



Addendum #2 to the December 19, 2025 Development Charges Background Study

Town of Milton

April 1, 2026

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development Charges
D.C.A.	Development Charges Act
L.S.P.	Local Service Policy
Sq.ft.	Square foot



1. Background

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

- December 1, 2025 – Stakeholder Engagement Session #1
- December 19, 2025 – Release of the D.C. Background Study
- January 23, 2026 – Release of draft D.C. by-law
- January 27, 2026 – Stakeholder Meeting #2
- February 9, 2026 – Public Meeting of Council
- March 13, 2026 – Addendum #1 to December 19, 2025 report released
- April 1, 2026 – Addendum #2 to December 19, 2025 report released
- May 11, 2026 (estimated) – Council considers adoption of Background Study, as amended, and passage of D.C. By-law

Through ongoing discussions with stakeholders and further review by Town staff, revisions to the calculations and the local service policy have been identified. An additional road project, including the associated land acquisition costs, has been identified for inclusion in the calculations. In addition, revisions to the wording of the local service policy regarding roads have been made.

As a result of these revisions, the D.C. rates have been recalculated. Further details regarding these updates to the Background Study are provided in the following subsections.

2. Updates to the 2025 D.C. Background Study

This section of the addendum report provides an explanation for the above-noted refinements. Note that the impacts discussed herein are based on incorporating the technical and service level changes already identified in Addendum #1 (March 13, 2026).



2.1 Revisions to Services Related to a Highway

In recognition of feedback received from stakeholders, the following project has been added to the services related to a highway capital listing:

- Eighth Line (Derry Road to Britannia Road) – Urbanization (2 lane): gross capital cost estimate of \$26.49 million

A deduction of \$3.94 million has been made to account for the benefit to the existing community resulting in a net D.C.-recoverable cost of \$22.52 million. As a result, the total growth-related capital costs included in the D.C. increased from \$606.61 million to \$629.13 million. This change increases the D.C. for services related to a highway from \$7,073 per single-detached unit to \$7,350 per single-detached unit.

2.2 Revisions to Land Acquisition – 2051 Forecast

In addition to the road project identified above, the associated land acquisition costs have also been included in the revised D.C. calculations. The total gross capital cost estimate is \$2.08 million and has been included in the net D.C.-recoverable costs. This change increases the D.C. recoverable amount from \$150.42 million to \$152.49 million. This change increases the calculated single-detached D.C. for land acquisition – 2051 forecast from \$1,846 to \$1,871 per unit.

2.3 Revisions to Local Service Policy

In addition to the changes to the calculations noted above, revisions have also been made to the local service policy related to roads. Additional clarification has been provided on which local, collector, and arterial roads are included in the D.C. and which would be considered direct developer responsibility to construct. The amended pages in Appendix A provide for the updated language included in the policy.

2.3.1 Total Impact of the Changes

Based on the changes noted above, the following tables summarize the change in the calculated D.C. relative to the December 19, 2025 D.C. background study, as well as the revised calculated D.C. in Addendum #1 (March 13, 2026). Based on a comparison of the calculated D.C. in the December 19, 2025 D.C. background study and all



technical and service level changes identified in both addendum #1 and addendum #2, for single-detached units, the overall Town-wide charge (excluding stormwater) decreased from \$41,932 per unit to \$34,521 per unit. The non-residential retail charge decreased from \$12.13 per square foot to \$11.15 per square foot. The non-retail charge decreased from \$5.16 per square foot to \$4.74 per square foot. The calculated uniform non-residential rate decreased from \$6.41 per square foot to \$5.89 per square foot. The following table provides a summary of the changes to the calculated D.C. Tables 2-2 and 2-3 provide a breakdown of the rate comparison, by service.

Table 2-1
Town of Milton
Summary of Impact of Changes

Town-wide D.C. Impacts	Current Rate	Calculated December 19, 2025 D.C. Background Study	Calculated Addendum Report #1 Technical and Service Level Changes	Calculated Addendum Report #2 Technical and Service Level Changes
Single-detached D.C., (per unit)	\$30,173	\$41,932	\$34,219	\$34,521
Retail D.C. (per sq.ft.)	\$11.10	\$12.13	\$10.98	\$11.15
Non-retail D.C. (per sq.ft.)	\$6.29	\$5.16	\$4.67	\$4.74
Uniform Non-Residential D.C. (per sq.ft.)*	N/A	\$6.41	\$5.80	\$5.89

Note: rates above exclude stormwater charges



Table 2-2
Town of Milton
Residential Single-detached D.C. Comparison (per unit)

Service/Class of Service	Current	Calculated (December 19, 2025 Report)	Calculated (Addendum Report #1) - Technical + Service Level Changes	Calculated (Addendum Report #2)
Municipal Wide Services/Classes:				
Services Related to a Highway	9,368	7,432	7,073	7,350
Fire Protection Services	629	885	885	885
Library Services	1,746	1,566	1,544	1,544
Transit Services	1,605	3,054	3,054	3,054
Growth Studies	626	444	444	444
Parks and Recreation Services	15,155	21,573	16,286	16,286
Public Works Operations	1,044	1,205	1,205	1,205
Land - 2051 Forecast		2,323	1,846	1,871
Land - 10 Year		3,450	1,882	1,882
Total Municipal Wide Services/Classes	30,173	41,932	34,219	34,521
Area Specific Services:				
Boyne Stormwater Drainage and Control Services	86	99	99	99
Sherwood Stormwater Drainage and Control Services	242	56	56	56
Derry Green Stormwater Drainage and Control Services	-	-	-	-
Trafalgar Stormwater Drainage and Control Services	212	67	67	67
Agerton Stormwater Drainage and Control Services	141	45	45	45
M.E.V. Stormwater Drainage and Control Services	375	100	100	100
Britannia Stormwater Drainage and Control Services	126	40	40	40
M.E.V. Supplementary Lands Stormwater Drainage and Control Services	-	-	-	-
Community Area Expansion Lands Stormwater Drainage and Control Services	-	60	60	60
Employment Area Expansion Lands Stormwater Drainage and Control Services	-	-	-	-
Total Boyne Services	30,259	42,031	34,318	34,620
Total Sherwood Services	30,415	41,988	34,275	34,577
Total Derry Green Services	30,173	41,932	34,219	34,521
Total Trafalgar Services	30,385	41,999	34,286	34,588
Total Agerton Services	30,314	41,977	34,264	34,566
Total Milton Education Village Services	30,548	42,032	34,319	34,621
Total Britannia Services	30,299	41,972	34,259	34,561
Total MEV Supplementary Lands Services	30,173	41,932	34,219	34,521
Total Community Area Expansion Lands Services	30,173	41,992	34,279	34,581
Total Employment Area Expansion Lands Services	30,173	41,932	34,219	34,521



