Development Charges Background Study

Town of Milton

December 19, 2025

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

Table of Contents

Page

Executive Summary ..... **i**

1. Introduction **1-1**
- 1.1 Purpose of this Document 1-1
- 1.2 Summary of the Process 1-1
- 1.3 Changes to the D.C.A. 1-2

2. Current Town of Milton D.C. Policies **2-1**
- 2.1 Schedule of Changes 2-1
- 2.2 Services Covered 2-1
- 2.3 Timing of D.C. Calculation and Payment 2-2
- 2.4 Indexing 2-3
- 2.5 Redevelopment Allowance 2-3
- 2.6 Exemptions 2-4

3. Anticipated Development in the Town of Milton **3-1**
- 3.1 Basis of Population, Household and Non-Residential Gross Floor Area Forecast 3-1
- 3.2 Summary of Growth Forecast 3-2

4. The Approach to the Calculation of the Charge **4-1**
- 4.1 Introduction 4-1
- 4.2 Services Potentially Involved 4-1
- 4.3 Increase in the Need for Service 4-1
- 4.4 Local Service Policy 4-7
- 4.5 Capital Forecast 4-7
- 4.6 Treatment of Credits 4-8
- 4.7 Classes of Services 4-8
- 4.8 Existing Reserve Funds 4-9
- 4.9 Deductions 4-10
  - 4.9.1 Reduction Required by Level of Service Ceiling 4-11

Table of Contents (Cont'd)

Page

4.9.2 Reduction for Uncommitted Excess Capacity 4-11
4.9.3 Reduction for Benefit to Existing Development 4-12
4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions 4-13
4.10 Municipal-wide vs. Area Rating 4-13
4.11 Allocation of Development 4-13
4.12 Asset Management 4-14
4.13 Transit 4-14

5. D.C.-Eligible Cost Analysis by Service 5-1
5.1 Introduction 5-1
5.2 Service Levels and 10-Year Capital Costs for Milton's D.C. Calculation 5-2
5.2.1 Growth Studies 5-2
5.2.2 Transit Services 5-7
5.2.3 Land – 10-Year Forecast Period 5-9
5.3 Service Levels and 2051 Capital Costs for Milton's D.C. Calculation 5-11
5.3.1 Services Related to a Highway 5-11
5.3.2 Public Works (Facilities, Vehicles and Equipment) 5-15
5.3.3 Fire Protection Services 5-18
5.3.4 Parks and Recreation Services 5-21
5.3.5 Library Services 5-30
5.3.6 Land – 2051 Forecast Period 5-32
5.4 Area Specific D.C.s for Stormwater Services 5-34
5.4.1 Boyne Secondary Plan Stormwater Services 5-34
5.4.2 Sherwood Secondary Plan Stormwater Services 5-34
5.4.3 Derry Green Secondary Plan Stormwater Services 5-34
5.4.4 Trafalgar Secondary Plan Stormwater Services 5-35
5.4.5 Agerton Secondary Plan Stormwater Services 5-35
5.4.6 Britannia Secondary Plan Stormwater Services 5-35
5.4.7 Milton Education Village Secondary Plan Stormwater Services 5-36
5.4.8 Milton Education Village Supplemental Lands Stormwater Services 5-36
5.4.9 Community Area Expansion Lands Stormwater Services 5-36
5.4.10 Employment Area Expansion Lands Stormwater Services 5-36

6. D.C. Calculation and Comparison 6-1
6.1 D.C. Calculation 6-1
6.2 D.C. Rate Comparison 6-18

7. D.C. Policy Recommendations and D.C. By-law Rules 7-1

Table of Contents (Cont'd)

Page

7.1 Introduction 7-1
7.2 D.C. By-law Structure 7-2
7.3 D.C. By-law Rules 7-2
7.3.1 Payment in any Particular Case 7-2
7.3.2 Determination of the Amount of the Charge 7-3
7.3.3 Application to Redevelopment of Land (Demolition and Conversion) 7-4
7.3.4 Exemptions (full or partial) 7-5
7.3.5 Timing of Collection 7-6
7.3.6 The Applicable Areas 7-7
7.3.7 Indexing 7-7
7.4 Other D.C. By-law Provisions 7-8
7.4.1 Categories of Services for Reserve Fund and Credit Purposes 7-8
7.4.2 By-law In-force Date 7-8
7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing 7-9
7.4.4 Area Rating 7-9
7.5 Other Recommendations 7-11

8. By-law Implementation 8-1
8.1 Introduction 8-1
8.1.1 Public Meeting of Council 8-1
8.1.2 Other Consultation Activity 8-1
8.2 Anticipated Impact of the Charge on Development 8-2
8.3 Implementation Requirements 8-3
8.3.1 Introduction 8-3
8.3.2 Notice of Passage 8-3
8.3.3 By-law Pamphlet 8-3
8.3.4 Appeals 8-4
8.3.5 Complaints 8-4
8.3.6 Credits 8-5
8.3.7 Front-Ending Agreements 8-5
8.3.8 Severance and Subdivision Agreement Conditions 8-5

Appendix A Background Information on Residential and Non-Residential Growth Forecast A-1

Appendix B Level of Service B-1

Appendix C Long-Term Capital and Operating Cost Examination C-1

Appendix D D.C. Reserve Fund Policy D-1

Table of Contents (Cont'd)

Page

Appendix E Local Service Policy E-1

Appendix F Asset Management Plan F-1

Appendix G Transit Servicing Needs – Dillon Consulting Limited G-1

Appendix H Changes to the D.C.A. H-1

Appendix I Alternative D.C. Calculation Options for Council's Consideration I-1

Appendix J Capital Cost and Benefit to Existing Methodology J-1

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 2025 to 2034	Town-wide 2051 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 2025 to 2051	Boyne 2051 2025 to 2051	Milton Education Village 2051 2025 to 2051	Britannia Secondary Plan 2051 2025 to 2051	Agerton Secondary Plan 2051 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 2025 to 2051	Community Area Expansion Lands 2051 2025 to 2051	Derry Green Corporate Business Park 2051 2025 to 2051	MEV Supplemental Lands 2051 2025 to 2051	Employment Area Expansion Lands 2051 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:

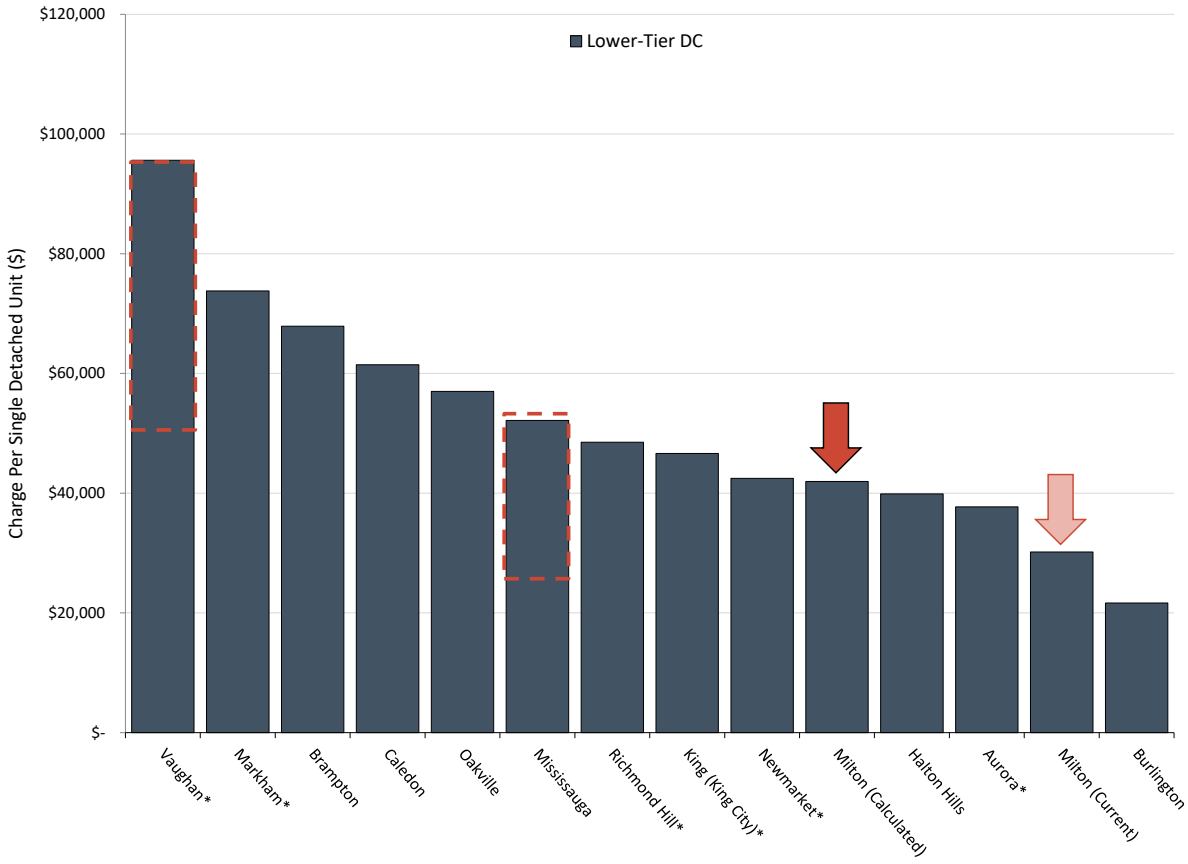
- Option to consolidate the retail and non-retail D.C. categories into a blended, uniform non-residential rate category; and
- Option to consolidate the area-specific stormwater D.C.s into one urban-area-specific D.C. rate.

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

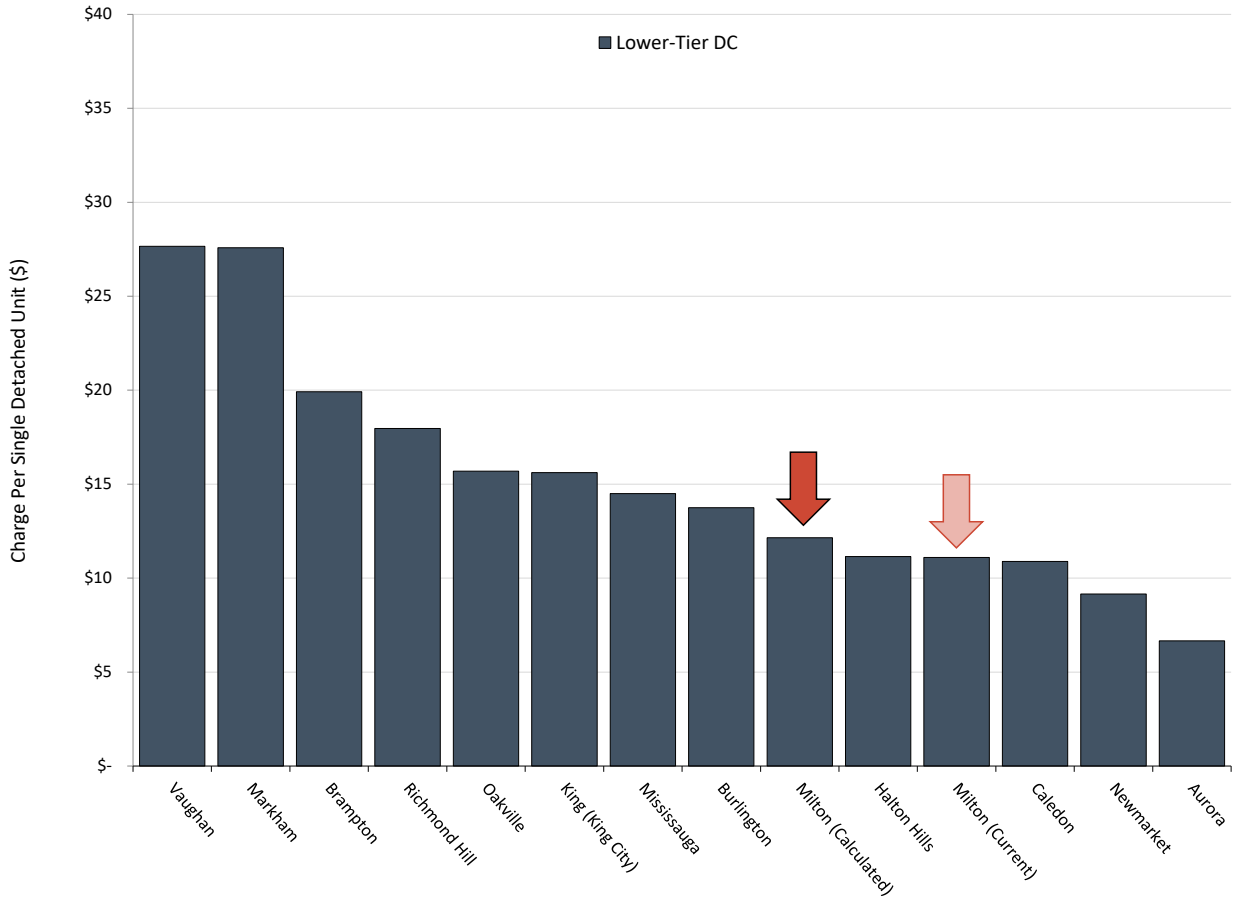


The D.C. rates presented do not include the following reductions:

