7a summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2021 custom Census data for the Town of Milton. Due to data limitations, high-density P.P.U. data was derived from the Region of Halton, which includes the Town of Milton, and is outlined in Schedule 7b. The total calculated P.P.U. for all density types has been adjusted accordingly to account for the P.P.U. trends which has been recently experienced in both new and older units. Forecasted 25-year average P.P.U.s by dwelling type are as follows:
  - Low density: 3.825
  - Medium density: 3.049
  - High density: 1.744
  - Off-campus student housing: 2.560[2]

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

- Existing households for mid-2025 are based on the 2021 Census households, plus estimated residential units constructed between mid-2021 to the beginning of the growth period, assuming a minimum six-month lag between construction and occupancy (see Schedule 3).
- The change in average occupancy levels for existing housing units is calculated in Schedules 3 through 5.[3] The forecast population change in existing households over the 2025 to 2051 forecast period is forecast to decline by approximately 8,710.

[1] Institutional population largely includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2-or-more-bedroom units in collective households.
[2] Derived Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd.
[3] Change in occupancy levels for existing households occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

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

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the Town divided by the number of residents. Key employment sectors include primary, industrial, commercial/population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data [1],[2] (place of work) for the Town of Milton is outlined in Schedule 9a. The 2016 employment base is comprised of the following sectors:
    - 650 primary (2%);
    - 4,320 work at home employment (12%);
    - 10,620 industrial (30%);
    - 8,885 retail[3] (26%);
    - 2,650 non-retail commercial (8%); and
    - 7,695 institutional (22%).
- The 2016 employment by usual place of work, including work at home, is 34,820. An additional 4,140 employees have been identified for the Town of Milton in 2016 that have no fixed place of work (N.F.P.O.W.).[4]
- Total employment, including work at home and N.F.P.O.W. for the Town of Milton is anticipated to reach approximately 101,840 by mid-2035 and 156,310 by 2051. This represents an employment increase of approximately 45,480 for the 10-year forecast period and 99,950 for the longer-term forecast period.
- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal

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

[2] Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.

[3] The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 053-2016 definition of Retail Employment

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

services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e., employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential G.F.A. calculation. Accordingly, work at home and N.F.P.O.W. employees have been removed from the D.C.A. employment forecast and calculation.

- Total employment for the Town of Milton (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 73,740 by mid-2035 and 112,690 by mid-2051. This represents an employment increase of approximately 31,600 for the 10-year forecast period and 70,550 for the longer-term forecast period.

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

- Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:
  - 3,000 sq.ft. per employee for primary;
  - 1,750 sq.ft. per employee for industrial;
  - 900 sq.ft. per employee for prestige industrial[1];
  - 475 sq.ft. per employee for retail[2];
  - 270 sq.ft. per employee for non-retail commercial; and
  - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental G.F.A. is anticipated to increase by 30.1 million sq.ft. over the 10-year forecast period and 62.6 million sq.ft. over the longer-term forecast period.
- In terms of percentage growth, the mid-2025 to mid-2051 incremental G.F.A. forecast by sector is broken down as follows:
  - Primary – < 1%
  - industrial – 64%;

[1] Assumes Milton Education Village Supplemental Lands, Milton Education Village, and Agerton can accommodate higher density industrial uses.
[2] The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 053-2016 definition of Retail Employment.

- retail – 18%;
- non-retail commercial– 4%; and
- institutional – 14%.

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

   - Schedule 9c summarizes the anticipated amount, type and location of non-residential development by area for the Town of Milton.
   - The amount and percentage of forecast total non-residential growth between 2025 and 2051 by development location is summarized below.

Table 3-3
Town of Milton
Geographic Location of Non-Residential Development

| Development Location | Amount of Non-Residential G.F.A. (sq.ft.), 2025 to 2051 | Percentage of Non-Residential G.F.A., 2025 to 2051 |
|---|---|---|
| Pre-HUSP | 2,913,900 | 5% |
| Bristol Secondary Plan | 624,100 | 1% |
| Sherwood Secondary Plan | 835,100 | 1% |
| Boyne Secondary Plan | 2,365,600 | 4% |
| 401 Industrial Business Park | 7,095,200 | 11% |
| Derry Green Corporate Business Park | 13,931,600 | 22% |
| Milton Southwest (MEV Supplemental Lands) | 2,371,800 | 4% |
| Milton Education Village | 1,984,300 | 3% |
| 401 Industrial Business Park Extension (North Porta) | 5,299,500 | 9% |
| Britannia Secondary Plan | 3,337,400 | 5% |
| Agerton Secondary Plan | 8,941,800 | 14% |
| Trafalgar Secondary Plan | 2,668,200 | 4% |
| Community Area Expansion Lands | 3,162,000 | 5% |
| Employment Area Expansion Lands | 6,694,100 | 11% |
| Rural | 363,600 | 1% |
| **Town of Milton** | **62,588,200** | **100%** |

Note: Figures may not sum precisely due to rounding

# Chapter 4
# The Approach to the Calculation of the Charge

# 4. The Approach to the Calculation of the Charge

## 4.1 Introduction

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

## 4.2 Services Potentially Involved

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

A number of these services are not included in the list of eligible services provided in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services that are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.”

## 4.3 Increase in the Need for Service

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

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

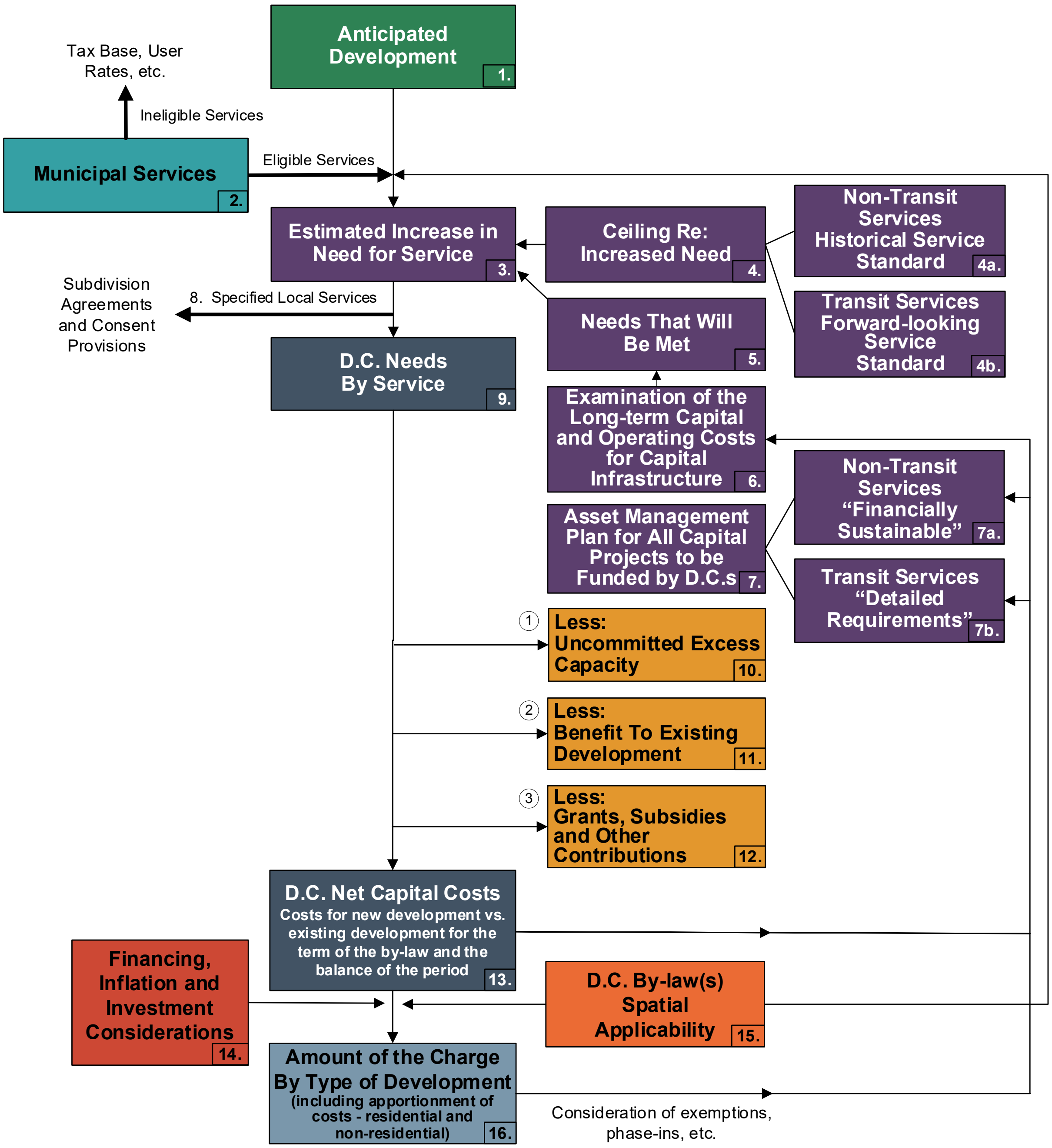


Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

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

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

[1] with 7+ year lifetime

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|---|---|
| 3. Stormwater Drainage and Control Services | No<br>No<br>No<br>Yes | 3.1 Main channels and drainage trunks<br>3.2 Channel connections<br>3.3 Retention/detention ponds<br>3.4 Monitoring Programs | 100<br>100<br>100<br>100 |
| 4. Fire Protection Services | Yes<br>Yes<br>Yes | 4.1 Fire stations<br>4.2 Fire pumpers, tankers, aerials and rescue vehicles[1]<br>4.3 Small equipment and gear | 100<br>100<br>100 |
| 5. Park Services (i.e., Parks and Open Space) | Ineligible<br>Yes<br>Yes<br>Yes<br>Yes<br>Yes | 5.1 Acquisition of land for parks, woodlots and E.S.A.s<br>5.2 Development of area municipal parks<br>5.3 Development of district parks<br>5.4 Development of municipal-wide parks<br>5.5 Development of special purpose parks<br>5.6 Parks rolling stock[1] and yards | 0<br>100<br>100<br>100<br>100<br>100 |
| 6. Recreation Services | Yes<br>Yes<br>Yes | 6.1 Arenas, pools, fitness facilities, community centres, etc.<br>6.2 Soccer fields, cricket pitches, multi-purposes fields, ball diamonds.<br>6.3 Recreation vehicles and equipment[1] | 100<br>100<br>100 |
| 7. Library Services | Yes<br>Yes<br>Yes | 7.1 Public library space (incl. furniture and equipment)<br>7.2 Library vehicles[1]<br>7.3 Library materials | 100<br>100<br>100 |
| 8. Emergency Preparedness Services | No<br>No<br>No | 8.1 Facility space (incl. furniture and equipment)<br>8.2 Vehicles[1]<br>8.3 Equipment | 100<br>100<br>100 |

[1] with 7+ year lifetime

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|---|---|
| 9. Electrical Power Services | Ineligible<br>Ineligible<br>Ineligible | 9.1 Electrical substations<br>9.2 Electrical distribution system<br>9.3 Electrical system rolling stock | 0<br>0<br>0 |
| 10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres | Ineligible<br>Ineligible | 10.1 Cultural space (e.g., art galleries, museums and theatres)<br>10.2 Tourism facilities and convention centres | 0<br>0 |
| 11. Wastewater Services | n/a<br>n/a<br>n/a<br>n/a | 11.1 Treatment plants<br>11.2 Sewage trunks<br>11.3 Local systems<br>11.4 Vehicles and equipment[1] | 100<br>100<br>0<br>100 |
| 12. Water Supply Services | n/a<br>n/a<br>n/a<br>n/a | 12.1 Treatment plants<br>12.2 Distribution systems<br>12.3 Local systems<br>12.4 Vehicles and equipment[1] | 100<br>100<br>0<br>100 |
| 13. Waste Management Services | Ineligible<br>Ineligible<br>n/a<br>n/a | 13.1 Landfill collection, transfer vehicles and equipment<br>13.2 Landfills and other disposal facilities<br>13.3 Waste diversion facilities<br>13.4 Waste diversion vehicles and equipment[1] | 0<br>0<br>100<br>100 |
| 14. Policing Services | n/a<br>n/a<br>n/a | 14.1 Policing detachments<br>14.2 Policing rolling stock[1]<br>14.3 Small equipment and gear | 100<br>100<br>100 |
| 15. Long-term Care | n/a<br>n/a | 15.1 Long-term Care space<br>15.2 Vehicles[1] | 100<br>100 |
| 16. Child Care and Early Years | n/a<br>n/a<br>n/a | 16.1 Childcare space<br>16.2 Vehicles[1]<br>16.3 Equipment | 100<br>100<br>100 |

[1] with 7+ year lifetime

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|---|---|
| 17. Public Health | n/a<br>n/a | 17.1 Health department space<br>17.2 Health department vehicles[1] | 100<br>100 |
| 18. Social Services | Ineligible | 18.1 Social service space | 0 |
| 19. Provincial Offences Act (P.O.A.) | Yes<br>Yes | 19.1 P.O.A. including By-law Enforcement space<br>19.2 P.O.A. including By-law Enforcement vehicles and equipment[1] | 100<br>100 |
| 20. Housing | n/a | 20.1 Social Housing space | 100 |
| 21. Ambulance Services | n/a<br>n/a<br>n/a | 21.1 Ambulance station space<br>21.2 Vehicles[1]<br>21.3 Equipment ad gear | 100<br>100<br>100 |
| 22. Hospital Provision | Ineligible | 22.1 Hospital capital contributions | 0 |
| 23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards | Ineligible<br>Ineligible<br>Ineligible | 23.1 Office space<br>23.2 Office furniture<br>23.3 Computer equipment | 0<br>0<br>0 |
| 24. Other Services | Yes<br>Yes<br>Yes | 24.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land and facilities, including the D.C. background study cost<br>24.2 Land costs related to D.C.-eligible services<br>24.3 Interest on money borrowed to pay for growth-related capital | 0-100<br>100<br>0-100 |

[1] with a 7+ year lifetime

## 4.4 Local Service Policy

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

## 4.5 Capital Forecast

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

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

The capital costs include:

a) costs to acquire land or an interest therein (including a leasehold interest);

b) costs to improve land;

c) costs to acquire, lease, construct or improve buildings and structures;

d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference, or information purposes;

e) Costs to undertake studies in connection with any of the matters referred to in paragraphs a to d;

f) Costs of the development charge background study required under section 10; and

g) interest on money borrowed to pay for the above-referenced costs.

In order for an increase in need for service to be included in the D.C. calculation, Town Council must indicate "that it intends to ensure that such an increase in need will be met" (subsection 5 (1) 3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast, or similar expression of the intention of Council (O. Reg. 82/98 section 3). The capital program contained herein reflects the Town's approved and proposed capital budgets and master servicing/needs studies.

## 4.6 Treatment of Credits

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

## 4.7 Classes of Services

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

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein have identified Public Works (Facilities and Fleet), Growth Studies, and Land Acquisition as classes of service.

## 4.8 Existing Reserve Funds

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

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

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

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

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

The Town's D.C. Reserve Fund balances by service as of December 31, 2024, are shown below:

Table 4-2
Summary of Development Charges Reserve Fund Balances
As of December 31, 2024

| Service | D.C. Reserve Fund Balance (December 31, 2024) | Less: 2025 Approved Capital Projects Not Reflected in Capital Project Listings | Unfunded Post-Period Amount* | Adjusted D.C. Reserve Fund Balance (December 31, 2024) |
|---|---|---|---|---|
| Services Related to a Highway - Residential | ($29,274,181) | ($31,687,039) | - | ($60,961,220) |
| Services Related to a Highway - Non-Residential | ($37,818,494) | ($10,562,100) | - | ($48,380,594) |
| Fire Protection Services - Residential | ($4,404,669) | ($87,370) | - | ($4,492,039) |
| Fire Protection Services - Non-Residential | ($5,772,874) | ($29,123) | - | ($5,801,997) |
| Public Works (Facilities and Fleet) - Residential | $2,603,543 | ($491,094) | - | $2,112,449 |
| Public Works (Facilities and Fleet) - Non-Residential | $2,292 | ($93,541) | - | ($91,249) |
| Stormwater (Derry Green) - Non-Residential | ($124,629) | ($120,728) | - | ($245,357) |
| Stormwater (Boyne) - Residential | ($429,677) | ($114,869) | - | ($544,546) |
| Stormwater (Boyne) - Non-Residential | ($71,675) | ($18,700) | - | ($90,375) |
| Stormwater (Sherwood) - Residential | ($103,047) | - | - | ($103,047) |
| Stormwater (Sherwood) - Non-Residential | ($442,208) | - | - | ($442,208) |
| Stormwater (Trafalgar) - Residential | ($108,794) | ($105,555) | - | ($214,349) |
| Stormwater (Trafalgar) - Non-Residential | ($28,920) | ($28,059) | - | ($56,979) |
| Stormwater (MEV) - Residential) | ($170,055) | ($62,785) | - | ($232,840) |
| Stormwater (MEV) - Non-Residential | ($204,243) | ($68,018) | - | ($272,261) |
| Library Services - Residential | $9,945,962 | ($152,032) | - | $9,793,930 |
| Library Services - Non-Residential | $349,428 | ($8,002) | - | $341,426 |
| Transit - Residential | ($10,972,355) | ($68,304) | ($3,419,509) | ($14,460,169) |
| Transit - Non-Residential | ($4,750,121) | ($25,262) | ($1,480,364) | ($6,255,748) |
| Growth Studies - Residential | ($3,265,014) | ($729,735) | - | ($3,994,749) |
| Growth Studies - Non-Residential | ($2,509,448) | ($267,238) | - | ($2,776,686) |
| Parks and Recreation Services - Residential | $70,427,602 | ($3,351,227) | - | $67,076,375 |
| Parks and Recreation Services - Non-Residential | $1,932,566 | ($176,380) | - | $1,756,186 |
| **Total** | **($15,189,012)** | **($48,247,161)** | **($4,899,874)** | **($68,336,047)** |

*This figure represents the post-period amounts that are now to be funded through D.C. reserve funds as they reflect the current forecast period. The total post-period amount is $9,799,748.

Note: Amounts in brackets are deficit balances.

## 4.9 Deductions

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

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies, and other contributions.

The requirements behind each of these reductions are addressed below.

### *4.9.1 Reduction Required by Level of Service Ceiling*

This is designed to ensure that the increase in need included in section 4.3 does "not include an increase that would result in the level of service [for the additional development increment] exceeding the average level of the service provided in the municipality over the 15-year period immediately preceding the preparation of the background study" (D.C.A., subsection 5 (1) 4). O. Reg. 82/98 (section 4) goes further to indicate that "both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."

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

With respect to transit services, the changes to the Act introduced in 2015 have provided for an alternative method for calculating the service standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

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

### *4.9.2 Reduction for Uncommitted Excess Capacity*

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

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

### *4.9.3 Reduction for Benefit to Existing Development*

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

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

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

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

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a Town-wide system basis. For example, facilities of the same type may provide different services (i.e., leisure pool vs. competitive pool), different programs (i.e., hockey vs. figure skating), and different time availability for the same service (i.e., leisure skating available on Wednesdays in one arena and Thursdays in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

### *4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions*

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

## 4.10 Municipal-wide vs. Area Rating

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

## 4.11 Allocation of Development

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

## 4.12 Asset Management

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

## 4.13 Transit

The D.C.A. provides for the following matters for Transit:

- The Background Study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
  - The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
  - An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
    i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
    ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
  - An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
  - An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.

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

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

# Chapter 5
## D.C.-Eligible Cost Analysis by Service

# 5. D.C.-Eligible Cost Analysis by Service

## 5.1 Introduction

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

The service component is evaluated on two format sheets:

- The service standards that provide the average historical 15-year level of service calculation (see Appendix B), which “caps” the D.C. amounts; and
- The infrastructure cost calculation, which determines the potential D.C. recoverable cost.

Note that due to recent legislative amendments to the D.C.A. and O.Reg. 82/98, the value of land has been excluded from the 15-year level of service analysis. In addition, further explanation as to the methodology for determining the capital costs and the benefit to existing deductions are provided in Appendix J.

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

Note: the capital costs outlined herein are presented in 2025 dollars; however, given the anticipated timing of by-law approval/implementation, the rates to be included with the staff-recommended by-law will be indexed to 2026 dollars in accordance with the indexing provision in the D.C. legislation.

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

This section evaluates the development-related capital requirements for growth studies, transit services, and land acquisition for D.C. eligible services over a 10-year planning period. Note: the growth forecast included in Chapter 3 refers to mid 2025 to mid 2035. This reflects 10 full calendar years of growth. As noted in Section 3.2, item 5, the growth forecast assumes a minimum six-month lag between the issuance of a building permit and occupancy. As such, the capital needs identified in this section reflect 10 full calendar years beginning in 2025.

Each service component is evaluated on two format sheets: the average historical 15-year level of service calculation (see Appendix B, with the exception of Transit), which "caps" the D.C. amounts; and the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

Note, the 10-year forecast includes an increase in population in existing units. As a result, an additional deduction to the D.C. recoverable calculations has been applied to reflect the share of the capital costs that would benefit the additional population in the existing units (referred to in the tables below as "Deduction for Population Incline").

### *5.2.1 Growth Studies*

Growth studies would be considered a class of service under the D.C.A. and comprises studies related to D.C. eligible services. The Town has identified the need for various studies over the forecast period, including master plans for library, fire, and transportation, as well as official plan reviews, transit studies, and other studies related to new growth.

The total capital costs of these studies are $26.37 million. In addition, approximately $6.77 million has been included to reflect the existing reserve fund deficit. Deductions of approximately $1.82 million and $2.30 million have been made to account for the share of the studies that benefit existing development and benefit non-D.C.-eligible services, respectively. In addition, a deduction of approximately $11.47 million has been made to recognize the portion of the cost that benefits development beyond the forecast period. Furthermore, $385,000 has been deducted to address the share of the costs that are anticipated to benefit growth within existing residential units over the forecast period (referred to in the tables as “population incline”). As a result of these deductions, the net D.C.-recoverable cost to be included in the calculations is approximately $17.17 million.

These costs are shared between residential and non-residential growth based on the following shares, which align with the shares utilized for the respective service categories:

- Parks and Recreation and Library studies: 95% residential development/5% non-residential development (allocation to recognize minor benefit to the non-residential sector);
- Commercial needs assessment: 100% allocation to non-residential development to account for the benefit to the non-residential sector; and
- All other studies: 79% residential development/21% non-residential development (population to employment growth ratio over 10-year forecast period);

Table 5-1
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2034 | Service(s) to Which Study Relates | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions (to recognize benefit to non-D.C. services) | Net Capital Cost | Less: | | | Potential D.C. Recoverable Cost | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Benefit to Existing Development | Deduction for Population Incline | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| 1 | Corporate Strategic Plan | All D.C. Eligible Services | 2026 | 175,000 | - | 17,500 | 157,500 | 78,800 | 7,000 | | 71,700 | 56,643 | 15,057 |
| 2 | Corporate Strategic Plan | All D.C. Eligible Services | 2030 | 175,000 | - | 17,500 | 157,500 | 78,800 | 7,000 | | 71,700 | 56,643 | 15,057 |
| 3 | Corporate Strategic Plan | All D.C. Eligible Services | 2034 | 175,000 | - | 17,500 | 157,500 | 78,800 | 7,000 | | 71,700 | 56,643 | 15,057 |
| 4 | Strategic Plan - Implementation | All D.C. Eligible Services | 2027 | 233,000 | - | 23,300 | 209,700 | 104,900 | 10,000 | | 94,800 | 74,892 | 19,908 |
| 5 | Strategic Plan - Implementation | All D.C. Eligible Services | 2031 | 233,000 | - | 23,300 | 209,700 | 104,900 | 10,000 | | 94,800 | 74,892 | 19,908 |
| 6 | Strategic Plan - Implementation | All D.C. Eligible Services | 2035 | 233,000 | 104,800 | 23,300 | 104,900 | 104,900 | - | | - | - | - |
| 7 | Development Charges Study | All D.C. Eligible Services | 2034 | 452,000 | - | | 452,000 | - | | | 452,000 | 357,080 | 94,920 |
| 8 | Special Financial Studies | All D.C. Eligible Services | 2030 | 384,000 | - | 38,400 | 345,600 | - | | | 345,600 | 273,024 | 72,576 |
| 9 | Special Financial Studies | All D.C. Eligible Services | 2035 | 384,000 | 345,600 | 38,400 | - | - | | | - | - | - |
| 10 | Development Engineering and Parks Standards Manual | Services Related to a Highway, Stormwater Services, and Parks and Recreation Services | 2027 | 63,000 | - | | 63,000 | 6,300 | 5,000 | | 51,700 | 40,843 | 10,857 |
| 11 | Development Engineering and Parks Standards Manual | Services Related to a Highway, Stormwater Services, and Parks and Recreation Services | 2030 | 63,000 | - | | 63,000 | 6,300 | 5,000 | | 51,700 | 40,843 | 10,857 |
| 12 | Development Engineering and Parks Standards Manual | Services Related to a Highway, Stormwater Services, and Parks and Recreation Services | 2033 | 63,000 | - | | 63,000 | 6,300 | 5,000 | | 51,700 | 40,843 | 10,857 |
| 13 | Britannia Secondary Plan Studies | All D.C. Eligible Services | 2033 | 3,647,000 | - | 364,700 | 3,282,300 | - | | | 3,282,300 | 2,593,017 | 689,283 |
| 14 | Sustainable Halton - Land Base Analysis | All D.C. Eligible Services | 2027 | 323,000 | - | 32,300 | 290,700 | - | | | 290,700 | 229,653 | 61,047 |
| 15 | Sustainable Halton - Subwatershed Study | Stormwater Services | 2027 | 2,236,000 | - | 223,600 | 2,012,400 | - | | | 2,012,400 | 1,589,796 | 422,604 |
| 16 | Business Park #4 Growth Studies - MEV Supplemental Lands | All D.C. Eligible Services | 2035+ | 2,212,000 | 1,990,800 | 221,200 | - | - | - | | - | - | - |
| 17 | Whitebelt Land Base Analysis - Employment Area Expansion Lands (8th Line/LBL) | All D.C. Eligible Services | 2035+ | 718,000 | 646,200 | 71,800 | - | - | - | | - | - | - |
| 18 | South Milton Subwatershed Update and Urban Expansion Study | Stormwater Services | 2035+ | 2,724,000 | 2,451,600 | 272,400 | - | - | - | | - | - | - |

Table 5-1 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 to 2034 | Service(s) to Which Study Relates | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions (to recognize benefit to non-D.C. services) | Net Capital Cost | Less: Benefit to Existing Development | Less: Deduction for Population Incline | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share | Potential D.C. Recoverable Cost: Non-Residential Share |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Business Park #5 Growth Studies - Employment Area Expansion Lands (8th Line/LBL) | All D.C. Eligible Services | 2035+ | 2,212,000 | 1,990,800 | 221,200 | - | - | - | | - | - | - |
| 20 | Whitebelt Land Base Analysis - Community Area Expansion Lands (excluding Britannia Expansion Area) | All D.C. Eligible Services | 2035+ | 718,000 | 646,200 | 71,800 | - | - | - | | - | - | - |
| 21 | Urban Residential PH #5 Growth Studies - Community Area Expansion Lands | All D.C. Eligible Services | 2035+ | 3,168,000 | 2,851,200 | 316,800 | - | - | - | | - | - | - |
| 22 | Official Plan Amendment - North Porta Lands | All D.C. Eligible Services | 2027 | 51,000 | - | 5,100 | 45,900 | - | | | 45,900 | 36,261 | 9,639 |
| 23 | Official Plan Review | All D.C. Eligible Services | 2031 | 1,800,000 | - | 180,000 | 1,620,000 | 405,000 | 113,000 | | 1,102,000 | 870,580 | 231,420 |
| 24 | Res/Non-Res Take Up/Land Needs Study | All D.C. Eligible Services | 2031 | 322,000 | - | 32,200 | 289,800 | 72,500 | 20,000 | | 197,300 | 155,867 | 41,433 |
| 25 | Commercial Needs Assessment | All D.C. Eligible Services | 2031 | 60,000 | - | 6,000 | 54,000 | 13,500 | 4,000 | | 36,500 | - | 36,500 |
| 26 | Complete Street Design Guidelines | Services Related to a Highway | 2026 | 474,000 | - | 47,400 | 426,600 | 106,700 | 30,000 | | 289,900 | 229,021 | 60,879 |
| 27 | Transportation Demand Management | Services Related to a Highway | 2027 | 325,000 | - | 32,500 | 292,500 | 73,100 | 20,000 | | 199,400 | 157,526 | 41,874 |
| 28 | Transportation Master Plan | Services Related to a Highway | 2030 | 389,000 | - | | 389,000 | 97,300 | 27,000 | | 264,700 | 209,113 | 55,587 |
| 29 | Transportation Master Plan | Services Related to a Highway | 2035 | 389,000 | 291,700 | | 97,300 | 97,300 | - | | - | - | - |
| 30 | Community Centre Implementation Strategy | Parks and Recreation Services | 2027 | 100,000 | - | | 100,000 | - | | | 100,000 | 95,000 | 5,000 |
| 31 | Community Centre Implementation Strategy | Parks and Recreation Services | 2031 | 100,000 | - | | 100,000 | - | | | 100,000 | 95,000 | 5,000 |
| 32 | Recreation Master Plan | Parks and Recreation Services | 2030 | 200,000 | - | | 200,000 | 50,000 | 14,000 | | 136,000 | 129,200 | 6,800 |
| 33 | Recreation Master Plan | Parks and Recreation Services | 2035 | 200,000 | 150,000 | | 50,000 | 50,000 | - | | - | - | - |
| 34 | Urban Forestry Management Strategy | Services Related to a Highway | 2029 | 71,000 | - | | 71,000 | 17,800 | 5,000 | | 48,200 | 38,078 | 10,122 |

Table 5-1 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2034 | Service(s) to Which Study Relates | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions (to recognize benefit to non-D.C. services) | Net Capital Cost | Less: Benefit to Existing Development | Less: Deduction for Population Incline | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share | Potential D.C. Recoverable Cost: Non-Residential Share |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | Urban Forestry Management Strategy | Services Related to a Highway | 2034 | 71,000 | - | | 71,000 | 17,800 | 5,000 | | 48,200 | 38,078 | 10,122 |
| 36 | Transit Study | Transit Services | 2028 | 237,000 | - | | 237,000 | 59,300 | 17,000 | | 160,700 | 126,953 | 33,747 |
| 37 | Transit Study | Transit Services | 2033 | 237,000 | - | | 237,000 | 59,300 | 17,000 | | 160,700 | 126,953 | 33,747 |
| 38 | Impact on Regulatory Framework Study | P.O.A. including By-law Enforcement | 2028 | 86,000 | - | | 86,000 | 8,600 | 7,000 | | 70,400 | 55,616 | 14,784 |
| 39 | Impact on Regulatory Framework Study | P.O.A. including By-law Enforcement | 2033 | 86,000 | - | | 86,000 | 8,600 | 7,000 | | 70,400 | 55,616 | 14,784 |
| 40 | Feasibility Study and Business Plan - Animal Control Facility | P.O.A. including By-law Enforcement | 2026 | 60,000 | - | | 60,000 | 30,000 | 3,000 | | 27,000 | 21,330 | 5,670 |
| 41 | Library Services Master Plan | Library Services | 2028 | 100,000 | - | | 100,000 | 25,000 | 7,000 | | 68,000 | 64,600 | 3,400 |
| 42 | Library Services Master Plan | Library Services | 2032 | 100,000 | - | | 100,000 | 25,000 | 7,000 | | 68,000 | 64,600 | 3,400 |
| 43 | Fire Services Master Plan | Fire Services | 2029 | 158,000 | - | | 158,000 | 15,800 | 13,000 | | 129,200 | 102,068 | 27,132 |
| 44 | Fire Services Master Plan | Fire Services | 2034 | 158,000 | - | | 158,000 | 15,800 | 13,000 | | 129,200 | 102,068 | 27,132 |
| | Reserve Fund Adjustment | | | 6,771,435 | - | | 6,771,435 | - | | | 6,771,435 | 3,994,749 | 2,776,686 |
| | **Total** | | | **33,136,435** | **11,468,900** | **2,298,200** | **19,369,335** | **1,818,400** | **385,000** | **-** | **17,165,935** | **12,253,089** | **4,912,846** |

### 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 55 new fixed route buses, 9 new commingled transit vehicles, 3 supervisor vehicles, and 1 maintenance vehicle. In addition, terminals, bus stops, and a new maintenance and operations facility have been identified for inclusion in the D.C. calculations.

The gross cost of the transit infrastructure equates to $167.24 million. In addition, approximately $20.72 million has been included in the D.C. calculation to reflect the existing reserve fund deficit. Deductions to the costs have been made to recognize the benefit to existing development of approximately $24.24 million and benefit to growth in the post 10-year forecast period of approximately $54.51 million. As a result, the total growth-related capital cost included in the D.C. calculations is approximately $109.20 million.

Note: with respect to the maintenance and operations facility, the total capital cost is $136,000,000. The Town has approved $49.56 million as part of its capital work in progress. This amount includes the grant funding of $7.19 million. The amount included in the Town's capital work in progress is excluded from the gross costs identified in the table below, as this amount is reflected in the D.C. reserve fund balance adjustment. Therefore, the total capital cost that remains to be funded is $85.99 million. This amount has been included in the capital project listing identified in Table 5-2.

The growth costs have been allocated 79% to residential development and 21% to non-residential development based on the incremental growth in population to employment, for the 10-year forecast period.

Table 5-2
Infrastructure Cost Included in the Development Charges Calculation
Transit Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2034 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 79% | Potential D.C. Recoverable Cost: Non-Residential Share 21% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Vehicles & Equipment:** | | | | | | | | | | |
| 1 | Fixed Route Buses (Diesel) (42) | 2025-2034 | 45,822,000 | 15,519,910 | | 30,302,090 | 8,481,700 | | 21,820,390 | 17,238,108 | 4,582,282 |
| 2 | Fixed Route Buses (Electric) (13) | 2025-2034 | 26,390,000 | 8,938,290 | | 17,451,710 | 4,884,800 | | 12,566,910 | 9,927,859 | 2,639,051 |
| 3 | Commingled Transit Vehicles (6 metre minibuses; gasoline) (5) | 2025-2034 | 1,305,000 | - | | 1,305,000 | 149,800 | | 1,155,200 | 912,608 | 242,592 |
| 4 | Commingled Transit Vehicles (6 metre minibuses; electric) (4) | 2025-2034 | 1,628,000 | - | | 1,628,000 | 186,900 | | 1,441,100 | 1,138,469 | 302,631 |
| 5 | Maintenance Vehicle (1) | 2025-2034 | 107,000 | 31,150 | | 75,850 | 18,750 | | 57,100 | 45,109 | 11,991 |
| 6 | Supervisor Vehicle (3) | 2025-2034 | 264,000 | 76,850 | | 187,150 | 46,250 | | 140,900 | 111,311 | 29,589 |
| | **Terminals & Bus Stops:** | | | | | | | | | | |
| 7 | MEV Terminal | 2025-2034 | 2,525,000 | 1,262,500 | | 1,262,500 | - | | 1,262,500 | 997,375 | 265,125 |
| 8 | Kennedy Circle Terminal | 2025-2034 | 515,000 | - | | 515,000 | - | | 515,000 | 406,850 | 108,150 |
| 9 | Britannia Terminal | 2025-2034 | 2,525,000 | 987,280 | | 1,537,720 | 1,300 | | 1,536,420 | 1,213,772 | 322,648 |
| 10 | Bus Stops | 2025-2034 | 164,000 | 55,550 | | 108,450 | 30,360 | | 78,090 | 61,691 | 16,399 |
| | **Facilities:** | | | | | | | | | | |
| 11 | Maintenance and Operations Facility* | 2025-2034 | 85,990,000 | 27,637,190 | | 58,352,810 | 10,439,190 | | 47,913,620 | 37,851,760 | 10,061,860 |
| | | | | | | | | | | | |
| 12 | Reserve Fund Adjustment | | 20,715,916 | | | 20,715,916 | | | 20,715,916 | 14,460,169 | 6,255,748 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **187,950,916** | **54,508,720** | **-** | **133,442,196** | **24,239,050** | **-** | **109,203,146** | **84,365,080** | **24,838,066** |

*Gross Cost is net of grant funding and of amount included in Town's work in progress. This amount is reflected in the reserve fund adjustment.

### *5.2.3 Land – 10-Year Forecast Period*

Land related to D.C. eligible services is considered a class of service under the D.C.A., similar to growth-related studies.

The land costs included in this subsection are related to the anticipated capital costs for services that are restricted to 10 years (i.e. parks and recreation services, and library services). The Town has identified the need for land acquisition related to new library and recreation facilities. In addition, capital costs for land related to the parks and recreation portion of new public works facilities have been included in the capital listing. The total estimated cost for these lands is $172.50 million. A deduction of $72.16 million has been made to account for the benefit to growth outside of the 10-year forecast period. Given that the facilities associated with this land are related to growth over the 2051 forecast period, a deduction for the benefit to growth within existing residential units has not been made (i.e. there is a decline in population in existing units over the 2051 forecast period). As a result, the net D.C.-recoverable cost to be included in the calculations is $100.34 million

To acknowledge that there is some use of recreation and library services by the non-residential sector, the growth-related capital costs have been allocated 95% to the residential sector and 5% to the non-residential sector. This aligns with the shares utilized for the respective service categories.

Table 5-3
Infrastructure Cost Included in the Development Charges Calculation
Land – 10-year Forecast Period

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 95% | Potential D.C. Recoverable Cost: Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Library Services** | | | | | | | | | | |
| 1 | Branch - Britannia | 2035+ | 4,440,000 | 2,203,800 | | 2,236,200 | - | | 2,236,200 | 2,124,390 | 111,810 |
| 2 | Branch - Trafalgar/Agerton | 2033-2035 | 4,330,000 | - | | 4,330,000 | - | | 4,330,000 | 4,113,500 | 216,500 |
| 3 | Branch - Intensification | 2035+ | 1,680,000 | 833,900 | | 846,100 | - | | 846,100 | 803,795 | 42,305 |
| 4 | Branch - MEV & Additional HUSP Growth | 2035+ | 1,310,000 | 650,200 | | 659,800 | - | | 659,800 | 626,810 | 32,990 |
| 5 | Branch - Community Area Expansion Area | 2035+ | 4,810,000 | 2,387,400 | | 2,422,600 | - | | 2,422,600 | 2,301,470 | 121,130 |
| | **Recreation Facilities** | | | | | | | | | | |
| | **Britannia:** | | | | | | | | | | |
| 6 | Arena - Twin Pad | 2035+ | 13,650,000 | 6,775,100 | | 6,874,900 | - | | 6,874,900 | 6,531,155 | 343,745 |
| 7 | Indoor Pool | 2035+ | 10,920,000 | 5,420,100 | | 5,499,900 | - | | 5,499,900 | 5,224,905 | 274,995 |
| 8 | Gymnasium | 2035+ | 5,050,000 | 2,506,500 | | 2,543,500 | - | | 2,543,500 | 2,416,325 | 127,175 |
| 9 | Multi-purpose Spaces | 2035+ | 1,160,000 | 575,800 | | 584,200 | - | | 584,200 | 554,990 | 29,210 |
| | **Trafalgar/Agerton:** | | | | | | | | | | |
| 10 | Arena - Twin Pad | 2033-2035 | 13,650,000 | - | | 13,650,000 | - | | 13,650,000 | 12,967,500 | 682,500 |
| 11 | Indoor Pool | 2033-2035 | 5,460,000 | - | | 5,460,000 | - | | 5,460,000 | 5,187,000 | 273,000 |
| 12 | Gymnasium | 2033-2035 | 2,520,000 | - | | 2,520,000 | - | | 2,520,000 | 2,394,000 | 126,000 |
| 13 | Multi-purpose Spaces | 2033-2035 | 1,160,000 | - | | 1,160,000 | - | | 1,160,000 | 1,102,000 | 58,000 |
| | **MEV:** | | | | | | | | | | |
| 14 | Arena - Twin Pad | 2035+ | 13,650,000 | 6,775,100 | | 6,874,900 | - | | 6,874,900 | 6,531,155 | 343,745 |
| 15 | Indoor Pool | 2035+ | 5,460,000 | 2,710,000 | | 2,750,000 | - | | 2,750,000 | 2,612,500 | 137,500 |
| 16 | Gymnasium | 2035+ | 5,050,000 | 2,506,500 | | 2,543,500 | - | | 2,543,500 | 2,416,325 | 127,175 |
| 17 | Multi-Purpose Spaces | 2035+ | 1,160,000 | 575,800 | | 584,200 | - | | 584,200 | 554,990 | 29,210 |
| | **Intensification:** | | | | | | | | | | |
| 18 | Arena - Twin Pad | 2035+ | 13,650,000 | 6,775,100 | | 6,874,900 | - | | 6,874,900 | 6,531,155 | 343,745 |
| 19 | Indoor Pool | 2035+ | 5,460,000 | 2,710,000 | | 2,750,000 | - | | 2,750,000 | 2,612,500 | 137,500 |
| 20 | Gymnasium | 2035+ | 5,050,000 | 2,506,500 | | 2,543,500 | - | | 2,543,500 | 2,416,325 | 127,175 |
| 21 | Multi-Purpose Spaces | 2035+ | 1,160,000 | 575,800 | | 584,200 | - | | 584,200 | 554,990 | 29,210 |
| | **Community Expansion Area:** | | | | | | | | | | |
| 22 | Arena - Twin Pad | 2035+ | 27,300,000 | 13,550,200 | | 13,749,800 | - | | 13,749,800 | 13,062,310 | 687,490 |
| 23 | Indoor Pool | 2035+ | 10,920,000 | 5,420,100 | | 5,499,900 | - | | 5,499,900 | 5,224,905 | 274,995 |
| 24 | Gymnasium | 2035+ | 5,050,000 | 2,506,500 | | 2,543,500 | - | | 2,543,500 | 2,416,325 | 127,175 |
| 25 | Multi-purpose Spaces | 2035+ | 2,320,000 | 1,151,500 | | 1,168,500 | - | | 1,168,500 | 1,110,075 | 58,425 |
| | **Public Works - Parks & Recreation Services** | | | | | | | | | | |
| 26 | Civic Operations Centre - Sustainable Halton Lands | 2035+ | 3,064,000 | 1,520,800 | | 1,543,200 | - | | 1,543,200 | 1,466,040 | 77,160 |
| 27 | Civic Operations Centre - Expansion Area Lands | 2035+ | 3,064,000 | 1,520,800 | | 1,543,200 | - | | 1,543,200 | 1,466,040 | 77,160 |
| | **Total** | | **172,498,000** | **72,157,500** | **-** | **100,340,500** | **-** | **-** | **100,340,500** | **95,323,475** | **5,017,025** |

## 5.3 Service Levels and 2051 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 2051 forecast period. Note: the growth forecast included in Chapter 3 refers to mid 2025 to mid 2051. This reflects 26 full calendar years of growth. As noted in Section 3.2, item 5, the growth forecast assumes a minimum six-month lag between the issuance of a building permit and occupancy. As such, the capital needs identified in this section reflect 26 full calendar years beginning in 2025.

### *5.3.1 Services Related to a Highway*

Milton owns and maintains approximately 288.45 kilometers of rural collector and urban arterial roads. The Town also provides 5,065 linear meters of active transportation corridors. Based on the level of service provided over the historical 15-year period, the average level of service is 2.60 km of roads and 28.10 linear meters of active transportation per 1,000 population. This equates to an investment of $8,717 per capita, resulting in a D.C.-eligible recovery amount of approximately $2.02 billion over the forecast period.

The Town also provides for 77 bridges and culverts. On average, over the past 15 years, the Town has provided an average level of service of 0.70 bridges per 1,000 population and an average per capita level of investment of $1,336. The D.C.-eligible recovery amount is approximately $309.15 million for bridges and culverts over the forecast period.

In total, the D.C.-eligible recovery amount for services related to a highway for the 2051 forecast period is $2.33 billion.

With respect to future needs, the identified service related to a highway program was reviewed with staff and totals approximately $601.87 million. These capital projects encompass various works, including road widenings, road extensions, construction of new bridges and structures, active transportation trails, and other related projects. The benefit to existing development amounts have been reviewed on a project-specific basis. These deductions total approximately $50.84 million. Additionally, deductions totalling $24.45 million have been made to account for the share of projects which are shared with the Town of Oakville. Finally, a reserve fund adjustment of $109.34 million has been added to the calculations to account for the existing deficit. The resultant growth-related capital costs of approximately $635.88 million are included in the D.C. calculations and are to be recovered over the forecast period (2025 to 2051).

The residential/non-residential capital cost allocation for all services related to a highway is 77% residential and 23% non-residential based on the incremental growth in population to employment for the 2051 forecast period.

Table 5-4
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to Buildout | Timing (year) | Gross Capital Cost Estimate (2025$) | 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 77% | Non-Residential Share 23% |
| 1 | Gateway Features | 2036-2051 | 394,050 | - | | 394,050 | - | | 394,050 | 303,419 | 90,632 |
| 2 | Main Street Extension (Fifth Line to Sixth Line) (4 lane) | 2027 | 24,180,000 | - | | 24,180,000 | - | | 24,180,000 | 18,618,600 | 5,561,400 |
| 3 | Main Street Extension (6th Line to Trafalgar) (4 lane) | 2036-2051 | 25,910,000 | - | | 25,910,000 | - | | 25,910,000 | 19,950,700 | 5,959,300 |
| 4 | 5th Line Widening (Derry Road to Britannia) (4 lane) | 2026 | 45,928,000 | - | | 45,928,000 | 6,889,200 | | 39,038,800 | 30,059,876 | 8,978,924 |
| 5 | 5th Line Widening (Britannia Road to Lower Base Line) (4 lane) | 2045-2050 | 29,617,000 | - | | 29,617,000 | 4,442,600 | | 25,174,400 | 19,384,288 | 5,790,112 |
| 6 | Fifth Line Intersections (Louis St Laurent to Britannia Rd) | 2030-2031 | 3,845,000 | - | | 3,845,000 | - | | 3,845,000 | 2,960,650 | 884,350 |
| 7 | 5th Line (Main Street E to Yukon Court) | 2029-2030 | 9,478,000 | - | | 9,478,000 | - | | 9,478,000 | 7,298,060 | 2,179,940 |
| 8 | 6th Line (Hwy 401 to Derry Road) (4 lane) | 2027-2030 | 37,902,000 | - | | 37,902,000 | 5,685,300 | | 32,216,700 | 24,806,859 | 7,409,841 |
| 9 | 6th Line Widening (Derry Road to Britannia Road) (4 lane) | 2029-2032 | 37,687,000 | - | | 37,687,000 | 5,653,100 | | 32,033,900 | 24,666,103 | 7,367,797 |
| 10 | 6th Line Urbanization (Britannia to Lower Base Line) (structure) | 2045-2049 | 4,169,000 | - | | 4,169,000 | 625,400 | | 3,543,600 | 2,728,572 | 815,028 |
| 11 | 6th Line Widening (Britannia to Lower Base Line) (4 lane) | 2045-2049 | 30,472,000 | - | | 30,472,000 | 4,570,800 | | 25,901,200 | 19,943,924 | 5,957,276 |
| 12 | Louis St. Laurent Extension (5th Line to 6th Line) (4 lane) | 2027-2029 | 21,407,000 | - | | 21,407,000 | - | | 21,407,000 | 16,483,390 | 4,923,610 |
| 13 | Louis St. Laurent Extension (Fifth Line to Trafalgar) - EA | 2026 | 1,078,000 | - | | 1,078,000 | - | | 1,078,000 | 830,060 | 247,940 |
| 14 | New Traffic Signals | 2026-2051 | 10,556,000 | - | | 10,556,000 | 1,055,600 | | 9,500,400 | 7,315,308 | 2,185,092 |
| 15 | Preemption Traffic Control System | 2026-2051 | 1,302,950 | - | | 1,302,950 | 130,300 | | 1,172,650 | 902,941 | 269,710 |
| 16 | Main Street (Trafalgar to west of Hwy 407) (4 lane) | 2045-2049 | 30,270,000 | - | | 30,270,000 | - | | 30,270,000 | 23,307,900 | 6,962,100 |
| 17 | Roadway Restriping (Associated with Newly Constructed Roads) | 2030-2034 | 449,000 | - | | 449,000 | - | | 449,000 | 345,730 | 103,270 |
| 18 | Louis St. Laurent Extension (6th Line to Trafalgar) (Bridge) | 2041-2043 | 20,207,000 | - | | 20,207,000 | - | | 20,207,000 | 15,559,390 | 4,647,610 |
| 19 | Louis St. Laurent Extension (6th Line to Trafalgar) (4 lane) | 2041-2043 | 17,302,000 | - | | 17,302,000 | - | | 17,302,000 | 13,322,540 | 3,979,460 |
| 20 | Britannia Road (Tremaine Rd to MEV West Boundary) (4 lane) | 2037-2039 | 5,092,000 | - | | 5,092,000 | 763,800 | | 4,328,200 | 3,332,714 | 995,486 |
| 21 | Lower Base Line (Fourth Line to Fifth Line) (2 lane extension) | 2039-2041 | 29,386,000 | - | | 29,386,000 | - | | 29,386,000 | 22,627,220 | 6,758,780 |
| 22 | Lower Base Line (Fifth Line to Town East Boundary) (4 lanes) | 2045-2050 | 56,645,000 | - | | 56,645,000 | 8,496,800 | | 48,148,200 | 37,074,114 | 11,074,086 |
| 23 | Main Street E MTSA South Side (Wilson Dr to Thompson Rd) | 2036-2051 | 4,299,000 | - | | 4,299,000 | 1,074,800 | | 3,224,200 | 2,482,634 | 741,566 |
| 24 | Intersection Improvement Costs | 2026-2028 | 3,401,000 | - | | 3,401,000 | 340,100 | | 3,060,900 | 2,356,893 | 704,007 |
| 25 | Lower Base Line - Tremaine to RR 25 - widening to 4 lanes; | 2041-2046 | 37,371,000 | - | | 37,371,000 | 5,605,700 | | 31,765,300 | 24,459,281 | 7,306,019 |
| 26 | Lower Base Line - RR 25 to new JSP - widening to 4 lanes | 2043-2048 | 61,213,000 | - | | 61,213,000 | 5,509,200 | 24,485,200 | 31,218,600 | 24,038,322 | 7,180,278 |
| 28 | NW Arterial Britannia Secondary Plan (Louis St. Laurent to Secondary Plan Boundary) - 4 Lane | 2035+ | 10,900,000 | - | | 10,900,000 | - | | 10,900,000 | 8,393,000 | 2,507,000 |
| | **BRIDGES & STRUCTURES** | | | | | | - | | | | |
| 29 | Main Street Crossing (Trafalgar to 407) | 2045-2049 | 18,909,000 | - | | 18,909,000 | - | | 18,909,000 | 14,559,930 | 4,349,070 |
| 30 | 16 Mile Creek Crossing | 2030 | 3,576,000 | - | | 3,576,000 | - | | 3,576,000 | 2,753,520 | 822,480 |
| | **ACTIVE TRANSPORTATION:** | | | | | | | | | | |
| 31 | Derry Green Union Gas Pipeline Easement (Asphalt trails and 2 pedestrian bridges) | 2029 | 1,899,000 | - | | 1,899,000 | - | | 1,899,000 | 1,462,230 | 436,770 |

Table 5-4 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 to Buildout | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 77% | Potential D.C. Recoverable Cost: Non-Residential Share 23% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | Trafalgar Active Transportation | 2028-2030 | 6,897,000 | - | | 6,897,000 | - | | 6,897,000 | 5,310,690 | 1,586,310 |
| 33 | Britannia Active Transportation | 2030 | 1,699,000 | - | | 1,699,000 | - | | 1,699,000 | 1,308,230 | 390,770 |
| 34 | Agerton Active Transportation | 2029-2031 | 2,903,000 | - | | 2,903,000 | - | | 2,903,000 | 2,235,310 | 667,690 |
| 35 | MEV Active Transportation | 2029-2031 | 3,693,000 | - | | 3,693,000 | - | | 3,693,000 | 2,843,610 | 849,390 |
| 36 | Community Expansion Area Active Transportation | 2036-2051 | 1,834,000 | - | | 1,834,000 | - | | 1,834,000 | 1,412,180 | 421,820 |
| | **RESERVE FUND ADJUSTMENT:** | | | | | | | | | | |
| 37 | Reserve Fund Adjustment | | 109,341,814 | | | 109,341,814 | | | 109,341,814 | 60,961,220 | 48,380,594 |
| | **Total** | | **711,212,814** | **-** | **-** | **711,212,814** | **50,842,700** | **24,485,200** | **635,884,914** | **466,399,407** | **169,485,507** |

### 5.3.2 Public Works (Facilities, Vehicles and Equipment)

As noted in 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 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 service out of a number of facilities totalling 96,437 sq. ft. of building area. The average level of service provided over the historical 15-year period is 0.7918 sq.ft. per capita, which equates to an investment of $463 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the 2051 forecast period of approximately $107.11 million.

The Public Works Department has a variety of vehicles and major equipment totalling approximately $32.81 million. The inventory provided over the previous 15-year period equates to a per capita standard of $225. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is approximately $52.14 million.

In total, the D.C.-eligible amount for recovery for Public Works services is approximately $159.25 million.

With respect to future growth needs, the Town has identified expansion of operations facility space and a new civic operations centre, along with several new vehicles and operations equipment. The total estimated capital costs of the projects identified are approximately $96.96 million. A reduction of approximately $2.94 million has been made to account for costs that benefit existing development. In addition, a reduction of $2.02 million has been made to reflect the existing balance in the D.C. reserve fund. As a result, the net growth-related cost included in the D.C. is approximately $92.01 million.

The residential/non-residential capital cost allocation for parks and recreation related costs is 95% residential development/5% non-residential development (allocation to recognize minor benefit to the non-residential sector). All other costs for public works are based on a 77% residential/23% non-residential split, which is based on the ratio of incremental growth in population to employment for the 2051 forecast period.

Table 5-5
Infrastructure Cost Included in the Development Charges Calculation
Public Works – Facilities and Vehicles

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Service to Which Project Relates | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share | Potential D.C. Recoverable Cost: Non-Residential Share |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **FACILITIES** | | | | | | | | | | | |
| 1 | **Operations Centre Expansion - Ph 2** | | 2027-2029 | | | | | | | | | |
| 1a | Operations Centre Expansion - Ph 2 | Services Related to a Highway | 2027-2029 | 5,450,000 | - | | 5,450,000 | - | | 5,450,000 | 4,196,500 | 1,253,500 |
| 1b | Operations Centre Expansion - Ph 2 | Stormwater Services | 2027-2029 | 5,450,000 | - | | 5,450,000 | - | | 5,450,000 | 4,196,500 | 1,253,500 |
| 1c | Operations Centre Expansion - Ph 2 | Parks and Recreation | 2027-2029 | 5,450,000 | - | | 5,450,000 | - | | 5,450,000 | 5,177,500 | 272,500 |
| 2 | **Civic Operations Centre - Sustainable Halton Lands** | | | | | | | | | | | |
| 2a | Civic Operations Centre - Sustainable Halton Lands | Services Related to a Highway | 2035+ | 6,520,000 | - | | 6,520,000 | - | | 6,520,000 | 5,020,400 | 1,499,600 |
| 2b | Civic Operations Centre - Sustainable Halton Lands | Stormwater Services | 2035+ | 6,520,000 | - | | 6,520,000 | - | | 6,520,000 | 5,020,400 | 1,499,600 |
| 2c | Civic Operations Centre - Sustainable Halton Lands | Parks and Recreation | 2035+ | 6,520,000 | - | | 6,520,000 | - | | 6,520,000 | 6,194,000 | 326,000 |
| 3 | **Civic Operations Centre - Expansion Area Lands** | | | | | | | | | | | |
| 3a | Civic Operations Centre - Expansion Area Lands | Services Related to a Highway | 2035+ | 5,220,000 | - | | 5,220,000 | - | | 5,220,000 | 4,019,400 | 1,200,600 |
| 3b | Civic Operations Centre - Expansion Area Lands | Stormwater Services | 2035+ | 5,220,000 | - | | 5,220,000 | - | | 5,220,000 | 4,019,400 | 1,200,600 |
| 3c | Civic Operations Centre - Expansion Area Lands | Parks and Recreation | 2035+ | 5,220,000 | - | | 5,220,000 | - | | 5,220,000 | 4,959,000 | 261,000 |
| 4 | **Bridge at Operations Centre** | | | | | | | | | | | |
| 4a | Bridge at Operations Centre | Services Related to a Highway | 2027-2029 | 2,154,000 | - | | 2,154,000 | - | | 2,154,000 | 1,658,580 | 495,420 |
| 4b | Bridge at Operations Centre | Stormwater Services | 2027-2029 | 2,154,000 | - | | 2,154,000 | - | | 2,154,000 | 1,658,580 | 495,420 |
| 4c | Bridge at Operations Centre | Parks and Recreation | 2027-2029 | 2,154,000 | - | | 2,154,000 | - | | 2,154,000 | 2,046,300 | 107,700 |
| 5 | Parks Satellite Bunkers | Parks and Recreation | 2027-2029 | 309,000 | - | | 309,000 | - | | 309,000 | 293,550 | 15,450 |
| 6 | P.O.A./By-law Enforcement Facility Space | P.O.A. including By-law Enforcement | 2035+ | 5,872,000 | - | | 5,872,000 | 2,936,000 | | 2,936,000 | 2,260,720 | 675,280 |
| | | | | | | | | | | | - | - |
| | **VEHICLES & EQUIPMENT** | | | | | | | | | | - | - |
| 7 | Provision of Operations Equipment - HUSP | Services Related to a Highway | 2026-2027 | 2,099,000 | - | | 2,099,000 | - | | 2,099,000 | 1,616,230 | 482,770 |
| 8 | Provision of Operations Equipment - Intensification | Services Related to a Highway | 2026-2035 | 1,922,000 | - | | 1,922,000 | - | | 1,922,000 | 1,479,940 | 442,060 |

Table 5-5
Infrastructure Cost Included in the Development Charges Calculation
Public Works – Facilities and Vehicles

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Service to Which Project Relates | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share | Potential D.C. Recoverable Cost: Non-Residential Share |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | Provision of Operations Equipment - Ph4 | Services Related to a Highway | 2026-2035 | 12,451,000 | - | | 12,451,000 | - | | 12,451,000 | 9,587,270 | 2,863,730 |
| 10 | Provision of Operations Equipment - Community Expansion Area Lands | Services Related to a Highway | 2032-2035+ | 5,912,000 | - | | 5,912,000 | - | | 5,912,000 | 4,552,240 | 1,359,760 |
| 11 | Provision of Parks & Recreation Equipment - HUSP | Parks and Recreation Services | 2026-2027 | 782,000 | - | | 782,000 | - | | 782,000 | 742,900 | 39,100 |
| 12 | Provision of Parks & Recreation Equipment - Intensification | Parks and Recreation Services | 2026-2035 | 741,000 | - | | 741,000 | - | | 741,000 | 703,950 | 37,050 |
| 13 | Provision of Parks & Recreation Equipment - Ph4 | Parks and Recreation Services | 2026-2035 | 4,452,000 | - | | 4,452,000 | - | | 4,452,000 | 4,229,400 | 222,600 |
| 14 | Provision of Parks & Recreation Equipment - Community Area Expansion lands | Parks and Recreation Services | 2032-2035+ | 2,114,000 | - | | 2,114,000 | - | | 2,114,000 | 2,008,300 | 105,700 |
| 15 | Ice Resurfacer - Boyne | Parks and Recreation Services | 2030 | 222,000 | - | | 222,000 | - | | 222,000 | 210,900 | 11,100 |
| 16 | Ice Resurfacer - Trafalgar | Parks and Recreation Services | 2035 | 222,000 | - | | 222,000 | - | | 222,000 | 210,900 | 11,100 |
| 17 | Ice Resurfacers - 1 per twin pad arena | Parks and Recreation Services | 2035+ | 1,110,000 | - | | 1,110,000 | - | | 1,110,000 | 1,054,500 | 55,500 |
| 18 | Protective Inspection and Control / POA / By-law Enforcement Vehicles | P.O.A. including By-law Enforcement | 2026-2035+ | 513,000 | - | | 513,000 | - | | 513,000 | 395,010 | 117,990 |
| 19 | Provision of Facilities Maintenance Vehicles | Parks and Recreation Services | 2031-2035+ | 210,000 | - | | 210,000 | - | | 210,000 | 199,500 | 10,500 |
| | Reserve Fund Adjustment | | | | | | | 2,021,200 | | (2,021,200) | (2,112,449) | 91,249 |
| | | | | | | | | | | | | |
| | **Total** | | | **96,963,000** | **-** | **-** | **96,963,000** | **4,957,200** | **-** | **92,005,800** | **75,599,421** | **16,406,379** |

### 5.3.3 Fire Protection Services

The Town currently operates its fire services from five stations as well as a training facility, with a combined square footage of 65,184 sq.ft. Over the past 15 years, the Town has provided for a per capita average level of service of 0.49 sq.ft. or $445 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of approximately $103.00 million for fire facilities.

In addition to the facilities, the Town also has a current inventory of 37.5 fire service vehicles. Over the past 15 years, the average level of investment equates to $256 per capita. This level of service provides the Town with a D.C.-eligible amount of $59.12 million. The fire department also has a variety of small equipment and gear for use in fire services. On average, over the past 15 years, the Town has provided a level of service of $58 per capita. The total D.C.-eligible amount for small equipment and gear is $13.50 million.

In total, the D.C.-eligible amount for fire services is approximately $175.61 million.

Based on the anticipated growth over the forecast period, the Town has identified the need for additional facility space, along with new vehicles and small equipment and gear for new firefighters. In total, the gross estimated capital cost of these works is $67.11 million. A minor benefit to the existing community of approximately $830,000 has been deducted from the calculations. Approximately $10.29 million has been added to the D.C. calculations to reflect the existing reserve fund deficit. The resulting net growth-related capital cost included in the D.C. calculations is $76.57 million.

These costs are shared between residential and non-residential growth based on the population to employment growth ratio over the forecast period, resulting in a 77% allocation to residential development and 23% allocation to non-residential development.

Table 5-6
Infrastructure Cost Included in the Development Charges Calculation
Fire Protection Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 77% | Non-Residential Share 23% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Facilities:** | | | | | | | | | | |
| 1 | Station - Britannia | 2033-2035 | 10,175,000 | - | | 10,175,000 | - | | 10,175,000 | 7,834,750 | 2,340,250 |
| 2 | Station - Trafalgar/Agerton | 2027-2028 | 10,175,000 | - | | 10,175,000 | - | | 10,175,000 | 7,834,750 | 2,340,250 |
| 3 | Station 1 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 4 | Station 3 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 5 | Station 4 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 6 | Station 5 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 7 | Station 6 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 8 | Station 7 - Living Operations/Training Space | 2035+ | 2,775,000 | - | | 2,775,000 | 138,800 | | 2,636,200 | 2,029,874 | 606,326 |
| 9 | Training Facility | 2035+ | 9,600,000 | - | | 9,600,000 | - | | 9,600,000 | 7,392,000 | 2,208,000 |
| 10 | Apparatus Repair Facility | 2035+ | 6,000,000 | - | | 6,000,000 | - | | 6,000,000 | 4,620,000 | 1,380,000 |
| 11 | Additional Communications Centre | 2035+ | 1,480,000 | - | | 1,480,000 | - | | 1,480,000 | 1,139,600 | 340,400 |
| 12 | Fire Prevention Office Space | 2035+ | 925,000 | - | | 925,000 | - | | 925,000 | 712,250 | 212,750 |
| | **Vehicles:** | | | | | | | | | | |
| | **Station - Britannia:** | | | | | | | | | | |
| 13 | Pumper Rescue (2) | 2035 | 3,994,000 | - | | 3,994,000 | - | | 3,994,000 | 3,075,380 | 918,620 |
| | **Station - Trafalgar/Agerton** | | | | | | | | | | |
| 14 | Pumper Rescue | 2026 | 1,997,000 | - | | 1,997,000 | - | | 1,997,000 | 1,537,690 | 459,310 |
| 15 | Aerial (100 ft. Ladder) | 2035+ | 2,830,000 | - | | 2,830,000 | - | | 2,830,000 | 2,179,100 | 650,900 |
| | **Other Vehicles** | | | | | | | | | | |
| 16 | Fire Prevention Vehicles | 2028-2035 | 108,000 | - | | 108,000 | - | | 108,000 | 83,160 | 24,840 |
| 17 | Communications Vehicle | 2033 | 55,000 | - | | 55,000 | - | | 55,000 | 42,350 | 12,650 |
| 18 | Training Vehicle | 2030 | 95,000 | - | | 95,000 | - | | 95,000 | 73,150 | 21,850 |
| 19 | EVT/Mechanics Vehicle | 2033 | 95,000 | - | | 95,000 | - | | 95,000 | 73,150 | 21,850 |
| | **Small Equipment and Gear:** | | | | | | | | | | |
| 20 | Compressor/Cascade System | 2035 | 104,800 | - | | 104,800 | - | | 104,800 | 80,696 | 24,104 |
| 21 | Emergency Vehicle Technician Equipment Growth | 2027-2033 | 80,800 | - | | 80,800 | - | | 80,800 | 62,216 | 18,584 |
| 22 | Personal Protective Equipment - Conversion of Part-time to Full-time (120) | 2035+ | 540,000 | - | | 540,000 | - | | 540,000 | 415,800 | 124,200 |
| | **Station - Britannia West:** | | | | | | | | | | |
| 23 | Bunker Gear - Firefighters - Full-time (20), Part-Time (20) | 2035 | 358,000 | - | | 358,000 | - | | 358,000 | 275,660 | 82,340 |

Table 5-6 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Fire Protection Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 77% | Potential D.C. Recoverable Cost: Non-Residential Share 23% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | Firefighting Equipment | 2035 | 734,200 | - | | 734,200 | - | | 734,200 | 565,334 | 168,866 |
| 25 | Other Equipment - Station Britannia | 2035+ | 18,300 | - | | 18,300 | - | | 18,300 | 14,091 | 4,209 |
| | **Station - Trafalgar:** | | | | | | | | | | |
| 26 | Bunker Gear - Firefighters - Full-time (20), Part-Time (20) | 2026-2028 | 358,000 | - | | 358,000 | - | | 358,000 | 275,660 | 82,340 |
| 27 | Firefighting Equipment | 2028 | 714,600 | - | | 714,600 | - | | 714,600 | 550,242 | 164,358 |
| 28 | Other Equipment - Station 7 | 2029 | 18,300 | - | | 18,300 | - | | 18,300 | 14,091 | 4,209 |
| | | | - | - | | - | - | | | | |
| 29 | Reserve Fund Adjustment | | 10,294,036 | | | 10,294,036 | | | 10,294,036 | 4,492,039 | 5,801,997 |
| | | | | | | | | | | | |
| | **Total** | | **77,400,036** | **-** | **-** | **77,400,036** | **832,800** | **-** | **76,567,236** | **55,522,403** | **21,044,833** |

### 5.3.4 Parks and Recreation Services

The Town currently has 1,392 acres of parkland within its jurisdiction. This land consists of various sized village squares, neighbourhood, district, and community parks, passive open space areas, linear parks, and parkland shared with others. Over the historical 15-year period, the Town has provided an average of 10.60 acres of parkland, and 3.80 park amenity items per 1,000 population. The Town also provides 0.11 linear meters of trails per capita. Including park development, amenities (e.g., playground equipment, spray pads, etc.), and trails, the level of service provided equates to an investment of $2,196 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of $508.08 million.

In addition to the above, the Town also provides several indoor recreation facilities, which total approximately 644,000 sq ft of facility space as of 2024. Over the past 15 years, the average level of service provided equates to an investment of $4,845 per capita. This average level of service translates into a D.C.-eligible amount of $1.12 billion.

In total, the historical 15-year service standard for parks and recreation services equates to a D.C.-eligible amount of $1.63 billion.

Based on the projected growth over the 2051 forecast period, the Town has identified approximately $1.07 billion in capital costs related to new recreation facilities. The capital costs were determined by identifying the square feet of facility space required for the anticipated growth and multiplying the square feet by the replacement cost for the respective facility. Given that these facilities are to benefit the growth within the forecast period and are not replacing any existing facilities, there are no deductions related to the existing development or to development beyond the forecast period.

Further, the Town has identified $423.65 million related to new parkland development, trails, and new amenities. Similarly, these capital costs are to benefit the growth within the forecast period and as such, deductions have not been made related to the existing development or for development beyond the forecast period.

A deduction of $68.83 million has been made to account for the existing balance in the reserve fund, resulting in a net growth capital cost of $1.43 billion. This amount has been included in the D.C. calculations.