Table 2-3
Town of Milton
Non-residential D.C. Comparison (per sq.ft. of gross floor area)

Service/Class of Service	Retail Current	Retail Calculated (December 19, 2025 Report)	Retail Calculated (Addendum Report #1)	Retail Calculated (Addendum Report #2)	Non-Retail Current	Non-Retail Calculated (December 19, 2025 Report)	Non-Retail Calculated (Addendum Report #1)	Non-Retail Calculated (Addendum Report #2)
Municipal Wide Services/Classes:								
Services Related to a Highway	6.95	5.05	4.85	5.00	4.03	2.19	2.09	2.16
Fire Protection Services	0.61	0.63	0.63	0.63	0.35	0.27	0.27	0.27
Library Services	0.16	0.16	0.16	0.16	0.10	0.07	0.07	0.07
Transit Services	1.04	1.66	1.65	1.65	0.50	0.66	0.66	0.66
Growth Studies	0.52	0.33	0.33	0.33	0.25	0.13	0.13	0.13
Parks and Recreation Services	1.44	2.18	1.66	1.66	0.84	0.94	0.72	0.72
Public Works Operations	0.38	0.49	0.49	0.49	0.22	0.21	0.21	0.21
Land - 2051 Forecast		1.30	1.03	1.05		0.56	0.45	0.45
Land - 10 Year		0.33	0.18	0.18		0.13	0.07	0.07
Total Municipal Wide Services/Classes	11.10	12.13	10.98	11.15	6.29	5.16	4.67	4.74
Area Specific Services:								
Boyne Stormwater Drainage and Control Services	0.13	0.04	0.04	0.04	0.09	0.03	0.03	0.03
Sherwood Stormwater Drainage and Control Services	0.62	0.62	0.62	0.62	0.36	0.44	0.44	0.44
Derry Green Stormwater Drainage and Control Services	0.25	0.11	0.11	0.11	0.10	0.03	0.03	0.03
Trafalgar Stormwater Drainage and Control Services	0.29	0.06	0.06	0.06	0.17	0.04	0.04	0.04
Agerton Stormwater Drainage and Control Services	0.25	0.06	0.06	0.06	0.17	0.04	0.04	0.04
M.E.V. Stormwater Drainage and Control Services	0.56	0.25	0.25	0.25	0.36	0.19	0.19	0.19
Britannia Stormwater Drainage and Control Services	0.17	0.03	0.03	0.03	0.10	0.02	0.02	0.02
M.E.V. Supplemental Lands Stormwater Drainage and Control Services	0.53	0.55	0.55	0.55	0.36	0.29	0.29	0.29
Community Area Expansion Lands Stormwater Drainage and Control Services	-	0.03	0.03	0.03	-	0.02	0.02	0.02
Employment Area Expansion Lands Stormwater Drainage and Control Services	-	0.30	0.30	0.30	-	0.09	0.09	0.09
Total Boyne Services	11.23	12.17	11.02	11.19	6.38	5.19	4.70	4.77
Total Sherwood Services	11.72	12.75	11.60	11.77	6.65	5.60	5.11	5.18
Total Derry Green Services	11.35	12.24	11.09	11.26	6.39	5.19	4.70	4.77
Total Trafalgar Services	11.39	12.19	11.04	11.21	6.46	5.20	4.71	4.78
Total Agerton Services	11.35	12.19	11.04	11.21	6.46	5.20	4.71	4.78
Total Milton Education Village Services	11.66	12.38	11.23	11.40	6.65	5.35	4.86	4.93
Total Britannia Services	11.27	12.16	11.01	11.18	6.39	5.18	4.69	4.76
Total MEV Supplementary Lands Services	11.63	12.68	11.53	11.70	6.65	5.45	4.96	5.03
Total Community Area Expansion Lands Services	11.10	12.16	11.01	11.18	6.29	5.18	4.69	4.76
Total Employment Area Expansion Lands Services	11.10	12.43	11.28	11.45	6.29	5.25	4.76	4.83



3. Changes to the Background Study

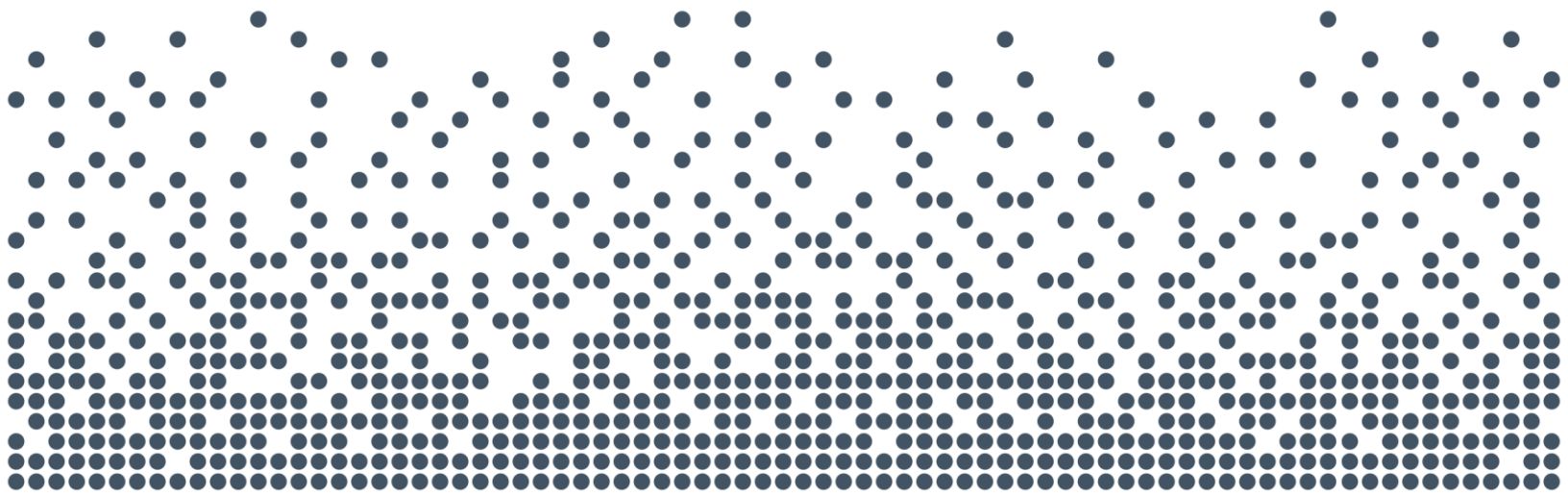
Based upon the preceding sections, the following revisions are made to the pages within the background study (new pages are appended to this report. Note, all technical and service level changes identified in Addendum #1 have been incorporated herein):