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

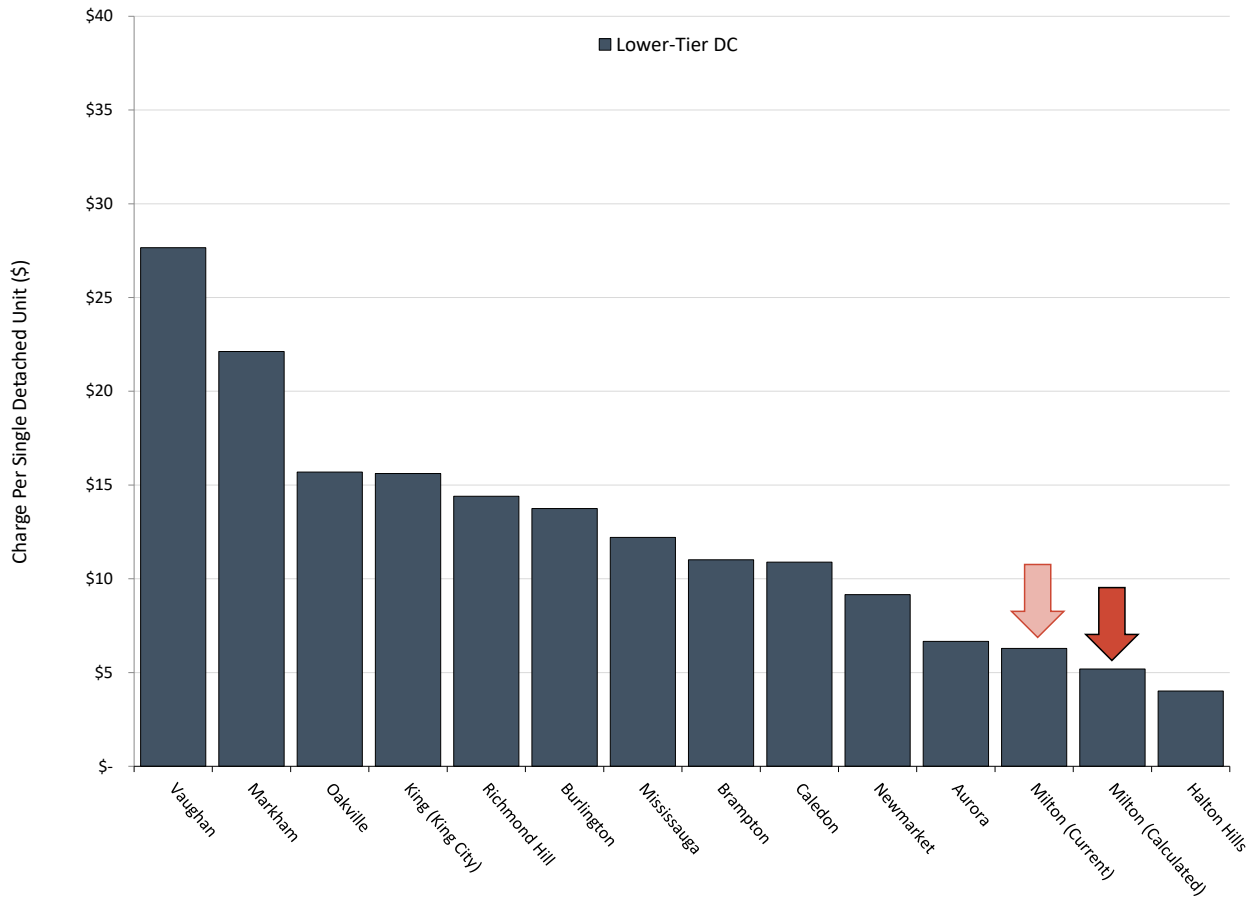
*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

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



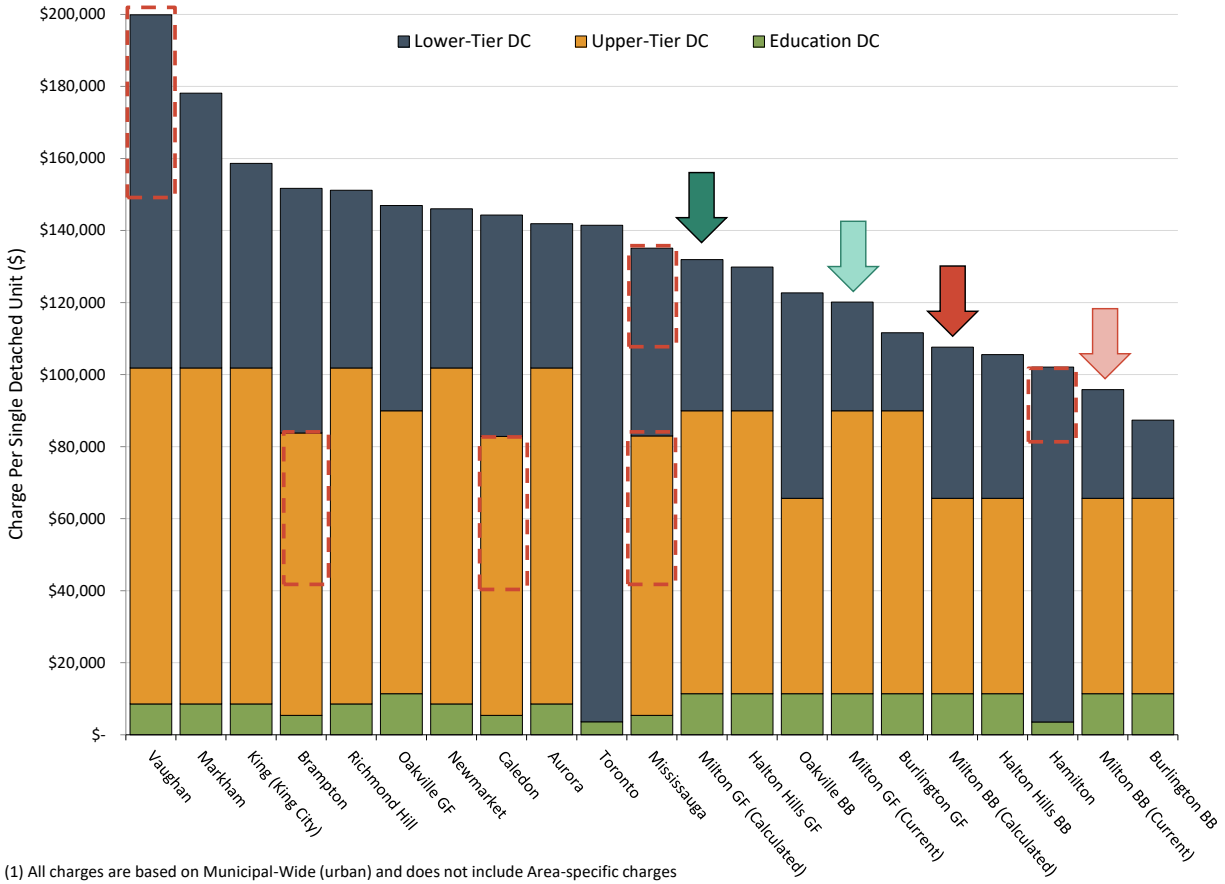
*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

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

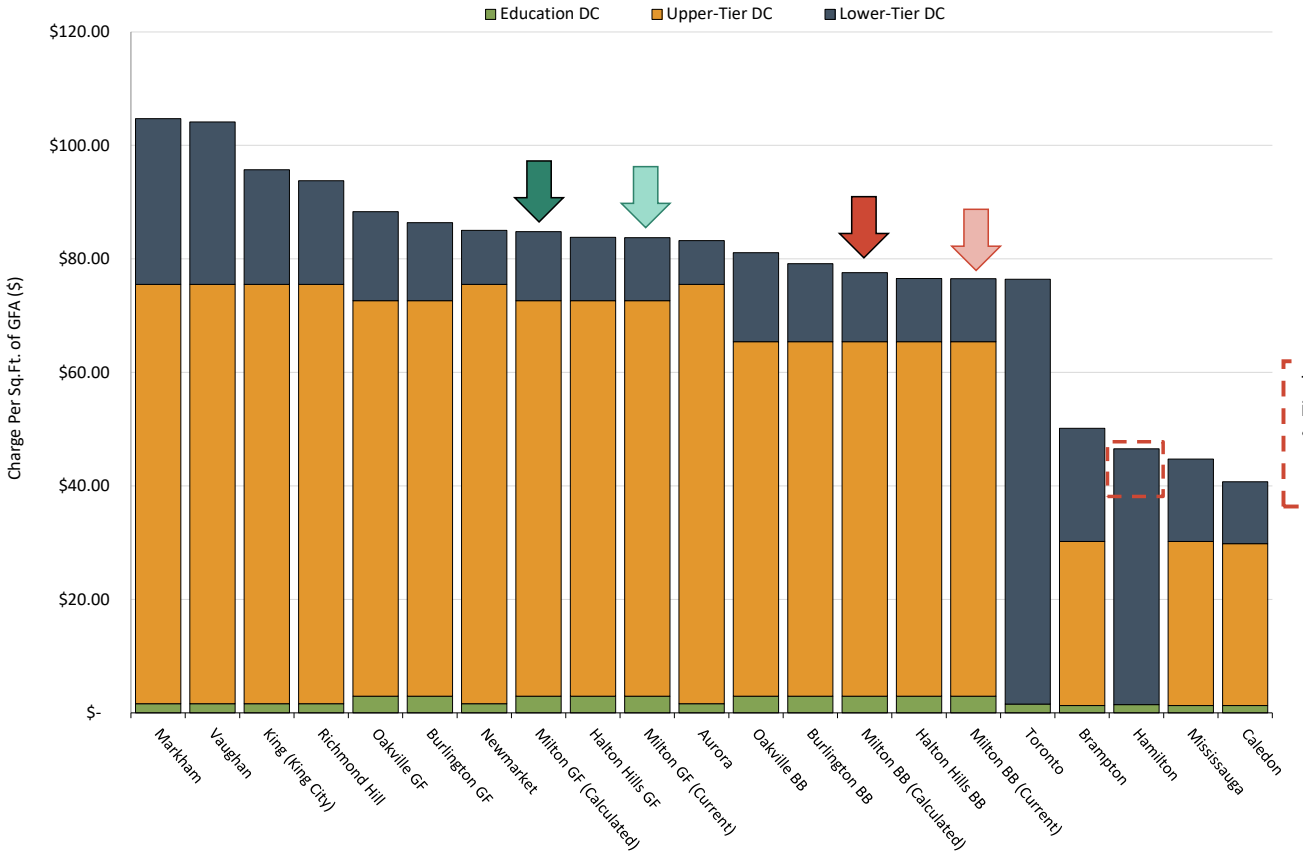


The D.C. rates presented do not include the following reductions:

- 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

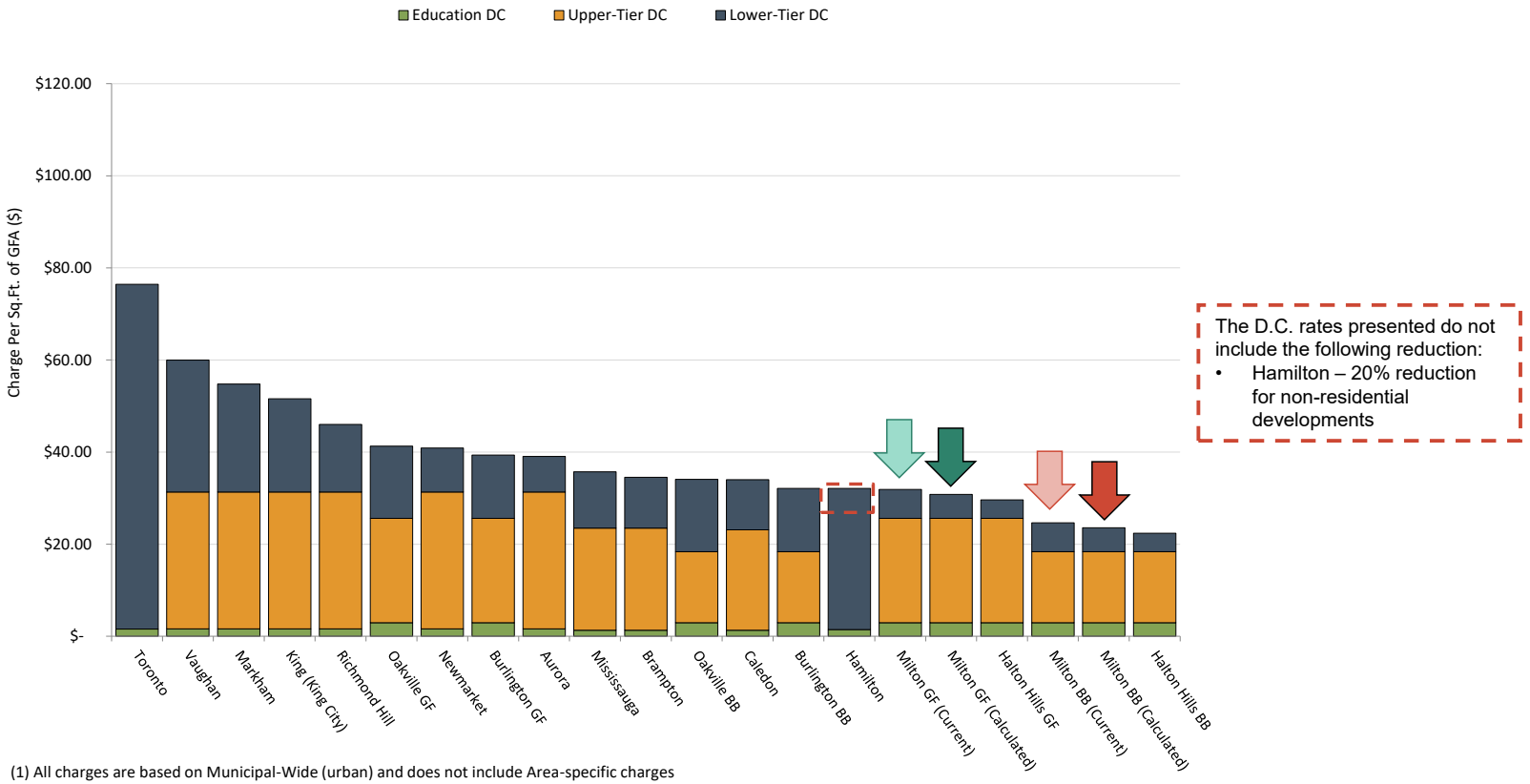


The D.C. rates presented do not include the following reduction:

- Hamilton – 20% reduction for non-residential developments

(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



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

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(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
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(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

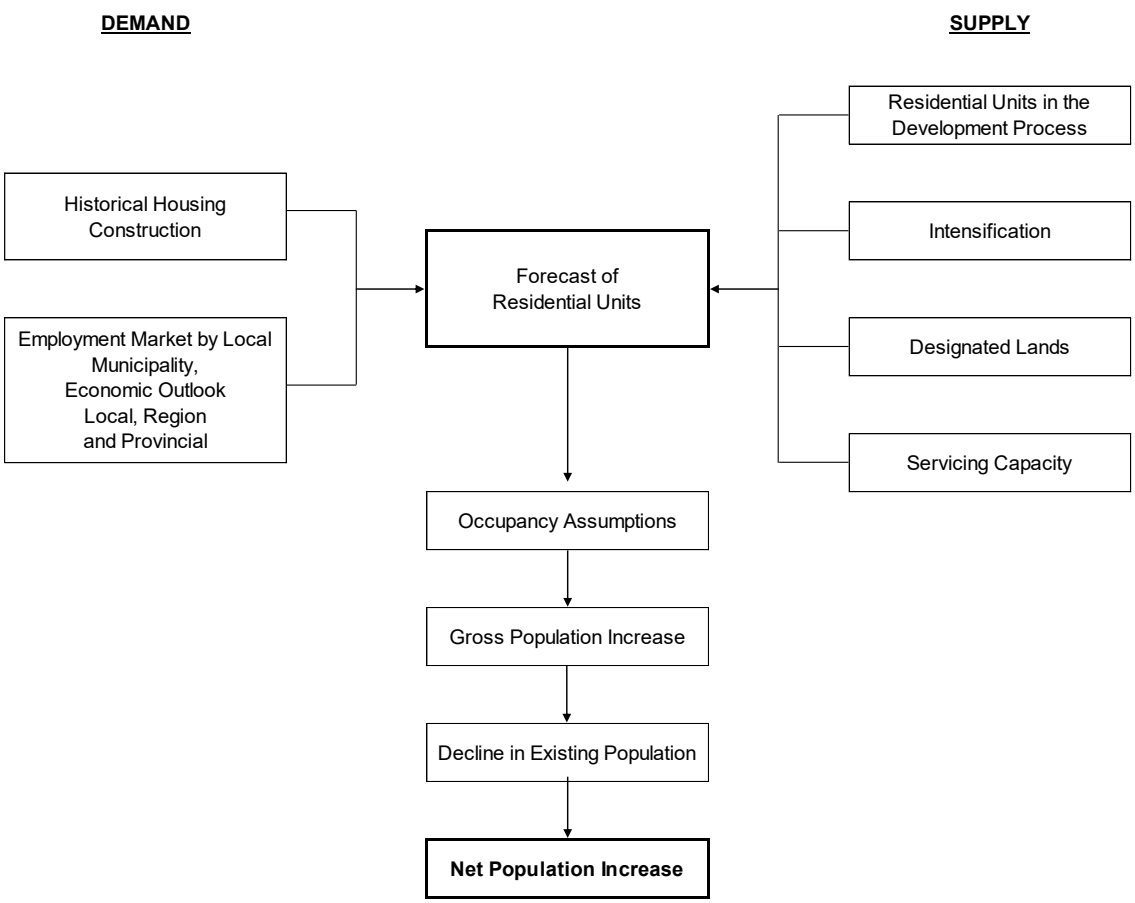


Table 3-1
Town of Milton
Residential Growth Forecast Summary

	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 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
	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 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**	
	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