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

Table 5-7
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 95% | Non-Residential Share 5% |
| | **Recreation Facilities** | | | | | | | | | | |
| 1 | Boyne Community Centre (Arena (2) Ice pads, Indoor Pool, Gymnasium, Multi-Purpose Space) | 2028-2030 | 141,570,000 | - | | 141,570,000 | - | | 141,570,000 | 134,491,500 | 7,078,500 |
| | **Britannia:** | | | | | | | | | | |
| 2 | Arena - Twin Pad | 2035+ | 84,700,000 | - | | 84,700,000 | - | | 84,700,000 | 80,465,000 | 4,235,000 |
| 3 | Indoor Pool | 2035+ | 67,760,000 | - | | 67,760,000 | - | | 67,760,000 | 64,372,000 | 3,388,000 |
| 4 | Gymnasium | 2035+ | 31,460,000 | - | | 31,460,000 | - | | 31,460,000 | 29,887,000 | 1,573,000 |
| 5 | Multi-purpose Spaces | 2035+ | 7,260,000 | - | | 7,260,000 | - | | 7,260,000 | 6,897,000 | 363,000 |
| | **Trafalgar/Agerton:** | | | | | | | | | | |
| 6 | Arena - Twin Pad | 2035+ | 84,700,000 | - | | 84,700,000 | - | | 84,700,000 | 80,465,000 | 4,235,000 |
| 7 | Indoor Pool | 2035+ | 33,880,000 | - | | 33,880,000 | - | | 33,880,000 | 32,186,000 | 1,694,000 |
| 8 | Gymnasium | 2035+ | 15,730,000 | - | | 15,730,000 | - | | 15,730,000 | 14,943,500 | 786,500 |
| 9 | Multi-purpose Spaces | 2035+ | 7,260,000 | - | | 7,260,000 | - | | 7,260,000 | 6,897,000 | 363,000 |
| | **MEV:** | | | | | | | | | | |
| 10 | Arena - Twin Pad | 2035+ | 84,700,000 | - | | 84,700,000 | - | | 84,700,000 | 80,465,000 | 4,235,000 |
| 11 | Indoor Pool | 2035+ | 33,880,000 | - | | 33,880,000 | - | | 33,880,000 | 32,186,000 | 1,694,000 |
| 12 | Gymnasium | 2035+ | 31,460,000 | - | | 31,460,000 | - | | 31,460,000 | 29,887,000 | 1,573,000 |
| 13 | Multi-Purpose Spaces | 2035+ | 7,260,000 | - | | 7,260,000 | - | | 7,260,000 | 6,897,000 | 363,000 |
| | **Intensification:** | | | | | | | | | | |
| 14 | Arena - Twin Pad | 2035+ | 84,700,000 | - | | 84,700,000 | - | | 84,700,000 | 80,465,000 | 4,235,000 |
| 15 | Indoor Pool | 2035+ | 33,880,000 | - | | 33,880,000 | - | | 33,880,000 | 32,186,000 | 1,694,000 |
| 16 | Gymnasium | 2035+ | 31,460,000 | - | | 31,460,000 | - | | 31,460,000 | 29,887,000 | 1,573,000 |
| 17 | Multi-Purpose Spaces | 2035+ | 7,260,000 | - | | 7,260,000 | - | | 7,260,000 | 6,897,000 | 363,000 |
| | **Community Expansion Area:** | | | | | | | | | | |
| 18 | Arena - Twin Pad | 2035+ | 169,400,000 | - | | 169,400,000 | - | | 169,400,000 | 160,930,000 | 8,470,000 |
| 19 | Indoor Pool | 2035+ | 67,760,000 | - | | 67,760,000 | - | | 67,760,000 | 64,372,000 | 3,388,000 |
| 20 | Gymnasium | 2035+ | 31,460,000 | - | | 31,460,000 | - | | 31,460,000 | 29,887,000 | 1,573,000 |
| 21 | Multi-purpose Spaces | 2035+ | 14,520,000 | - | | 14,520,000 | - | | 14,520,000 | 13,794,000 | 726,000 |
| | | | | | | | | | | | |
| | **Parkland Development** | | | | | | | | | | |
| | **Trails/Linear Parks:** | | | | | | | | | | |
| 22 | New Trail Development | 2027 | 1,070,000 | - | | 1,070,000 | - | | 1,070,000 | 1,016,500 | 53,500 |
| 23 | Linear Park Multi Use Trail - Coates South (4b) | 2028 | 1,000,000 | - | | 1,000,000 | - | | 1,000,000 | 950,000 | 50,000 |
| 24 | Milton Heights Tributary Trails | 2027 | 1,550,000 | - | | 1,550,000 | - | | 1,550,000 | 1,472,500 | 77,500 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | Boyne Multiuse (Asphalt Trails in Greenlands System) Lit (W Side of 16 Mile Creek) | 2027-2028 | 1,777,000 | - | | 1,777,000 | - | | 1,777,000 | 1,688,150 | 88,850 |
| 26 | Boyne Limestone Trails in Greenlands System (West, Tremaine to 16 Mile Creek) | 2028 | 220,000 | - | | 220,000 | - | | 220,000 | 209,000 | 11,000 |
| 28 | Boyne Limestone Trails in Greenlands System (E 16 Milton Creek to JSP) | 2026-2028 | 710,000 | - | | 710,000 | - | | 710,000 | 674,500 | 35,500 |
| 29 | Boyne Multiuse (Asphalt Trails in Greenlands System ) Lit (East Side 16 Mile Creek) | 2027-2028 | 1,192,000 | - | | 1,192,000 | - | | 1,192,000 | 1,132,400 | 59,600 |
| 30 | Trafalgar Recreational Trails | 2028-2051 | 13,590,000 | - | | 13,590,000 | - | | 13,590,000 | 12,910,500 | 679,500 |
| 31 | Britannia Recreational Trails | 2030-2051 | 6,110,000 | - | | 6,110,000 | - | | 6,110,000 | 5,804,500 | 305,500 |
| 32 | Agerton Recreational Trails | 2029-2051 | 1,940,000 | - | | 1,940,000 | - | | 1,940,000 | 1,843,000 | 97,000 |
| 33 | MEV Rcreational Trails | 2029-2033 | 6,460,000 | - | | 6,460,000 | - | | 6,460,000 | 6,137,000 | 323,000 |
| 34 | Intensification Recreational Trails | 2036-2051 | 2,370,000 | - | | 2,370,000 | - | | 2,370,000 | 2,251,500 | 118,500 |
| 35 | Community Expansion Area Recreational Trails | 2036-2051 | 6,890,000 | - | | 6,890,000 | - | | 6,890,000 | 6,545,500 | 344,500 |
| | **HUSP** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 36 | Village Squares | 2035+ | 4,760,000 | - | | 4,760,000 | - | | 4,760,000 | 4,522,000 | 238,000 |
| 37 | Neighbourhood Parks | 2035+ | 1,390,000 | - | | 1,390,000 | - | | 1,390,000 | 1,320,500 | 69,500 |
| 38 | District Parks | 2035+ | 13,280,000 | - | | 13,280,000 | - | | 13,280,000 | 12,616,000 | 664,000 |
| 39 | Community Parks | 2035+ | 29,450,000 | - | | 29,450,000 | - | | 29,450,000 | 27,977,500 | 1,472,500 |
| | Parkland Amenities | | | | | | | | | | |
| 40 | Playground Equipment - Village Square | 2035+ | 3,060,000 | - | | 3,060,000 | - | | 3,060,000 | 2,907,000 | 153,000 |
| 41 | Playground Equipment - Neighbourhood Park | 2035+ | 340,000 | - | | 340,000 | - | | 340,000 | 323,000 | 17,000 |
| 42 | Playground Equipment - District Park | 2035+ | 1,050,000 | - | | 1,050,000 | - | | 1,050,000 | 997,500 | 52,500 |
| 43 | Playground Equipment - Community Park | 2035+ | 550,000 | - | | 550,000 | - | | 550,000 | 522,500 | 27,500 |
| 44 | Hardball/Baseball - (lit) | 2035+ | 1,080,000 | - | | 1,080,000 | - | | 1,080,000 | 1,026,000 | 54,000 |
| 45 | Slo-Pitch/Softball - (lit) | 2035+ | 4,200,000 | - | | 4,200,000 | - | | 4,200,000 | 3,990,000 | 210,000 |
| 46 | Major Soccer Field - (lit) | 2035+ | 8,010,000 | - | | 8,010,000 | - | | 8,010,000 | 7,609,500 | 400,500 |
| 47 | Major Soccer Field - (unlit) | 2035+ | 360,000 | - | | 360,000 | - | | 360,000 | 342,000 | 18,000 |
| 48 | Cricket pitch - (Hardball) | 2035+ | 1,600,000 | - | | 1,600,000 | - | | 1,600,000 | 1,520,000 | 80,000 |
| 49 | Tennis Courts - Lit | 2035+ | 1,710,000 | - | | 1,710,000 | - | | 1,710,000 | 1,624,500 | 85,500 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | Multi-Purpose Court - (lit) | 2035+ | 600,000 | - | | 600,000 | - | | 600,000 | 570,000 | 30,000 |
| 51 | Multi-Purpose Court - (unlit) | 2035+ | 130,000 | - | | 130,000 | - | | 130,000 | 123,500 | 6,500 |
| 52 | Pickleball Courts (unlit) | 2035+ | 290,000 | - | | 290,000 | - | | 290,000 | 275,500 | 14,500 |
| 53 | Pickleball Courts (lit) | 2035+ | 990,000 | - | | 990,000 | - | | 990,000 | 940,500 | 49,500 |
| 54 | Shelter - Major | 2035+ | 1,200,000 | - | | 1,200,000 | - | | 1,200,000 | 1,140,000 | 60,000 |
| 55 | Shelter - Minor | 2035+ | 1,820,000 | - | | 1,820,000 | - | | 1,820,000 | 1,729,000 | 91,000 |
| 56 | Skateboard Area - Major | 2035+ | 3,510,000 | - | | 3,510,000 | - | | 3,510,000 | 3,334,500 | 175,500 |
| 57 | Skateboard Area - Minor | 2035+ | 660,000 | - | | 660,000 | - | | 660,000 | 627,000 | 33,000 |
| 58 | Spray Pad - Major | 2035+ | 3,350,000 | - | | 3,350,000 | - | | 3,350,000 | 3,182,500 | 167,500 |
| 59 | Event Space (outdoor) | 2035+ | 3,670,000 | - | | 3,670,000 | - | | 3,670,000 | 3,486,500 | 183,500 |
| 60 | Picnic Area | 2035+ | 1,630,000 | - | | 1,630,000 | - | | 1,630,000 | 1,548,500 | 81,500 |
| | **Trafalgar** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 61 | Village Squares | 2035+ | 1,730,000 | - | | 1,730,000 | - | | 1,730,000 | 1,643,500 | 86,500 |
| 62 | Neighbourhood Parks | 2035+ | 12,140,000 | - | | 12,140,000 | - | | 12,140,000 | 11,533,000 | 607,000 |
| 63 | District Parks | 2035+ | 5,960,000 | - | | 5,960,000 | - | | 5,960,000 | 5,662,000 | 298,000 |
| | Parkland Amenities | | | | | | | | | | |
| 64 | Playground Equipment - Village Square | 2035+ | 2,120,000 | - | | 2,120,000 | - | | 2,120,000 | 2,014,000 | 106,000 |
| 65 | Playground Equipment - Neighbourhood Park | 2035+ | 3,020,000 | - | | 3,020,000 | - | | 3,020,000 | 2,869,000 | 151,000 |
| 66 | Playground Equipment - District Park | 2035+ | 700,000 | - | | 700,000 | - | | 700,000 | 665,000 | 35,000 |
| 67 | Slo-Pitch/Softball - (lit) | 2035+ | 1,400,000 | - | | 1,400,000 | - | | 1,400,000 | 1,330,000 | 70,000 |
| 68 | Major Soccer Field - (lit) | 2035+ | 9,790,000 | - | | 9,790,000 | - | | 9,790,000 | 9,300,500 | 489,500 |
| 69 | Tennis Courts - Lit | 2035+ | 2,090,000 | - | | 2,090,000 | - | | 2,090,000 | 1,985,500 | 104,500 |
| 70 | Multi-Purpose Court - (lit) | 2035+ | 2,250,000 | - | | 2,250,000 | - | | 2,250,000 | 2,137,500 | 112,500 |
| 71 | Pickleball Courts (unlit) | 2035+ | 580,000 | - | | 580,000 | - | | 580,000 | 551,000 | 29,000 |
| 72 | Shelter - Major | 2035+ | 480,000 | - | | 480,000 | - | | 480,000 | 456,000 | 24,000 |
| 73 | Shelter - Minor | 2035+ | 2,100,000 | - | | 2,100,000 | - | | 2,100,000 | 1,995,000 | 105,000 |
| 74 | Skateboard Area - Major | 2035+ | 1,170,000 | - | | 1,170,000 | - | | 1,170,000 | 1,111,500 | 58,500 |
| 75 | Spray Pad - Major | 2035+ | 670,000 | - | | 670,000 | - | | 670,000 | 636,500 | 33,500 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 76 | Spray Pad - Minor | 2035+ | 2,160,000 | - | | 2,160,000 | - | | 2,160,000 | 2,052,000 | 108,000 |
| | **MEV** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 77 | Village Squares | 2035+ | 5,100,000 | - | | 5,100,000 | - | | 5,100,000 | 4,845,000 | 255,000 |
| 78 | Neighbourhood Parks | 2035+ | 1,970,000 | - | | 1,970,000 | - | | 1,970,000 | 1,871,500 | 98,500 |
| | Parkland Amenities | | | | | | | | | | |
| 79 | Playground Equipment - Village Square | 2035+ | 1,650,000 | - | | 1,650,000 | - | | 1,650,000 | 1,567,500 | 82,500 |
| 80 | Playground Equipment - Neighbourhood Park | 2035+ | 340,000 | - | | 340,000 | - | | 340,000 | 323,000 | 17,000 |
| 81 | Major Soccer Field - (lit) | 2035+ | 1,780,000 | - | | 1,780,000 | - | | 1,780,000 | 1,691,000 | 89,000 |
| 82 | Multi-use Half Court | 2035+ | 70,000 | - | | 70,000 | - | | 70,000 | 66,500 | 3,500 |
| 83 | Shelter - Minor | 2035+ | 1,120,000 | - | | 1,120,000 | - | | 1,120,000 | 1,064,000 | 56,000 |
| 84 | Spray Pad - Minor | 2035+ | 360,000 | - | | 360,000 | - | | 360,000 | 342,000 | 18,000 |
| | **Agerton** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 85 | Village Squares | 2035+ | 960,000 | - | | 960,000 | - | | 960,000 | 912,000 | 48,000 |
| 86 | Neighbourhood Parks | 2035+ | 1,730,000 | - | | 1,730,000 | - | | 1,730,000 | 1,643,500 | 86,500 |
| 87 | District Parks | 2035+ | 3,200,000 | - | | 3,200,000 | - | | 3,200,000 | 3,040,000 | 160,000 |
| | Parkland Amenities | | | | | | | | | | |
| 88 | Playground Equipment - Village Square | 2035+ | 1,180,000 | - | | 1,180,000 | - | | 1,180,000 | 1,121,000 | 59,000 |
| 89 | Playground Equipment - Neighbourhood Park | 2035+ | 340,000 | - | | 340,000 | - | | 340,000 | 323,000 | 17,000 |
| 90 | Playground Equipment - District Park | 2035+ | 350,000 | - | | 350,000 | - | | 350,000 | 332,500 | 17,500 |
| 91 | Slo-Pitch/Softball - (lit) | 2035+ | 700,000 | - | | 700,000 | - | | 700,000 | 665,000 | 35,000 |
| 92 | Major Soccer Field - (lit) | 2035+ | 2,670,000 | - | | 2,670,000 | - | | 2,670,000 | 2,536,500 | 133,500 |
| 93 | Tennis Courts - Lit | 2035+ | 190,000 | - | | 190,000 | - | | 190,000 | 180,500 | 9,500 |
| 94 | Multi-Purpose Court - (lit) | 2035+ | 150,000 | - | | 150,000 | - | | 150,000 | 142,500 | 7,500 |
| 95 | Multi-use Half Court | 2035+ | 70,000 | - | | 70,000 | - | | 70,000 | 66,500 | 3,500 |
| 96 | Shelter - Major | 2035+ | 240,000 | - | | 240,000 | - | | 240,000 | 228,000 | 12,000 |
| 97 | Shelter - Minor | 2035+ | 840,000 | - | | 840,000 | - | | 840,000 | 798,000 | 42,000 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 98 | Skateboard Area - Minor | 2035+ | 330,000 | - | | 330,000 | - | | 330,000 | 313,500 | 16,500 |
| 99 | Spray Pad - Major | 2035+ | 670,000 | - | | 670,000 | - | | 670,000 | 636,500 | 33,500 |
| 100 | Spray Pad - Minor | 2035+ | 360,000 | - | | 360,000 | - | | 360,000 | 342,000 | 18,000 |
| | **Britannia** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 101 | Village Squares | 2035+ | 5,760,000 | - | | 5,760,000 | - | | 5,760,000 | 5,472,000 | 288,000 |
| 102 | Neighbourhood Parks | 2035+ | 8,870,000 | - | | 8,870,000 | - | | 8,870,000 | 8,426,500 | 443,500 |
| 103 | District Parks | 2035+ | 11,090,000 | - | | 11,090,000 | - | | 11,090,000 | 10,535,500 | 554,500 |
| | Parkland Amenities | | | | | | | | | | |
| 104 | Playground Equipment - Village Square | 2035+ | 3,530,000 | - | | 3,530,000 | - | | 3,530,000 | 3,353,500 | 176,500 |
| 105 | Playground Equipment - Neighbourhood Park | 2035+ | 1,680,000 | - | | 1,680,000 | - | | 1,680,000 | 1,596,000 | 84,000 |
| 106 | Playground Equipment - District Park | 2035+ | 1,050,000 | - | | 1,050,000 | - | | 1,050,000 | 997,500 | 52,500 |
| 107 | Slo-Pitch/Softball - (lit) | 2035+ | 2,100,000 | - | | 2,100,000 | - | | 2,100,000 | 1,995,000 | 105,000 |
| 108 | Major Soccer Field - (lit) | 2035+ | 8,900,000 | - | | 8,900,000 | - | | 8,900,000 | 8,455,000 | 445,000 |
| 109 | Beach Volleyball - Lit | 2035+ | 340,000 | - | | 340,000 | - | | 340,000 | 323,000 | 17,000 |
| 110 | Cricket pitch - (Hardball) | 2035+ | 800,000 | - | | 800,000 | - | | 800,000 | 760,000 | 40,000 |
| 111 | Tennis Courts - Lit | 2035+ | 760,000 | - | | 760,000 | - | | 760,000 | 722,000 | 38,000 |
| 112 | Multi-Purpose Court - (lit) | 2035+ | 450,000 | - | | 450,000 | - | | 450,000 | 427,500 | 22,500 |
| 113 | Multi-use Half Court | 2035+ | 330,000 | - | | 330,000 | - | | 330,000 | 313,500 | 16,500 |
| 114 | Pickleball Courts (unlit) | 2035+ | 438,000 | - | | 438,000 | - | | 438,000 | 416,100 | 21,900 |
| 115 | Pickleball Courts (lit) | 2035+ | 440,000 | - | | 440,000 | - | | 440,000 | 418,000 | 22,000 |
| 116 | Shelter - Major | 2035+ | 720,000 | - | | 720,000 | - | | 720,000 | 684,000 | 36,000 |
| 117 | Shelter - Minor | 2035+ | 2,800,000 | - | | 2,800,000 | - | | 2,800,000 | 2,660,000 | 140,000 |
| 118 | Skateboard Area - Minor | 2035+ | 990,000 | - | | 990,000 | - | | 990,000 | 940,500 | 49,500 |
| 119 | Spray Pad - Major | 2035+ | 2,010,000 | - | | 2,010,000 | - | | 2,010,000 | 1,909,500 | 100,500 |
| 120 | Spray Pad - Minor | 2035+ | 1,800,000 | - | | 1,800,000 | - | | 1,800,000 | 1,710,000 | 90,000 |
| | **Intensification** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 121 | Village Squares | 2035+ | 2,680,000 | - | | 2,680,000 | - | | 2,680,000 | 2,546,000 | 134,000 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Parkland Amenities | | | | | | | | | | |
| 122 | Playground Equipment - Village Square | 2035+ | 1,410,000 | - | | 1,410,000 | - | | 1,410,000 | 1,339,500 | 70,500 |
| 123 | Shelter - Minor | 2035+ | 840,000 | - | | 840,000 | - | | 840,000 | 798,000 | 42,000 |
| | **Community Expansion Area** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 124 | Village Squares | 2035+ | 7,540,000 | - | | 7,540,000 | - | | 7,540,000 | 7,163,000 | 377,000 |
| 125 | Neighbourhood Parks | 2035+ | 6,160,000 | - | | 6,160,000 | - | | 6,160,000 | 5,852,000 | 308,000 |
| 126 | District Parks | 2035+ | 9,860,000 | - | | 9,860,000 | - | | 9,860,000 | 9,367,000 | 493,000 |
| | Parkland Amenities | | | | | | | | | | |
| 127 | Playground Equipment - Village Square | 2035+ | 4,940,000 | - | | 4,940,000 | - | | 4,940,000 | 4,693,000 | 247,000 |
| 128 | Playground Equipment - Neighbourhood Park | 2035+ | 1,010,000 | - | | 1,010,000 | - | | 1,010,000 | 959,500 | 50,500 |
| 129 | Playground Equipment - District Park | 2035+ | 700,000 | - | | 700,000 | - | | 700,000 | 665,000 | 35,000 |
| 130 | Hardball/Baseball - (lit) | 2035+ | 1,080,000 | - | | 1,080,000 | - | | 1,080,000 | 1,026,000 | 54,000 |
| 131 | Slo-Pitch/Softball - (lit) | 2035+ | 700,000 | - | | 700,000 | - | | 700,000 | 665,000 | 35,000 |
| 132 | Major Soccer Field - (lit) | 2035+ | 12,460,000 | - | | 12,460,000 | - | | 12,460,000 | 11,837,000 | 623,000 |
| 133 | Beach Volleyball - Lit | 2035+ | 170,000 | - | | 170,000 | - | | 170,000 | 161,500 | 8,500 |
| 134 | Tennis Courts - Lit | 2035+ | 380,000 | - | | 380,000 | - | | 380,000 | 361,000 | 19,000 |
| 135 | Multi-Purpose Court - (lit) | 2035+ | 300,000 | - | | 300,000 | - | | 300,000 | 285,000 | 15,000 |
| 136 | Multi-use Half Court | 2035+ | 200,000 | - | | 200,000 | - | | 200,000 | 190,000 | 10,000 |
| 137 | Shelter - Major | 2035+ | 480,000 | - | | 480,000 | - | | 480,000 | 456,000 | 24,000 |
| 138 | Shelter - Minor | 2035+ | 3,360,000 | - | | 3,360,000 | - | | 3,360,000 | 3,192,000 | 168,000 |
| 139 | Skateboard Area - Minor | 2035+ | 660,000 | - | | 660,000 | - | | 660,000 | 627,000 | 33,000 |
| 140 | Spray Pad - Major | 2035+ | 1,340,000 | - | | 1,340,000 | - | | 1,340,000 | 1,273,000 | 67,000 |
| 141 | Spray Pad - Minor | 2035+ | 1,080,000 | - | | 1,080,000 | - | | 1,080,000 | 1,026,000 | 54,000 |
| | **External to Secondary Plans** | | | | | | | | | | |
| | Parkland Development | | | | | | | | | | |
| 142 | District Parks | 2035+ | 4,690,000 | - | | 4,690,000 | - | | 4,690,000 | 4,455,500 | 234,500 |
| 143 | Community Parks | 2035+ | 48,550,000 | - | | 48,550,000 | - | | 48,550,000 | 46,122,500 | 2,427,500 |

Table 5-7 (Cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 95% | Non-Residential Share 5% |
| | Parkland Amenities | | | | | | | | | | |
| 144 | Playground Equipment - District Park | 2035+ | 350,000 | - | | 350,000 | - | | 350,000 | 332,500 | 17,500 |
| 145 | Playground Equipment - Community Park | 2035+ | 1,100,000 | - | | 1,100,000 | - | | 1,100,000 | 1,045,000 | 55,000 |
| 146 | Hardball/Baseball - (lit) | 2035+ | 4,320,000 | - | | 4,320,000 | - | | 4,320,000 | 4,104,000 | 216,000 |
| 147 | Slo-Pitch/Softball - (lit) | 2035+ | 7,000,000 | - | | 7,000,000 | - | | 7,000,000 | 6,650,000 | 350,000 |
| 148 | Major Soccer Field - (lit) | 2035+ | 16,020,000 | - | | 16,020,000 | - | | 16,020,000 | 15,219,000 | 801,000 |
| 149 | Multi-purpose field - Lit | 2035+ | 1,410,000 | - | | 1,410,000 | - | | 1,410,000 | 1,339,500 | 70,500 |
| 150 | Beach Volleyball - Lit | 2035+ | 590,000 | - | | 590,000 | - | | 590,000 | 560,500 | 29,500 |
| 151 | Cricket pitch - (Hardball) | 2035+ | 800,000 | - | | 800,000 | - | | 800,000 | 760,000 | 40,000 |
| 152 | Tennis Courts - Lit | 2035+ | 760,000 | - | | 760,000 | - | | 760,000 | 722,000 | 38,000 |
| 153 | Multi-Purpose Court - (lit) | 2035+ | 450,000 | - | | 450,000 | - | | 450,000 | 427,500 | 22,500 |
| 154 | Pickleball Courts (unlit) | 2035+ | 440,000 | - | | 440,000 | - | | 440,000 | 418,000 | 22,000 |
| 155 | Pickleball Courts (lit) | 2035+ | 660,000 | - | | 660,000 | - | | 660,000 | 627,000 | 33,000 |
| 156 | Shelter - Major | 2035+ | 720,000 | - | | 720,000 | - | | 720,000 | 684,000 | 36,000 |
| 157 | Skateboard Area - Major | 2035+ | 2,340,000 | - | | 2,340,000 | - | | 2,340,000 | 2,223,000 | 117,000 |
| 158 | Skateboard Area - Minor | 2035+ | 330,000 | - | | 330,000 | - | | 330,000 | 313,500 | 16,500 |
| 159 | Spray Pad - Major | 2035+ | 2,010,000 | - | | 2,010,000 | - | | 2,010,000 | 1,909,500 | 100,500 |
| 160 | Event Space (outdoor) | 2035+ | 7,340,000 | - | | 7,340,000 | - | | 7,340,000 | 6,973,000 | 367,000 |
| 161 | Picnic Area | 2035+ | 3,260,000 | - | | 3,260,000 | - | | 3,260,000 | 3,097,000 | 163,000 |
| | | | | | | | | | | | |
| 162 | Reserve Fund Adjustment | | | | | | 68,832,561 | | (68,832,561) | (67,076,375) | (1,756,186) |
| | | | | | | | | | | | |
| | **Total** | | **1,495,707,000** | **-** | **-** | **1,495,707,000** | **68,832,561** | **-** | **1,426,874,439** | **1,353,845,275** | **73,029,164** |

### 5.3.5 Library Services

The Town currently provides library services from three facilities which total 56,471 sq.ft in library space. Over the past fifteen years, the average level of service was 0.41 sq.ft. of space per capita or an investment of $386 per capita. Based on the service standard over the past fifteen years, the Town would be eligible to collect a total of approximately $89.26 million from D.C.s for library services.

In addition to facility space, the library currently has 243,970 collection materials. These collection items include books, electronic resources, specialty electronic equipment, as well as shelving in the three facilities. Over the historical 15-year period, the average level of service has been 1.90 items per capita and an investment of $63 per capita. This provides a D.C.-eligible amount of approximately $14.49 million for the forecast period.

In total, the level of service for library provides for a maximum D.C.-eligible amount of $103.75 million.

Based on the forecasted growth, six additional library branches have been identified for inclusion in the D.C. In addition, the Town has identified the need for an additional van, collection materials, and shelving over the forecast period. The gross cost of the projects is approximately $125.19 million. A deduction of approximately $11.33 million has been made to recognize the benefit to growth beyond the forecast period related to Branch #8. Further deductions of $74,500 and $10.14 million have been made to account for the benefit to existing development and the existing reserve fund balance, respectively. As a result, approximately $103.65 million has been included in the D.C. calculations.

While library usage is predominantly residential-based, there is some use of the facilities by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% to the residential sector and 5% to the non-residential sector.

Table 5-8
Infrastructure Cost Included in the Development Charges Calculation
Library Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 95% | Non-Residential Share 5% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Facilities:** | | | | | | | | | | |
| 1 | Branch - Boyne | 2028-2030 | 22,135,000 | - | | 22,135,000 | - | | 22,135,000 | 21,028,250 | 1,106,750 |
| 2 | Branch - PH4 - Britannia | 2035+ | 23,370,000 | - | | 23,370,000 | - | | 23,370,000 | 22,201,500 | 1,168,500 |
| 3 | Branch - PH4 - Trafalgar/Agerton | 2033-2035 | 22,705,000 | - | | 22,705,000 | - | | 22,705,000 | 21,569,750 | 1,135,250 |
| 4 | Branch - Additional Space Needs - Intensification | 2035+ | 8,835,000 | - | | 8,835,000 | - | | 8,835,000 | 8,393,250 | 441,750 |
| 5 | Branch - MEV & Additional HUSP Growth | 2035+ | 6,840,000 | - | | 6,840,000 | - | | 6,840,000 | 6,498,000 | 342,000 |
| 6 | Branch - Community Area Expansion Area | 2035+ | 25,175,000 | 11,328,800 | | 13,846,200 | - | | 13,846,200 | 13,153,890 | 692,310 |
| | **Vehicles:** | | | | | | | | | | |
| 7 | Van | 2026 | 298,000 | - | | 298,000 | 74,500 | | 223,500 | 212,325 | 11,175 |
| | **Collection:** | | | | | | | | | | |
| 8 | Branch - Boyne | 2029-2030 | 2,057,000 | - | | 2,057,000 | - | | 2,057,000 | 1,954,150 | 102,850 |
| 9 | Branch - PH4 - Britannia | 2035+ | 2,168,000 | - | | 2,168,000 | - | | 2,168,000 | 2,059,600 | 108,400 |
| 10 | Branch - PH4 - Trafalgar/Agerton | 2034-2035 | 2,112,000 | - | | 2,112,000 | - | | 2,112,000 | 2,006,400 | 105,600 |
| 11 | Branch - Additional Space Needs - Intensification | 2035+ | 806,000 | - | | 806,000 | - | | 806,000 | 765,700 | 40,300 |
| 12 | Branch - MEV & Additional HUSP Growth | 2035+ | 613,000 | - | | 613,000 | - | | 613,000 | 582,350 | 30,650 |
| 13 | Branch - Community Area Expansion Area | 2035+ | 2,336,000 | - | | 2,336,000 | - | | 2,336,000 | 2,219,200 | 116,800 |
| | **Shelving:** | | | | | | | | | | |
| 14 | Branch - Boyne | 2029-2030 | 1,145,000 | - | | 1,145,000 | - | | 1,145,000 | 1,087,750 | 57,250 |
| 15 | Branch - PH4 - Britannia | 2035+ | 1,207,000 | - | | 1,207,000 | - | | 1,207,000 | 1,146,650 | 60,350 |
| 16 | Branch - PH4 - Trafalgar/Agerton | 2034-2035 | 1,176,000 | - | | 1,176,000 | - | | 1,176,000 | 1,117,200 | 58,800 |
| 17 | Branch - Additional Space Needs - Intensification | 2035+ | 449,000 | - | | 449,000 | - | | 449,000 | 426,550 | 22,450 |
| 18 | Branch - MEV & Additional HUSP Growth | 2035+ | 340,000 | - | | 340,000 | - | | 340,000 | 323,000 | 17,000 |
| 19 | Branch - Community Area Expansion Area | 2035+ | 1,300,000 | - | | 1,300,000 | - | | 1,300,000 | 1,235,000 | 65,000 |
| | **Other:** | | | | | | | | | | |
| 20 | Main Branch Conceptual Plan and Floor Space Audit | 2026 | 119,400 | - | | 119,400 | - | | 119,400 | 113,430 | 5,970 |
| | **Reserve Fund Adjustment:** | | | | | | | | | | |
| 21 | Reserve Fund Adjustment | | | | | | 10,135,356 | | (10,135,356) | (9,793,930) | (341,426) |
| | | | | | | | | | | | |
| | **Total** | | **125,186,400** | **11,328,800** | **-** | **113,857,600** | **10,209,856** | **-** | **103,647,744** | **98,300,016** | **5,347,729** |

### *5.3.6 Land – 2051 Forecast Period*

Land costs are considered a class of service under the D.C.A. and comprises land acquisition costs related to D.C. eligible services.

The land costs in this subsection are related to D.C.-eligible services which are not restricted to a 10-year forecast period. The land costs included herein are related to fire protection, public works (excluding parks- and recreation-related land), and services related to a highway.

Land costs related to new public works and fire protection facilities have been identified in the capital listing in Table 5-9. Further, land acquisition costs related to new roads/road widenings have also been identified (note: these land costs are in addition to what is anticipated to be dedicated through land dedications under the *Planning Act*). The total land acquisition costs for the aforementioned services are $204.73 million. A deduction of $15.09 million has been made related to the Town of Oakville's share of costs for a road widening project. As a result, the total D.C.-recoverable cost to be included in the calculations is $189.32 million.

The residential/non-residential capital cost allocation for land is 77% residential and 23% non-residential based on the incremental growth in population to employment for the 2051 forecast period. This share is consistent with the allocation utilized for services related to a highway, public works, and fire protection services.

Table 5-9
Infrastructure Cost Included in the Development Charges Calculation
Land – 2051 Capital Costs

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 77% | Potential D.C. Recoverable Cost: Non-Residential Share 23% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Public Works - Services Related to a Highway & Stormwater** | | | | | | | | | | |
| 1 | Civic Operations Centre - Sustainable Halton Lands | 2035+ | 6,130,000 | - | | 6,130,000 | - | | 6,130,000 | 4,720,100 | 1,409,900 |
| 2 | Civic Operations Centre - Expansion Area Lands | 2035+ | 6,130,000 | - | | 6,130,000 | - | | 6,130,000 | 4,720,100 | 1,409,900 |
| | **Fire Services** | | | | | | | | | | |
| 3 | Station - Britannia | 2033-2035 | 3,470,000 | - | | 3,470,000 | - | | 3,470,000 | 2,671,900 | 798,100 |
| 4 | Station - Trafalgar/Agerton | 2027-2028 | 3,470,000 | - | | 3,470,000 | - | | 3,470,000 | 2,671,900 | 798,100 |
| 5 | Training Facility | 2035+ | 3,150,000 | - | | 3,150,000 | - | | 3,150,000 | 2,425,500 | 724,500 |
| 6 | Apparatus Repair Facility | 2035+ | 3,150,000 | - | | 3,150,000 | - | | 3,150,000 | 2,425,500 | 724,500 |
| 7 | Additional Communications Centre | 2035+ | 500,000 | - | | 500,000 | - | | 500,000 | 385,000 | 115,000 |
| 8 | Fire Prevention Office Space | 2035+ | 315,000 | - | | 315,000 | - | | 315,000 | 242,550 | 72,450 |
| | **Services Related to a Highway** | | | | | | | | | | |
| 9 | 5th Line Widening (Britannia Road to Lower Base | 2045-2050 | 15,540,000 | - | | 15,540,000 | - | | 15,540,000 | 11,965,800 | 3,574,200 |
| 10 | 5th Line (Main Street E to Yukon Court) | 2029-2030 | 749,000 | - | | 749,000 | - | | 749,000 | 576,730 | 172,270 |
| 11 | 6th Line (Hwy 401 to Derry Road) (4 lane) - Land | 2027-2031 | 3,960,000 | - | | 3,960,000 | - | | 3,960,000 | 3,049,200 | 910,800 |
| 12 | 6th Line Widening (Derry Road to Britannia Road) (4 | 2029-2032 | 5,860,000 | - | | 5,860,000 | - | | 5,860,000 | 4,512,200 | 1,347,800 |
| 13 | 6th Line Widening (Britannia to Lower Base Line) (4 lane) - Land | 2045-2049 | 8,320,000 | - | | 8,320,000 | - | | 8,320,000 | 6,406,400 | 1,913,600 |
| 14 | Louis St. Laurent Extension (5th Line to 6th Line) (4 | 2027-2029 | 4,280,000 | - | | 4,280,000 | - | | 4,280,000 | 3,295,600 | 984,400 |
| 15 | Main Street (Trafalgar to west of Hwy 407) (4 lane) | 2045-2049 | 29,600,000 | - | | 29,600,000 | - | | 29,600,000 | 22,792,000 | 6,808,000 |
| 16 | Britannia Road (Tremaine Rd to MEV West Boundary) | 2037-2039 | 2,400,000 | - | | 2,400,000 | - | | 2,400,000 | 1,848,000 | 552,000 |
| 17 | Lower Base Line (Fourth Line to Fifth Line) (2 lane extension) | 2039-2041 | 12,040,000 | - | | 12,040,000 | - | | 12,040,000 | 9,270,800 | 2,769,200 |
| 18 | Lower Base Line (Fifth Line to Town East Boundary) (4 lanes) - Land | 2045-2050 | 33,420,000 | - | | 33,420,000 | - | | 33,420,000 | 25,733,400 | 7,686,600 |
| 19 | Intersection Improvement Costs | 2026-2028 | 3,172,000 | - | | 3,172,000 | 317,200 | | 2,854,800 | 2,198,196 | 656,604 |
| 20 | Lower Base Line - Tremaine to RR 25 - widening to 4 lanes - Land | 2041-2046 | 6,420,000 | - | | 6,420,000 | - | | 6,420,000 | 4,943,400 | 1,476,600 |
| 21 | Lower Base Line - RR 25 to new JSP - widening to 4 lanes | 2043-2048 | 37,720,000 | - | | 37,720,000 | - | 15,088,000 | 22,632,000 | 17,426,640 | 5,205,360 |
| 22 | Main Street Crossing (Trafalgar to 407) | 2045-2049 | 14,930,000 | - | | 14,930,000 | - | | 14,930,000 | 11,496,100 | 3,433,900 |
| | | | | | | | | | | | |
| | **Total** | | **204,726,000** | **-** | **-** | **204,726,000** | **317,200** | **15,088,000** | **189,320,800** | **145,777,016** | **43,543,784** |

## 5.4 Area Specific D.C.s for Stormwater Services

The Town currently imposes area-specific D.C.s related to stormwater management services in the Sherwood, Boyne, Derry Green, Trafalgar, Agerton, Britannia, M.E.V., and M.E.V. Supplemental Lands Secondary Plan Areas. In addition to stormwater costs in these areas, the Town has also identified capital costs within the future Community Area Expansions Lands and Employment Area Expansion Lands. This section evaluates the stormwater-related capital requirements for these areas based on a 2051 planning period.

Note: In addition to the calculations presented herein, a uniform urban-area D.C. for stormwater management services has been calculated and provided in Appendix I for the Council's consideration.

### *5.4.1 Boyne Secondary Plan Stormwater Services*

An updated calculation of the stormwater area-specific D.C. for the Boyne Secondary Plan area has been undertaken. There are no future anticipated costs identified for the stormwater monitoring program, however an existing reserve fund deficit of $634,922 has been identified for inclusion in the D.C. calculation.

The costs for stormwater services in the Boyne Secondary Plan area are shared 83%/17% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### *5.4.2 Sherwood Secondary Plan Stormwater Services*

With respect to the Sherwood Secondary Plan area there are no future anticipated costs related to stormwater management monitoring, however an existing reserve fund deficit of $545,255 has been included in the D.C. calculation.

The costs for stormwater services in the Sherwood Secondary Plan area are shared 78%/22% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### *5.4.3 Derry Green Secondary Plan Stormwater Services*

Stormwater monitoring costs of $190,000 have been identified for the Derry Green Secondary Plan area. In addition, an adjustment of approximately $245,357 has been made to account for the existing reserve fund deficit. With this adjustment, the D.C.-recoverable amount is $435,357 and has been included in the calculations.

The costs for stormwater services in the Derry Green Secondary Plan area are fully allocated to non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### *5.4.4 Trafalgar Secondary Plan Stormwater Services*

An updated calculation of the area-specific D.C. for stormwater services for the Trafalgar Secondary Plan area has been undertaken. The outstanding cost for the program is approximately $555,000. In addition, $271,328 has been added to the calculations to account for the existing reserve fund deficit. As a result, the total D.C.-recoverable amount to be included in the D.C. calculation is $826,328.

The costs for stormwater services in the Trafalgar Secondary Plan area are shared 86%/14% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### *5.4.5 Agerton Secondary Plan Stormwater Services*

With respect to the Agerton Secondary Plan Area, stormwater monitoring program costs of $587,000 have been identified. This amount has been included in the D.C. calculation.

The costs for stormwater services in the Agerton Secondary Plan area are shared 27%/73% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### *5.4.6 Britannia Secondary Plan Stormwater Services*

With respect to the Britannia Secondary Plan Area, stormwater monitoring program costs of $652,000 have been identified and included in the D.C. calculation.

The costs for stormwater services in the Britannia Secondary Plan area are shared 88%/12% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### 5.4.7 Milton Education Village Secondary Plan Stormwater Services

The capital cost estimate for the stormwater monitoring work in the M.E.V. Secondary Plan is $372,000. In addition, $505,101 has been added to the calculations to account for the existing reserve fund deficit. This results in a total D.C.-recoverable amount of $877,101, included in the D.C. calculation.

The costs for stormwater services in the M.E.V. Secondary Plan area are shared 66%/34% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### 5.4.8 Milton Education Village Supplemental Lands Stormwater Services

The costs related to the stormwater monitoring program in the M.E.V. Supplemental Land are $691,000. This amount has been included in the D.C. calculation.

The costs for stormwater services in the M.E.V. Supplemental Lands are fully allocated to non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### 5.4.9 Community Area Expansion Lands Stormwater Services

Based on the anticipated growth in the Community Area Expansion Lands, total stormwater monitoring costs of $1.02 million have been identified. This amount has been included in the D.C. calculation.

The costs for stormwater services in the Community Area Expansion Lands are shared 91%/9% between residential and non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

### 5.4.10 Employment Area Expansion Lands Stormwater Services

$652,000 has been identified for stormwater monitoring programs in the Employment Area Expansion Lands. This amount has been included in the D.C. calculation.

The costs for stormwater services in the Employment Area Expansion lands are fully allocated to non-residential development, based on the benefiting lands associated with the works over the 2051 forecast period.

Table 5-10
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Boyne Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (Boyne) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 83% | Non-Residential Share 17% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Reserve Fund Adjustment | Reserve | 634,922 | - | | 634,922 | - | | 634,922 | 544,546 | 90,375 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **634,922** | **-** | **-** | **634,922** | **-** | **-** | **634,922** | **544,546** | **90,375** |

Table 5-11
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Sherwood Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (Sherwood) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 78% | Non-Residential Share 22% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Reserve Fund Adjustment | Reserve | 545,255 | - | | 545,255 | - | | 545,255 | 103,047 | 442,208 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **545,255** | **-** | **-** | **545,255** | **-** | **-** | **545,255** | **103,047** | **442,208** |

Table 5-12
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Derry Green Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 - 2051 (Derry Green) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 0% | Non-Residential Share 100% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Derry Green (BP2) | 2026-2028 | 190,000 | - | | 190,000 | - | | 190,000 | - | 190,000 |
| 2 | Reserve Fund Adjustment | | 245,357 | - | | 245,357 | - | | 245,357 | - | 245,357 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **435,357** | **-** | **-** | **435,357** | **-** | **-** | **435,357** | **-** | **435,357** |

Table 5-13
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Trafalgar Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 - 2051 (Trafalgar) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 86% | Non-Residential Share 14% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Trafalgar | 2026-2035 | 555,000 | - | | 555,000 | - | | 555,000 | 477,300 | 77,700 |
| 2 | Reserve Fund Adjustment | | 271,328 | - | | 271,328 | - | | 271,328 | 214,349 | 56,979 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **826,328** | **-** | **-** | **826,328** | **-** | **-** | **826,328** | **691,649** | **134,679** |

Table 5-14
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Agerton Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (Agerton) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 27% | Non-Residential Share 73% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Agerton | 2026-2035 | 587,000 | - | | 587,000 | - | | 587,000 | 158,490 | 428,510 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **587,000** | **-** | **-** | **587,000** | **-** | **-** | **587,000** | **158,490** | **428,510** |

Table 5-15
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Britannia Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (Britannia) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 88% | Non-Residential Share 12% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Britannia | 2026-2035 | 652,000 | - | | 652,000 | - | | 652,000 | 573,760 | 78,240 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **652,000** | **-** | **-** | **652,000** | **-** | **-** | **652,000** | **573,760** | **78,240** |

Table 5-16
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – M.E.V. Secondary Plan

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (M.E.V.) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 66% | Non-Residential Share 34% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Milton Education Village (MEV) | 2026-2032 | 372,000 | - | | 372,000 | - | | 372,000 | 245,520 | 126,480 |
| 2 | Reserve Fund Adjustment | | 505,101 | - | | 505,101 | - | | 505,101 | 232,840 | 272,261 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **877,101** | **-** | **-** | **877,101** | **-** | **-** | **877,101** | **478,360** | **398,741** |

Table 5-17
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – M.E.V. Supplemental Lands

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (MEV Supplemental Lands) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 0% | Non-Residential Share 100% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - MEV Supplementary Lands | 2035+ | 691,000 | - | | 691,000 | - | | 691,000 | - | 691,000 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **691,000** | **-** | **-** | **691,000** | **-** | **-** | **691,000** | **-** | **691,000** |

Table 5-18
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Community Area Expansion Lands

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 - 2051 (Community Area Expansion Lands) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 91% | Potential D.C. Recoverable Cost: Non-Residential Share 9% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Britannia Expansion Area | 2035+ | 326,000 | - | | 326,000 | - | | 326,000 | 296,660 | 29,340 |
| 2 | Holistic Stormwater Monitoring Program - Future Complete Neighbourhoods | 2035+ | 691,000 | - | | 691,000 | - | | 691,000 | 628,810 | 62,190 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **1,017,000** | **-** | **-** | **1,017,000** | **-** | **-** | **1,017,000** | **925,470** | **91,530** |

Table 5-19
Infrastructure Cost Included in the Development Charges Calculation
Stormwater – Employment Area Expansion Lands

| Proj. No. | Increased Service Needs Attributable to Anticipated Development<br>2025 - 2051 (Employment Area Expansion Lands) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Potential D.C. Recoverable Cost: Residential Share 0% | Potential D.C. Recoverable Cost: Non-Residential Share 100% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Future Employment Lands (8th Line/LBL) | 2035+ | 652,000 | - | | 652,000 | - | | 652,000 | - | 652,000 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | **Total** | | **652,000** | **-** | **-** | **652,000** | **-** | **-** | **652,000** | **-** | **652,000** |

# Chapter 6
## D.C. Calculation

# 6. D.C. Calculation and Comparison

## 6.1 D.C. Calculation

Tables 6-1 to 6-10 calculate the proposed area-specific D.C.s to be imposed for stormwater services based upon a 2051 time horizon for each area. Table 6-11 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a 2051 planning horizon. Table 6-12 calculates the proposed uniform D.C. to be imposed on an anticipated development for Town-wide services over a 10-year planning horizon.

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

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

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population plus the anticipated incline/decline in existing units). The cost per capita is then multiplied by the average occupancy (also referred to as P.P.U.) of the new units (Appendix A, Schedule 4) to calculate the charge in Tables 6-1 through 6-12.

With respect to non-residential development, the total costs are allocated to non-residential development and differentiated based on retail versus non-retail development. These rates are based on forecasted retail and non-retail employment relative to total employment. These costs are then divided by their respective anticipated development over the planning period to calculate the cost per gross floor area for each category (see Tables 6-1 through 6-12).

Table 6-13 summarizes the total D.C. that is applicable for municipal-wide services and area-specific services, and Table 6-14 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the life of the by-law.

In addition to the calculated rates presented herein, calculation options have been provided for Council's consideration in Appendix I for the following:

- Uniform non-residential D.C. calculation (as opposed to retail and non-retail differentiated rates); and
- Urban-area uniform stormwater D.C. calculation (as opposed to 10 separate area-specific charges).

# Table 6-1
# Town of Milton
# Development Charge Calculation
# Stormwater Area-Specific Services
# 2025-2051 (Boyne Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost Residential | 2025$ D.C.-Eligible Cost Non-Residential | 2025$ D.C.-Eligible Cost S.D.U. | 2025$ D.C.-Eligible Cost per sq.ft. | 2025$ D.C.-Eligible Cost Retail | 2025$ D.C.-Eligible Cost Non-Retail | 2025$ D.C.-Eligible Cost Retail per sq. ft. | 2025$ D.C.-Eligible Cost Non-Retail per sq. ft. |
|---|---|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 1. Boyne Stormwater Drainage and Control Services | | | | | | | | | |
| 1.1 Monitoring Program | | 544,546 | 90,375 | 99 | 0.04 | 63,181 | 27,194 | 0.04 | 0.03 |
| | | 544,546 | 90,375 | 99 | 0.04 | 63,181 | 27,194 | 0.04 | 0.03 |
| **TOTAL** | | **$544,546** | **$90,375** | **$99** | **$0.04** | **$63,181** | **$27,194** | **$0.04** | **$0.03** |
| D.C.-Eligible Capital Cost | | $544,546 | $90,375 | | | $63,181 | $27,194 | | |
| Boyne 2051 Gross Population/GFA Growth (sq.ft.) | | 21,084 | 2,365,600 | | | 1,427,900 | 937,700 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$25.83** | **$0.04** | | | **$0.04** | **$0.03** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $99 | | | | | | | |
| Other Multiples | 3.049 | $79 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $51 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $36 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $28 | | | | | | | |

## Table 6-2
## Town of Milton
## Development Charge Calculation
## Stormwater Area-Specific Services
## 2025-2051 (Sherwood Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 2. Sherwood Stormwater Drainage and Control Services | | | | | | | | | |
| 2.1 Monitoring Program | | 103,047 | 442,208 | 56 | 0.53 | 262,001 | 180,207 | 0.62 | 0.44 |
| | | 103,047 | 442,208 | 56 | 0.53 | 262,001 | 180,207 | 0.62 | 0.44 |
| **TOTAL** | | **$103,047** | **$442,208** | **$56** | **$0.53** | **$262,001** | **$180,207** | **$0.62** | **$0.44** |
| D.C.-Eligible Capital Cost | | $103,047 | $442,208 | | | $262,001 | $180,207 | | |
| Sherwood 2051 Gross Population/GFA Growth (sq.ft.) | | 6,984 | 835,100 | | | 421,300 | 413,800 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$14.75** | **$0.53** | | | **$0.62** | **$0.44** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $56 | | | | | | | |
| Other Multiples | 3.049 | $45 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $29 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $21 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $16 | | | | | | | |

# Table 6-3
# Town of Milton
# Development Charge Calculation
# Stormwater Area-Specific Services
# 2025-2051 (Derry Green Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 3. Derry Green Stormwater Drainage and Control Services | | | | | | | | | |
| 3.1 Monitoring Program | | - | 435,357 | - | 0.03 | 9,626 | 425,731 | 0.11 | 0.03 |
| | | - | 435,357 | - | 0.03 | 9,626 | 425,731 | 0.11 | 0.03 |
| | | | | | | | | | |
| **TOTAL** | | **$0** | **$435,357** | **$0** | **$0.03** | **$9,626** | **$425,731** | **$0.11** | **$0.03** |
| | | | | | | | | | |
| D.C.-Eligible Capital Cost | | $0 | $435,357 | | | $9,626 | $425,731 | | |
| Derry Green 2051 Gross Population/GFA Growth (sq.ft.) | | - | 13,931,600 | | | 87,900 | 13,843,700 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$0.00** | **$0.03** | | | **$0.11** | **$0.03** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $0 | | | | | | | |
| Other Multiples | 3.049 | $0 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $0 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $0 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $0 | | | | | | | |

Table 6-4
Town of Milton
Development Charge Calculation
Stormwater Area-Specific Services
2025-2051 (Trafalgar Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost: Residential | 2025$ D.C.-Eligible Cost: Non-Residential | 2025$ D.C.-Eligible Cost: S.D.U. | 2025$ D.C.-Eligible Cost: per sq.ft. | 2025$ D.C.-Eligible Cost: Retail | 2025$ D.C.-Eligible Cost: Non-Retail | 2025$ D.C.-Eligible Cost: Retail per sq. ft. | 2025$ D.C.-Eligible Cost: Non-Retail per sq. ft. |
|---|---|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 4. Trafalgar Stormwater Drainage and Control Services | | | | | | | | | |
| 4.1 Monitoring Program | | 691,649 | 134,679 | 67 | 0.05 | 84,816 | 49,863 | 0.06 | 0.04 |
| | | 691,649 | 134,679 | 67 | 0.05 | 84,816 | 49,863 | 0.06 | 0.04 |
| **TOTAL** | | **$691,649** | **$134,679** | **$67** | **$0.05** | **$84,816** | **$49,863** | **$0.06** | **$0.04** |
| D.C.-Eligible Capital Cost | | $691,649 | $134,679 | | | $84,816 | $49,863 | | |
| Trafalgar 2051 Gross Population/GFA Growth (sq.ft.) | | 39,542 | 2,668,200 | | | 1,385,000 | 1,283,200 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$17.49** | **$0.05** | | | **$0.06** | **$0.04** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $67 | | | | | | | |
| Other Multiples | 3.049 | $53 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $34 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $24 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $19 | | | | | | | |

# Table 6-5
# Town of Milton
# Development Charge Calculation
# Stormwater Area-Specific Services
# 2025-2051 (Agerton Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 5. Agerton Stormwater Drainage and Control Services | | | | | | | | | |
| 5.1 Monitoring Program | | 158,490 | 428,510 | 45 | 0.05 | 106,741 | 321,769 | 0.06 | 0.04 |
| | | 158,490 | 428,510 | 45 | 0.05 | 106,741 | 321,769 | 0.06 | 0.04 |
| **TOTAL** | | **$158,490** | **$428,510** | **$45** | **$0.05** | **$106,741** | **$321,769** | **$0.06** | **$0.04** |
| D.C.-Eligible Capital Cost | | $158,490 | $428,510 | | | $106,741 | $321,769 | | |
| Agerton 2051 Gross Population/GFA Growth (sq.ft.) | | 13,616 | 8,941,800 | | | 1,765,600 | 7,176,200 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$11.64** | **$0.05** | | | **$0.06** | **$0.04** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $45 | | | | | | | |
| Other Multiples | 3.049 | $35 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $23 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $16 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $13 | | | | | | | |

Table 6-6
Town of Milton
Development Charge Calculation
Stormwater Area-Specific Services
2025-2051 (Britannia Secondary Plan)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 6. Britannia Stormwater Drainage and Control Services | | | | | | | | | |
| 6.1 Monitoring Program | | 573,760 | 78,240 | 40 | 0.02 | 49,369 | 28,871 | 0.03 | 0.02 |
| | | 573,760 | 78,240 | 40 | 0.02 | 49,369 | 28,871 | 0.03 | 0.02 |
| **TOTAL** | | **$573,760** | **$78,240** | **$40** | **$0.02** | **$49,369** | **$28,871** | **$0.03** | **$0.02** |
| D.C.-Eligible Capital Cost | | $573,760 | $78,240 | | | $49,369 | $28,871 | | |
| Britannia 2051 Gross Population/GFA Growth (sq.ft.) | | 54,581 | 3,337,400 | | | 1,720,400 | 1,617,000 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$10.51** | **$0.02** | | | **$0.03** | **$0.02** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $40 | | | | | | | |
| Other Multiples | 3.049 | $32 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $21 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $15 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $12 | | | | | | | |

Table 6-7
Town of Milton
Development Charge Calculation
Stormwater Area-Specific Services
2025-2051 (M.E.V. Secondary Plan)

| | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| SERVICE/CLASS | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 7. M.E.V. Stormwater Drainage and Control Services | | | | | | | | | |
| 7.1 Monitoring Program | | 478,360 | 398,741 | 100 | 0.20 | 90,391 | 308,350 | 0.25 | 0.19 |
| | | 478,360 | 398,741 | 100 | 0.20 | 90,391 | 308,350 | 0.25 | 0.19 |
| **TOTAL** | | **$478,360** | **$398,741** | **$100** | **$0.20** | **$90,391** | **$308,350** | **$0.25** | **$0.19** |
| D.C.-Eligible Capital Cost | | $478,360 | $398,741 | | | $90,391 | $308,350 | | |
| M.E.V. 2051 Gross Population/GFA Growth (sq.ft.) | | 18,310 | 1,984,300 | | | 354,800 | 1,629,500 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$26.13** | **$0.20** | | | **$0.25** | **$0.19** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $100 | | | | | | | |
| Other Multiples | 3.049 | $80 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $51 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $36 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $29 | | | | | | | |

Table 6-8
Town of Milton
Development Charge Calculation
Stormwater Area-Specific Services
2025-2051 (M.E.V. Supplemental Lands)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost Residential | 2025$ D.C.-Eligible Cost Non-Residential | 2025$ D.C.-Eligible Cost S.D.U. | 2025$ D.C.-Eligible Cost per sq.ft. | 2025$ D.C.-Eligible Cost Retail | 2025$ D.C.-Eligible Cost Non-Retail | 2025$ D.C.-Eligible Cost Retail per sq. ft. | 2025$ D.C.-Eligible Cost Non-Retail per sq. ft. |
|---|---|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 8. M.E.V. Supplemental Lands Stormwater Drainage and Control Services | | | | | | | | | |
| 8.1 Monitoring Program | | - | 691,000 | - | 0.29 | 13,011 | 677,989 | 0.55 | 0.29 |
| | | - | 691,000 | - | 0.29 | 13,011 | 677,989 | 0.55 | 0.29 |
| **TOTAL** | | **$0** | **$691,000** | **$0** | **$0.29** | **$13,011** | **$677,989** | **$0.55** | **$0.29** |
| D.C.-Eligible Capital Cost | | $0 | $691,000 | | | $13,011 | $677,989 | | |
| M.E.V. Supplemental Lands 2051 Gross Population/GFA Growth (sq.ft.) | | - | 2,371,800 | | | 23,800 | 2,348,000 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$0.00** | **$0.29** | | | **$0.55** | **$0.29** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $0 | | | | | | | |
| Other Multiples | 3.049 | $0 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $0 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $0 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $0 | | | | | | | |

# Table 6-9
# Town of Milton
# Development Charge Calculation
# Stormwater Area-Specific Services
# 2025-2051 (Community Area Expansion Lands)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost Residential | 2025$ D.C.-Eligible Cost Non-Residential | 2025$ D.C.-Eligible Cost S.D.U. | 2025$ D.C.-Eligible Cost per sq.ft. | 2025$ D.C.-Eligible Cost Retail | 2025$ D.C.-Eligible Cost Non-Retail | 2025$ D.C.-Eligible Cost Retail per sq. ft. | 2025$ D.C.-Eligible Cost Non-Retail per sq. ft. |
|---|---|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 9. Community Area Expansion Lands Stormwater Drainage and Control Services | | | | | | | | | |
| 9.1 Monitoring Program | | 925,470 | 91,530 | 60 | 0.03 | 62,036 | 29,494 | 0.03 | 0.02 |
| | | 925,470 | 91,530 | 60 | 0.03 | 62,036 | 29,494 | 0.03 | 0.02 |
| **TOTAL** | | **$925,470** | **$91,530** | **$60** | **$0.03** | **$62,036** | **$29,494** | **$0.03** | **$0.02** |
| D.C.-Eligible Capital Cost | | $925,470 | $91,530 | | | $62,036 | $29,494 | | |
| Community Area Expansion Land 2051 Gross Population/GFA Growth (sq.ft.) | | 58,918 | 3,162,000 | | | 1,857,600 | 1,304,400 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$15.71** | **$0.03** | | | **$0.03** | **$0.02** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $60 | | | | | | | |
| Other Multiples | 3.049 | $48 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $31 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $22 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $17 | | | | | | | |

# Table 6-10
# Town of Milton
# Development Charge Calculation
# Stormwater Area-Specific Services
# 2025-2051 (Employment Area Expansion Lands)

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 10. Employment Area Expansion Lands Stormwater Drainage and Control Services | | | | | | | | | |
| 10.1 Monitoring Program | | - | 652,000 | - | 0.10 | 95,531 | 556,469 | 0.30 | 0.09 |
| | | - | 652,000 | - | 0.10 | 95,531 | 556,469 | 0.30 | 0.09 |
| **TOTAL** | | **-** | **$652,000** | **$0** | **$0.10** | **$95,531** | **$556,469** | **$0.30** | **$0.09** |
| | | | | | | | | | |
| D.C.-Eligible Capital Cost | | $0 | $652,000 | | | $95,531 | $556,469 | | |
| Employment Area Expansion Lands 2051 Gross Population/GFA Growth (sq.ft.) | | - | 6,694,100 | | | 315,900 | 6,378,200 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$0.00** | **$0.10** | | | **$0.30** | **$0.09** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $0 | | | | | | | |
| Other Multiples | 3.049 | $0 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $0 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $0 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $0 | | | | | | | |

# Table 6-11
# Town of Milton
# Development Charge Calculation
# Town-wide Services and Classes
# 2025-2051

| SERVICE/CLASS | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|
| | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq. ft. | Non-Retail per sq. ft. |
| | $ | $ | $ | $ | $ | $ | $ | $ |
| 11. Services Related to a Highway | | | | | | | | |
| 11.1 Roads and Related | 466,399,407 | 169,485,507 | 7,432 | 2.70 | 57,541,724 | 111,943,783 | 5.05 | 2.19 |
| | 466,399,407 | 169,485,507 | 7,432 | 2.70 | 57,541,724 | 111,943,783 | 5.05 | 2.19 |
| 12. Public Works (Facilities and Fleet) | | | | | | | | |
| 12.1 Facilities and Fleet | 75,599,421 | 16,406,379 | 1,205 | 0.26 | 5,570,101 | 10,836,278 | 0.49 | 0.21 |
| | 75,599,421 | 16,406,379 | 1,205 | 0.26 | 5,570,101 | 10,836,278 | 0.49 | 0.21 |
| 13. Fire Protection Services | | | | | | | | |
| 13.1 Fire facilities, vehicles & equipment | 55,522,403 | 21,044,833 | 885 | 0.34 | 7,144,894 | 13,899,939 | 0.63 | 0.27 |
| | 55,522,403 | 21,044,833 | 885 | 0.34 | 7,144,894 | 13,899,939 | 0.63 | 0.27 |
| 14. Parks and Recreation Services | | | | | | | | |
| 14.1 Recreation Facilities, park development, amenities, and trails | 1,353,845,275 | 73,029,164 | 21,573 | 1.16 | 24,794,002 | 48,235,162 | 2.18 | 0.94 |
| | 1,353,845,275 | 73,029,164 | 21,573 | 1.16 | 24,794,002 | 48,235,162 | 2.18 | 0.94 |
| 15. Library Services | | | | | | | | |
| 15.1 Library facilities, materials and vehicles | 98,300,016 | 5,347,729 | 1,566 | 0.09 | 1,815,598 | 3,532,131 | 0.16 | 0.07 |
| | 98,300,016 | 5,347,729 | 1,566 | 0.09 | 1,815,598 | 3,532,131 | 0.16 | 0.07 |
| 16. Land - 2051 Forecast | | | | | | | | |
| 16.1 Land Acquisition for D.C. Eligible Services | 145,777,016 | 43,543,784 | 2,323 | 0.70 | 14,783,473 | 28,760,311 | 1.30 | 0.56 |
| | 145,777,016 | 43,543,784 | 2,323 | 0.70 | 14,783,473 | 28,760,311 | 1.30 | 0.56 |
| **TOTAL** | **2,195,443,537** | **328,857,396** | **$34,984** | **$5.25** | **$111,649,792** | **$217,207,604** | **$9.81** | **$4.24** |
| D.C.-Eligible Capital Cost | $2,195,443,537 | $328,857,396 | | | $111,649,792 | $217,207,604 | | |
| 2051 Gross Population/GFA Growth (sq.ft.) | 240,037 | 62,588,200 | | | 11,376,700 | 51,211,500 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | **$9,146** | **$5.25** | | | **$9.81** | **$4.24** | | |

| By Residential Unit Type | P.P.U. | |
|---|---|---|
| Single and Semi-Detached Dwelling | 3.825 | $34,984 |
| Other Multiples | 3.049 | $27,887 |
| Apartments - 2 Bedrooms + | 1.960 | $17,927 |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $12,750 |
| Special Care/Special Dwelling Units | 1.100 | $10,061 |

# Table 6-12
# Town of Milton
# Development Charge Calculation
# Town-wide Services and Classes
# 2025-2034

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | per sq. ft. | per sq. ft. |
| | | $ | $ | $ | $ | $ | $ | $ | $ |
| 17. Transit Services | | | | | | | | | |
| 17.1 Transit facilities, vehicles and other infrastructure | | 84,365,080 | 24,838,066 | 3,054 | 0.83 | 8,311,627 | 16,526,439 | 1.66 | 0.66 |
| | | 84,365,080 | 24,838,066 | 3,054 | 0.83 | 8,311,627 | 16,526,439 | 1.66 | 0.66 |
| 18. Growth Studies | | | | | | | | | |
| 18.1 Growth Studies | | 12,253,089 | 4,912,846 | 444 | 0.16 | 1,643,999 | 3,268,847 | 0.33 | 0.13 |
| | | 12,253,089 | 4,912,846 | 444 | 0.16 | 1,643,999 | 3,268,847 | 0.33 | 0.13 |
| 19. Land - 10 Year Forecast | | | | | | | | | |
| 19.1 Land Acquisition for D.C. Eligible Services | | 95,323,475 | 5,017,025 | 3,450 | 0.17 | 1,678,860 | 3,338,165 | 0.33 | 0.13 |
| | | 95,323,475 | 5,017,025 | 3,450 | 0.17 | 1,678,860 | 3,338,165 | 0.33 | 0.13 |
| **TOTAL** | | **191,941,644** | **$34,767,937** | **$6,948** | **$1.16** | **$11,634,486** | **$23,133,451** | **$2.32** | **$0.92** |
| D.C.-Eligible Capital Cost | | $191,941,644 | $34,767,937 | | | $11,634,486 | $23,133,451 | | |
| 10-Year Gross Population/GFA Growth (sq.ft.) | | 105,669 | 30,082,200 | | | 5,022,200 | 25,060,000 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$1,816.44** | **$1.16** | | | **$2.32** | **$0.92** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $6,948 | | | | | | | |
| Other Multiples | 3.049 | $5,538 | | | | | | | |
| Apartments - 2 Bedrooms + | 1.960 | $3,560 | | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $2,532 | | | | | | | |
| Special Care/Special Dwelling Units | 1.100 | $1,998 | | | | | | | |

Table 6-13
Town of Milton
Development Charge Calculation
Total All Services and Classes

| | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|---|---|---|
| | Residential | Non-Residential | S.D.U. | per sq.ft. | Retail | Non-Retail | Retail per sq.ft. | Non-Retail per sq.ft. |
| | $ | $ | $ | $ | $ | $ | $ | $ |
| **TOWN-WIDE SERVICES:** | | | | | | | | |
| Town-wide Services/Classes - 2051 Forecast | 2,195,443,537 | 328,857,396 | 34,984 | 5.25 | 111,649,792 | 217,207,604 | 9.81 | 4.24 |
| Town-wide Services/Classes - 10 Year Forecast | 191,941,644 | 34,767,937 | 6,948 | 1.16 | 11,634,486 | 23,133,451 | 2.32 | 0.92 |
| **TOTAL TOWN WIDE SERVICES/CLASSES** | **2,387,385,181** | **363,625,333** | **41,932** | **6.41** | **123,284,278** | **240,341,055** | **12.13** | **5.16** |
| **AREA-SPECIFIC STORMWATER SERVICES:** | | | | | | | | |
| Boyne Secondary Plan | 544,546 | 90,375 | 99 | 0.04 | 63,181 | 27,194 | 0.04 | 0.03 |
| Sherwood Secondary Plan | 103,047 | 442,208 | 56 | 0.53 | 262,001 | 180,207 | 0.62 | 0.44 |
| Derry Green Secondary Plan | - | 435,357 | - | 0.03 | 9,626 | 425,731 | 0.11 | 0.03 |
| Trafalgar Secondary Plan | 691,649 | 134,679 | 67 | 0.05 | 84,816 | 49,863 | 0.06 | 0.04 |
| Agerton Secondary Plan | 158,490 | 428,510 | 45 | 0.05 | 106,741 | 321,769 | 0.06 | 0.04 |
| Britannia Secondary Plan | 573,760 | 78,240 | 40 | 0.02 | 49,369 | 28,871 | 0.03 | 0.02 |
| M.E.V. Secondary Plan | 478,360 | 398,741 | 100 | 0.20 | 90,391 | 308,350 | 0.25 | 0.19 |
| M.E.V. Supplemental Lands | - | 691,000 | - | 0.29 | 13,011 | 677,989 | 0.55 | 0.29 |
| Community Area Expansion Lands | 925,470 | 91,530 | 60 | 0.03 | 62,036 | 29,494 | 0.03 | 0.02 |
| Employment Area Expansion Lands | - | 652,000 | - | 0.10 | 95,531 | 556,469 | 0.30 | 0.09 |

## Table 6-14
## 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 | Population Incline | Other Funding | | Residential | Non-Residential |
| 1. Boyne Stormwater Drainage and Control Services | | | | | | | | |
| 1.1 Monitoring Program | - | - | - | - | - | - | - | - |
| 2. Sherwood Stormwater Drainage and Control Services | | | | | | | | |
| 2.1 Monitoring Program | - | - | - | - | - | - | - | - |
| 3. Derry Green Stormwater Drainage and Control Services | | | | | | | | |
| 3.1 Monitoring Program | 190,000 | - | - | - | - | - | - | 190,000 |
| 4. Trafalgar Stormwater Drainage and Control Services | | | | | | | | |
| 4.1 Monitoring Program | 555,000 | - | - | - | - | - | 477,300 | 77,700 |
| 5. Agerton Stormwater Drainage and Control Services | | | | | | | | |
| 5.1 Monitoring Program | 587,000 | - | - | - | - | - | 158,490 | 428,510 |
| 6. Britannia Stormwater Drainage and Control Services | | | | | | | | |
| 6.1 Monitoring Program | 652,000 | - | - | - | - | - | 573,760 | 78,240 |
| 7. M.E.V. Stormwater Drainage and Control Services | | | | | | | | |
| 7.1 Monitoring Program | 372,000 | - | - | - | - | - | 245,520 | 126,480 |
| 8. M.E.V. Supplemental Lands Stormwater Drainage and Control Services | | | | | | | | |
| 8.1 Monitoring Program | - | - | - | - | - | - | - | - |
| 9. Community Area Expansion Lands Stormwater Drainage and Control Services | | | | | | | | |
| 9.1 Monitoring Program | - | - | - | - | - | - | - | - |
| 10. Employment Area Expansion Lands Stormwater Drainage and Control Services | | | | | | | | |
| 10.1 Monitoring Program | - | - | - | - | - | - | - | - |
| 11. Services Related to a Highway | | | | | | | | |
| 11.1 Roads and Related | 225,147,055 | - | 18,994,624 | - | - | - | 158,737,372 | 47,415,059 |
| 12. Public Works (Facilities and Fleet) | | | | | | | | |
| 12.1 Facilities and Fleet | 19,058,000 | - | - | - | - | - | 15,047,800 | 4,010,200 |
| 13. Fire Protection Services | | | | | | | | |
| 13.1 Fire facilities, vehicles & equipment | 23,871,700 | - | - | - | - | - | 18,381,209 | 5,490,491 |

## Table 6-14 (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 | Population Incline | Other Funding | | Residential | Non-Residential |
| 14. Parks and Recreation Services | | | | | | | | |
| 14.1 Recreation Facilities, park development, amenities, and trails | 161,668,940 | - | - | - | - | - | 153,585,493 | 8,083,447 |
| 15. Library Services | | | | | | | | |
| 15.1 Library facilities, materials and vehicles | 51,747,400 | - | 74,500 | - | - | - | 49,089,255 | 2,583,645 |
| 16. Land - 2051 Forecast | | | | | | | | |
| 16.1 Land Acquisition for D.C. Eligible Services | 24,961,000 | - | 317,200 | - | - | - | 18,975,726 | 5,668,074 |
| 17. Transit Services | | | | | | | | |
| 17.1 Transit facilities, vehicles and other infrastructure | 167,235,000 | - | 24,239,050 | - | - | 54,508,720 | 69,904,912 | 18,582,318 |
| 18. Growth Studies | | | | | | | | |
| 18.1 Growth Studies | 13,407,000 | 1,061,300 | 1,566,200 | 385,000 | - | - | 8,258,340 | 2,136,160 |
| 19. Land - 10 Year Forecast | | | | | | | | |
| 19.1 Land Acquisition for D.C. Eligible Services | 4,330,000 | - | - | - | - | - | 4,113,500 | 216,500 |
| **Total Expenditures & Revenues** | **693,782,095** | **1,061,300** | **45,191,574** | **385,000** | **-** | **54,508,720** | **497,548,677** | **95,086,824** |

## 6.2 D.C. Rate Comparison

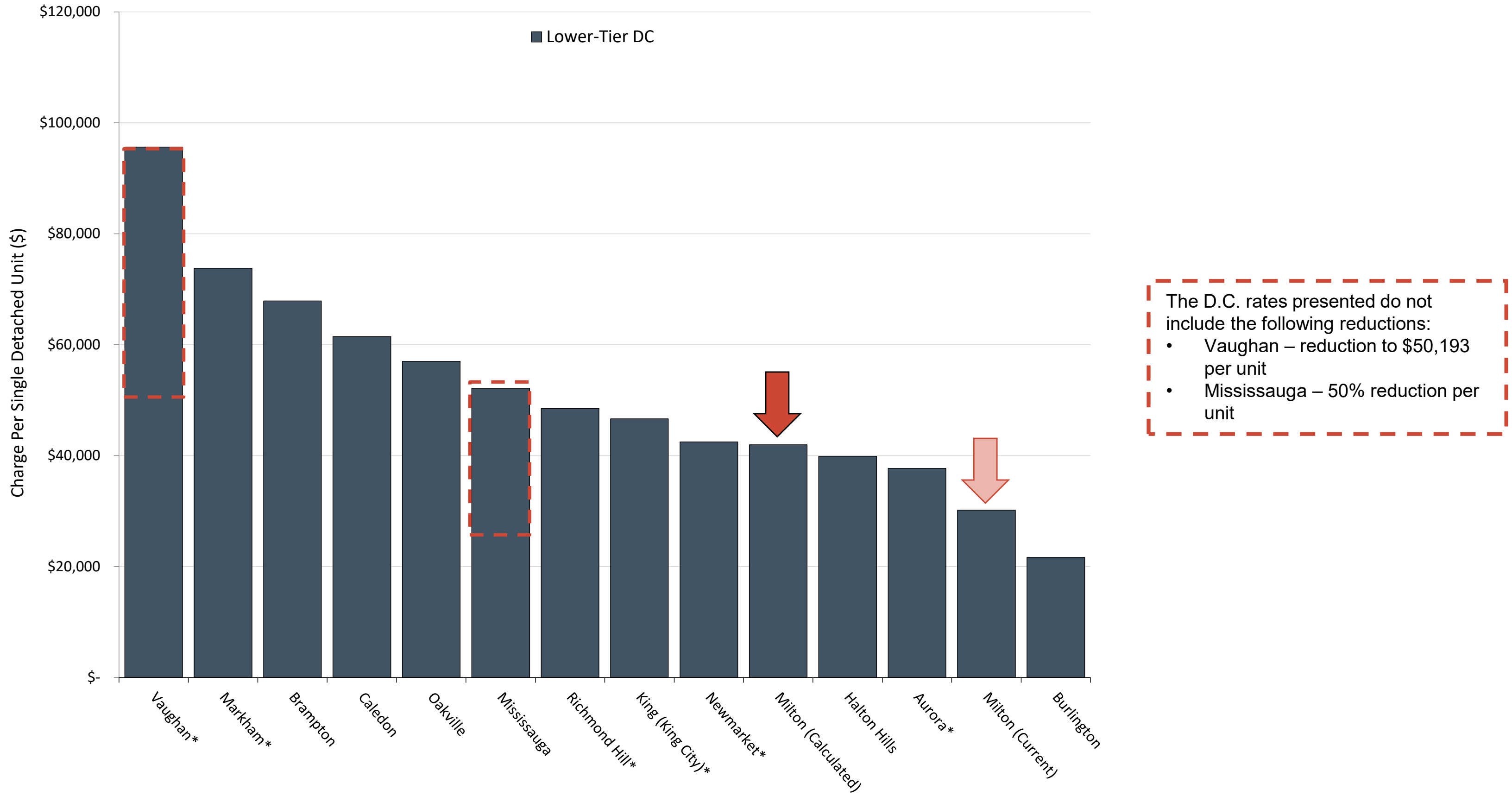
Based on the above calculated rates, the graphs in Figures 6-1 through 6-3 provide a comparison of Milton's D.C. rates relative comparative municipalities in Southern Ontario. Figures 6-4 through 6-6 provide the D.C. comparison, including upper-tier and education D.C.s. The following municipalities were reviewed as part of this comparison:

- Halton Region:
  - Burlington
  - Halton Hills
  - Oakville
- Hamilton
- Peel Region:
  - Brampton
  - Caledon
  - Mississauga
- Toronto
- York Region:
  - Aurora
  - King
  - Markham
  - Newmarket
  - Richmond Hill
  - Vaughan

With respect to residential D.C.s, Milton's current rates are on the lower end relative to the above comparators. The calculated rates move Milton to the lower to mid-range of the comparators. For retail D.C.s, the current and calculated rates are in the lower mid-range relative to the comparators. For non-retail rates, the current and calculated rates are at the lower end relative to the comparators.