Page Reference	Description of Revisions
ES-iv, viii to xiv	Updated the write-up based on the calculated D.C.s and updates to Table ES-5 as well as Figures ES-1 to ES-6.
1-2	Revised Figure 1-1 to include the release of Addendum Report #2.
5-11 to 5-14	Updated to reflect new project #27 (Eighth Line – Derry Road to Britannia Road)
5-32 and 5-33	Updated to reflect land acquisition costs – project #23 (Eighth Line – Derry Road to Britannia Road)
6-13, 6-15	Updated tables to account for the adjustments to the capital needs.
6-19 to 6-24	Updated survey of D.C. rates to account for adjustments to the calculated D.C.
7-11	Updated recommendations to include approval of Addendum Report
Appendix C (pages C-4 to C-6)	Updated the Long-Term Capital and Operating Cost table.
Appendix E (pages E-3 to E-4)	Updates to the Local Service Policy sections related to Local and Collector Roads as well as Arterial Roads.
Appendix F (pages F-4 to F-5)	Updated values for the Asset Management Plan calculations and associated table.
Appendix I (page I-3)	Updated to reflect revised D.C. calculations.



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

Sections 1, 2 and 3 provide a summary of the revisions to the Town's D.C. Background Study. If Council are satisfied with the above changes to the Background Study: Addendum Report #2, the recommendations provided in Chapter 7 of the December 19, 2025 report, and the updated by-law will be considered for approval by Council.



Appendices



Appendix A

Amended Pages



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. <i>Per Single Detached Unit</i>	Retail D.C. <i>per sq.ft. of G.F.A.</i>	Non-Retail D.C. <i>per sq.ft. of G.F.A.</i>
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 \$34,521 for Town-wide services. The non-residential, retail charge is \$11.15 per sq.ft. and the non-residential, non-retail charge is \$4.74 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 consideration¹.

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

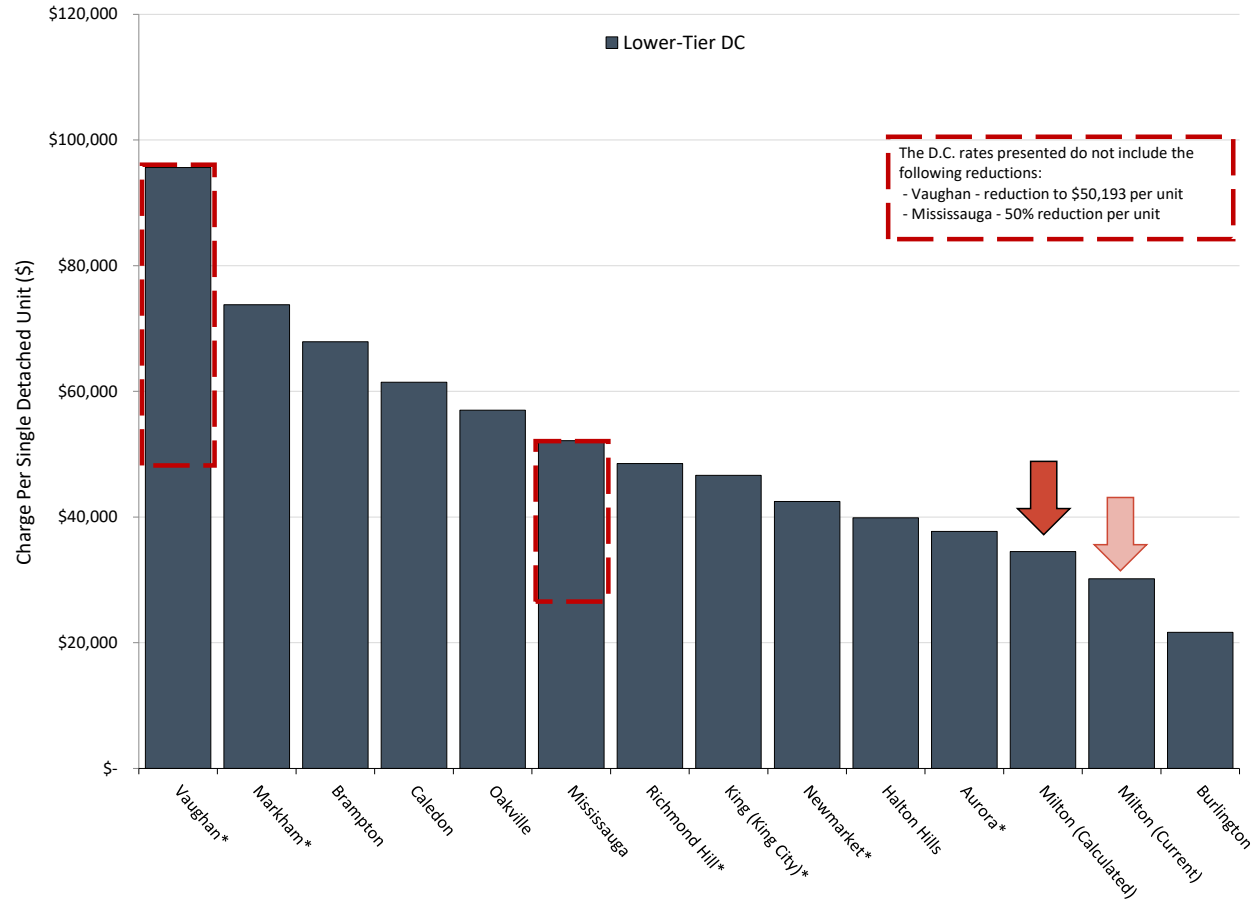


**Table ES-5
Town of Milton
Schedule of Development Charges**

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	7,350	5,859	3,766	2,679	2,114	5.00	2.16
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	1.65	0.66
Fire Protection Services	885	705	453	323	255	0.63	0.27
Parks and Recreation Services	16,286	12,982	8,345	5,935	4,684	1.66	0.72
Library Services	1,544	1,231	791	563	444	0.16	0.07
Growth Studies	444	354	228	162	128	0.33	0.13
Land - 2051 Forecast	1,871	1,491	959	682	538	1.05	0.45
Land - 10 Year Forecast	1,882	1,500	964	686	541	0.18	0.07
Total Town Wide Services/Class of Services	34,521	27,517	17,688	12,582	9,929	11.15	4.74
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	34,620	27,596	17,739	12,618	9,957	11.19	4.77
Total - Sherwood	34,577	27,562	17,717	12,602	9,945	11.77	5.18
Total - Derry Green	34,521	27,517	17,688	12,582	9,929	11.26	4.77
Total - Trafalgar	34,588	27,570	17,722	12,606	9,948	11.21	4.78
Total - Agerton	34,566	27,553	17,711	12,598	9,942	11.21	4.78
Total - Milton Education Village	34,621	27,597	17,739	12,618	9,958	11.40	4.93
Total - Britannia	34,561	27,549	17,708	12,597	9,941	11.18	4.76
Total - MEV Supplementary Lands	34,521	27,517	17,688	12,582	9,929	11.70	5.03
Total - Community Area Expansion Lands	34,581	27,565	17,719	12,604	9,946	11.18	4.76
Total - Employment Area Expansion Lands	34,521	27,517	17,688	12,582	9,929	11.45	4.83