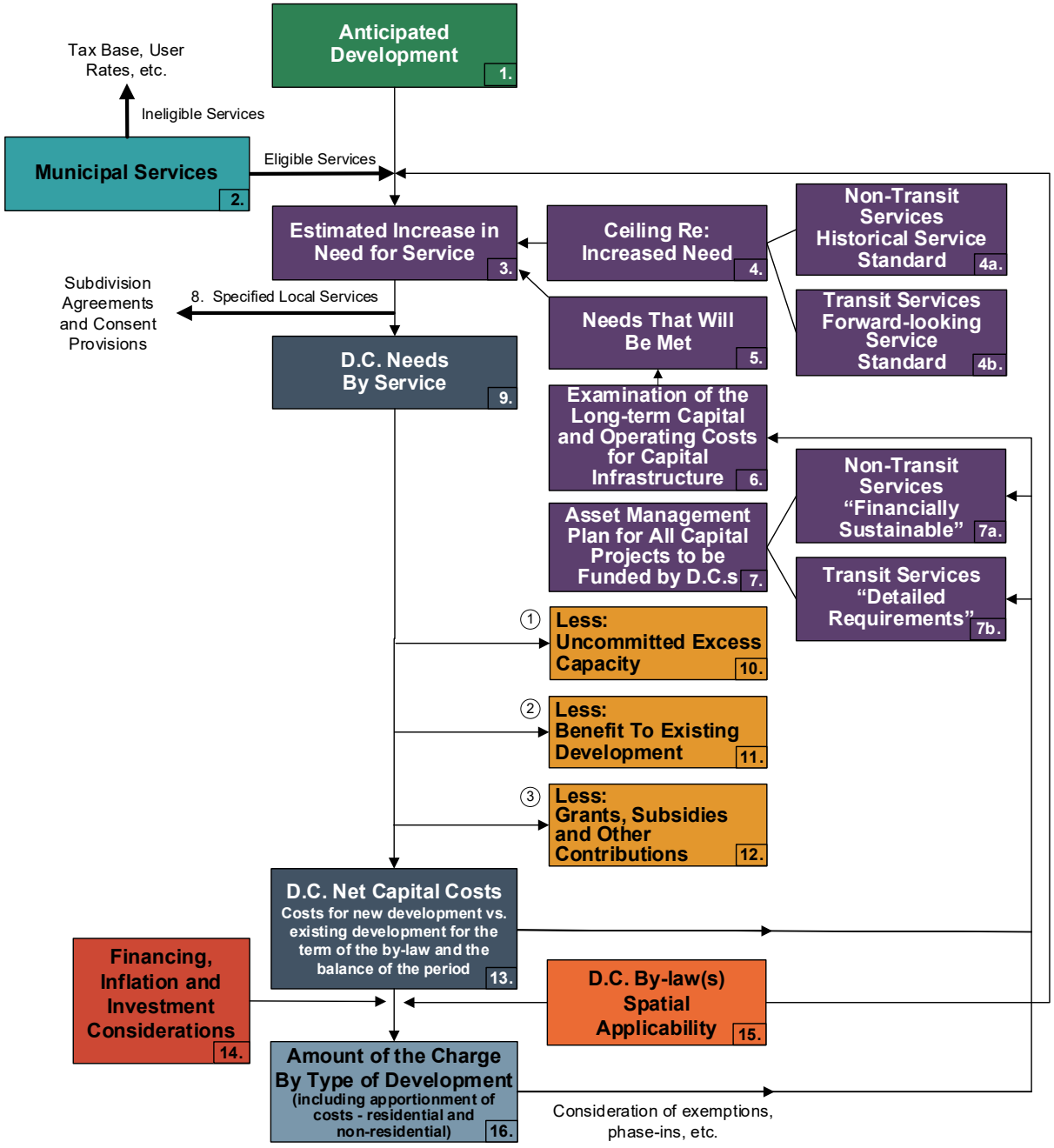


Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

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

[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	9.1 Electrical substations	0
	Ineligible	9.2 Electrical distribution system	0
	Ineligible	9.3 Electrical system rolling stock	0
10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	10.1 Cultural space (e.g., art galleries, museums and theatres)	0
	Ineligible	10.2 Tourism facilities and convention centres	0
11. Wastewater Services	n/a	11.1 Treatment plants	100
	n/a	11.2 Sewage trunks	100
	n/a	11.3 Local systems	0
	n/a	11.4 Vehicles and equipment[1]	100
12. Water Supply Services	n/a	12.1 Treatment plants	100
	n/a	12.2 Distribution systems	100
	n/a	12.3 Local systems	0
	n/a	12.4 Vehicles and equipment[1]	100
13. Waste Management Services	Ineligible	13.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	13.2 Landfills and other disposal facilities	0
	n/a	13.3 Waste diversion facilities	100
	n/a	13.4 Waste diversion vehicles and equipment[1]	100
14. Policing Services	n/a	14.1 Policing detachments	100
	n/a	14.2 Policing rolling stock[1]	100
	n/a	14.3 Small equipment and gear	100
15. Long-term Care	n/a	15.1 Long-term Care space	100
	n/a	15.2 Vehicles[1]	100
16. Child Care and Early Years	n/a	16.1 Childcare space	100
	n/a	16.2 Vehicles[1]	100
	n/a	16.3 Equipment	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 n/a	17.1 Health department space 17.2 Health department vehicles[1]	100 100
18. Social Services	Ineligible	18.1 Social service space	0
19. Provincial Offences Act (P.O.A.)	Yes Yes	19.1 P.O.A. including By-law Enforcement space 19.2 P.O.A. including By-law Enforcement vehicles and equipment[1]	100 100
20. Housing	n/a	20.1 Social Housing space	100
21. Ambulance Services	n/a n/a n/a	21.1 Ambulance station space 21.2 Vehicles[1] 21.3 Equipment ad gear	100 100 100
22. Hospital Provision	Ineligible	22.1 Hospital capital contributions	0
23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	23.1 Office space 23.2 Office furniture 23.3 Computer equipment	0 0 0
24. Other Services	Yes Yes 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 24.2 Land costs related to D.C.-eligible services 24.3 Interest on money borrowed to pay for growth-related capital	0-100 100 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 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
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:			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
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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 79%	Non-Residential Share 21%
	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:		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%
	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 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%
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:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	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:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	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 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 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 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 77%	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:		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%
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:		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%
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:		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%
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:		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%
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:		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										
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:		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%
	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:		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%
	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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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 2025 - 2051 (Derry Green)	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 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 2025 - 2051 (Trafalgar)	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 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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 0%	Non-Residential Share 100%
1	Holistic Stormwater Monitoring Program - 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 2025 - 2051 (Community Area Expansion Lands)	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 91%	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 2025 - 2051 (Employment Area Expansion Lands)	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 0%	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		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.
	$	$	$	$	$	$	$	$
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		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.
	$	$	$	$	$	$	$	$
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)

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.
	$	$	$	$	$	$	$	$
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		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.
	$	$	$	$	$	$	$	$
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		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.
	$	$	$	$	$	$	$	$
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

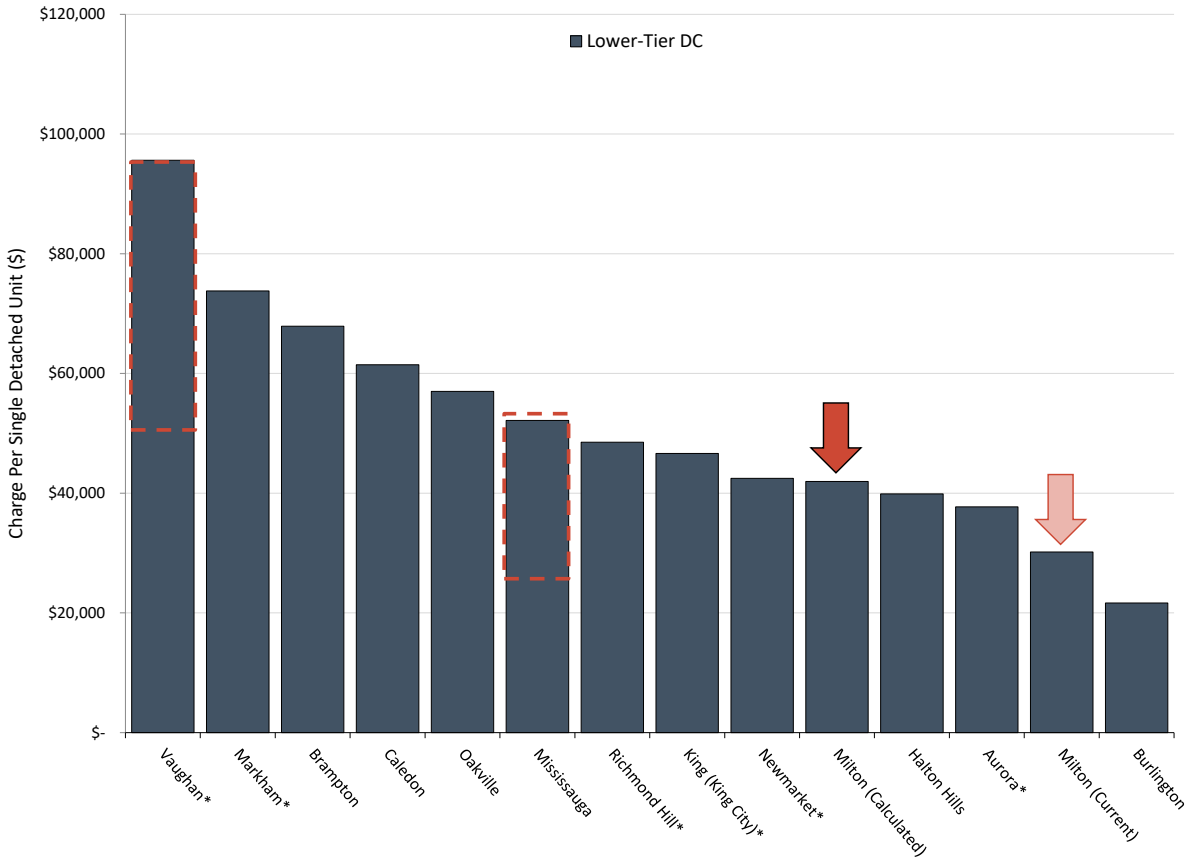
Based on the above calculated rates, the graphs in Figures 6-1 through 6-3 provide a comparison of Milton's D.C. rates relative comparative municipalities in Southern Ontario. Figures 6-4 through 6-6 provide the D.C. comparison, including upper-tier and education D.C.s. The following municipalities were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

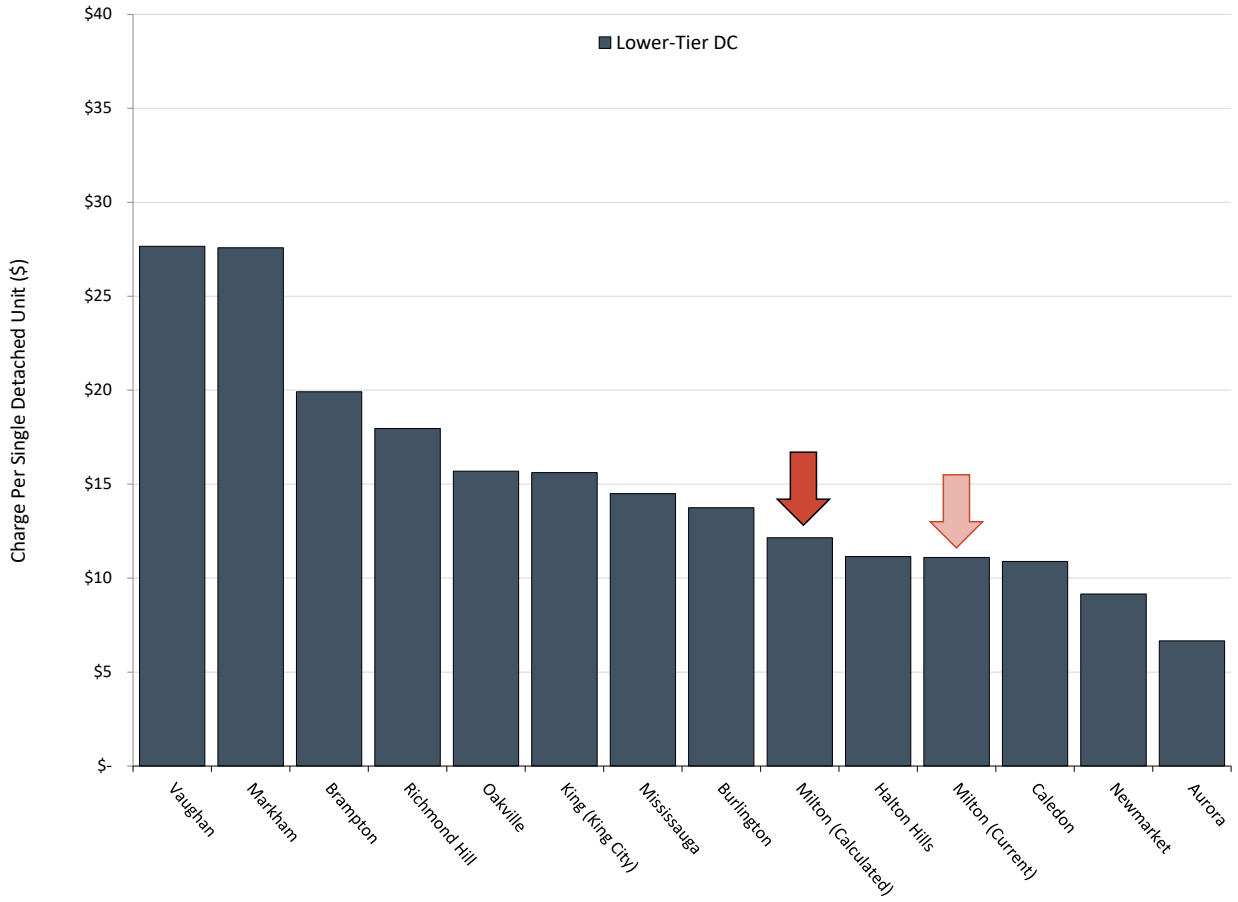


The D.C. rates presented do not include the following reductions:

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

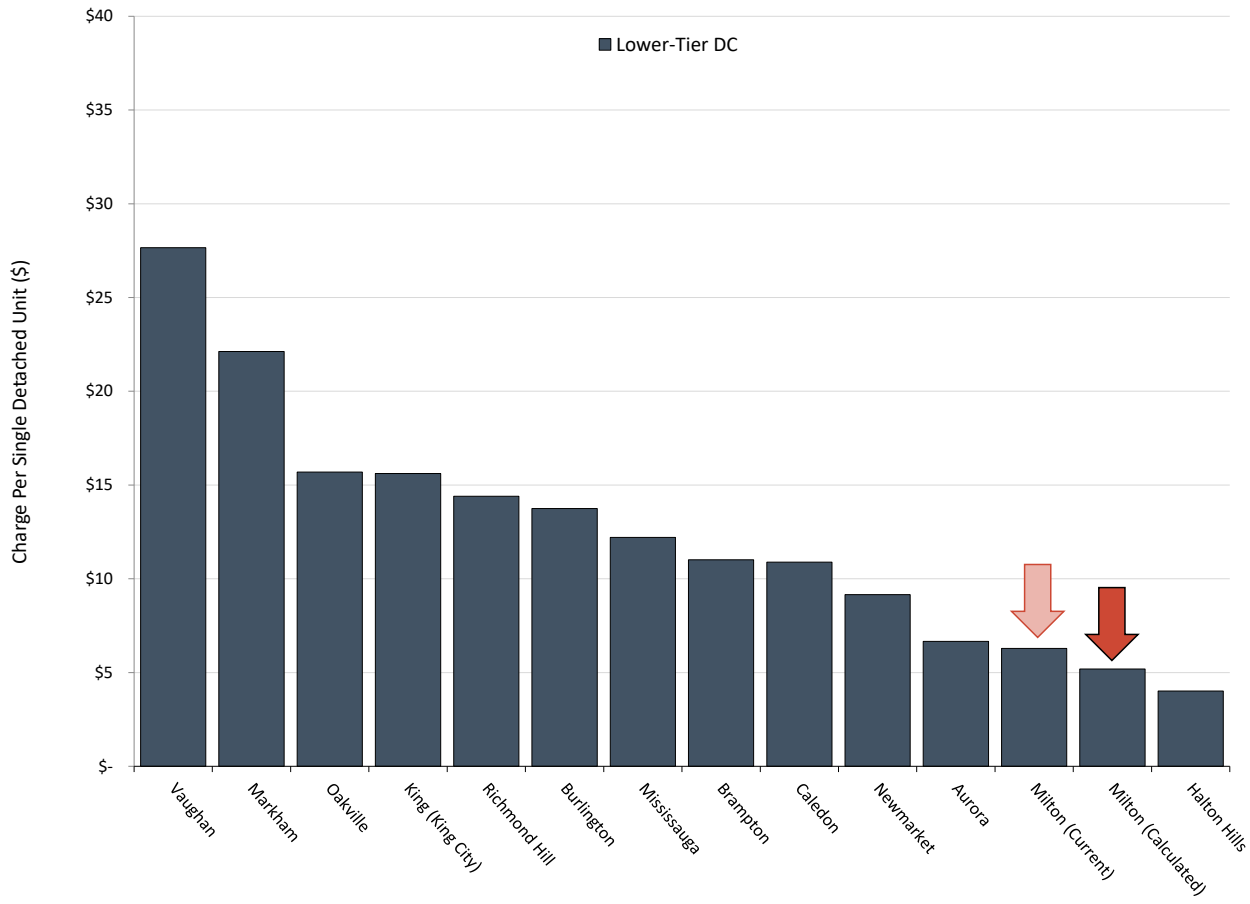
*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

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



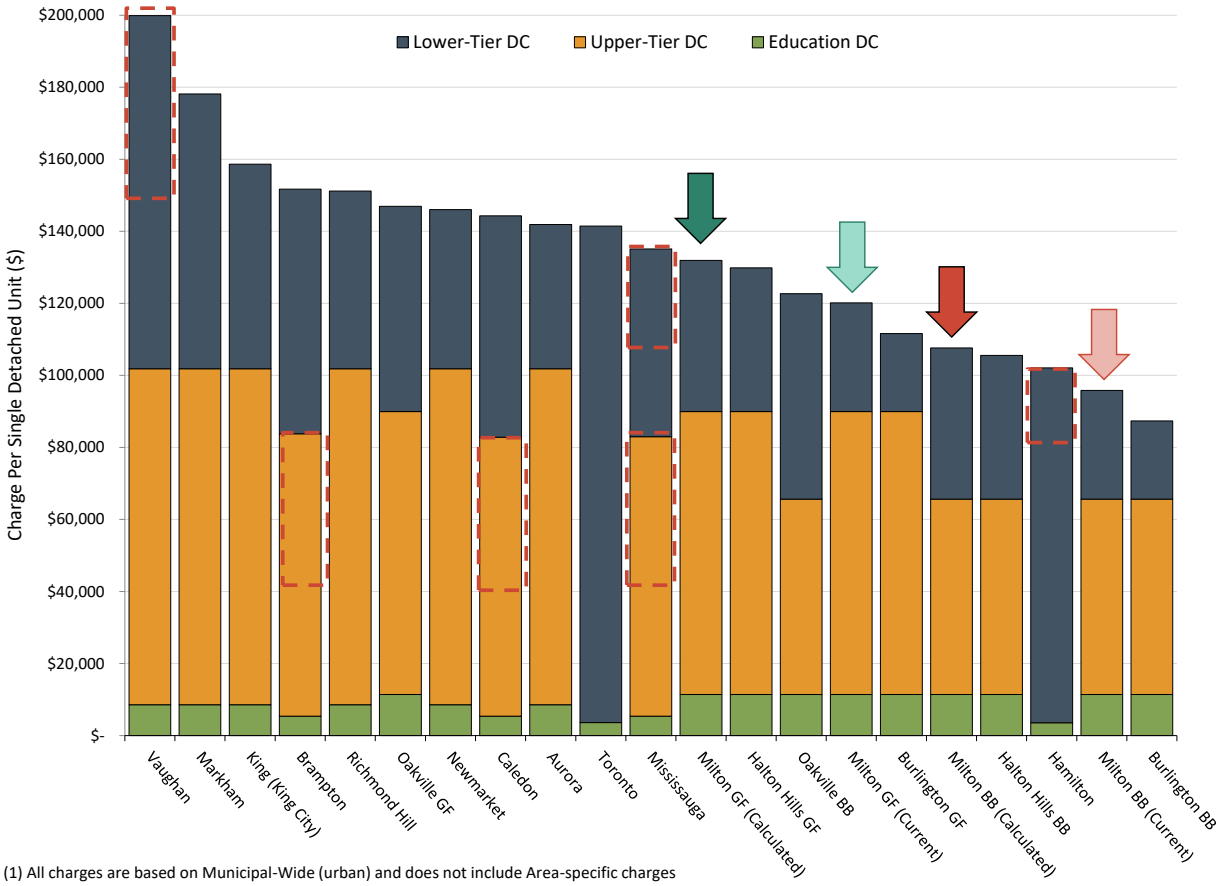
*Water/wastewater related DCs removed from lower tier charge in York Region for comparability

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

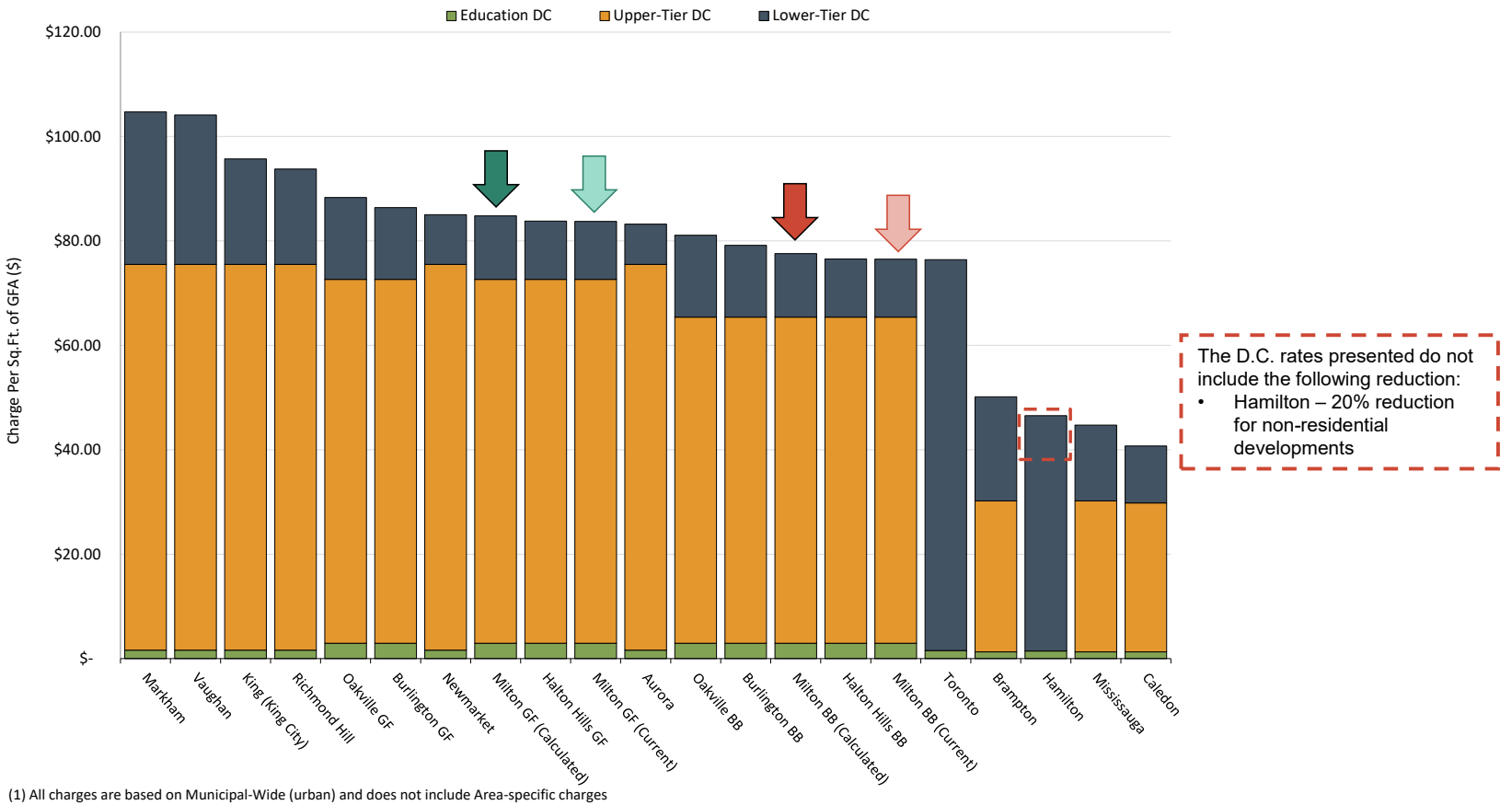


The D.C. rates presented do not include the following reductions:

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

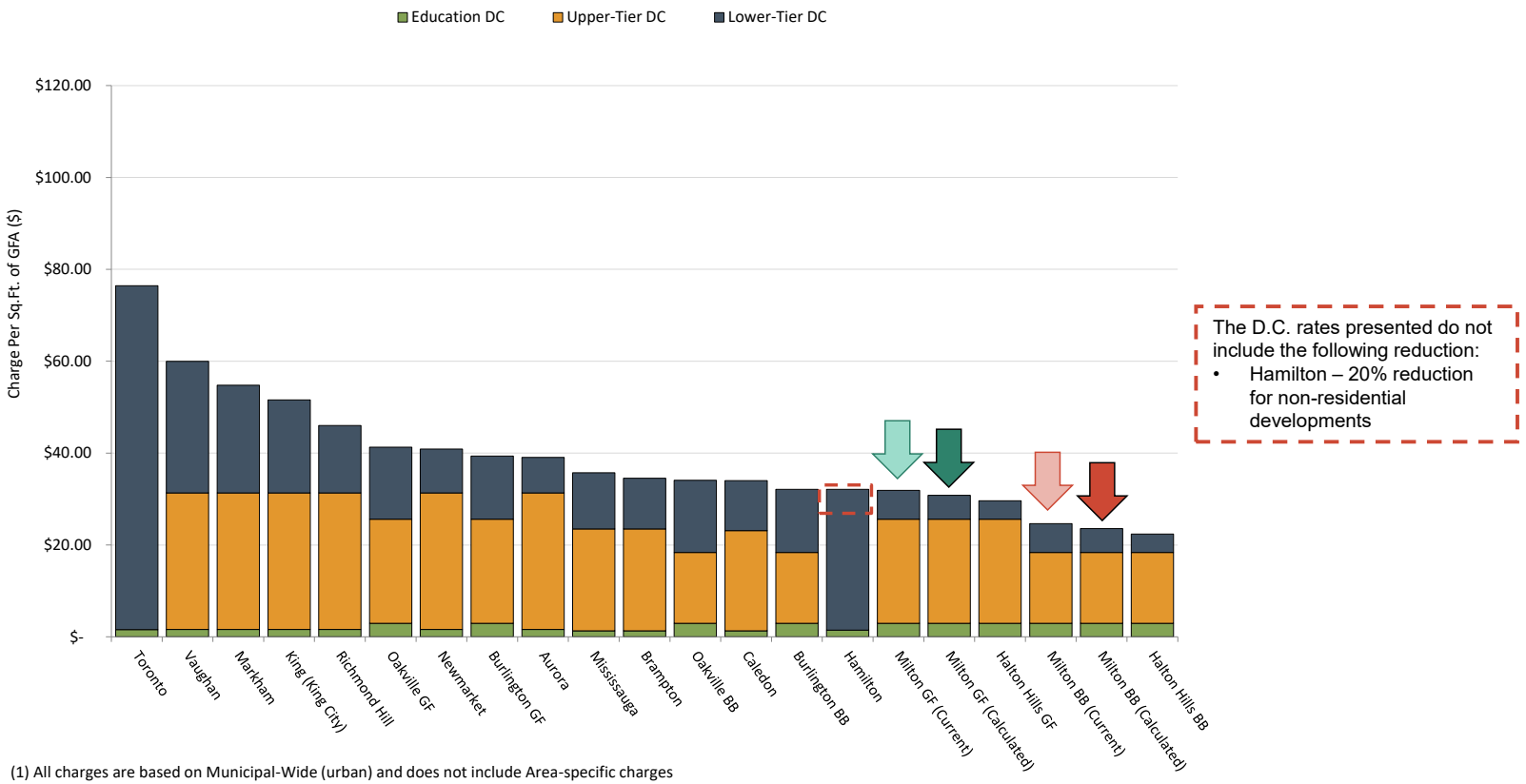
(1) All charges are based on Municipal-Wide (urban) and does not include Area-specific charges
(2) GF - Greenfield and includes Recovery Area
(3) BB - Built Boundary
(4) Mississauga includes a Stormwater Charge based on area - assuming 12 homes per acre