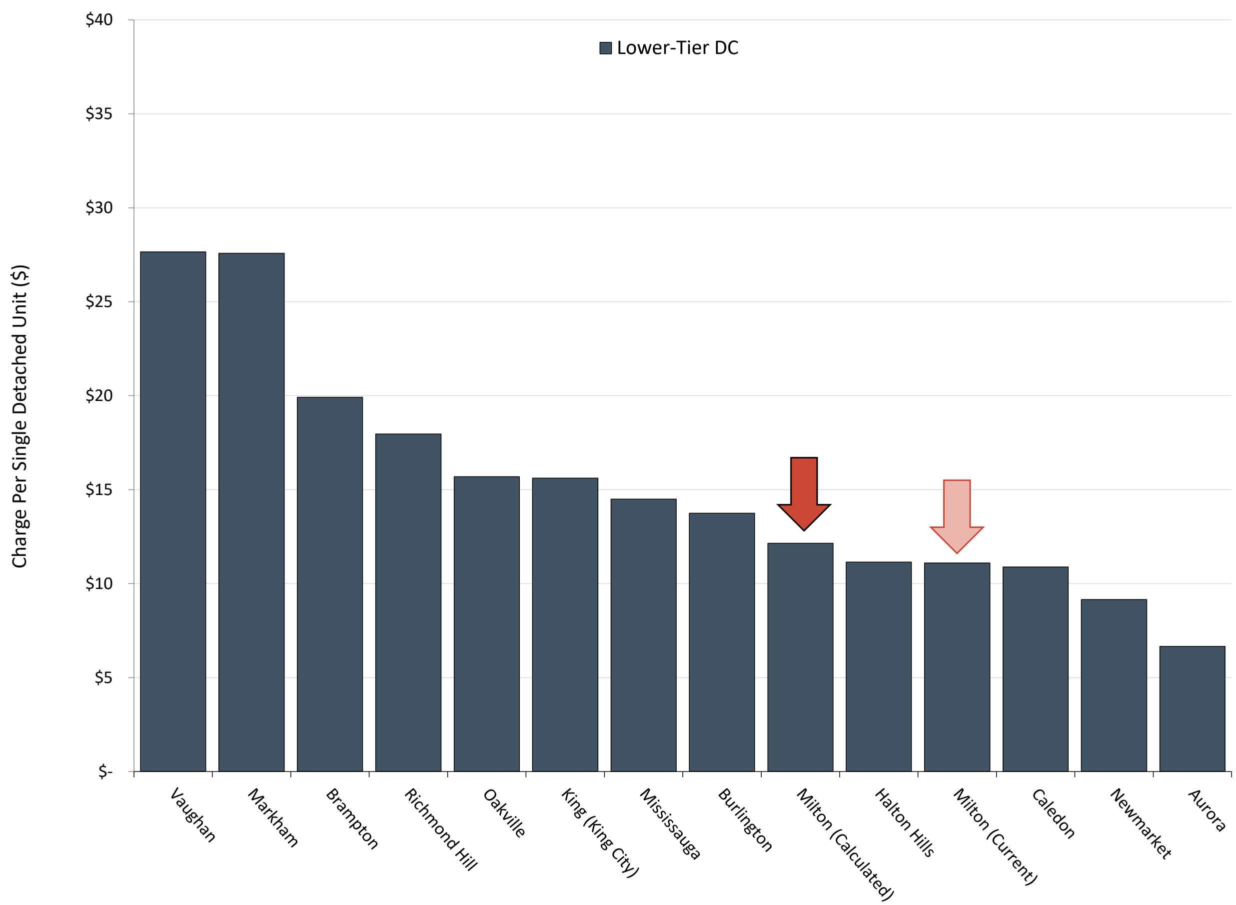
Note: A few municipalities have provided for temporary reductions in their D.C.s. These reductions are noted in the dotted lines in the graphs in the figures below.

Figure 6-1
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Lower Tier Only



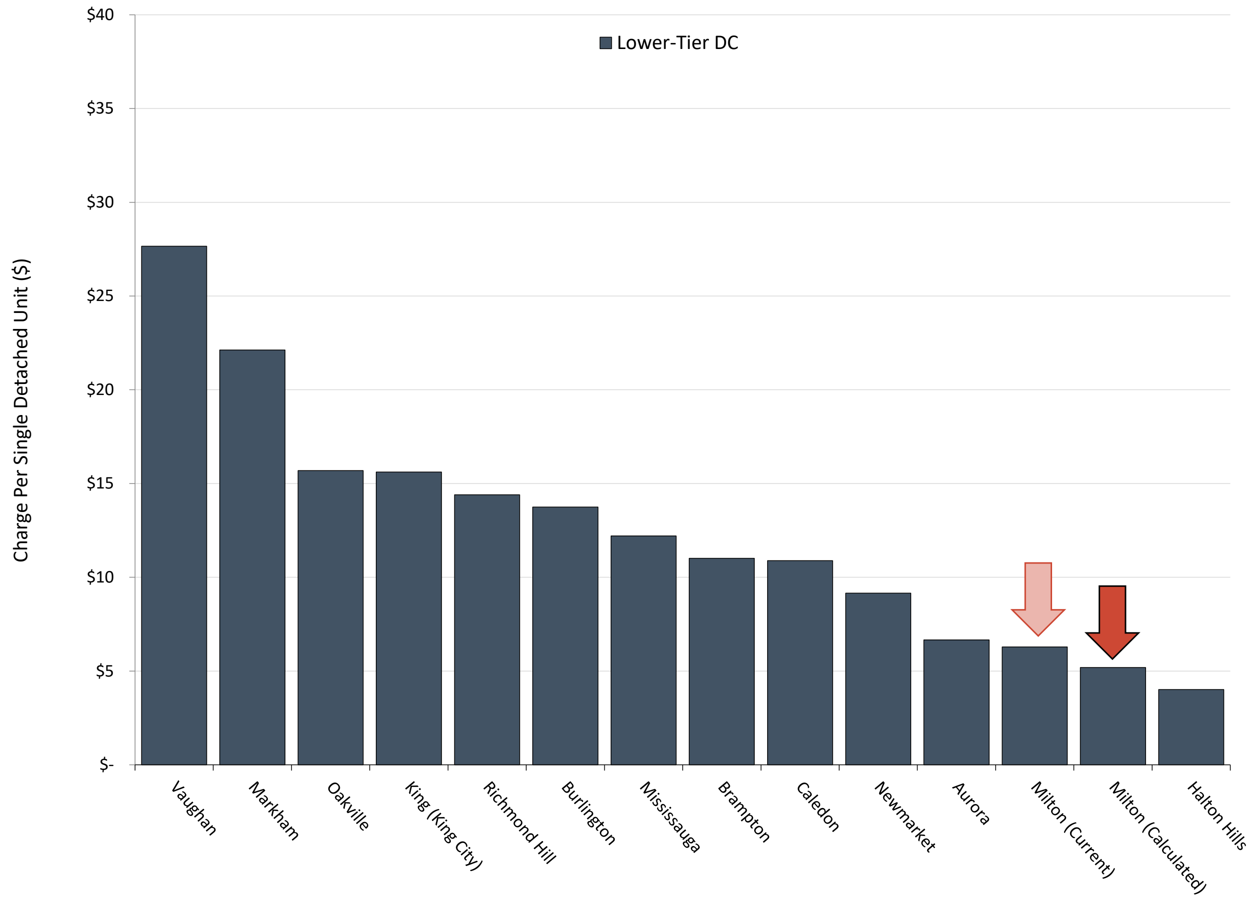

*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure 6-2
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



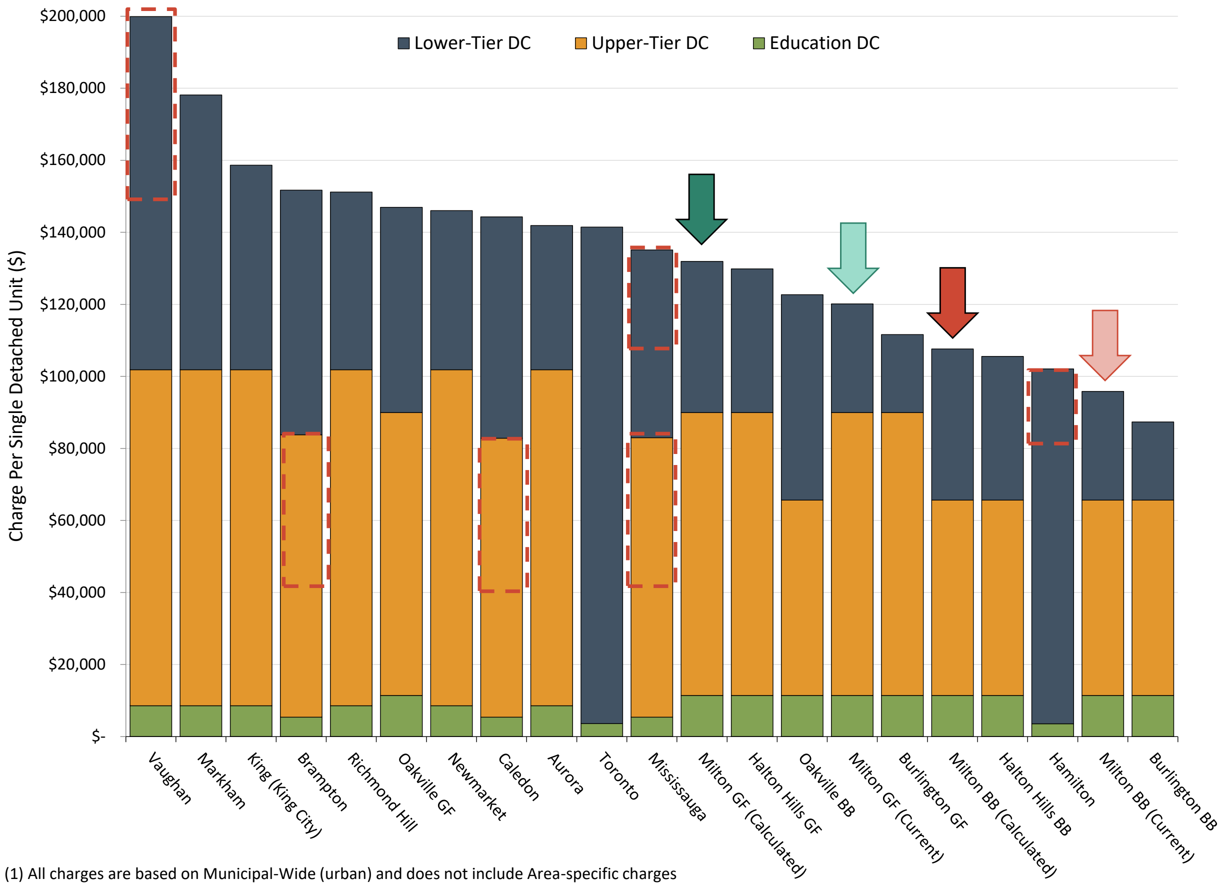

*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure 6-3
Town of Milton
Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only




*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

Figure 6-4
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Including Upper Tier & Education D.C.s

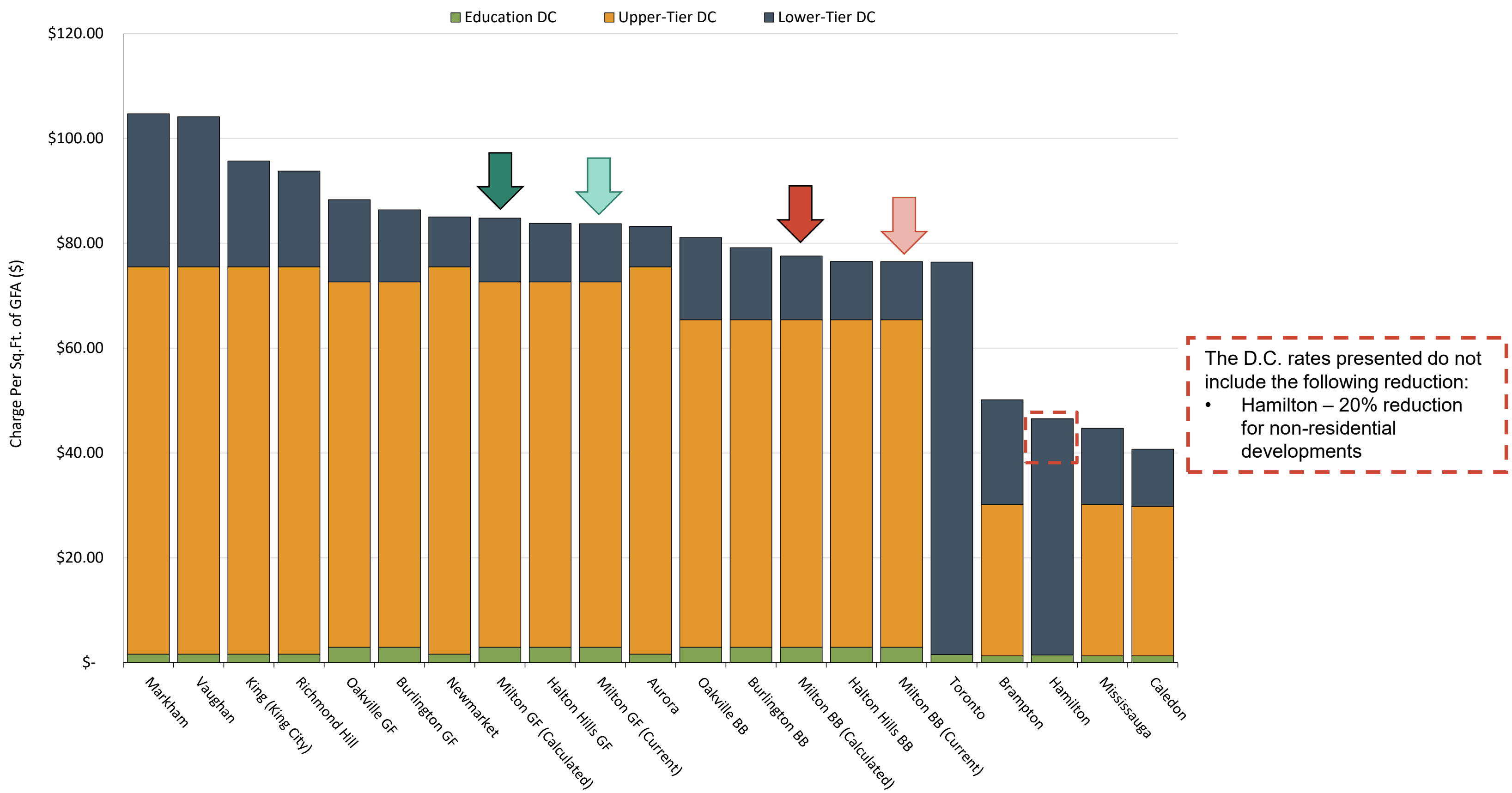



The D.C. rates presented do not include the following reductions:

- Vaughan – reduction to $50,193 per unit
- Mississauga – 50% reduction per unit
- Hamilton – 20% reduction per unit
- Peel Region – 50% reduction per unit

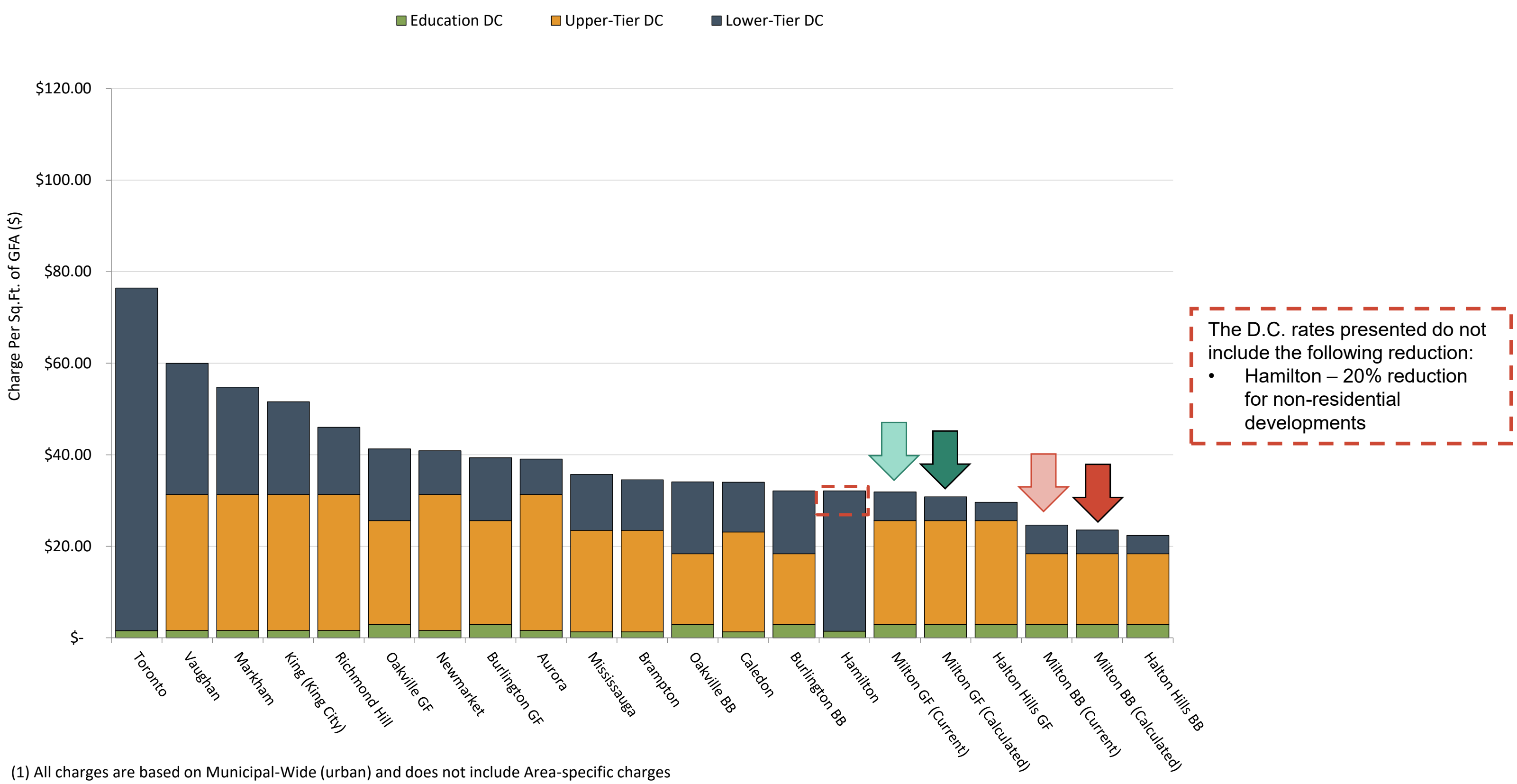
(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

Figure 6-5
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Including Upper Tier & Education D.C.s




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

## Figure 6-6
## Town of Milton
## Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Including Upper Tier & Education D.C.s




(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

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

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

## 7.1 Introduction

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

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

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

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

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

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

The rules provided are based on the Town's existing policies; with modifications and consideration for the changes to the D.C.A. (see Appendix H for details on legislative changes that have occurred since the Town's previous D.C. background study was completed).

## 7.2 D.C. By-law Structure

**It is recommended that:**

- the Town uses a uniform Town-wide D.C. calculation for all municipal services and classes other than stormwater services;
- Consider the D.C. approaches to calculate the stormwater charges as set out in Appendix I and choose to:
  - Calculate the stormwater charges on an individual area basis; OR
  - Calculate the stormwater charges on a combined urban area basis;"
- Consider the D.C. approaches to calculate the non-residential charges as set out in Appendix I and choose to:
  - Calculate the non-residential charges on a retail/non-retail basis; OR
  - Calculate the non-residential charges on a uniform basis.
- one municipal D.C. by-law for all services and classes of services referenced above.

## 7.3 D.C. By-law Rules

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

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

### *7.3.1 Payment in any Particular Case*

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

> "(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
>
> (b) the approval of a minor variance under section 45 of the Planning Act;
>
> (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
>
> (d) the approval of a plan of subdivision under section 51 of the Planning Act;

(e) a consent under section 53 of the Planning Act;

(f) the approval of a description under section 9 of the Condominium Act, 1998; or

(g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure."

### *7.3.2 Determination of the Amount of the Charge*

The following conventions were utilized in the calculation of the charge:

1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the last 25 years. Costs allocated to non-residential uses will be assigned based on the number of square feet of G.F.A. constructed for eligible uses (i.e., retail and non-retail).

2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.

   - For transit services, the costs have been based on a population vs. employment growth ratio (79%/21%) for residential and non-residential uses, respectively over the 10-year forecast period;
   - For parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
   - For services related to a highway, fire protection services and public works, a 77% residential/23% non-residential attribution has been made based on a population vs. employment growth ratio over the buildout forecast period;
   - For stormwater services the following residential/non-residential allocation ratios are based on the proportionate share of benefitting land areas:
     - Sherwood Secondary Plan Area – 78% residential/22% non-residential
     - Boyne Secondary Plan Area – 83% residential/17% non-residential
     - Derry Green Secondary Plan Area – 0% residential/100% non-residential

- Trafalgar Secondary Plan Area– 86% residential/14% non-residential
  - Agerton Secondary Plan Area– 27% residential/73% non-residential
  - Britannia Secondary Plan Area – 88% residential/12% non-residential
  - M.E.V. Secondary Plan – 66% residential/34% non-residential
  - M.E.V. Supplemental Lands – 0% residential/100% non-residential
  - Community Area Expansion Lands – 91% residential/9% non-residential
  - Employment Area Expansion Lands – 0% residential/100% non-residential; and
- With respect to growth studies and land (i.e. classes of D.C.-eligible services), the residential/non-residential allocation is based on the allocation identified above for the D.C.-eligible service (e.g. library related studies and land acquisition costs would be based on a 95% residential/5% non-residential allocation based on the above).

### *7.3.3 Application to Redevelopment of Land (Demolition and Conversion)*

As a result of the redevelopment of land, a building or structure existing on the same land within five (5) years prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

(a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and

(b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

### *7.3.4 Exemptions (full or partial)*

a) Statutory exemptions:

- industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions that exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board, or Board of Education (section 3);
- The addition of up to 2 apartments in an existing or new detached, semi-detached, or rowhouse (including in an ancillary structure);
- One additional unit or 1% of existing units in an existing rental residential building;
- a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario;
- affordable units;
- attainable units (to be in force at a later date);
- affordable inclusionary zoning units;
- non-profit housing;
- long-term care homes; and
- discount for rental housing units based on bedroom size (i.e. three or more bedrooms – 25% reduction, two bedrooms – 20% reduction, and all others – 15% reduction).

b) Discretionary exemptions:

- Lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground;
- Development creating or adding an accessory use or accessory building not exceeding 10 square metres (107.64 square feet) of gross floor area;

- Development creating or adding an accessory use or accessory building to a residential use where the accessory building is not used for any commercial or retail use or purpose;
- A public hospital;
- Buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreation purposes for which the conservation authority charges admission and/or fees or (ii) any retail purposes;
- Agricultural development, including a one-time exemption of up to 50 square metres (538.2 square feet) on any commercial or retail component therein;
- Seasonal structures;
- Temporary venues; and
- A fourth additional dwelling unit in an existing or new detached, semi-detached, or rowhouse (including in an ancillary structure).

### *7.3.5 Timing of Collection*

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

D.C.s payable for residential development (other than rental housing, which are subject to payment in instalments) are payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied.

Rental housing and institutional developments will pay D.C.s in six (6) equal annual payments commencing at occupancy.

The D.C. amount for all developments occurring within 18 months of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the lower of the D.C. in effect on the day the applicable Site Plan or Zoning By-law Amendment application was submitted (as a complete application), including interest, and the D.C. at current rates at the time the D.C. is calculated.

Payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges. The maximum interest rate the Town can impose is the average prime rate plus 1%.

### 7.3.6 The Applicable Areas

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

- All Town-wide services – the full residential and non-residential charge will be imposed on all lands within the Town;
- Stormwater management – area-specific charges will be imposed on the following areas (should the area-specific rate structure be continued in the new by-law):
  - Boyne Secondary Plan
  - Sherwood Secondary Plan
  - Derry Green Secondary Plan
  - Trafalgar Secondary Plan
  - Agerton Secondary Plan
  - Britannia Secondary Plan
  - M.E.V. Secondary Plan
  - M.E.V. Supplemental Lands Secondary Plan
  - Community Area Expansion Lands; and
  - Employment Area Expansion Lands.

### 7.3.7 Indexing

Rates shall be adjusted, without amendment to the By-law, annually on April 1, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02).[1]

Note: the capital costs and D.C. calculations outlined herein are presented in 2025 dollars; however, given the anticipated timing of by-law approval/implementation, the

[1] O. Reg. 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.

rates to be included with the staff-recommended by-law will be indexed to 2026 dollars in accordance with the indexing provision in the D.C. legislation.

## 7.4 Other D.C. By-law Provisions

**It is recommended that:**

### *7.4.1 Categories of Services for Reserve Fund and Credit Purposes*

The Town's D.C. collections are currently reserved in 23 separate reserve funds (separate residential and non-residential D.C. reserve funds) for each of the following: Services Related to a Highway, Fire Protection, Public Works, Library, Transit, Growth Studies, Parks and Recreation, and Stormwater Services (9 in total).

In addition, if the Town proceeds with the calculation of stormwater D.C.s on an area-specific basis, new residential and non-residential reserve funds (where applicable) are required to be created for each of the stormwater management area-specific charges related to the Community Area Expansion Lands and Employment Area Expansion Lands. If the Town chooses to impose stormwater D.C.s on an urban-area basis, the stormwater reserve funds would need to be consolidated into one stormwater reserve fund.

Furthermore, separate reserve funds will need to be established for land as a class of service. Separate reserve funds for land costs that are restricted to a 10-year forecast period, versus those that are not restricted, will need to be established.

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

### *7.4.2 By-law In-force Date*

The D.C. by-law is anticipated to be passed by Council on April 13, 2026. The new by-law is proposed to come into force upon expiry of the current D.C. by-law on June 26, 2026.

### 7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

The minimum interest rate is what the Bank of Canada rate is on the day the by-law comes into force updated on the first business day of every January, April, July and October (as per section 11 of O. Reg. 82/98).

### 7.4.4 Area Rating

The D.C.A. requires that Council must consider the use of area specific charges:

1. Section 2 (9) of the D.C.A. now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the regulations).

2. Section 10 (2) c.1 of the D.C.A. requires that "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

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

The Town's current by-law provides area-specific D.C.s for stormwater services in the various secondary plan areas.

All other Town services are recovered based on a uniform, Town-wide basis. There are several reasons why this methodology for Town-wide charges should be continued, including:

1. All Town services, with the exception of stormwater and transit require that the average 15-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that "if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality."

Put in layman terms, the average service standard multiplied by the growth within the specific area would establish an area-specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

2. Expanding on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The D.C.s would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.

3. Many services provided (roads, parks and recreation facilities, etc.) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Town will be used by residents from all areas depending on the programing of the facility (i.e., a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

4. Transparency to the public, the development industry, and other stakeholders – uniform rates provide an efficient and simplified structure for stakeholders to estimate and validate their D.C. payable, especially given the number of other factors that may affect the calculation of the final amount owing (e.g. D.C. rate freeze at site plan application/zoning by-law amendment application stage and related interest calculations).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges on a uniform Town-wide basis for all services/classes of services other than stormwater. Stormwater D.C.s have been calculated on an area-specific basis, however, a uniform urban-area stormwater D.C. has also been calculated and provided in Appendix I for consideration.

## 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;"

"Continue the D.C. approach to calculate the services on a uniform Town-wide basis (except for stormwater);"

"Consider the D.C. approaches to calculate the stormwater charges as set out in Appendix I and choose to:

Calculate the stormwater charges on an individual area basis; OR

Calculate the stormwater charges on a combined urban area basis;"

"Consider the D.C. approach to calculate the non-residential charges as set out in Appendix I and choose to:

Calculate the non-residential charges on a retail/non-retail basis; OR

Calculate the non-residential charges on a uniform basis.

"Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated December 19, 2025, subject to further annual review during the capital budget process;"

"Approve the D.C. Background Study dated December 19, 2025;"

"Approve the Local Service Policy set out in Appendix E;" and

"Determine that no further public meeting is required."

# Chapter 8
## By-law Implementation

# 8. By-law Implementation

## 8.1 Introduction

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.2 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

### *8.1.1 Public Meeting of Council*

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

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

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

### *8.1.2 Other Consultation Activity*

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

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the

timing thereof, and municipal policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy. Taxpayers in particular may have an interest, as any growth-related cost that is incurred that cannot be recovered from development charges (or other legislatively allowed cost recovery mechanisms) requires a separate funding source, which may often be the property tax base.

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

## 8.2 Anticipated Impact of the Charge on Development

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

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

## 8.3 Implementation Requirements

### *8.3.1 Introduction*

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

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

### *8.3.2 Notice of Passage*

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

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

- notice may be given in one of the following ways:
    - by publication in a newspaper which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice;
    - if in the clerk's opinion, a newspaper of sufficient circulation does not exist, by posting on the Town's website; or
    - by personal service, fax, or mail to every owner of land in the area to which the by-law relates;
- subsection 10 (4) lists the persons/organizations who must be given notice; and
- subsection 10 (5) lists the eight items that the notice must cover.

### *8.3.3 By-law Pamphlet*

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

- a description of the general purpose of the D.C.s;
- the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer's statement and where it may be received by the public.

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

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

### *8.3.4 Appeals*

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

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

### *8.3.5 Complaints*

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

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

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

### *8.3.6 Credits*

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

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

### *8.3.7 Front-Ending Agreements*

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

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

### *8.3.8 Severance and Subdivision Agreement Conditions*

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

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

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

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

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

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

# Appendices

# Appendix A
## Background Information on Residential and Non-Residential Growth Forecast

## Schedule 1
## Town of Milton
## Residential Growth Forecast Summary

| | Year | Population (Including Census Undercount) [1] | Excluding Census Undercount | | | | | Housing Units | | | | | | | | Person Per Unit (P.P.U.): Total Population/ Total Households |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Population | Institutional Population | Population Excluding Institutional Population | Off-Campus Student Population Not Captured in Census [2] | Total Population and Off-Campus Student Population | Singles & Semi-Detached | Multiple Dwellings [3] | Apartments [4] | Other | Total Households | Off-Campus Student Households | Total Households Including Off-Campus Student Housing | Equivalent Institutional Households | |
| Historical | *Mid 2011* | 87,720 | 84,362 | 787 | 83,575 | | 84,362 | 20,351 | 5,385 | 1,788 | 37 | 27,561 | | 27,561 | 715 | 3.061 |
| Historical | *Mid 2016* | 114,520 | 110,128 | 1,193 | 108,935 | | 110,128 | 23,408 | 7,517 | 3,322 | 25 | 34,272 | | 34,272 | 1,085 | 3.213 |
| Historical | *Mid 2021* | 138,280 | 132,979 | 1,549 | 131,430 | | 132,979 | 26,475 | 9,435 | 4,105 | 30 | 40,045 | | 40,045 | 1,408 | 3.321 |
| Forecast | *Mid 2025* | 163,200 | 156,947 | 1,792 | 155,155 | 108 | 157,055 | 28,194 | 10,806 | 7,250 | 30 | 46,280 | 40 | 46,320 | 1,629 | 3.391 |
| Forecast | *Mid 2035* | 282,730 | 271,890 | 2,869 | 269,021 | 1,676 | 273,566 | 39,962 | 23,532 | 18,264 | 30 | 81,788 | 600 | 82,388 | 2,608 | 3.324 |
| Forecast | *Mid 2051* | 400,400 | 385,052 | 5,670 | 379,382 | 3,334 | 388,386 | 51,479 | 43,043 | 33,382 | 30 | 127,934 | 1,300 | 129,234 | 5,155 | 3.010 |
| Incremental | **Mid 2011 - Mid 2016** | **26,800** | **25,766** | **406** | **25,360** | **0** | **25,766** | **3,057** | **2,132** | **1,534** | **-12** | **6,711** | **0** | **6,711** | **370** | |
| Incremental | **Mid 2016 - Mid 2021** | **23,760** | **22,851** | **356** | **22,495** | **0** | **22,851** | **3,067** | **1,918** | **783** | **5** | **5,773** | **0** | **5,773** | **323** | |
| Incremental | **Mid 2021 - Mid 2025** | **24,920** | **23,968** | **243** | **23,725** | **108** | **24,076** | **1,719** | **1,371** | **3,145** | **0** | **6,235** | **40** | **6,275** | **221** | |
| Incremental | **Mid 2025 - Mid 2035** | **119,530** | **114,943** | **1,077** | **113,866** | **1,568** | **116,511** | **11,768** | **12,726** | **11,014** | **0** | **35,508** | **560** | **36,068** | **979** | |
| Incremental | **Mid 2025 - Mid 2051** | **237,200** | **228,105** | **3,878** | **224,227** | **3,226** | **231,331** | **23,285** | **32,237** | **26,132** | **0** | **81,654** | **1,260** | **82,914** | **3,526** | |

[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.
[2] Forecast student population not captured in the Census reflects students that result in an off-campus student household.
[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[4] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).

Notes:
Numbers may not add due to rounding.
Source: Derived from the Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd., and discussions with Town of Milton staff regarding servicing and land supply by Watson & Associates Economists Ltd.

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

| Development Location | Timing | Single & Semi-Detached | Multiples[1] | Apartments[2] | Total Residential Units | Off-Campus Student Households | Total Residential Units (Including Off-Campus Housing) | Gross Permanent Population In New Units | Existing Unit Permanent Population Change | Permanent Net Population Increase, Excluding Institutional | Institutional Population | Net Population Including Institutional | Off-Campus Student Population Not Captured in Census | Net Population Increase Including Permanent and Off-Campus Student Population |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-HUSP | 2025 - 2035 | 18 | 32 | 5,355 | 5,405 | 112 | 5,517 | 9,507 | 1,850 | 11,358 | 184 | 11,542 | 314 | 11,856 |
| | 2025 - 2051 | 21 | 32 | 11,818 | 11,871 | 252 | 12,123 | 20,793 | -1,490 | 19,303 | 664 | 19,967 | 645 | 20,612 |
| Bristol | 2025 - 2035 | 144 | 72 | 168 | 384 | 0 | 384 | 1,063 | 4,317 | 5,380 | 427 | 5,807 | 0 | 5,807 |
| | 2025 - 2051 | 200 | 105 | 629 | 934 | 0 | 934 | 2,182 | -3,460 | -1,277 | 1,534 | 257 | 0 | 257 |
| Sherwood | 2025 - 2035 | 432 | 657 | 200 | 1,289 | 56 | 1,345 | 4,004 | 2,846 | 6,850 | 283 | 7,133 | 157 | 7,290 |
| | 2025 - 2051 | 609 | 908 | 311 | 1,828 | 126 | 1,954 | 5,640 | -2,288 | 3,352 | 1,021 | 4,373 | 323 | 4,696 |
| Boyne | 2025 - 2035 | 2,864 | 1,704 | 451 | 5,019 | 56 | 5,075 | 16,936 | 1,184 | 18,120 | 118 | 18,238 | 157 | 18,395 |
| | 2025 - 2051 | 3,332 | 2,099 | 683 | 6,114 | 126 | 6,240 | 20,336 | -951 | 19,385 | 425 | 19,810 | 323 | 20,133 |
| Milton Education Village | 2025 - 2035 | 121 | 1,340 | 2,061 | 3,522 | 336 | 3,858 | 8,143 | 0 | 8,143 | 0 | 8,143 | 940 | 9,083 |
| | 2025 - 2051 | 145 | 2,770 | 4,228 | 7,143 | 756 | 7,899 | 16,375 | 0 | 16,375 | 0 | 16,375 | 1,935 | 18,310 |
| Britannia Secondary Plan | 2025 - 2035 | 3,035 | 3,503 | 327 | 6,865 | 0 | 6,865 | 22,859 | 16 | 22,876 | 2 | 22,878 | 0 | 22,878 |
| | 2025 - 2051 | 6,767 | 8,601 | 1,415 | 16,783 | 0 | 16,783 | 54,575 | -13 | 54,562 | 6 | 54,568 | 0 | 54,568 |
| Agerton Secondary Plan | 2025 - 2035 | 0 | 738 | 1,938 | 2,676 | 0 | 2,676 | 5,631 | 2 | 5,632 | 0 | 5,632 | 0 | 5,632 |
| | 2025 - 2051 | 0 | 1,650 | 4,921 | 6,571 | 0 | 6,571 | 13,615 | -1 | 13,614 | 1 | 13,615 | 0 | 13,615 |
| Trafalgar Secondary Plan | 2025 - 2035 | 3,062 | 3,646 | 405 | 7,113 | 0 | 7,113 | 23,534 | 8 | 23,541 | 1 | 23,542 | 0 | 23,542 |
| | 2025 - 2051 | 3,830 | 7,250 | 1,597 | 12,677 | 0 | 12,677 | 39,539 | -6 | 39,533 | 3 | 39,536 | 0 | 39,536 |
| Community Area Expansion Lands | 2025 - 2035 | 1,967 | 1,034 | 109 | 3,110 | 0 | 3,110 | 10,866 | 0 | 10,866 | 0 | 10,866 | 0 | 10,866 |
| | 2025 - 2051 | 8,130 | 8,822 | 530 | 17,482 | 0 | 17,482 | 58,918 | 0 | 58,918 | 0 | 58,918 | 0 | 58,918 |
| Rural | 2025 - 2035 | 125 | 0 | 0 | 125 | 0 | 125 | 478 | 619 | 1,098 | 62 | 1,160 | 0 | 1,160 |
| | 2025 - 2051 | 251 | 0 | 0 | 251 | 0 | 251 | 960 | -497 | 463 | 225 | 688 | 0 | 688 |
| **Town of Milton** | **2025 - 2035** | **11,768** | **12,726** | **11,014** | **35,508** | **560** | **36,068** | **103,024** | **10,842** | **113,866** | **1,077** | **114,943** | **1,568** | **116,511** |
| | **2025 - 2051** | **23,285** | **32,237** | **26,132** | **81,654** | **1,260** | **82,914** | **232,933** | **-8,706** | **224,227** | **3,878** | **228,105** | **3,226** | **231,331** |

[1] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[2] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).
Source: Watson & Associates Economists Ltd.

# Schedule 3
# Town of Milton
# Current Year Growth Forecast
# Mid-2021 to Mid-2025

| | | | Population |
|---|---|---|---|
| Mid 2021 Population | | | 132,979 |
| Occupants of New Housing Units, Mid 2021 to Mid 2025 | *Units (2)* | 6,235 | |
| | *multiplied by P.P.U. (3)* | 2.669 | |
| | *gross population increase* | 16,640 | 16,640 |
| Occupants of New Off-Campus Student Units Mid 2021 to Mid 2025 | *Units* | 40 | |
| | *multiplied by P.P.U. (4)* | 2.700 | |
| | *gross population increase* | 108 | 108 |
| Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2025 | *Units* | 221 | |
| | *multiplied by P.P.U. (5)* | 1.100 | |
| | *gross population increase* | 243 | 243 |
| Change in Housing Unit Occupancy, Mid 2021 to Mid 2025 | *Units (4)* | 40,045 | |
| | *multiplied by P.P.U. change rate (6)* | 0.177 | |
| | *total change in population* | 7,085 | 7,085 |
| Population Estimate to Mid 2025 | | | 157,055 |
| *Net Population Increase, Mid 2021 to Mid 2025* | | | *24,076* |

(1) 2021 population based on Statistics Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed, Mid-2021 to the beginning of the growth period assuming a six-month lag between construction and occupancy.

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

| Structural Type | Persons Per Unit [1] (P.P.U.) | % Distribution of Estimated Units [2] | Weighted Persons Per Unit Average |
|---|---|---|---|
| *Singles & Semi Detached* | 3.881 | 28% | 1.070 |
| *Multiples (6)* | 3.050 | 22% | 0.671 |
| *Apartments (7)* | 1.840 | 50% | 0.928 |
| Total | | 100% | 2.669 |

[1] Based on 2021 Census custom database.

[2] Based on Building permit/completion activity.

(4) 2021 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

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

# Schedule 4
# Town of Milton
# 10-Year Growth Forecast
# Mid-2025 to Mid-2035

| | | | Population |
|---|---|---|---|
| Mid 2025 Population | | | 157,055 |
| Occupants of New Housing Units, Mid 2025 to Mid 2035 | *Units (2)* | 35,508 | |
| | *multiplied by P.P.U. (3)* | 2.901 | |
| | *gross population increase* | 103,024 | 103,024 |
| Occupants of New Off-Campus Student Units Mid 2025 to Mid 2035 | *Units* | 560 | |
| | *multiplied by P.P.U. (4)* | 2.800 | |
| | *gross population increase* | 1,568 | 1,568 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Mid 2035 | *Units* | 979 | |
| | *multiplied by P.P.U. (5)* | 1.100 | |
| | *gross population increase* | 1,077 | 1,077 |
| Change in Housing Unit Occupancy, Mid 2025 to Mid 2035 | *Units (4)* | 46,280 | |
| | *multiplied by P.P.U. change rate (6)* | 0.234 | |
| | *total change in population* | 10,842 | 10,842 |
| Population Estimate to Mid 2035 | | | 273,566 |
| *Net Population Increase, Mid 2025 to Mid 2035* | | | *116,511* |

(1) Mid 2025 Population based on:

2021 Population (132,979) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period (6,235 x 2.669 = 16,640) + (221 x 1.1 = 243) + (40,045 x 0.177 = 7,085) = 157,055

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

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

| Structural Type | | Persons Per Unit [1] (P.P.U.) | % Distribution of Estimated Units [2] | Weighted Persons Per Unit Average |
|---|---|---|---|---|
| *Singles & Semi Detached* | | 3.825 | 33% | 1.268 |
| *Multiples (6)* | | 3.049 | 36% | 1.093 |
| *Apartments (7)* | | 1.744 | 31% | 0.541 |
| *one bedroom or less* | 1.394 | | | |
| *two bedrooms or more* | 1.960 | | | |
| Total | | | 100% | 2.901 |

[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (40,045 units) + Mid 2021 to Mid 2025 unit estimate (6,235 units) = 46,280 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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

# Schedule 5
# Town of Milton
# Long-Term Growth Forecast
# Mid-2025 to Mid-2051

| | | | Population |
|---|---|---|---|
| Mid 2025 Population | | | 157,055 |
| Occupants of New Housing Units, Mid 2025 to Mid 2051 | *Units (2)* | 81,654 | |
| | *multiplied by P.P.U. (3)* | 2.853 | |
| | *gross population increase* | 232,933 | 232,933 |
| Occupants of New Off-Campus Student Units Mid 2025 to Mid 2051 | *Units* | 1,260 | |
| | *multiplied by P.P.U. (4)* | 2.560 | |
| | *gross population increase* | 3,226 | 3,226 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Mid 2051 | *Units* | 3,526 | |
| | *multiplied by P.P.U. (5)* | 1.100 | |
| | *gross population increase* | 3,878 | 3,878 |
| Change in Housing Unit Occupancy, Mid 2025 to Mid 2051 | *Units (4)* | 46,280 | |
| | *multiplied by P.P.U. change rate (6)* | -0.188 | |
| | *total change in population* | -8,706 | -8,706 |
| Population Estimate to Mid 2051 | | | 388,386 |
| *Net Population Increase, Mid 2025 to Mid 2051* | | | *231,331* |

(1) Mid 2025 Population based on:

2021 Population (132,979) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period (6,235 x 2.669 = 16,640) + (221 x 1.1 = 243) + (40,045 x 0.177 = 7,085) = 157,055

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

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

| Structural Type | Persons Per Unit [1] (P.P.U.) | % Distribution of Estimated Units [2] | Weighted Persons Per Unit Average |
|---|---|---|---|
| *Singles & Semi Detached* | 3.825 | 29% | 1.091 |
| *Multiples (6)* | 3.049 | 39% | 1.204 |
| *Apartments (7)* | 1.744 | 32% | 0.558 |
| *one bedroom or less* | 1.394 | | |
| *two bedrooms or more* | 1.960 | | |
| Total | | 100% | 2.853 |

[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (40,045 units) + Mid 2021 to Mid 2025 unit estimate (6,235 units) = 46,280 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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

Schedule 6
Town of Milton
Historical Residential Building Permits
Years 2015 to 2024

| Year | Residential Building Permits | | | |
|---|---|---|---|---|
| | Singles & Semi Detached | Multiples [1] | Apartments [2] | Total |
| 2015 | 386 | 352 | 566 | 1,304 |
| 2016 | 685 | 253 | 0 | 938 |
| 2017 | 831 | 1,007 | 266 | 2,104 |
| 2018 | 460 | 289 | 614 | 1,363 |
| 2019 | 280 | 503 | 222 | 1,005 |
| Sub-total | 2,642 | 2,404 | 1,668 | 6,714 |
| **Average (2015 - 2019)** | ***528*** | ***481*** | ***334*** | ***1,343*** |
| % Breakdown | 39.4% | 35.8% | 24.8% | 100.0% |
| 2020 | 250 | 300 | 0 | 550 |
| 2021 | 540 | 250 | 393 | 1,183 |
| 2022 | 358 | 288 | 526 | 1,172 |
| 2023 | 146 | 605 | 1,025 | 1,776 |
| 2024 | 675 | 228 | 1,201 | 2,104 |
| Sub-total | 1,969 | 1,671 | 3,145 | 6,785 |
| **Average (2020 - 2024)** | ***394*** | ***334*** | ***629*** | ***1,357*** |
| % Breakdown | 29.0% | 24.6% | 46.4% | 100.0% |
| 2015 - 2024 | | | | |
| Total | 4,611 | 4,075 | 4,813 | 13,499 |
| ***Average*** | ***461*** | ***408*** | ***481*** | ***1,350*** |
| % Breakdown | 34.2% | 30.2% | 35.7% | 100.0% |

[1] Includes townhouses and apartments in duplexes.
[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.
Source: Historical housing activity derived from Town of Milton data, by Watson & Associates Economists Ltd.

Schedule 7a
Town of Milton
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of Dwelling | Singles and Semi-Detached | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | - | - | 3.294 | 3.740 | 4.936 | **3.881** | | |
| 6-10 | - | - | 3.050 | 3.848 | 5.276 | **4.043** | | |
| 11-15 | - | - | 2.895 | 3.854 | 5.023 | **4.002** | | |
| 16-20 | - | - | 2.129 | 3.493 | 5.219 | **3.622** | | |
| 21-25 | - | - | - | 3.379 | 4.133 | **3.367** | 3.783 | 3.825 |
| 26-30 | - | - | - | 3.378 | - | **3.426** | | |
| 30+ | - | 1.667 | 2.102 | 2.809 | 4.050 | **2.874** | | |
| **Total** | **4.250** | **2.814** | **2.397** | **3.480** | **4.843** | **3.602** | | |

| Age of Dwelling | Multiples [1] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | - | 1.722 | 2.482 | 3.241 | - | **3.050** | | |
| 6-10 | - | - | 2.345 | 3.340 | - | **3.102** | | |
| 11-15 | - | - | 2.317 | 3.210 | - | **3.021** | | |
| 16-20 | - | - | 2.278 | 3.090 | - | **3.039** | | |
| 21-25 | - | - | - | 3.093 | - | **3.146** | 3.072 | 3.049 |
| 26-30 | - | - | - | - | - | **-** | | |
| 30+ | - | 1.250 | 2.714 | 2.810 | - | **2.720** | | |
| **Total** | **1.267** | **1.744** | **2.395** | **3.163** | **4.806** | **3.011** | | |

| Age of Dwelling | All Density Types | | | | | |
|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | 1.761 | 2.313 | 3.533 | 5.000 | **3.298** |
| 6-10 | - | 1.623 | 2.181 | 3.667 | 5.268 | **3.437** |
| 11-15 | - | 2.121 | 2.171 | 3.693 | 4.994 | **3.659** |
| 16-20 | - | 1.824 | 2.119 | 3.410 | 5.236 | **3.480** |
| 21-25 | - | - | 1.760 | 3.189 | 4.250 | **3.063** |
| 25-30 | - | 1.727 | 1.850 | 3.267 | - | **2.798** |
| 30+ | - | 1.419 | 2.000 | 2.795 | 4.087 | **2.711** |
| **Total** | **3.882** | **1.662** | **2.149** | **3.388** | **4.850** | **3.283** |

[1] Includes townhomes and apartments in duplexes.
[2] Adjusted based on historical trends.
Note: Does not include Statistics Canada data classified as "Other."
P.P.U. Not calculated for samples less than or equal to 50 dwelling units and does not include institutional population.

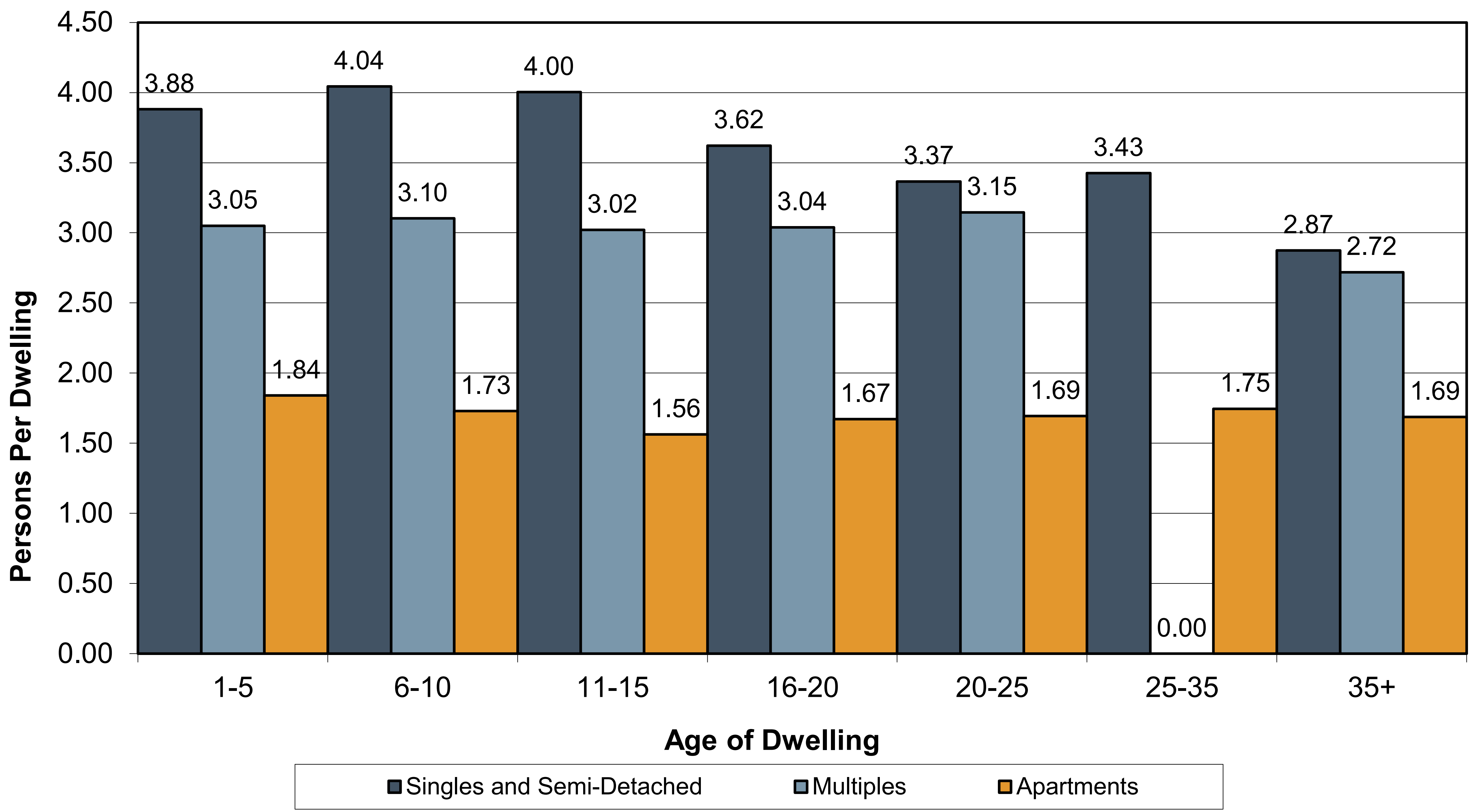
Schedule 7b
Halton Region
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of Dwelling | Apartments [1] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | 1.182 | 1.460 | 1.981 | 2.773 | - | **1.840** | | |
| 6-10 | - | 1.376 | 1.877 | 2.762 | - | **1.729** | | |
| 11-15 | - | 1.251 | 1.691 | 2.304 | - | **1.563** | | |
| 16-20 | - | 1.386 | 1.683 | 3.160 | - | **1.673** | | |
| 21-25 | - | 1.402 | 1.736 | 2.481 | - | **1.694** | 1.700 | 1.744 |
| 26-30 | - | 1.372 | 1.861 | 2.512 | - | **1.746** | | |
| 30+ | 1.125 | 1.282 | 1.806 | 2.502 | - | **1.688** | | |
| **Total** | **1.136** | **1.333** | **1.818** | **2.574** | **-** | **1.708** | | |

| Age of Dwelling | All Density Types | | | | | |
|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | 2.850 | 1.526 | 2.124 | 3.425 | 4.620 | **2.962** |
| 6-10 | 2.636 | 1.453 | 2.041 | 3.477 | 4.749 | **3.056** |
| 11-15 | - | 1.390 | 1.922 | 3.462 | 4.634 | **3.284** |
| 16-20 | - | 1.474 | 1.890 | 3.254 | 4.493 | **3.153** |
| 21-25 | - | 1.472 | 1.818 | 3.078 | 4.026 | **2.909** |
| 26-30 | - | 1.381 | 1.904 | 2.985 | 3.888 | **2.743** |
| 30+ | 1.836 | 1.318 | 1.858 | 2.783 | 3.724 | **2.581** |
| **Total** | **2.351** | **1.389** | **1.918** | **3.053** | **4.124** | **2.827** |

[1] Includes bachelor, 1 bedroom and 2 bedroom+ apartments.
[2] Adjusted based on historical trends.
Note: Does not include Statistics Canada data classified as “Other.”
P.P.U. Not calculated for samples less than or equal to 50 dwelling units and does not include institutional population.

Schedule 8
Town of Milton
Person Per Unit Structural Type and Age of Dwelling
(2021 Census)




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

# Schedule 9a
# Town of Milton
# Employment Forecast, 2025 to 2051

| Period | Population | Activity Rate | | | | | | | | | Employment | | | | | | | | | Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Primary | Work at Home | Industrial | Commercial/Population-Related | | Institutional | Total | N.F.P.O.W. [2] | Total Including N.F.P.O.W. | Primary | Work at Home | Industrial | Commercial/Population-Related | | Institutional | Total | N.F.P.O.W. [2] | Total Employment (Including N.F.P.O.W.) | Total (Excluding Work at Home and N.F.P.O.W.) |
| | | | | | Retail[1] | Non-Retail | | | | | | | | Retail[1] | Non-Retail | | | | | |
| Mid 2011 | 84,362 | 0.007 | 0.038 | 0.105 | 0.088 | 0.028 | 0.070 | 0.452 | 0.035 | 0.486 | 585 | 3,230 | 8,875 | 7,385 | 2,380 | 5,870 | 28,325 | 2,930 | 31,255 | 25,095 |
| Mid 2016 | 110,128 | 0.006 | 0.039 | 0.096 | 0.081 | 0.024 | 0.070 | 0.421 | 0.038 | 0.459 | 650 | 4,320 | 10,620 | 8,885 | 2,650 | 7,695 | 34,820 | 4,140 | 38,960 | 30,500 |
| Mid 2025 | 156,947 | 0.005 | 0.053 | 0.113 | 0.070 | 0.021 | 0.060 | 0.413 | 0.037 | 0.450 | 734 | 8,391 | 17,702 | 10,928 | 3,370 | 9,409 | 50,534 | 5,827 | 56,361 | 42,143 |
| Mid 2035 | 271,890 | 0.003 | 0.057 | 0.113 | 0.079 | 0.020 | 0.057 | 0.433 | 0.046 | 0.479 | 752 | 15,531 | 30,674 | 21,501 | 5,419 | 15,393 | 89,270 | 12,567 | 101,837 | 73,739 |
| Mid 2051 | 385,052 | 0.002 | 0.060 | 0.116 | 0.091 | 0.031 | 0.053 | 0.352 | 0.054 | 0.406 | 800 | 22,914 | 44,858 | 34,879 | 11,835 | 20,317 | 135,603 | 20,704 | 156,307 | 112,689 |
| Incremental Change | | | | | | | | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 25,766 | -0.001 | 0.001 | -0.009 | -0.007 | -0.004 | 0.000 | -0.031 | 0.003 | -0.028 | 65 | 1,090 | 1,745 | 1,500 | 270 | 1,825 | 6,495 | 1,210 | 7,705 | 5,405 |
| Mid 2016 - Mid 2025 | 46,819 | -0.001 | 0.014 | 0.016 | -0.011 | -0.003 | -0.010 | -0.008 | 0.000 | -0.008 | 84 | 4,071 | 7,082 | 2,043 | 720 | 1,714 | 15,714 | 1,687 | 17,401 | 11,643 |
| Mid 2025 - Mid 2035 | 114,943 | -0.002 | 0.004 | 0.000 | 0.009 | -0.002 | -0.003 | 0.020 | 0.009 | 0.029 | 18 | 7,140 | 12,972 | 10,573 | 2,049 | 5,984 | 38,736 | 6,740 | 45,476 | 31,596 |
| Mid 2025 - Mid 2051 | 228,105 | -0.003 | 0.006 | 0.004 | 0.021 | 0.009 | -0.007 | -0.061 | 0.017 | -0.044 | 66 | 14,523 | 27,156 | 23,951 | 8,465 | 10,908 | 85,069 | 14,877 | 99,946 | 70,546 |
| Annual Average | | | | | | | | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 5,153 | 0.000 | 0.000 | -0.002 | -0.001 | -0.001 | 0.000 | -0.006 | 0.001 | -0.006 | 13 | 218 | 349 | 300 | 54 | 365 | 1,299 | 242 | 1,541 | 1,081 |
| Mid 2016 - Mid 2025 | 5,202 | 0.000 | 0.002 | 0.002 | -0.001 | 0.000 | -0.001 | -0.001 | 0.000 | -0.001 | 9 | 452 | 787 | 227 | 80 | 190 | 1,746 | 187 | 1,933 | 1,294 |
| Mid 2025 - Mid 2035 | 11,494 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.002 | 0.001 | 0.003 | 2 | 714 | 1,297 | 529 | 82 | 598 | 3,874 | 674 | 4,548 | 3,160 |
| Mid 2025 - Mid 2051 | 8,773 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | -0.002 | 0.001 | -0.002 | 3 | 559 | 1,044 | 599 | 188 | 420 | 3,272 | 572 | 3,844 | 2,713 |

[1] The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.
[2] Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."
Note: Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.
Source: Derived from the Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd., and discussions with Town of Milton staff regarding servicing and land supply by Watson & Associates Economists Ltd.

Schedule 9b
Town of Milton
Employment and Gross Floor Area (G.F.A.) Forecast, 2025 to 2051

| Period | Population | Employment | | | | | | Gross Floor Area in Square Feet (Estimated) [1] | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Primary [2] | Industrial[3] | Commercial/ Population-Related | | Institutional | Total | Primary [2] | Industrial[3] | Commercial/ Population-Related | | Institutional | Total |
| | | | | Retail[4] | Non-Retail | | | | | Retail[4] | Non-Retail | | |
| Mid 2011 | 84,362 | 585 | 8,875 | 7,385 | 2,380 | 5,870 | 25,095 | | | | | | |
| Mid 2016 | 110,128 | 650 | 10,620 | 8,885 | 2,650 | 7,695 | 30,500 | | | | | | |
| Mid 2025 | 156,947 | 734 | 17,702 | 10,928 | 3,370 | 9,409 | 42,143 | | | | | | |
| Mid 2035 | 271,890 | 752 | 30,674 | 21,501 | 5,419 | 15,393 | 73,739 | | | | | | |
| Mid 2051 | 385,052 | 800 | 44,858 | 34,879 | 11,835 | 20,317 | 112,689 | | | | | | |
| Incremental Change | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 25,766 | 65 | 1,745 | 1,500 | 270 | 1,825 | 5,405 | | | | | | |
| Mid 2016 - Mid 2025 | 46,819 | 84 | 7,082 | 2,043 | 720 | 1,714 | 11,643 | | | | | | |
| Mid 2025 - Mid 2035 | 114,943 | 18 | 12,972 | 10,573 | 2,049 | 5,984 | 31,596 | 54,000 | 19,665,600 | 5,022,200 | 553,200 | 4,787,200 | 30,082,200 |
| Mid 2025 - Mid 2051 | 228,105 | 66 | 27,156 | 23,951 | 8,465 | 10,908 | 70,546 | 198,000 | 40,001,500 | 11,376,700 | 2,285,600 | 8,726,400 | 62,588,200 |
| Annual Average | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 5,153 | 13 | 349 | 300 | 54 | 365 | 1,081 | | | | | | |
| Mid 2016 - Mid 2025 | 5,202 | 9 | 787 | 227 | 80 | 190 | 1,294 | | | | | | |
| Mid 2025 - Mid 2035 | 11,494 | 2 | 1,297 | 1,057 | 205 | 598 | 3,160 | 5,400 | 1,966,560 | 502,220 | 55,320 | 478,720 | 3,008,220 |
| Mid 2025 - Mid 2051 | 8,773 | 3 | 1,044 | 921 | 326 | 420 | 2,713 | 7,615 | 1,538,519 | 437,565 | 87,908 | 335,631 | 2,407,238 |

[1] Square Foot Per Employee Assumptions

| | |
|---|---|
| Primary - Non-Bona Fide Farming | 3,000 |
| Industrial | 1,750 |
| Prestige Industrial [3] | 900 |
| Retail [4] | 475 |
| Non-Retail | 270 |
| Institutional | 700 |

[2] Primary industry includes agriculture and resource related employment.
[3] Assumes Milton Southwest, Milton Education Village, and Agerton Secondary Plan can accommodate higher density industrial uses.
[4] The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.
Forecast reflects mid-2025 to mid-2051 forecast period.
Note: Numbers may not add up precisely due to rounding.
Source: Watson & Associates Economists Ltd.

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

| Development Location | Timing | Primary G.F.A. S.F. [1],[2] | Industrial G.F.A. S.F.[1], [3] | Commercial G.F.A. S.F.[1] | | Institutional G.F.A. S.F.[1] | Total Non-Residential G.F.A. S.F. | Employment Increase [5] |
|---|---|---|---|---|---|---|---|---|
| | | | | Retail G.F.A. S.F. [1], [4] | Non-Retail G.F.A. S.F. [1] | | | |
| Pre-HUSP | 2025 - 2035 | - | - | 571,900 | 63,500 | 904,000 | 1,539,400 | 2,569 |
| | 2025 - 2051 | - | - | 1,429,300 | 327,000 | 1,157,600 | 2,913,900 | 5,667 |
| Bristol | 2025 - 2035 | - | - | 217,100 | 21,100 | 222,400 | 460,600 | 813 |
| | 2025 - 2051 | - | - | 326,800 | 40,500 | 256,800 | 624,100 | 1,159 |
| Sherwood | 2025 - 2035 | - | - | 252,700 | 18,600 | 312,800 | 584,100 | 992 |
| | 2025 - 2051 | - | - | 421,300 | 37,800 | 376,000 | 835,100 | 1,497 |
| Boyne | 2025 - 2035 | - | - | 1,000,400 | 18,900 | 735,200 | 1,754,500 | 3,095 |
| | 2025 - 2051 | - | - | 1,427,900 | 49,700 | 888,000 | 2,365,600 | 4,300 |
| 401 Industrial Business Park | 2025 - 2035 | - | 4,706,500 | 121,000 | 22,700 | 8,800 | 4,859,000 | 3,039 |
| | 2025 - 2051 | - | 6,987,800 | 39,000 | 50,000 | 18,400 | 7,095,200 | 4,283 |
| Derry Green Corporate Business Park | 2025 - 2035 | - | 8,722,000 | 62,700 | 18,600 | 78,400 | 8,881,700 | 5,283 |
| | 2025 - 2051 | - | 13,669,300 | 87,900 | 63,200 | 111,200 | 13,931,600 | 8,369 |
| Milton Southwest (MEV Supplemental Lands) | 2025 - 2035 | - | - | - | - | - | - | - |
| | 2025 - 2051 | - | 2,332,800 | 23,800 | - | 15,200 | 2,371,800 | 2,661 |
| Milton Education Village | 2025 - 2035 | - | 285,300 | 218,500 | 66,200 | 576,000 | 1,146,000 | 1,742 |
| | 2025 - 2051 | - | 422,100 | 354,800 | 232,200 | 975,200 | 1,984,300 | 3,295 |
| 401 Industrial Business Park Extension (North Porta) | 2025 - 2035 | - | 3,008,300 | 5,700 | 500 | 5,600 | 3,020,100 | 1,740 |
| | 2025 - 2051 | - | 5,092,500 | 144,400 | 35,400 | 27,200 | 5,299,500 | 3,379 |
| Britannia Secondary Plan | 2025 - 2035 | - | - | 754,300 | 21,300 | 623,200 | 1,398,800 | 2,446 |
| | 2025 - 2051 | - | - | 1,720,400 | 39,400 | 1,577,600 | 3,337,400 | 5,740 |
| Agerton Secondary Plan | 2025 - 2035 | - | 2,929,500 | 542,500 | 277,700 | 352,000 | 4,101,700 | 5,866 |
| | 2025 - 2051 | - | 5,209,200 | 1,765,600 | 1,205,400 | 761,600 | 8,941,800 | 14,922 |
| Trafalgar Secondary Plan | 2025 - 2035 | - | - | 718,700 | 9,200 | 600,000 | 1,327,900 | 2,297 |
| | 2025 - 2051 | - | - | 1,385,000 | 44,800 | 1,238,400 | 2,668,200 | 4,630 |
| Community Area Expansion Lands | 2025 - 2035 | - | - | 511,100 | 11,900 | 306,400 | 829,400 | 1,503 |
| | 2025 - 2051 | - | - | 1,857,600 | 93,200 | 1,211,200 | 3,162,000 | 5,770 |
| Employment Area Expansion Lands | 2025 - 2035 | - | - | 3,800 | - | - | 3,800 | 8 |
| | 2025 - 2051 | - | 6,258,000 | 315,900 | 60,200 | 60,000 | 6,694,100 | 4,539 |
| Rural | 2025 - 2035 | 54,000 | 14,000 | 41,800 | 3,000 | 62,400 | 175,200 | 203 |
| | 2025 - 2051 | 198,000 | 29,800 | 77,000 | 6,800 | 52,000 | 363,600 | 335 |
| Town of Milton | 2025 - 2035 | 54,000 | 19,665,600 | 5,022,200 | 553,200 | 4,787,200 | 30,082,200 | 31,596.0 |
| | 2025 - 2051 | 198,000 | 40,001,500 | 11,376,700 | 2,285,600 | 8,726,400 | 62,588,200 | 70,546.0 |

[1] Square Foot Per Employee Assumptions

| | |
|---|---|
| Primary - Non-Bona Fide Farming | 3,000 |
| Industrial | 1,750 |
| Prestige Industrial [3] | 900 |
| Retail [4] | 475 |
| Non-Retail | 270 |
| Institutional | 700 |

[2] Primary industry includes agriculture and resource related employment.
[3] Assumes Milton Southwest, Milton Education Village, and Agerton Secondary Plan can accommodate higher density industrial uses.
[4] The definition of Retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of Retail Employment.
Forecast reflects mid-2025 to mid-2051 forecast period.
Note: Numbers may not add up precisely due to rounding.
Source: Watson & Associates Economists Ltd.

Schedule 10
Town of Milton
Employment Categories by Major Employment Sector

| NAICS | Employment by industry | Comments |
|---|---|---|
| | **Primary Industry Employment** | Categories which relate to local land-based resources |
| 11 | *Agriculture, forestry, fishing and hunting* | |
| 21 | *Mining and oil and gas extraction* | |
| | **Industrial and Other Employment** | Categories which relate primarily to industrial land supply and demand |
| 22 | *Utilities* | |
| 23 | *Construction* | |
| 31-33 | *Manufacturing* | |
| 41 | *Wholesale trade* | |
| 48-49 | *Transportation and warehousing* | |
| 56 | *Administrative and support* | |
| | **Population Related Employment** | Categories which relate primarily to population growth within the municipality |
| 44-45 | *Retail trade* | |
| 51 | *Information and cultural industries* | |
| 52 | *Finance and insurance* | |
| 53 | *Real estate and rental and leasing* | |
| 54 | *Professional, scientific and technical services* | |
| 55 | *Management of companies and enterprises* | |
| 56 | *Administrative and support* | |
| 71 | *Arts, entertainment and recreation* | |
| 72 | *Accommodation and food services* | |
| 81 | *Other services (except public administration)* | |
| | **Institutional** | |
| 61 | *Educational services* | |
| 62 | *Health care and social assistance* | |
| 91 | *Public administration* | |

Note: Employment is classified by North American Industry Classification System (NAICS) Code.
Source: Watson & Associates Economists Ltd.