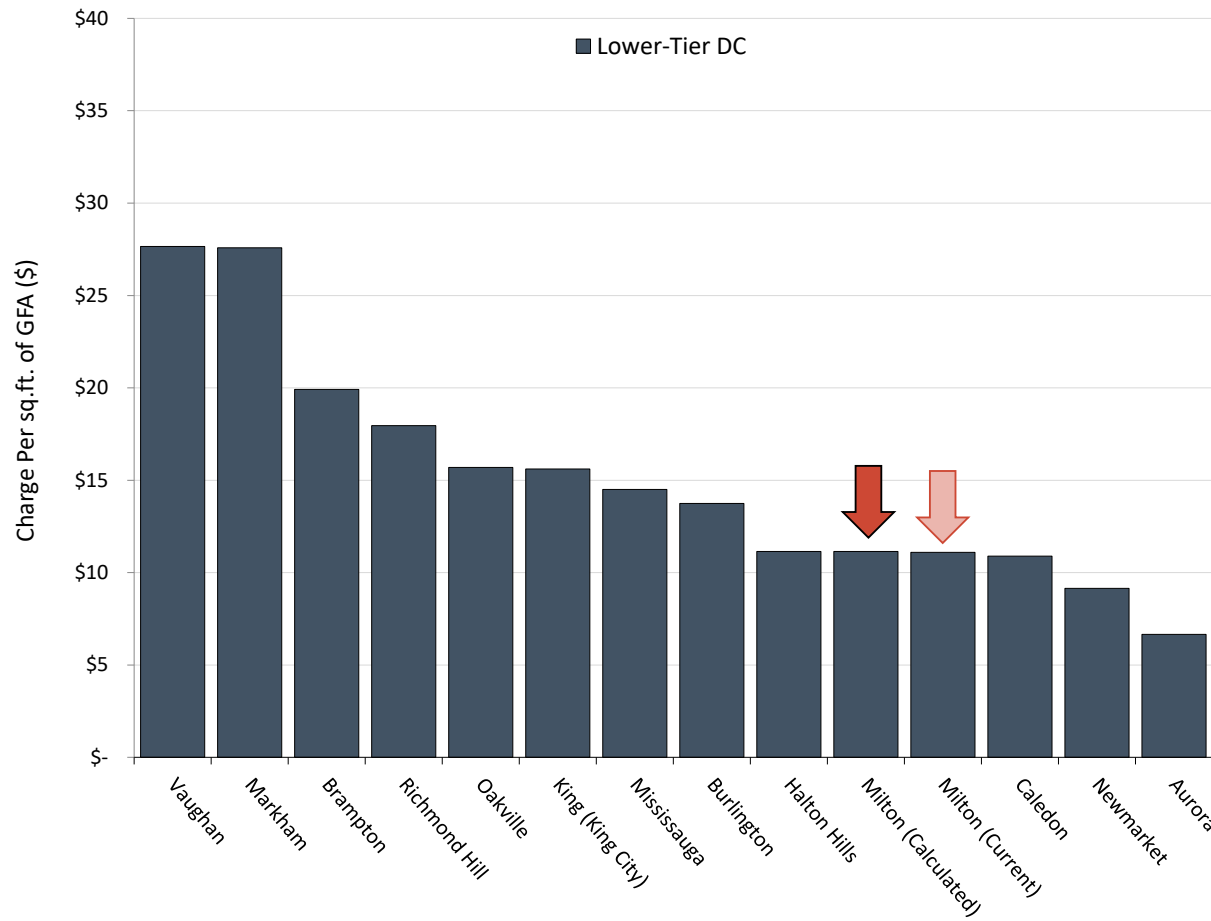
Figure ES-1
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Lower Tier Only



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



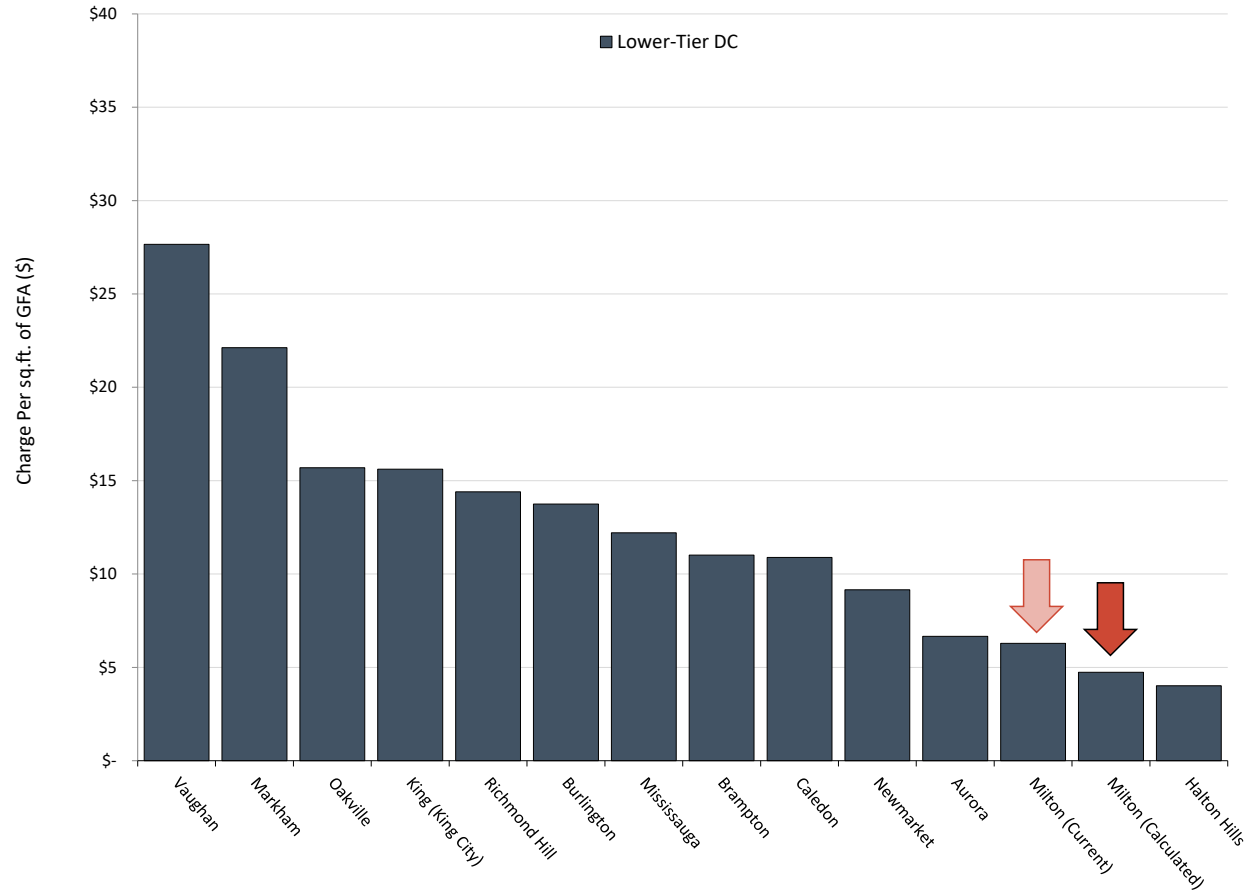
Figure ES-2
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