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
	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 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
	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 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**	
	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.

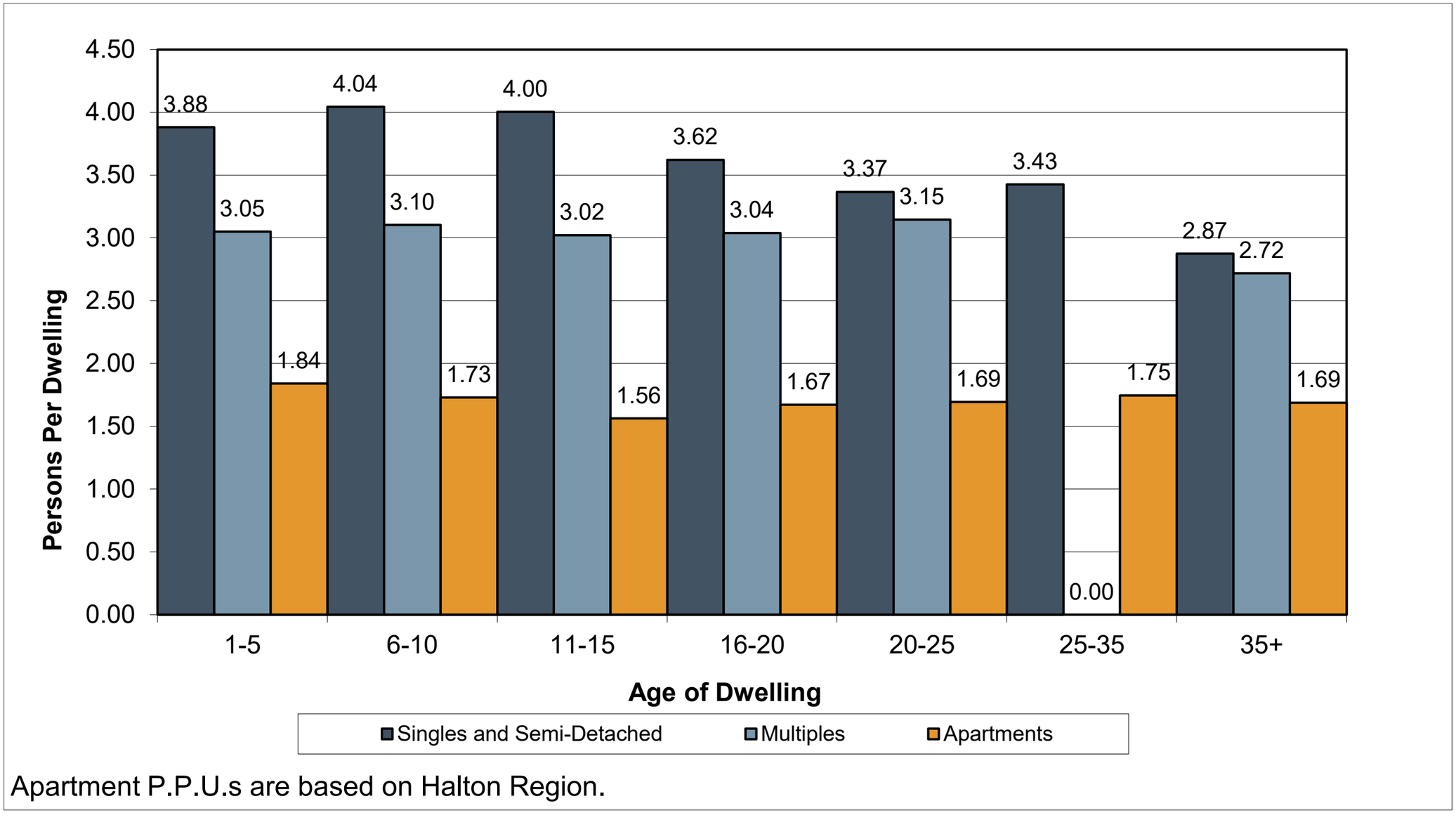
Schedule 7b
Halton Region
Person Per Unit by Age and Type of Dwelling
(2021 Census)

Age of Dwelling	Apartments [1]						25 Year Average	25 Year Average Adjusted[2]
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
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**	

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**	

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
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**	

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																
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**	

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**	

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**	

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**	

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

			D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
			D.C. Forecast Period			Post D.C. Forecast Period						
Capital Fund Transactions	D.C. Project Number	Gross Capital Cost	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

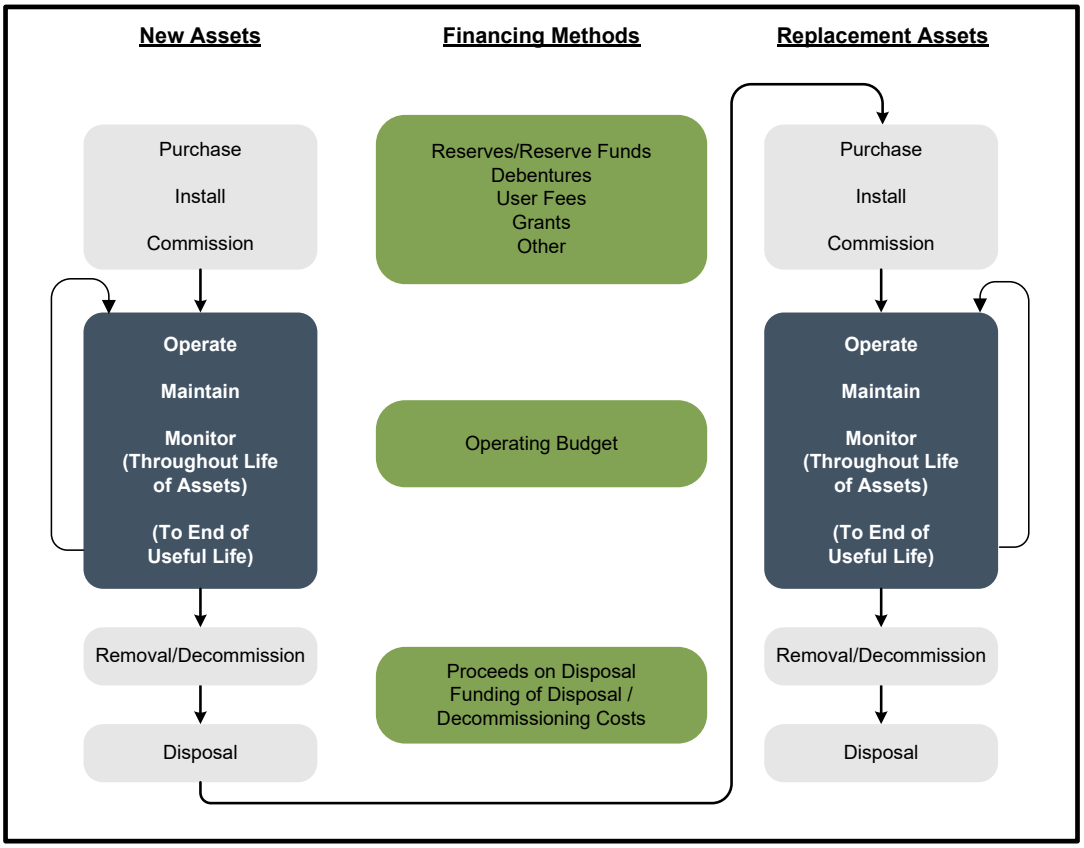
The recent changes to the Development Charges Act, 1997, as amended (D.C.A.) (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

> "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) A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and 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: i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities,	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

Table of Contents

1.0 Introduction 1

2.0 Growth Forecasts 3

2.1 Population Growth 3

3.0 Reconciling with the Previous Transit DC Study 10

4.0 Conventional Transit 11

4.1 Existing Conventional Transit 11
4.2 Future Transit Network 14
4.3 Ridership Forecast 16
4.3.1 Ridership and Boardings 16
4.3.2 Projected Service Hours 16
4.3.3 Projected Boardings 19
4.3.4 Adjustment for Commingled Service Trips 19
4.3.5 Fixed-route Vehicle Requirements 21

5.0 Access + 23

5.1 Existing Service 23
5.2 Ridership Forecast 23

6.0 Commingled Transit 28

6.1 Adjusted Ridership Forecasts 28
6.2 Peak Vehicle Requirements 28

7.0 Auxiliary Transit Vehicles 30

8.0 Facilities 31

8.1 Terminals 31
8.2 Stops 31
8.3 Transit Facility 33

9.0 Capital Summary 35

9.1 Full Transit Capital Plan 35

10.0 Apportioning Benefit – Vehicles 36

10.1 In-Period Benefit to Existing and Growth 36
10.1.1 Conventional Transit Vehicles 36
10.1.2 Commingled Transit Vehicles 41
10.2 Post-Period Benefit 43
10.2.1 Conventional Transit 43
10.2.2 Commingled Transit 47

11.0 Apportioning Benefit – Other Capital Items 48

11.1 Auxiliary Vehicles 48
11.2 Terminals 49
11.2.1 Milton Education Village Terminal 49
11.2.2 Kennedy Circle Terminal 50
11.2.3 Britannia Terminal 50
11.3 Bus Stops 51
11.4 Transit Facility 51

12.0 Summary of Key Values 55

Figures

Figure 1: Milton Urban Expansion Areas 5
Figure 2: Official Plan District Map 12
Figure 3: Current Route Map 13
Figure 4: Proposed 2029 Transit Network 15
Figure 5: Historical/Projected Service Hours by Transit Investment Scenario (Service Plan Exhibit 3.36) 18

Figure 6: Proposed Fixed-Route Network in HUSP Area 32

Tables

Table 1: Population Forecasts (2025-2051) 3

Table 2: Housing Units by Area 2025 4

Table 3: Breakdown of Population by Area and Housing Type 7

Table 4: Breakdown of Population by Housing Type (In-Period) 9

Table 5: Service Hours per Capita 2025-2029 17

Table 6: Estimated Service Hours by Horizon Year 18

Table 7: Conventional Service Ridership from 2024 to 2029 19

Table 8: Conventional Service Forecast by Horizon Year 19

Table 9: Adjusted Ridership Forecasts 21

Table 10: Fixed-Route Bus Requirements 22

Table 11: Access+ Operating Statistics 23

Table 12: Population by Age Cohort in Halton Region 24

Table 13: Prevalence of Disability by Age in Ontario 25

Table 14: Potential Persons with Disabilities by Age Group in Milton 25

Table 15: Trip Forecast for Access+ (2025-2035) 27

Table 16: Commingled Vehicle Forecast 28

Table 17: Commingled Transit Vehicle Requirements 29

Table 18: Auxiliary Vehicle Requirements 30

Table 19: New Transit Terminals Required and Costs 31

Table 20: Vehicle Forecast 2016-2035 33

Table 21: 10-Year 2025-2035 Capital Plan 35

Table 22: Transit Mode Share by Housing Type in Milton 37

Table 23: Proportion of Housing Mix and Ridership Per Capita for Growth Populations 38

Table 24: Calculation of 2035 Adjusted Conventional Boardings by Population 39

Table 25: Calculation of 2035 Adjusted Conventional Boardings by Population 40

Table 26: Allocation of New Registrants to Growth and Non-Growth 42

Table 27: Transit Propensity Factor (Post-Period) Relative to Housing Type Calculation 44

Table 28: Calculation of 2045 Conventional Boardings by Population 45

Table 29: Calculation of 2045 Adjusted Conventional Boardings by Population 46

Table 30: Population Growth Britannia and Trafalgar 50

Table 31: Growth Bus Forty-foot Equivalents 52

Table 32: Capital Plan and Apportionments 56

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**.