# Appendix B
## Level of Service

# Appendix B: Level of Service[1]

| SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Service Category | Sub-Component | 15 Year Average Service Standard | | | | | | Maximum Ceiling LOS |
| | | Cost (per capita) | Quantity (per capita) | | Quality (per capita) | | | |
| Service Related to a Highway | Services Related to a Highway - Roads | $8,688.00 | 0.0026 | km of roadways | 3,341,538 | per km | | 2,009,803,728 |
| | Services Related to a Highway - Bridges, Culverts & Structures | $1,336.40 | 0.0007 | Number of Bridges, Culverts & Structures | 1,909,143 | per item | | 309,150,748 |
| | Services Related to a Highway - Active Transportation | $28.93 | 0.0281 | linear metres of active transportation | 1,030 | per linear m | | 6,692,406 |
| Public Works | Public Works - Facilities | $471.77 | 0.7918 | sq.ft. of building area | 596 | per sq.ft. | | 109,135,026 |
| | Public Works - Vehicles & Equipment | $225.41 | 0.0018 | No. of vehicles and equipment | 125,228 | per vehicle | | 52,144,321 |
| Fire Protection | Fire Protection Services - Facilities | $445.22 | 0.4851 | sq.ft. of building area | 918 | per sq.ft. | | 102,993,188 |
| | Fire Protection Services - Vehicles & Equipment | $255.54 | 0.0003 | No. of vehicles | 851,800 | per vehicle | | 59,114,324 |
| | Fire Protection Services - Small Equipment and Gear | $58.36 | 0.0094 | No. of equipment and gear | 6,209 | per item | | 13,500,477 |
| Parks & Recreation | Parkland Development | $1,266.78 | 0.0106 | Acres of Parkland | 119,508 | per acre | | 293,045,484 |
| | Outdoor Recreation Facilities and Parkland Amenities | $861.08 | 0.0038 | No. of parkland amenities | 226,600 | per amenity | | 199,194,497 |
| | Recreation Trails | $68.41 | 0.1120 | Linear Metres of Paths and Trails | 611 | per linear m | | 15,825,354 |
| | Indoor Recreation Facilities | $4,845.13 | 5.0416 | sq.ft. of building area | 961 | per sq.ft. | | 1,120,828,768 |
| Library | Library Services - Facilities | $385.83 | 0.4061 | sq.ft. of building area | 950 | per sq.ft. | | 89,254,440 |
| | Library Services - Collection Materials | $62.63 | 1.9044 | No. of library collection items | 33 | per collection item | | 14,488,261 |

[1] Note, as per recent legislative changes, land values have been excluded from the level of service calculations

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2025 Total Value ($/km) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Collectors - Rural Kilometers** | 266.74 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 263.58 | 255.21 | 255.21 | 255.26 | 255.26 | $2,658,000 |
| | | | | | | | | | | | | | | | | | |
| **Arterial - Urban Kilometers:** | | | | | | | | | | | | | | | | | |
| 2 Lane | 1.50 | 9.98 | 8.86 | 8.86 | 8.86 | 7.17 | 7.17 | 7.17 | 6.34 | 6.34 | 3.39 | 3.39 | 2.52 | 2.52 | 0.67 | 0.67 | $4,211,000 |
| 2 Lane with Noise Fence (1 side) | - | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | - | - | | | | - | $6,533,000 |
| 3 Lane | - | 2.75 | 2.75 | 2.75 | 2.75 | 3.06 | 3.06 | 3.06 | 3.06 | 3.06 | 3.06 | 3.06 | 2.25 | 3.36 | 3.36 | 3.36 | $6,245,000 |
| 4 Lane | 4.39 | 4.41 | 5.53 | 5.53 | 5.53 | 7.75 | 7.75 | 9.39 | 10.22 | 10.22 | 12.53 | 12.53 | 11.56 | 12.94 | 14.79 | 14.79 | $9,712,000 |
| 4 Lane with Noise Fence (1 Side) | 1.24 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 1.35 | 1.35 | 0.33 | 0.33 | 0.33 | 0.33 | $12,034,000 |
| 4 Lane with Noise Fence (2 Sides) | - | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | - | - | - | - | $14,356,000 |
| 5 Lane | 6.04 | 5.16 | 5.16 | 5.16 | 5.16 | 5.82 | 5.82 | 5.82 | 5.82 | 5.82 | 5.82 | 5.82 | 10.36 | 10.36 | 10.91 | 10.91 | $15,373,000 |
| 5 Lane with Noise Fence (1 side) | 1.84 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 1.93 | 1.93 | 2.10 | 2.10 | $17,695,000 |
| 5 Lane with Noise Fence (2 sides) | - | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.71 | 0.71 | 0.71 | 0.71 | $20,016,000 |
| 6 Lane | | | | | | | | | | | | | 0.31 | 0.31 | 0.31 | 0.31 | $17,963,000 |
| Lower Base Line (6th Line to 5th Line) | 3.40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $1,753,800 |
| | | | | | | | | | | | | | | | | | |
| **Total** | **285.15** | **288.86** | **288.86** | **288.86** | **288.86** | **290.35** | **290.35** | **291.99** | **291.99** | **291.99** | **291.35** | **291.35** | **285.19** | **287.68** | **288.45** | **288.45** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 | 156,853 |
| Per Capita Standard | 0.0036 | 0.0034 | 0.0032 | 0.0029 | 0.0029 | 0.0027 | 0.0026 | 0.0026 | 0.0024 | 0.0023 | 0.0022 | 0.0022 | 0.0021 | 0.0020 | 0.0019 | 0.0018 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0026 |
| Quality Standard | $3,341,538 |
| Service Standard | $8,688 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $8,688 |
| Eligible Amount | $2,009,803,728 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Bridge Name | Road Name | Location | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bridges:** | | | | | | | | | | | | | | | | | | |
| Lot 32, Conc VII, Nassagaweya | Crewson's Line | 0.02 km N.of Hwy 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $148,900 |
| Lot 31/32, Conc I/II, Nassagaweya | First Line, Nassagaweya | 4.00 km N.of 25 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $844,900 |
| Lot 29, Conc V & VI, Nassagaweya | Fifth Line, Nassagaweya | 0.30 km S of 30 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $756,700 |
| Lot 30, Conc II & III, Nassagaweya | Nassagaweya | 1.20 km N.of 28 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,021,200 |
| Lot 16, Conc I & II, Nassagaweya | First Line | 0.60 km N.of 15 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $551,000 |
| Lot 4, Conc IV & V, Esquesing | Esquesling Line | 1.20 km S.of 5 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,315,000 |
| Lot 2, Conc I & II, Esquesing | Peru Road | 0.90 km N.of Steeles Ave | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,006,500 |
| Lot 5, Conc IV & V, Nassagaweya | Canyon Road | 0.70 km N.of 3 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $771,400 |
| Lot 4, Conc IV & V, Nassagaweya | Canyon Road | 0.06 km N.of 3 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,359,100 |
| Lot 1, Conc I & II, Nassagaweya | First Line Nassagaweya | 0.35 km N.of Steeles Ave | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $551,000 |
| Lot 1 & 15, Conc I, Nassagaweya/ Nelson | Conservation Road | 0.20 km W.of McNiven Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $609,800 |
| Lot 11, Conc I & II, Nelson | McNiven Road | 0.01 km N.of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $874,300 |
| Lot 9, Conc VI & VII, Trafalgar | Bell School Line | 1.10 km S.of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $382,100 |
| Lot 12, Conc VI & VII, Trafalgar | Sixth Line | 1.20 km N.of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,858,600 |
| Lot 10, Conc VI & VII, Trafalgar | Sixth Line | 0.60 km S.of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,447,300 |
| Lot 7, Conc V & Vi, Trafalgar | Fifth Line | 1.10 km N of 6-Britannia Rd | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $991,800 |
| Lot 9, Conc VI & VII, Trafalgar | Sixth Line | 0.90 km S.of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,770,500 |
| Lot 7, Conc IV & V, Trafalgar | Fourth Line | 2.20 km S of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $889,000 |
| Lot 3, Conc V & VI, Trafalgar | Fifth Line | 1.90 km S.of 6-Britannia Rd. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $859,600 |
| Lot 3, Conc VII, Trafalgar | Sixth Line | 1.20 km N of Lower Base Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $2,872,400 |
| Lot 2, Conc VIII & IX, Trafalgar | Eighth Line | 0.50 km N of Lower Base Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,109,300 |
| Barnstable Bridge | Lower Base Line | 0.40 km S.of Fifth Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $4,297,600 |
| Lot 26, NDS 2, Ward 1 | Lower Base Line | 1.20 km E.of 25-Reg. Rd. 25 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,381,100 |
| Bronte Street Bridge | Bronte St N | 0.25 km S.of 8-Steeles Ave. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $3,327,900 |
| CPR Subway | Ontario St | 0.05 km N.of Main St | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $8,484,800 |
| CPR Grade Separation (Main Street) | Main Street East | 300m east of Ontario Street North | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $13,157,000 |
| CNR Underpass | Main Street | 0.10 km W of Bronte Street | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,094,600 |
| CNR Underpass Pedestrian Tunnels | | | | | | | | | | | | | | 1 | 1 | 1 | 1 | $7,985,300 |
| Mill/Martin Street Bridge | Martin Street | 0.01 km N of Mill Street | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $2,108,400 |
| Sixteen Mile Creek W. Branch Bridge | Main Street East | 0.06 km E.of Commercial St. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,403,200 |
| Thompson Road/CPR Grade Separation | Thompson Road | 0.06 km N of Nipissing Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $7,294,800 |
| Lot 5, Conc IV & V, Esquesing | Esquesing Line | 0.40 km S of 5 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $551,000 |
| McGeachie Drive Culvert | McGeachie Drive | 0.60 km W.of Harrop Drive | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,138,700 |
| Lot 5/6, Conc IVE East | 5 Side Road | 0.6 km E.of Boston Church Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $440,800 |
| Lot 13, Conc VI & VII, Nassagaweya | Sixth Line Nassagaweya | 4.20 km N of 5 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $712,700 |
| Lot 20 & 21, Conc VI, Nassagaweya | 20 Side Road | 1.05 km W of Sixth Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $389,400 |
| Lot 27, Conc I & II, Nassagaweya | First Line Nassagaweya | 0.95 km N.of 25 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $418,800 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Bridge Name | Road Name | Location | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lot 25 & 26, Conc III, Nassagaweya | 25 Side Road | 0.10 km W.of Guelph Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $330,700 |
| Lot 13, Conc II & III, Nassagaweya | Second Line Nassagaweya | 1.50 km N.of 10 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $536,300 |
| Lot 5, Conc VI & VII, Trafalgar | Sixth Line | 0.30 km S.of 6-Britannia Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $477,600 |
| Lot 8, Conc VIII & IX, Trafalgar | Eighth Line | 1.60 km S of 7-Derry Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $492,300 |
| Lot 11, Conc VI & VII, Nassagaweya | Sixth Line Nassagaweya | 3.60 km N of 5 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $771,400 |
| Lot 5/6, Conc VII West | Britannia Road | 0.01 km E of Bell School Line South | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $470,200 |
| Lot 5/6, Conc V West | Campbellville Road | 1.20 km W of Appleby Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,697,000 |
| Lot 15/16, Conc I West | 15 Side Road | 0.50 km W of First Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $565,700 |
| Lot 3/4, Conc VII West | Kelso Road | 0.30 km W of 22-Tremaine Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $3,386,600 |
| Lot 8, Conc V, Trafalgar | Louis St. Laurent Avenue | 0.25 km E of Fourth Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $5,428,900 |
| 16 Mile Creek Bridge (4 lane sub-structure & 2 lane bridge) | Louis St. Laurent Avenue | Yates Drive | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $37,869,300 |
| 16 Mile Creek Bridge (additional 2 lanes on bridge) | Louis St. Laurent Avenue | Yates Drive | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $0 |
| CN Rail Overpass Louis St. Laurent | Louis St. Laurent Avenue | CNR Crossing | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $9,572,100 |
| 5 Side Road Bridge | 5 Sideroad | 20m west of Fourth Line | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $262,800 |
| | Fifth Line | 100m south of Highway 401 | | | | | | | | | | | | 1 | 1 | 1 | 1 | $1,814,600 |
| **Culverts:** | | | | | | | | | | | | | | | | | | |
| LOT 8 CONC 6/7 TRAFALGAR | Sixth Line | 1.3km south of Derry Road East | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $727,300 |
| LOT 13, CONC 6/7, TRAFALGAR | Sixth Line | 1.2km north of Derry Road East | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $712,700 |
| LOT 1, CONC 6/7, NELSON | Bell School Line | 1.1km north of Sideroad 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,072,600 |
| WHEELABRATOR WAY CULVERT | Wheelabrator Way | 200m north of Steeles Avenue East | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $2,843,000 |
| CHISHOLM DRIVE CULVERT | Chisholm Drive | 1.0km west of Martin Street | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,226,900 |
| SOUTHCOTT DRIVE CULVERT | Southcott Drive | 400m south of 5 Sideroad | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $918,300 |
| LOT 18, CONC 2/3, NASSAGAWEYA | Second Line Nassagaweya | 1.3km south of 20 Side Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $462,900 |
| LOT 27 CONC 2/3 NASSAGAWEYA | Second Line Nassagaweya | 300m south of Sideroad 28 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $492,300 |
| LOT 29 CONC 4/5 NASSAGAWEYA | Fourth Line Nassagaweya | 800m south of 30 Sideroad | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,564,800 |
| LOT 31, CONC 6/7, NASSAGAWEYA | Sixth Line Nassagaweya | 750m south of Highway 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,315,000 |
| KELSO STRUCTURE | Appleby Line | 400m north of Limestone Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,153,400 |
| MAIN STREET EAST CULVERT | Main Street East | 50m west of James Snow Parkway North | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,050,600 |
| SIXTH LINE NASSAGAWEYA | Sixth Line Nassagaweya | 1.0km south of Highway 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,153,400 |
| LOT 2, CONC V/VI | Appleby Line | 800m north of Steeles Avenue West | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $418,800 |
| LOT 5/6, CONC VI | Campbellville Road | 200m east of Appleby Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $815,500 |
| LOT 15/16, CONC VI | 15 Sideroad | 500m east of Fifth Line Nassagaweya | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $507,000 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Bridge Name | Road Name | Location | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOT 3/4, CONC VII | Kelso Road | 200m west of Tremaine Road | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $404,100 |
| LOT 5/6, CONC II | 5 Sideroad | 400m east of Dublin Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $315,300 |
| LOT 5/6, CONC II | 5 Sideroad | 750m east of Dublin Line | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $315,300 |
| Louis St. Laurent East Culvert | Louis St. Laurent Avenue | 500m west of Regional Road 25 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $3,856,800 |
| Louis St. Laurent West Culvert | Louis St. Laurent Avenue | 400m east of Bronte Street South | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,080,000 |
| | Lower Base Line | 100m west of Regional Road 25 | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,271,000 |
| | 15 Sideroad | 1.0km east of Sixth Line Nassagaweya | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $639,200 |
| | Peru Road | 500m north of Steeles Avenue West | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $565,700 |
| **Pedestrian Bridges:** | | | | | | | | | | | | | | | | | | |
| CP Rail Pedestrian Bridge | Tupper Drive | 200m north of Tupper Drive | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $4,312,200 |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| **Total** | | | **66** | **69** | **69** | **71** | **71** | **72** | **72** | **74** | **75** | **75** | **75** | **77** | **77** | **77** | **77** | |

| | | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | | | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | | | 0.0008 | 0.0008 | 0.0008 | 0.0007 | 0.0007 | 0.0007 | 0.0007 | 0.0006 | 0.0006 | 0.0006 | 0.0006 | 0.0006 | 0.0006 | 0.0005 | 0.0005 |

| 15 Year Average | | | 2010 to 2024 |
|---|---|---|---|
| Quantity Standard | | | 0.0007 |
| Quality Standard | | | $1,909,143 |
| Service Standard | | | $1,336 |

| D.C. Amount (before deductions) | | | 2051 |
|---|---|---|---|
| Forecast Population | | | 231,331 |
| $ per Capita | | | $1,336 |
| Eligible Amount | | | $309,150,748 |

**Town of Milton**
**Service Standard Calculation Sheet**

Service: Services Related to a Highway - Active Transportation
Unit Measure: linear metres of active transportation

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/ Linear Metre) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Active Transportation:** | | | | | | | | | | | | | | | | |
| Asphalt Trails Union Gas Pipeline - Lit | 825 | 825 | 825 | 825 | 2,774 | 2,774 | 3,441 | 3,966 | 5,065 | 5,065 | 5,065 | 5,065 | 5,065 | 5,065 | 5,065 | $1,026 |
| | | | | | | | | | | | | | | | | |
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| **Total** | **825** | **825** | **825** | **825** | **2,774** | **2,774** | **3,441** | **3,966** | **5,065** | **5,065** | **5,065** | **5,065** | **5,065** | **5,065** | **5,065** | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.01 | 0.01 | 0.01 | 0.01 | 0.03 | 0.03 | 0.03 | 0.03 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0281 |
| Quality Standard | $1,030 |
| Service Standard | $29 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $29 |
| Eligible Amount | $6,692,406 |

**Town of Milton**
**Service Standard Calculation Sheet**

Class of Service: Public Works - Facilities
Unit Measure: sq.ft. of building area

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value/sq.ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nippising Yard - Building | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | - | - | - | - | - | - | - | - | - | - | $780 |
| Nippising Yard - Coverall | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | - | - | - | - | - | - | - | - | - | - | $250 |
| Nippising Yard - Sign Shop | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 | - | - | - | - | - | - | - | - | - | - | $780 |
| Brookville Yard - Building | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | $780 |
| Brookville Yard - Salt Dome | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | $250 |
| Milton Operations Centre Main Building (5600 Regional Road 25) | - | - | - | - | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | 43,090 | $780 |
| Milton Operations Centre Covered Storage (5600 Regional Road 25) | - | - | - | - | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | 7,100 | $780 |
| Milton Operations Centre Truck Wash (5600 Regional Road 25) | - | - | - | - | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | 3,720 | $780 |
| Milton Operations Centre Cold Storage (5600 Regional Road 25) | - | - | - | - | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | 3,980 | $780 |
| Milton Operations Centre Sand/Salt Facility (5600 Regional Road 25) | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | $250 |
| Storage behind Memorial Arena | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | $250 |
| McGeachie Drive - Sign Shop (lease) | - | 2,100 | 2,100 | 2,100 | 2,100 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | $780 |
| Storage Facility at Old Fire Station #3 (Derry Road) | - | - | 5,200 | 5,200 | - | - | - | - | - | - | - | - | - | - | - | $250 |
| Animal Shelter | 1,745 | 1,897 | 1,981 | 2,078 | 2,661 | 2,741 | 2,796 | 2,855 | 2,953 | 3,015 | 3,068 | 3,097 | 3,155 | 3,218 | 3,297 | $780 |
| | | | | | | | | | | | | | | | | |
| **Total** | **62,005** | **64,257** | **69,541** | **69,638** | **122,911** | **95,881** | **95,936** | **95,995** | **96,093** | **96,155** | **96,208** | **96,237** | **96,295** | **96,358** | **96,437** | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.7783 | 0.7617 | 0.7657 | 0.7094 | 1.2189 | 0.9039 | 0.8711 | 0.8391 | 0.7887 | 0.7610 | 0.7390 | 0.7237 | 0.6979 | 0.6736 | 0.6450 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.7918 |
| Quality Standard | $596 |
| Service Standard | $472 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $472 |
| Eligible Amount | $109,135,026 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Services Related to a Highway Vehicles & Equipment:** | | | | | | | | | | | | | | | | |
| Trailers & Water Tank/Trailers | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $11,400 |
| Spreaders | - | - | - | - | - | - | - | - | - | - | - | - | - | 1.0 | 3.0 | $21,900 |
| Sweepster | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | $35,300 |
| Thompson A - Culvert Steam Genny | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $23,200 |
| Machinability V Plow | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $22,400 |
| 1-Ton Roller (Vibratory Tandem Roller) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $33,900 |
| Asphalt Hot Box | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $57,200 |
| Air Compressor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $46,000 |
| Windrow Eliminator | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $46,000 |
| Pickup Trucks 1/2 Ton | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | $80,500 |
| Crew Cab 1-Ton Dump Trucks | - | - | - | - | - | - | - | 1.0 | 1.0 | 2.0 | 2.0 | 3.0 | 4.0 | 4.0 | 6.0 | $135,700 |
| Ram 5500-Attenuator/Arrowboard | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1.0 | $178,100 |
| Portable Roller (Combi Asphalt Roller) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $115,100 |
| Sign Truck | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $395,200 |
| Tractors | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $300,200 |
| Snow blade | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | $5,100 |
| Roto Tiller Attachment | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $11,000 |
| Backhoes | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $232,200 |
| Ho Pac Tamper Attachment | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $11,800 |
| High-Ram Hammer Attachment | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $21,700 |
| Bucket Truck | 1.0 | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | $191,800 |
| Single Axle Trucks Dump Trucks | 3.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $326,500 |
| Loader Attachments | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | $30,900 |
| Tandem Axle Trucks Dump Trucks | 14.0 | 15.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | $442,700 |
| Tri-Axle Dump Trucks | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2.0 | $324,700 |
| 2000 Gallon Flusher Truck | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $514,000 |
| Road Sweeper - Single Axle Cab DST-6 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $659,700 |
| Road Motor Grader | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $466,900 |
| Gradall | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $628,700 |
| Gradall - Brush Cutter Attachment | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $71,400 |
| Tri Edge Poly Plow | 1.0 | 1.0 | 1.0 | 1.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | $15,000 |
| Single Axle Trucks | 2.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $406,700 |
| Champion Road Grader | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $495,900 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Machinability Plow 2 Way Angle | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $10,100 |
| Roll off - Flat Deck Attachment | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $5,700 |
| Hotsy2000 Pressure Washer | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | - | - | - | - | - | - | $19,000 |
| Cargo Vans | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $51,200 |
| Fleet Maintenance Utility Van | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $85,300 |
| Conveyor Stacker | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $152,900 |
| Trommel Screener | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $156,300 |
| Road Widener | - | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $214,300 |
| Equipment Float Trailer | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $27,600 |
| Electric Forklift | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $75,100 |
| Utility Trailer for Gators | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $7,100 |
| Jetters Flusher Trailer | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $118,800 |
| Vorteq Crash Trailer | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $42,400 |
| Road Closer Trailers | - | - | - | - | - | - | - | - | - | - | - | - | 2.0 | 2.0 | 2.0 | $8,800 |
| Wheel Alignment Machine | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $43,500 |
| Air Conditioning Machine | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $10,000 |
| Energreen ILF Alpha Mower | - | - | - | - | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | $663,700 |
| Large Snowblower Attachment | - | - | - | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | $162,800 |
| **Parks and Recreation Vehicles and Equipment** | | | | | | | | | | | | | | | | |
| Roll off - Water Tanker attachment | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $47,300 |
| Roll off - landscape dump body | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $13,700 |
| Roll off - chipper body | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $30,700 |
| Harley Rake Attachment | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $14,100 |
| Overseeder | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $16,300 |
| Fertilizer spreader-small attachment | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $12,400 |
| Fertilizer spreader-large attachment | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $36,100 |
| Antonio SP4400 tractor | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $89,800 |
| Flail Mower Attachment | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $15,200 |
| 14 ft. Rotary Mower Deck (parks) | 3.0 | 3.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 6.0 | $28,200 |
| Walk Behind Mowers | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 2.0 | 2.0 | 2.0 | 2.0 | $9,900 |
| Finishing Mower Deck | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $167,400 |
| Tracaire12WCoreAerator | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $10,400 |
| Ball Diamond Groomers | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $11,500 |
| Ball Diamond Groomers (motorized) | - | - | - | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | $52,700 |
| Zero Radius Mowers | 11.0 | 12.0 | 14.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 21.0 | $32,900 |
| Top Dresser | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $66,700 |
| Progressive Mower | 1.0 | 1.0 | 1.0 | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $53,700 |
| Batwing Core Aerator | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $55,400 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Van | | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | $85,200 |
| Front Mount Mowers | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $63,000 |
| Tractor with Loader | - | - | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | $179,800 |
| Tractors | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | $132,900 |
| Ice Resurfacers | 3.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | $221,600 |
| Dodge Facility Maintenance | 2.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $71,900 |
| Gator XUV Utility Vehicle | 1.0 | 1.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | $50,100 |
| Gator Plow | - | - | - | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | $7,500 |
| **Shared Vehicles Between Services Related to a Highway & Parks and Recreation** | | | | | | | | | | | | | | | | |
| Angle Sweeper Attachment | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | $13,400 |
| Angle Plow | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 6.0 | $9,900 |
| Trackless Snowblower w Sidewalk Chute | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | $14,400 |
| Sander/Salter | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 5.0 | 5.0 | 5.0 | 5.0 | $10,800 |
| Cold Planer | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $56,400 |
| Skidsteer | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $220,500 |
| Wheel Loaders | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | $386,500 |
| Brush Chipper | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.5 | $116,700 |
| Pickup Trucks 3/4 Ton | 3.0 | 6.0 | 6.0 | 8.0 | 8.0 | 14.0 | 14.0 | 14.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | $90,800 |
| Trackless Tractors | 3.0 | 3.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 6.0 | $214,200 |
| 8 Cubic Yard Rear Packer | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $154,500 |
| Haul All | | - | - | - | - | - | - | - | - | - | - | - | - | - | 1.0 | $252,900 |
| Roll Off Chassis | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | $136,500 |
| Trailers and Water Tank/Trailers | 7.0 | 9.0 | 10.0 | 10.0 | 12.5 | 19.0 | 19.0 | 19.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | $11,400 |
| Pickup Trucks 1/2 Ton | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | $80,500 |
| 1 Ton Dump Trucks & Crew Cabs | 14.0 | 15.0 | 15.0 | 15.0 | 15.0 | 16.0 | 16.0 | 18.0 | 18.0 | 19.0 | 19.0 | 29.0 | 29.0 | 29.0 | 29.0 | $135,700 |
| 1 Ton Dump with Crane | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $207,700 |
| Forestry Roll-Off Bed | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $48,300 |
| Tractor Scraper Blade Attachment | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $6,000 |
| Compact Wheel Loader | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $278,900 |
| Tri-axle Float Trailer | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | $15,300 |
| Tractor Loader Bucket | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $29,400 |
| Water Tank Trailer | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $16,500 |
| Compact Playground Van | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $85,200 |
| Playground Service Van | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $85,200 |
| Forestry Chipper Dump Truck | - | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $136,000 |
| Stump Cutter | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $126,400 |
| Compact Excavator 35G | - | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $135,600 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Gator (800 G Utiltiy Vehicle) | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $50,100 |
| Gradall Tree Limb Shear Attachment | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $19,100 |
| Gradall Thumb Grapple Attachment | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $11,900 |
| Diesel Emissions Pumping Station | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | $160,700 |
| **By-law Enforcement** | | | | | | | | | | | | | | | | |
| By-law Cars | 3.0 | 3.0 | 3.0 | 2.0 | - | - | - | - | - | - | - | - | - | - | - | $42,100 |
| Pickup Trucks 1/2 Ton | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | - | - | - | - | - | - | - | - | $48,200 |
| By-law SUV | - | - | - | 1.0 | 3.0 | 4.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | $53,100 |
| Animal Control Cargo Van | - | - | - | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | $76,800 |
| **Facilities** | | | | | | | | | | | | | | | | |
| 3/4 Ton Pickups | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | - | - | - | - | - | - | $76,800 |
| 1/2 Ton Pickups Ram 1500 | - | - | - | - | - | - | - | - | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | $75,800 |
| | | | | | | | | | | | | | | | | |
| **Total** | **138.0** | **140.0** | **149.0** | **169.0** | **182.5** | **202.0** | **207.0** | **220.0** | **236.0** | **243.0** | **245.0** | **254.0** | **258.0** | **261.5** | **279.5** | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0017 | 0.0017 | 0.0016 | 0.0017 | 0.0018 | 0.0019 | 0.0019 | 0.0019 | 0.0019 | 0.0019 | 0.0019 | 0.0019 | 0.0019 | 0.0018 | 0.0019 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0018 |
| Quality Standard | $125,228 |
| Service Standard | $225 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $225 |
| Eligible Amount | $52,144,321 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Value/sq.ft. (2025$) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Station # 1 - 405 Steeles Ave. | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 20,142 | 20,142 | 20,142 | 20,142 | 20,142 | 20,142 | $925 |
| Training Facility behind Station #1 (incl. Cistern) | - | - | - | - | - | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | $600 |
| Station #2 - 2665 Reid Side Rd., Campbellville (Town Portion) | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | $925 |
| Old Station #3 - Derry Road | 5,200 | 5,200 | - | - | - | - | - | - | - | - | - | - | - | - | - | $925 |
| Fire Training - Industrial Drive (2 offices & Traning rooms) | 2,000 | 2,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | $600 |
| Station #4 - 405 James Snow Parkway S. | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | $925 |
| Station #3 Headquarters - 610 Savoline Blvd. | - | - | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | 13,990 | $925 |
| Station #5 - 7815/7825 Louis St. Laurent Ave. @ Diefenbaker St. (3 EMS bays & 3 Fire Bays) | - | - | - | - | - | - | - | - | - | - | 9,057 | 9,057 | 9,057 | 9,057 | 9,057 | $925 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| **Total** | **43,695** | **43,695** | **50,485** | **50,485** | **50,485** | **51,885** | **51,885** | **51,885** | **51,885** | **56,127** | **65,184** | **65,184** | **65,184** | **65,184** | **65,184** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.5485 | 0.5179 | 0.5559 | 0.5143 | 0.5007 | 0.4891 | 0.4711 | 0.4535 | 0.4259 | 0.4442 | 0.5007 | 0.4902 | 0.4724 | 0.4557 | 0.4360 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.4851 |
| Quality Standard | $918 |
| Service Standard | $445 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $445 |
| Eligible Amount | $102,993,188 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aerial | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $2,270,000 |
| Chief's Car | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $118,000 |
| Deputy Chief's Car | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | | $118,000 |
| Fire Prevention Car | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $54,000 |
| Fire Safety Education Trailer* | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | | | | $136,000 |
| Hazmat Trailer | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $30,000 |
| Heavy Rescue | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $1,467,000 |
| Off road Unit #900 (prev #33) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $62,000 |
| Platform 16 (100 ft. Aerial) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $3,249,000 |
| Public Education Pick Up | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $95,000 |
| Pumper Rescue | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | | $1,997,000 |
| Rescue Van | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | | $388,000 |
| Support - 3/4 Ton | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $95,000 |
| Support 1 ton F350 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $95,000 |
| Support 1.5 ton & utility bos | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $299,000 |
| Support Unit #30 Pick Up | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $95,000 |
| Support Van | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $200,000 |
| SUV - Training | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $54,000 |
| Tanker | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | | $1,022,000 |
| Trailer #101 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $8,000 |
| Trailer #300 | - | - | - | - | - | - | - | - | - | 1.0 | 1.0 | | | | | $30,000 |
| Utility Pickup | 3.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 6.0 | | | | | $238,400 |
| Utility Pickup - EVT | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $299,000 |
| Utility Pickup - Training | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | $95,000 |
| Van | 1.0 | 1.0 | - | - | - | - | - | - | - | - | - | | | | | $200,000 |
| Aerial Platform - 100ft | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $3,249,000 |
| Aerial Ladder - 100ft | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $2,830,000 |
| Aerial Ladder - 75ft | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $2,270,000 |
| ATV | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $62,000 |
| Heavy Rescue | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $1,467,000 |
| Pumper | | | | | | | | | | | | 7.0 | 7.0 | 7.0 | 7.0 | $1,997,000 |
| Light Rescue | | | | | | | | | | | | 2.0 | 2.0 | 1.0 | 1.0 | $388,000 |
| Air Light | | | | | | | | | | | | - | - | 1.0 | 1.0 | $970,000 |
| Chief Officer Vehicles | | | | | | | | | | | | 3.0 | 3.0 | 3.0 | 3.0 | $118,000 |
| Platoon Chief/Command Vehicle | | | | | | | | | | | | - | 1.0 | 2.0 | 2.0 | $126,000 |
| Support Vehicle - EVT/Mechanical | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $299,000 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Vehicle) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Support Vehicle - Truck | | | | | | | | | | | | 10.0 | 11.0 | 8.0 | 8.0 | $95,000 |
| Support Vehicle - Van | | | | | | | | | | | | 1.0 | 1.0 | 1.0 | 1.0 | $200,000 |
| Support Vehicle - Car/SUV | | | | | | | | | | | | 2.0 | 2.0 | 2.0 | 3.0 | $54,000 |
| Tanker | | | | | | | | | | | | 3.0 | 3.0 | 3.0 | 3.0 | $1,022,000 |
| Trailer - Enclosed | | | | | | | | | | | | 3.0 | 2.0 | 2.0 | 2.0 | $30,000 |
| Trailer - Flatbed | | | | | | | | | | | | 1.0 | - | - | - | $8,000 |
| Trailer - Fire Safety Education* | | | | | | | | | | | | 0.5 | 0.5 | 0.5 | 0.5 | $136,000 |
| Reserve - ATV | | | | | | | | | | | | 1.0 | - | - | - | $62,000 |
| Reserve - Pumper | | | | | | | | | | | | 2.0 | - | - | - | $1,997,000 |
| | | | | | | | | | | | | | | | | |
| **Total** | **33.5** | **33.5** | **34.5** | **34.5** | **34.5** | **34.5** | **35.5** | **35.5** | **35.5** | **36.5** | **38.5** | **41.5** | **38.5** | **36.5** | **37.5** | |

*Vehicle is shared with Halton Hills Fire Department

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 | 0.0003 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0003 |
| Quality Standard | $851,800 |
| Service Standard | $256 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $256 |
| Eligible Amount | $59,114,324 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Part-time Firefighters | 75 | 75 | 75 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | | | | | $6,400 |
| Full-time Firefighters | 40 | 33 | 41 | 45 | 45 | 43 | 43 | 48 | 53 | 53 | 53 | | | | | $10,730 |
| Senior Officers | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | $6,160 |
| Auxiliary Staff | 4 | 6 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | | | | | $11,000 |
| Air Cylinders | 144 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 155 | 155 | | | | | $2,100 |
| Breathing Apparatus | 113 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 90 | 90 | | | | | $10,500 |
| Gear Dryer | - | - | - | - | - | - | - | - | - | - | 2 | | | | | $5,800 |
| Radiation Detector | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $19,000 |
| Resquman Accountability Equipment | 5 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | | | | | $14,300 |
| Thermal Image Cameras | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 12 | | | | | $5,800 |
| Air Monitoring Equipment | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | | | | | $4,700 |
| Defibrillators | - | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 10 | | | | | $3,700 |
| Emergency Medical Equipment | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | | | | | $53,000 |
| Fire fighting Hose (not on trucks) | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | $25,000 |
| Hazard House Simulator | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $22,100 |
| Hazardous Material Equipment | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $81,400 |
| High Angle Confined Space Rescue | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | $38,200 |
| Other Equipment | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $328,000 |
| Positive Pressure Fans | - | | | | | | | 3 | 3 | 3 | 4 | | | | | $4,800 |
| Radio Communiciations Equipment - Recording System | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $92,000 |
| Rapid Intervention Equipment | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | | | | | $23,900 |
| Special Operations Equip (Rescue) | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | $49,200 |
| Specialized Equipment | - | - | - | - | - | - | - | - | - | - | - | | | | | $27,000 |
| Training Equipment | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $45,000 |
| Trunk Radio System | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | $1,510,000 |
| Vehicle Extrication Equipment | - | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | | | | | $138,000 |
| Fitness Equipment | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 35 | 35 | 35 | 35 | $2,600 |
| Personal Protective Equipment | | | | | | | | | | | | 1,061 | 1,191 | 1,332 | 1,364 | $1,100 |
| Breathing Apparatus Equipment | | | | | | | | | | | | 280 | 279 | 309 | 309 | $6,027 |
| Hoses, Nozzles, and Appliances | | | | | | | | | | | | 617 | 617 | 617 | 626 | $1,040 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Firefighter Hand Tools | | | | | | | | | | | | 186 | 186 | 186 | 186 | $660 |
| Thermal Imaging Camera & Charger | | | | | | | | | | | | 10 | 10 | 20 | 20 | $5,800 |
| Power Equipment | | | | | | | | | | | | 90 | 90 | 90 | 90 | $1,800 |
| Safety Equipment | | | | | | | | | | | | 15 | 15 | 15 | 15 | $1,600 |
| Medical Equipment | | | | | | | | | | | | 46 | 46 | 46 | 46 | $1,900 |
| Auto Extrication Equipment | | | | | | | | | | | | 30 | 30 | 32 | 32 | $14,300 |
| Air Monitors and Hazardous Materials Equipment | | | | | | | | | | | | 19 | 19 | 21 | 21 | $3,700 |
| Technical Rescue Equipment | | | | | | | | | | | | 310 | 310 | 329 | 329 | $690 |
| Communication Centre and Backup Equipment | | | | | | | | | | | | 15 | 15 | 15 | 18 | $154,000 |
| Communications Equipment-Fire Stations | | | | | | | | | | | | 485 | 485 | 485 | 485 | $6,800 |
| Mechanical Division Equipment | | | | | | | | | | | | 1 | 5 | 9 | 11 | $7,700 |
| Fire Prevention Division Equipment | | | | | | | | | | | | 1 | 1 | 2 | 2 | $23,400 |
| | | | | | | | | | | | | | | | | |
| **Total** | **423** | **394** | **400** | **394** | **395** | **396** | **396** | **404** | **409** | **458** | **468** | **3,201** | **3,334** | **3,543** | **3,589** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0053 | 0.0047 | 0.0044 | 0.0040 | 0.0039 | 0.0037 | 0.0036 | 0.0035 | 0.0034 | 0.0036 | 0.0036 | 0.0241 | 0.0242 | 0.0248 | 0.0240 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0094 |
| Quality Standard | $6,209 |
| Service Standard | $58 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $58 |
| Eligible Amount | $13,500,477 |

**Town of Milton**
**Service Standard Calculation Sheet**

| | |
|---|---|
| Service: | Parkland Development |
| Unit Measure: | Acres of Parkland |

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/Acre) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Village Squares - Existing Milton | 44.18 | 49.25 | 51.32 | 51.32 | 51.32 | 53.34 | 53.34 | 53.34 | 55.26 | 55.26 | 56.82 | 56.82 | 56.82 | 56.82 | 57.66 | $370,000 |
| District Park - Existing Milton | 186.18 | 190.23 | 190.23 | 190.23 | 204.78 | 206.06 | 206.06 | 206.06 | 206.06 | 206.06 | 212.71 | 212.71 | 212.71 | 212.71 | 212.71 | $190,000 |
| Neighbourhood Parks - Existing Milton | 148.27 | 157.80 | 157.80 | 157.80 | 176.44 | 182.67 | 182.72 | 182.72 | 182.73 | 192.89 | 192.89 | 201.69 | 210.93 | 210.93 | 210.93 | $190,000 |
| Community Parks - Existing Milton | 33.24 | 79.52 | 81.76 | 86.63 | 108.48 | 108.48 | 114.66 | 114.66 | 124.51 | 124.51 | 124.51 | 124.51 | 124.51 | 124.51 | 124.51 | $190,000 |
| Schools (50%) | 52.43 | 53.56 | 57.68 | 62.95 | 67.68 | 68.02 | 66.05 | 66.29 | 67.88 | 71.49 | 71.49 | 71.49 | 71.49 | 71.49 | 71.49 | $120,000 |
| Schools (75%) - St. Francis Xavier Catholic Secondary School | - | - | - | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 | $120,000 |
| Woodlots | 81.33 | 83.34 | 85.02 | 89.49 | 89.49 | 89.49 | 89.49 | 89.49 | 89.49 | 109.07 | 109.07 | 115.00 | 116.68 | 117.62 | 131.41 | $13,000 |
| Passive Open Space | 221.97 | 168.51 | 202.80 | 197.93 | 557.87 | 548.34 | 548.64 | 548.64 | 537.89 | 526.07 | 517.86 | 525.40 | 525.40 | 534.64 | 535.08 | $13,000 |
| Linear Parks | 41.47 | 43.03 | 43.03 | 43.03 | 43.03 | 43.03 | 43.03 | 43.03 | 43.55 | 43.55 | 43.55 | 43.55 | 43.55 | 43.55 | 43.55 | $320,000 |
| Non-Town Sites, Programmed by the Town (50%) - Croatian Club & Portion of Maplehurst Lands, | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | $120,000 |
| Non-Town Sites, Programmed by the Town (100%) - Maplehurst Diamond | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | $120,000 |
| Non-Town Sites (100%) - former Boyne Field, (Town sold in April 2016, used under agreement until end of 2016) | - | - | - | - | - | - | 3.95 | - | - | - | - | - | - | - | - | $120,000 |
| **Total** | **818.17** | **834.32** | **878.72** | **889.77** | **1,309.49** | **1,309.83** | **1,318.35** | **1,308.97** | **1,312.11** | **1,333.64** | **1,333.64** | **1,355.92** | **1,366.84** | **1,377.02** | **1,392.09** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0103 | 0.0099 | 0.0097 | 0.0091 | 0.0130 | 0.0123 | 0.0120 | 0.0114 | 0.0108 | 0.0106 | 0.0102 | 0.0102 | 0.0099 | 0.0096 | 0.0093 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0106 |
| Quality Standard | $119,508 |
| Service Standard | $1,267 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $1,267 |
| Eligible Amount | $293,045,484 |

**Town of Milton**
**Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Parkland Amenities
Unit Measure: No. of parkland amenities

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Playground Equipment - Traditional | 3 | 3 | 3 | 3 | 2 | 1 | - | - | - | - | - | - | - | - | - | $80,000 |
| Playground Equipment - School Site (50%) | 11 | 9 | 9 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | $59,000 |
| Playground Equipment - Village Square | 26 | 27 | 28 | 28 | 28 | 29 | 29 | 29 | 30 | 30 | 32 | 33 | 33 | 34 | 34 | $235,000 |
| Playground Equipment - Neighbourhood Park | 17 | 21 | 21 | 21 | 22 | 24 | 25 | 25 | 26 | 27 | 27 | 27 | 28 | 28 | 29 | $336,000 |
| Playground Equipment - District Park | 6 | 6 | 6 | 6 | 8 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | $351,000 |
| Playground Equipment - Community Park | - | - | - | - | - | - | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $550,000 |
| Accessable Playground Equipment - Community Park | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $870,000 |
| Premier Hardball/Baseball - Lit (Milton Community Park) | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $1,410,000 |
| Hardball/Baseball - (lit) (Maplehurst) | 1 | 1 | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | $1,080,000 |
| Hardball/Baseball - (lit) (Sherwood District) | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,080,000 |
| Hardball/Baseball - (unlit) | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $810,000 |
| Slo-Pitch/Softball - (lit) | 11 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 10 | 9 | 9 | 9 | 9 | $700,000 |
| Slo-Pitch/Softball - (unlit) | 5 | 7 | 7 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 6 | 7 | 7 | 7 | 7 | $390,000 |
| Slo-Pitch/Softball - (unlit) - Shared | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $390,000 |
| Outdoor Skating Rink | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | - | - | - | - | - | - | - | $8,500 |
| Pitching Cage/Batting Cage | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $260,000 |
| Minor Diamond (unlit) | 2 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | $134,000 |
| Minor Diamond (unlit) - Shared | 4 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | $134,000 |
| Major Soccer Field - (lit) | 6 | 6 | 8 | 8 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | $890,000 |
| Major Soccer Field - (unlit) | 5 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 7 | 8 | 8 | 8 | $360,000 |
| Major Soccer Field - (unlit) - Shared | 4 | 7 | 7 | 7 | 7 | 7 | 7 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | $360,000 |
| Minor Soccer Field - (unlit) | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 20 | 20 | 20 | 20 | 20 | 22 | $110,000 |
| Minor Soccer Field - (unlit) - Shared | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $110,000 |
| Multi-purpose field - Lit | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $703,000 |
| Multi-purpose Field - Unlit - Shared (2) | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $86,000 |
| High School Artifical Turf - Lit (Bishop Reding - 50%) | 0.50 | 1.00 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | $2,750,000 |
| High School Artifical Turf - Lit (St. Francis Xavier - 75%) | - | - | - | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | $2,750,000 |

**Town of Milton**
**Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Parkland Amenities
Unit Measure: No. of parkland amenities

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High School Artifical Turf - Unlit (Craig Kielburger - 50%) | - | - | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | $2,240,000 |
| Running Track | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | $690,000 |
| Beach Volleyball - Unlit | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $61,000 |
| Beach Volleyball - Lit | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | $84,000 |
| Cricket pitch - (Softball) | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $460,000 |
| Tennis Courts - Lit | 13 | 14 | 14 | 14 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | $190,000 |
| Tennis Courts - Unlit | 2 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | $130,000 |
| Multi-Purpose Court - (lit) | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $150,000 |
| Multi-Purpose Court - (unlit) | 9 | 11 | 11 | 11 | 10 | 11 | 13 | 11 | 11 | 13 | 13 | 13 | 14 | 14 | 15 | $130,000 |
| Multi-use Half Court | 2 | 2 | 2 | 2 | 6 | 8 | 11 | 11 | 11 | 11 | 13 | 14 | 14 | 11 | 12 | $66,000 |
| Basketball Courts - Unlit (school sites - 50%) | 17 | 18 | 18 | 19 | 20 | 20 | 20 | 19 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | $33,000 |
| Pickleball Courts (lit) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $110,000 |
| Pickleball Courts (unlit) | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | $73,000 |
| Hard Surface - (asphalt play area) | 20 | 21 | 21 | 22 | 25 | 26 | 26 | 27 | 28 | 31 | 31 | 31 | 31 | 31 | 31 | $24,000 |
| Washrooms - in building (base cost) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | $66,300 |
| Washrooms (temporary port-o-lets) | 29 | 31 | 33 | 36 | 36 | 36 | 36 | 37 | 39 | 41 | 43 | 43 | 43 | 43 | 43 | $2,000 |
| Brookville Concession | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $493,700 |
| Campbellville Concession (New) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $451,800 |
| Campbellville Concession (Old) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $331,400 |
| Lions Sport Park Concession #1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $430,000 |
| Lions Sport Park Concession #2 (Next to Spray Pad) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $710,000 |
| Omagh Concession | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | $117,000 |
| Bronte Meadows Concession | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $330,000 |
| Drumquin Concession | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $330,000 |
| Bronte Meadows Park Washrooms | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $270,000 |
| Shower/Changeroom | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | $72,000 |
| Port-o-let Shelter | - | - | - | 1 | 2 | 3 | 3 | 22 | 22 | 25 | 25 | 25 | 25 | 25 | 25 | $42,000 |
| Community Park Building | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $2,030,000 |
| Shelter - Major | 8 | 10 | 10 | 10 | 11 | 12 | 14 | 15 | 20 | 21 | 21 | 22 | 23 | 24 | 25 | $240,000 |
| Shelter - Minor | 25 | 27 | 28 | 30 | 32 | 34 | 35 | 37 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | $140,000 |
| Shelter - Pergola | - | - | - | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | $120,000 |
| Skateboard Area - Minor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | $330,000 |
| Skateboard Area - Major | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,170,000 |
| BMX Track | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $420,000 |
| BMX Track Freestyle | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $620,000 |

**Town of Milton**
**Service Standard Calculation Sheet**

Service: Outdoor Recreation Facilities and Parkland Amenities
Unit Measure: No. of parkland amenities

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Spray Pad (minor) | 5 | 6 | 6 | 7 | 9 | 10 | 10 | 10 | 10 | 11 | 11 | 11 | 12 | 12 | 13 | $360,000 |
| Spray Pad (major) | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | $670,000 |
| Off-leash Dog Area | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $59,000 |
| Pedestrian Bridge - Major | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | $480,000 |
| Pedestrian Bridge - Minor | 5 | 5 | 5 | 5 | 5 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | $290,000 |
| Park Feature | 5 | 9 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | $38,000 |
| Horticultural Display | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $21,000 |
| Horticultural Display - irrigated | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | $100,000 |
| Water Feature | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $61,000 |
| Event Space (outdoor) | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $3,670,000 |
| Picnic Area | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,630,000 |
| Community Garden | - | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $310,000 |
| Disc Golf Course (9 hole) | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | $92,000 |
| Outdoor Fitness Equipment | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | $66,000 |
| | | | | | | | | | | | | | | | | |
| **Total** | **314.50** | **351.00** | **359.00** | **377.75** | **400.75** | **413.75** | **425.75** | **442.75** | **455.75** | **470.75** | **479.75** | **482.75** | **487.75** | **489.75** | **497.75** | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0039 | 0.0042 | 0.0040 | 0.0038 | 0.0040 | 0.0039 | 0.0039 | 0.0039 | 0.0037 | 0.0037 | 0.0037 | 0.0036 | 0.0035 | 0.0034 | 0.0033 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.0038 |
| Quality Standard | $226,600 |
| Service Standard | $861 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $861 |
| Eligible Amount | $199,194,497 |

**Service Standard Calculation Sheet**

| | |
|---|---|
| Service: | Recreation Trails |
| Unit Measure: | Linear Metres of Paths and Trails |

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/ Linear Metre) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Trails (linear meters)** | | | | | | | | | | | | | | | | |
| Asphalt Trails - Lit | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | 5,554 | $1,030 |
| Asphalt Trails - Unlit | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | 847 | $670 |
| Mulch Trails - Unlit | 569 | 569 | 819 | 819 | 819 | 969 | 969 | 969 | 969 | 969 | 969 | 969 | 969 | 969 | 969 | $140 |
| Limestone Trails - Unlit | 545 | 2,678 | 3,423 | 3,423 | 4,729 | 5,494 | 6,440 | 6,775 | 6,775 | 6,775 | 7,279 | 7,279 | 7,279 | 7,279 | 7,279 | $230 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| **Total** | **7,515** | **9,648** | **10,643** | **10,643** | **11,949** | **12,864** | **13,810** | **14,145** | **14,145** | **14,145** | **14,649** | **14,649** | **14,649** | **14,649** | **14,649** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.0943 | 0.1144 | 0.1172 | 0.1084 | 0.1185 | 0.1213 | 0.1254 | 0.1236 | 0.1161 | 0.1119 | 0.1125 | 0.1102 | 0.1062 | 0.1024 | 0.0980 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.1120 |
| Quality Standard | $611 |
| Service Standard | $68 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $68 |
| Eligible Amount | $15,825,354 |

**Town of Milton**
**Service Standard Calculation Sheet**

Service: Indoor Recreation Facilities
Unit Measure: sq.ft. of building area

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Buildout | Value/sq.ft. (2025$) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leisure Centre | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | $1,100 |
| Campbellville Lions Centre | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | - | - | - | - | - | - | - | - | - | - | - | $950 |
| Seniors Centre | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | $950 |
| John Tonelli Arena | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | $800 |
| Nassagaweya Community Centre | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | $950 |
| Memorial Arena | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | $800 |
| Boyne Community Centre | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | - | - | - | - | - | - | - | - | - | - | - | $950 |
| Hugh Foster Hall | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | $950 |
| Nassagaweya Tennis Club (formerly Campbellville Comm. Cen.) | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | $950 |
| Milton Tennis Club - Building | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | $950 |
| Milton Sports Centre | 102,500 | 240,850 | 240,850 | 240,850 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | 248,350 | $1,100 |
| Mattamy National Cycling Centre (Town Portion at 80%) | - | - | - | - | - | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | 127,559 | $1,100 |
| Indoor Sports Dome (Next to St. Francis Xavier) | - | - | - | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | 79,800 | - | - | - | $66 |
| Sherwood Community Centre | - | - | - | - | - | - | - | - | - | 112,455 | 112,455 | 112,455 | 112,455 | 112,455 | 112,455 | 112,455 | 112,455 | $1,100 |
| School Gymnasiums (No. of Gyms) | 2.00 | 1.87 | 1.30 | 1.64 | 1.62 | 1.61 | 1.96 | 1.99 | 1.76 | 1.79 | 2.96 | 1.58 | 1.39 | 2.60 | 2.74 | 2.74 | 3 | $1,845,000 |
| Rotary Park Building and Pool | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1 | $3,361,000 |
| | | | | | | | | | | | | | | | | | | |
| **Total** | **267,718** | **406,068** | **406,067** | **485,868** | **493,368** | **620,927** | **611,727** | **611,727** | **611,727** | **724,182** | **724,183** | **724,182** | **724,181** | **724,183** | **644,383** | **644,383** | **1,618,983** | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 | 156,853 | 388,386 |
| Per Capita Standard | 3.36 | 4.81 | 4.47 | 4.95 | 4.89 | 5.85 | 5.55 | 5.35 | 5.02 | 5.73 | 5.56 | 5.45 | 5.25 | 5.06 | 4.31 | 4.11 | 4.17 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 5.0416 |
| Quality Standard | $961 |
| Service Standard | $4,845 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $4,845 |
| Eligible Amount | $1,120,828,768 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Value/sq.ft. (2025$) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Branch #1 - Beaty | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | $950 |
| Main Library | - | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | 29,586 | $950 |
| Branch #2 - Sherwood | - | - | - | - | - | - | - | - | - | 15,634 | 15,634 | 15,634 | 15,634 | 15,634 | 15,634 | $950 |
| Main Branch (45 Bruce Street) | 16,900 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $950 |
| Library Annex Building (407 Pine St.) | 3,900 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $950 |
| | | | | | | | | | | | | | | | | |
| **Total** | **32,051** | **40,837** | **40,837** | **40,837** | **40,837** | **40,837** | **40,837** | **40,837** | **40,837** | **56,471** | **56,471** | **56,471** | **56,471** | **56,471** | **56,471** | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 0.4023 | 0.4841 | 0.4497 | 0.4160 | 0.4050 | 0.3850 | 0.3708 | 0.3569 | 0.3352 | 0.4469 | 0.4337 | 0.4247 | 0.4093 | 0.3948 | 0.3777 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 0.4061 |
| Quality Standard | $950 |
| Service Standard | $386 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $386 |
| Eligible Amount | $89,254,440 |

**Town of Milton**
**Service Standard Calculation Sheet**

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value ($/item) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Collection Volume | 162,436 | 205,788 | 214,471 | 226,928 | 229,104 | 229,104 | 229,104 | 204,602 | 201,966 | 185,241 | 150,000 | 161,182 | 166,707 | 175,895 | 180,234 | $27 |
| eBooks and eAudiobooks - Ownership | | | | | | | | 59 | 97 | 547 | 1,101 | 929 | 1,254 | 7,031 | 10,736 | $15 |
| eBooks and eAudiobooks - Subscription | | | | | | | 4 | 6,579 | 11,597 | 15,585 | 36,154 | 39,163 | 36,817 | 47,870 | 52,925 | $3 |
| Subscription Services (Tumblebooks, Flipster, and PressReader) | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | $22,800 |
| Electronic Resources | 17 | 22 | 32 | 38 | 38 | 38 | 38 | 31 | 35 | 35 | 35 | 24 | 24 | 24 | 23 | $2,200 |
| Integrated Library System (ILS) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $75,000 |
| Periodical and Newspaper Titles | 277 | 250 | 225 | 200 | 181 | 181 | 181 | 184 | 181 | 181 | - | 10 | 10 | 10 | 8 | $100 |
| Makerbot 3D Printer | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $10,500 |
| Minibot 3D printer | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | $1,450 |
| Microform | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | $25,500 |
| 3D scanner | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $6,400 |
| Bambu 3D Printer | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3 | $1,300 |
| Cricut Maker 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | $630 |
| Sewing machines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | $250 |
| Video to DVD device | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | $1,350 |
| Quest Milton App | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $17,200 |
| Children’s Touch Tables | - | - | - | - | - | - | - | - | - | 5 | 5 | - | - | - | - | $10,300 |
| Chromebooks - Lending | - | - | - | - | - | - | - | 10 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | $530 |
| Shelving - Main Library | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $1,067,600 |
| Shelving - Beaty Branch | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | $234,800 |
| Shelving - Sherwood Branch | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | $250,300 |
| **Total** | **162,733** | **206,063** | **214,731** | **227,169** | **229,326** | **229,327** | **229,333** | **211,472** | **213,903** | **201,624** | **187,326** | **201,339** | **204,843** | **230,861** | **243,970** | |

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population | 79,663 | 84,362 | 90,818 | 98,159 | 100,837 | 106,076 | 110,127 | 114,407 | 121,832 | 126,358 | 130,195 | 132,979 | 137,972 | 143,049 | 149,516 |
| Per Capita Standard | 2.04 | 2.44 | 2.36 | 2.31 | 2.27 | 2.16 | 2.08 | 1.85 | 1.76 | 1.60 | 1.44 | 1.51 | 1.48 | 1.61 | 1.63 |

| 15 Year Average | 2010 to 2024 |
|---|---|
| Quantity Standard | 1.9044 |
| Quality Standard | $33 |
| Service Standard | $63 |

| D.C. Amount (before deductions) | 2051 |
|---|---|
| Forecast Population | 231,331 |
| $ per Capita | $63 |
| Eligible Amount | $14,488,261 |

# Appendix C
## Long-Term Capital and Operating Cost Examination

# Appendix C: Long-Term Capital and Operating Cost Examination

**Town of Milton**

**Annual Capital and Operating Cost Impact**

As a requirement of the *Development Charges Act, 1997*, as amended, under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the development charge. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e., sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2024 Financial Information Return (F.I.R.).

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

Table C-1
Town of Milton
Lifecycle Cost Factors and Average Useful Lives

| Asset | Lifecycle Cost Factors | |
|---|---|---|
| | Average Useful Life | Factor |
| Facilities | 50 | 0.01182321 |
| Services Related to a Highway | 50 | 0.01182321 |
| Parkland Development | 40 | 0.016555748 |
| Vehicles | 15 | 0.057825472 |
| Small Equipment & Gear | 10 | 0.091326528 |
| Library Materials | 10 | 0.091326528 |

Table C-2 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while Town program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e., facilities) would be delayed until the time these works are in place.

Table C-2
Town of Milton
Operating and Capital Expenditure Impacts for Future Capital Expenditures

| SERVICE/CLASS OF SERVICE | VALUE OF EXISTING INFRASTRUCTURE | GROSS COST LESS BENEFIT TO EXISTING | SHARE OF GROWTH RELATED CAPITAL TO ASSETS IN PLACE | CURRENT OPERATING EXPENDITURE | ANNUAL OPERATING EXPENDITURES | ANNUAL LIFECYCLE EXPENDITURES | TOTAL ANNUAL EXPENDITURES |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| **1. Boyne Stormwater Drainage and Control Services*** | | | | | | | |
| 1.1 Monitoring Program | | 634,922 | | | | - | - |
| | | | | | | | |
| **2. Sherwood Stormwater Drainage and Control Services*** | | | | | | | |
| 2.1 Monitoring Program | | 545,255 | | | | - | - |
| | | | | | | | |
| **3. Derry Green Stormwater Drainage and Control Services*** | | | | | | | |
| 3.1 Monitoring Program | | 435,357 | | | | - | - |
| | | | | | | | |
| **4. Trafalgar Stormwater Drainage and Control Services*** | | | | | | | |
| 4.1 Monitoring Program | | 826,328 | | | | - | - |
| | | | | | | | |
| **5. Agerton Stormwater Drainage and Control Services*** | | | | | | | |
| 5.1 Monitoring Program | | 587,000 | | | | - | - |
| | | | | | | | |
| **6. Britannia Stormwater Drainage and Control Services*** | | | | | | | |
| 6.1 Monitoring Program | | 652,000 | | | | - | - |
| | | | | | | | |
| **7. M.E.V. Stormwater Drainage and Control Services*** | | | | | | | |
| 7.1 Monitoring Program | | 877,101 | | | | - | - |
| | | | | | | | |
| **8. M.E.V. Supplemental Lands Stormwater Drainage and Control Services*** | | | | | | | |
| 8.1 Monitoring Program | | 691,000 | | | | - | - |

*Infrastructure costs related to stormwater are direct developer responsibility
**Incremental operating costs related to land and studies have been incorporated into each of the respective D.C. eligible services

## Table C-2 (Cont'd)
## Town of Milton
## Operating and Capital Expenditure Impacts for Future Capital Expenditures

| SERVICE/CLASS OF SERVICE | | VALUE OF EXISTING INFRASTRUCTURE | GROSS COST LESS BENEFIT TO EXISTING | SHARE OF GROWTH RELATED CAPITAL TO ASSETS IN PLACE | CURRENT OPERATING EXPENDITURE | ANNUAL OPERATING EXPENDITURES | ANNUAL LIFECYCLE EXPENDITURES | TOTAL ANNUAL EXPENDITURES |
|---|---|---|---|---|---|---|---|---|
| **9.** | **Community Area Expansion Lands Stormwater Drainage and Control Services*** | | | | | | | |
| 9.1 | Monitoring Program | | 1,017,000 | | | | - | - |
| | | | | | | | | |
| **10.** | **Employment Area Expansion Lands Stormwater Drainage and Control Services*** | | | | | | | |
| 10.1 | Monitoring Program | | 652,000 | | | | - | - |
| | | | | | | | | |
| **11.** | **Services Related to a Highway** | | | | | | | |
| 11.1 | Roads and Related | 1,248,734,260 | 660,370,114 | 53% | 12,857,004 | 6,799,190 | 20,317,453 | 27,116,643 |
| | | | | | | | | |
| **12.** | **Public Works (Facilities and Fleet)** | | | | | | | |
| 12.1 | Facilities and Fleet | 92,821,427 | 92,005,800 | 99% | 14,106,116 | 13,982,165 | 4,552,602 | 18,534,767 |
| | | | | | | | | |
| **13.** | **Fire Protection Services** | | | | | | | |
| 13.1 | Fire facilities, vehicles & equipment | 101,857,011 | 76,567,236 | 75% | 16,919,499 | 12,718,607 | 3,232,225 | 15,950,832 |
| | | | | | | | | |
| **14.** | **Parks and Recreation Services** | | | | | | | |
| 14.1 | Recreation Facilities, park development, amenities, and trails | 969,970,033 | 1,426,874,439 | 147% | 16,327,136 | 24,018,034 | 48,151,029 | 72,169,063 |
| | | | | | | | | |
| **15.** | **Library Services** | | | | | | | |
| 15.1 | Library facilities, materials and vehicles | 60,618,772 | 114,976,544 | 190% | 6,144,721 | 11,654,786 | 5,221,092 | 16,875,878 |
| | | | | | | | | |
| **16.** | **Land - 2051 Forecast*** | | | | | | | |
| 16.1 | Land Acquisition for D.C. Eligible Services | - | 204,408,800 | | | - | - | - |
| | | | | | | | | |

*Infrastructure costs related to stormwater are direct developer responsibility
**Incremental operating costs related to land and studies have been incorporated into each of the respective D.C. eligible services

Table C-2 (Cont'd)
Town of Milton
Operating and Capital Expenditure Impacts for Future Capital Expenditures

| SERVICE/CLASS OF SERVICE | VALUE OF EXISTING INFRASTRUCTURE | GROSS COST LESS BENEFIT TO EXISTING | SHARE OF GROWTH RELATED CAPITAL TO ASSETS IN PLACE | CURRENT OPERATING EXPENDITURE | ANNUAL OPERATING EXPENDITURES | ANNUAL LIFECYCLE EXPENDITURES | TOTAL ANNUAL EXPENDITURES |
|---|---|---|---|---|---|---|---|
| **17. Transit Services** | | | | | | | |
| 17.1 Transit facilities, vehicles and other infrastructure | 26,124,995 | 163,711,866 | 627% | 11,471,480 | 71,885,847 | 10,793,380 | 82,679,227 |
| | | | | | | | |
| **18. Growth Studies**** | | | | | | | |
| 18.1 Growth Studies | - | 31,318,035 | | | - | - | - |
| | | | | | | | |
| **19. Land - 10 Year Forecast**** | | | | | | | |
| 19.1 Land Acquisition for D.C. Eligible Services | - | 172,498,000 | | | - | - | - |
| **Total** | **2,500,126,498** | **2,949,648,797** | | **77,825,956** | **141,058,628** | **92,267,781** | **233,326,409** |

*Infrastructure costs related to stormwater are direct developer responsibility
**Incremental operating costs related to land and studies have been incorporated into each of the respective D.C. eligible services

# Appendix D
## D.C. Reserve Fund Policy

# Appendix D: D.C. Reserve Fund Policy

## D.1 Legislative Requirements

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

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; subsection 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes and for classes of services to be established.
- The municipality shall pay each D.C. it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the "capital costs" determined through the legislated calculation process (as per subsection 5 (1) 2 to 8).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be used as an interim financing source for capital undertakings for which D.C.s may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law and reserve funds by June 30. This statement must be made available to the public and be submitted to the Minister of Municipal Affairs and Housing by July 15.

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

- opening balance;
- closing balance;

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

Recent changes arising from Bill 109 (More Homes for Everyone Act, 2022) provide that the Council shall make the statement available to the public by posting the statement on the website or, if there is no such website, in the municipal office. In addition, Bill 109 introduced the following requirements which shall be included in the treasurer's statement.

- For each service for which a development charge is collected during the year
  - whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law, and
  - if the answer to the subparagraph is no, the amount the municipality now expects to incur and a statement as to why this amount is expected;

- For any service for which a development charge was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.

Additionally, as per subsection 35(3) of the D.C.A.:

> *35(3) If a service is prescribed for the purposes of this subsection, beginning in the first calendar year that commences after the service is prescribed and in each calendar year thereafter, a municipality shall spend or allocate at least 60 per cent of the monies that are in a reserve fund for the prescribed service at the beginning of the year.*

All D.C.-eligible services are prescribed for the purposes of this section. Therefore, a municipality shall spend or allocate at least 60 percent of the monies in the reserve fund at the beginning of the year. There are generally two (2) ways in which a municipality may approach this requirement:

a) Include a schedule as part of the annual treasurer's statement; or

b) Incorporate the information into the annual budgeting process.

Recent regulatory changes to *Ontario Regulation 82/98* also require the following with respect to the Treasurer's Statement:

- The amount from each reserve fund that was committed to a project, but had not been spent, as of the end of the year;
- The amount of debt that had been issued for a project as of the end of the year; and
- Identify where in the D.C. background study the project's capital costs were estimated.

This would not apply in circumstances where a municipality uses a unique identifier in both the background study and treasurer's statement to identify each project.

Based upon the above, Figure 1 and Attachments 1 and 2, set out one potential format for which annual reporting to Council may be provided. Attachment 3 provides for the schedule for allocating reserve fund balances to projects, should a municipality choose not to utilize their budget process and document to present the allocation of each reserve fund.

## D.2 D.C. Reserve Fund Application

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

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

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

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

| Description | Services to which the Development Charge Relates | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Services Related to a Highway | Public Works (Facilities and Fleet) | Transit Services | Fire Protection Services | Stormwater Drainage and Control Services | Fire Protection Services | Transit Services | Parks and Recreation Services | Library Services | Growth Studies | Land | |
| **Opening Balance, January 1, ________** | | | | | | | | | | | | **0** |
| Plus: | | | | | | | | | | | | |
| Development Charge Collections | | | | | | | | | | | | 0 |
| Accrued Interest | | | | | | | | | | | | 0 |
| Repayment of Monies Borrowed from Fund and Associated Interest[1] | | | | | | | | | | | | 0 |
| **Sub-Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| Less: | | | | | | | | | | | | |
| Amount Transferred to Capital (or Other) Funds[2] | | | | | | | | | | | | 0 |
| Amounts Refunded | | | | | | | | | | | | 0 |
| Amounts Loaned to Other D.C. Service Category for Interim Financing | | | | | | | | | | | | 0 |
| Credits[3] | | | | | | | | | | | | 0 |
| **Sub-Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | |
| **Closing Balance, December 31, ________** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

[2] See Attachment 1 for details

[3] See Attachment 2 for details

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

Figure D-2a
Town of Milton
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Capital Fund Transactions

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

Figure D-2b
Town of Milton
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Operating Fund Transactions

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

Figure D-3
Town of Milton
Attachment 2
Annual Treasurer's Statement of Development Charge Reserve Funds
Statement of Credit Holder Transactions

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

Figure D-4
Town of Milton
Attachment 3
Annual Treasurer's Statement of Development Charge Reserve Funds
Statement of Reserve Fund Balance Allocations

| | |
|---|---|
| **Service:** | Services Related to a Highway |
| **Balance in Reserve Fund at Beginning of Year:** | |
| **60% of Balance to be Allocated (at a minimum):** | |

**Projects to Which Funds Will be Allocated**

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year | Total Debt Issuance | Amount Committed but Not Spent | D.C. Project Number |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| **Total** | | **$0** | **$0** | **$0** | **$0** | **$0** | |

| | |
|---|---|
| **Service:** | Transit |
| **Balance in Reserve Fund at Beginning of Year:** | |
| **60% of Balance to be Allocated (at a minimum):** | |

**Projects to Which Funds Will be Allocated**

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year | Total Debt Issuance | Amount Committed but Not Spent | D.C. Project Number |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| **Total** | | **$0** | **$0** | **$0** | **$0** | **$0** | |

| | |
|---|---|
| **Service:** | Fire Protection Services |
| **Balance in Reserve Fund at Beginning of Year:** | |
| **60% of Balance to be Allocated (at a minimum):** | |

**Projects to Which Funds Will be Allocated**

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year | Total Debt Issuance | Amount Committed but Not Spent | D.C. Project Number |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| **Total** | | **$0** | **$0** | **$0** | **$0** | **$0** | |

# Appendix E
## Local Service Policy

# Appendix E:  Local Service Policy

**Town of Milton**

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

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

## A. Services Related to a Highway

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

The Town of Milton Transportation Master Plan (February 2025) 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, cyclists, 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, cycle tracks, multi-use trails which interconnect the transportation network, crosswalks, 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.

For the purpose of interpreting this guideline, the following meanings will be used:

**Local Roads**: are designed to accommodate low volumes of traffic and to provide access to individual properties. Right-of-way widths generally range from 16 metres to 20 metres.

**Collector Roads**: are designed for the movement of moderate volumes of intra-community traffic or traffic within employment or commercial districts. They can also act as local transit corridors. Right-of-way widths generally range from 20 metres to 26 metres.

**Arterial Roads**: are intended to carry moderate to high volumes of traffic, distributing traffic to other classes of roads, acting as transit corridors and connecting to the Provincial highway system. Right-of-way widths range from 26 metres to 50 metres depending on the type of arterial road.

**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/Adjacent 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. This includes collector roads that are directly adjacent to/border on the development and that are required improvements to support the development as assessed through the transportation master plan and/or road needs assessment studied through the secondary plan process or other planning process. The developer responsibility on these segments extends beyond the area directly adjacent to/bordering on to the next collector/arterial road intersection as deemed appropriate by an approved transportation study. Otherwise, the collector road will be included in D.C. calculation to the extent permitted under s. 5 (1) of the D.C.A. and where possible, land acquisition related to these D.C. project segments will be secured as a required dedication under the Planning Act provisions (s. 41, 51, and 53) with the remainder included in the D.C. calculation.

c) All local roads are considered to be the developer's responsibility.

**2) 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: where possible, dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; otherwise, 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; otherwise included in D.C.s.

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.

e) Where roadway improvements are required on arterial roadways to support a specific development or required to link the development area with the existing community, and where these arterial roadway improvements have not been identified within the D.C. Study, these road improvements shall be a direct developer responsibility under s.59 of the D.C.A. as a local service.

**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.; direct developer responsibility under s. 59 of the D.C.A. for any private site entrances or entrances to a specific development.

b) On non-arterial roads, or for any private site entrances or entrances to specific development or to the area to which it relates: direct developer responsibility under s. 59 of D.C.A. as a local service.

c) On arterial or collector road intersections with arterial roads: included in D.C.s or where a transportation study identifies the works are required for a specific development, would 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 where relocation or replacement streetlighting is required, this would be a 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/adjacent to development, if 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. Determination of responsibility for streetlights will align with responsibility for the road construction as defined in section 1.b of this policy.

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, where sidewalks, multi-use trails/paths, cycle tracks, and bike lanes, inclusive of all required infrastructure are relocated or modification is required for a specific development, this would be a 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 direct developer responsibility under s. 59 of D.C.A. as a local service

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 complete street), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) 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, bus stop infrastructure/amenities, transit priority measures (e.g. queue jump lanes, transit signal priority), transit lanes and lay-bys located within town arterial and regional road corridors, and including transit stations or terminals located on lands to serve these road corridors: considered part of the complete street and included in D.C.s.

b) Transit node, bus stop infrastructure/amenities, 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 as well as collector roads external and adjacent 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, bus stop infrastructure/amenities, 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 management and conveyance systems that collect, transmit, or treat stormwater, including but not limited to associated infrastructure, land, channels, sewers, erosion works, landscaping, fencing, either internal and/or external to the area needed to support the development: direct developer responsibility under s. 59 of D.C.A. as a local service.

b) Over-sizing cost of stormwater management and conveyance systems capacity, to accommodate runoff from new, widened, extended, or upgraded 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) Holistic Subwatershed Monitoring works: included in D.C.s consistent with the D.C.A., s. 5 (1).

e) Local Monitoring plan: to verify that the operational performance of the stormwater management and conveyance systems are consistent with permits, approvals, and governing studies: direct developer responsibility under s. 59 of D.C.A. as a local service.

## C. Park and Outdoor Recreation Development

### 1. RECREATIONAL TRAILS

a) Recreational trails (Multi-use trails, excluding stormwater access roads) that do not form part of the Town's active transportation network[1], and their associated infrastructure (landscaping, bridges, trail surface, etc.), is included in 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:

[1] The Town's active transportation network includes trails that are maintained in the winter but excludes those trails not maintained in the winter.

- 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 the following:

- Riparian planting and landscaping requirements (as required by the Town, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- Perimeter fencing of the N.H.S. to the Town standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Town.
- All works to be in conformance with the Natural Heritage Studies completed for the development.

## D. 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.

## E. Studies

The infrastructure planning studies, master plans, and major Town studies are included in the D.C.  Studies that take the recommendations from the Town's studies, or equivalent level of study completed by a developer led process, to further develop details and design for specific developments shall be a direct developer responsibility as a local service.

# Appendix F

## Asset Management Plan

# Appendix F: Asset Management Plan

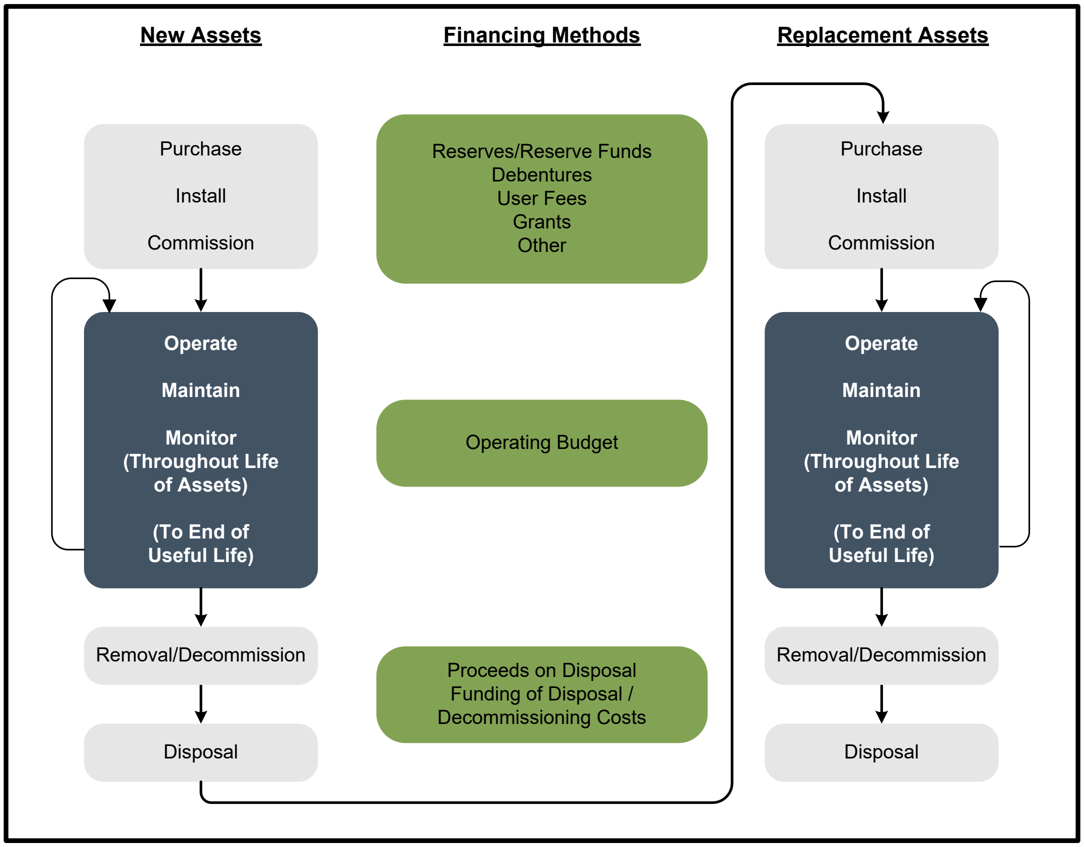
The recent changes to the Development Charges Act, 1997, as amended (D.C.A.) (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

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

In regard to the above, section 8 of the regulations was amended to include subsections (2), (3), and (4) which set out specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time, thus requiring the municipality to define the approach to include in the background study.