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



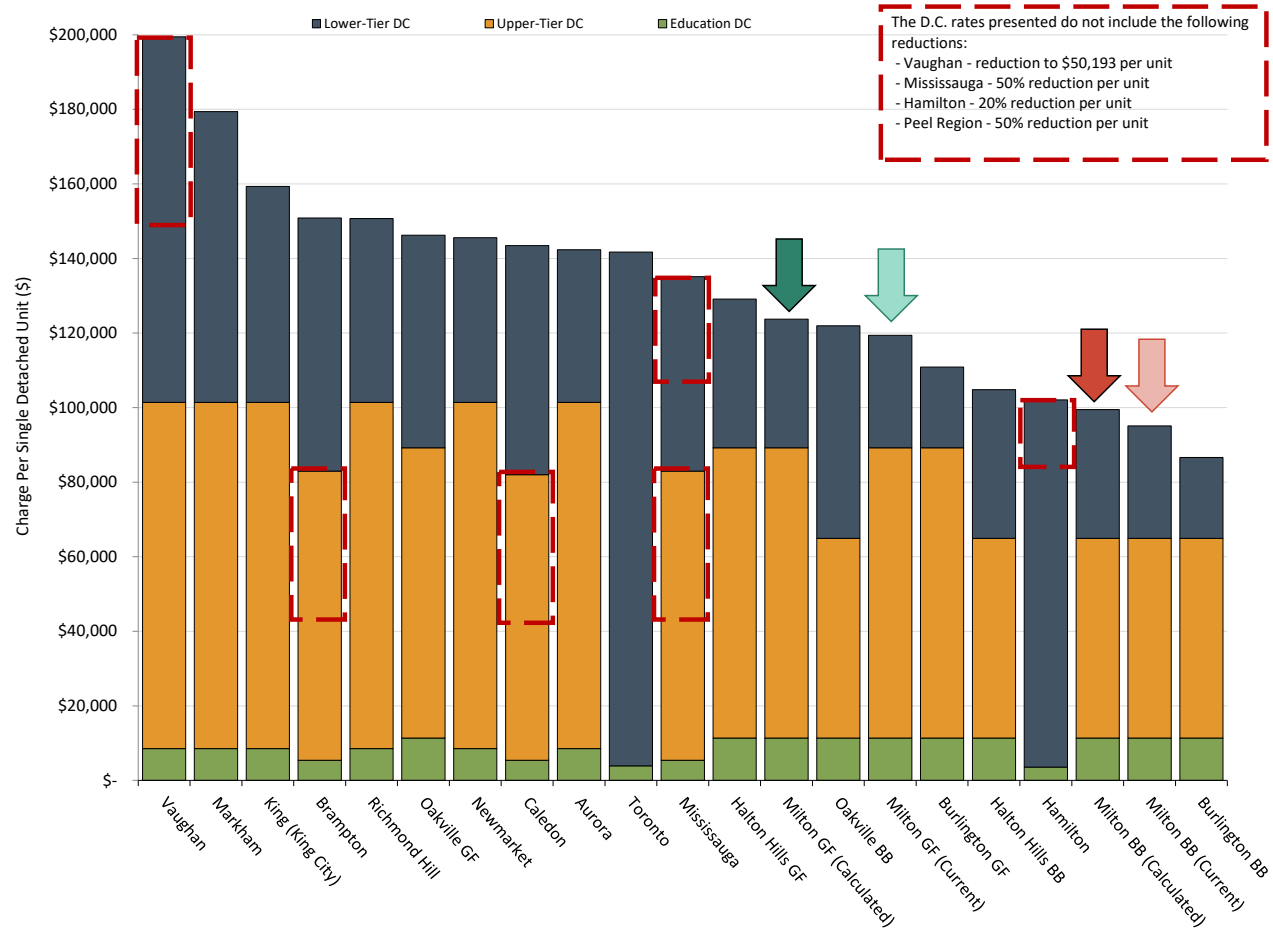
Figure ES-3
Town of Milton
Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