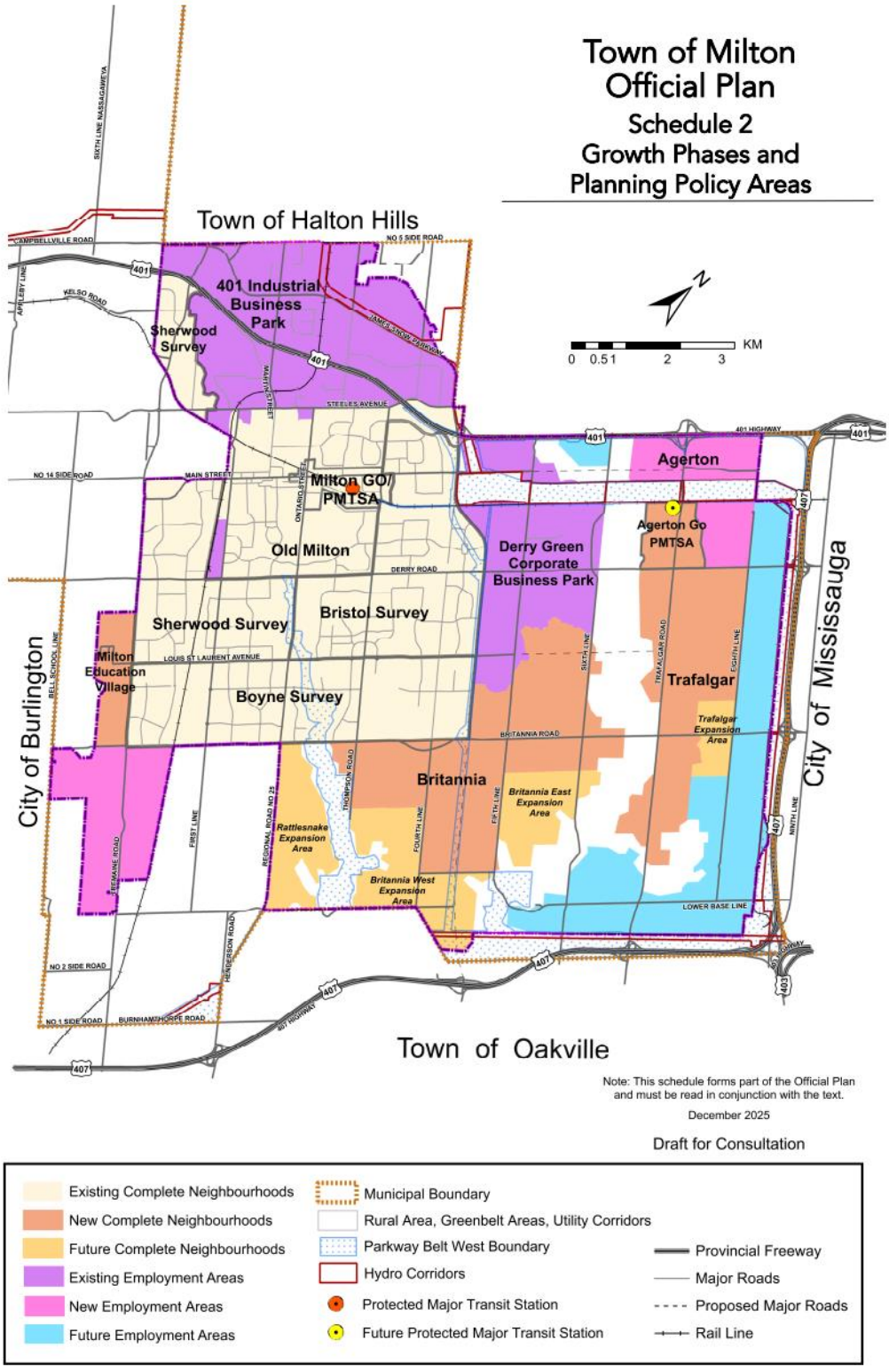
Table 2: Housing Units by Area 2025

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.

[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

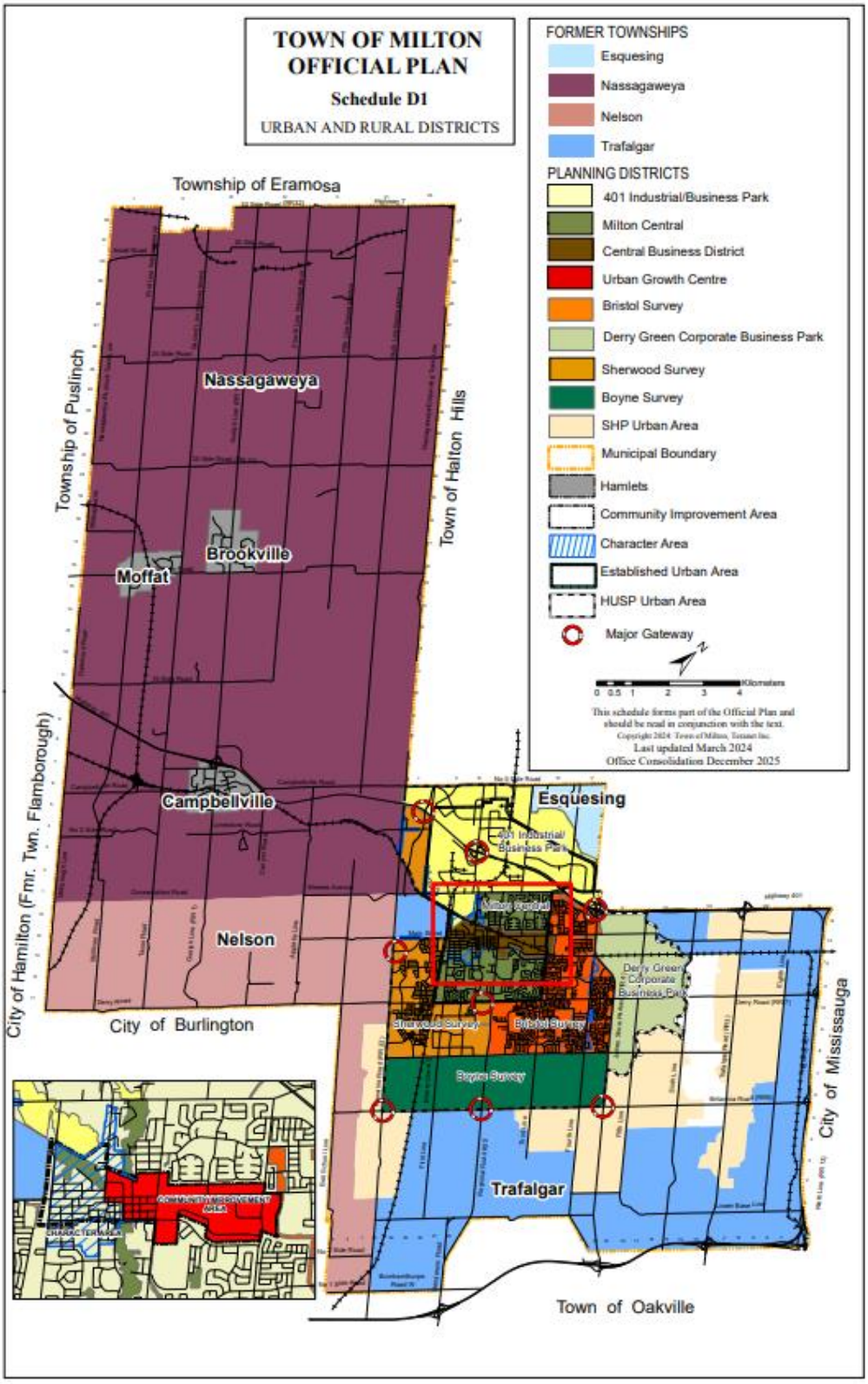
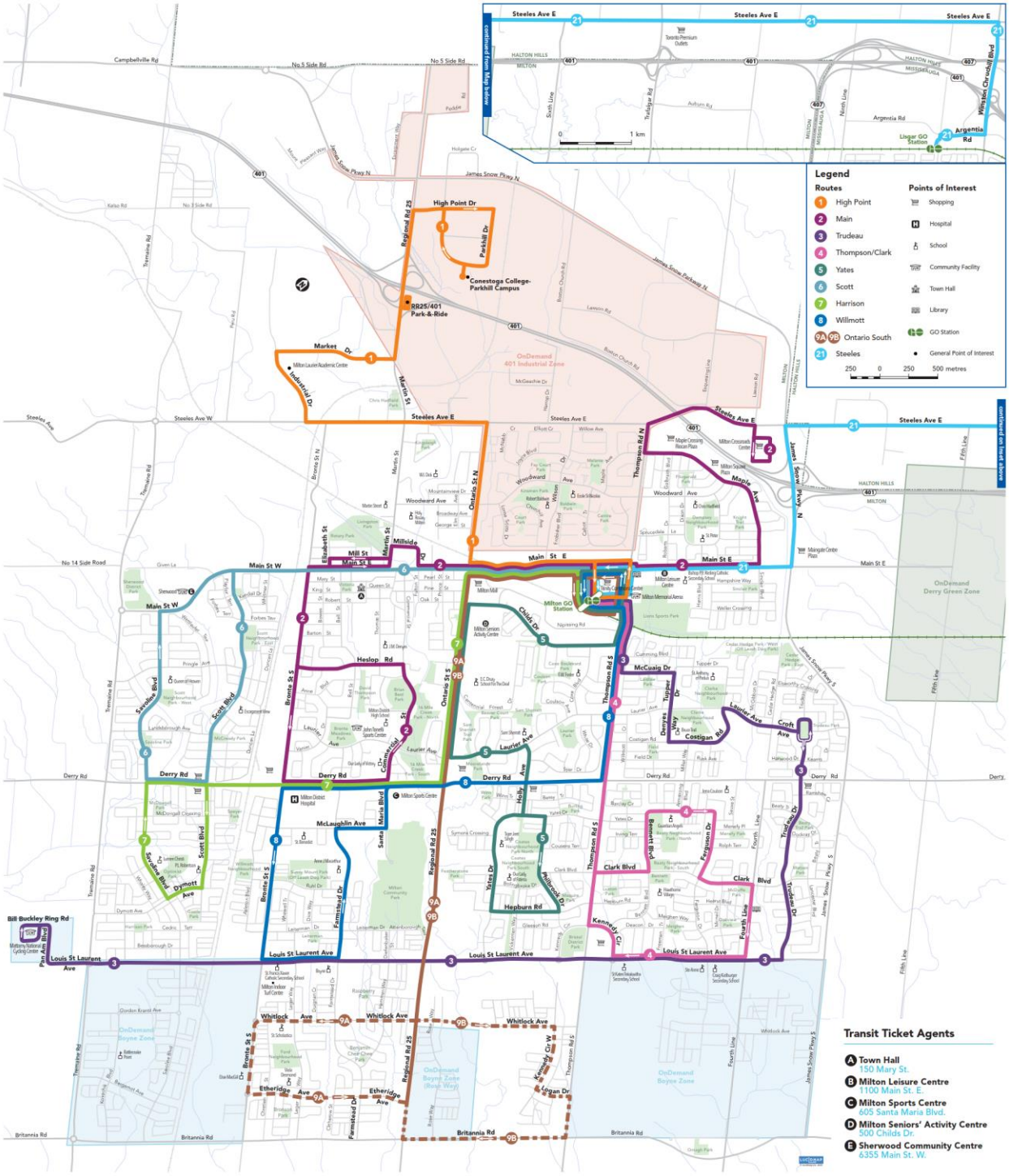