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

It should be noted that with the recent passing of the *Infrastructure for Jobs and Prosperity Act* (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which were to be completed by 2022 for core municipal services and 2024 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.




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

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

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

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

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

Commensurate with the above, the Town prepared an A.M.P. in 2025 for its existing assets; with a high level consideration of future growth-related assets for services included in the D.C. calculations. To ensure legislative compliance and complement the existing A.M.P. review, the asset management requirement for the D.C. is separately provided below.

In recognition of the schematic above, the following table (presented in 2025 $) 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. As well,  the present infrastructure gap and associated funding plan have not been considered in the analysis below. 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]:

1. The non-D.C. recoverable portion of the projects that 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 2025 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 approximately $241.81 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 approximately $211.77 million. In addition, to fund the future lifecycle needs of the new assets, the Town will need to increase taxes to fund the additional

[1] It should be noted that the Town of Milton completes a comprehensive fiscal impact assessment on a regular interval, with the most recent study being completed in 2021 and the next update expected in 2026/2027.

assets. This increase combined with the new revenues provide annual revenues of approximately $241.81 million by the end of the period.

6. In consideration of the above, the capital plan is deemed to be financially sustainable.

Table F-1
Town of Milton
Asset Management – Future Expenditures and Associated Revenues
2025$

| Asset Management - Future Expenditures and Associated Revenues | 2051 (Total) |
|---|---|
| **Expenditures (Annualized)** | |
| Annual Debt Payment on Non-Growth Related Capital[1] | $4,472,994 |
| Annual Debt Payment on Post Period Capital[2] | $4,010,847 |
| Annual Lifecycle | $92,267,781 |
| Incremental Operating Costs (for D.C. Services) | $141,058,628 |
| | |
| **Total Expenditures** | **$241,810,250** |
| | |
| **Revenue (Annualized)** | |
| Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.) | $211,773,780 |
| Increase in Tax Revenues Required to Fully Fund Lifecycle and Operating Costs | $30,036,470 |
| **Total Revenues** | **$241,810,250** |

[1] Non-Growth Related component of Projects
[2] Interim Debt Financing for Post Period Benefit

## Transit Services

As noted above, the Town completed an Asset Management Plan in 2025 for all services.

In regard to the D.C.A. requirements for asset management for transit services, Ontario Regulation 82/98 (as amended) provides the following:

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

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

Table F-2
Town of Milton
Transit Asset Management

| Ontario Regulation 82/98, as amended subsection 8(3) Requirements | Compliance | Link |
|---|---|---|
| 1. A section that sets out the state of local infrastructure and that sets out: | | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=11994 |
| | | |
| i. the types of assets and their quantity or extent, | See Town of Milton Asset Management Plan page 60 for inventory of existing assets | |
| | | |
| ii. the financial accounting valuation and replacement cost valuation for all assets, | See Town of Milton Asset Management Plan page 60 for valuation | |
| | | |
| iii. the asset age distribution and asset age as a proportion of expected useful life for all assets, and | See page 63 of Asset Management Plan | |
| | | |
| iv. the asset condition based on standard engineering practices for all assets. | See pages 61-62 of Asset Management Plan | |
| | | |
| 2. A section that sets out the proposed level of service and that: | | |
| i. defines the proposed level of service through timeframes and performance measures, | See Section 3.6: Recommended Service Plan in Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for proposed level of service | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| | | |
| ii. discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and | See Section 3 - Conventional Transit Review in Milton Transit Five Year Transit Service Plan and Transit Master Plan Update | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| | | |
| iii. shows current performance relative to the targets set out. | See Exhibit E.1.2 on page ES-5 of Milton Transit Five Year Transit Service Plan and Transit Master Plan Update | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| | | |
| 3. An asset management strategy that: | | |
| i. sets out planned actions that will enable the assets to provide the proposed level of service in a sustainable way, while managing risk, at the lowest life cycle cost, | See Table 32 in Asset Management Plan for assessment of levels of service for facilities and fleet | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=11994 |
| ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares, | | |

| Ontario Regulation 82/98, as amended subsection 8(3) Requirements | Compliance | Link |
|---|---|---|
| A. life cycle costs, | See page 100 in Asset Management Plan for annual requirements for lifecycle costs for transit services | |
| B. all other relevant direct and indirect costs and benefits, and | See Financial Strategy (pg 99) of the Asset Management Plan | |
| C. the risks associated with the potential options, | See page 83 of Asset Management Plan for risks | |
| iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly)<br>A. non-infrastructure solutions,<br>B. maintenance activities,<br>C. renewal and rehabilitation activities,<br>D. replacement activities,<br>E. disposal activities, and<br>F. expansion activities, | See Section 10 of the Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for planned activities to meet proposed levels of service | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| iv. discusses the procurement measures that are intended to achieve the proposed level of service, and | See Financial Strategy (pg 99) of the Asset Management Plan | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=11994 |
| v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks. | Risks to the strategy are provided on page 107 of the Town's Asset Management Plan | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=11994 |
| 4. A financial strategy that:<br>i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by,<br>A. non-infrastructure solutions,<br>B. maintenance activities,<br>C. renewal and rehabilitation activities,<br>D. replacement activities,<br>E. disposal activities, and<br>F. expansion activities, | See pages 133-134 of Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for capital forecast related to transit broken out by the various categories. | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| ii. provides actual expenditures in respect of the categories set out in sub-subparagraphs i A to F from the previous two years, if available, for comparison purposes, | See page 136 of Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for 2024 budget | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |

| Ontario Regulation 82/98, as amended subsection 8(3) Requirements | Compliance | Link |
|---|---|---|
| iii. gives a breakdown of yearly revenues by source, | See page 136 of Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for breakdown of revenues by source | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and | See page 137 of Milton Transit Five Year Transit Service Plan and Transit Master Plan Update for funding shortfall | https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9272 |
| v. identifies any funding shortfall relative to financial requirements that cannot be eliminated by revising service levels, asset management or financing strategies, and discusses the impact of the shortfall and how the impact will be managed. | | |

# Appendix G
## Transit Servicing Needs – Dillon Consulting Limited

DILLON CONSULTING

# Town of Milton

# 2025-2035 Development Charges Background Study

## Transit Technical Appendix

December 2025 – 25-9573

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# 1.0 Introduction

The Town of Milton (the Town) has experienced significant growth over the last several years and will continue to experience growth over the next ten years. The population is expected to increase from approximately 157,000 in 2025 to 272,000 in 2035, and employment is anticipated to rise from 42,000 to 74,000 during the same period[1].

Through the application of development charges (DCs), the development community contributes an appropriate share of infrastructure capital costs for necessary growth-related transit improvements over the 10-year planning period (2025-2035). DCs are a tool for municipalities to ensure that “growth pays for growth”. The Development Charges Act (DCA, 1997), as amended, regulates when and how municipalities may collect DCs.

The DCA was amended in January 2016, introducing new reporting requirements for DC background studies related to transit. These requirements include:

- The calculations that were used to prepare the estimate for the planned level of service for transit services;
- An identification of the portion of the total estimated capital costs related to the transit service that would benefit the anticipated development over the 10-year study period and after the 10-year study period;
- An identification of the anticipated excess capacity that would exist at the end of the 10-year study period;
- An assessment of ridership forecasts for all modes of transit services proposed to be funded, categorized by development types and whether the ridership will be from existing or planned development; and
- An assessment of the ridership capacity for all modes of transit services proposed to be funded by the DC.

The Town’s current DC bylaw was adopted in 2021 under this amended act. The current DC by-law will expire in June 2026, and the Town is now preparing a new by-law. The purpose of this technical appendix is to identify the capital costs associated with

[1] Source: Watson & Associates Economists Limited.

providing an increased level of transit service to support the transportation needs of the growing population. The benefit of each of these investments to the existing and growth populations, both in-period and post-period, is calculated. This informs the Town's 2025 DC Background Study for Transit prepared by Watson & Associates Economists Limited (Watson & Associates) and the associated by-law.

# 2.0 Growth Forecasts

## 2.1 Population Growth

**Table 1** presents the population growth anticipated in the Town of Milton. Population data for mid-2025, mid-2035 and "buildout" were provided by Watson & Associates. Buildout refers to the full buildout of the Town of Milton's current land use plans and is considered to be mid-2051. The population is assumed to grow linearly between these horizon years.

The study period for this development charge study extends from mid-2025 to mid-2035. A post-period horizon of 10 years (from 2035 to 2045) was used to calculate the post-period benefit.

**Table 1: Population Forecasts (2025-2051)**

| Horizon | Current (2025) | In-Period (2035) | Post-Period (2045) | Buildout (2051) |
|---|---|---|---|---|
| Population | 157,055 | 273,566 | 345,327 | 388,386 |

Conventional transit is currently operated only within the urban areas of Milton's urban service area, while the specialized service (Access+) is operated within the municipal boundaries, including the rural area; therefore, a more disaggregated distribution of existing and growth populations was developed. **Table 2** presents the total housing units expected in mid-2025, as provided by Watson & Associates, summarized into areas outlined in the Town's updated Official Plan in **Figure 1**.

### Table 2: Housing Units by Area 2025

| Area | Low Density[2] | Medium Density[3] | High Density[4] | Total Housing Units |
|---|---|---|---|---|
| Rural | 2,413 | 26 | 45 | 2,484 |
| Pre-Halton Urban Structure Plan (Pre-HUSP) | 4,953 | 1,330 | 2,190 | 8,473 |
| Bristol | 9,936 | 3,990 | 2,378 | 16,304 |
| Sherwood | 6,168 | 3,056 | 897 | 10,116 |
| Boyne | 4,399 | 2,404 | 1,734 | 8,537 |
| Milton Education Village | 0 | 0 | 0 | 0 |
| Britannia Secondary Plan | 57 | 0 | 0 | 57 |
| Agerton Secondary Plan | 9 | 0 | 0 | 9 |
| Trafalgar Secondary Plan | 43 | 0 | 0 | 43 |
| Community Area Expansion Lands | 29 | 0 | 0 | 29 |
| Employment Areas | 217 | 0 | 5 | 222 |
| **Total[5]** | **28,224** | **10,806** | **7,249** | **46,279** |

The Pre-Halton Urban Structure Plan (Pre-HUSP) lands referenced in the table above include all lands that were included in the 1997 Official Plan, which encompass the historic Milton core (Old Milton), Dorset Park, Timberlea, Bronte Meadows, Mountain View, and the 401 Industrial/Business Park. The Halton Urban Structure Plan (HUSP) added the residential development areas of Bristol, Sherwood and Boyne Surveys and the Derry Green Corporate Business Park employment area to the Milton Urban Area. These areas are referred to herein as the HUSP Urban Areas. Additional lands were added to the Town's urban area through Halton Region's Sustainable Halton Plan (Regional Official Plan Amendment 38), which includes Milton Education Village as well as Trafalgar, Agerton and Britannia Secondary Plan areas. These added areas, as well as the Community Area Expansion Lands are referred to as the Sustainable Halton Lands throughout this document.

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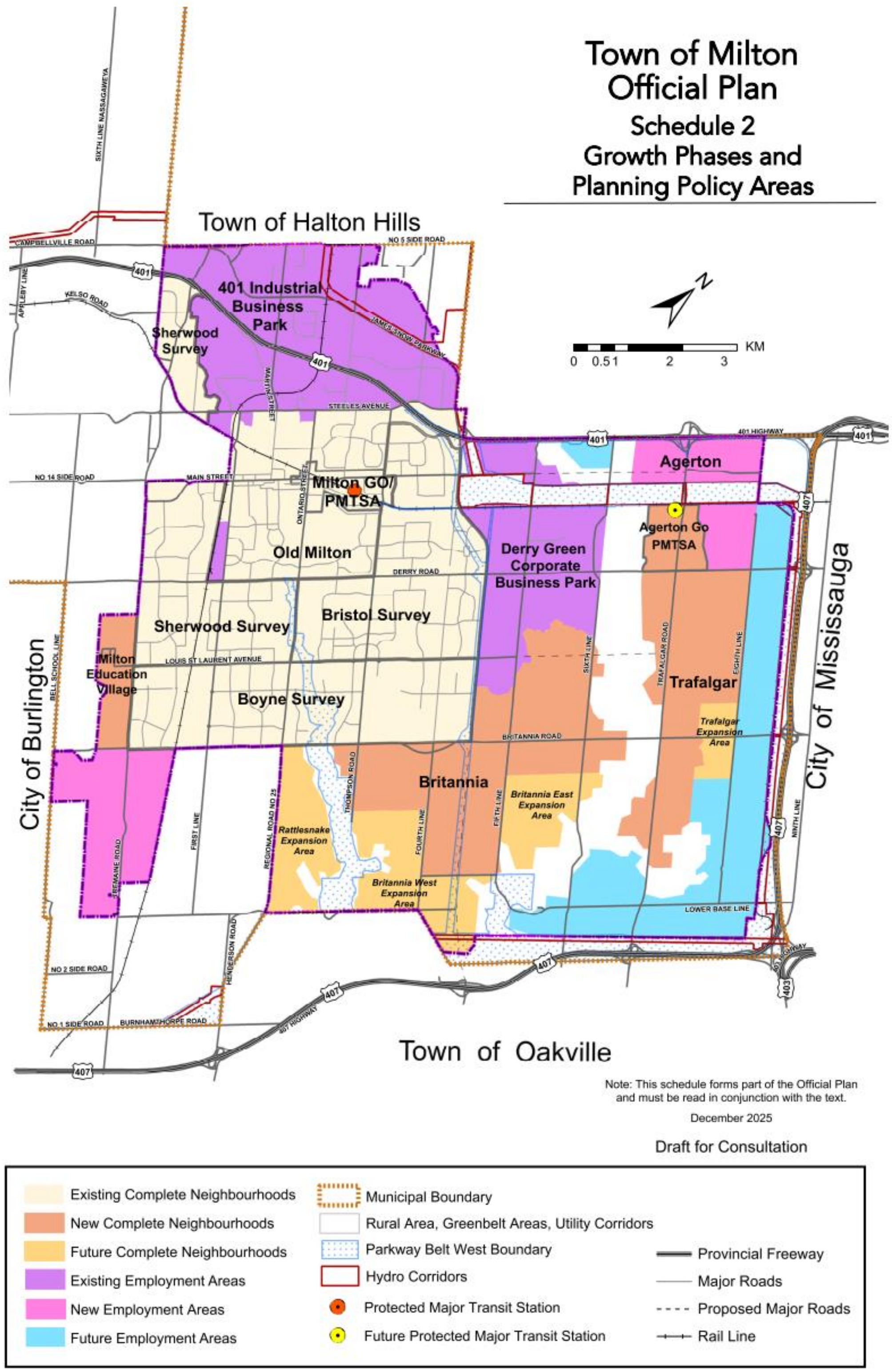
[2] Includes single and semi-detached houses as well as "other" housing type.
[3] Includes townhouses and apartments in duplexes.
[4] Includes accessory apartments, bachelor, 1-bedroom and 2+ bedroom apartments.
[5] Totals may not be equal to the sum of the column due to rounding.

### Figure 1: Milton Urban Expansion Areas



To estimate the current population by area, the number of housing units was multiplied by the average persons per unit expected by housing type. Additionally, growth population forecasts for the 2035 and 2051 horizon years were provided and added to the existing population figures to develop the population forecasts by area, summarized in **Table 3** below. These forecasts were divided into the following categories:

- Rural;
- HUSP Urban Areas; and
- Sustainable Halton Lands.

Of the above areas, only the HUSP Urban Area currently have Milton Transit service. This split simplified the presentation of transit capital throughout the remainder of this appendix, as the regions are grouped based on the expected growth horizons and the areas impacted by each transit investment. It also allowed for growth in the rural areas to be excluded throughout the remainder of this appendix, as transit will not be expanded to these areas during the development charge horizon. Note that the totals in **Table 1** and **Table 3** differ slightly due to rounding as housing units were converted to population. This has no impact on the final analysis results.

### Table 3: Breakdown of Population by Area and Housing Type

| Area | 2025 | 2035 | 2045[6] | 2051 |
|---|---|---|---|---|
| **Rural** | **9,375** | **10,534** | **10,240** | **10,063** |
| *Pre-Halton Urban Structure Plan (Pre-HUSP)* | *27,444* | *39,298* | *44,769* | *48,052* |
| *Bristol* | *54,815* | *60,623* | *57,153* | *55,071* |
| *Sherwood* | *34,556* | *41,846* | *40,225* | *39,251* |
| *Boyne* | *27,599* | *45,995* | *47,081* | *47,732* |
| *Employment Areas* | *838* | *838* | *838* | *838* |
| *Off-Campus Student and Institutional Populations*[7] | *1,900* | *1,900* | *1,900* | *1,900* |
| **HUSP Urban Areas** | **147,153** | **190,501** | **191,966** | **192,845** |
| *Milton Education Village* | *0* | *9,084* | *14,850* | *18,310* |
| *Britannia Secondary Plan* | *217* | *23,095* | *42,902* | *54,786* |
| *Agerton Secondary Plan* | *34* | *5,666* | *10,654* | *13,647* |
| *Trafalgar Secondary Plan* | *164* | *23,708* | *33,704* | *39,701* |
| *Community Area Expansion Lands* | *111* | *10,978* | *41,010* | *59,030* |
| **Sustainable Halton Lands** | **526** | **72,531** | **143,121** | **185,474** |
| **Total**[8] | **157,055** | **273,567** | **345,327** | **388,383** |
| **Total (Excluding Rural)** | **147,680** | **263,033** | **335,087** | **378,320** |

Residential growth was also broken down by unit type. For the purposes of this analysis, these numbers were converted to population-based figures, using persons per unit data provided by Watson & Associates. The breakdown of the population by unit and horizon, excluding the Rural population, is shown in **Table 4**.

During the in-period horizon, it is expected that unit occupancy will increase. That is, more people will be living in each existing unit due to an increase in multigenerational living, changes in family life cycles, and shifting economic conditions. The total increase in population is referred to throughout the remainder of this appendix as the "Existing

[6] Population in 2045 was determined through linear interpolation between early 2035 and mid-2051.
[7] Includes only off-campus and student populations present in 2025. Growth of these populations is associated with the identified growth areas.
[8] Population count includes institutional, permanent and off-campus student populations. Growth area figures may not align precisely with **Table 1** due to rounding.

Unit Population Change between 2025 and 2035" and is added to the 2025 population to determine the number of residents who will be living in existing units in 2035.

During the following ten years (2035-2045), it is expected that the unit occupancy in existing residential units will decrease, resulting in fewer people per unit due to further changes in the economic conditions, availability of affordable housing and lifestyle changes. The decrease in population during this period was estimated by interpolating the expected population change between 2035 and 2051. This decrease is referred to throughout the remainder of this appendix as the "Existing Unit Population Change between 2035 and 2045" and is subtracted from the 2035 population to determine the number of residents who will be living in existing units in 2045. In most areas, even with the decline in average unit occupancy, it is projected that there will be sufficient new development to offset the population decrease in existing housing.

**Table 4: Breakdown of Population by Housing Type (In-Period)**

| Horizon | Low Density | Medium Density | High Density | Off-Campus Students | Institutional | Total[9] |
|---|---|---|---|---|---|---|
| **Existing Urban/Suburban Population** | **98,449 (66.7%)** | **32,313 (21.9%)** | **15,017 (10.2%)** | **108 (0.1%)** | **1,792 (1.2%)** | **147,680 (100%)** |
| Increase in Existing Population (2025-2035)[10] | 6,047 (58.9%) | 2,525 (24.6%) | 1,688 (16.5%) | Not Applicable | Not Applicable | 10,260 (100%) |
| 2025-2035 Growth HUSP Urban Areas | 13,227 (39.9%) | 7,516 (22.7%) | 10,768 (32.5%) | 628 (1.9%) | 1,012 (3.1%) | 33,151 (100%) |
| 2025-2035 Growth Sustainable Halton Lands | 31,308 (43.5%) | 31,287 (43.5%) | 8,440 (11.7%) | 941 (1.3%) | 3 (0.0%) | 71,979 (100%) |
| **Total Urban/Suburban Population (2035)** | **149,031 (56.7%)** | **73,642 (28.0%)** | **35,913 (13.7%)** | **1,677 (0.6%)** | **2,807 (1.1%)** | **263,070 (100%)** |
| Decrease in Existing Population (2035-2045)[11] | -6,789 (58.9%) | -2,836 (24.6%) | -1,895 (16.4%) | Not Applicable | Not Applicable | -11,520 (100%) |
| 2035-2045 Growth HUSP Urban Areas | 1,683 (13.0%) | 1,294 (10.0%) | 7,921 (61.1%) | 414 (3.2%) | 1,645 (12.7%) | 12,956 (100%) |
| 2035-2045 Growth Sustainable Halton Lands | 25,549 (36.2%) | 35,886 (50.8%) | 8,558 (12.1%) | 621 (0.9%) | 4 (0.0%) | 70,618 (100%) |
| **Total Urban/Suburban Population (2045)** | **169,473 (50.6%)** | **107,986 (32.2%)** | **50,496 (15.1%)** | **2,713 (0.8%)** | **4,456 (1.3%)** | **335,124 (100%)** |

[9] Population may not align with **Table 1** and **Table 3** due to rounding.
[10] Increase in population during this period due to an increase in the number of persons per unit in 2025 dwellings.
[11] Decrease in population during this period due to a decrease in the number of persons per unit in 2035 dwellings.

# 3.0 Reconciling with the Previous Transit DC Study

The Town last undertook an update to the Transit DC By-laws in 2021. The 2021 Transit DC Study used a base year of 2021 and a horizon year of 2031, and ridership forecasts were based on projected population growth. Since the release of the 2021 Transit DC Study:

- The 2024 Milton Transportation Master Plan (TMP) update was completed, which indicated that the current transit mode share is 4% for both local and regional services and included improvements to support increased transit mode share. These improvements include the direction to increase transit investment to one service hour per resident by 2041, transition to PRESTO fare payment to create seamless trips for passengers and add transit infrastructure at key transit nodes, including the Milton and Trafalgar/Agerton GO Stations. In particular, the TMP indicated that transit services should expand alongside development, with transit expansion initially being delivered through the on demand services until the Town's service thresholds are met to indicate that transition to fixed-route would be appropriate.
- The Zero Emission Bus Feasibility Strategy and Fleet Transition Plan (the Fleet Plan) was released in April 2024, which outlined the capital and operating requirements for a full transition to an electric fleet by 2040; and
- The Milton Transit Five-Year Service Plan and Master Plan Update (the Service Plan) was released in June 2024, which proposed a capital forecast to 2029 and an expanded conventional and specialized transit network.

This appendix utilizes updated data sources, including the relevant data from the Service Plan, Fleet Plan, and new population growth estimates. It focuses on the capital projects required to expand transit to support the population growth between 2025 and 2035. The development charge for transit projects identified in the 2021 Transit DC Study, which have yet to begin, is adjusted to reflect the collected charges in the main body of the development charge report.

In the previous DC study, the baseline transit ridership was adjusted to account for losses due to the COVID-19 pandemic in 2019. Ridership has since recovered, and the adjustment will no longer be needed.

# 4.0 Conventional Transit

## 4.1 Existing Conventional Transit

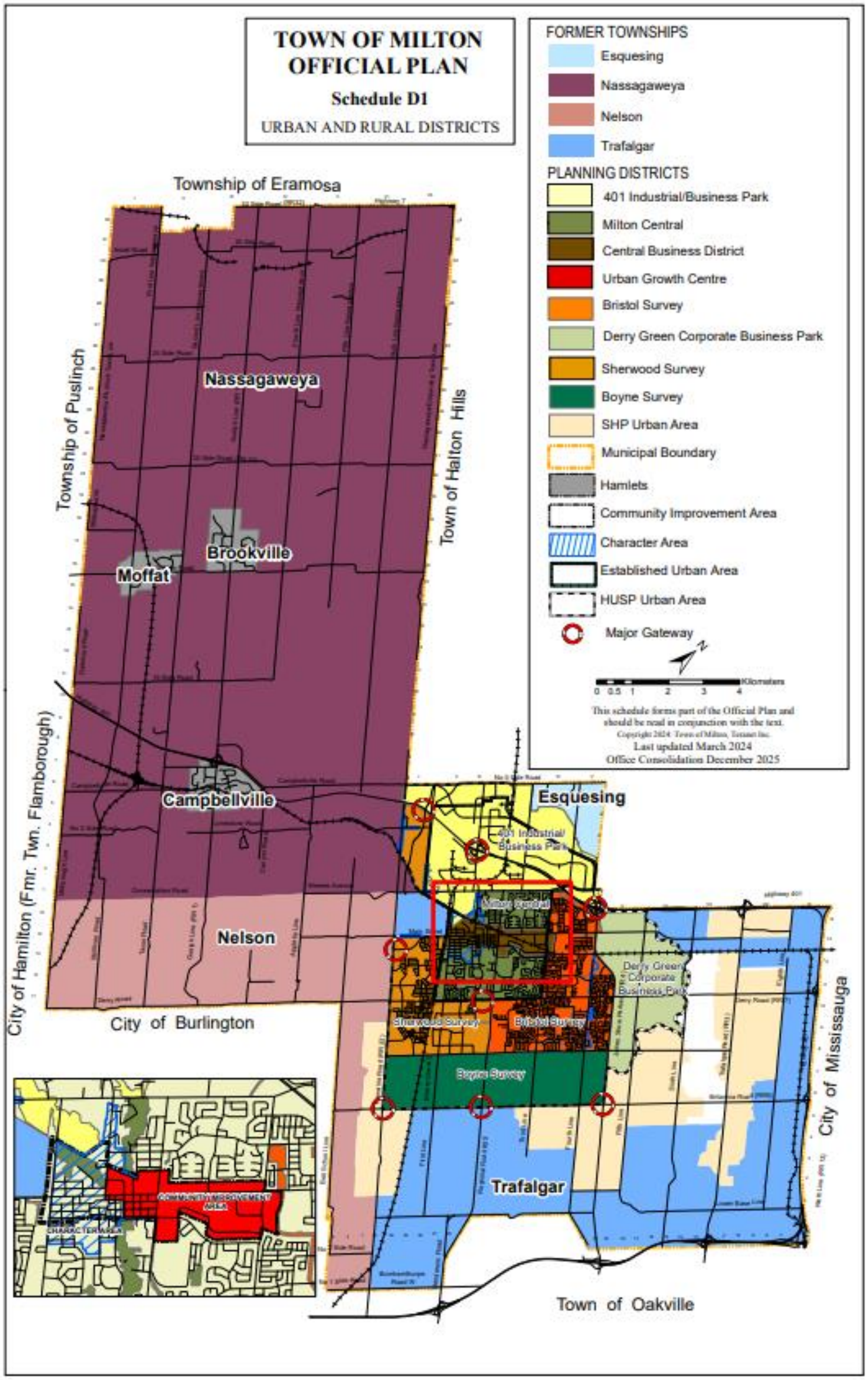
Milton Transit operates a conventional transit service within the HUSP urban area using a combination of fixed-route and on demand services. No transit service is currently provided in the newer development in the Sustainable Halton Development Lands (**Figure 2**).

**Figure 3** below illustrates the existing transit network. There are 10 bus routes that provide conventional fixed-route service, all of which converge at Milton GO Station. The on demand service is provided in the extremities of the existing urban area (Boyne Zone 1 and 2), the 401 Industrial/Business Park, and the Derry Green Corporate Business Park.

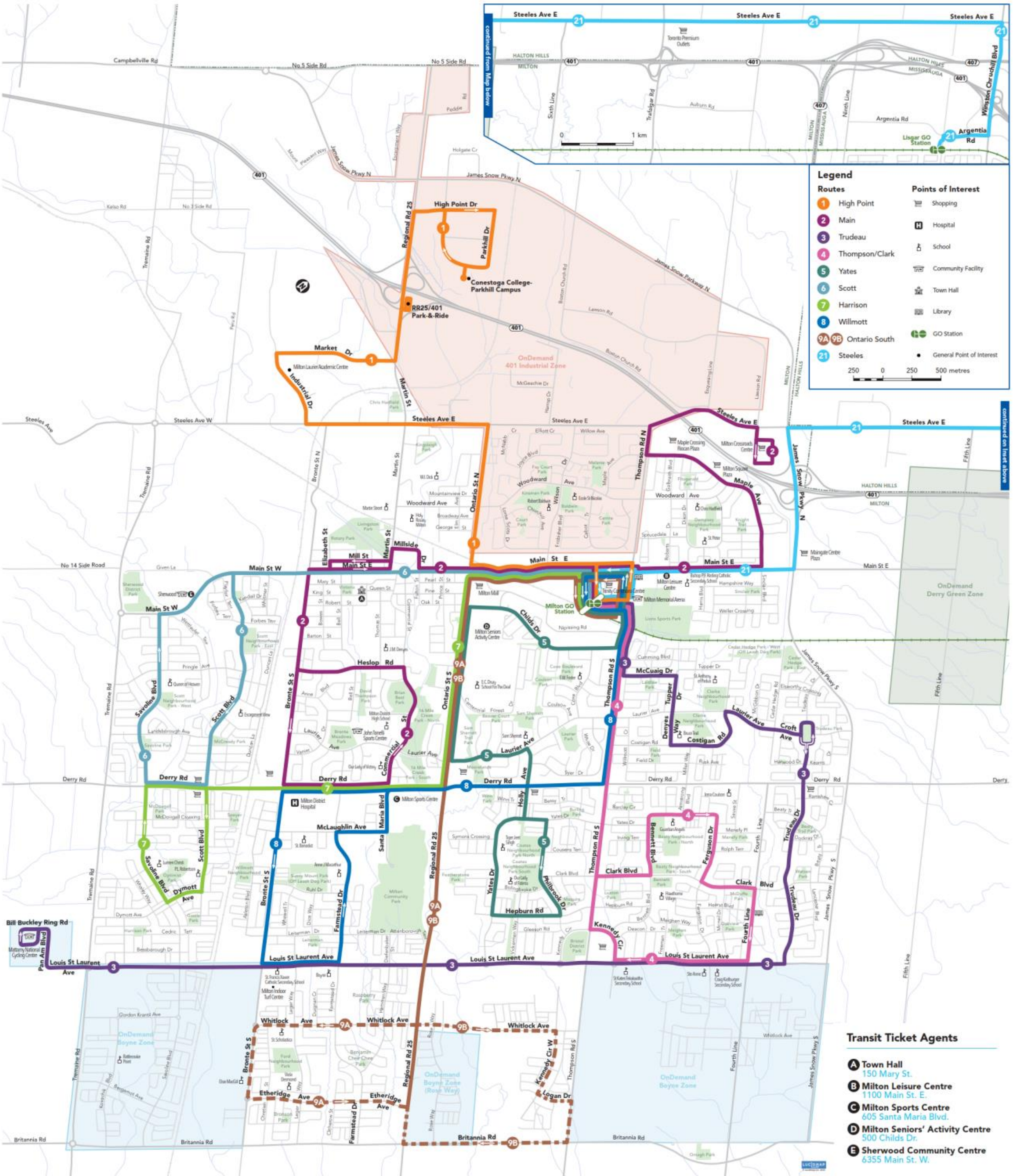
The existing service is operated using a fleet of 25 40-foot low-floor buses used on fixed-route services, and 6 smaller cutaway buses dedicated to on demand service.

In 2024, the conventional system operated 59,622 service hours and completed 1,072,922 annual passenger trips, including 1,056,273 trips on fixed-routes and 16,649 on demand rides.

## Figure 2: Official Plan District Map



## Figure 3: Current Route Map



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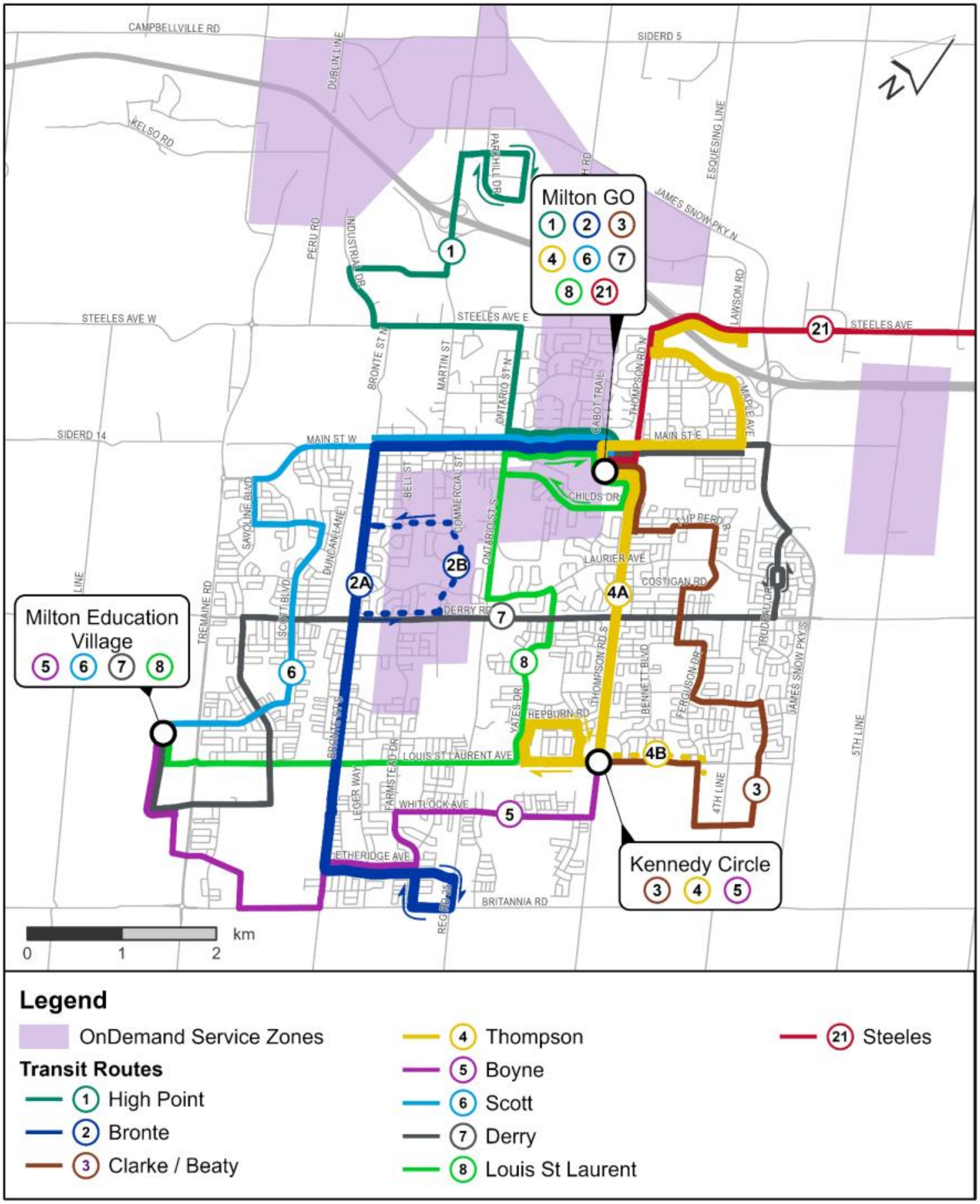
## 4.2 Future Transit Network

As described in the Service Plan, Milton Transit's network will be re-designed in the next five years to provide service to the new development areas and increase system-wide capacity to address the expected ridership growth. Key changes to system capacity include:

- More frequent service;
- Extended weekday service;
- Longer routes to reduce required transfers;
- Greater access; and,
- Redistribution of on demand service areas to optimize performance.

**Figure 4** below shows the proposed transit network in 2029. All these changes will lead to an increase in the level of service provided for Milton residents as well as the expansion of service to new areas. The service hours provided per capita are expected to increase from 0.48 in 2024 to 1.0 by 2041.

## Figure 4: Proposed 2029 Transit Network



## 4.3 Ridership Forecast

This section outlines the ridership forecast for the conventional transit service over the 10-year study period (2025-2035), which is required to understand the capital requirements for conventional service in 2035.

Detailed forecasts of total expected boardings were provided by Milton Transit for 2024 to 2029; all subsequent ridership projections were based on maintaining the same average boardings per service hour, projected between 2024 and 2029, for all future years, and increasing the service hours in alignment with the phases of transit investment scenario presented in the Service Plan.

### 4.3.1 Ridership and Boardings

Transit ridership is defined as a single trip from an origin to a destination and can include linked trips across multiple transit vehicles. Transit boardings differ from ridership in that they reflect the number of times a passenger boards a bus. This means that passengers who are required to make a transfer to complete their trip will be counted as one rider, but two boardings. This is important when considering network growth, as each customer who is required to transfer will utilize at least two vehicles to complete their trip, increasing the vehicle requirement.

To compare the existing transit network to a simplified network, the same measure of passenger activity must be used. Since new riders will be expected to transfer between routes more often in the future transit network, all figures used herein are reflective of boardings.

### 4.3.2 Projected Service Hours

Detailed forecasts of total expected service hours were provided by Milton Transit for the years 2025 to 2029, based on the planned service. The provided forecast is included in **Table 5**, along with the service hours per capita, which were calculated as follows.

**Formula - Service Hours per Capita 2025**

= (Service Hours 2025 ÷ Population Excluding Rural 2025)

**Calculation**

= 79,051 ÷ 147,680
= 0.54

### Table 5: Service Hours per Capita 2025-2029

| Data Type | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|---|---|---|---|---|
| Population excluding Rural[12] | 147,680 | 159,215 | 170,750 | 182,285 | 193,821 |
| Service Hours | 79,051 | 98,247 | 118,811 | 134,483 | 142,999 |
| Service Hours per Capita | 0.54 | 0.62 | 0.70 | 0.74 | 0.74 |

Milton Transit's Service Plan indicated that post-2029 Milton Transit should continue to invest in transit to increase the level of service to 1.0 service hour per capita by 2041. This investment is expected to be fairly linear between 2029 and 2041, as shown in **Figure 5**. Therefore, the total service hours in 2035 have been estimated based on a linear growth model.

**Formula - Service Hours per Capita 2035**

= ((Service Hours per Capita 2041 - Service Hours per Capita 2029) ÷ (2041-2029) x (2035 - 2029)) + Service Hours per Capita 2029

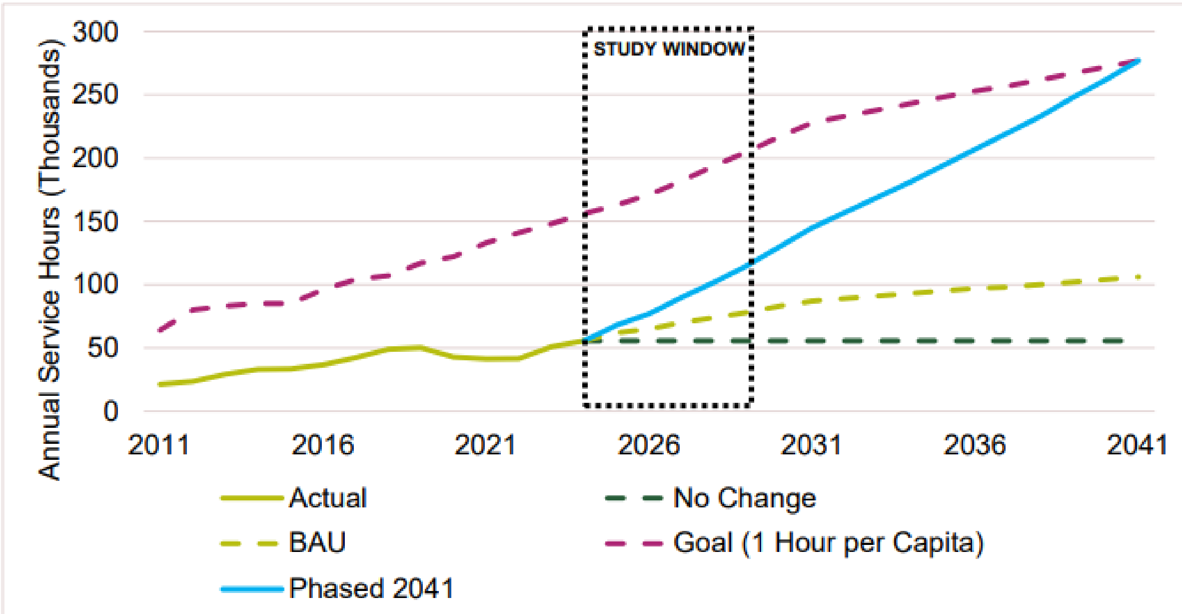
**Calculation**

= (1 – 0.74) ÷ (2041-2029) x (2035 – 2029) + 0.74
= 0.87

Transit investment post-2041 is expected to continue in lockstep with population growth; as such, it is assumed that the level of service will continue to reflect 1.0 service hour per capita. The service hours for each horizon year have been presented in **Table 6**.

[12] Linearly interpolated between horizon years.

**Figure 5: Historical/Projected Service Hours by Transit Investment Scenario (Service Plan Exhibit 3.36)**




*Source: CUTA Fact Book (1996-2022), Milton Transit internal service hour budgets (2023-2024)*

**Table 6: Estimated Service Hours by Horizon Year**

| Data Type | 2025 | 2035 | 2045 |
|---|---|---|---|
| Population excluding Rural | 147,680 | 263,033 | 335,087 |
| Service Hours per Capita | 0.54 | 0.87 | 1.00 |
| Service Hours | 79,051 | 228,548 | 335,087 |

### 4.3.3 Projected Boardings

In addition to the service hours, Milton Transit provided expected boardings figures for the years 2025 and 2026; these are included in **Table 7**.

**Table 7: Conventional Service Ridership from 2024 to 2029**

| Data Type | 2024 (Actual) | 2025 | 2026 |
|---|---|---|---|
| Conventional Transit Boardings | 1,211,510 | 1,090,000 | 1,320,000 |
| Service Hours | 69,229 | 79,051 | 98,247 |
| Boardings per Service Hour | 17.50 | 13.79 | 13.44 |

Milton Transit does not have a forecast for the number of boardings expected in 2035 or 2045. To forecast boardings for these horizon years, the average boardings per service hour from the 2024 to 2026 forecast (14.91 boardings per service hour) was applied to the projected service hours for those later years.

This is considered a conservative estimate because a peer review of other agencies showed they averaged 20.19 boardings per service hour when providing approximately 1 service hour per capita. Using the lower, more conservative figure (17.92) results in a lower overall projected demand in 2035 and 2045 and, therefore, a lower transit investment requirement within the development charge (DC) horizon. The results of this application are presented in **Table 8** below.

**Table 8: Conventional Service Forecast by Horizon Year**

| Data Type | 2035 | 2045 |
|---|---|---|
| Population (excluding rural) | 263,033 | 335,087 |
| Service Hours | 228,548 | 335,087 |
| Boardings per Service Hour | 14.91 | 14.91 |
| Annual Boardings | 3,407,651 | 4,996,147 |

### 4.3.4 Adjustment for Commingled Service Trips

The conventional trip forecast (**Table 8**) includes all conventional transit boardings, which currently includes on demand trips served by a separate fleet from fixed-route trips.

Milton Transit plans to transition the existing on demand service into a new commingled service model where on demand trips are accommodated on the same vehicles as access+ (specialized transit) trips. To accurately calculate the development charge (DC) apportionment for the 40-foot growth vehicles, the on demand trips must be removed from the conventional transit forecast and transferred to the commingled transit forecast. This adjustment ensures that the capital cost for the on demand component is only reflected in the commingled fleet investment (**Section 6.0**), thereby preventing duplication in the DC calculation.

It is expected that the on demand portion of the total boardings will remain relatively constant over the horizon as on demand zones will shift to low demand areas and fixed-route replaces existing service in existing on demand zones. Because of this, it has been assumed that the current on demand boardings of 16,649 trips will move from conventional service in 2025 to the commingled service in 2035. These adjustments are outlined in the calculations below and summarized in **Table 9.**

**Formula - Adjusted Conventional Ridership 2025**

= Conventional Boardings 2025 – On Demand Trips

**Calculation**

= 1,418,350 – 16,649

= 1,401,701

**Formula - Adjusted Commingled Ridership 2025**

= Forecast Access+ Trips + On Demand Trips

**Calculation**

= 28,616 + 16,649

= 45,265

**Formula - Adjusted Conventional Ridership 2035**

= Forecast Conventional Boardings 2035 – On Demand Trips

**Calculation**

= 3,407,651– 16,649

= 3,391,002

**Formula - Adjusted Commingled Ridership 2035**

= Forecast Access+ Trips + On Demand Trips

**Calculation**

= 50,692 + 16,649

= 67,341

The same calculations were also completed for 2045.

**Table 9: Adjusted Ridership Forecasts**

| Service Type | 2025 | 2035 | 2045 |
|---|---|---|---|
| Conventional | 1,401,701 | 3,391,002 | 4,979,498 |
| Commingled | 45,265 | 67,341 | 85,555 |

### 4.3.5 Fixed-route Vehicle Requirements

In planning for future growth, Milton Transit has projected its fixed-route vehicle needs for the next decade. This projection includes both peak vehicles—the maximum number of vehicles required for service during the busiest times—and spare vehicles. The spares are a crucial part of the transit fleet, as they enable buses to be taken out of service for routine maintenance and emergency repairs without impacting passenger service. A 20% spare ratio is common[13] for public transit agencies of this size and has therefore been used to project the future peak number of vehicles required. The projected increases in both peak and spare fixed-route buses provided by Milton Transit are outlined in **Table 10** below.

[13] The Federal Transit Administrations (FTA) has a spare ration policy which indicates that a 20% spare ratio is appropriate to ensure public transit agencies have sufficient backup vehicles to maintain service continuity. The APTA Impacts of Spare Ratio Rules on Vehicle Availability report indicates that this may need to increase with the introduction of more electric fleets.

**Table 10: Fixed-Route Bus Requirements**

| Vehicle Type | 2025 | 2035 |
|---|---|---|
| Peak Fixed-Route Buses | 26 | 73 |
| Spare Fixed-Route Buses | 6 | 14 |
| Spare Ratio | 23% | 19% |
| Total Fixed-Route Buses | 32 | 87 |
| Fixed-Route Bus Growth in Horizon (2025-2035) | Not Applicable | 55 |
| Total Future Value Cost for Fixed-Route Bus Growth in Horizon (2025-2035) | Not Applicable | $72,212,000 |

The current cost of each conventional transit bus is $ 1,091,000. The Town plans to begin transitioning its fleet to electric vehicles starting in 2030, aiming to reduce greenhouse gas emissions —a key goal outlined in Milton's Climate Change Work Plan and Green Innovation Plan. The cost of these vehicles is $2,030,000, and the total costs, included in **Table 10** reflect all in-vehicle technologies, bike racks fareboxes.

# 5.0 Access +

## 5.1 Existing Service

Access+ is a door-to-door specialized transit service for individuals with disabilities who are unable to use conventional services. This service requires an application process where individuals are assessed and approved for eligibility. This service allows eligible residents to travel within the urban area and between the rural and urban areas. Since the service benefits passengers across the town, the total population, including those in the rural areas, was used to forecast expected boardings. In 2024, the Access+ service provided 27,253 annual trips for 2,294 eligible registrants using a fleet of 6-metre and 8-metre accessible minibuses.

**Table 11** illustrates the operating statistics for the Access+ service.

### Table 11: Access+ Operating Statistics

| Year | Total Registrants | Trip Denial Rate | Annual Trips | Annual Trips per Registrant |
|---|---|---|---|---|
| 2025 | 2,449 | 0.45% | 28,616[14] | 11.68 |

## 5.2 Ridership Forecast

Ridership on Access+ will grow as a result of:

- Population growth in the community; and
- Aging population.

Population growth will see an increase in the number of Access+ registrants that will request trips on the service. This will increase the vehicle requirements over the 10-year DC period. An aging population (from both the existing and growth population) will also see an increase in the number of Access+ registrants.

Based on discussion with Milton Transit, approximately 0.45% of all trip requests are denied (cannot be accommodated with the existing capacity of vehicles). While Milton

[14] Forecast by Milton Transit for the current year based on year to date information

Transit strives to accommodate all trips, it is expected that a small number of trips will continue to be denied as the service grows. The same 0.45% denial rate is therefore assumed for 2035.

Statistics Canada developed *Population Projections for Ontario's 49 Census Divisions by Age and Sex, 2022-2046*. Milton falls within the Census division of Halton Region; therefore, the distribution by age cohort was applied to the Halton Region population projections, resulting in the estimated distribution of population by age presented in **Table 12**.

**Table 12: Population by Age Cohort in Halton Region**

| Age Cohort | 2025 | 2035 |
|---|---|---|
| 0-19 | 157,987 | 162,890 |
| 20-34 | 130,806 | 157,557 |
| 35-44 | 92,101 | 117,233 |
| 45-54 | 95,875 | 102,998 |
| 55-64 | 82,379 | 87,206 |
| 65-74 | 58,269 | 76,619 |
| 75+ | 53,173 | 76,749 |
| **Total** | **670,590** | **781,252** |

The table above shows that the existing Halton Region population is aging. Stats Canada notes that approximately 28% of the Ontario population in 2022 had a disability.[15] The prevalence of disability rises as we age. **Table 13** shows the portion of the Ontario population who had a disability in 2022 as reported in the Canadian Survey on Disability. Children under 15 are not reported but are considered to have a similar prevalence of disability to those under 24.

[15] Statistics Canada. Table 13-10-0374-01 Persons with and without disabilities aged 15 years and over, by age group and sex, Canada, provinces and territories

**Table 13: Prevalence of Disability by Age in Ontario**

| Age Cohort | Percentage of Persons with Disabilities |
|---|---|
| 15 to 24 years | 20.1% |
| 25 to 44 years | 20.5% |
| 45 to 64 years | 27.7% |
| 65 to 74 years | 35.0% |
| 75 years and older | 49.2% |

With an aging population, there will be a growth in the number of Access+ registrants from the existing population over the 10-year DC period.

To calculate the growth in registrants, the prevalence of disability by each age cohort was multiplied by the number of residents in each corresponding age cohort between 2024 and 2035 and scaled based on the ratio of the projected Halton population to that projected for Milton exclusively. This provided the potential number of persons with disabilities each year (as illustrated in **Table 14** below).

**Table 14: Potential Persons with Disabilities by Age Group in Milton**

| Age Cohort | Prevalence of Disability | 2025 | 2035 |
|---|---|---|---|
| 0-19 | 20.2% | 7,474 | 11,522 |
| 20-34 | 20.5% | 6,274 | 11,299 |
| 35-44 | 20.6% | 4,444 | 8,456 |
| 45-54 | 29.1% | 6,534 | 10,495 |
| 55-64 | 29.1% | 5,614 | 8,886 |
| 65-74 | 37.4% | 5,104 | 10,034 |
| 75 and older | 52.6% | 6,550 | 14,136 |
| Total Persons with Disabilities | Not Applicable | 41,995 | 74,829 |

It should be noted that not all individuals with disabilities are eligible for Access+. The definition of disability is broad and could include conditions that would not prevent a resident from using conventional bus services. Therefore, a ratio of existing 2025 registrants to potential persons with disabilities in 2025 was calculated and applied to each corresponding year.

**Formula - Registrants as a Portion of Population with Disabilities**

= 2025 Registrants ÷ 2025 Potential Persons with Disabilities

**Calculation**

=2,449 ÷ 41,995

= 0.058

**Formula – 2035 Registrants**

= Registrants as a Portion of Population with Disabilities x 2035 Potential Persons with Disabilities

**Calculation**

= 0.058 x 74,829

= 4,340

The forecasted number of Access+ registrants during the 10-year DC period is illustrated in **Table 15**. To calculate the total boardings, the number of trips made by each registrant is multiplied by the number of registrants.

**Formula – 2025 Trips per Registrant**

= 2025 Trips ÷ 2025 Registrants

**Calculation**

= 28,616 ÷ 2,449

= 11.68

**Formula – 2035 Trips**

=2025 Trips per Registrant x 2035 Registrants

**Calculation**

= 11.68 x 4,340

= 50,692

**Table 15** summarizes the Access+ transit forecast.

### Table 15: Trip Forecast for Access+ (2025-2035)

| Data Type | 2025 | 2035 |
|---|---|---|
| Registrants | 2,449 | 4,340 |
| Trip Denial Rate | 0.45% | 0.45% |
| Total Trips | 28,616 | 50,692 |
| Total Trips Per Registrant | 11.68 | 11.68 |
| Peak Transit Vehicles | 7 | 24 (**Section 6.2**) |

# 6.0 Commingled Transit

As noted above, the existing on demand service serves riders in the dedicated service zones on a pre-booked, stop-to-stop basis and connects passengers to the closest fixed-route service. These trips are operated by the same vehicles and operators as the Access+ service.

## 6.1 Adjusted Ridership Forecasts

The commingled service combines the Access+ trips forecasted in **Section 5.2** with the on demand trips transferred from the conventional service forecast, as detailed in **Section 4.3.4**. This adjustment results in the total commingled boardings being used for capital planning. The total required trips are the sum of the forecasted Access+ growth and the constant on demand volume of 16,649 trips annually. The resulting adjusted boardings figures are summarized in **Table 9**.

## 6.2 Peak Vehicle Requirements

Milton Transit identified the vehicle requirements for commingled service over the next ten years to support the expected growth in boardings. Over this horizon, Milton Transit is transitioning its fleet of minibuses from a combined 8-metre and 6-metre fleet to entirely 6-metre buses. **Table 16** shows the number of 6-metre and 8-metre vehicles they identified are in service today for both on demand and Access+ services, those which would be required to support peak period service in 2035, and the total number of spares used to support maintenance and breakdowns across all service types.

**Table 16: Commingled Vehicle Forecast**

| Vehicle Type | 2025 | 2035 |
|---|---|---|
| 8 Metre Peak Bus | 2 | 0 |
| 8 Metre Spare Bus | 4 | 0 |
| 6 Metre Bus | 5 | 20 |
| 6 Metre Spare Bus | 4 | 4 |
| **Total** | **15** | **24** |

While 6 metre buses have a lower seated capacity than 8 metre buses, the maximum seated volume does not determine the capacity of a commingled service. Instead, it is determined by the fleet's ability to efficiently complete a high volume of low-occupancy, door-to-door trips. Since both Access+ and on demand trips are typically low-occupancy, the seated capacity of the 6-metre bus is fully adequate for the average number of riders per trip. The key driver for the change is operational fit; 6-metre buses are significantly more maneuverable on local streets, which is essential for this type of door-to-door service. This improved maneuverability allows the vehicles to accommodate more Access+ trip requests, thereby increasing the effective service capacity in the network.

The table below summarizes the commingled transit vehicle requirements as forecast by Milton Transit as part of the capital plan and the associated growth for the 2025-2035 planning horizon.

**Table 17: Commingled Transit Vehicle Requirements**

| Vehicle Type | 2025 | 2035 |
|---|---|---|
| Peak Commingled Transit Vehicles | 7 | 20 |
| Spare Commingled Transit Vehicles | 8 | 4 |
| Spare Ratio | 114% | 20% |
| Total Commingled Transit Vehicles | 15 | 24 |
| Commingled Transit Vehicles Growth in Horizon (2025-2035) | Not Applicable | 9 |
| Total Future Value Cost for Commingled Transit Vehicles Growth in Horizon (2025-2035) | Not Applicable | $2,933,000 |

The current cost of each of the 6 metre minibuses is $261,000. As previously noted, the Town is planning to begin shifting its fleet to electric vehicles beginning in 2030 to reduce greenhouse gas emissions. The cost of electric 6 metre minibuses is $407,000. The total costs included in **Table 17** reflect the total cost of all buses with all in-vehicle technologies, including fareboxes.

# 7.0 Auxiliary Transit Vehicles

There are two main types of auxiliary vehicles which are necessary to support transit operations. These include:

- Supervisor Vehicles: Operated by on-street supervisors to support day-to-day operations.
- Maintenance Vehicles: Used to respond to incidents where on-street repairs are required.

As the bus fleet increases and the service area expands, the number of supervisor and maintenance vehicles will need to increase. Milton Transit provided the total number of auxiliary vehicles, of each type, forecast for 2035. Based on these figures, it is expected that the total in-service fleet will increase at a higher rate than the auxiliary vehicles. This suggests that each supervisor and maintenance representative may be responsible for a larger portion of the fleet and/or service area. **Table 18** summarizes the auxiliary vehicle requirements below.

**Table 18: Auxiliary Vehicle Requirements**

| Vehicle Requirements | Peak Conventional Transit Vehicles | Supervisor Vehicles | Maintenance Vehicles |
|---|---|---|---|
| 2025 Peak Vehicles | 26 | 3 | 1 |
| 2035 Peak Vehicles | 73 | 6 | 2 |
| Vehicle Growth in Horizon (2025-2035) | 47 | 3 | 1 |
| Growth Rate | 181% | 100% | 100% |
| Total Cost for Vehicle Growth in Horizon (2025-2035) | Not Applicable | $264,000 | $107,000 |

The cost of each supervisor vehicle is estimated at $88,000 and the estimated cost of each maintenance vehicle is $107,000. The costs in **Table 18** reflect the total cost of all vehicles and all in-vehicle technologies required within the vehicle to monitor the fleet, communicate with operations staff and carry the required maintenance equipment.

# 8.0 Facilities

The expansion vehicles noted in **Sections 4.3.5** and **6.2** will need to be maintained and stored in a new transit operations facility during the 10-year horizon period. The existing facility has exceeded its capacity, with many buses stored outdoors. Additionally, as a large portion of the population growth is expected to be from development outside the current service area, new transit terminals and bus stops will be required to enable passengers to utilize the service in a safe, accessible manner and to support efficient use of the vehicles.

## 8.1 Terminals

The Service Plan identified that three new transit terminals would be needed in the Sustainable Halton Lands area within the next ten years. They will serve as an anchor and transfer point between fixed-route and commingled services in the area. The Service Plan outlines that these terminals are required due to the radial network design and low frequencies, making it infeasible for passengers in the new service areas to transfer at other locations within the network. These new terminals and their anticipated construction cost are detailed in **Table 19** below:

**Table 19: New Transit Terminals Required and Costs**

| Terminal | Construction Period | Cost |
|---|---|---|
| Milton Education Village Terminal | 2026-2027 | $2,525,000 |
| Kennedy Circle Terminal | 2027-2028 | $515,000 |
| Britannia Terminal | 2033-2034 | $2,525,000 |
| **Total** | **Not Applicable** | **$5,565,000** |

## 8.2 Stops

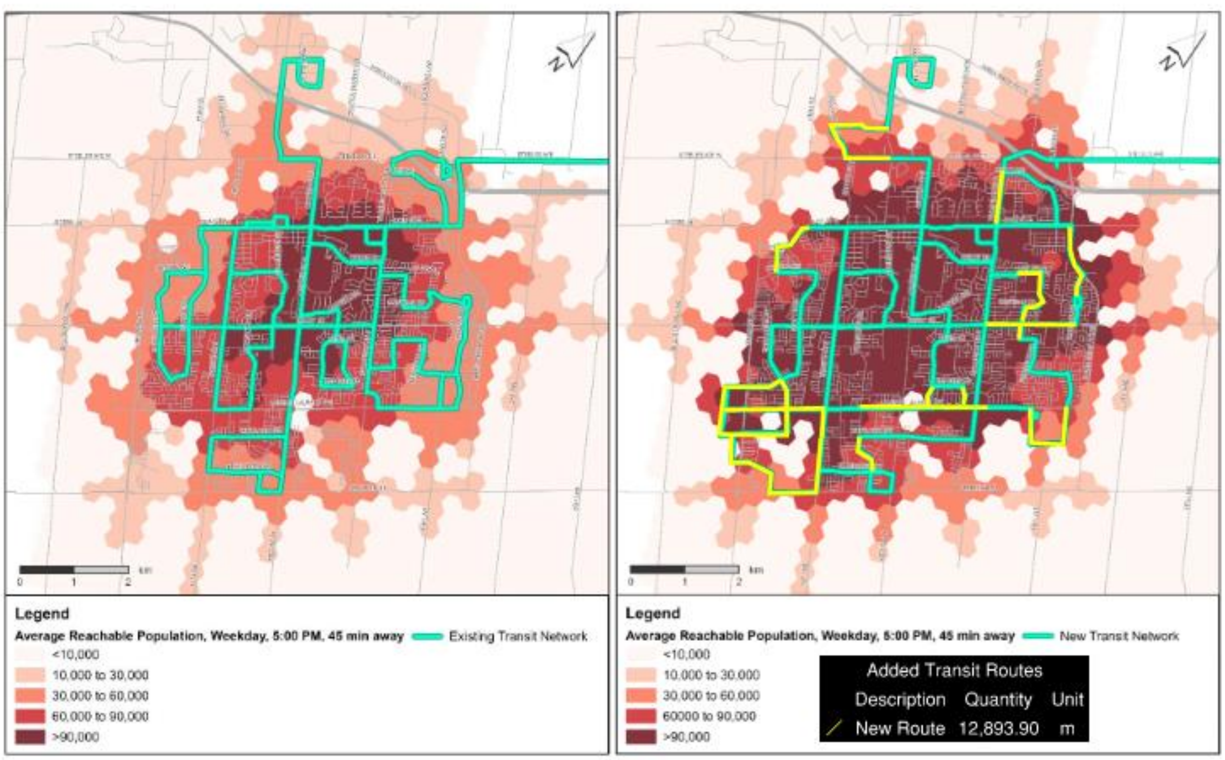
New bus stop signposts are needed in parts of the 2029 fixed-route service where no current service exists. The Service Plan recommends adding a bus stop every 300-400 metres along new routes. **Figure 6** shows where service will be added in areas lacking infrastructure, covering about 12,900 metres of roadway, which requires roughly 65 stops at 400-metre intervals. Each stop's installation costs an estimated $2,000. These new stops are planned for 2025, 2027, and 2029, with infrastructure assumed to be installed annually across all years, including 2026 and 2028, evenly distributing installations. It is therefore assumed that approximately one fifth of these stops have currently been added based on the route changes which have occurred during Phase 1; leaving a remaining 52 stops to be installed over the next four years.

Additional stops are expected beyond 2029 due to transit growth into new service areas. The cost of these stops was forecasted in the Service Plan at $10,000 annually for signposts and pads from 2030 to 2034. The Service Plan budget also includes costs for 2025-2029; however, a large portion of these costs reflects accessibility improvements, which are not expected to increase capacity significantly. Amenities such as bus shelters are listed separately in the budget for all years; however, they have also been excluded from the costs for this development charge study as they are not directly linked to growth areas.

The total costs for expansion-related bus stops are expected to equal $175,000.

### Figure 6: Proposed Fixed-Route Network in HUSP Area

*Exhibit 3.48: Comparison of Transit Access for Existing and Proposed 2029 Transit Networks*




*Source: Remix (Note: Analysis does not consider OnDemand zones)*

## 8.3 Transit Facility

Milton Transit currently faces several limitations at its existing transit storage and maintenance facility on Morobel Drive because it was not originally designed for fleet storage. As a result, it cannot adequately support maintenance and storage needs efficiently. Some buses are temporarily stored at the Milton Civic Operations Centre, which has reached capacity. This means buses are stored outside which reduces their lifespan and must travel out of service across town for maintenance, causing inefficiency and delays. Without a new, expanded bus garage, Milton Transit will struggle to increase service levels to accommodate the population growth. To address this, a new Town-Owned Garage is proposed to enhance service capacity. The facility will be built in phases, with the first phase planned to accommodate 140 buses.

The need for this facility was identified prior to the 2021 development charge study. Within that study, the benefit splits for capital items related to the facility were calculated based on the number and length of buses that would be added within each period. The same approach was taken for this development charge study, and since the need for this facility was identified at that time, the horizon includes the period from 2016 to 2021.

**Table 20: Vehicle Forecast 2016-2035**

| Bus Type | 2016 | 2025 | 2035 |
|---|---|---|---|
| Fixed-Route Buses | 13 | 32 | 87 |
| Commingled Vehicles 8 -metres | 5 | 6 | 0 |
| Commingled Vehicles 6 -metres | 0 | 9 | 24 |
| Supervisor Vehicles | 1 | 3 | 6 |
| Maintenance Vehicles | 1 | 1 | 2 |
| **Total** | **20** | **51** | **119** |

The first phase of this new facility is expected to be constructed by 2030 and is anticipated cost $135,549,000. Of the total facility cost, $49,559,000 is included in the Town’s approved capital work in progress and excluded from this appendix, as this amount is reflected in the Transit development charge reserve fund balance adjustment (note: the amount in the Town’s capital work in progress includes grant funding of

$7,188,000). This means that the Town requires additional funding of $85,990,000 to construct the facility. Future phases are not expected to be complete during the DC horizon; therefore, future phases have not been included herein.

# 9.0 Capital Summary

## 9.1 Full Transit Capital Plan

A summary 10-year capital plan of projects supporting the growth in transit service is noted in

**Table** 21. The total costs do not include HST. At the time of developing this study, apart from the federal and provincial contributions to the town-owned garage, there was no other known funding contribution; therefore, the Town is expected to cover the gross cost as stated during the 10-year study horizon.

**Table 21: 10-Year 2025-2035 Capital Plan**

| Item | Unit Price (2025) | Quantity (2025-2035) | 10-Year Capital Cost (Milton Transit Portion Only) |
|---|---|---|---|
| Fixed-Route Buses (Diesel) | $1,091,000 | 42 | $45,822,000 |
| Fixed-Route Buses (Electric) | $2,030,000 | 13 | $26,390,000 |
| Commingled Transit Vehicles (6 metre minibuses; gasoline) | $261,000 | 5 | $1,305,000 |
| Commingled Transit Vehicles (6 metre minibuses; electric) | $407,000 | 4 | $1,628,000 |
| Maintenance Vehicles | $107,000 | 1 | $107,000 |
| Supervisor Vehicles | $88,000 | 3 | $264,000 |
| MEV Terminal | $2,525,000 | 1 | $2,525,000 |
| Kennedy Circle Terminal | $515,000 | 1 | $515,000 |
| Britannia Terminal | $2,525,000 | 1 | $2,525,000 |
| Bus Stops | $2,000 | 90 | $164,000 |
| Maintenance and Operations Facility | $85,990,000 | 1 | $85,990,000 |
| **Total** | **Not Applicable** | **Not Applicable** | **$167,235,000** |

# 10.0 Apportioning Benefit – Vehicles

This section details how the transit vehicles necessary to provide the expanded service are apportioned between existing and growth benefit, and in-period and post-period benefit to growth.

## 10.1 In-Period Benefit to Existing and Growth

The 2016 DCA requires that the increased need for service be reduced by the extent to which a service would benefit the existing population. The in-period benefit is therefore further broken down into benefit to existing populations and benefit to growth populations.

### 10.1.1 Conventional Transit Vehicles

To determine the extent to which new transit capital will benefit the existing population and the growth population, it is first important to understand the propensity of each population group to use transit.

New developments and their corresponding populations in Canada have an increased propensity to use transit due to changing views on mobility, higher densities of new built form, and increased adoption of transit-oriented design in new developments. Existing populations have a lower propensity to use transit due to the existing auto-oriented built form and challenges in changing established behaviours.

New development that is being planned within Milton over the next ten years will be denser, on average, than existing development in the HUSP Urban Areas.

**Table 4** illustrates the percentage of population from both existing and new growth by unit type. Currently, 66.7% of the existing population living within urban and suburban parts of Milton lives in single-detached dwellings, compared to only 42.4% of the 2025-2035 growth population. This change in built form will impact the propensity to use transit by different portions of the population.

Data was derived from the 2022 Transportation Tomorrow Survey (TTS) to understand how housing choice correlates with the propensity to use transit. The TTS is a comprehensive travel survey conducted in the Greater Golden Horseshoe Area every five years. The purpose of the survey is to provide data that helps governments and transportation agencies make transportation investment decisions. **Table 22** below illustrates the average 2022 transit mode share of residents in Milton by housing type. The data was used to identify the relative differences in mode share by housing type from TTS.

**Table 22: Transit Mode Share by Housing Type in Milton**

| Housing Type | Transit Mode Share | Factor Relative to Low-Density |
|---|---|---|
| Low-Density (Singles and Semis) | 0.53% | 1.00 |
| Medium-Density (Multiples) | 0.62% | 1.17 |
| High-Density (Apartments) | 4.31% | 8.13 |

These figures identify that residents who live in high-density developments are more likely to use transit than residents who live in medium-density developments, who are in turn more likely to use transit than residents who live in low-density developments.

The TTS data does not include a transit mode share for the population associated with off-campus student households or institutional housing. Since these types of housing are typically high-density, the transit mode share for high-density development was used for these housing types for this analysis.

The “Factor Relative to Low-Density” column in **Table 22** measures the ratio of transit use for residents in higher densities, relative to low-density units. For example, medium-density units use transit 1.17 times more than low-density units (0.62% ÷ 0.53% = 1.17). These factors were used to adjust the expected annual trips per capita for the existing and growth population by housing type in the remainder of this study.

To calculate the proportion of trips made by the growth and existing population, several steps were taken and are outlined below.

### Identify Growth in Boardings Based on Population Growth Only

The first step was to determine the growth in boardings that would occur based on population growth only (assuming no service level improvements would take place). Since new growth will be constructed with a higher density share (**Table 3**), the number of rides per capita for the growth population were adjusted to reflect the higher likelihood of using transit.

The "Factor Relative to Low-Density" for each housing type identified in **Table 22** above was used to calculate a density adjustment for the new populations. The portion of the overall population by growth period residing in each housing type (**Table 3**) was multiplied by the associated transit use density adjustment factor. This means that a factor of 1.0 was applied to the portion of the population residing in low-density units, 1.17 to the portion of the population residing in medium-density units and 8.13 to the portion of the population residing in high-density and institutional units. The resulting sum of these values provides a density factor for each population group (existing residents and growth residents between 2025 and 2035). The density factor was calculated to be 1.85 for the existing population group and 2.54 for the growth population, which represents the impact of density on transit growth, as shown in **Table 23**.

**Table 23: Proportion of Housing Mix and Ridership Per Capita for Growth Populations**

| Housing Type | Factor Relative to Low-Density | 2025 Population Excluding Rural | 2025-2035 Population Excluding Rural |
|---|---|---|---|
| Low-Density | 1.00 | 66.7% | 42.4% |
| Medium-Density | 1.17 | 21.9% | 36.9% |
| High-Density | 8.13 | 10.2% | 18.3% |
| Off-Campus Student Household | 8.13 | 0.1% | 1.5% |
| Institutional | 8.13 | 1.2% | 1.0% |
| **Transit Propensity Factor (Weighted Average)** | **Not Applicable** | **1.85** | **2.54** |
| **Boardings per Capita** | **Not Applicable** | **9.49** | **13.03** |

The transit propensity factor of 1.85 in the existing population yields a boardings per capita of 9.49, while the transit propensity factor of 2.54 of the growth population yields a boardings per capita of 13.03.

To calculate the adjusted boardings per capita, the following calculation was used:

**Formula - Boardings per Capita**

= "Factor Relative to Low Density" from Growth Population ÷ "Factor Relative to Low Density" from Existing 2025 Population x 2025 Boardings per Capita

**Calculation**

= 2.54 ÷ 1.85 x 9.49

= 13.03

The numbers associated with these steps are summarized in **Table 24**.

**Table 24: Calculation of 2035 Adjusted Conventional Boardings by Population**

| Area | Population Excluding Rural | Factor Relative to Low Density | Boardings Per Capita | Adjusted Annual Boardings (2035) |
|---|---|---|---|---|
| 2025 Population | 147,680 | 1.85 | 9.49 | 1,401,701 |
| Increase in Housing Unit Occupancy 2025-2035 | 10,260 | 1.85 | 9.49 | 97,382 |
| 2025-2035 Growth | 105,130 | 2.54 | 13.03 | 1,369,844 |
| **2035 Total** | **263,070** | **Not Applicable** | **Not Applicable** | **2,868,927** |

**Adjust Boardings by Population Group to Reflect 2035 Forecasts**

The next step is to adjust the annual boardings in **Table 24** to reflect the full boardings forecast (**Table 9**), assuming service improvements reflected in the capital plan are in place.

To do this, the 2035 projection of total boardings is divided by the 2035 total boardings calculated above (**Table 23**).

**Formula - Boardings Growth Factor**

= 2035 Boardings Forecast (**Table 9**) ÷ 2035 Boardings (**Table 24**) assuming no service improvements in place.

**Calculation**

= 3,391,002 ÷ 2,868,927

= 1.18

Using this boardings growth factor, the annual boardings in **Table 24** was multiplied by 1.18. This calculation is reflected in **Table 25**.

**Table 25: Calculation of 2035 Adjusted Conventional Boardings by Population**

| Area | Population Excluding Rural | Boardings Per Capita (Table 24) | Annual Boardings (Table 24) | Boardings Adjustment Factor | 2035 Annual Boardings (Forecast Adjusted) |
|---|---|---|---|---|---|
| 2025 Population | 147,680 | 9.49 | 1,401,701 | 1.18 | 1,654,007 |
| Increase in Housing Unit Occupancy 2025-2035 | 10,260 | 9.49 | 97,382 | 1.18 | 114,911 |
| 2025-2035 Growth | 105,130 | 13.03 | 1,369,844 | 1.18 | 1,616,416 |
| **2035 Total** | **263,070** | **Not Applicable** | **2,868,927** | **1.18** | **3,385,334**[16] |

As seen in **Table 25**, the average trips per capita is required to grow by the existing and growth population to achieve the 2035 target for boardings. This suggests that the service improvements will benefit both the existing population and the growth population, with an increased benefit to the growth population based on the transit propensity factor.