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



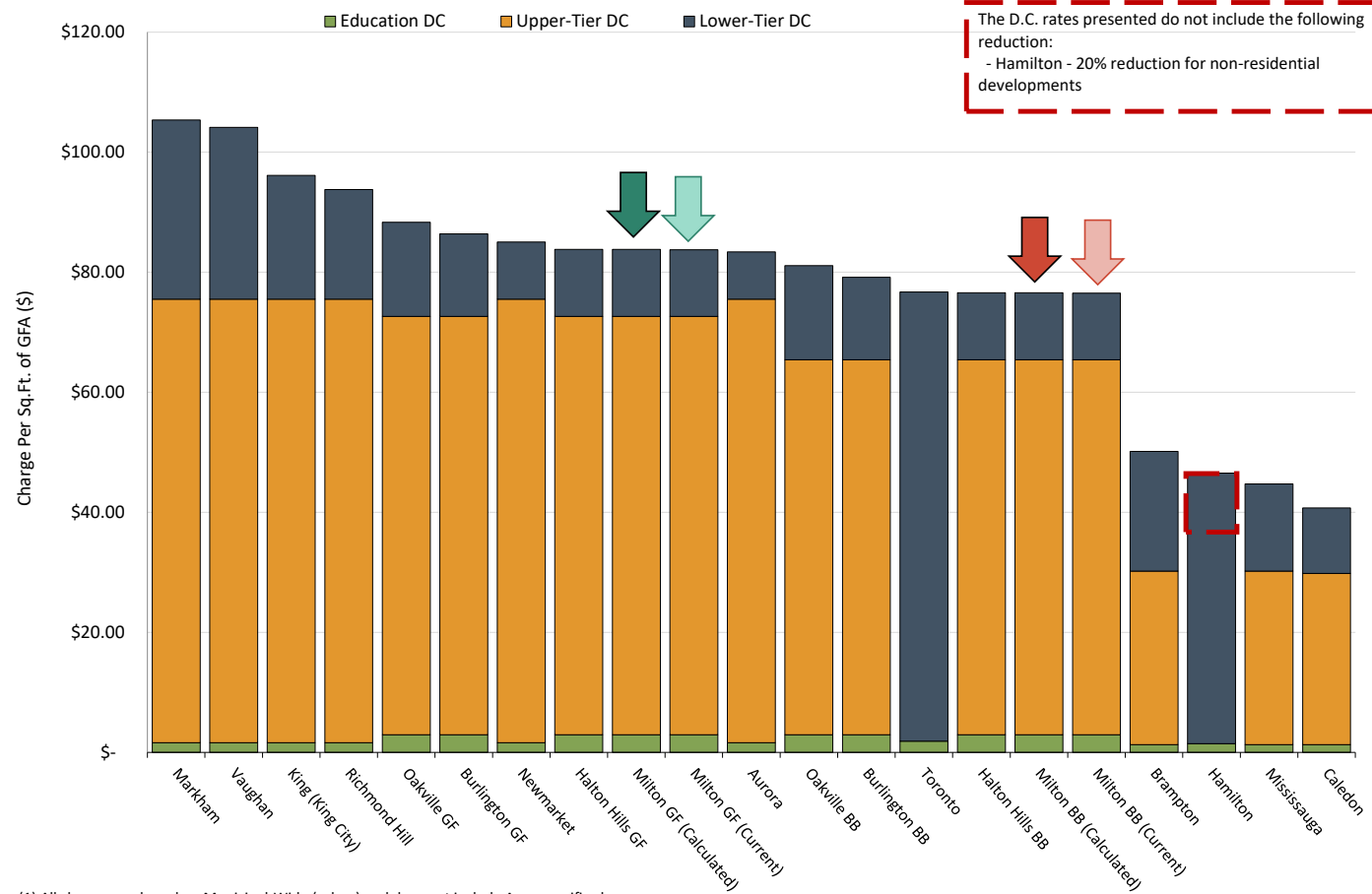
Figure ES-4
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Including Upper Tier and Education D.C.s



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



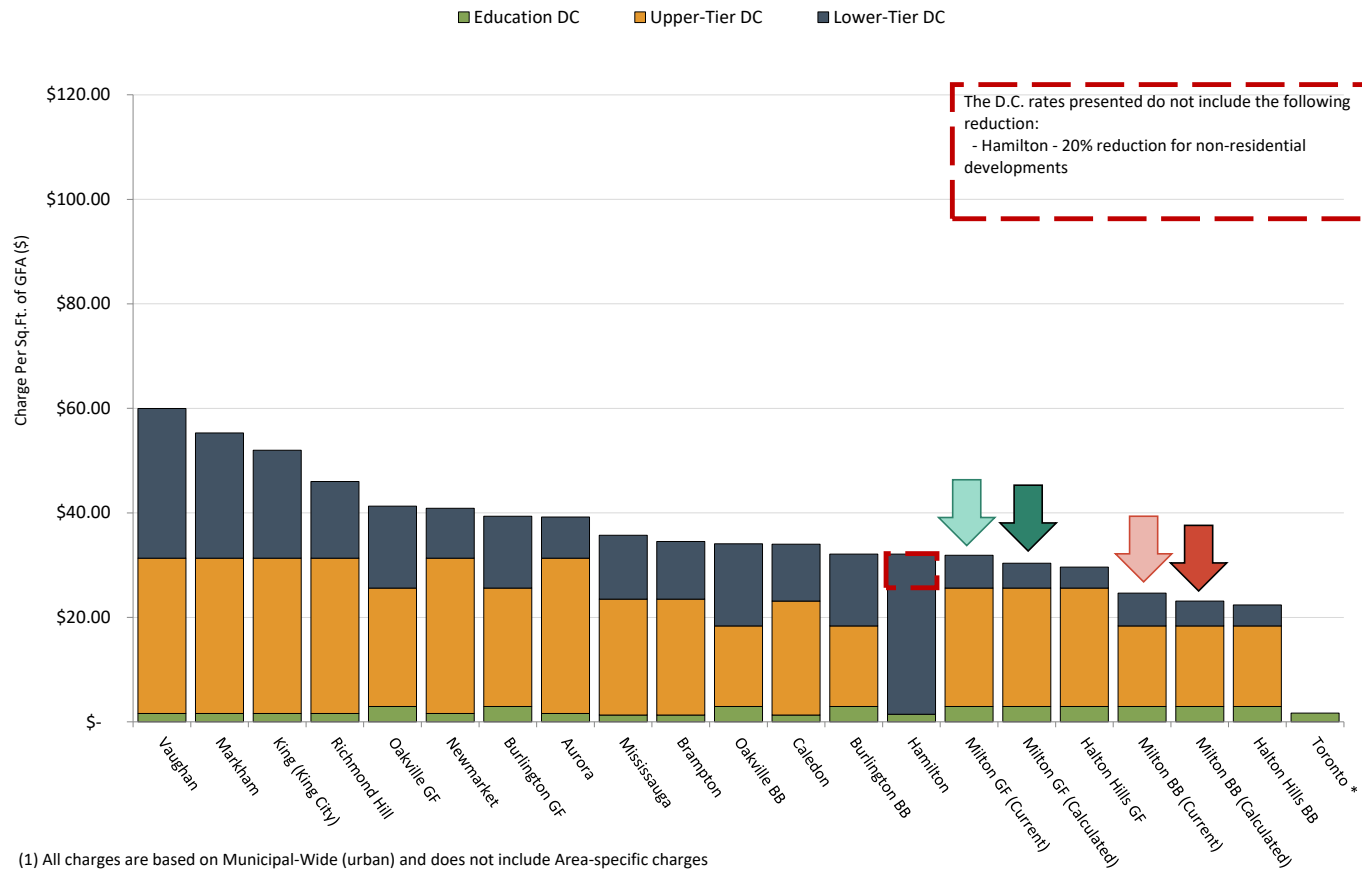
Figure ES-5
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Including Upper Tier and Education D.C.s