Figure 3: Current Route Map



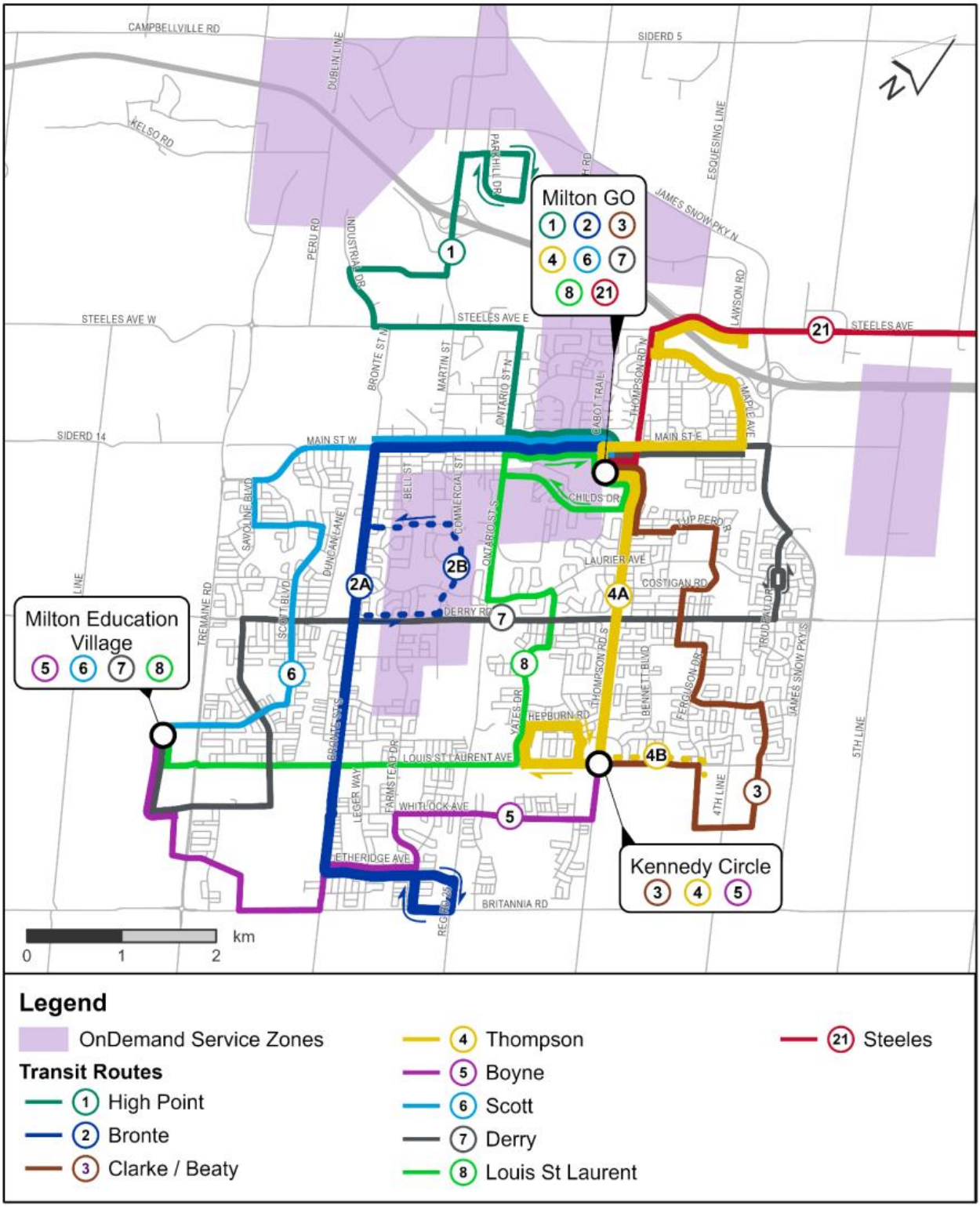
4.2 Future Transit Network

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

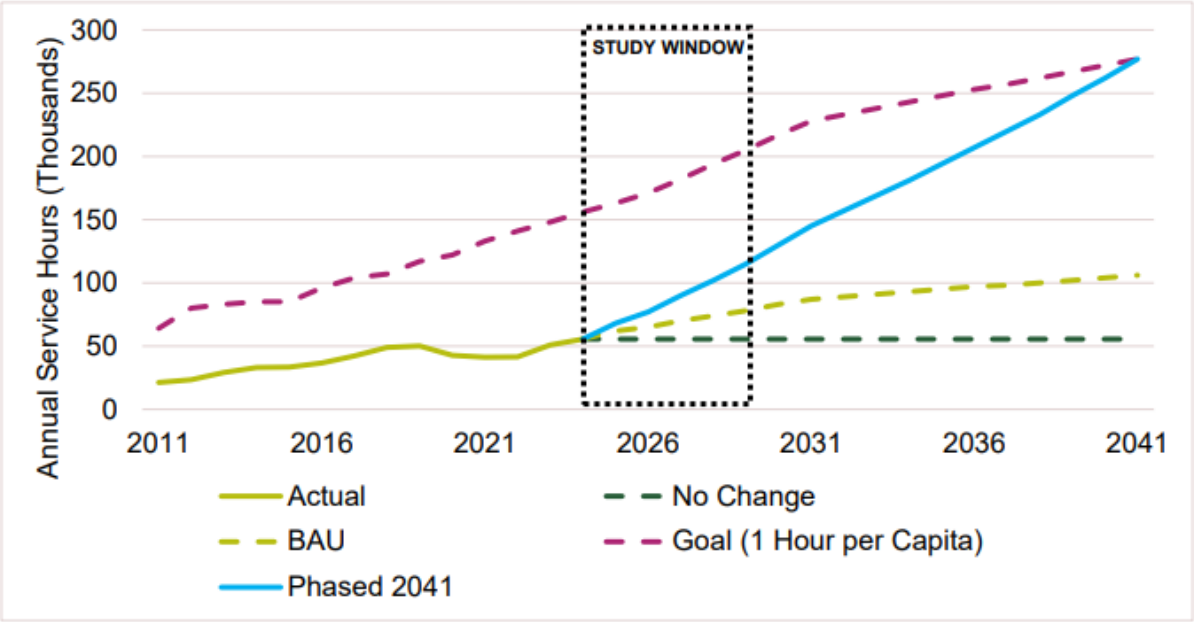
Calculation

= (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

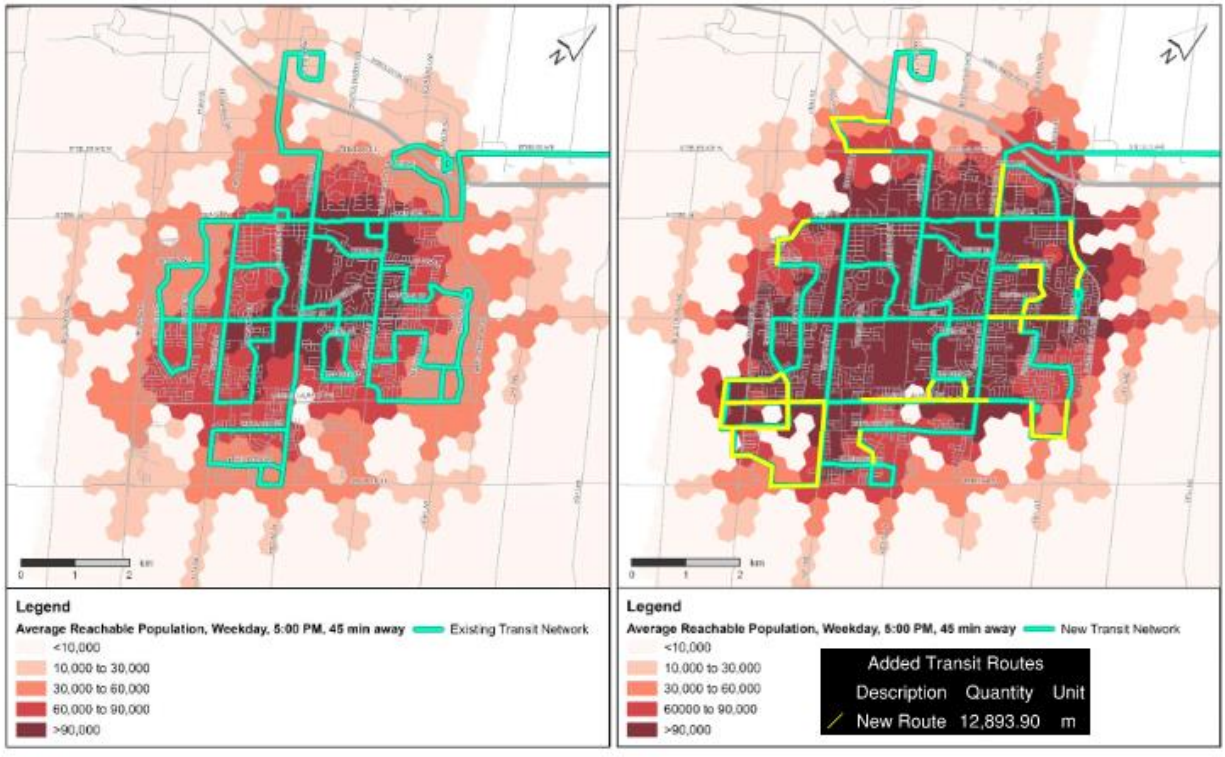
installed annually across all years, including 2026 and 2028, evenly distributing installations. It is therefore assumed that approximately one fifth of these stops have currently been added based on the route changes which have occurred during Phase 1; leaving a remaining 52 stops to be installed over 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:

- Affordable Rental Units: 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 Owned Units: 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.

- Attainable Units: 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.

- Inclusionary Zoning Units: 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 80 per cent of the average market rent, as determined in accordance with subsection (5).	The rent is no greater than the lesser of, i. 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 in accordance with subsection (5), and ii. the average market rent 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 average market rent for the year in which the residential unit is occupied by a tenant, as identified in the bulletin entitled the "Affordable Residential Units for the Purposes of	The Minister of Municipal Affairs and Housing shall, (a) determine the income of a household that, in the Minister's opinion, is at the 60th percentile of gross annual incomes

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 (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, 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 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, (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 (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:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	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. • **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. • **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.). • 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. • **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. • **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. • **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. • **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. • **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. • **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. • **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. • **Parkland Development**: based on the anticipated new parkland, development costs have been applied to the total acres based on recent construction costs. • **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. • **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. • **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. • **Vehicles:** cost estimate is based on current costs for the new van. • **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. • **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. • **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. • 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.