### Calculate Benefit Apportionment

To calculate the apportionment to growth and existing population, the following formulas were used:

[16] Rounding in the boardings adjustment factor results in a figure that differs slightly from the 2035 forecast.

**Formula - Boardings by Existing Population in 2035**

= Forecast Adjusted Boardings from 2025 Population + Forecast Adjusted Boardings from 2025 to 2035 Population Increase

**Calculation**

= 1,654,007 + 114,911

= 1,768,918

**Formula - Benefit to Existing**

= (Boardings by Existing Population in 2035 - Boardings by Existing Population in 2025) ÷ (Total Boardings by All residents in 2035 - Total Boardings by All residents in 2025)

**Calculation**

= (1,768,918 – 1,401,701) ÷ (3,385,334 – 1,401,701)

= 18.51%

**Formula - Benefit to Growth**

= Boardings by Growth Population in 2035 ÷ (Total Boardings by All Residents in 2035 - Total Boardings by All Residents in 2025)

**Calculation**

= 1,616,416÷ (3,385,334 – 1,401,701)

= 81.49%

Therefore, the benefit to existing and growth for conventional vehicles and associated equipment is as follows:

- 18.51% to benefit to existing
- 81.49% to benefit to growth

### 10.1.2 Commingled Transit Vehicles

The method used to apportion growth relating to the commingled transit vehicles differs from conventional transit due to the conditional eligibility of the Access+ service.

As noted in **Section 4.3.4**, there is expected to be no growth in the number of boardings from on demand riders. Therefore, the benefits are allocated to two groups of customers:

1. New registrants of Access+ based on the existing population (attributed to an aging population that will register for the service - as mentioned in **Section 5.2**); and
2. New registrants of Access+ based on growth in population.

Additional vehicles are required to support the increase in boardings from both the existing population and new growth. To determine the number of new registrants that come from each population group, the impacts of an aging population on the prevalence of disability (and thus the potential to register for Access+) was calculated.

The population with a disability as illustrated in **Table 14** in each age cohort in 2035 was multiplied by the ratio of 2025 population to the total 2035 population (including growth). This provided the number of registrants from the existing population with a disability in 2035. The net growth between 2025 and 2035 was the number of new existing residents that could potentially have a disability over the period and be eligible for Access+.

The growth population with a disability was calculated by multiplying the total 2035 population with a disability (**Table 14**) in each age cohort by the ratio of growth population (2025 to 2035) to the 2035 total population. This is illustrated in **Table 26** below.

### Table 26: Allocation of New Registrants to Growth and Non-Growth

| Population | 2025 | 2035 |
|---|---|---|
| Population | 157,055 | 273,566 |
| % Existing Population | 100.0% | 61.2% |
| % Growth Population | 0.0% | 38.8% |
| Population with a disability | 41,995 | 78,600 |
| *Growth in Existing Population with a Disability* | *Not Applicable* | *3,771* |
| *Growth in New Population with a Disability* | *Not Applicable* | *29,063* |
| % of new registrants from existing aging population | Not Applicable | 11.48% |
| % of new registrants from population growth | Not Applicable | 88.52% |

Therefore, the benefit to existing and growth for mobility vehicles and associated ITS is as follows:

- 11.48% to benefit to existing
- 88.52% to benefit to growth

## 10.2 Post-Period Benefit

The DCA requires that no portion of the service intended to benefit anticipated development within the ten-year study period remain as excess capacity at the end of the ten-year study period. For the purposes of this study, the in-period is identified as the period from mid-2025 to mid-2035, and the post-period is assumed to be from mid-2035 to mid-2045.

### 10.2.1 Conventional Transit

The post-period benefit was calculated using the proportion of annual transit trip growth that are conducted by the 2035 to 2045 population, as detailed in **Section 4.3.2** above. The in-period and post-period growth benefits were calculated as follows:

**Identify Growth in Boardings Based on Population Growth Only**

The transit propensity factor was calculated to be 2.71 for the post-period growth population, based on a weighted average, as shown in **Table 27**.

**Table 27: Transit Propensity Factor (Post-Period) Relative to Housing Type Calculation**

| Housing Type | Factor Relative to Low-Density | 2025 Population Excluding Rural | 2025-2035 Population Excluding Rural | Post-Period Growth Population Excluding Rural (2035-2045) |
|---|---|---|---|---|
| Low-Density | 1.00 | 66.7% | 42.4% | 32.6% |
| Medium-Density | 1.17 | 21.9% | 36.9% | 44.5% |
| High-Density | 8.13 | 10.2% | 18.3% | 19.7% |
| Off-Campus Student Household | 8.13 | 0.1% | 1.5% | 1.2% |
| Institutional | 8.13 | 1.2% | 1.0% | 2.0% |
| **Transit Propensity Factor (Weighted Average)** | **Not Applicable** | **1.85** | **2.54** | **2.71** |
| **Boardings per Capita** | **Not Applicable** | **9.49** | **13.03** | **13.90** |

The transit propensity factor of 1.85 in the existing population yields a boardings per capita of 9.49, while the transit propensity factor of 2.71 of the post-period growth population yields a boardings per capita of 13.90.

To calculate the adjusted boardings per capita, the following calculation was used:

**Formula - Boardings per Capita**

= "Factor Relative to Low Density" from Post-Period Growth Population ÷ "Factor Relative to Low Density" from existing 2025 population x 2025 Boardings per Capita

**Calculation**

= 2.71 ÷ 1.85 x 9.49

= 13.90

The numbers associated with these steps are summarized in **Table 28**.

### Table 28: Calculation of 2045 Conventional Boardings by Population

| Area | Population Excluding Rural | Factor Relative to Low Density | Boardings Per Capita | Adjusted Annual Boardings |
|---|---|---|---|---|
| 2025 Population | 147,680 | 1.85 | 9.49 | 1,401,701 |
| Increase in Housing Unit Occupancy 2025-2035[17] | 10,260 | 1.85 | 9.49 | 97,382 |
| 2025-2035 Growth | 105,130 | 2.54 | 13.03 | 1,369,844 |
| Increase in Housing Unit Occupancy 2035-2045[18] | -11,562 | 2.54 | 13.03 | -150,653 |
| Post-Period 2035-2045 Growth | 83,579 | 2.71 | 13.90 | 1,161,748 |
| **2045 Total** | **335,087** | **Not Applicable** | **Not Applicable** | **3,880,022** |

**Adjust Boardings by Population Group to Reflect Forecasts**

The total boardings to 2045 are expected to increase based on changes to the network within the DC horizon. To account for this, the 2045 boardings are adjusted as outlined in **Section 10.1.1**. The post-period boardings consider only the additional boardings which could be accommodated by the 2035 network.

**Formula - Boardings Growth Factor**

= 2045 Boardings Forecast (**Table 9**) ÷ 2045 Boardings from **Table 28** assuming no service improvements in place.

**Calculation**

= 4,979,498 ÷ 3,880,022

= 1.28

These boardings are summarized in **Table 29**.

[17] Applied only to units occupied prior to 2025
[18] Applied only to units expected to be occupied between 2035 and 2045

**Table 29: Calculation of 2045 Adjusted Conventional Boardings by Population**

| Population Group | Population Excluding Rural | Boardings Per Capita (Table 28) | Annual Boardings (Table 28) | Boardings Adjustment Factor | Annual Boardings (Adjusted) |
|---|---|---|---|---|---|
| 2025 Population | 147,680 | 9.49 | 1,401,701 | 1.28 | 1,798,926 |
| Increase in Housing Unit Occupancy 2025-2045 | 10,260 | 9.49 | 97,382 | 1.28 | 124,979 |
| 2025-2035 Growth | 105,130 | 13.03 | 1,369,844 | 1.28 | 1,758,040 |
| Increase in Housing Unit Occupancy 2035-2045 | -11,562 | 13.03 | -150,653 | 1.28 | -193,346 |
| Post-Period 2035-2045 Growth | 83,579 | 13.90 | 1,161,748 | 1.28 | 1,490,974 |
| **2045 Total** | **335,087** | **Not Applicable** | **3,880,022** | **1.28** | **4,979,573** |

Based on the table above, the in-period and post-period growth benefit were calculated as follows:

**Formula - Proportion of Benefit to Growth to Allocate Post-Period**

= Post-Period Growth Population Annual Boardings ÷ (2045 Boardings - 2025 Annual Boardings)

**Calculation**

= 1,490,974 ÷ (4,979,573 – 1,401,701)

= 41.67%

**Formula - Post-Period Benefit to Growth**

= Benefit to Growth x Proportion of Benefit to Growth to Allocate Post-Period

**Calculation**

= 81.49% x 41.67%

= 33.96%

**Formula – In-Period Benefit to Growth**

= Benefit to Growth – Post-Period Benefit to Growth

**Calculation**

= 81.49% – 33.96%

= 47.53%

Therefore, the pre-period, in-period and post-period benefit to existing and growth for local conventional vehicles and associated fareboxes and ITS is as follows:

- 18.51% in-period benefit to existing
- 47.53% in-period benefit to growth
- 33.96% post-period benefit to growth

### 10.2.2 Commingled Transit

Unlike conventional transit, there is no post-period benefit for the purchase of the Access+ fleet in-period. Since specialized transit systems and on demand systems typically have some degree of trip denials, any increase in registrants and trips beyond 2035 will require additional capacity (since 0.45% of trips from the 2035-2045 growth population are anticipated to be denied).

***As a result, there is no post-period benefit for commingled transit.***

# 11.0 Apportioning Benefit – Other Capital Items

This section details how the transit facilities necessary to provide the expanded service are apportioned between existing and growth benefit, and in-period and post-period benefit to growth.

## 11.1 Auxiliary Vehicles

The method used to apportion in-period and post-period benefits related to auxiliary vehicles is different from that used for the other vehicles (buses). Supervisor and maintenance vehicle needs are tied to the growth in the number of peak vehicles and, therefore, are responsive to demand (growth in the bus fleet) from both services. The benefit for new auxiliary vehicles is therefore apportioned based on a weighted average of the benefits to each population (existing and growth) for each service, calculated using the ratio of growth in peak vehicles to support each service.

**Formula – In-Period Benefit to Existing**

= (Conventional Growth Vehicles x Associated Benefit to Existing) + (Commingled Growth Vehicles x Associated Benefit to Existing) ÷ (Conventional Growth Vehicles + Commingled Growth Vehicles)

**Calculation**

= (55 x 18.51% + 9 x 11.48%) ÷ (55 + 9)

= 17.52%

**Formula – In-Period Benefit to Growth**

= (Conventional Growth Vehicles x Associated In-Period Benefit to Growth) + (Commingled Growth Vehicles x Associated In-Period Benefit to Growth) ÷ (Conventional Growth Vehicles + Commingled Growth Vehicles)

**Calculation**

= (55 x 47.53% + 9 x 88.52%) ÷ (55 + 9)

= 53.29%

**Formula – Post-Period Benefit to Growth**

= (Conventional Growth Vehicles x Associated Post-Period Benefit to Growth) + (Commingled Growth Vehicles x Associated Post-Period Benefit to Growth) ÷ (Conventional Growth Vehicles + Commingled Growth Vehicles)

**Calculation**

= (55 x 33.96% + 9 x 0%) ÷ (55 + 9)

= 29.18%

Therefore, the benefit to existing, in-period benefit to growth and post-period benefit to growth for auxiliary vehicles is:

- 17.52% in-period benefit to existing
- 53.29% in-period benefit to growth
- 29.18% post-period benefit to growth

## 11.2 Terminals

As previously indicated in **Section 8.1**, the new terminals in the Sustainable Halton Lands area are required to serve the growth areas. As these areas do not have transit service today, the benefit of the terminals is 100% related to growth.

Currently, all routes converge at Milton GO Station and operate on a pulse system, meaning they tend to meet at the same time to facilitate passenger transfers between routes. Based on the frequency of the fixed-routes, this facility accommodates approximately 21 buses per hour across 6 bus stop locations. This is equal to 3.5 buses per hour per stop. There is 1 additional bus stop which accommodates on demand and Access+ trips destined for this location.

### 11.2.1 Milton Education Village Terminal

The Milton Education Village (MEV) Terminal is planned to support Routes 6, 7 and 8 by 2029 which equates to approximately 7 buses per hour during peak periods. Based on the same 3.5 buses per hour per stop this would suggest that 2 bus stops would be required to accommodate the 2029 network. Since the total boardings are expected to increase by approximately 150% between 2029 and 2035, it is expected that a third bay may be required. Milton Transit has identified that the terminal will be constructed with 6 bus bays which means there will be 50% excess capacity in this terminal at the end of the DC horizon. Therefore, the benefit of the MEV terminal has been apportioned as follows:

- 0.00% in-period benefit to existing
- 50.00% in-period benefit to growth
- 50.00% post-period benefit to growth

### 11.2.2 Kennedy Circle Terminal

The Kennedy Circle Terminal is planned to support Routes 3,4 and 5 by 2029 which equates to approximately 8 buses per hour during peak periods. Based on the same 3.5 buses per hour per stop, this would suggest that 2 bus stops would be required to accommodate the 2029 network. Since the total boardings are expected to increase by approximately 150% between 2029 and 2035, it is expected that a third bay may be required. Milton Transit has identified that the terminal will be constructed with 3 bus stops, which means there will be no excess capacity in this terminal at the end of the DC horizon. Therefore, the benefit of the Kennedy Circle terminal has been apportioned as follows:

- 0.00% in-period benefit to existing
- 100.00% in-period benefit to growth
- 0.00% post-period benefit to growth

### 11.2.3 Britannia Terminal

Britannia Terminal was identified in the Service Plan to serve the emerging Britannia and Trafalgar areas and support future connections to neighbouring municipalities. As such there will also be no benefit to existing for this facility. No routes were identified within the service plan to utilize this terminal. Therefore, to determine how the benefit to growth should be apportioned the growth in these two areas was assessed.

**Table 30: Population Growth Britannia and Trafalgar**

| Density | 2025 to 2035 | 2035 to 2045 |
|---|---|---|
| Population Growth | 46,421 | 29,803 |

| | | |
|---|---|---|
| Potion of Total Growth | 60.90% | 39.10% |

The benefit to growth of this terminal was apportioned based on the portion of the total population growth was expected during the in-period and post-period horizons. The results are as follows:

- 0.00% in-period benefit to existing
- 60.90% in-period benefit to growth
- 39.10% post-period benefit to growth

## 11.3 Bus Stops

Bus stops were provisioned along new fixed-route services outlined in the 2029 service plan. On Demand service would not require additional bus stops. No additional bus stops were added for service post-2029 as these routes have yet to be defined.

The planned bus stops use the same apportionment as conventional service, since the same riders will be using these assets.

Therefore, the apportionment for the growth area bus stops is as follows:

- 18.51% in-period benefit to existing
- 47.53% in-period benefit to growth
- 33.96% post-period benefit to growth

## 11.4 Transit Facility

**Section 8.3** outlined the capital need for the transit facility and the number of vehicles which would be stored within that facility in each horizon. To understand the spatial requirements of these total growth vehicles, the quantities of each were converted to 40-foot bus equivalent (FFE) based on their size. **Table 20** summarizes the total growth vehicles of each type required during each horizon converted to 40-foot bus equivalent (FFE) and rounded to reflect whole vehicles.

**Table 31: Growth Bus Forty-foot Equivalents**

| Bus Type | Bus Length (feet) | Ratio to 40-foot Bus | Existing Quantity (2016) | Pre-Period (2016-2025) Growth Quantity | In-Period (2025-2035) Growth Quantity | Total FFE Existing (2016) | Total FFE Growth Pre-Period (2016-2025) | Total FFE Growth In-Period (2025-2035) |
|---|---|---|---|---|---|---|---|---|
| Fixed-Route Buses | 40 | 1.0 | 13 | 12 | 55 | 13 | 12 | 55 |
| Commingled Vehicles 8 -metres | 26.2 | 0.656 | 5 | 1 | -6 | 3 | 1 | -4 |
| Commingled Vehicles 6 -metres | 19.7 | 0.492 | 0 | 9 | 15 | 0 | 4 | 7 |
| Supervisor Vehicles | 15 | 0.375 | 1 | 2 | 2 | 0 | 1 | 1 |
| Maintenance Vehicles | 15 | 0.375 | 1 | 0 | 1 | 0 | 0 | 0 |
| **Total [19]** | **Not Applicable** | **Not Applicable** | **20** | **24** | **67** | **17** | **18** | **60** |

[19] Total may differ from the sum due to rounding

The benefit to existing, and pre-period, in-period and post-period benefits to growth were then apportioned based on the portion of total space in the new facility each would occupy.

**Formula – Benefit to Existing**

= Existing Vehicles 2016 ÷ Total Phase 1 Capacity x 100%

**Calculation**

= 17 ÷ 140 x 100%

= 12.14%

**Formula – Pre-Period Benefit to Growth**

= Total FFE Growth Pre-Period ÷ Total Phase 1 Capacity x 100%

**Calculation**

= 18 ÷ 140 x 100%

= 12.86%

**Formula – In-Period Benefit to Growth**

= Total FFE Growth In-Period ÷ Total Phase 1 Capacity x 100%

**Calculation**

= 60 ÷ 140 x 100%

= 42.86%

**Formula – Post-Period Benefit to Growth**

= (Total Phase 1 Capacity - Existing Vehicles 2016 -Total FFE Growth Pre-Period - Total FFE Growth In-Period) ÷ Total Phase 1 Capacity x 100%

**Calculation**

= (140 – 17 – 18 – 60) ÷ 140 x 100%

= 32.14%

The apportionment for the transit facility is therefore:

- 12.14% benefit to existing
- 12.86% pre-period benefit to growth
- 42.86% in-period benefit to growth
- 32.14% post-period benefit to growth

The requirement for this facility was identified in 2021, and development charges have been collected since then. The use of these reserves and their relationship to the pre-period benefit is explored further in Chapter 4 of the main body of this background study.

# 12.0 Summary of Key Values

**Table 32** presents the full capital plan, including how the capital costs are apportioned between benefits to existing and growth.

Table 32: Capital Plan and Apportionments

| Item | Unit Price (2025) | Quantity (2025-2035) | 10-Year Capital Cost | Benefit to Existing | Pre-Period Benefit to Growth | In-Period Benefit to Growth | Post-Period Benefit to Growth |
|---|---|---|---|---|---|---|---|
| Fixed-Route Buses (Diesel) | $1,091,000 | 42 | $45,822,000 | 18.51% | 0.00% | 47.62% | 33.87% |
| Fixed-Route Buses (Electric) | $2,030,000 | 13 | $26,390,000 | 18.51% | 0.00% | 47.62% | 33.87% |
| Commingled Transit Vehicles (6 metre minibuses; gasoline) | $261,000 | 5 | $1,305,000 | 11.48% | 0.00% | 88.52% | 0.00% |
| Commingled Transit Vehicles (6 metre minibuses; electric) | $407,000 | 4 | $1,628,000 | 11.48% | 0.00% | 88.52% | 0.00% |
| Maintenance Vehicles | $107,000 | 1 | $107,000 | 17.52% | 0.00% | 53.37% | 29.11% |
| Supervisor Vehicles | $88,000 | 3 | $264,000 | 17.52% | 0.00% | 53.37% | 29.11% |
| MEV Terminal | $2,525,000 | 1 | $2,525,000 | 0.00% | 0.00% | 50.00% | 50.00% |
| Kennedy Circle Terminal | $515,000 | 1 | $515,000 | 0.00% | 0.00% | 100% | 0.00% |
| Britannia Terminal | $2,525,000 | 1 | $2,525,000 | 0.00% | 0.00% | 60.90% | 39.10% |
| Bus Stops | $2,000 | 82 | $164,000 | 18.51% | 0.00% | 47.62% | 33.87% |
| Maintenance and Operations Facility | $85,990,000 | 1 | $85,990,000 | 12.14% | 12.86% | 42.86% | 32.14% |
| **Total** | **Not Applicable** | **Not Applicable** | **$167,235,000** | **Not Applicable** | **Not Applicable** | **Not Applicable** | **Not Applicable** |

# Appendix H
## Changes to the D.C.A.

# Appendix H: Changes to the D.C.A.

Since the passage of the Town's previous D.C. by-law, there have been a number of changes to the D.C.A. This appendix summarizes the changes.

## H.1 Changes to the D.C.A.: *Bill 213 and Bill 109*

### *H.1.1 Bill 213: Better for People, Smarter for Business Act, 2020*

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the Ministry of Training, Colleges and Universities Act by introducing a new section that would exempt the payment of D.C.s for developments of land intended for use by a university that receives operating funds from the Government. As a result, this mandatory exemption will be included in the D.C. by-law.

### *H.1.2 Bill 109: More Homes for Everyone Act, 2022*

On April 14, 2022, Bill 109 received Royal Assent. One of the changes of the Bill and Ontario Regulation (O. Reg.) 438/22 that took effect upon Royal Assent included amending the D.C.A. and O. Reg. 82/98 related to the requirements for the information which is to be included in the annual Treasurer's statement on D.C. reserve funds and the requirement for publication of the statement.

- The following additional information must be provided for each D.C. service being collected for during the year:

    a. whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law; and

    b. if the answer to a) is no, the amount the municipality now expects to incur and a statement as to why this amount is expected; and

- For any service for which a D.C. was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.

The D.C.A. has also been amended to now require that the annual Treasurer's statement be made available to the public on the website of the municipality or, if there is no such website, in the municipal office.

## H.2 Changes to the D.C.A. – *Bill 23: More Homes Built Faster Act, 2022*

On November 28, 2022, Bill 23 received Royal Assent. This Bill amended a number of pieces of legislation including the *Planning Act* and D.C.A. The following provides a summary of the changes to the D.C.A.:

### *H.2.1 Additional Residential Unit Exemption*

The rules for these exemptions are now provided in the D.C.A., rather than the regulations and are summarized as follows:

- Exemption for residential units in existing rental residential buildings – For rental residential buildings with four or more residential units, the greater of one unit or 1% of the existing residential units will be exempt from D.C.
- Exemption for additional residential units in existing and new residential buildings – The following developments will be exempt from a D.C.:
    - A second unit in a detached, semi-detached, or rowhouse if all buildings and ancillary structures cumulatively contain no more than one residential unit;
    - A third unit in a detached, semi-detached, or rowhouse if no buildings or ancillary structures contain any residential units; and
    - One residential unit in a building or structure ancillary to a detached, semi-detached, or rowhouse on a parcel of urban land, if the detached, semi-detached, or rowhouse contains no more than two residential units and no other buildings or ancillary structures contain any residential units.

### *H.2.2 Removal of Housing as an Eligible D.C. Service*

Housing is removed as an eligible service as of November 28, 2022. Municipalities with by-laws that include a charge for housing services can no longer collect for this service. It is noted that the charge for housing services is still applicable where rates have been frozen for the purposes of instalment payments under the D.C.A.

### *H.2.3 New Statutory Exemption for Non-Profit Housing*

Non-profit housing units are exempt from D.C.s and D.C. instalment payments due after November 28, 2022.

### *H.2.4 New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units*

Affordable units, attainable units, and inclusionary zoning units (affordable) are exempt from the payment of D.C.s, as follows:

- <u>Affordable Rental Units:</u> Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- <u>Affordable Owned Units:</u> Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.

*Note: As discussed in Section H.2.13, the definitions above of an Affordable Rental Unit and Affordable Owned Unit have been modified through Bill 134.*

- <u>Attainable Units:</u> Excludes affordable units and rental units; will be defined as prescribed development or class of development and sold to a person who is at "arm's length" from the seller.

*Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.*

*Note: the above Affordable Owned and Rental Unit exemptions came into force as of June 1, 2024. At the time of writing, it is not known when the exemption for Attainable Units will be in force.*

- <u>Inclusionary Zoning Units:</u> Affordable housing units required under inclusionary zoning by-laws are exempt from a D.C.

### *H.2.5 Historical Level of Service Extended to 15-Year Period Instead of the Historical 10-Year Period*

Prior to Bill 23, the increase in need for service was limited by the average historical level of service calculated over the 10-year period preceding the preparation of the D.C. background study. This average is now extended to the historical 15-year period.

### *H.2.6 Revised Definition of Capital Costs*

The definition of capital costs has been revised to remove studies. Further, the regulations to the Act may prescribe services for which land or an interest in land will be restricted.

*Note: the definition of capital costs was revised to reverse the change related to studies through Bill 185 (see Section H.3.1).*

### *H.2.7 Mandatory Phase-in of a D.C.*

For all D.C. by-laws passed after January 1, 2022, the charge must be phased-in annually over the first five years the by-law is in force, as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

*Note: this change was reversed by Bill 185 (discussed in section H.3.2).*

### *H.2.8 D.C. By-law Expiry*

A D.C. by-law now expires 10 years after the day it comes into force (unless the by-law provides for an earlier expiry date). This extends the by-law's life from five (5) years, prior to Bill 23.

### *H.2.9 Installment Payments*

Non-profit housing development has been removed from the instalment payment section of the Act (section 26.1), as these units are now exempt from the payment of a D.C.

### H.2.10 Rental Housing Discount

The D.C. payable for rental housing development will be reduced based on the number of bedrooms in each unit as follows:

- Three or more bedrooms – 25% reduction;
- Two bedrooms – 20% reduction; and
- All other bedroom quantities – 15% reduction.

### H.2.11 Maximum Interest Rate for Instalments and Determination of Charge for Eligible Site Plan and Zoning By-law Amendment Applications

No maximum interest rate was previously prescribed. As per Bill 23, the maximum interest rate is set at the average prime rate plus 1%. This maximum interest rate provision would apply to all instalment payments and eligible site plan and zoning by-law amendment applications occurring after November 28, 2022.

### H.2.12 Requirement to Allocate Funds Received

Annually, beginning in 2023, municipalities are required to spend or allocate at least 60% of the monies in a reserve fund at the beginning of the year for water, wastewater, and services related to a highway. Other services may be prescribed by the regulation.

### H.2.13 Bill 134: Affordable Homes and Good Jobs Act, 2023

The exemption for affordable residential units was included in the More Homes Built Faster Act (Bill 23), enacted by the Province on November 28, 2022. Under this legislation, affordable residential units were defined within subsection 4.1 of the D.C.A. and exemptions for D.C.s were provided in respect of this definition. While the legislation was enacted in November 2022, the ability for municipalities to implement the exemptions is based on the "Affordable Residential Units for the Purposes of the Development Charges Act, Bulletin" published by the Minister of Municipal Affairs and Housing. This bulletin informs the average market rent and purchase price to be used in determining which developments qualify as affordable residential units. This bulletin was published on April 5, 2024.

Bill 134 received Royal Assent on December 4, 2023 and provides for a modification to the affordable residential unit definition by:

- Introducing an income-based test for affordable rent and purchase price; and
- Increasing the threshold for the market test of affordable rent and purchase price.

This change provides the exemption based on the lesser of the two measures. Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- The tenant and purchaser transacting the affordable unit being at arm's length;
- The intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- Exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides a comparison of the definitions provided through Bill 23 and those provided through Bill 134 (underlining added for emphasis).

| Item | Bill 23 Definition | Bill 134 Definition (Current D.C.A. Definition) |
|---|---|---|
| Affordable residential unit rent (subsection 4.1 (2), para. 1) | The rent is no greater than <u>80 per cent of the average market rent</u>, as determined in accordance with subsection (5). | The rent is no greater than <u>the lesser of</u>,<br>i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), and<br>ii. the <u>average market rent</u> identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1 | The <u>average market rent for the year in which the residential unit is occupied by a tenant</u>, as identified in the bulletin entitled the "Affordable Residential Units for the Purposes of | The Minister of Municipal Affairs and Housing shall,<br>(a) determine the <u>income of a household</u> that, in the Minister's opinion, is <u>at the 60th percentile of gross annual incomes</u> |

| Item | Bill 23 Definition | Bill 134 Definition (Current D.C.A. Definition) |
|---|---|---|
| | the Development Charges Act, 1997 Bulletin." | for renter households in the applicable local municipality; and<br>(b) identify the rent that, in the Minister's opinion, is equal to 30 per cent of the income of the household referred to in clause (a). |
| Affordable residential unit ownership (subsection 4.1 (3), para. 1) | The price of the residential unit is no greater than 80 per cent of the average purchase price, as determined in accordance with subsection (6). | The price of the residential unit is no greater than the lesser of,<br>i. the income-based affordable purchase price for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), and<br>ii. 90 per cent of the average purchase price identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1 | The average purchase price for the year in which the residential unit is sold, as identified in the bulletin entitled the "Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin," as it is amended from time to time, that is published by the Minister of Municipal Affairs and Housing on a website of the Government of Ontario. | The Minister of Municipal Affairs and Housing shall,<br>(a) determine the income of a household that, in the Minister's opinion, is at the 60th percentile of gross annual incomes for households in the applicable local municipality; and<br>(b) identify the purchase price that, in the Minister's opinion, would result in annual accommodation costs equal to 30 per cent of the income of the |

| Item | Bill 23 Definition | Bill 134 Definition (Current D.C.A. Definition) |
| --- | --- | --- |
| | | household referred to in clause (a) |

Note: the Affordable Unit exemption came into force on June 1, 2024.

## H.3 Bill 185: *Cutting Red Tape to Build More Homes Act*

On April 10, 2024, the Province released Bill 185: *Cutting Red Tape to Build More Homes Act.* The Bill received Royal Assent on June 6, 2024. This Bill reversed many of the key changes that were implemented through Bill 23. The following sections provide a summary of the changes.

### *H.3.1 Revised Definition of Capital Costs*

Bill 185 reversed the capital cost amendments of Bill 23 by reinstating studies as an eligible capital cost. The following paragraphs were added to subsection 5(3) of the D.C.A.:

5. *Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.*
6. *Costs of the development charge background study required under section 10.*

### *H.3.2 Removal of the Mandatory Phase-in*

As noted in Section H.2 above, Bill 23 required the phase-in of charges imposed in a D.C. by-law over a five-year term for any by-laws passed after January 1, 2022. Bill 185 removed this mandatory phase-in. This change is effective for any D.C. by-laws passed after Bill 185 came into effect.

For site plan and zoning by-law amendment applications that were made prior to Bill 185 receiving Royal Assent, the charges payable will be the charges that were in place on the day the planning application was made (i.e., including the mandatory phase-in).

### H.3.3 Process for Minor Amendments to D.C. By-laws

Section 19 of the D.C.A. requires that a municipality must follow sections 10 through 18 of the D.C.A. (with necessary modifications) when amending D.C. by-laws. Sections 10 through 18 of the D.C.A. generally require the following:

- Completion of a D.C. background study, including the requirement to post the background study 60 days prior to passage of the D.C. by-law;
- Passage of a D.C. by-law within one year of the completion of the D.C. background study;
- A public meeting, including notice requirements; and
- The ability to appeal the by-law to the Ontario Land Tribunal.

Bill 185 allows municipalities to undertake minor amendments to D.C. by-laws for the following purposes without adherence to the requirements noted above (with the exception of the notice requirements):

1. To repeal a provision of the D.C. by-law specifying the date the by-law expires or to amend the provision to extend the expiry date (subject to the 10-year limitations provided in the D.C.A.);

2. To impose D.C.s for studies, including the D.C. background study; and

3. To remove the provisions related to the mandatory phase-in of D.C.s.

Minor amendments related to items 2 and 3 noted above may be undertaken only if the D.C. by-law being amended was passed after November 28, 2022, and before Bill 185 took effect. Moreover, the amending by-law must be passed within six months of Bill 185 coming into effect.

Notice requirements for these minor amending by-laws are similar to the typical notice requirements, with the exception of the requirement to identify the last day for appealing the by-law (as these provisions do not apply).

### H.3.4 Reduction of D.C. Rate Freeze Timeframe

Bill 108 provided for the requirement to freeze the D.C.s imposed on developments subject to a site plan and/or a zoning by-law amendment application. The D.C. rate for these developments is "frozen" at the rates that were in effect at the time the site plan and/or zoning by-law amendment application was submitted (subject to applicable interest). Once the application is approved by the municipality, if the date the D.C. is payable is more than two years from the approval date, the D.C. rate freeze would no longer apply. Bill 185 reduced the two-year timeframe to 18 months.

### *H.3.5 Modernizing Public Notice Requirements*

The D.C.A. sets out the requirements for municipalities to give notice of public meetings and of by-law passage. These requirements are prescribed in sections 9 and 10 of O. Reg. 82/98 and include giving notice in a newspaper of sufficiently general circulation in the area to which the by-law would apply. The regulatory changes modernized public notice requirements by allowing municipalities to provide notice on a municipal website if a local newspaper is not available.

## H.4 Bill 17: *Protect Ontario by Building Faster and Smarter Act, 2025*

On May 12, 2025, the Province released *Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025*. The Bill received Royal Assent on June 5, 2025. This Bill introduces some additional exemptions, changes to the timing of payment for residential D.C.s, and provides regulatory authority to make future changes. The following subsections provide a summary of the changes:

### *H.4.1 Deferral of Residential D.C. Payments to Occupancy*

Changes to section 26.1 of the D.C.A. provide that a D.C. payable for residential development (other than rental housing developments, which are subject to payment in instalments) are payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied. Only under circumstances prescribed in the regulations may the municipality require a financial security. As such, the prescribed circumstances may allow for securities when no occupancy permit is required.

Municipalities shall not impose interest on the deferral of D.C. payment to occupancy.

### *H.4.2 Removal of Interest for Legislated Instalments*

Changes to section 26.1 of the Act remove the ability to charge interest on instalments for rental housing and institutional development. This also applies to future instalments for existing deferrals.

### *H.4.3 Early Payment for Residential/Institutional*

Changes provide that a person required to pay a D.C. for residential or institutional development (i.e. instalments or at occupancy), can pay earlier without the requirement to enter into an early payment agreement.

### *H.4.4 Exemption for Long-term Care Homes*

Before this change, long-term care homes were subject to the instalment payment provisions of the D.C.A. As of June 5, 2025, Long-term care homes are exempt from D.C.s, as well as all future instalment payments, where applicable.

### *H.4.5 Revised Definition of Capital Costs*

Section 5(3) of the D.C.A. provides for a definition of capital costs that are eligible for inclusion in the D.C. calculations. The changes introduced by Bill 17 added the following wording to the beginning of the section: "Subject to the regulations". As such, the Province may make changes to limit the definition of capital costs via changes to the D.C. regulations.

### *H.4.6 Expanded Simplified D.C. By-law Amendment Process*

In addition to the reason for the simplified process set out in Section H.3.3, a D.C. by-law may now also be amended through the simplified amendment process to repeal the indexing provision or decrease the D.C. for one or more types of development.

### *H.4.7 Lower Charge – Current vs. Rate Freeze*

This change provides that the municipality must charge the lower of the D.C. calculated with the rate freeze (including interest) and the D.C. at current rates at the time the D.C. is payable. This change assists where municipalities reduce their D.C. and therefore can impose the reduced D.C. in cases where the rate freeze applies.

### *H.4.8 Grouping of Services for the Purposes of Using Credits*

This change provides the Province with the ability to make changes through the regulations to group D.C. services together for the purposes of applying D.C. credits.

## H.4 Bill 60: *Fighting Delays, Building Faster Act, 2025*

The Provincial government introduced Bill 60, Fighting Delays, Building Faster Act, 2025 and Regulatory Proposals MMAH2018 and 25MMAH030 on October 23, 2025. The Bill received Royal Assent on November 27, 2025. The following subsections provide a summary of the changes:

### *H.4.1 Addition of Class of Service for Land Acquisition*

The legislative change provides for land acquisition as a separate class of service[1]. Anticipated land acquisition capital needs are to be grouped together for the purposes of the D.C. calculations. Land acquisition capital needs are also to be excluded from the historical Level of Service calculations.

The anticipated capital costs for land are restricted to 10 years for all services except the following:

- Water;
- Wastewater;
- Stormwater;
- Service related to a Highway;
- Electrical;
- Transit;
- Police; and
- Fire.

As land acquisition is considered a class of service, municipalities are required to establish a separate reserve fund for these capital costs. As such, funds are to be segregated for this purpose only and used solely for land costs. Similar to other reserve funds, monies in this reserve fund can be borrowed and repaid, with interest. With

[1] Section 7 of the D.C.A. states that a class of service may be established for the purposes of a D.C. by-law that is a combination of D.C. eligible services or a subset of a D.C. eligible service.

respect to credits, municipalities need to ensure appropriate accounting of credits for land separately from credits for other applicable services.

Section 35 of the D.C.A. is amended to add an exception to the use of monies in established reserve funds. This section states that monies in a reserve fund can be used for land acquisition, however, they cannot be used for land acquisition if those costs are to be paid for with the reserve fund established for land acquisition.

### *H.4.2 Required Timelines for the Annual Treasurer's Statement*

Section 43(1) of the Act has been amended to require the Treasurer's statements to be completed by June 30 of each year (previously based on a date determined by Council). Further, Section 43(3) of the Act is amended to require a copy of the Treasurer's statement to be submitted to the Minister by July 15 of each year.

### *H.4.3 Addition of Requirements for Local Service Policies*

Subsections 59(2.2) through 59(2.11) of the Act generally set out the following:

- A Local Service Policy is required for all D.C. eligible services to which a D.C. by-law imposes a charge and where some part of the service will be provided as a local service;
- A Local Service Policy is required to impose a condition of local services on development and only to the extent it has been identified in the Local Service Policy. That is, a municipality could not require a work or classes of work to be provided as a local service if it is not identified as such in the Local Service Policy;
    - This does not apply where a municipality does not impose a D.C. for that service;
    - This applies the day a municipality establishes the Local Services Policy or 18 months after Bill 60 received Royal Assent;
- Required content for a Local Service Policy:
    - Works or classes of works related to development that are intended to be required as a Local Service
- Optional content for a Local Service Policy:
    - Works or classes of works that are not intended to be required as a Local Service;
    - Works or classes of works that are partially required as a Local Service;

- The municipality shall give a copy of the Local Service Policy to the Minister of Municipal Affairs and Housing upon request, by the date requested; and
- The Local Service Policy must be reviewed, requiring a resolution of Council declaring if a revision is needed. The Resolution shall be passed at the time of passing any D.C. by-law or when a revision to the policy is required.

### *H.4.4 Requirement to Provide Documents to the Minister*

Changes to Section 10 and Section 13 of the D.C.A. require municipalities to provide copies of documents to the Minister upon request, by the date requested.

In addition, section 59(2.8) of the Act requires a copy of the Local Service Policy to be provided to the Minister upon request, by the date requested.

### *H.4.5 Regulatory Changes*

Bill 60 also provided for regulatory changes to *Ontario Regulation 82/98.* These changes are with respect to the following matters:

**Merging of Credits**

This change merges water supply services and wastewater services for the purposes of credits. As provided in subsection 2 (4) of the D.C.A., the D.C.-eligible services of water supply and wastewater include distribution and treatment, and sewers and treatment, respectively.

**Transparency of B.T.E. Calculations**

Regulatory changes require municipalities to provide greater details with respect to how capital costs are determined and how the growth-related and non-growth-related shares of the costs are determined. This appears to be required for each service, rather than on a project-by-project basis.

**Details of Land Acquisition**

Section 8 of Ontario Regulation 82/98 has been amended to require land acquisition costs to be included in the D.C. background presentation of:

- The total of the estimated capital costs relating to the service;

- The allocation of the total of the estimated costs between costs that would benefit new development and costs that would benefit existing development;
- The total of the estimated capital costs relating to the service that will be incurred during the term of the proposed development charge by-law;
- The allocation of the costs incurred during the term of the proposed by-law between costs that would benefit new development and costs that would benefit existing development; and
- The estimated and actual value of credits that are being carried forward relating to the service.

**Information Accessibility**

The changes increase reporting requirements for the Annual Treasurer's Statements to include:

- The amount from each reserve fund that was committed to a project, but had not been spent, as of the end of the year;
- The amount of debt that had been issued for a project as of the end of the year; and
- Identify where in the D.C. background study the project's capital costs were estimated.

This does not apply in circumstances where a municipality uses a unique identifier in both background studies and treasurer's statements to identify each project.

# Appendix I

## Alternative D.C. Calculation Options for Council's Consideration

# Appendix I: Alternative D.C. Calculation Options for Council's Consideration

## I.1 Uniform Non-Residential D.C. Calculation

As part of the D.C. background study process, a review was conducted to determine the rate impacts of a uniform, blended non-residential D.C. rate compared to a retail versus non-retail rate.

The Town currently imposes differential retail and non-retail D.C.s for non-residential developments. The Town could also consider imposing D.C.s on a uniform basis, whereby retail and non-retail developments would pay the same charge per square foot. The following table provides a summary of the rate impacts related to a uniform non-residential charge (note: the calculations related to the uniform charge are presented in the summary tables in Chapter 6 of this report):

Table I-1
Town of Milton
Uniform Non-Residential D.C. Calculation

| Service/Class of Service | Uniform Non-Residential Rate | Retail Rate | Non-Retail Rate |
|---|---|---|---|
| **Town Wide Services/Classes:** | | | |
| Services Related to a Highway | 2.70 | 5.05 | 2.19 |
| Fire Protection Services | 0.34 | 0.63 | 0.27 |
| Library Services | 0.09 | 0.16 | 0.07 |
| Transit Services | 0.83 | 1.66 | 0.66 |
| Growth Studies | 0.16 | 0.33 | 0.13 |
| Parks and Recreation Services | 1.16 | 2.18 | 0.94 |
| Public Works Operations | 0.26 | 0.49 | 0.21 |
| Land - 2051 Forecast | 0.70 | 1.30 | 0.56 |
| Land - 10 Year Forecast | 0.17 | 0.33 | 0.13 |
| **Total Town Wide Services/Classes** | **6.41** | **12.13** | **5.16** |
| **Area Specific Services:** | | | |
| Boyne Stormwater Drainage and Control Services | 0.04 | 0.04 | 0.03 |
| Sherwood Stormwater Drainage and Control Services | 0.53 | 0.62 | 0.44 |
| Derry Green Stormwater Drainage and Control Services | 0.03 | 0.11 | 0.03 |
| Trafalgar Stormwater Drainage and Control Services | 0.05 | 0.06 | 0.04 |
| Agerton Stormwater Drainage and Control Services | 0.05 | 0.06 | 0.04 |
| M.E.V. Stormwater Drainage and Control Services | 0.20 | 0.25 | 0.19 |
| Britannia Stormwater Drainage and Control Services | 0.02 | 0.03 | 0.02 |
| M.E.V. Supplemental Lands Stormwater Drainage and Control Services | 0.29 | 0.55 | 0.29 |
| Community Area Expansion Lands Stormwater Drainage and Control Services | 0.03 | 0.03 | 0.02 |
| Employment Area Expansion Lands Stormwater Drainage and Control Services | 0.10 | 0.30 | 0.09 |
| **Total Boyne Services** | **6.45** | **12.17** | **5.19** |
| **Total Sherwood Services** | **6.94** | **12.75** | **5.60** |
| **Total Derry Green Services** | **6.44** | **12.24** | **5.19** |
| **Total Trafalgar Services** | **6.46** | **12.19** | **5.20** |
| **Total Agerton Services** | **6.46** | **12.19** | **5.20** |
| **Total M.E.V. Services** | **6.61** | **12.38** | **5.35** |
| **Total Britannia Services** | **6.43** | **12.16** | **5.18** |
| **Total M.E.V. Supplementary Lands Services** | **6.70** | **12.68** | **5.45** |
| **Total Community Area Expansion Lands Services** | **6.44** | **12.16** | **5.18** |
| **Total Employment Area Expansion Lands Services** | **6.51** | **12.43** | **5.25** |

For Town-wide services, the calculated D.C. would decrease for retail development by $5.72 per sq.ft. of G.F.A. and would increase for non-retail development by $1.25 per sq.ft. of G.F.A.

## I.2 Urban-Area Uniform Stormwater D.C. Calculation

The background study presented herein provides for the D.C. calculation of stormwater services on an area-specific basis for the following areas:

- Boyne Secondary Plan;
- Sherwood Secondary Plan;
- Derry Green Secondary Plan;
- Trafalgar Secondary Plan;
- Agerton Secondary Plan;
- Britannia Secondary Plan;
- M.E.V. Secondary Plan;
- M.E.V. Supplemental Lands;
- Community Area Expansion Lands; and
- Employment Area Expansion Lands.

As part of this D.C. by-law update, a uniform urban-area specific stormwater D.C. has been calculated for Council's consideration. Table I-2 provides the D.C. project capital listing for all of the stormwater management monitoring works required in the urban area (note: the reserve fund adjustment is based on the total reserve fund deficit in all of the existing area-specific D.C. reserve funds).

The costs for stormwater services would be shared 59%/41% between residential and non-residential development based on the benefiting lands associated with the stormwater management works over the 2051 forecast period in the urban area.

Table I-2
Town of Milton
Infrastructure Costs Included in the Development Charges Calculation
Stormwater Management Services – Urban Area

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 - 2051 (Urban) | Timing (year) | Gross Capital Cost Estimate (2025$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Potential D.C. Recoverable Cost: Total | Residential Share 59% | Non-Residential Share 41% |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Holistic Stormwater Monitoring Program - Derry Green (BP2) | 2026-2028 | 190,000 | - | | 190,000 | - | | 190,000 | 112,100 | 77,900 |
| 2 | Holistic Stormwater Monitoring Program - Britannia | 2026-2035 | 652,000 | - | | 652,000 | - | | 652,000 | 384,680 | 267,320 |
| 3 | Holistic Stormwater Monitoring Program - Milton Education Village (MEV) | 2026-2032 | 372,000 | - | | 372,000 | - | | 372,000 | 219,480 | 152,520 |
| 4 | Holistic Stormwater Monitoring Program - Trafalgar | 2026-2035 | 555,000 | - | | 555,000 | - | | 555,000 | 327,450 | 227,550 |
| 5 | Holistic Stormwater Monitoring Program - Agerton | 2026-2035 | 587,000 | - | | 587,000 | - | | 587,000 | 346,330 | 240,670 |
| 6 | Holistic Stormwater Monitoring Program - MEV Supplementary Lands | 2035+ | 691,000 | - | | 691,000 | - | | 691,000 | 407,690 | 283,310 |
| 7 | Holistic Stormwater Monitoring Program - Britannia Expansion Area | 2035+ | 326,000 | - | | 326,000 | - | | 326,000 | 192,340 | 133,660 |
| 8 | Holistic Stormwater Monitoring Program - Future Employment Lands (8th Line/LBL) | 2035+ | 652,000 | - | | 652,000 | - | | 652,000 | 384,680 | 267,320 |
| 9 | Holistic Stormwater Monitoring Program - Future Complete Neighbourhoods | 2035+ | 691,000 | - | | 691,000 | - | | 691,000 | 407,690 | 283,310 |
| 10 | Reserve Fund Adjustment | Reserve | 2,201,963 | - | | 2,201,963 | - | | 2,201,963 | 1,094,782 | 1,107,181 |
| | | | | | | | | | | | |
| | **Total** | | **6,917,963** | **-** | **-** | **6,917,963** | **-** | **-** | **6,917,963** | **3,877,222** | **3,040,741** |

The following tables provide a comparison of the rates in the various secondary plan areas based on imposing an area-specific rate versus an urban-area-specific uniform rate:

Table I-3
Town of Milton
Stormwater D.C. Rate Comparison
Residential (Single Detached) Comparison – Per Unit

| Service/Class of Service | Area-Specific Stormwater Rate ($) | Urban Area Stormwater Rate ($) | Increase/ Decrease ($) |
|---|---|---|---|
| **Area Specific Services:** | | | |
| Boyne Stormwater Drainage and Control Services | 99 | 70 | (29) |
| Sherwood Stormwater Drainage and Control Services | 56 | 70 | 14 |
| Trafalgar Stormwater Drainage and Control Services | 67 | 70 | 3 |
| Agerton Stormwater Drainage and Control Services | 45 | 70 | 25 |
| M.E.V. Stormwater Drainage and Control Services | 100 | 70 | (30) |
| Britannia Stormwater Drainage and Control Services | 40 | 70 | 30 |
| Community Area Expansion Lands Stormwater Drainage and Control Services | 60 | 70 | 10 |
| **Total Boyne Services** | **42,051** | **42,022** | **14** |
| **Total Sherwood Services** | **42,008** | **42,022** | **(29)** |
| **Total Trafalgar Services** | **42,019** | **42,022** | **3** |
| **Total Agerton Services** | **41,997** | **42,022** | **25** |
| **Total Milton Education Village Services** | **42,052** | **42,022** | **(30)** |
| **Total Britannia Services** | **41,992** | **42,022** | **30** |
| **Total Community Area Expansion Lands Services** | **42,012** | **42,022** | **10** |

Table I-4
Town of Milton
Stormwater D.C. Rate Comparison
Non-Residential (Retail) Comparison – per sq.ft. of G.F.A.

| Service/Class of Service | Area-Specific Stormwater Rate ($) | Urban Area Stormwater Rate ($) | Increase/ Decrease ($) |
|---|---|---|---|
| **Area Specific Services:** | | | |
| Boyne Stormwater Drainage and Control Services | 0.04 | 0.11 | 0.07 |
| Sherwood Stormwater Drainage and Control Services | 0.62 | 0.11 | (0.51) |
| Derry Green Stormwater Drainage and Control Services | 0.11 | 0.11 | - |
| Trafalgar Stormwater Drainage and Control Services | 0.06 | 0.11 | 0.05 |
| Agerton Stormwater Drainage and Control Services | 0.06 | 0.11 | 0.05 |
| M.E.V. Stormwater Drainage and Control Services | 0.25 | 0.11 | (0.14) |
| Britannia Stormwater Drainage and Control Services | 0.03 | 0.11 | 0.08 |
| M.E.V. Supplemental Lands Stormwater Drainage and Control Services | 0.55 | 0.11 | (0.44) |
| Community Area Expansion Lands Stormwater Drainage and Control Services | 0.03 | 0.11 | 0.08 |
| Employment Area Expansion Lands Stormwater Drainage and Control Services | 0.30 | 0.11 | (0.19) |
| **Total Boyne Services** | **12.18** | **12.25** | **0.07** |
| **Total Sherwood Services** | **12.76** | **12.25** | **(0.51)** |
| **Total Derry Green Services** | **12.25** | **12.25** | **-** |
| **Total Trafalgar Services** | **12.20** | **12.25** | **0.05** |
| **Total Agerton Services** | **12.20** | **12.25** | **0.05** |
| **Total Milton Education Village Services** | **12.39** | **12.25** | **(0.14)** |
| **Total Britannia Services** | **12.17** | **12.25** | **0.08** |
| **Total MEV Supplementary Lands Services** | **12.69** | **12.25** | **(0.44)** |
| **Total Community Area Expansion Lands Services** | **12.17** | **12.25** | **0.08** |
| **Total Employment Area Expansion Lands Services** | **12.44** | **12.25** | **(0.19)** |

Table I-5
Town of Milton
Stormwater D.C. Rate Comparison
Non-Residential (Non-Retail) Comparison – per sq.ft. of G.F.A.

| Service/Class of Service | Area-Specific Stormwater Rate ($) | Urban Area Stormwater Rate ($) | Increase/ Decrease ($) |
|---|---|---|---|
| **Area Specific Services:** | | | |
| Boyne Stormwater Drainage and Control Services | 0.03 | 0.05 | 0.02 |
| Sherwood Stormwater Drainage and Control Services | 0.44 | 0.05 | (0.39) |
| Derry Green Stormwater Drainage and Control Services | 0.03 | 0.05 | 0.02 |
| Trafalgar Stormwater Drainage and Control Services | 0.04 | 0.05 | 0.01 |
| Agerton Stormwater Drainage and Control Services | 0.04 | 0.05 | 0.01 |
| M.E.V. Stormwater Drainage and Control Services | 0.19 | 0.05 | (0.14) |
| Britannia Stormwater Drainage and Control Services | 0.02 | 0.05 | 0.03 |
| M.E.V. Supplemental Lands Stormwater Drainage and Control Services | 0.29 | 0.05 | (0.24) |
| Community Area Expansion Lands Stormwater Drainage and Control Services | 0.02 | 0.05 | 0.03 |
| Employment Area Expansion Lands Stormwater Drainage and Control Services | 0.09 | 0.05 | (0.04) |
| **Total Boyne Services** | **5.20** | **5.22** | **0.02** |
| **Total Sherwood Services** | **5.61** | **5.22** | **(0.39)** |
| **Total Derry Green Services** | **5.20** | **5.22** | **0.02** |
| **Total Trafalgar Services** | **5.21** | **5.22** | **0.01** |
| **Total Agerton Services** | **5.21** | **5.22** | **0.01** |
| **Total Milton Education Village Services** | **5.36** | **5.22** | **(0.14)** |
| **Total Britannia Services** | **5.19** | **5.22** | **0.03** |
| **Total MEV Supplementary Lands Services** | **5.46** | **5.22** | **(0.24)** |
| **Total Community Area Expansion Lands Services** | **5.19** | **5.22** | **0.03** |
| **Total Employment Area Expansion Lands Services** | **5.26** | **5.22** | **(0.04)** |

Based on the above, the impact on the stormwater rate for a single-detached unit ranges from a decrease in the charge of $30 per unit, to an increase in the charge by $30 per single detached unit. This represents an impact on the overall D.C. for all services of less than 1%. With respect to retail development, the impact on the overall D.C. ranges from a 0.6% increase to a 7.5% decrease. For non-retail development, the impact on the overall D.C. ranges from a 0.7% increase to a 4.2% decrease.

Note, the urban area uniform non-residential stormwater rate is presented in Table I-6 below:

## Table 1-6
## Town of Milton
## Uniform Non-Residential Urban Stormwater D.C. Calculation

| SERVICE/CLASS | | 2025$ D.C.-Eligible Cost | | 2025$ D.C.-Eligible Cost | |
|---|---|---|---|---|---|
| | | Residential | Non-Residential | S.D.U. | per sq.ft. |
| | | $ | $ | $ | $ |
| 1. Stormwater Drainage and Control Services | | | | | |
| 1.1 Monitoring Program | | 3,877,222 | 3,040,741 | 70 | 0.07 |
| | | 3,877,222 | 3,040,741 | 70 | 0.07 |
| **TOTAL** | | **$3,877,222** | **$3,040,741** | **$70** | **$0.07** |
| D.C.-Eligible Capital Cost | | $3,877,222 | $3,040,741 | | |
| Urban 2051 Gross Population/GFA Growth (sq.ft.) | | 213,035 | 46,291,900 | | |
| **Cost Per Capita/Non-Residential GFA (sq.ft.)** | | **$18.20** | **$0.07** | | |
| **By Residential Unit Type** | **P.P.U.** | | | | |
| Single and Semi-Detached Dwelling | 3.825 | $70 | | | |
| Other Multiples | 3.049 | $55 | | | |
| Apartments - 2 Bedrooms + | 1.960 | $36 | | | |
| Apartments - Bachelor and 1 Bedroom | 1.394 | $25 | | | |
| Special Care/Special Dwelling Units | 1.100 | $20 | | | |

Based on the above calculation, the uniform stormwater rate would be $0.07 per sq.ft.of G.F.A.

# Appendix J
## Capital Cost and Benefit to Existing Methodology

# Appendix J: Capital Cost and Benefit to Existing Methodology

Based on the regulatory changes provided through Bill 60: *Fighting Delays, Building Faster Act, 2025*, there is a requirement to provide greater detail with respect to how capital costs and the non-growth-related shares (i.e. B.T.E. deduction methodology) of the costs are determined. These methodologies are provided below on a service-by-service basis:

Table J-1
Town of Milton
Methodology for Determining Capital Costs and B.T.E. Calculations

| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|---|---|---|
| Fire Protection Services | • **Facilities:** the total size of new facilities was determined by reviewing existing facility sizes and the relative need for new growth. Total anticipated square footage for each facility was multiplied by a cost per square foot, which was determined based on a review of recent cost estimates. Additional costs related to site works, design, etc. were added to the cost estimates to determine total costs.<br>• **Vehicles & Equipment:** New vehicles and equipment needed have been identified based on the new fire stations that are anticipated to be built. This need has been identified based on the standard vehicles and equipment provided at the Town's existing stations. Cost estimates are based on current costs of these items. In addition, other vehicles and small equipment have been identified as needed for new growth, with cost estimates determined based on current costs. | • **Facilities:** given that all of the facility space included in the D.C. calculation is new and required to accommodate new development in the Town, there was no B.T.E. deduction applied to any of the fire stations.<br>• **Vehicles & Equipment:** similarly, all of the vehicles and equipment identified for inclusion in the D.C. calculation is new (i.e. not replacing any existing items). Further these new vehicles and equipment items are required to accommodate new growth within the forecast period. |
| Services Related to a Highway | • Cost estimates were developed by the Town's engineering staff based on a detailed review of the work anticipated for each project (e.g. total kilometres to be constructed, structures, design costs, other special considerations, etc.).<br>• Unit costs related to the works are based on a detailed review of recent construction tender costs. | • **Road Extensions:** considered fully growth-related given that they are adding additional capacity to accommodate new growth.<br>• **Road Urbanization & Widening:** a 15% benefit to existing deduction has been made to recognize the benefit to the existing development related to the urbanization of the existing rural roads and structures.<br>• **New Signals/Intersection Improvements:** a 10% benefit to existing deduction has been made on an allocation basis to provide recognition of a minor benefit to the existing community.<br>• **Bridges & Structures:** new bridges and structures are fully growth-related (i.e. no B.T.E. deduction) as they provide new infrastructure required to accommodate new development.<br>• **Active Transportation:** These projects are related to adding active transportation networks in the new secondary plan areas and capacity throughout the Town for new growth. As a result, a benefit to existing deduction has not been made for these works. |
| Transit Services | • **Vehicles:** Cost estimates for new vehicles are based on current cost estimates. The total number of vehicles needed for new growth was determined through a detailed | • See Appendix G of the background study for a detailed discussion on the B.T.E. calculation methodology for the various components of transit (e.g. conventional vehicles, commingled transit vehicles, terminals, facilities, etc.). At a high-level, |

| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|---|---|---|
| | analysis undertaken by Dillon Consulting Limited (see Appendix G), based on anticipated growth and ridership forecasts.<br>• **Facilities:** Cost estimates are based on construction cost estimates for the new transit facility. | deductions have been made to account for the existing population that would utilize transit as the service expands and additional routes/buses are added. This increase in use by the existing development is based on mode share targets developed by the Town. |
| Public Works | • **Facilities:** anticipated sizes of the new facilities have been multiplied by replacement costs of similar public works facilities.<br>• **Vehicles/Equipment:** equipment capital costs were estimated based on existing service levels with a 35% reduction for efficiencies due to economies of scale. | • **Facilities:** given that all of the facility space included in the D.C. calculation is new and required to accommodate development in the Town, there was no B.T.E. deduction applied to any of the facilities other than the P.O.A./by-law enforcement facility space. A 50% deduction to account for the benefit to existing development has been made given this facility would partly replace existing animal shelter services currently provided through shared space with Oakville and Burlington.<br>• **Vehicles/Equipment:** All vehicles and equipment are new to provide services for new growth and are not replacing any existing items. As a result, a B.T.E. deduction has not been applied. |
| Parks and Recreation | • **Recreation facilities:** the anticipated size of the various facilities was multiplied by the replacement cost per sq.ft. of similar recreation facilities.<br>• **Parkland Development**: based on the anticipated new parkland, development costs have been applied to the total acres based on recent construction costs.<br>• **Amenities:** the new amenities to be added to new parks are based on standards set out by the Town for new parks multiplied by current cost estimates for the amenities.<br>• **Trails:** the cost per metre to construct new trails was multiplied by the anticipated new lengths of trails. | • **Recreation facilities:** given that all of the recreation facilities included in the D.C. calculation are new and providing additional facility space to accommodate growth, a benefit to existing deduction has not been made. It is anticipated that new facilities will not be replacing any existing facilities in the Town, which would continue to remain in service.<br>• **Parks:** Similarly, all parkland development, trails, and amenities included in the D.C. calculation are related to new parks and amenities. As a result, a benefit to existing deduction has not been applied, as these costs are related to providing parks services to new development across the Town. |
| Library | • **Facilities:** anticipated sizes of the new facilities have been multiplied by replacement costs of similar libraries.<br>• **Vehicles:** cost estimate is based on current costs for the new van.<br>• **Collection Materials:** cost estimates are based on the application of current cost estimates to the total anticipated new materials at each new branch location. | • **Facilities:** all of the new library branches included in the D.C. calculations are being built to accommodate growth in the Town. These facilities are not replacing any existing library space. As a result, these branches are considered to be fully growth related.<br>• **Vehicles:** A 25% non-growth-related share has been applied to the new van to account for a benefit to the existing development related to providing this van to the entire community, both existing and new development.<br>• **Collection Materials:** all collection materials are associated with new branches and will not replace any existing materials. Given that these materials are being purchased |

| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|---|---|---|
| | | to provide library services to new growth, there is no benefit to existing deduction applied. |
| Growth Studies | • Cost estimates are determined based on a review of recent cost estimates for similar studies. | • Non-growth-related shares for studies have been determined on a project-by-project basis through a review of the scope of each study. Based on this review, an allocation to account for the benefit to existing development is made. For example, although transportation master plans are generally undertaken to identify the new capital projects that are required to accommodate new development, there is a benefit to the existing community wherein existing policies and practices are also reviewed through the study. As a result, a 25% allocation to account for the non-growth-related share of this project has been made. |
| Stormwater | • Stormwater monitoring costs have been determined based on current cost estimates for similar programs. | • Stormwater monitoring costs are fully related to new development within the secondary plan areas. As a result, these costs are considered to be 100% growth-related. |
| Land | • Cost estimates are based on the application of per acre land costs to the total acres of land required to be purchased for the new facilities. Land costs are based on recent appraisals and vary based on the anticipated location of the land to be purchased. | • In general, the land costs included in the D.C. calculation are related to new facilities that are fully growth-related. As a result, the land required for these facilities would also be considered fully growth-related.<br>• The land acquisition costs related to road widenings are considered to be 100% growth-related as the land is related to the increased capacity from the widening (note: the B.T.E. related to reconstruction costs are included as part of the B.T.E. allocation for the road project in the roads capital listing). A B.T.E. deduction for land associated with an intersection improvement has been identified, which aligns with the B.T.E. utilized for the project on the roads listing. |

# Draft Development Charges By-law

## Differentiated Non-Residential Charge

23-January-2026

# THE CORPORATION OF THE TOWN OF MILTON
# BY-LAW NUMBER xxx-2026
# 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 AND REPEAL BY-LAW 045-2021

**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 December 19, 2025;

**AND WHEREAS** the Council of The Corporation of the Town of Milton has given notice of and held a public meeting on the 9th day of February, 2026 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. DEFINITIONS

1.1 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;

"Act" means the Development Charges Act, 1997, S.O. 1997, c. 27;

“additional residential unit” means a self-contained dwelling unit that is subordinate in purpose to another dwelling unit upon the same lot and includes, but is not limited to a basement apartment and garden suite and an “additional dwelling unit” has the same meaning;

“affordable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(2) or 4.1(3) of the Act;

"agricultural development" means a bona fide farming operation, including greenhouses used in connection with a bona fide farming operation which are not connected to Regional water services or wastewater services, sod farms and farms for the breeding and boarding of horses, and includes, but is not limited to, barns, silos and other ancillary buildings to such agricultural development, but excluding in all circumstances any residential or commercial or retail component thereof and excludes cannabis production and growing facilities;

"air-supported structure" means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;

"ancillary residential building" means a residential building or structure that is subordinate in purpose to another residential dwelling unit upon the same lot and includes an additional residential unit;

"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, but is not limited to, an additional residential unit, a stacked townhouse dwelling, but does not include a special care/special need dwelling unit or a back-to-back townhouse dwelling;

“attainable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(4) of the Act;

"back-to-back townhouse dwelling" means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

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

"board of education" has the same meaning as set out in the Education Act, R.S.O. 1990, c. E.2, (the "Education Act");

"building" means a structure occupying an area greater than ten (10) square metres consisting of a wall, roof, and floor or any of them or a structural system serving the function thereof, and includes, but is not limited to, an above-grade storage tank, an air-supported structure, a canopy, and an industrial tent, but does not include a seasonal air-supported structure;

"Building Code Act" means the Building Code Act, 1992, S.O. 1992, c. 23 (the "Building Code Act");

"cannabis" means:

(a) a cannabis plant;

(b) any part of a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not;

(c) any substance or mixture of substances that contains or has on it any part of a cannabis plant; and

(d) any substance that is identical to any phytocannabinoid produced by, or found in, a cannabis 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, c. P.44; and

  iii. rolling stock with an estimated useful life of seven (7) 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 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, 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;

“decommissioning” means the removal of the culinary and/or sanitary facilities from a dwelling unit such that it no longer meets the definition of a “dwelling unit”;

"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;

"dwelling unit" means either (1) any part of a building or structure used, designed, or intended to be used as a residential use 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 and “residential unit” has the same meaning;

“existing industrial building” shall have the same meaning as the term is defined in the Regulation, and shall not include self-storage facilities and retail warehouses open to the public;

"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;

"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;

"industrial" means land, buildings or structures, or portions thereof that are intended or designed for manufacturing, producing, processing, storing or distribution of something, including research or development in connection with manufacturing, producing or processing something, and the retail sale by a manufacturer, producer or processor of something that they have manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place, as well as office space that is ancillary to the producing, processing, storing or distribution of something at the site, but shall not include self-storage facilities or retail warehouses open to the public;

"institutional development" shall have the same meaning as the term is defined in the Regulation;

"live/work unit" means a unit which contains separate residential unit 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, R.S.O. 1990, c. M.46, 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 51 or 53 of the Planning Act;

“long-term care home” means development as outlined in subsection 4.4(1) of the Act and excludes any component of the building or structure that is used for commercial or retail purposes;

"lot" means a parcel of land capable of being conveyed lawfully without any approval under the Planning Act which meets the minimum lot area requirements under the Town's Zoning By-law;

“mezzanine” means an intermediate floor assembly between the floor and ceiling of any room or storey and includes an interior balcony;

"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, tent trailer or mobile home situated on a recreational vehicle park;

"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, and the residential portion of a live/work unit;

"municipality" means The Corporation of the Town of Milton;

"non-profit housing development" shall have the same meaning as defined in subsection 4.2(1) of the Act;

"non-residential development" means land, buildings or portions thereof used, designed, or intended for use for any purpose other than for residential purpose and “non-residential purpose” and "non-residential use" has the same meaning;

"non-retail development" means any non-residential development which is not a retail development, and shall include offices that are not part of a retail development;

"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;

"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, c. 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;

“recreational vehicle park” means land where mobile homes may be situated and occupancy of mobile homes is not permitted throughout the calendar year by either municipal land use or provincial regulations;

"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 development" shall have the same meaning as defined in section 1 of the Act;

"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 but does not include a mobile home situated on a recreational vehicle park and "residential use" and "residential purpose" has the same meaning;

“residential hospice” means a health care facility and registered charity that offers palliative care services by an inter-professional team with palliative care expertise. Care is available 24 hours a day, seven (7) days a week in a home-like setting for the individual and their significant others;

"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 or lease 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; mobile homes situated on a recreational vehicle park; 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 open to the public and self-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 and removed 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 and includes a semi-link dwelling;

"service" means a service designed in Schedule "A" to this By-law, and "services" shall have a corresponding meaning;

"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:

(a) where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;

(b) which may or may not have exclusive sanitary and/or culinary facilities;

(c) that is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and

(d) where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;

(e) and includes, but is not limited to, retirement homes or lodges, long-term care homes, charitable dwellings, group homes (including correctional group homes) and residential hospices;

(f) and does not include a public hospital or 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;

"stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally and vertically from another dwelling unit by a common wall and ceiling/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;

(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:

i. directly beneath the roof or canopy of the building; or

ii. 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 $\pi r^2$ (the base area);

(f) and for the purposes of this definition, the area common to the residential and non-residential portions of such mixed-use buildings, shall be prorated to each use based upon the total floor area of each specific use;

"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 Treasurer or their designate; and

"Zoning By-Law" means any by-laws enacted by the Town under section 34 of the Planning Act.

1.2 Where a definition includes reference to a section of the Act or any other legislation, reference to the section shall be deemed to mean that section of the Act or other legislation as may be amended from time to time as they read on the date that any development charges are calculated.

## **2. DESIGNATION OF SERVICES/CLASS OF SERVICES**

2.1 It is hereby declared by the Council of the Town that all development and redevelopment of land within the town will increase the need for services.

2.2 Once this By-law is in force, the development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by any individual development.

2.3 The categories of services and classes of services for which development charges are imposed under this By-law are as follows:

(a) Services Related to a Highway;

(b) Public Works;

(c) Fire Protection Services;

(d) Parks and Recreation Services;

(e) Library Services;

(f) Transit Services;

(g) Growth Studies;

(h) Stormwater Drainage and Control Services – Area Specific;

(i) Land – 10 Year Forecast; and

(j) Land – 2051 Forecast.

2.4 The components of the services designated in section 2.3 are described in Schedule “A”.

## 3. <u>APPLICATION OF BY-LAW RULES</u>

3.1 Development charges shall be payable in the amounts set out in this By-law where:

(a) the lands are located in the area described in section 3.2; and

(b) the development of the lands requires any of the approvals set out in section 3.4.

### <u>Area to Which By-law Applies</u>

3.2 Subject to section 3.3, this By-law applies to all lands in the town whether or not the land or use thereof is exempt from taxation under s. 13 of the Assessment Act.

3.3. Notwithstanding clause 3.2 above, this By-law shall not apply to lands that are owned by and used for the purposes of:

(a) the Town or a local board thereof;

(b) a board of education;

(c) the Region or a local board thereof; or

(d) the Crown or Crown Agency as defined in the Crown Agency Act, R.S.O. 1990, c. C.48 by way of section 71 of the Legislation Act, 2006, S.O. 2006, c. 21, Sched. F.

**Approvals for Development**

3.4 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.

3.4.1 No more than one development charge for each service designated in section 2.3 shall be imposed upon any lands, buildings, or structures to which this By-law applies even though two or more of the actions described in section 3.4 are required before the lands, buildings or structures can be developed.

3.4.2 Despite section 3.4.1, if two or more of the actions described in section 3.4 occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

**Exemptions:**

**Rules with Respect to Exemptions for Intensification of Existing Housing or New Housing**

3.5 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments as follows:

(a) the enlargement to an existing residential dwelling unit;

(b) the creation of additional residential 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

(c) the creation of up to three (3) additional residential units on a single parcel of land containing an existing or new detached dwelling, semi-detached dwelling or row dwelling provided any additional residential units conform with the Town's applicable Zoning By-law as confirmed by the Town's Chief Building Official or designate.

3.6 **Exemption for Industrial Development:**

3.6.1 Notwithstanding any other provision of this By-law, but subject to sections 3.6.4 and 3.6.5 below, no development charge is payable with respect to the enlargement of the total floor area of an existing industrial building where the total floor area is enlarged by 50 percent or less:

3.6.2 If the total floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

(a) determine the amount by which the enlargement exceeds 50 percent of the total floor area before the enlargement;

(b) divide the amount determined under subsection 3.6.2(a) by the amount of the enlargement.

3.6.3 For greater certainty in applying the exemption in this section, the total floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged area for persons, goods and equipment and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(1) of the Regulation. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passageway, or through a shared below-grade connection such as a service tunnel, foundation, footing or parking facility.

3.6.4 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 this By-law with respect to the amount of floor area of an enlargement that results in the total floor area of the industrial building being increased by greater than 50 percent of the total floor area of the existing industrial building.

3.6.5 For the purposes of this section, despite any new sites created which result in an existing industrial building being on a site separate from its enlargement or enlargements for which an exemption was granted under this section, further exemptions, if any, pertaining to the existing industrial building shall be calculated in accordance with section 3.6.4 on the basis of its site prior to any division.

3.7 **Other Exemptions/Reductions**:

Notwithstanding the provision of this By-law, development charges shall not be imposed with respect to:

(a) lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under Assessment Act, R.S.O. 1990, c. A.31;

(b) development creating or adding an accessory use or accessory building not exceeding 15 square metres (161.46 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 purposes;

(d) a public hospital;

(e) buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreational purposes for which the conservation authority charges admission and/or fees or (ii) any commercial or retail purposes;

(f) agricultural development, including a one-time exemption of up to 50 square metres (538.2 square feet) on any commercial or retail component therein;

(g) seasonal structures;

(h) temporary venues;

(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 Act if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university, for greater clarity, this exemption excludes any buildings or part thereof that are intended for tenant use;

(j) land vested in or leased to a college of applied arts and technology as established under the Ontario Colleges of Applied Arts and Technology Act, 2002, S.O. 2002, c. 8, Sched. F, if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the college; for greater clarity, this exemption excludes any buildings or part thereof that are intended for tenant use;

(k) non-profit housing development;

(l) affordable residential units;

(m) attainable residential units; and

(n) long-term care homes.

3.7.1 Notwithstanding any other provision of this By-law, the development charges payable for a rental housing development will be reduced in accordance with subsection 26.2(1.1) of the Act.