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



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



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



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. Release of Addendum Report #1	March 13, 2026
8. Release of Addendum Report #2	April 1, 2026
9. Council considers adoption of background study and passage of by-law	May 11, 2026
10. Notice given of by-law passage	By 20 days after passage
11. Last day for by-law appeal	40 days after passage
12. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date



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 \$617.46 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 \$52.44 million. Additionally, deductions totalling \$24.49 million have been made to account for the share of projects which are



shared with the Town of Oakville and deductions of \$20.75 million have been made to account for the share of the costs that benefit growth post 2051. 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 \$629.13 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 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%
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	2,961,700		26,655,300	3,998,300		22,657,000	17,445,890	5,211,110
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	416,900		3,752,100	562,800		3,189,300	2,455,761	733,539
11	6th Line Widening (Britannia to Lower Base Line) (4 lane)	2045-2049	30,472,000	3,047,200		27,424,800	4,113,700		23,311,100	17,949,547	5,361,553
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	3,027,000		27,243,000	-		27,243,000	20,977,110	6,265,890
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	5,664,500		50,980,500	7,647,100		43,333,400	33,366,718	9,966,682
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	3,737,100		33,633,900	5,045,100		28,588,800	22,013,376	6,575,424
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
27	Eighth Line (Derry Road to Britannia Road) - urbanization (2 lane)	2036-2041	26,491,000	-		26,491,000	3,973,700		22,517,300	17,338,321	5,178,979
28	NW Arterial Britannia Secondary Plan (Louis St. Laurent to Secondary Plan Boundary) - 4 Lane	2035+		-		-	-		-	-	-



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 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%
	BRIDGES & STRUCTURES						-				
29	Main Street Crossing (Trafalgar to 407)	2045-2049	18,909,000	1,890,900		17,018,100	-		17,018,100	13,103,937	3,914,163
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
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		726,803,814	20,745,300	-	706,058,514	52,442,100	24,485,200	629,131,214	461,199,058	167,932,156



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 \$169.75 million. A deduction of \$6.95 million has been made related to the Town of Oakville's share of costs for a road widening project and a deduction of \$317,200 has been made to reflect the share of project 19 that benefits existing development. Deductions totaling \$9.99 million have been made to reflect the share of the costs that benefit growth post 2051. As a result, the total D.C.-recoverable cost to be included in the calculations is \$152.49 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	1,554,000		13,986,000	-		13,986,000	10,769,220	3,216,780
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	832,000		7,488,000	-		7,488,000	5,765,760	1,722,240
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	2,960,000		26,640,000	-		26,640,000	20,512,800	6,127,200
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	3,680,000	-		3,680,000	-		3,680,000	2,833,600	846,400
18	Lower Base Line (Fifth Line to Town East Boundary) (4 lanes) - Land	2045-2050	25,070,000	2,507,000		22,563,000	-		22,563,000	17,373,510	5,189,490
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	642,000		5,778,000	-		5,778,000	4,449,060	1,328,940
21	Lower Base Line - RR 25 to new JSP - widening to 4 lanes	2043-2048	17,380,000	-		17,380,000	-	6,952,000	10,428,000	8,029,560	2,398,440
22	Main Street Crossing (Trafalgar to 407)	2045-2049	14,930,000	1,493,000		13,437,000	-		13,437,000	10,346,490	3,090,510
23	Eighth Line (Derry Road to Britannia Road) - urbanization (2 lane)	2036-2041	2,075,000	-		2,075,000	-		2,075,000	1,597,750	477,250
	Total		169,751,000	9,988,000	-	159,763,000	317,200	6,952,000	152,493,800	117,420,226	35,073,574



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	461,199,058	167,932,156	7,350	2.68	57,014,348	110,917,808	5.00	2.16
	461,199,058	167,932,156	7,350	2.68	57,014,348	110,917,808	5.00	2.16
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	1,022,083,227	55,568,005	16,286	0.89	18,865,795	36,702,210	1.66	0.72
	1,022,083,227	55,568,005	16,286	0.89	18,865,795	36,702,210	1.66	0.72
15. Library Services								
15.1 Library facilities, materials and vehicles	96,902,087	5,274,154	1,544	0.08	1,790,619	3,483,535	0.16	0.07
	96,902,087	5,274,154	1,544	0.08	1,790,619	3,483,535	0.16	0.07
16. Land - 2051 Forecast								
16.1 Land Acquisition for D.C. Eligible Services	117,420,226	35,073,574	1,871	0.56	11,907,767	23,165,807	1.05	0.45
	117,420,226	35,073,574	1,871	0.56	11,907,767	23,165,807	1.05	0.45
TOTAL	1,828,726,421	301,299,101	\$29,141	\$4.81	\$102,293,524	\$199,005,577	\$8.99	\$3.88
D.C.-Eligible Capital Cost	\$1,828,726,421	\$301,299,101			\$102,293,524	\$199,005,577		
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.)	\$7,619	\$4.81			\$8.99	\$3.89		
By Residential Unit Type	P.P.U.							
Single and Semi-Detached Dwelling	3.825	\$29,141						
Other Multiples	3.049	\$23,229						
Apartments - 2 Bedrooms +	1.960	\$14,932						
Apartments - Bachelor and 1 Bedroom	1.394	\$10,620						
Special Care/Special Dwelling Units	1.100	\$8,380						