3.7.2 Where a development is subject to any exemption or reductions authorized under the Act and/or this By-law, the owner may be required to enter into an agreement to receive the exemption/reductions.

**Amount of Charges**

Residential

3.8 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 and in accordance with section 3.16.

Non-Residential

3.9 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 and in accordance with section 3.16.

**Redevelopment – Demolitions/Decommissioning**

3.10 In the case of a demolition of all or part of a building or the decommissioning of a residential unit:

(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) in the case of the decommissioning of a residential unit, a credit shall be allowed against the development charges otherwise payable pursuant to this By-law, provided that a change of use permit is issued to convert the existing residential unit into an ancillary residential building and the building will no longer be used as a dwelling unit for short or long-term accommodation or for commercial, retail, institutional, industrial, or livestock purposes.

(c) the credit shall be calculated based on the portion of the building used for a residential purpose that has been demolished/decommissioned by multiplying the number and type of dwelling units demolished/ decommissioned, 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, using the same calculation timing and methodology with respect to the redevelopment pursuant to this By-law;

(d) no credit shall be allowed where the demolished building or part thereof would have been exempt pursuant to this By-law;

(e) 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

(f) despite subsection 3.10(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 to the owner in the amount of the development charges paid under this section, without interest. If more than twelve (12) months is required to confirm the demolition of the existing building, the owner shall make a written request to the Town and the Treasurer may extend the time in which the demolition credit will be available in the Treasurer’s sole and absolute discretion and upon such terms and conditions as the Treasurer considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building; and

(g) despite subsection 3.10(b) above, where the building cannot be decommissioned 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 decommissioned not later than twelve (12) months from the date a building permit is issued for the new building, the Town shall provide a refund to the owner in the amount of the development charges paid under this section, without interest. If more than twelve (12) months is required to confirm the decommissioning of the existing residential unit, the owner shall make a written request to the Town and the Treasurer may extend the time in which the credit will be available in the Treasurer's sole and absolute discretion and upon such terms and conditions as the Treasurer considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building.

3.11 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 to buildings or structures that were erected prior to June 26, 2021, however, if there is a change of use plus expansion of non-retail use to retail use, the retail development charges would be imposed on the expansion.

**Redevelopment – Conversions**

3.12 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 using the same calculation timing and methodology with respect to the redevelopment pursuant to this By-law;

(c) no credit shall be allowed where the building or part thereof prior to conversion would have been exempt pursuant to this By-law; and

(d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer.

3.13 Notwithstanding any other provisions of this By-law with respect to the lands within the central business district, for any conversion 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 to buildings or structures that were erected prior to June 26, 2021, however, if there is a conversion plus expansion of a non-retail use to a retail use, the retail development charges would be imposed on the expansion.

**Exemptions, Relief, Credits, Adjustments Not Cumulative**

3.14 Where the circumstances of a development or redevelopment are such that more than one type of exemption, relief, credit, or adjustment identified in sections 3.5 to 3.7.1 inclusive, sections 3.10 to 3.13 inclusive, or within the Act, the following applies:

(a) Where the sum of the exemptions, relief, credits, and adjustments required under the Act is greater than or equal to the value of any single exemption, relief, credit, or adjustment provided in sections 3.5 to 3.7.1 inclusive and 3.10 to 3.13 inclusive, only the exemptions, relief, credits, or adjustments required under the Act shall be provided.

(b) Where the sum of the exemptions, relief, credits, and adjustments required under the Act is less than the value of any single exemption, relief, credit, or adjustment provided in sections 3.5 to 3.7.1 inclusive and sections 3.10 to 3.13 inclusive, the exemptions, relief, credits, and adjustments required under the Act shall be provided and an additional exemption, relief, credit, or adjustment shall be provided such that the total exemption, relief, credit, and/or adjustment equals the value of the largest single exemption, relief, credit, or adjustment provided by the By-law.

(c) Notwithstanding clauses 3.14 (a) and (b) above, where the amount of any exemptions, relief, credits, and/or adjustments exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the development, the excess exemption, relief, credit, and/or adjustment shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess exemption, relief, credit, and/or adjustment is expressly permitted by a phasing plan for the development that is acceptable to the Treasurer.

3.15 Where under this By-law an exemption of the development charge is provided, 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 in accordance with Town Policy No. 117 Financial Management – Development Finance from such time to the time of the updated charge.

**Time of Calculation and Payment of Development Charges**

3.16 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 or in accordance with the terms of an agreement entered into between the Town and the owner under subsection 27(1) of the Act.

3.17 Should the development or redevelopment result in a use other than the use under which a development charge was determined, discovered through an inspection carried out by the Chief Building Official or his or her designate, pursuant to the Building Code Act, or otherwise, or if an error in the calculation of the development charge is identified following the approval of one of the planning application types outlined in section 3.4, the Town will charge the development charges that would have been imposed had the current use and/or error been identified, plus interest in accordance with Town Policy No. 117 Financial Management – Development Finance from such time to the time of the updated charge, without the need for an action under section 3.4.

3.18 Should, prior to occupancy of a residential development or redevelopment, the owner provides notice to the Town of the change in the intended use of a residential development to include affordable or attainable housing units or to be a rental housing development, the Town will recalculate the development charges that would have been imposed had the intended use been identified at building permit issuance, without the need for an action under section 3.4, unless such action is required by legislation governing those actions. Any refund of development charges paid under this section will be provided without interest.

## 4. ALTERNATIVE PAYMENT AGREEMENTS

4.1 The Town may enter into an agreement under section 27 of the Act, in a form and having content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, with any person who is required to pay a development charge providing for all or any part of the development charge to be paid before or after it would otherwise be payable.

4.2 The Chief Building Official or their designate has the ability to withhold the issuance of a permit under the Building Code Act unless the development complies with section 28 of the Act.

## 5. PAYMENT BY MONEY OR SERVICES

5.1 Payment of development charges shall be by cash, debit, bank draft or certified cheque or as otherwise approved at the sole discretion of the Treasurer.

5.2 In the alternative to payment by the means provided in section 5.1 herein, the Town may, by a written agreement entered into with the owner, accept the provision of services in full or partial satisfaction of the development charges otherwise payable.

5.3 Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the Planning Act, that the owner, at the owner's expense, install such local services as Council may require or that local connections to storm drainage facilities be installed at the owner's expense.

5.4 Any 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 written agreement to provide a credit in relation to another service as per subsection 39(3) of the Act or may provide for another basis for recovery.

5.5 If development charges or any part thereof payable pursuant to this By-law remain unpaid after such charges are payable, inclusive of any adjusted amounts that may be identified in accordance with section 3.17, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

## 6. INDEXING

6.1 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, on April 1st of each year, commencing from by-law passage, in accordance with the prescribed index for the most recent year over year period. Council may determine not to implement indexing in any year, or to amend the effective date of the indexing within the year, in its sole and absolute discretion without amendment to the By-law.

## 7. SCHEDULES

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

| | |
|---|---|
| Schedule "A" | Components of Services and Classes of Services Designated in section 2.3. |
| Schedule "B" | Residential and Non-Residential Development Charges |
| Schedule "C" | Map identifying Area Specific Stormwater Drainage and Control Services for the area listed in subsection 2.3(h). |

## 8. CONFLICTS

8.1 Where the Town and an owner or former owner have entered into an agreement pursuant to section 27 of the Act with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

8.2 Notwithstanding section 8.1, where a development which is the subject of an agreement to which section 8.1 applies, is subsequently the subject of one or more of the actions described in section 3.4, an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

## 9. SEVERABILITY

9.1 If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

## 10. REFERENCES TO LEGISLATION

10.1 Reference in this By-law to any legislation (including but not limited to regulations and by-laws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto without the need for an amendment to this By-law.

## 11. DATE BY-LAW IN FORCE

11.1 This By-law shall come into effect at 12:01 AM on June 26, 2026.

## 12. DATE BY-LAW EXPIRES

12.1 This By-law will expire at 12:01 AM on June 26, 2036 unless it is repealed by Council at an earlier date.

## 13. EXISTING BY-LAW REPEALED

13.1 By-law Number 045-2021 is hereby repealed effective 12:01 AM on June 26, 2026.

PASSED IN OPEN COUNCIL on the 13th day of April, 2026.

| | |
|---|---|
| Mayor – Gordon A. Krantz | Town Clerk – Meaghen Reid |

**Schedule "A"**

**By-law XXX-2026**

**Components of Services and Classes of Services Designated in section 2.3**

**<u>Town-Wide DC - Eligible Services</u>**

- 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
  - Park Development
  - Recreation Trails
  - Outdoor Recreation Facilities and Park Amenities
  - Vehicles and Equipment

- Library Services
  - Library Facilities
  - Library Collection Materials

**<u>DC - Eligible Classes</u>**

- Public Works Facilities, Vehicles and Equipment
- Growth Studies
- Land – 10 Year Forecast
- Land – 2051 Forecast

**Area-Specific DC - Eligible Services**

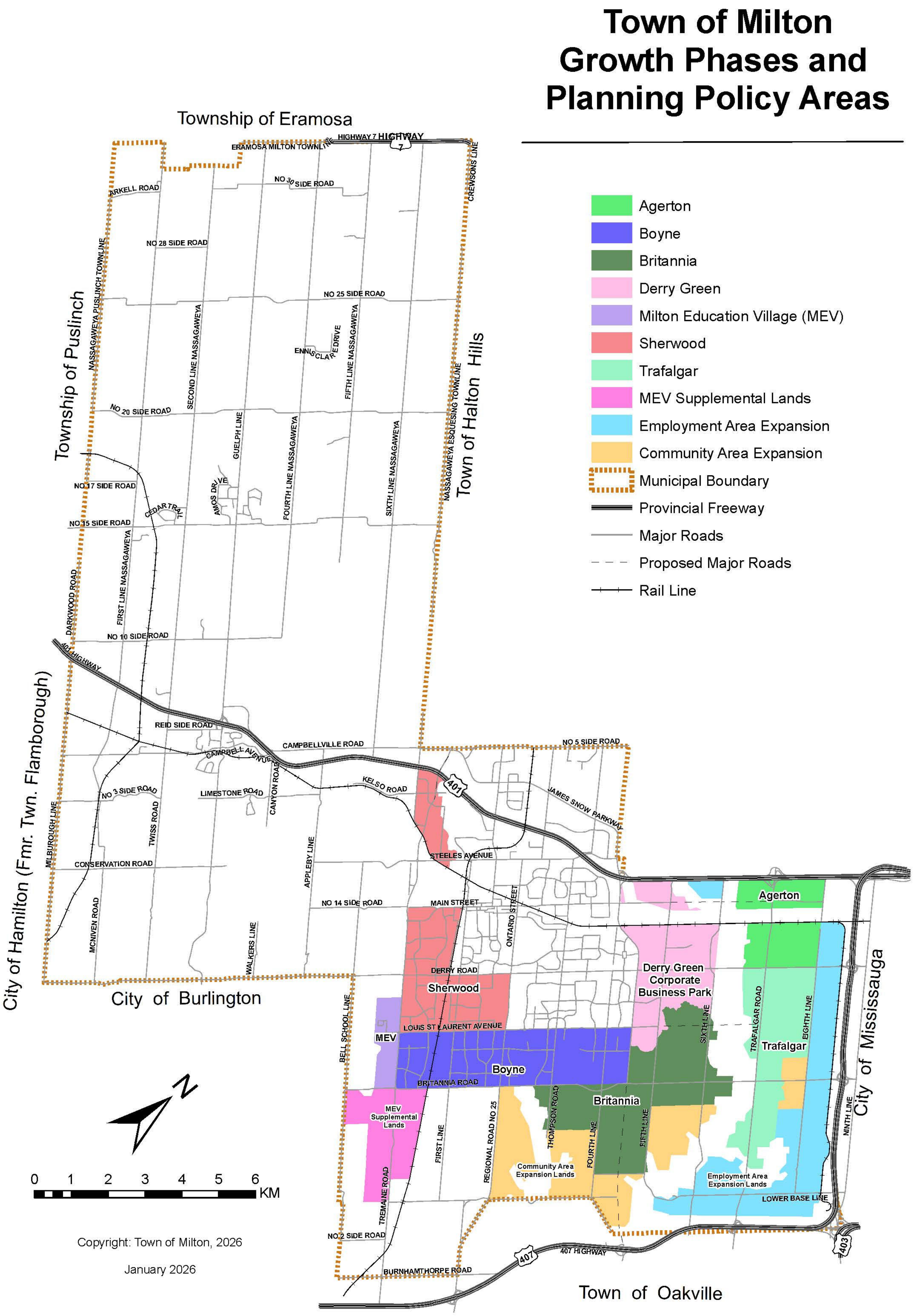
- Stormwater Drainage and Control Services
  - Sherwood Secondary Plan
  - Boyne Secondary Plan
  - Derry Green Secondary Plan
  - Trafalgar Secondary Plan
  - Agerton Secondary Plan
  - Britannia Secondary Plan
  - Milton Education Village Secondary Plan
  - Milton Education Village Supplemental Lands Secondary Plan
  - Community Area Expansion Lands
  - Employment Area Expansions Lands

# Schedule "B"
# By-law XXX-2026
# Residential and Non-Residential Development Charges

| Service/Class of Service | RESIDENTIAL | | | | | NON-RESIDENTIAL | |
|---|---|---|---|---|---|---|---|
| | Single and Semi Detached Dwelling | Other 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 Service:** | | | | | | | |
| Services Related to a Highway | 7,432 | 5,924 | 3,808 | 2,709 | 2,137 | 5.05 | 2.19 |
| Public Works (Facilities and Fleet) | 1,205 | 961 | 617 | 439 | 347 | 0.49 | 0.21 |
| Transit Services | 3,054 | 2,434 | 1,565 | 1,113 | 878 | 1.66 | 0.66 |
| Fire Protection Services | 885 | 705 | 453 | 323 | 255 | 0.63 | 0.27 |
| Parks and Recreation Services | 21,573 | 17,196 | 11,054 | 7,862 | 6,204 | 2.18 | 0.94 |
| Library Services | 1,566 | 1,248 | 802 | 571 | 450 | 0.16 | 0.07 |
| Growth Studies | 444 | 354 | 228 | 162 | 128 | 0.33 | 0.13 |
| Land - 2051 Forecast | 2,323 | 1,852 | 1,190 | 847 | 668 | 1.30 | 0.56 |
| Land - 10 Year Forecast | 3,450 | 2,750 | 1,768 | 1,257 | 992 | 0.33 | 0.13 |
| **Total Town Wide Services/Class of Services** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **12.13** | **5.16** |
| **Area Specific Stormwater Drainage and Control Services:** | 70 | 55 | 36 | 25 | 20 | 0.11 | 0.05 |
| **Total Town Wide and Area Specific Services/Class of Services** | **42,002** | **33,479** | **21,521** | **15,308** | **12,079** | **12.24** | **5.21** |

NOTE: The rates presented above are in 2025$. The rates will be indexed by the legislative prescribed StatsCan Non-Residential Building Construction Price Index when final recommendations are presented to Council in April.

Schedule “C”
By-law XXX-2026
Map identifying Area Specific Stormwater Drainage and Control Services for the area listed in subsection 2.3(h)



# Draft Development Charges By-law

## Uniform Non-Residential Charge

23-January-2026

# THE CORPORATION OF THE TOWN OF MILTON
# BY-LAW NUMBER xxx-2026
# 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 AND REPEAL BY-LAW 045-2021

**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 December 19, 2025;

**AND WHEREAS** the Council of The Corporation of the Town of Milton has given notice of and held a public meeting on the 9th day of February, 2026 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. DEFINITIONS

1.1 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;

"Act" means the Development Charges Act, 1997, S.O. 1997, c. 27;

“additional residential unit” means a self-contained dwelling unit that is subordinate in purpose to another dwelling unit upon the same lot and includes, but is not limited to a basement apartment and garden suite and an “additional dwelling unit” has the same meaning;

“affordable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(2) or 4.1(3) of the Act;

"agricultural development" means a bona fide farming operation, including greenhouses used in connection with a bona fide farming operation which are not connected to Regional water services or wastewater services, sod farms and farms for the breeding and boarding of horses, and includes, but is not limited to, barns, silos and other ancillary buildings to such agricultural development, but excluding in all circumstances any residential or commercial or retail component thereof and excludes cannabis production and growing facilities;

"air-supported structure" means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;

"ancillary residential building" means a residential building or structure that is subordinate in purpose to another residential dwelling unit upon the same lot and includes an additional residential unit;

"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, but is not limited to, an additional residential unit, a stacked townhouse dwelling, but does not include a special care/special need dwelling unit or a back-to-back townhouse dwelling;

“attainable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(4) of the Act;

"back-to-back townhouse dwelling" means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

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

"board of education" has the same meaning as set out in the Education Act, R.S.O. 1990, c. E.2, (the "Education Act");

"building" means a structure occupying an area greater than ten (10) square metres consisting of a wall, roof, and floor or any of them or a structural system serving the function thereof, and includes, but is not limited to, an above-grade storage tank, an air-supported structure, a canopy, and an industrial tent, but does not include a seasonal air-supported structure;

"Building Code Act" means the Building Code Act, 1992, S.O. 1992, c. 23 (the "Building Code Act");

"cannabis" means:

(a) a cannabis plant;

(b) any part of a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not;

(c) any substance or mixture of substances that contains or has on it any part of a cannabis plant; and

(d) any substance that is identical to any phytocannabinoid produced by, or found in, a cannabis 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, c. P.44; and

  iii. rolling stock with an estimated useful life of seven (7) 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;

"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 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, 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;

“decommissioning” means the removal of the culinary and/or sanitary facilities from a dwelling unit such that it no longer meets the definition of a “dwelling unit”;

"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;

"dwelling unit" means either (1) any part of a building or structure used, designed, or intended to be used as a residential use 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 and “residential unit” has the same meaning;

“existing industrial building” shall have the same meaning as the term is defined in the Regulation, and shall not include self-storage facilities and retail warehouses open to the public;

"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;

"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;

"industrial" means land, buildings or structures, or portions thereof that are intended or designed for manufacturing, producing, processing, storing or distribution of something, including research or development in connection with manufacturing, producing or processing something, and the retail sale by a manufacturer, producer or processor of something that they have manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place, as well as office space that is ancillary to the producing, processing, storing or distribution of something at the site, but shall not include self-storage facilities or retail warehouses open to the public;

"institutional development" shall have the same meaning as the term is defined in the Regulation;

"live/work unit" means a unit which contains separate residential unit 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, R.S.O. 1990. C. M.46, 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 51 or 53 of the Planning Act;

“long-term care home” means development as outlined in subsection 4.4(1) of the Act and excludes any component of the building or structure that is used for commercial or retail purposes;

"lot" means a parcel of land capable of being conveyed lawfully without any approval under the Planning Act which meets the minimum lot area requirements under the Town's Zoning By-law;

“mezzanine” means an intermediate floor assembly between the floor and ceiling of any room or storey and includes an interior balcony;

"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, tent trailer or mobile home situated on a recreational vehicle park;

"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, and the residential portion of a live/work unit;

"municipality" means The Corporation of the Town of Milton;

"non-profit housing development" shall have the same meaning as defined in subsection 4.2(1) of the Act;

"non-residential development" means land, buildings or portions thereof used, designed, or intended for use for any purpose other than for residential purpose and “non-residential purpose” and "non-residential use" has the same meaning;

"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;

"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, c. 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;

“recreational vehicle park” means land where mobile homes may be situated and occupancy of mobile homes is not permitted throughout the calendar year by either municipal land use or provincial regulations;

"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 development" shall have the same meaning as defined in section 1 of the Act;

"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 but does not include a mobile home situated on a recreational vehicle park and "residential use" and "residential purpose" has the same meaning;

“residential hospice” means a health care facility and registered charity that offers palliative care services by an inter-professional team with palliative care expertise. Care is available 24 hours a day, seven (7) days a week in a home-like setting for the individual and their significant others;

"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 or lease 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; mobile homes situated on a recreational vehicle park; 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 open to the public and self-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 and removed 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 and includes a semi-link dwelling;

"service" means a service designed in Schedule "A" to this By-law, and "services" shall have a corresponding meaning;

"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:

(a) where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;

(b) which may or may not have exclusive sanitary and/or culinary facilities;

(c) that is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and

(d) where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;

(e) and includes, but is not limited to, retirement homes or lodges, long-term care homes, charitable dwellings, group homes (including correctional group homes) and residential hospices;

(f) and does not include a public hospital or 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;

"stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally and vertically from another dwelling unit by a common wall and ceiling/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;

(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:

   i. directly beneath the roof or canopy of the building; or

ii. 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 $\pi r^2$ (the base area);

(f) and for the purposes of this definition, the area common to the residential and non-residential portions of such mixed-use buildings, shall be prorated to each use based upon the total floor area of each specific use;

"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 Treasurer or their designate; and

"Zoning By-Law" means any by-laws enacted by the Town under section 34 of the Planning Act.

1.2 Where a definition includes reference to a section of the Act or any other legislation, reference to the section shall be deemed to mean that section of the Act or other legislation as may be amended from time to time as they read on the date that any development charges are calculated.

## 2. DESIGNATION OF SERVICES/CLASS OF SERVICES

2.1 It is hereby declared by the Council of the Town that all development and redevelopment of land within the town will increase the need for services.

2.2 Once this By-law is in force, the development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by any individual development.

2.3 The categories of services and classes of services for which development charges are imposed under this By-law are as follows:

(a) Services Related to a Highway;

(b) Public Works;

(c) Fire Protection Services;

(d) Parks and Recreation Services;

(e) Library Services;

(f) Transit Services;

(g) Growth Studies;

(h) Stormwater Drainage and Control Services – Area Specific;

(i) Land – 10 Year Forecast; and

(j) Land – 2051 Forecast.

2.4 The components of the services designated in section 2.3 are described in Schedule "A".

**3. <u>APPLICATION OF BY-LAW RULES</u>**

3.1 Development charges shall be payable in the amounts set out in this By-law where:

(a) the lands are located in the area described in section 3.2; and

(b) the development of the lands requires any of the approvals set out in section 3.4.

**<u>Area to Which By-law Applies</u>**

3.2 Subject to section 3.3, this By-law applies to all lands in the town whether or not the land or use thereof is exempt from taxation under s. 13 of the Assessment Act.

3.3. Notwithstanding clause 3.2 above, this By-law shall not apply to lands that are owned by and used for the purposes of:

(a) the Town or a local board thereof;

(b) a board of education;

(c) the Region or a local board thereof; or

(d) the Crown or Crown Agency as defined in the Crown Agency Act, R.S.O. 1990, c. C.48 by way of section 71 of the Legislation Act, 2006, S.O. 2006, c. 21, Sched. F.

**Approvals for Development**

3.4 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.

3.4.1 No more than one development charge for each service designated in section 2.3 shall be imposed upon any lands, buildings, or structures to which this By-law applies even though two or more of the actions described in section 3.4 are required before the lands, buildings or structures can be developed.

3.4.2 Despite section 3.4.1, if two or more of the actions described in section 3.4 occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

**Exemptions:**

**Rules with Respect to Exemptions for Intensification of Existing Housing or New Housing**

3.5 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to developments or portions of developments as follows:

(a) the enlargement to an existing residential dwelling unit;

(b) the creation of additional residential 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

(c) the creation of up to three (3) additional residential units on a single parcel of land containing an existing or new detached dwelling, semi-detached dwelling or row dwelling provided any additional residential units conform with the Town's applicable Zoning By-law as confirmed by the Town's Chief Building Official or designate.

3.6 **<u>Exemption for Industrial Development:</u>**

3.6.1 Notwithstanding any other provision of this By-law, but subject to sections 3.6.4 and 3.6.5 below, no development charge is payable with respect to the enlargement of the total floor area of an existing industrial building where the total floor area is enlarged by 50 percent or less:

3.6.2 If the total floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

(a) determine the amount by which the enlargement exceeds 50 percent of the total floor area before the enlargement;

(b) divide the amount determined under subsection 3.6.2(a) by the amount of the enlargement.

3.6.3 For greater certainty in applying the exemption in this section, the total floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged area for persons, goods and equipment and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(1) of the Regulation. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passageway, or through a shared below-grade connection such as a service tunnel, foundation, footing or parking facility.

3.6.4 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 this By-law with respect to the amount of floor area of an enlargement that results in the total floor area of the industrial building being increased by greater than 50 percent of the total floor area of the existing industrial building.

3.6.5 For the purposes of this section, despite any new sites created which result in an existing industrial building being on a site separate from its enlargement or enlargements for which an exemption was granted under this section, further exemptions, if any, pertaining to the existing industrial building shall be calculated in accordance with section 3.6.4 on the basis of its site prior to any division.

3.7 **Other Exemptions/Reductions**:

Notwithstanding the provision of this By-law, development charges shall not be imposed with respect to:

(a) lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under Assessment Act, R.S.O. 1990, c. A.31;

(b) development creating or adding an accessory use or accessory building not exceeding 15 square metres (161.46 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 purposes;

(d) a public hospital;

(e) buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreational purposes for which the conservation authority charges admission and/or fees or (ii) any commercial or retail purposes;

(f) agricultural development, including a one-time exemption of up to 50 square metres (538.2 square feet) on any commercial or retail component therein;

(g) seasonal structures;

(h) temporary venues;

(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 Act, if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university, for greater clarity, this exemption excludes any buildings or part thereof that are intended for tenant use;

(j) land vested in or leased to a college of applied arts and technology as established under the Ontario Colleges of Applied Arts and Technology Act, 2002, S.O. 2002, c. 8, Sched. F.,if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the college; for greater clarity, this exemption excludes any buildings or part thereof that are intended for tenant use;

(k) non-profit housing development;

(l) affordable residential units;

(m) attainable residential units; and

(n) long-term care homes.

3.7.1 Notwithstanding any other provision of this By-law, the development charges payable for a rental housing development will be reduced in accordance with subsection 26.2(1.1) of the Act.

3.7.2 Where a development is subject to any exemption or reductions authorized under the Act and/or this By-law, the owner may be required to enter into an agreement to receive the exemption/reductions.

**Amount of Charges**

Residential

3.8 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 and in accordance with section 3.14.

Non-Residential

3.9 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 and in accordance with section 3.14.

**Redevelopment – Demolitions/Decommissioning**

3.10 In the case of a demolition of all or part of a building or the decommissioning of a residential unit:

(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) in the case of the decommissioning of a residential unit, a credit shall be allowed against the development charges otherwise payable pursuant to this By-law, provided that a change of use permit is issued to convert the existing residential unit into an ancillary residential building and the building will no longer be used as a dwelling unit for short or long-term accommodation or for commercial, retail, institutional, industrial, or livestock purposes;

(c) the credit shall be calculated based on the portion of the building used for a residential purpose that has been demolished/decommissioned by multiplying the number and type of dwelling units demolished/ decommissioned, 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, using the same calculation timing and methodology with respect to the redevelopment pursuant to this By-law;

(d) no credit shall be allowed where the demolished building or part thereof would have been exempt pursuant to this By-law;

(e) 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

(f) despite subsection 3.10(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 to the owner in the amount of the development charges paid under this section, without interest. If more than twelve (12) months is required to confirm the demolition of the existing building, the owner shall make a written request to the Town and the Treasurer may extend the time in which the demolition credit will be available in the Treasurer's sole and absolute discretion and upon such terms and conditions as the Treasurer considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building; and

(g) despite subsection 3.10(b) above, where the building cannot be decommissioned 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 decommissioned not later than twelve (12) months from the date a building permit is issued for the new building, the Town shall provide a refund to the owner in the amount of the development charges paid under this section, without interest. If more than twelve (12) months is required to confirm the decommissioning of the existing residential unit, the owner shall make a written request to the Town and the Treasurer may extend the time in which the credit will be available in the Treasurer's sole and absolute discretion and upon such terms and conditions as the Treasurer considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building.

**Redevelopment – Conversions**

3.11 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 using the same calculation timing and methodology with respect to the redevelopment pursuant to this By-law;

(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.

**Exemptions, Relief, Credits, Adjustments Not Cumulative**

3.12 Where the circumstances of a development or redevelopment are such that more than one type of exemption, relief, credit, or adjustment identified in sections 3.5 to 3.7.1 inclusive, section 3.10 and 3.11, or within the Act, the following applies:

(a) Where the sum of the exemptions, relief, credits, and adjustments required under the Act is greater than or equal to the value of any single exemption, relief, credit, or adjustment provided in sections 3.5 to 3.7.1 inclusive and 3.10 to 3.11 inclusive, only the exemptions, relief, credits, or adjustments required under the Act shall be provided.

(b) Where the sum of the exemptions, relief, credits, and adjustments required under the Act is less than the value of any single exemption, relief, credit, or adjustment provided in sections 3.5 to 3.7.1 inclusive and sections 3.10 and 3.11, the exemptions, relief, credits, and adjustments required under the Act shall be provided and an additional exemption, relief, credit, or adjustment shall be provided such that the total exemption, relief, credit, and/or adjustment equals the value of the largest single exemption, relief, credit, or adjustment provided by this By-law.

(c) Notwithstanding clauses 3.12 (a) and (b) above, where the amount of any exemptions, relief, credits, and/or adjustments exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the development, the excess exemption, relief, credit, and/or adjustment shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess exemption, relief, credit, and/or adjustment is expressly permitted by a phasing plan for the development that is acceptable to the Treasurer.

3.13 Where under this By-law an exemption of the development charge is provided, 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 in accordance with Town Policy No. 117 Financial Management – Development Finance from such time to the time of the updated charge.

**<u>Time of Calculation and Payment of Development Charges</u>**

3.14 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 or in accordance with the terms of an agreement entered into between the Town and the owner under subsection 27(1) of the Act.

3.15 Should the development or redevelopment result in a use other than the use under which a development charge was determined, discovered through an inspection carried out by the Chief Building Official or his or her designate, pursuant to the Building Code Act, or otherwise, or if an error in the calculation of the development charge is identified following the approval of one of the planning application types outlined in section 3.4, the Town will charge the development charges that would have been imposed had the current use and/or error been identified, plus interest in accordance with Town Policy No. 117 Financial Management – Development Finance from such time to the time of the updated charge, without the need for an action under section 3.4.

3.16 Should, prior to occupancy of a residential development or redevelopment, the owner provides notice to the Town of the change in the intended use of a residential development to include affordable or attainable housing units or to be a rental housing development, the Town will recalculate the development charges that would have been imposed had the intended use been identified at building permit issuance, without the need for an action under section 3.4, unless such action is required by legislation governing those actions. Any refund of development charges paid under this section will be provided without interest.

## 4. ALTERNATIVE PAYMENT AGREEMENTS

4.1 The Town may enter into an agreement under section 27 of the Act, in a form and having content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, with any person who is required to pay a development charge providing for all or any part of the development charge to be paid before or after it would otherwise be payable.

4.2 The Chief Building Official or their designate has the ability to withhold the issuance of a permit under the Building Code Act unless the development complies with section 28 of the Act.

## 5. PAYMENT BY MONEY OR SERVICES

5.1 Payment of development charges shall be by cash, debit, bank draft or certified cheque or as otherwise approved at the sole discretion of the Treasurer.

5.2 In the alternative to payment by the means provided in section 5.1 herein, the Town may, by a written agreement entered into with the owner, accept the provision of services in full or partial satisfaction of the development charges otherwise payable.

5.3 Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the Planning Act, that the owner, at the owner's expense, install such local services as Council may require or that local connections to storm drainage facilities be installed at the owner's expense.

5.4 Any 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 written agreement to provide a credit in relation to another service as per subsection 39(3) of the Act or may provide for another basis for recovery.

5.5 If development charges or any part thereof payable pursuant to this By-law remain unpaid after such charges are payable, inclusive of any adjusted amounts that may be identified in accordance with section 3.15, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

## 6. INDEXING

6.1 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, on April 1st of each year, commencing from by-law passage, in accordance with the prescribed index for the most recent year over year period. Council may determine not to implement indexing in any year, or to amend the effective date of the indexing within the year, in its sole and absolute discretion without amendment to the By-law.

## 7. SCHEDULES

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

Schedule "A" Components of Services and Classes of Services Designated in section 2.3.

Schedule “B” Residential and Non-Residential Development Charges

Schedule “C” Map identifying Area Specific Stormwater Drainage and Control Services for the area listed in subsection 2.3(h).

## 8. CONFLICTS

8.1 Where the Town and an owner or former owner have entered into an agreement pursuant to section 27 of the Act with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

8.2 Notwithstanding section 8.1, where a development which is the subject of an agreement to which section 8.1 applies, is subsequently the subject of one or more of the actions described in section 3.4, an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

## 9. SEVERABILITY

9.1 If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

## 10. REFERENCES TO LEGISLATION

10.1 Reference in this By-law to any legislation (including but not limited to regulations and by-laws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto without the need for an amendment to this By-law.

## 11. DATE BY-LAW IN FORCE

11.1 This By-law shall come into effect at 12:01 AM on June 26, 2026.

## 12. DATE BY-LAW EXPIRES

12.1 This By-law will expire at 12:01 AM on June 26, 2036 unless it is repealed by Council at an earlier date.

## 13. EXISTING BY-LAW REPEALED

13.1 By-law Number 045-2021 is hereby repealed effective 12:01 AM on June 26, 2026.

PASSED IN OPEN COUNCIL on the 13th day of April, 2026.

| | |
|---|---|
| Mayor – Gordon A. Krantz | Town Clerk – Meaghen Reid |

**Schedule "A"**
**By-law XXX-2026**
**Components of Services and Classes of Services Designated in section 2.3**

**Town-Wide DC - 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
  - Park Development
  - Recreation Trails
  - Outdoor Recreation Facilities and Park Amenities
  - Vehicles and Equipment

- Library Services
  - Library Facilities
  - Library Collection Materials

**DC - Eligible Classes**

- Public Works Facilities, Vehicles and Equipment
- Growth Studies
- Land – 10 Year Forecast

- Land – 2051 Forecast

**Area-Specific DC - Eligible Services**

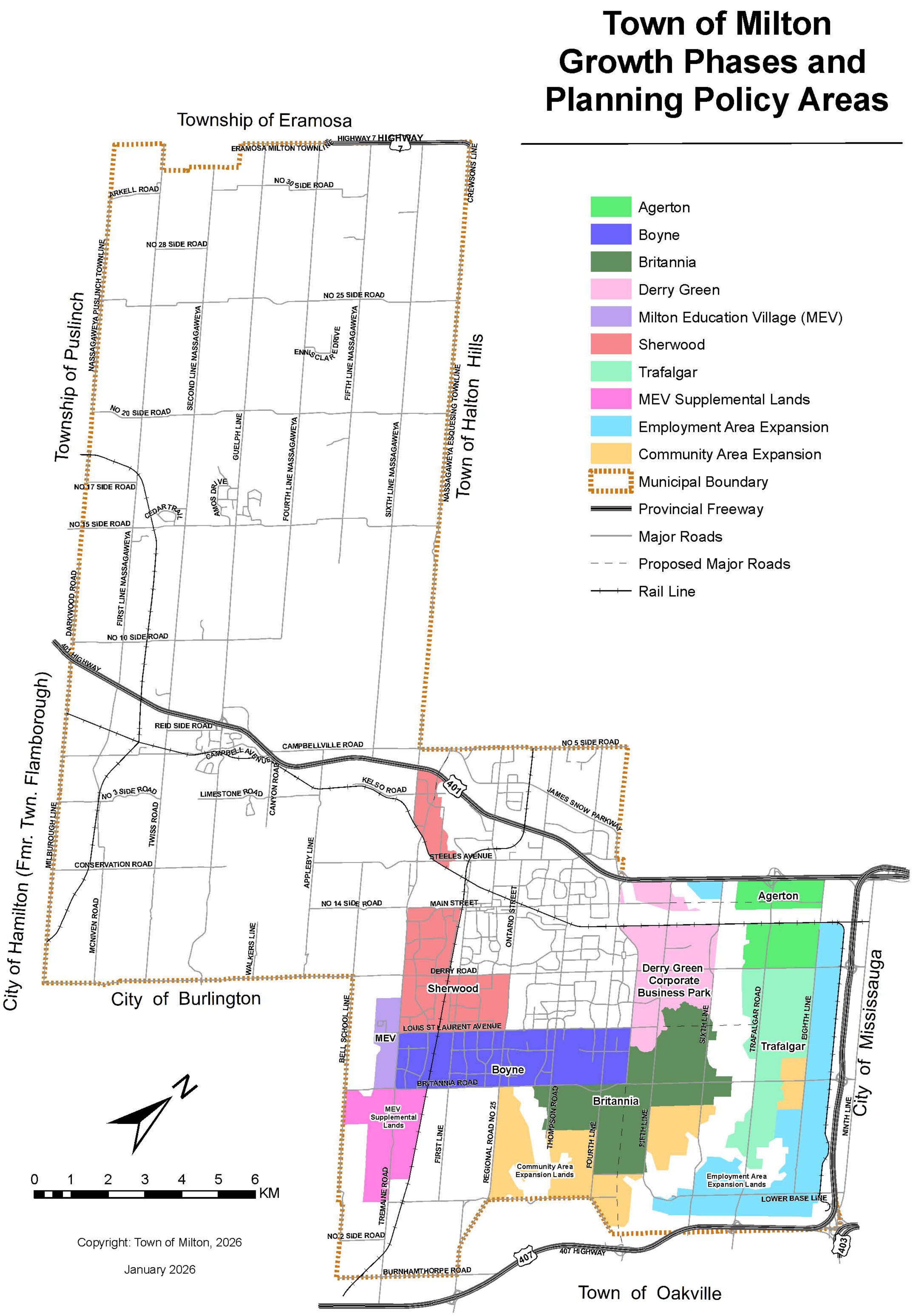
- Stormwater Drainage and Control Services
  - Sherwood Secondary Plan
  - Boyne Secondary Plan
  - Derry Green Secondary Plan
  - Trafalgar Secondary Plan
  - Agerton Secondary Plan
  - Britannia Secondary Plan
  - Milton Education Village Secondary Plan
  - Milton Education Village Supplemental Lands Secondary Plan
  - Community Area Expansion Lands
  - Employment Area Expansions Lands

# Schedule “B”
# By-law XXX-2026
# Residential and Non-Residential Development Charges

| Service/Class of Service | RESIDENTIAL | | | | | NON-RESIDENTIAL |
|---|---|---|---|---|---|---|
| | Single and Semi Detached Dwelling | Other Multiples | Apartments - 2 Bedrooms + | Apartments Bachelor and 1 Bedroom | Special Care/Special Dwelling Units | per sq.ft. of Total Floor Area |
| **Town Wide Services/Class of Service:** | | | | | | |
| Services Related to a Highway | 7,432 | 5,924 | 3,808 | 2,709 | 2,137 | 2.70 |
| Public Works (Facilities and Fleet) | 1,205 | 961 | 617 | 439 | 347 | 0.26 |
| Transit Services | 3,054 | 2,434 | 1,565 | 1,113 | 878 | 0.83 |
| Fire Protection Services | 885 | 705 | 453 | 323 | 255 | 0.34 |
| Parks and Recreation Services | 21,573 | 17,196 | 11,054 | 7,862 | 6,204 | 1.16 |
| Library Services | 1,566 | 1,248 | 802 | 571 | 450 | 0.09 |
| Growth Studies | 444 | 354 | 228 | 162 | 128 | 0.16 |
| Land - 2051 Forecast | 2,323 | 1,852 | 1,190 | 847 | 668 | 0.70 |
| Land - 10 Year Forecast | 3,450 | 2,750 | 1,768 | 1,257 | 992 | 0.17 |
| **Total Town Wide Services/Class of Services** | **41,932** | **33,424** | **21,485** | **15,283** | **12,059** | **6.41** |
| **Area Specific Stormwater Drainage and Control Services:** | 70 | 55 | 36 | 25 | 20 | 0.07 |
| **Total Town Wide and Area Specific Services/Class of Services** | **42,002** | **33,479** | **21,521** | **15,308** | **12,079** | **6.48** |

NOTE: The rates presented above are in 2025$. The rates will be indexed by the legislative prescribed StatsCan Non-Residential Building Construction Price Index when final recommendations are presented to Council in April.

Schedule “C”
By-law XXX-2026
Map identifying Area Specific Stormwater Drainage and Control Services for the area listed in subsection 2.3(h)



# Community Benefits Charge Strategy

## Town of Milton

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

December 19, 2025

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## List of Acronyms and Abbreviations

| Acronym | Full Description of Acronym |
| --- | --- |
| C.B.C. | Community Benefits Charge |
| D.C. | Development charge |
| D.C.A. | Development Charges Act, 1997, as amended |
| ha | hectare |
| H.U.S.P. | Halton Urban Structure Plan |
| M.E.V. | Milton Education Village |
| N.F.P.O.W. | No fixed place of work |
| OLT | Ontario Land Tribunal |
| O. Reg. | Ontario Regulation |
| P.P.U. | Persons per unit |
| sq.ft. | square foot |
| sq.m. | square metre |

# Report

# Chapter 1
## Introduction

# 1. Introduction

## 1.1 Purpose of this Document

This strategy report has been prepared pursuant to the requirements of the *Planning Act*, 1990, (section 37) and, accordingly, evaluates the imposition of a Community Benefits Charge (C.B.C.) and associated policies for the Town of Milton (the "Town").

The Town retained Watson & Associates Economists Ltd. (Watson) to undertake the C.B.C. strategy process throughout 2025. Watson worked with Town staff preparing the C.B.C. analysis and policy recommendations contained within this strategy.

The C.B.C. strategy report will be distributed to members of the public in order to provide interested parties with the background information on the legislation, the recommendations contained herein, and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's C.B.C. strategy, as summarized in Chapter 3. It also addresses the requirement for "rules" (contained in Chapter 6) and the proposed by-law to be made available as part of the approval process (included as Appendix B).

In addition, the report is designed to provide sufficient background on the legislation (Chapter 3) and the policies underlying the proposed by-law, making the exercise understandable to those involved.

Finally, the report addresses post-adoption implementation requirements (Chapter 7), which are critical to the successful application of the new policy.

The chapters in the strategy report are supported by Appendix A, containing the growth forecast information required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a strategy and calculation to support the C.B.C. rate is provided herein.

## 1.2 Legislative Context

### *1.2.1 Bill 197 – COVID-19 Economic Recovery Act, 2020*

The *COVID-19 Economic Recovery Act* received Royal Assent on July 21, 2020. Schedule 3 of the Act amended the Development Charges Act (D.C.A.) and Schedule 17 amended the *Planning Act* (including amendments to community benefits and the alternative rate of parkland dedication). These amendments replace those not proclaimed under the *More Homes, More Choice Act* (Bill 108).

The *COVID-19 Economic Recovery Act* amendments in Schedules 3 and 17 were proclaimed and came into effect on September 18, 2020. In regard to the C.B.C., eligible municipalities had two (2) years after the date of proclamation (i.e., September 18, 2022) to transition certain services to the new rules and pass a C.B.C. by-law if they wish to impose these charges.

**D.C.A. Amendments:**

Changes to Eligible Services – the amendments reframe the context of the D.C.A. from a tool to fund services that are not defined as "ineligible," to only include "eligible" services for which development charges (D.C.s) may be imposed. Eligible services include:

- Water supply services, including distribution and treatment services;
- Wastewater services, including sewers and treatment services;
- Storm water drainage and control services;
- Services related to a highway;
- Transit services;
- Waste diversion services;
- Policing services;
- Fire protection services;
- Ambulance services;
- Public library services;
- Long-term care services;
- Parks and recreation services;
- Public health services;

- Child-care services;
- Services related to proceedings under the Provincial Offences Act; and
- Emergency preparedness services.

**C.B.C. Amendments:**

As per section 37 (5) of the *Planning Act*, a C.B.C. may be imposed for services that do not conflict with services or projects provided under a municipality's D.C. by-law or parkland dedication by-law. Hence, the services provided under the C.B.C. would be defined as follows:

(a) land for park or other public recreational purposes in excess of lands dedicated or provided cash-in-lieu payments under section 42 or 51 of the *Planning Act*;

(b) services not provided under section 2 (4) of the D.C.A. (as noted above);

(c) capital costs for eligible D.C. services that are not intended to be funded under the Town's D.C. by-law.

Single-tier and lower-tier municipalities may impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. As noted above, there are no restrictions on the services that may be included in the charge, with the exception of capital costs included under a D.C.A. by-law or parkland dedication by-law. There are, however, restrictions on the application of the charges, i.e., a C.B.C. may not be imposed with respect to:

- development or redevelopment of fewer than 10 residential units, and in respect of buildings or structures with fewer than five (5) storeys;
- a building or structure intended for use as a long-term care home;
- a building or structure intended for use as a retirement home;
- a building or structure intended for use by a university, college, or an Indigenous Institute;
- a building or structure intended for use as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion;
- a building or structure intended for use as a hospice to provide end-of-life care; or
- not-for-profit housing.

O. Reg. 509/20 specifies that a maximum charge of 4% of the value of land at the time of building permit issuance may be imposed.  Prior to adopting a C.B.C. by-law the municipality must undertake a C.B.C. strategy report and follow the required public procedure. The C.B.C. by-law is appealable to the Ontario Land Tribunal (OLT).

### *1.2.2 Bill 109 – More Homes for Everyone Act, 2022*

The *More Homes for Everyone Act, 2022* received Royal Assent on April 14, 2022. Schedule 5 of the Act amended the *Planning Act* with respect to C.B.C. by-laws. New subsections 37 (54) to (59) required that Council must pass a resolution on whether a revision to the C.B.C. by-law is needed at least every five (5) years from the date the by-law was first passed.

The municipality must review the by-law and determine whether there is need for a revision and requires that municipalities shall consult with such persons and public bodies as appropriate. The municipality must give notice of the passing of the resolution within 20 days on the website of the municipality.

If Council does not pass a resolution within the five (5) years, the by-law is deemed to expire.

### *1.2.3 Bill 23 – More Homes Built Faster Act, 2022*

The Province introduced the *More Homes Built Faster Act, 2022* with the overall objective to increase housing supply and provide attainable housing options. The Province's plan is to address the housing crisis by targeting the creation of 1.5 million homes over a period to 2031. To implement this plan, the Act introduced several changes to the *Planning Act*, along with nine other Acts, including the *Development Charges Act (D.C.A.)*, which seek to increase the supply of housing.

The *More Homes Built Faster Act, 2022* received Royal Assent on November 28, 2022. Schedule 9 of the Act amends the *Planning Act* with respect to C.B.C. by-laws as follows:

- Subsection 37 (7.1) allows a municipality to enter into an agreement with a landowner for the provision of in-kind contributions. It also allows for this agreement to be registered on title of the land to which the charge applies (s.s.37 (7.2)).

- Subsections 37 (32), as amended, clarifies the application of the maximum prescribed percentage of the value of land for redevelopment. Where development or redevelopment is occurring on a parcel of land with an existing building or structure, the maximum C.B.C. that could be imposed is to be calculated based on the incremental development only.
- Subsection 37 (32.1) exempts affordable residential units, attainable residential units, inclusionary zoning residential units, and non-profit housing developments from the payment of a C.B.C. The initial definitions for these development types were provided as follows, in reference to the D.C.A.:
  - **Affordable Residential Units (Rented):** Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
  - **Affordable Residential Units (Ownership):** Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
  - **Attainable Residential Units:** Excludes affordable units and rental units; will be defined[1] as prescribed development or class of development and sold to a person who is at "arm's length" from the seller.
  - **Inclusionary Zoning Units:** Affordable housing units required under inclusionary zoning by-laws.
  - For affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.

### *1.2.4 Bill 134 – Affordable Homes and Good Jobs Act, 2023*

The Ontario Legislature introduced new legislation through Bill 134, the *Affordable Homes and Good Jobs Act,* which received Royal Assent on December 4, 2023. The legislation impacts the D.C.A. and the *Planning Act* by amending the definition of an “affordable residential unit” for the purpose of exempting such developments from the payment of C.B.C., D.C., and parkland dedication requirements. Under the legislation, affordable residential units were defined and required the Minister of Municipal Affairs and Housing to publish an “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin.” It is noted that for C.B.C. and parkland

[1] Currently undefined, awaiting regulations from the Province.

dedication requirements, the *Planning Act* refers to the D.C.A. in regard to the exemption for affordable residential units. This bulletin informs the average market rent and purchase price to be used in determining which developments qualify as affordable residential units. The bulletin was updated by the Minister as of August 1, 2025.

The *Affordable Homes and Good Jobs Act* provides for a modification to the affordable residential unit definition by:

- Introducing an income-based test for affordable rent and purchase price; and
- Increasing the threshold for the market test of affordable rent and purchase price.

This change provides the exemption based on the lesser of the two measures. Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- The tenant and purchaser transacting the affordable unit being at arm's length;
- The intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- Exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides a summary of the amended definition provided through the *Affordable Homes and Good Jobs Act* (underlining added for emphasis).

Table 1-1
Definition of Affordable Residential Units

| Item | Bill 134 Definition<br>(as per D.C.A. Definition) |
|---|---|
| Affordable residential unit rent (subsection 4.1 (2), para. 1) | The rent is no greater than <u>the lesser of</u>,<br>i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), and<br>ii. the <u>average market rent</u> identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1 | The Minister of Municipal Affairs and Housing shall,<br>(a) determine the <u>income of a household</u> that, in the Minister's opinion, is <u>at the 60th percentile of gross annual incomes for renter households in the applicable local municipality</u>; and |

| Item | Bill 134 Definition (as per D.C.A. Definition) |
|---|---|
| | (b) identify the rent that, in the Minister's opinion, is equal to 30 per cent of the income of the household referred to in clause (a). |
| Affordable residential unit ownership (subsection 4.1 (3), para. 1) | The price of the residential unit is no greater than the lesser of,<br>i. the income-based affordable purchase price for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), and<br>ii. 90 per cent of the average purchase price identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1 | The Minister of Municipal Affairs and Housing shall,<br>(a) determine the income of a household that, in the Minister's opinion, is at the 60th percentile of gross annual incomes for households in the applicable local municipality; and<br>(b) identify the purchase price that, in the Minister's opinion, would result in annual accommodation costs equal to 30 per cent of the income of the household referred to in clause (a) |

The affordable exemptions came into effect on June 1, 2024. The bulletin provides the affordable exemption criteria on a municipal-specific basis for C.B.C.s, D.C.s, and Parkland dedication. It is anticipated that the bulletin will continue to be updated annually, and currently provides the following information specific to Milton:

- For Affordable Ownership Units: the average purchase price based on household income is $535,400. Using the 90% of average purchase price amounts, the cost per unit types are as follows:
  - Detached House: $1,197,000
  - Semi-Detached House: $918,000
  - Row/townhouse: $810,000
  - Condominium Apartment $585,000
    - Based on the above, the affordable owned housing exemptions are based on income, which equals to purchase price being less than $535,400 for all unit types.
- For Affordable Rental Units: the average rent based on household income would equal $2,990 per month. The average market rent by unit type is as follows:

- For a bachelor unit: $1,324
- For a 1-bedroom unit: $1,655
- For a 2-bedroom unit: $1,762
- For a unit with 3 or more bedrooms: $2,359
  - Based on the above, the affordable rental housing exemptions are based on average market rent for all unit types.

## 1.3 Current Policies

Historically, the Town has not imposed charges related to community benefits under the prior section 37 (*Planning Act)* provisions.

## 1.4 Summary of the Process

Prior to passing a C.B.C. by-law, the *Planning Act*, section 37 (10) requires the municipality to consult with the public and such persons and public bodies as the municipality considers appropriate. As such, two (2) engagement sessions will be set to present the strategy to the public to solicit input. The Town has also launched an online engagement platform (https://www.letstalkmilton.ca/dc-and-cbc-studies-2026) to allow the public to provide feedback on the strategy and proposed by-law.

Figure 1-1 provides an outline of the schedule to be followed with respect to the C.B.C. strategy and by-law adoption and implementation process.

Figure 1-1
Town of Milton
Schedule of Key Dates in the C.B.C. Strategy Process

| Item | Date |
|---|---|
| 1. Data collection, land valuation analysis, growth forecast development, capital needs assessment, staff review, C.B.C. calculations and policy work. | February 2025 to October 2025 |
| 2. Council Workshop | October 27, 2025 |
| 3. Release of C.B.C. Strategy Report | December 19, 2025 |
| 4. Meeting of Council advertisement on Town website | At least 2 weeks prior to the public meeting of Council |
| 5. Engagement Sessions | 1. December 1, 2025<br>2. January 27, 2026 |
| 6. Public Meeting of Council | February 9, 2026 |
| 7. Council considers adoption of C.B.C. strategy and passage of by-law | April 13, 2026 |
| 8. Notice given of by-law passage | No later than 20 days after passage |
| 9. Last day for by-law appeal | 40 days after passage |

# Chapter 2

## Anticipated Development in the Town of Milton

# 2. Anticipated Development

## 2.1 Requirement of the Act

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town will be required to provide services over a 2025 to 2051 time horizon.

Chapter 3 provides the methodology for calculating a C.B.C. as per the *Planning Act*. Figure 3-1 presents this methodology schematically. It is noted in the first box of the schematic that in order to determine the C.B.C. that may be imposed, it is a requirement of section 37 (9) of the *Planning Act* and O. Reg. 509/20 that "the anticipated amount, type and location of development and redevelopment, for which a C.B.C. can be imposed, must be estimated."

## 2.2 Basis of Population, Household and Employment Forecast

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

- Halton Region Report No: LPS18-21 – Regional Official Plan Review – Integrated Growth Management Strategy – Growth Concept Discussion Paper, February 2021;
- Amendment No. 49 to The Regional Plan Official Plan for the Halton Planning Area Regional Municipality of Halton – an Amendment to Implement the Integrated Growth Management Strategy – June 2022;
- Halton Regional Official Plan Amendment 49, as approved with modifications by the Minister, November 4, 2022;
- Town of Milton Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) Final Report by Watson & Associates Economists Ltd.;
- Town of Milton 2025 Development Charges Background Study, December 19, 2025, by Watson & Associates Economists Ltd.

- 2011, 2016 and 2021 population, household and employment Census data;
- Historical residential building permit data over the 2014 to 2024 period;
- Residential and non-residential supply opportunities as identified by Town of Milton staff; and
- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of Milton.

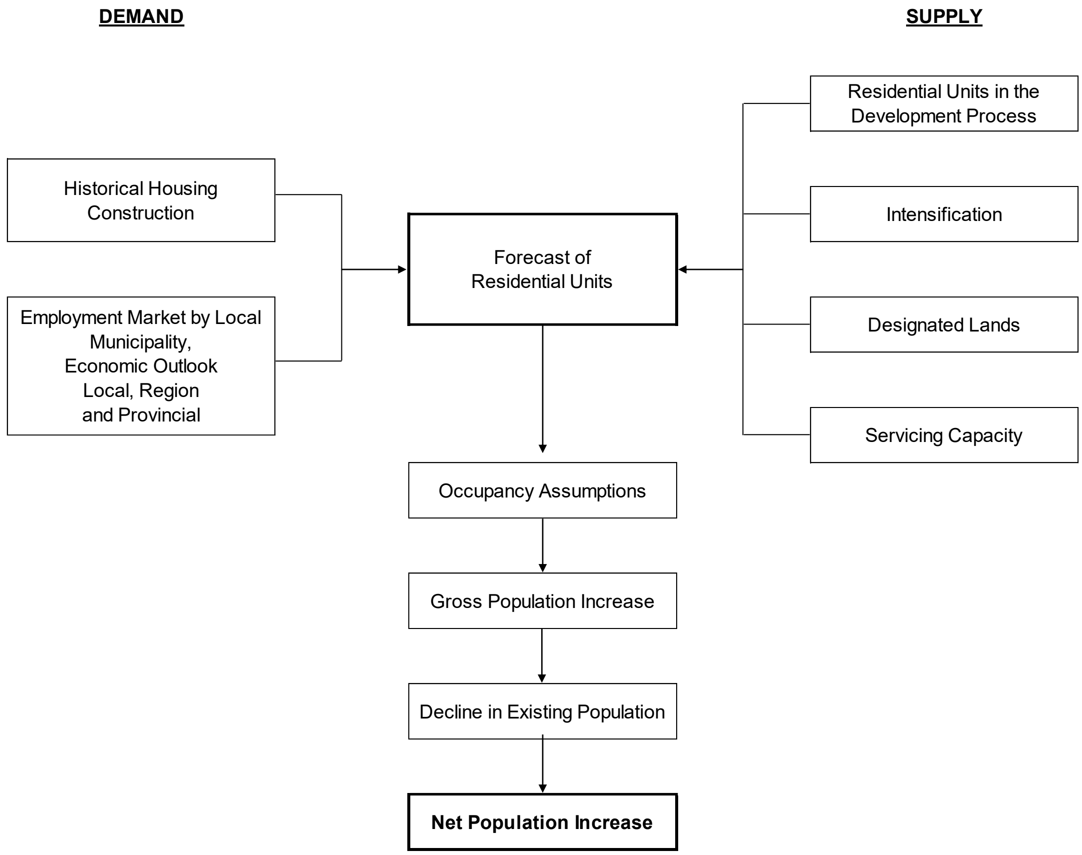
## 2.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 2-1. The discussion that follows summarizes the anticipated growth for the Town and outlines the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 2-1 below and in Schedule 1 of Appendix A.

As identified in Table 2-1 and Schedule 1, the Town's population (excluding Census undercount) is anticipated to reach approximately 388,400 by 2051, resulting in an increase of 231,330 persons over the 2025 to 2051 forecast period.[2]

[2] The population figures used in the calculation of the 2025 C.B.C. exclude the net Census undercount, which is estimated at approximately 4.0%.

Figure 2-1
Approach to Population and Housing Forecast



# Table 2-1
# Town of Milton
# Residential Growth Forecast Summary

| | Year | Population (Including Census Undercount) [1] | Excluding Census Undercount | | | | | Housing Units | | | | | | | | Person Per Unit (P.P.U.): Total Population/ Total Households |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Population | Institutional Population | Population Excluding Institutional Population | Off-Campus Student Population Not Captured in Census [2] | Total Population and Off-Campus Student Population | Singles & Semi-Detached | Multiple Dwellings [3] | Apartments [4] | Other | Total Households | Off-Campus Student Households | Total Households Including Off-Campus Student Housing | Equivalent Institutional Households | |
| Historical | *Mid 2011* | 87,720 | 84,362 | 787 | 83,575 | | 84,362 | 20,351 | 5,385 | 1,788 | 37 | 27,561 | | 27,561 | 715 | 3.061 |
| | *Mid 2016* | 114,520 | 110,128 | 1,193 | 108,935 | | 110,128 | 23,408 | 7,517 | 3,322 | 25 | 34,272 | | 34,272 | 1,085 | 3.213 |
| | *Mid 2021* | 138,280 | 132,979 | 1,549 | 131,430 | | 132,979 | 26,475 | 9,435 | 4,105 | 30 | 40,045 | | 40,045 | 1,408 | 3.321 |
| Forecast | *Mid 2025* | 163,200 | 156,947 | 1,792 | 155,155 | 108 | 157,055 | 28,194 | 10,806 | 7,250 | 30 | 46,280 | 40 | 46,320 | 1,629 | 3.391 |
| | *Mid 2051* | 400,400 | 385,052 | 5,670 | 379,382 | 3,334 | 388,386 | 51,479 | 43,043 | 33,382 | 30 | 127,934 | 1,300 | 129,234 | 5,155 | 3.010 |
| Incremental | **Mid 2011 - Mid 2016** | **26,800** | **25,766** | **406** | **25,360** | **0** | **25,766** | **3,057** | **2,132** | **1,534** | **-12** | **6,711** | **0** | **6,711** | **370** | |
| | **Mid 2016 - Mid 2021** | **23,760** | **22,851** | **356** | **22,495** | **0** | **22,851** | **3,067** | **1,918** | **783** | **5** | **5,773** | **0** | **5,773** | **323** | |
| | **Mid 2021 - Mid 2025** | **24,920** | **23,968** | **243** | **23,725** | **108** | **24,076** | **1,719** | **1,371** | **3,145** | **0** | **6,235** | **40** | **6,275** | **221** | |
| | **Mid 2025 - Mid 2051** | **237,200** | **228,105** | **3,878** | **224,227** | **3,226** | **231,331** | **23,285** | **32,237** | **26,132** | **0** | **81,654** | **1,260** | **82,914** | **3,526** | |

[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.
[2] Forecast student population not captured in the Census reflects students that result in an off-campus student household.
[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[4] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).

Notes:
Numbers may not add due to rounding.
Source: Derived from the Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd., and discussions with Town of Milton staff regarding servicing and land supply by Watson & Associates Economists Ltd.

Provided below is a summary of the key assumptions and findings regarding the Town's C.B.C. growth forecast:

1. Unit Mix (Appendix A – Schedules 1 and 5)
   - The housing unit mix for the Town was derived from a detailed review of the Town of Milton's historical development activity (as per Schedule 5), as well as active residential development applications and discussions with Town staff regarding anticipated development trends for the Town of Milton.
   - Based on the above indicators, the 2025 to 2051 household growth forecast for the Town is comprised of a unit mix of 29% low-density units (single detached and semi-detached), 39% medium-density (multiples except apartments) and 32% high-density (accessory units, bachelor, 1-bedroom, and 2+ bedroom apartments) units.

2. C.B.C. Eligible Units
   - Subsection 37 (4) of the *Planning Act* establishes the criteria for a development to be C.B.C. eligible. A C.B.C. may be imposed if:
     - Development of a proposed building or structure has five or more storeys at or above ground and has 10 or more residential units;
     - Redevelopment of an existing building or structure that will have 5 or more storeys at or above ground after redevelopment and proposes to add 10 or more residential units to an existing building or structure; or
     - Such types of development or redevelopment as prescribed.
   - The C.B.C. eligible unit forecast is derived based on the established criteria above and a detailed review of historical Census housing trends, historical development activity (as per Schedule 5), active residential development applications and discussions with Town staff regarding anticipated C.B.C. eligible developments.
   - Based on the above indicators, the Town is forecasted to accommodate 18,430 C.B.C. eligible household units over the 2025 to 2051 forecast period. This translates to 66% of all high-density units, excluding accessory units, being C.B.C. eligible from 2025 to 2051.

3. Geographic Location of C.B.C. Eligible Residential Development (Appendix A – Schedule 2b)
    - Schedule 2 summarizes the anticipated amount, type and location of C.B.C.-eligible development for the Town.
    - In accordance with forecast demand and available land supply, the amount and percentage of forecast C.B.C. eligible housing growth between 2025 and 2051 is summarized in Table 2-2.

Table 2-2
Town of Milton
Residential High-Density Growth by Development Area

| Development Location | High-Density Housing Growth, 2025 to 2051 [1] | C.B.C.-Eligible Share (%) | C.B.C.- Eligible Housing Growth, 2025 to 2051 |
|---|---|---|---|
| Pre-HUSP | 12,070 | 67% | 8,052 |
| Bristol Secondary Plan | 629 | 16% | 102 |
| Sherwood Secondary Plan | 437 | 50% | 224 |
| Boyne Secondary Plan | 809 | 28% | 230 |
| Milton Education Village | 4,984 | 84% | 4,166 |
| Britannia Secondary Plan | 1,415 | 44% | 620 |
| Agerton Secondary Plan | 4,921 | 81% | 3,986 |
| Trafalgar Secondary Plan | 1,597 | 49% | 789 |
| Community Area Expansion Lands | 530 | 49% | 263 |
| Rural | - | | - |
| **Town-Wide Total** | **27,392** | **67%** | **18,432** |

[1] High density includes accessory apartments, bachelor, 1-bedroom, and 2-bedroom+ apartments and off-campus student housing.
Source: Watson & Associates Economists Ltd.

4. Planning Period
    - For the purpose of this study, a 2025 to 2051 planning horizon has been assumed which aligns with the Town's capital budget and forecast.
5. Population in New Units (Appendix A – Schedules 3 and 4)
    - The number of housing units to be constructed by 2051 in the Town over the forecast period is presented in Table 2-1. Over the 2025 to 2051 forecast period, the Town is anticipated to average approximately 3,140 new permanent housing units per year.

- Institutional population[3] is anticipated to increase by approximately 3,880 people between 2025 to 2051.
    - Population in new units is derived from Schedules 3 and 4 which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
    - Schedule 6 summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2021 custom Census data for the Town of Milton. Due to data limitations high density P.P.U. data was derived from Halton Region which includes the Town of Milton, and is outlined in Schedule 8b. The total calculated P.P.U. for all density types has been adjusted accordingly to account for the P.P.U. trends which has been recently experienced in both new and older units. Forecast average P.P.U.s by dwelling type are as follows:
        - Low density: 3.825
        - Medium density: 3.049
        - High density:[4] 1.744
        - Off-campus student housing [5]: 2.560

6. Existing Units and Population Change (Appendix A – Schedules 3 and 4)
    - Existing households for 2025 are based on 2021 Census households, plus estimated residential units constructed between mid-2021 to the beginning

[3] Institutional population largely includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2-or-more-bedroom units in collective households.
[4] Includes accessory units, bachelor, 1-bedroom and 2-or-more-bedroom apartments
[5] Derived Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd.

of the growth forecast period, assuming a minimum six-month lag between construction and occupancy (see Schedule 3).

- The change in average occupancy levels for existing housing units is calculated in Schedules 3 and 4. The forecasted population change in existing households over the 2025 to 2051 forecast period is forecast to decrease by approximately 8,710.

## 2.4 Summary of Growth Forecast for Area-Specific C.B.C. Calculations

As discussed further in Chapters 3 and 4, the C.B.C. calculation is based on capital costs related to land for parks that are required to accommodate the high-density development and that are in excess of lands dedicated or provided via cash-in-lieu payments under sections 42 or 51 of the *Planning Act.* For certain areas in the Town, existing agreements for parkland dedication are already in place. As a result, these lands have been excluded from the analysis.

The areas under review as part of this C.B.C. strategy are the Pre-H.U.S.P. lands, M.E.V. lands, and portions of the Community Area Expansion Lands that are not subject to existing agreements. Within these areas, the following provides a summary of the forecasted development to which the C.B.C. may be imposed:

Table 2-3
Town of Milton
Units in C.B.C. Eligible Buildings for Area-Specific C.B.C. Calculations

| Area | Units in C.B.C. Eligible Buildings |
|---|---|
| Pre-H.U.S.P. | 8,052 |
| M.E.V. | 4,166 |
| Community Area Expansion Lands* | 93 |

**Note: this excludes areas within the Community Area Expansion Lands where existing agreements for parkland are in place.*

As the C.B.C. rate is applied against the value of land the day before a building permit is issued, average land values associated with eligible high-density development are required to be assessed. These land values are then utilized to calculate the eligible C.B.C. rate (up to a maximum of 4%). To assist in estimating land values, the Town commissioned a professional land appraiser to provide input into the analysis. Antec Appraisal Group undertook land value estimates on behalf of the Town to assist with the implementation of this C.B.C. strategy. The land valuations were based on high-density residential lands in the Town. Based on the appraisal report an average land value per acre of $4,500,000 ($11.12 million per hectare) has been used for purposes of the C.B.C. Strategy to estimate total potential land value for C.B.C. eligible high-density development.

Based on current applications in the development process, the high-density units per hectare was estimated for the three (3) areas, as provided in Table 2-6. This assumption was utilized to calculate the estimated total hectares of land associated with the C.B.C.-eligible units. The estimated total hectares are multiplied by the average land value per hectare to determine a total land value, which will be used as the denominator in the C.B.C. calculations.

Table 2-4
Estimated Acres of Land and Associated Value of Anticipated C.B.C. Eligible Development over the 2025-2051 Forecast Period

| C.B.C. Eligible Growth | Pre-H.U.S.P. | M.E.V. | Community Area Expansion Lands* | Total |
|---|---|---|---|---|
| Forecast C.B.C. Eligible Units | 8,052 | 4,166 | 93 | 11,473 |
| Estimated High Density units per hectare | 445 | 200 | 150 | |
| **Estimated Hectares of Land** | **18.10** | **20.83** | **0.62** | **39.55** |
| Average Land Value per hectare | $11,120,000 | $11,120,000 | $11,120,000 | $11,120,000 |
| **Estimated Total Value of Land** | **$201,305,000** | **$231,630,000** | **$6,894,000** | **$439,829,000** |

*Where existing parkland agreements are not in place

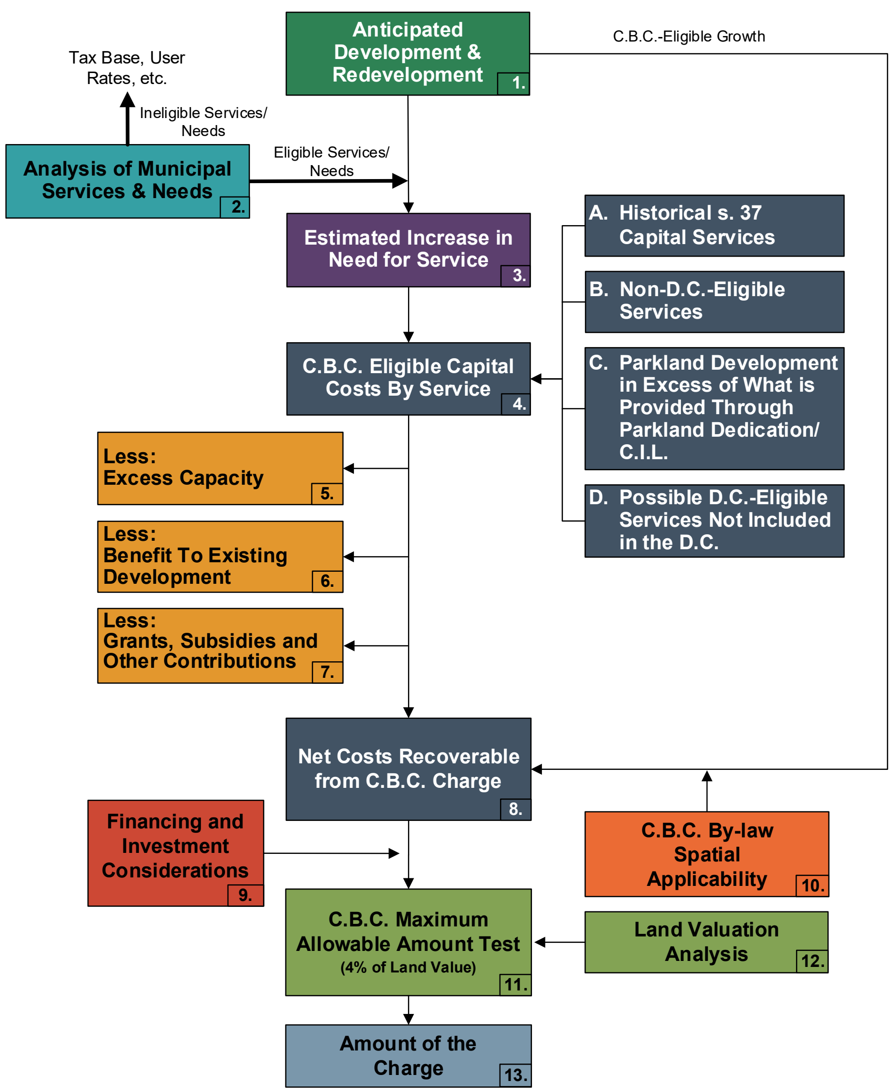
# Chapter 3
## Approach to the Calculation

# 3. The Approach to the Calculation of the Charge

## 3.1 Introduction

This chapter addresses the requirements of subsection 37(9) of the *Planning Act* and sections 2 and 3 of O. Reg. 509/20 with respect to the establishment of the need for service which underpins the C.B.C. calculation. These requirements are illustrated schematically in Figure 3-1.

Figure 3-1
The Process of Calculating a Community Benefits Charge under the Planning Act



## 3.2 Anticipated Development and Redevelopment

The anticipated development and redevelopment forecast is provided in chapter 2 (with supplemental tables in Appendix A). This chapter provides for the anticipated overall growth within the Town over a 26-year (2025-2051) time horizon and then estimates the residential units eligible to be considered as per section 37 (4) of the *Planning Act*.

## 3.3 Services Potentially Involved

As per section 37 (5) of the Planning Act, a C.B.C. may be imposed for services that do not conflict with services or projects provided under a municipality's D.C. by-law or parkland dedication by-law. Hence, the services provided under the C.B.C. would be defined as follows:

(a) land for park or other public recreational purposes in excess of lands dedicated or provided cash-in-lieu payments under section 42 or 51 of the Planning Act.

(b) services not provided under section 2 (4) of the D.C.A.

(c) capital costs for eligible D.C. services that are not intended to be funded under the Town's D.C. by-law.

Examples of services not provided by a D.C. or parkland dedication by-law include (but are not limited to) capital facilities and equipment for municipal parking, airports, municipal administration building expansions, museums, arts centres, public art, heritage preservation, landfill, public realm improvements, community gardens, space for non-profits, etc.

As discussed further in Chapter 4, the C.B.C. calculation is based on capital costs related to land for parks that are required to accommodate high-density development and that are in excess of lands dedicated or provided via cash-in-lieu payments under sections 42 or 51 of the *Planning Act.* Note: the C.B.C. by-law would only apply to lands where existing agreements for parkland dedication are not already in place.

## 3.4 Increase in the Need for Service

Similar to a D.C., the C.B.C. calculation commences with an estimate of "the increase in the need for service attributable to the anticipated development," for eligible services to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could potentially be expressed generally in terms of units of capacity, a project-specific expression of need would appear to be most appropriate. This is suggested by the requirement of section 2 (e) of O. Reg. 509/20 which provides "include estimates of the capital costs necessary to provide the facilities, services and matters referred to in clause 2 (b)." As noted, this is a similar consideration provided when undertaking a D.C. calculation.

## 3.5 Capital Forecast

Section 37 (2) of the *Planning Act* provides that, "The council of a local municipality may by by-law impose community benefits charges against land to pay for the capital costs of facilities, services and matters." The Act does not define what capital costs may be included within the charge. As noted in section 3.3 above, the Act provides that the C.B.C. could include capital costs for eligible D.C. services that are not intended to be funded under the Town's D.C. by-law. This provision suggests that capital costs may be defined in an equivalent manner as the D.C.A. Hence, based on this relationship with the D.C.A., capital costs may include:

(a) costs to acquire land or an interest therein (including a leasehold interest);

(b) costs to improve land;

(c) costs to acquire, lease, construct or improve buildings and structures;

(d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference, or information purposes;

(e) interest on money borrowed to pay for the above-referenced costs;

(f) costs to undertake studies in connection with the above-referenced matters; and

(g) costs of the C.B.C. strategy study.

## 3.6 Deductions

The section 2 of O. Reg. 509/20 potentially requires that three deductions be made to the capital costs estimates. These relate to:

- excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies, and other contributions.

The requirements behind each of these reductions are addressed below.

### *3.6.1 Reduction for Excess Capacity*

Section 2 (c) of O. Reg. 509/20 requires the identification of the excess capacity that exists in relation to the facilities, services and matters referred to in clause 2(b) suggesting the need for a potential deduction to the capital.

"Excess capacity" is undefined, but in this case, the excess capacity must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of excess capacity from the future increase in the need for the service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g., if a new landfill site to accommodate increased solid waste generated by the new growth is not required because sufficient excess capacity is already available, then a landfill site expansion would not be included as an increase in need, in the first instance.

### *3.6.2 Reduction for Benefit to Existing Development*

Section 2 (c) of O. Reg. 509/20 of the *Planning Act* provides that the capital estimates identify extent to which an increase in a facility, service or matter referred to in clause 2 (b) of the regulation would benefit existing development. The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- the elimination of a chronic servicing problem not created by growth; and

- providing services where none previously existed (for example, extending garbage pickup to the rural area which previously did not receive the municipal service).

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

In the case of services such as cultural facilities, the service is typically provided on a municipal-wide system basis. For example, facilities of the same type may provide different services (i.e., art vs. theatre), different programs (i.e., art classes vs. acting classes), and different time availability for the same service (i.e., art classes available on Wednesdays in one facility and Thursdays in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

### *3.6.3 Reduction for Anticipated Grants, Subsidies and Other Contributions*

This step involves reducing the capital costs by capital grants, subsidies, and other contributions made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes.

Although specific grants, subsidies and/or other contributions may not be currently identified and reduced in the calculations, due diligence will be undertaken by Town staff during the annual budget process to net off any future identified funding from these other sources.

## 3.7 Municipal-wide vs. Area Rating

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Unlike D.C.s, there is no mandatory requirement to consider area rating of services (providing charges for specific areas and services); however, the legislation does not prohibit area rating. There may be instances where Council may consider varying rates to align with other policies or possible incentives in the development area.

Through the C.B.C. strategy process, discussions with Town staff took place related to structuring the charge on a municipal-wide vs. area specific basis. The calculations set out herein are based on recovering costs related to parkland needs for high-density development in excess of lands dedicated or provided via cash-in-lieu payments under sections 42 or 51 of the *Planning Act.* Given that existing agreements are in place related to parkland dedication in various development areas across the Town, the C.B.C. calculations set out herein have been undertaken on an area-specific basis to exclude these lands.

## 3.8 Land Valuation Analysis

To facilitate the rate calculation provided in section 3.9, an estimate of the market value of the land related to the anticipated applicable development/redevelopment presented in section 3.2, needs to be undertaken. It is noted that the land values may vary based on a number of factors including location, zoning density, parcel size, etc., however, these values should estimate the land value the day before building permit issuance. The Town has engaged the assistance of a land appraiser for this data.

## 3.9 Calculation of the Community Benefit Charge

Section 37(32) of the *Planning Act* provides that the maximum charge which can be imposed is prescribed by the regulations. O. Reg 509/20 section 3 provides that the maximum charge is to be 4%.

To calculate the rate, the net capital cost (obtained by netting the deductions outlined in section 3.6 against the capital presented in section 3.5) is divided by the land values associated with the anticipated applicable development/redevelopment, which yields a percentage of the capital cost to the land value. The product of this calculation provides for the eligible rate. As noted above, the maximum rate to be imposed is 4%; hence, the rate can be any rate between 0% and 4%.

# Chapter 4
## C.B.C.-Eligible Cost Analysis

# 4. C.B.C.-Eligible Cost Analysis

## 4.1 Introduction

This chapter outlines the basis for calculating eligible costs to be recovered through C.B.C.s which are to be applied on an area-specific basis. The required calculation process set out in O. Reg. 509/20 section 2 (a) through (f) to the *Planning Act* and described in Chapter 3 was followed in determining C.B.C.-eligible costs.

The nature of the analysis set out herein reflects current provision targets related to parkland, based on Council policy directions. It is recognized that over time, provision targets and Council priorities change; accordingly, Council's intentions may alter, and different projects may be necessary to meet the need for services required by new growth.

## 4.2 Determining Parkland Deficit Associated with Eligible High-Density Growth

The Town has established Parks and Recreation Provision Targets which outlines an overall target for parkland of 1.75 hectares per 1,000 people. Given recent changes to the *Planning Act* with respect to parkland dedication, the ability of the Town to meet their service level targets through parkland dedication alone has been impacted. The analysis herein seeks to identify the maximum amount of parkland that may be received through dedication from C.B.C.-eligible development and compares that to the additional parkland required to meet the Town's provision targets. The gap between parkland dedication and the provision target could then be reviewed for inclusion in the C.B.C. calculation.

To quantify the impacts, the following subsections provide for the anticipated amount of parkland dedication, calculated by using the maximum allowable provisions set out in the *Planning Act* and the growth forecast set out in section 2.4 (i.e. for the areas where existing parkland dedication agreements are not in place).

### 4.2.1 Parkland Need for C.B.C.-Eligible High-Density Residential Development

Based on the anticipated growth that meets the C.B.C.-eligibility requirements within the pre-H.U.S.P. lands, M.E.V. lands, and Community Area Expansion Lands, the following table provides a summary of the parkland needed for this growth to 2051, based on the provision targets established by the Town:

Table 4-1
Town of Milton
Parkland Need for C.B.C.-Eligible Growth

| Future Parkland Needs - CBC Eligible Development Only | C.B.C. Eligible Units | Persons per Unit | Population Increase | Parkland Provision Target (hectares per 1,000 people) | Parkland Need for Growth (hectares) |
|---|---|---|---|---|---|
| Pre-HUSP | 8,052 | 1.74 | 14,043 | 1.75 | 24.57 |
| MEV | 4,166 | 1.74 | 7,266 | 1.75 | 12.71 |
| Community Expansion Areas* | 93 | 1.74 | 162 | 1.75 | 0.28 |
| **Total** | **12,311** | | **21,470** | | **37.57** |

*Excluding areas with existing parkland dedication agreements

As presented in the table above, to meet the service level targets, the Town requires 37.57 hectares of parkland to accommodate the growth in population arising from the development of C.B.C.-eligible units only.

### 4.2.2 Parkland Dedication

With respect to parkland dedication, the *Planning Act* allows for municipalities to require 2% dedication from commercial and industrial developments and 5% dedication for all other development (i.e. residential and institutional). For residential development, an alternative rate may be used whereby the municipality can require 1 hectare of land for every 600 net residential units (note that this rate is 1 hectare of land for every 1,000 net residential units if the municipality requires payment-in-lieu of dedication).

Table 4-2 provides for a summary of the anticipated C.B.C.-eligible units along with assumed densities (units per hectare) related to these units. At a parkland dedication rate of 5%, the total parkland to be dedicated would be 1.98 hectares.

Table 4-2
Town of Milton
Residential Parkland Dedication at 5%

| Area | Anticipated C.B.C. Eligible High-Density Residential Development (2025 to 2051) | Density Assumption (units/ha) | Total Hectares | Total Hectares Dedicated at 5% |
|---|---|---|---|---|
| Pre-H.U.S.P. | 8,052 | 445 | 18.10 | 0.91 |
| M.E.V. | 4,166 | 200 | 20.83 | 1.04 |
| Community Area Expansion Lands | 93 | 150 | 0.62 | 0.03 |
| **Total Hectares** | **12,311** | | **39.55** | **1.98** |

As noted above, an alternative rate of one (1) hectare for 600 net residential units may be utilized. With respect to this alternative rate, there is a requirement that the amount of parkland dedication not exceed 10% where properties are 5 hectares or less and not exceed 15% where properties are greater than 5 hectares. For the purposes of the calculations, it is assumed that all properties would be 5 hectares or less.

As provided in Table 4-3, the alternative rate would provide for 3.96 hectares of dedication, where the alternative rate is capped for C.B.C.-eligible high-density development.

Table 4-3
Town of Milton
Alternative Residential Rate

| Area | Anticipated C.B.C. Eligible High-Density Residential Development (2025 to 2051) | One Hectare for 600 Net Residenital Units (ha) | Hectares at 10% Maximum* |
|---|---|---|---|
| Pre-H.U.S.P. | 8,052 | 13.42 | 1.81 |
| M.E.V. | 4,166 | 6.94 | 2.08 |
| Community Area Expansion Lands | 93 | 0.16 | 0.06 |
| **Total Hectares** | **12,311** | **20.52** | **3.96** |

**As per Bill 23 (now s42(3.3) of the Planning Act), properties 5 hectares or less are limited to 10% of the land area. Parkland dedication for apartments would exceed this limitation, therefore the 10% dedication cap assumption was used*

## Summary

Based on the analysis above, and assuming the Town will maximize parkland dedication, the Town would utilize the alternative rate to provide for 3.96 hectares of parkland. Table 4-4 provides a summary of the analysis:

Table 4-4
Town of Milton
Summary of Anticipated Dedication – Parkland Dedication

| Summary | Total Hectares* | Hectares Required by 2051 | Deficit (Hectares) | Land Value per Hectare | Total Value of Deficit ($) |
|---|---|---|---|---|---|
| Pre-H.U.S.P. | 1.81 | 24.57 | 22.76 | $5,680,000 | $129,300,000 |
| M.E.V. | 2.08 | 12.71 | 10.63 | $5,680,000 | $60,390,000 |
| Community Area Expansion Lands | 0.06 | 0.28 | 0.22 | $5,680,000 | $1,260,000 |
| **Total** | **3.96** | **37.57** | **33.62** | | **$190,950,000** |

**1 Hectare for 600 Net Residential Units for High-density Residential (10% cap on land dedication)*

As provided in the table above, utilizing the maximum provisions under the *Planning Act* and maintaining the provision targets set out by the Town, there would be a potential deficit of 33.62 hectares associated with C.B.C.-eligible development. Assuming a land value of $5.68 million per hectare[6], the total potential value of this deficit is $190.95 million.

For comparative purposes, the analysis was also conducted to determine the deficit that would result if the caps on the alternative rate were not in place. Based on the table below, the total deficit would be $96.87 million.

[6] Based on the land appraisal report, this value represents the value of low density residential land, as a conservative estimate of the value of land. As noted previously, high density has an estimated value per hectare of $11,120,000, which if applied here would almost double the value of the estimated deficit.

Table 4-5
Town of Milton
Summary of Anticipated Dedication – Parkland Dedication (Without Caps on Dedication)

| Summary | Total Hectares* | Hectares Required by 2051 | Deficit (Hectares) | Land Value per Hectare | Total Value of Deficit ($) |
|---|---|---|---|---|---|
| Pre-H.U.S.P. | 13.42 | 24.57 | 11.15 | $5,680,000 | $63,360,000 |
| M.E.V. | 6.94 | 12.71 | 5.77 | $5,680,000 | $32,780,000 |
| Community Area Expansion Lands | 0.16 | 0.28 | 0.13 | $5,680,000 | $730,000 |
| **Total** | **20.52** | **37.57** | **17.05** | | **$96,870,000** |

**1 Hectare for 600 Net Residential Units for High-density Residential*

### *4.2.3 Payment-in-Lieu of Dedication*

The *Planning Act* allows municipalities to require dedication of parkland or payment-in-lieu of dedication. With respect to high-density development, it is anticipated that the Town would see increased instances of requests for payment-in-lieu.

When the Town requires payment-in-lieu of dedication, they can require similar provisions as discussed above. That is, the Town would receive an amount that is the equivalent value of 5% of the value of land. Should the Town wish to utilize the alternative rate for payment-in-lieu, the rate is the equivalent value of 1 hectare of land for every 1,000 net residential units. Note, similar to parkland dedication, there is a requirement that the amount of parkland dedication not exceed 10% where properties are 5 hectares or less and not exceed 15% where properties are greater than 5 hectares. For the purposes of the calculations, it is assumed that all properties would be 5 hectares or less.

To summarize the effect on the anticipated deficit in parkland needs, Table 4-6 summarizes the anticipated value of parkland dedication using the 1 hectare for 1,000 net residential unit rate. Note: the alternative rate is capped for C.B.C.-eligible high-density development, and as a result, the revenue identified in the table below is based on the 10% cap.

Table 4-6
Town of Milton
Summary of Anticipated Dedication – Payment-in-Lieu of Dedication

| Summary | Total Revenue Received [1] | Total Value of Land Required by 2051 [2] | Deficit ($) |
|---|---|---|---|
| Pre-H.U.S.P. | $20,130,498 | $139,584,319 | $119,453,821 |
| M.E.V. | $23,162,960 | $72,219,110 | $49,056,150 |
| Community Area Expansion Lands | $689,440 | $1,612,188 | $922,748 |
| **Total** | **$43,982,898** | **$213,415,617** | **$169,432,719** |

*[1] 1 Hectare for 1,000 Net Residential Units for High-density Residential. Note, properties 5 hectares or less are limited to 10% of the value of the land. Payment-in-lieu of parkland dedication for apartments would exceed this limitation, therefore, the 10% cap assumption was used. Revenue is based on 3.96 hectares of land.*

*[2] Based on the total hectares required by 2051 multiplied by an assumed land value per hectare of $5.68 million*

As provided in the table above, utilizing the maximum provisions under the *Planning Act* and maintaining the provision targets set out by the Town, there would be a potential deficit of $169.43 million with respect to parkland needs.

An analysis was undertaken to determine the total deficit if the 10% cap was not in place. Based on Table 4-7 below, the total deficit would be $76.52 million under the alternative rate.

Table 4-7
Town of Milton
Summary of Anticipated Dedication – Payment-in-Lieu of Dedication (Without Caps)

| Summary | Total Revenue Received [1] | Total Value of Land Required by 2051 [2] | Deficit ($) |
|---|---|---|---|
| Pre-H.U.S.P. | $89,538,240 | $139,584,319 | $50,046,079 |
| M.E.V. | $46,325,920 | $72,219,110 | $25,893,190 |
| Community Area Expansion Lands | $1,034,160 | $1,612,188 | $578,028 |
| **Total** | **$136,898,320** | **$213,415,617** | **$76,517,297** |

*[1] 1 Hectare for 1,000 Net Residential Units for High-density Residential.*

*[2] Based on the total hectares required by 2051 multiplied by an assumed land value per hectare of $5.68 million*

Given that the value of the deficit is lower under the payment-in-lieu of dedication scenario relative to the land dedication scenario, the payment-in-lieu of dedication deficit will be utilized for the purposes of the C.B.C. calculation as a conservative estimate.

## 4.3 Capital Costs Related to the C.B.C. Strategy

The costs with respect to undertaking the C.B.C. strategy study are also considered for inclusion in the C.B.C. calculation. The total cost of the C.B.C. Strategies required over the forecast period is $210,000. Given that the C.B.C. is not applicable to other forms of development, 100% of the costs are attributable to the eligible high-density growth and are included in the calculations. The following table provides a summary of the costs included in the calculations:

Table 4-8
Town of Milton
Capital Infrastructure Needs to be Recovered through C.B.C.s for the C.B.C. Strategy

| Prj. No. | Increased Service Needs Attributable to Anticipated Development 2025-2051 | Timing (year) | Gross Capital Costs Less Deductions | | | | Allocations Between Residential and Non-Residential Growth | | Allocation Between Residential Growth by Density | | Allocation Between Eligible and Ineligible High Density Growth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Gross Capital Cost Estimate (2025$) | Less: Benefit to Existing Development | Less: Grants, Subsidies and Other Contributions Attributable to New Development | Net Growth-Related Cost | Total Non-Residential Share 0% | Total Residential Share 100% | Low/Medium Density Residential 0% | Total High Density Residential 100% | Ineligible High Density Residential 0% | Eligible High Density Residential 100% |
| 1 | C.B.C. Strategy | 2025 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| 2 | C.B.C. Strategy | 2030 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| 3 | C.B.C. Strategy | 2035 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| 4 | C.B.C. Strategy | 2040 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| 5 | C.B.C. Strategy | 2045 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| 6 | C.B.C. Strategy | 2050 | 35,000 | - | | 35,000 | - | 35,000 | - | 35,000 | - | 35,000 |
| | | | | | | | | | | | | |
| | **Total** | | **210,000** | **-** | **-** | **210,000** | **-** | **210,000** | **-** | **210,000** | **-** | **210,000** |

## 4.4 Allocation of Costs to Eligible High-Density Growth and Cost Analysis

As noted above, the total estimated value of the land required for parks in excess of cash-in-lieu payments under the *Planning Act* is $169.43 million. In addition, the cost of C.B.C. strategies over the forecast period is $210,000. Given that the parkland deficit and the C.B.C. strategies are only related to C.B.C. eligible high-density growth, the full capital value of these items would be attributable to this development. The total amount of $169.64 million is assumed as the capital cost that would be included in the C.B.C calculation for recovery.

In addition, given that the forecasted value of the deficit and the costs of the C.B.C. strategy are only related to C.B.C.-eligible growth within the forecast period, there are no deductions that would be made with respect to a benefit to the existing community or to the benefit of growth outside of the forecast period.

Based on the above, the Town has identified $169.64 million to be included in the C.B.C. calculations.

# Chapter 5
## C.B.C. Calculation

# 5. C.B.C. Calculation

## 5.1 Anticipated Funding Recovery

To summarize the calculation of the charge, the following has been undertaken:

1) **Anticipated Development:** As presented in Chapter 2, the growth forecast to 2051 provides for the following eligible high-density units (i.e., in buildings containing a minimum of five (5) storeys and a minimum of 10 residential units) within the areas for which C.B.C.s are imposed:

    a. Pre-H.U.S.P. Lands: 8,052 units

    b. M.E.V. Lands: 4,166 units

    c. Community Area Expansion Lands[7]: 93 units

2) **Land Valuation:** The Town engaged a land appraiser to provide average land valuations for properties anticipated for eligible high-density development. The average land valuation utilized for the calculations is $11.11 million per hectare.

3) **Identification of Services:** as per section 37(5) of the *Planning Act,* land for park or other public recreational purposes in excess of lands dedicated or provided cash-in-lieu payments under section 42 or 51 of the *Planning Act* has been identified for recovery through the C.B.C. In addition, the costs related to undertaking the C.B.C. strategies over the forecast period have also been included in the C.B.C. recovery.

4) **C.B.C. Eligible Costs:** The calculation of capital needs related to parkland in excess of parkland dedication provided under section 42 or 51 of the *Planning Act* was identified in chapter 4. In addition, the costs related to undertaking the C.B.C. strategy over the forecast period are identified in section 4.3. Given that the gross capital costs identified are only related to eligible high-density units within the forecast period, the total costs identified would be considered in the C.B.C. calculation.

[7] Areas where existing agreements related to parkland dedication are not in place.

5) **Total Land Value:** Based on the growth forecast, density assumptions, and land valuation assessment identified in chapter 2, the total land value for eligible high density in the three (3) areas under consideration is equal to the following:

   a. Pre-H.U.S.P. Lands: $201.31 million

   b. M.E.V. Lands: $231.63 million

   c. Community Area Expansion Lands[8]: $6.89 million

6) **Maximum C.B.C.**: As per the Planning Act, the maximum a municipality can impose for a C.B.C. is equal to 4% of the land value of a property, the day before building permit issuance. Based on the total land value, the estimated potential C.B.C. recovery for the Town equates to approximately $17.59 million for the forecast period to 2051 (see Table 5-1).

Table 5-1
Town of Milton
Anticipated C.B.C. Funding Recovery

| Area | Total C.B.C. Eligible Units | Average Units per Hectare | Estimated Total Hectares | Average Land Value Per Hectare | Total Land Value | C.B.C. % | Potential C.B.C. Revenue |
|---|---|---|---|---|---|---|---|
| Pre-H.U.S.P. | 8,052 | 445 | 18.10 | $11,120,000 | $201,305,000 | 4% | $8,052,200 |
| Milton Education Village | 4,166 | 200 | 20.83 | $11,120,000 | $231,630,000 | 4% | $9,265,200 |
| Community Area Expansion Lands | 93 | 150 | 0.62 | $11,120,000 | $6,894,000 | 4% | $275,760 |
| **Pre-H.U.S.P. + M.E.V. + Community Expansion Areas** | **11,473** | | **39.55** | **$11,120,000** | **$439,829,000** | **4%** | **$17,593,200** |

The Town has identified capital costs attributable to eligible high-density growth in the amount of $169.64 million (as per chapter 4), which is well in excess of the maximum allowable amount of approximately $17.59 million. Therefore, the Town has provided herein that the maximum C.B.C. of 4% may be considered to be imposed on eligible forms of development. It is noted that available C.B.C. funding will not provide funding for all parkland needs, and hence, Town Council will have to consider the highest capital priorities to be funded through C.B.C. revenue during the annual budget process.

Table 5-2 provides a survey of comparator municipalities that have a C.B.C. by-law in place and the percentage that is imposed on eligible forms of development. All municipalities that have a C.B.C. by-law in place impose the maximum 4%.

[8] Areas where existing agreements related to parkland dedication are not in place.

Table 5-2
Town of Milton
Survey of C.B.C.s in Comparator Municipalities

| Municipality | C.B.C. Percentage Imposed |
|---|---|
| Aurora | 4% |
| Brampton | 4% |
| Burlington | 4% |
| Halton Hills | 4% |
| Markham | 4% |
| Milton (Calculated) | 4% |
| Newmarket | 4% |
| Oakville | 4% |
| Richmond Hill | 4% |
| Toronto | 4% |
| Vaughan | 4% |

*Note: Hamilton and Mississauga repealed their C.B.C. by-laws in 2025.*

# Chapter 6
## C.B.C. Policy Recommendations and C.B.C. By-law Rules

# 6. C.B.C. Policy Recommendations and C.B.C. By-law Rules

## 6.1 C.B.C. Policies

*Planning Act* section 37 and O. Reg. 509/20 outline the required policies that must be considered when adopting a C.B.C. by-law. The following subsections set out the recommended policies governing the calculation, payment and collection of C.B.C.s in accordance with the legislation.

## 6.2 C.B.C. By-law Rules

### *6.2.1 Payment in any Particular Case*

In accordance with the *Planning Act*, subsection 37 (3), a C.B.C. may be imposed only with respect to development or redevelopment that requires one of the following:

(a) "the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;

(b) the approval of a minor variance under section 45 of the *Planning Act*;

(c) a conveyance of land to which a by-law passed under subsection 50 (7) of the *Planning Act* applies;

(d) the approval of a plan of subdivision under section 51 of the *Planning Act*;

(e) a consent under section 53 of the *Planning Act*;

(f) the approval of a description under section 9 of the *Condominium Act, 1998*; or

(g) the issuing of a permit under the *Building Code Act, 1992* in relation to a building or structure."

### 6.2.2 Maximum Amount of the Community Benefit Charge

Subsection 37 (32) of the *Planning Act* states that the amount of a C.B.C. payable in any particular case shall not exceed an amount equal to the prescribed percentage of the value of the land as of the valuation date.

Based on section 3 of O. Reg. 509/20, the prescribed percentage is 4%. The C.B.C. Strategy recommends imposing the maximum prescribed rate.

### 6.2.3 Exemptions (full or partial)

The following exemptions are provided under subsection 37 (4) of the *Planning Act* and section 1 of O. Reg. 509/20:

- Development of a proposed building or structure with fewer than five (5) storeys at or above ground;
- Development of a proposed building or structure with fewer than 10 residential units;
- Redevelopment of an existing building or structure that will have fewer than five storeys at or above ground after the redevelopment;
- Redevelopment that proposes to add fewer than 10 residential units to an existing building or structure;
- Such types of development or redevelopment as are prescribed:
    - Development or redevelopment of a building or structure intended for use as a long-term care home within the meaning of subsection 2 (1) of the *Fixing Long-Term Care Act, 2021*.
    - Development or redevelopment of a building or structure intended for use as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*.
    - Development or redevelopment of a building or structure intended for use 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 subparagraph i,

iii. an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017.

- Development or redevelopment of a building or structure intended for use as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion.
- Development or redevelopment of a building or structure intended for use as a hospice to provide end of life care.
- Development or redevelopment of a building or structure intended for use as residential premises by any of the following entities:
    i. a corporation to which the *Not-for-Profit Corporations Act, 2010* applies that is in good standing under that Act and whose primary object is to provide housing,
    ii. 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,
    iii. a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

- Development of Attainable Residential Units, which excludes affordable units and rental units, will be defined as a prescribed development or class of development, and sold to a person who is at "arm's length" from the seller.
- Development of Affordable Residential Units, as defined as:
    i. Affordable Rental Units: Where the rent is no greater than the lesser of:
        - The income-based affordable rent for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing; and
        - The average market rent identified for the residential unit set out in the Affordable Residential Units bulletin
    ii. Affordable Owned Units: Where the price of the residential unit is greater than the lesser of:
        - The income-based affordable purchase price for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing; and

- 90 per cent of the average purchase price identified for the residential unit set out in the Affordable Residential Units bulletin.
- and sold to a person who is at "arm's length" from the seller

iii. Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.

iv. The bulletin refers to the "*Development Charges Act, 1997* Bulletin" published by the Ministry of Municipal Affairs and Housing.

- Development of Inclusionary Zoning Units: Affordable housing units required under inclusionary zoning by-laws.

In addition to the exemptions noted above, the C.B.C. will not apply to buildings or structures owned by and used for the purposes of any municipality, local board, or Board of Education.

### *6.2.4 Timing of Collection*

The C.B.C.s imposed are calculated, payable, and collected upon issuance of a building permit for eligible development or redevelopment.

### *6.2.5 In-kind Contributions*

A municipality that has passed a C.B.C. by-law may allow the landowner to provide to the municipality: facilities, services, or matters required because of development or redevelopment in the area to which the by-law applies.

Prior to providing these contributions, the municipality shall advise the landowner of the value of the in-kind contributions that will be attributed to them. As part of this valuation, the contributing landowner will be expected to provide any valuation documents as backup or alternatively, staff will investigate and assign a reasonable value to the in-kind contribution. This value shall be deducted from the amount the landowner would otherwise be required to pay under the C.B.C. by-law.

### 6.2.6 The Applicable Areas

The C.B.C. by-law will apply on an area-specific basis to lands within the Pre-H.U.S.P. area, M.E.V., and Community Area Expansion Lands where the land is not already subject to an existing parkland dedication agreement.

### 6.2.7 Special Account

All money received by the municipality under a C.B.C. by-law shall be paid into a special account. The money contained within the special account:

- may be invested in securities in which the municipality is permitted to invest under the *Municipal Act*, 2001, and the earnings derived from the investment of the money shall be paid into a special reserve fund account; and
- must have at least 60 percent of the funds spent or allocated at the beginning of the year.

In addition to the monies collected under a C.B.C. by-law, transitional rules for transferring existing reserve funds are provided in subsection 37 (51) of the *Planning Act*. These rules apply for any existing reserve funds related to a service that is not listed in subsection 2 (4) of the D.C.A., as well as reserve funds established under section 37 of the *Planning Act* prior to Bill 197.

### 6.2.8 Credits

Subsection 37 (52) of the *Planning Act* indicates that any credits that were established under section 38 of the D.C.A. and that are not related to a service that is listed in subsection 2 (4) of the D.C.A., may be used by the holder of the credit with respect to a charge that the holder is required to pay under a C.B.C. by-law.

### 6.2.9 By-law In-Force Date

A C.B.C. by-law comes into force on the day it is passed, or the day specified in the by-law, whichever is later.

## 6.3 Recommendations

**It is recommended that Council:**

Adopt the C.B.C. approach to calculate the charges on an area-specific basis;

Approve the approach to impose C.B.C.s for the following:

- capital costs related to land for parks required to accommodate growth in high-density units that is in excess of lands dedicated or provided via cash-in-lieu payments under sections 42 or 51 of the *Planning Act; and*
- capital costs related to undertaking the C.B.C Strategy.

Create a special reserve fund account which will contain all C.B.C. monies collected;

Approve the C.B.C. Strategy dated December 19, 2025; and

Determine that no further public consultation is required.

# Chapter 7

## By-law Implementation

# 7. By-law Implementation

## 7.1 Introduction

This chapter addresses the public consultation process and by-law implementation requirements for the imposition of a C.B.C. by-law. Figure 7-1 provides an overview of the process.

## 7.2 Public Consultation Process

### *7.2.1 Required Consultation*

In establishing the policy for which a C.B.C. strategy and by-law will be based; section 37 (10) of the *Planning Act* requires that:

> "In preparing the community benefits strategy, the municipality shall consult with such persons and public bodies as the municipality considers appropriate."

As there is no specific guidance as to which parties the municipality shall consult with, municipalities may establish their own policy for public consultation. The policy for public consultation should be designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Municipalities may consider a public meeting, similar to that undertaken for D.C. study processes (however, this is not a mandated requirement). At a minimum, this would include a presentation to Council and the public on the findings of the C.B.C. strategy, advanced notice of the meeting, and consideration for delegations from the public.

### *7.2.2 Interested Parties to Consult*

There are three broad groupings of the public who are generally the most concerned with municipal C.B.C. policy.

1. The first grouping is the residential development community, consisting of land developers and builders, who will typically be responsible for generating the majority of the C.B.C. revenues. Others, such as realtors, are directly impacted by C.B.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the percentage applicable to their properties, projects to be funded by

the C.B.C. and the timing thereof, and municipal policy with respect to development agreements and in-kind contributions.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.

3. The third grouping is the non-residential mixed-use development sector, consisting of land developers and major owners or organizations with significant construction plans for mixed use developments. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade, and the Economic Development Agencies, who are all potentially interested in municipal C.B.C. policy. Their primary concern is frequently with the percentage charge applicable to their lands, exemptions, and phase-in or capping provisions in order to moderate the impact.

As the Town is undertaking the C.B.C. strategy process in concert with the D.C. background study process, engagement with development stakeholders as well as a public meeting of Council will be undertaken.

## 7.3 Anticipated Impact of the Charge on Development

The establishment of sound C.B.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that increased residential development fees (such as a C.B.C.) can ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g., rental apartments). Secondly, C.B.C.s or other municipal capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment, and wealth generation.

## 7.4 Implementation Requirements

### 7.4.1 Introduction

Once the Town has calculated the charge, prepared the complete strategy, carried out the public process, and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential appeals and complaints, in-kind contributions, and finally the collection of revenues and funding of projects.

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

### 7.4.2 Notice of Passage

In accordance with subsection 37 (13) of the *Planning Act*, when a C.B.C. by-law is passed, the clerk of the municipality shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e., as of the day of newspaper publication or the mailing of the notice).

Section 4 of O. Reg. 509/20 further defines the notice requirements which are summarized as follows:

- notice may be given in one of the following ways:
    - by publication in a newspaper which is (in the clerk's opinion) of sufficient circulation to give the public reasonable notice;
    - if in the clerk's opinion, a newspaper of sufficient circulation does not exist, by posting on the Town's website; or
    - by personal service, fax or mail to every owner of land in the area to which the by-law relates;
- subsection 4 (2) lists the persons/organizations who must be given notice; and
- subsection 4 (5) lists the seven items that the notice must cover.

### 7.4.3 Appeals

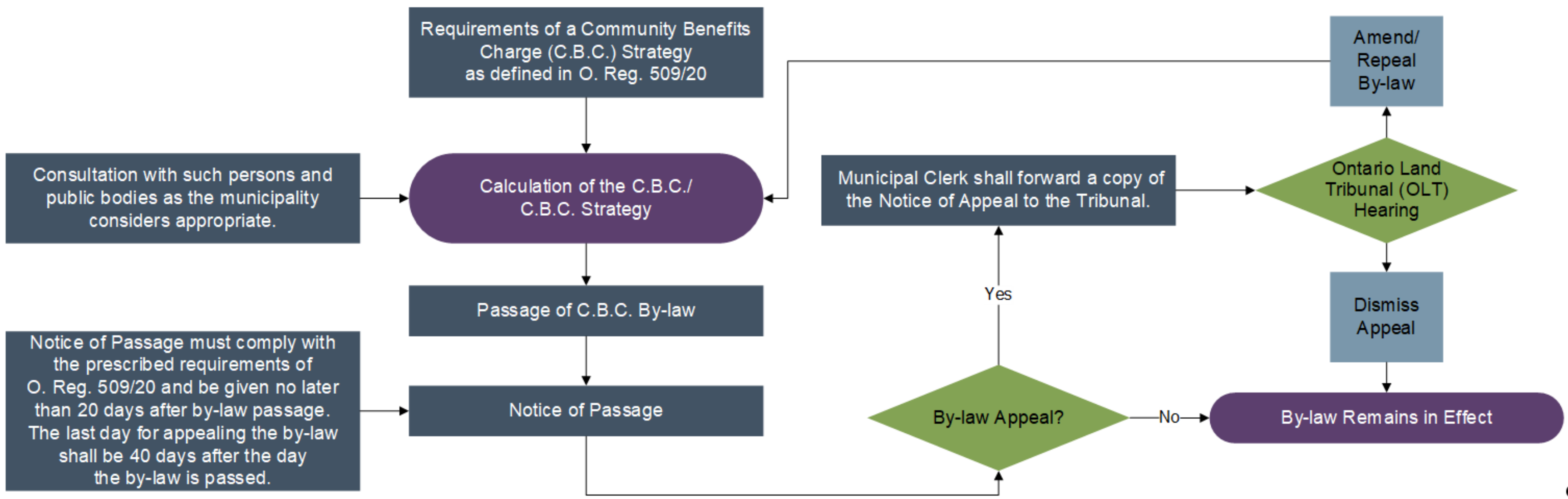
Subsections 37 (13) to 37 (31) of the *Planning Act* set out the requirements relative to making and processing a C.B.C. by-law appeal as well as an OLT hearing in response to an appeal. Any person or organization may appeal a C.B.C. by-law to the OLT by filing a notice of appeal with the clerk of the municipality, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

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

### *7.4.4 In-Kind Contributions*

Subsections 37 (6) to 37 (8) provide the rules for in-kind contributions. An owner of land may provide the municipality facilities, services, or matters required because of development or redevelopment in the area to which the by-law applies. Prior to providing these contributions, the municipality shall advise the owner of the land of the value that will be attributed to the contributions. The value of the contributions shall be deducted from the amount the owner of the land would otherwise have to pay under the C.B.C. by-law.

Figure 7-1
The Process of Required for Passing a Community Benefits Charge By-law under the Planning Act



## 7.5 Ongoing Application and Collection of C.B.C. Funds

### *7.5.1 Introductions*

Once the Town passes a C.B.C. by-law, development or redevelopment that meets the requirements of the C.B.C. by-law will pay a C.B.C. based on the value of their land. The following sections describe the overall process and discusses the approach to appraisals and use of the special account as set out in the *Planning Act*.

### *7.5.2 Overview of Process and Appraisals*

Figure 7-2 provides an overview of the process for application of the C.B.C. by-law and collection of C.B.C. funds.

In regard to the process for receiving and reviewing appraisals of land, the following is the Town's initial approach to the process.

Once the C.B.C. by-law is in place, as development or redevelopment that meets the eligibility criteria proceeds (i.e., prior to issuance of a building permit), the Town collects C.B.C.s based on the calculated percentage (as set out in the by-law and C.B.C. strategy) and the value of the land. The Town will require each eligible development to provide a land appraisal of the market value of the land from a certified professional appraiser of real estate who is designated as an accredited appraiser by the Appraisal Institute of Canada, from the list of approved appraisers provided by the Town for use in calculating the C.B.C. on each development or redevelopment.

If the Town agrees with the appraised value, then the owner pays their C.B.C.s to the Town and the funds will then be deposited into the special account.

If the Town does not agree with the appraisal provided by the landowner, the Town has 45 days to provide the landowner with their own appraisal value from the list of approved appraisers provided by the Town. Then:

- If no appraisal is provided to the landowner within 45 days, the landowner's appraisal is deemed accurate and the funds will then be deposited into the special account.
- If the Town's appraisal is within 5% of the landowner's appraisal, the landowner's appraisal is deemed accurate.

- If the Town's appraisal is more than 5% higher than the landowner's appraisal, the Town shall request an appraisal be undertaken by an appraiser, selected by the landowner, from the list of approved appraisers provided by the Town. This must be undertaken within 60 days. This final appraisal is deemed accurate for the purposes of calculating the applicable C.B.C.
- In regard to the last bullet, subsections 37 (42) and 37 (43) require the Town to maintain a list of at least three persons who are not employees of the Town or members of Council and have an agreement with the Town to perform appraisals for the above. This list is to be maintained until the C.B.C. by-law is repealed or the day on which there is no longer any refund that could be required (whichever is later).

### *7.5.3 Special Reserve Fund Account*

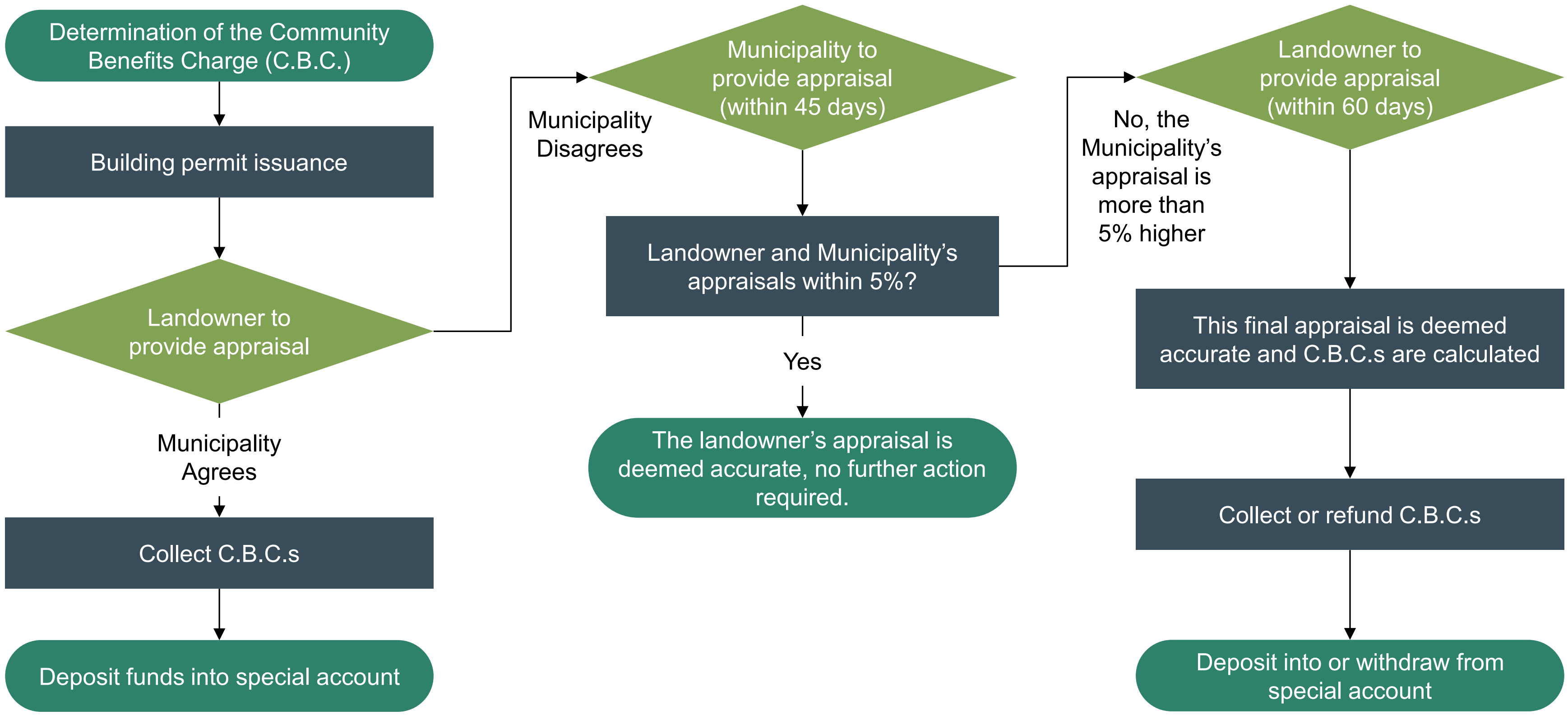
All funds collected under the C.B.C. by-law are to be deposited into a special account. Subsections 37 (45) to 37 (48) of the *Planning Act* outline the rules with respect to the special reserve fund account. As noted in section 6.2.7, these rules are as follows:

- All money received under a C.B.C. by-law shall be paid into a special account;
- The money in the special account may be invested in securities (as permitted under the *Municipal Act*) and the interest earnings shall be paid into the special account;
- In each year, a municipality shall spend or allocate at least 60 percent of the monies that are in the special account at the beginning of the year; and
- The municipality shall provide reports and information as set out in section 7 of O. Reg. 509/20
- In regard to the third bullet, it is suggested that the annual capital budget for the Town directly list the works which are being undertaken and/or to which monies from this fund are being allocated toward.

As per this C.B.C. strategy, the growth-related needs (as outlined in Chapter 4), form the anticipated capital needs required to service growth over the forecast period to 2051. However, other services may be considered by Council in the future and are subject to approval by resolution and inclusion in the annual budget process. Further, any additional services approved and funded from C.B.C. revenue in the future will be reported on through an annual C.B.C. reserve fund statement, which will form part of the Town's overall year-end statements.

During the annual budget process, the use of C.B.C. funding will be reviewed, and the capital costs associated with each eligible service and capital project will be confirmed and identified for approval of Council.

Figure 7-2
Town of Milton
Community Benefits Charge Application and Calculation Process



## 7.6 Transitional Matters

### *7.6.1 Existing Reserves and Reserve Funds*

The *Planning Act*, section 37 (49) to section 37 (51) provides transitional provisions for:

1. A special account established under the previous section 37 rules; and
2. A D.C. reserve fund for which services are no longer eligible.

If a municipality passes a C.B.C. by-law with an in-force date before September 18, 2022, the municipality shall allocate the money in the special account of D.C. reserve fund to the C.B.C. special account.

If the municipality does not pass a C.B.C. by-law before September 18, 2022, the Section 37 Community Benefits reserve fund is deemed to be a general capital reserve funds for the same purpose in which the money was collected (e.g., a parking D.C. reserve fund would become a general capital reserve fund for parking services).

Subsequently, if a C.B.C. by-law is passed after September 18, 2022, the municipality shall allocate the money from the newly created general capital reserve fund, to the C.B.C. special account. The Town's C.B.C. by-law will be passed after September 18, 2022, and as such, this provision will apply.

### *7.6.2 Credits under Section 38 of the Development Charges Act*

The *Planning Act* (s.37 (52)) provides that, if a municipality passes a C.B.C. by-law before September 18, 2022, any credits held for services that are no longer D.C. eligible (e.g., parking services), may be used against payment of a C.B.C. by the landowner. The Town does not currently hold credits related to the services which are no longer D.C. eligible, therefore, there are no adjustment against future payments of a C.B.C. to apply.

### *7.6.3 Continued Application of Previous Section 37 Rules*

Section 37.1 of the *Planning Act* provides for transitional matters regarding previous section 37 rules.

# Appendices

# Appendix A

## Background Information on Residential and Non-Residential Growth Forecast

Schedule 1
Town of Milton
Residential Growth Forecast Summary

| | Year | | Excluding Census Undercount | | | | | Housing Units | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Population (Including Census Undercount) [1] | Population | Institutional Population | Population Excluding Institutional Population | Off-Campus Student Population Not Captured in Census [2] | Total Population and Off-Campus Student Population | Singles & Semi-Detached | Multiple Dwellings [3] | Apartments [4] | Other | Total Households | Off-Campus Student Households | Total Households Including Off-Campus Student Housing | Equivalent Institutional Households | Person Per Unit (P.P.U.): Total Population/ Total Households |
| Historical | *Mid 2011* | 87,720 | 84,362 | 787 | 83,575 | | 84,362 | 20,351 | 5,385 | 1,788 | 37 | 27,561 | | 27,561 | 715 | 3.061 |
| Historical | *Mid 2016* | 114,520 | 110,128 | 1,193 | 108,935 | | 110,128 | 23,408 | 7,517 | 3,322 | 25 | 34,272 | | 34,272 | 1,085 | 3.213 |
| Historical | *Mid 2021* | 138,280 | 132,979 | 1,549 | 131,430 | | 132,979 | 26,475 | 9,435 | 4,105 | 30 | 40,045 | | 40,045 | 1,408 | 3.321 |
| Forecast | *Mid 2025* | 163,200 | 156,947 | 1,792 | 155,155 | 108 | 157,055 | 28,194 | 10,806 | 7,250 | 30 | 46,280 | 40 | 46,320 | 1,629 | 3.391 |
| Forecast | *Mid 2051* | 400,400 | 385,052 | 5,670 | 379,382 | 3,334 | 388,386 | 51,479 | 43,043 | 33,382 | 30 | 127,934 | 1,300 | 129,234 | 5,155 | 3.010 |
| Incremental | **Mid 2011 - Mid 2016** | **26,800** | **25,766** | **406** | **25,360** | **0** | **25,766** | **3,057** | **2,132** | **1,534** | **-12** | **6,711** | **0** | **6,711** | **370** | |
| Incremental | **Mid 2016 - Mid 2021** | **23,760** | **22,851** | **356** | **22,495** | **0** | **22,851** | **3,067** | **1,918** | **783** | **5** | **5,773** | **0** | **5,773** | **323** | |
| Incremental | **Mid 2021 - Mid 2025** | **24,920** | **23,968** | **243** | **23,725** | **108** | **24,076** | **1,719** | **1,371** | **3,145** | **0** | **6,235** | **40** | **6,275** | **221** | |
| Incremental | **Mid 2025 - Mid 2051** | **237,200** | **228,105** | **3,878** | **224,227** | **3,226** | **231,331** | **23,285** | **32,237** | **26,132** | **0** | **81,654** | **1,260** | **82,914** | **3,526** | |

[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.
[2] Forecast student population not captured in the Census reflects students that result in an off-campus student household.
[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[4] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).

Notes:

Numbers may not add due to rounding.

Source: Derived from the Town of Milton, Phase 1 – Residential and Non-Residential Needs Analysis (as amended February 28, 2025) by Watson & Associates Economists Ltd., and discussions with Town of Milton staff regarding servicing and land supply by Watson & Associates Economists Ltd.

## Schedule 2
## Town of Milton
## Estimate of the Anticipated Amount, Type and Location of Residential Development for Which Community Benefits Charges Can Be Imposed

| Development Location | Timing | Single & Semi-Detached | Multiples[1] | Apartments[2] | | | Total Permanent Residential Units | Off-Campus Student Households | | | Total Apartments and Off-Campus Households | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Units in C.B.C. Ineligible Buildings | Units in C.B.C. Eligible Buildings | Total Apartment Units | | Units in C.B.C. Ineligible Buildings | Units in C.B.C. Eligible Buildings | Total Units | Units in C.B.C. Ineligible Buildings | Units in C.B.C. Eligible Buildings | Total Units |
| Pre-HUSP | 2025 - 2051 | 21 | 32 | 4,018 | 7,800 | 11,818 | 11,871 | 0 | 252 | 252 | 4,018 | 8,052 | 12,070 |
| Bristol | 2025 - 2051 | 200 | 105 | 527 | 102 | 629 | 934 | 0 | 0 | 0 | 527 | 102 | 629 |
| Sherwood | 2025 - 2051 | 609 | 908 | 189 | 122 | 311 | 1,828 | 24 | 102 | 126 | 213 | 224 | 437 |
| Boyne | 2025 - 2051 | 3,332 | 2,099 | 555 | 128 | 683 | 6,114 | 24 | 102 | 126 | 579 | 230 | 809 |
| Milton Education Village | 2025 - 2051 | 145 | 2,770 | 818 | 3,410 | 4,228 | 7,143 | 0 | 756 | 756 | 818 | 4,166 | 4,984 |
| Britannia Secondary Plan | 2025 - 2051 | 6,767 | 8,601 | 795 | 620 | 1,415 | 16,783 | 0 | 0 | 0 | 795 | 620 | 1,415 |
| Agerton Secondary Plan | 2025 - 2051 | 0 | 1,650 | 935 | 3,986 | 4,921 | 6,571 | 0 | 0 | 0 | 935 | 3,986 | 4,921 |
| Trafalgar Secondary Plan | 2025 - 2051 | 3,830 | 7,250 | 808 | 789 | 1,597 | 12,677 | 0 | 0 | 0 | 808 | 789 | 1,597 |
| Community Area Expansion Lands | 2025 - 2051 | 8,130 | 8,822 | 267 | 263 | 530 | 17,482 | 0 | 0 | 0 | 267 | 263 | 530 |
| Rural | 2025 - 2051 | 251 | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Town of Milton** | **2025 - 2051** | **23,285** | **32,237** | **8,912** | **17,220** | **26,132** | **81,654** | **48** | **1,212** | **1,260** | **8,960** | **18,432** | **27,392** |

[1] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.
[2] Includes stacked townhouses, bachelor, 1-bedroom, and 2-bedroom+ apartment units and secondary suites (i.e., self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit).
Source: Watson & Associates Economists Ltd.

# Schedule 3
# Town of Milton
# Current Year Growth Forecast
# Mid 2021 to Mid 2025

| | | | Population |
|---|---|---|---|
| Mid 2021 Population | | | 132,979 |
| Occupants of New Housing Units, Mid 2021 to Mid 2025 | *Units (2)* | 6,235 | |
| | *multiplied by P.P.U. (3)* | 2.669 | |
| | *gross population increase* | 16,640 | 16,640 |
| Occupants of New Off-Campus Student Units Mid 2021 to Mid 2025 | *Units* | 40 | |
| | *multiplied by P.P.U. (4)* | 2.700 | |
| | *gross population increase* | 108 | 108 |
| Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2025 | *Units* | 221 | |
| | *multiplied by P.P.U. (5)* | 1.100 | |
| | *gross population increase* | 243 | 243 |
| Change in Housing Unit Occupancy, Mid 2021 to Mid 2025 | *Units (4)* | 40,045 | |
| | *multiplied by P.P.U. change rate (6)* | 0.177 | |
| | *total change in population* | 7,085 | 7,085 |
| Population Estimate to Mid 2025 | | | 157,055 |
| *Net Population Increase, Mid 2021 to Mid 2025* | | | *24,076* |

(1) 2021 population based on Statistics Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed, Mid-2021 to the beginning of the growth period assuming a six-month lag between construction and occupancy.

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

| Structural Type | Persons Per Unit [1] (P.P.U.) | % Distribution of Estimated Units [2] | Weighted Persons Per Unit Average |
|---|---|---|---|
| *Singles & Semi Detached* | 3.881 | 28% | 1.070 |
| *Multiples (6)* | 3.050 | 22% | 0.671 |
| *Apartments (7)* | 1.840 | 50% | 0.928 |
| Total | | 100% | 2.669 |

[1] Based on 2021 Census custom database.

[2] Based on Building permit/completion activity.

(4) 2021 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

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

## Schedule 4
## Town of Milton
## Longer-Term Growth Forecast
## Mid 2025 to Mid 2051

| | | | Population |
|---|---|---|---|
| Mid 2025 Population | | | 157,055 |
| Occupants of New Housing Units, Mid 2025 to Mid 2051 | *Units (2)* | 81,654 | |
| | *multiplied by P.P.U. (3)* | 2.853 | |
| | *gross population increase* | 232,933 | 232,933 |
| Occupants of New Off-Campus Student Units Mid 2025 to Mid 2051 | *Units* | 1,260 | |
| | *multiplied by P.P.U. (4)* | 2.560 | |
| | *gross population increase* | 3,226 | 3,226 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Mid 2051 | *Units* | 3,526 | |
| | *multiplied by P.P.U. (5)* | 1.100 | |
| | *gross population increase* | 3,878 | 3,878 |
| Change in Housing Unit Occupancy, Mid 2025 to Mid 2051 | *Units (4)* | 46,280 | |
| | *multiplied by P.P.U. change rate (6)* | -0.188 | |
| | *total change in population* | -8,706 | -8,706 |
| Population Estimate to Mid 2051 | | | 388,386 |
| *Net Population Increase, Mid 2025 to Mid 2051* | | | *231,331* |

(1) Mid 2025 Population based on:

2021 Population (132,979) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period (6,235 x 2.669 = 16,640) + (221 x 1.1 = 243) + (40,045 x 0.177 = 7,085) = 157,055

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

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

| Structural Type | | Persons Per Unit [1] (P.P.U.) | % Distribution of Estimated Units [2] | Weighted Persons Per Unit Average |
|---|---|---|---|---|
| *Singles & Semi Detached* | | 3.825 | 29% | 1.091 |
| *Multiples (6)* | | 3.049 | 39% | 1.204 |
| *Apartments (7)* | | 1.744 | 32% | 0.558 |
| *one bedroom or less* | 1.394 | | | |
| *two bedrooms or more* | 1.960 | | | |
| Total | | | 100% | 2.853 |

[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (40,045 units) + Mid 2021 to Mid 2025 unit estimate (6,235 units) = 46,280 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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

Schedule 5
Town of Milton
Historical Residential Building Permits
Years 2015 to 2024

| Year | Residential Building Permits | | | |
|---|---|---|---|---|
| | Singles & Semi Detached | Multiples [1] | Apartments [2] | Total |
| 2015 | 386 | 352 | 566 | 1,304 |
| 2016 | 685 | 253 | 0 | 938 |
| 2017 | 831 | 1,007 | 266 | 2,104 |
| 2018 | 460 | 289 | 614 | 1,363 |
| 2019 | 280 | 503 | 222 | 1,005 |
| Sub-total | 2,642 | 2,404 | 1,668 | 6,714 |
| **Average (2015 - 2019)** | ***528*** | ***481*** | ***334*** | ***1,343*** |
| % Breakdown | 39.4% | 35.8% | 24.8% | 100.0% |
| 2020 | 250 | 300 | 0 | 550 |
| 2021 | 540 | 250 | 393 | 1,183 |
| 2022 | 358 | 288 | 526 | 1,172 |
| 2023 | 146 | 605 | 1,025 | 1,776 |
| 2024 | 675 | 228 | 1,201 | 2,104 |
| Sub-total | 1,969 | 1,671 | 3,145 | 6,785 |
| **Average (2020 - 2024)** | ***394*** | ***334*** | ***629*** | ***1,357*** |
| % Breakdown | 29.0% | 24.6% | 46.4% | 100.0% |
| 2015 - 2024 | | | | |
| Total | 4,611 | 4,075 | 4,813 | 13,499 |
| ***Average*** | ***461*** | ***408*** | ***481*** | ***1,350*** |
| % Breakdown | 34.2% | 30.2% | 35.7% | 100.0% |

[1] Includes townhouses and apartments in duplexes.
[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.
Source: Historical housing activity derived from Town of Milton data, by Watson & Associates Economists Ltd.

Schedule 6a
Town of Milton
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of Dwelling | Singles and Semi-Detached | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | - | - | 3.294 | 3.740 | 4.936 | **3.881** | | |
| 6-10 | - | - | 3.050 | 3.848 | 5.276 | **4.043** | | |
| 11-15 | - | - | 2.895 | 3.854 | 5.023 | **4.002** | | |
| 16-20 | - | - | 2.129 | 3.493 | 5.219 | **3.622** | | |
| 21-25 | - | - | - | 3.379 | 4.133 | **3.367** | 3.783 | 3.825 |
| 26-30 | - | - | - | 3.378 | - | **3.426** | | |
| 30+ | - | 1.667 | 2.102 | 2.809 | 4.050 | **2.874** | | |
| **Total** | **4.250** | **2.814** | **2.397** | **3.480** | **4.843** | **3.602** | | |

| Age of Dwelling | Multiples [1] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | - | 1.722 | 2.482 | 3.241 | - | **3.050** | | |
| 6-10 | - | - | 2.345 | 3.340 | - | **3.102** | | |
| 11-15 | - | - | 2.317 | 3.210 | - | **3.021** | | |
| 16-20 | - | - | 2.278 | 3.090 | - | **3.039** | | |
| 21-25 | - | - | - | 3.093 | - | **3.146** | 3.072 | 3.049 |
| 26-30 | - | - | - | - | - | **-** | | |
| 30+ | - | 1.250 | 2.714 | 2.810 | - | **2.720** | | |
| **Total** | **1.267** | **1.744** | **2.395** | **3.163** | **4.806** | **3.011** | | |

| Age of Dwelling | All Density Types | | | | | |
|---|---|---|---|---|---|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | 1.761 | 2.313 | 3.533 | 5.000 | **3.298** |
| 6-10 | - | 1.623 | 2.181 | 3.667 | 5.268 | **3.437** |
| 11-15 | - | 2.121 | 2.171 | 3.693 | 4.994 | **3.659** |
| 16-20 | - | 1.824 | 2.119 | 3.410 | 5.236 | **3.480** |
| 21-25 | - | - | 1.760 | 3.189 | 4.250 | **3.063** |
| 25-30 | - | 1.727 | 1.850 | 3.267 | - | **2.798** |
| 30+ | - | 1.419 | 2.000 | 2.795 | 4.087 | **2.711** |
| **Total** | **3.882** | **1.662** | **2.149** | **3.388** | **4.850** | **3.283** |

[1] Includes townhouses and apartments in duplexes.
[2] Adjusted based on historical trends.
Note: Does not include Statistics Canada data classified as ‘Other.’
P.P.U. Not calculated for samples less than or equal to 50 dwelling units and does not include institutional population.

Schedule 6b
Halton Region
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of | Apartments [1] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Dwelling | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | 25 Year Average | 25 Year Average Adjusted[2] |
| 1-5 | 1.182 | 1.460 | 1.981 | 2.773 | - | **1.840** | | |
| 6-10 | - | 1.376 | 1.877 | 2.762 | - | **1.729** | | |
| 11-15 | - | 1.251 | 1.691 | 2.304 | - | **1.563** | | |
| 16-20 | - | 1.386 | 1.683 | 3.160 | - | **1.673** | | |
| 21-25 | - | 1.402 | 1.736 | 2.481 | - | **1.694** | 1.700 | 1.744 |
| 26-30 | - | 1.372 | 1.861 | 2.512 | - | **1.746** | | |
| 30+ | 1.125 | 1.282 | 1.806 | 2.502 | - | **1.688** | | |
| **Total** | **1.136** | **1.333** | **1.818** | **2.574** | **-** | **1.708** | | |

| Age of | All Density Types | | | | | |
|---|---|---|---|---|---|---|
| Dwelling | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | 2.850 | 1.526 | 2.124 | 3.425 | 4.620 | **2.962** |
| 6-10 | 2.636 | 1.453 | 2.041 | 3.477 | 4.749 | **3.056** |
| 11-15 | - | 1.390 | 1.922 | 3.462 | 4.634 | **3.284** |
| 16-20 | - | 1.474 | 1.890 | 3.254 | 4.493 | **3.153** |
| 21-25 | - | 1.472 | 1.818 | 3.078 | 4.026 | **2.909** |
| 26-30 | - | 1.381 | 1.904 | 2.985 | 3.888 | **2.743** |
| 30+ | 1.836 | 1.318 | 1.858 | 2.783 | 3.724 | **2.581** |
| **Total** | **2.351** | **1.389** | **1.918** | **3.053** | **4.124** | **2.827** |

[1] Includes bachelor, 1 bedroom and 2 bedroom+ apartments.
[2] Adjusted based on historical trends.
Note: Does not include Statistics Canada data classified as “Other.”

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

# Draft C.B.C. By-law

23-January-2026

**The Corporation of the Town of Milton**

**By-law Number xxx-2026**

**Being A By-law for the Imposition of Community Benefit Charges**

A BY-LAW TO ESTABLISH A COMMUNITY BENEFIT CHARGE FOR THE TOWN OF MILTON

**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 Planning Act, 1990 (the "Act") provides that the council of a municipality may by by-law impose Community Benefits Charges against higher density residential development or redevelopment;

**AND WHEREAS** Council desires to impose Community Benefits Charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies;

**AND WHEREAS** Council has before it a report entitled "Town of Milton Community Benefits Charge Strategy" prepared by Watson and Associates Economists Ltd. dated December 19, 2025;

**AND WHEREAS** the Town has consulted with the public and such persons and public bodies as the Town considers appropriate.

**NOW THEREFORE** The Council of the Corporation of the Town of Milton hereby enacts as follows:

1. <u>INTERPRETATION</u>

1.1 In this By-law, the following items shall have the corresponding meanings:

“Act” means the Planning Act, R.S.O. 1990, CHAPTER P.13, as amended, or any successor thereof;

“affordable residential unit” means a residential unit that meets the criteria set out in subsection 4.1 (2) or 4.1(3) of the Development Charges Act, 1997, c.27;

"ancillary residential building" means a residential building or structure that is subordinate in purpose to another residential dwelling unit upon the same lot and includes an additional residential unit;

"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 additional residential unit, a stacked townhouse dwelling, but does not include a special care/special need dwelling unit or back-to-back townhouse dwelling;

“attainable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(4) of the Development Charges Act, 1997, c.27;

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

"building" means a structure occupying an area greater than ten (10) square metres consisting of a wall, roof, and floor or any of them or a structural system serving the function thereof, and includes, but is not limited to, an above-grade storage tank, an air-supported structure, a canopy, and an industrial tent, but does not include a seasonal air-supported structure;

"Building Code Act" means the Building Code Act, 1992, S.O. 1992, c.23 (the "Building Code Act");

“capital costs” means growth-related 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:

(a) to acquire land or an interest in land, including a leasehold interest,

(b) to improve land,

(c) to acquire, lease, construct or improve buildings and structures,

(d) to acquire, construct or improve facilities including,

(i) furniture and equipment, and

(ii) rolling stock;

(e) to undertake studies in connection with any of the matters referred to in clauses (a) to (d) above, including the community benefits charge strategy study,

(f) required for the provision of Services designated in this By-law within or outside the Town, including interest on borrowing for those expenditures under clauses (a) to (e) above;

“community benefits charge” means a charge imposed pursuant to this By-law;

“Council” means the Council of The Corporation of the Town of Milton;

"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;

"dwelling unit" means either (1) any part of a building or structure used, designed, or intended to be used as a residential use 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 and residential unit has the same meaning;

"grade" means the average level of finished ground adjoining a building at all exterior walls;

“land” (or “lot”) means, for the purposes of this By-law, the lesser of the area defined as:

(a) The whole of a parcel of property associated with the development or redevelopment and any abutting properties in which a person holds the fee or equity of redemption in, power or right to grant, assign or exercise a power of appointment in respect of, or;

(b) The whole of a lot or a block on a registered plan of subdivision or a unit within a vacant land condominium that is associated with the development or redevelopment;

“Land Subject to Parkland Agreements” means any land where the Town has entered into an agreement for the dedication of parkland or cash-in-lieu payments that are in addition to the requirements under section 42 or 51 of the Act.

"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;

“prescribed” means prescribed in the regulations made under the Act;

"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;

"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;

"service" means a service designed in subsection 1.3 to this By-law, and "services" shall have a corresponding meaning;

"stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally and vertically from another dwelling unit by a common wall and ceiling/floor;

“storey” means the portion of a building, excluding roof top enclosure space used for no other purpose than roof top access, and/or elevators and other building service equipment, that is:

(a) situated between the top of any floor and the top of the floor next above it, or

(b) situated between the top of the floor and the ceiling above the floor, if there is no floor above it.

"Town" means The Corporation of the Town of Milton;

"valuation date" means, with respect to land that is the subject of development or redevelopment,

(a) the day before the day the building permit is issued in respect of the development or redevelopment, or

(b) if more than one building permit is required for the development or redevelopment, the day before the day the first permit is issued.

"Zoning By-Law" means any by-laws enacted by the Town under section 34 of the Act.

1.2 The reference to any applicable statute, regulation, by-law, or to the Official Plan, or any section or policy therein, in this Community Benefits Charge By-law shall be deemed to refer to the statute, regulation, by-law, and/or Official Plan as they may be amended from time to time and shall be applied as they read on the date on which community benefits charges are due to the Town.

Designation of Services

1.3 A community benefits charge may be imposed in respect of the following:

(a) Land for park or other public recreational purposes in excess of lands dedicated or provided via payment-in-lieu made under section 42 or subsection 51.1 of the Act.

(b) Services not provided under subsection 2(4) of the Development Charges Act, 1997, c.27.

(c) As per the December 19, 2025 Community Benefits Charges Strategy, the Town intends to recover capital costs relating to the following services through this By-law:

i. Parkland Acquisition; and

ii. Community Benefits Charge Strategy.

2. PAYMENT OF COMMUNITY BENEFITS

2.1 Community benefits charge shall be payable by the owner of land proposed for development in the amounts set out in this By-law where:

(a) the land proposed for development is located in the area described in subsection 2.2; and

(b) the proposed development requires any of the approvals set out in subsection 2.4(a).

<u>Area to Which By-law Applies</u>

2.2 Subject to subsection 2.3, this By-law applies to all lands in the town whether or not the land or use thereof is exempt from taxation under s. 13 of the Assessment Act.

2.3 This By-law shall not apply to Land Subject to Parkland Agreements or lands that are owned by and used for the purposes of:

(a) The Town or a Local Board thereof;

(b) a Board of Education;

(c) The Region, or a Local Board thereof; or

(d) The Crown or Crown Agency as defined in the Crown Agency Act, R.S.O. 1990, Chapter C.48 by way of section 71 of the Legislation Act, 2006.

<u>Approval for Development</u>

2.4

(a) A community benefits charge shall be imposed only with respect to development that requires one or more of the following approvals:

(i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Act;

(ii) the approval of a minor variance under section 45 of the Act;

(iii) a conveyance of land to which a by-law passed under subsection 50(7) of the Act applies;

(iv) the approval of a plan of subdivision under section 51 of the Act;

(v) a consent under section 53 of the Act;

(vi) the approval of a description under section 9 of the Condominium Act, 1998, SO 1998, c 19; or

(vii) the issuing of a permit under the Building Code Act in relation to a building or structure.

(b) Despite subsection 2.4(a) above, a community benefits charge shall not be imposed with respect to:

(i) Development of a proposed building or structure with fewer than five (5) storeys at or above ground;

(ii) Development of a proposed building or structure with fewer than 10 residential units;

(iii) Redevelopment of an existing building or structure that will have fewer than five (5) storeys at or above ground after the redevelopment;

(iv) Redevelopment that proposes to add fewer than 10 residential units to an existing building or structure; or

(v) such types of development or redevelopment as are prescribed.

(c) For the purposes of this section, the first storey at or above ground is the storey that has its floor closest to grade and its ceiling more than 1.8m above grade.

<u>Exemptions</u>

2.5 Notwithstanding the provisions of this By-law, community benefits charges shall not be imposed with respect to:

(a) Development or redevelopment of a building or structure intended for use as a long-term care home within the meaning of subsection 2(1) of the Fixing Long-term Care Act, 2021;

(b) Development or redevelopment of a building or structure intended for use as a retirement home within the meaning of subsection 2(1) of the Retirement Homes Act, 2010;

(c) Development or redevelopment of a building or structure intended for use 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 subparagraph (i);

(iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017.

(d) Development or redevelopment of a building or structure intended for use as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion;

(e) Development or redevelopment of a building or structure intended for use as a hospice to provide end-of-life care;

(f) Development or redevelopment of a building or structure intended for use as a non-profit housing development as defined in subsection 4.2(1) of the Development Charges Act, 1997,c.27.

Amount of Charge

2.6 The amount of a community benefits charge payable in any particular case shall be determined as follows:

(a) Where there is development or redevelopment other than that described in subsection 2.4(b) and which requires one or more of the approvals set out in subsection 2.4(a), on land to which this By-law applies, the community benefits charges payable pursuant to this By-law shall be four (4) percent of the value of the land being developed as of the valuation date.

(b) Land referred to in subsections 2.6(a) and 2.6(c) means the entire parcel or parcels on which the development or redevelopment is occurring regardless of whether the development or redevelopment is only on a part of the parcel or parcels or is a phase of a development or redevelopment.

(c) If a development or redevelopment consists of two or more above grade buildings that will not be constructed concurrently, will be subject to separate building permits and are anticipated to be completed at different times, each phase of the development or redevelopment is deemed to be a separate development or redevelopment for the purposes of this By-law. The community benefits charges for the first of the above grade buildings will be calculated in accordance with subsection 2.6(a). For each subsequent above grade building, the community benefits charges payable shall be calculated as follows:

    i. 4% of the value of the land being developed as of the valuation date minus the community benefits charges payable for the previous above grade building(s).

ii. If the difference in the aforesaid calculation is zero or a negative value no community benefits charge is payable, and no credit or refund will be payable.

(d) Notwithstanding subsections (a), (b), or (c), the amount of a community benefits charge payable in any particular case shall not exceed an amount equal to the prescribed percentage of the value of the land, as of the valuation date, multiplied by the ratio of "A" to "B" where, "A" is the floor area of any part of a building or structure, which part is proposed to be erected or located as part of the development or redevelopment, and "B" is the floor area of all buildings and structures that will be on the land after the development or redevelopment.

(e) Development or redevelopment that includes affordable residential units, attainable residential units, or residential units described in subsection 4.3(2) of the Development Charges Act, 1997, c.27, the community benefits charge applicable to such a development or redevelopment shall not exceed the amount determined under subsection 37(32) of the Act multiplied by the ratio of A to B where:

i. "A" is the gross floor area of all buildings that are part of the development or redevelopment minus the gross floor area of all affordable residential units, attainable residential units and residential units described in subsection 4.3 (2) of the Development Charges Act, 1997, c.27; and

ii. "B" is the gross floor area of all buildings that are part of the development or redevelopment."

2.7 The owner shall provide the Town with an appraisal of the value of the land as of the valuation date or dated within a period of one (1) year preceding the valuation date.

2.8 If the Town disagrees with the value of the land identified in the owner's appraisal, then the Town shall provide an appraisal of the value of the land as of the valuation date within the prescribed time period of receiving the owner's appraisal, and subsections 37(37) to (41) of the Act apply.

<u>Multiple Uses – Excluded Types of Development</u>

2.9 Where development or redevelopment proposes multiple uses within a building and the owner has provided satisfactory evidence to the Town that it includes one or more of the excluded types of development or redevelopment described in Section 2.5 of this By-law, a community benefits charge otherwise payable for the development or redevelopment will be reduced by an amount attributed by the Town to the excluded type of development or redevelopment.

In-Kind Contributions

2.10 The Town may, at its discretion, allow an owner of land to provide to the Town facilities, services or matters required because of development or redevelopment in the area to which the By-law applies in lieu, or partially in lieu of a community benefits charge that would otherwise be payable.

2.11 For in-kind contributions pursuant to the preceding subsection to be considered, an application for consideration of in-kind contributions must be submitted to the Town with supporting documentation as to the suggested value of the proposed in-kind contribution.

2.12 In-kind contributions pursuant to subsection 2.11 shall only be accepted if the same are approved by resolution of Council. The determination of Council as to whether in-kind contributions shall be accepted in full or partial satisfaction of community benefits charges shall be final and binding.

2.13 The value attributed to an in-kind contribution under subsection 2.11 shall be as determined by Council, based on one or more third-party valuations to the satisfaction of Council. Council's determination of the value to be attributed to any in-kind contribution shall be final and binding.

Time of Payment of Community Benefits Charges

2.14 A community benefits charge imposed under this By-law shall be paid prior to the date that the first building permit is issued for each phase of the development or redevelopment.

Interest on Refunds

2.15 If it is determined that a refund is required under subsections 37(27) of the Act, the Town shall pay interest on a refund in accordance with subsection 37(29) of the Act.

3. CONFLICTS

3.1 Where the Town and an owner or former owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

4. GENERAL

4.1 Town Council shall review this By-law and pass a resolution declaring whether a revision to this By-law is needed within five (5) years of the date it is first passed, and every five (5) years after the previous resolution was passed.

5. SEVERABILITY

5.1 If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

6. REFERENCES TO LEGISLATION

6.1 Reference in this By-law to any legislation (including but not limited to regulations and by-laws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto without the need for an amendment to this By-law.

7. DATE BY-LAW IN FORCE

7.1 This By-law shall come into effect at 12:01 A.M. on June 26, 2026.

PASSED IN OPEN COUNCIL on the 13th day of April, 2026.

Mayor – Gordon Krantz

Clerk – Meaghen Reid