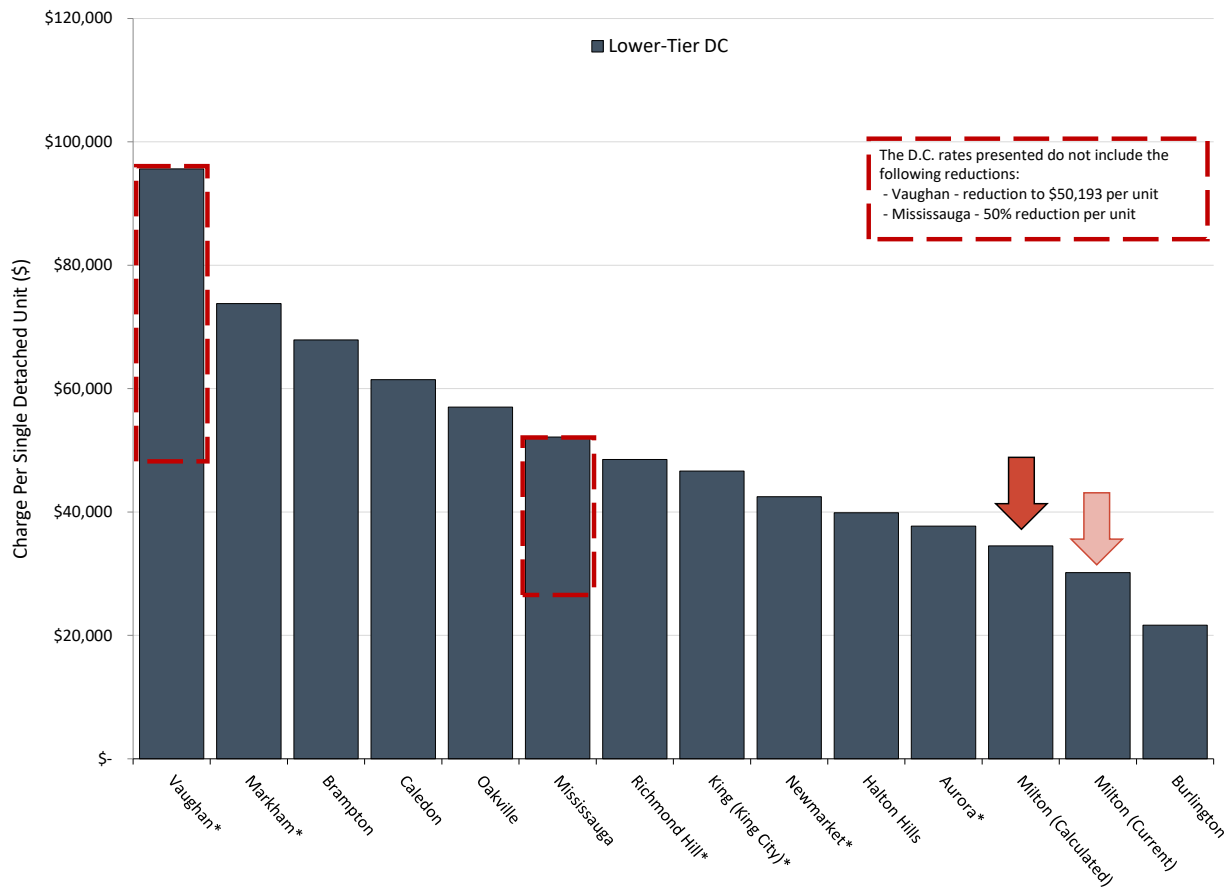


Table 6-13
Town of Milton
Development Charge Calculation
Total All Services and Classes

	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	1,828,726,421	301,299,101	29,141	4.81	102,293,524	199,005,577	8.99	3.88
Town-wide Services/Classes - 10 Year Forecast	148,613,664	32,487,517	5,380	1.08	10,871,383	21,616,134	2.16	0.86
TOTAL TOWN WIDE SERVICES/CLASSES	1,977,340,085	333,786,618	34,521	5.89	113,164,907	220,621,711	11.15	4.74
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



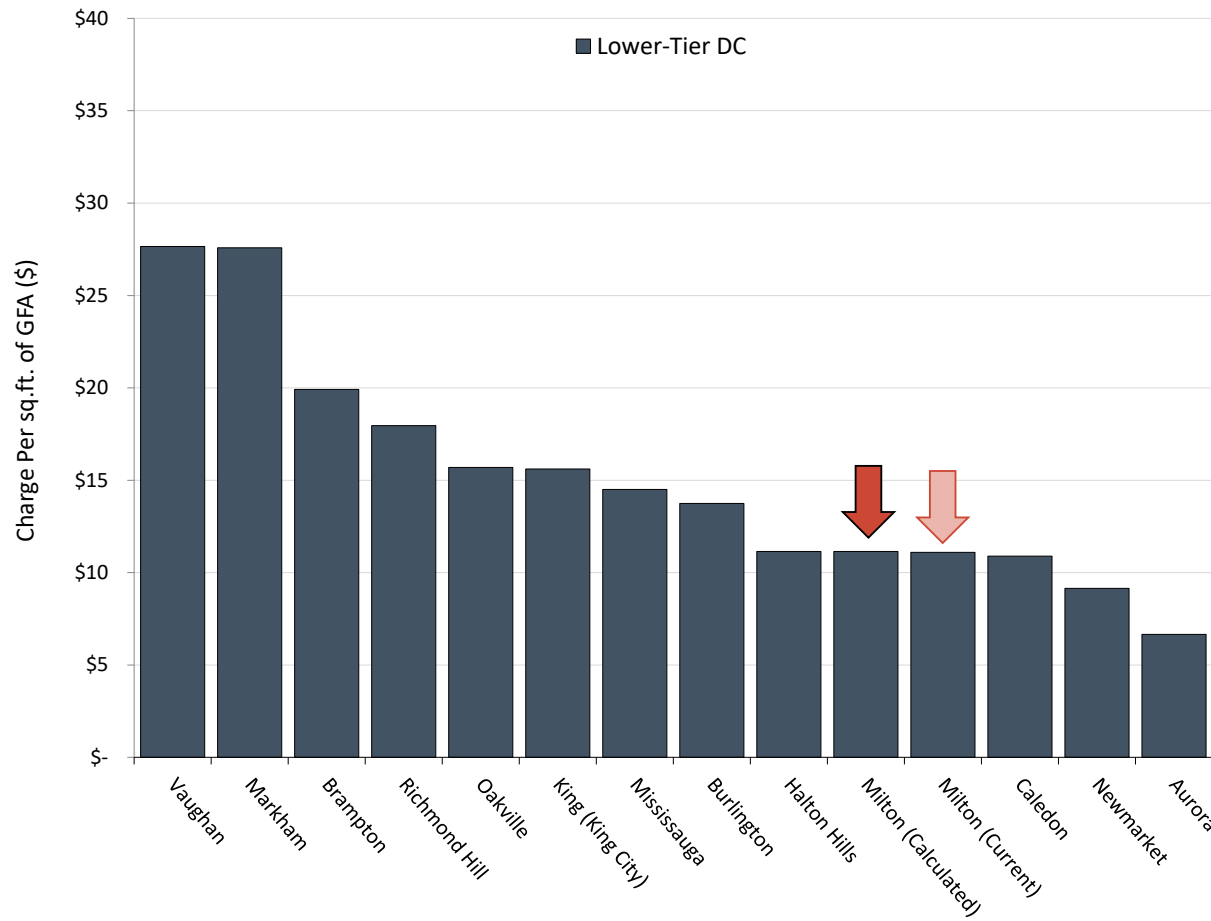
Figure 6-1
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Lower Tier Only



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



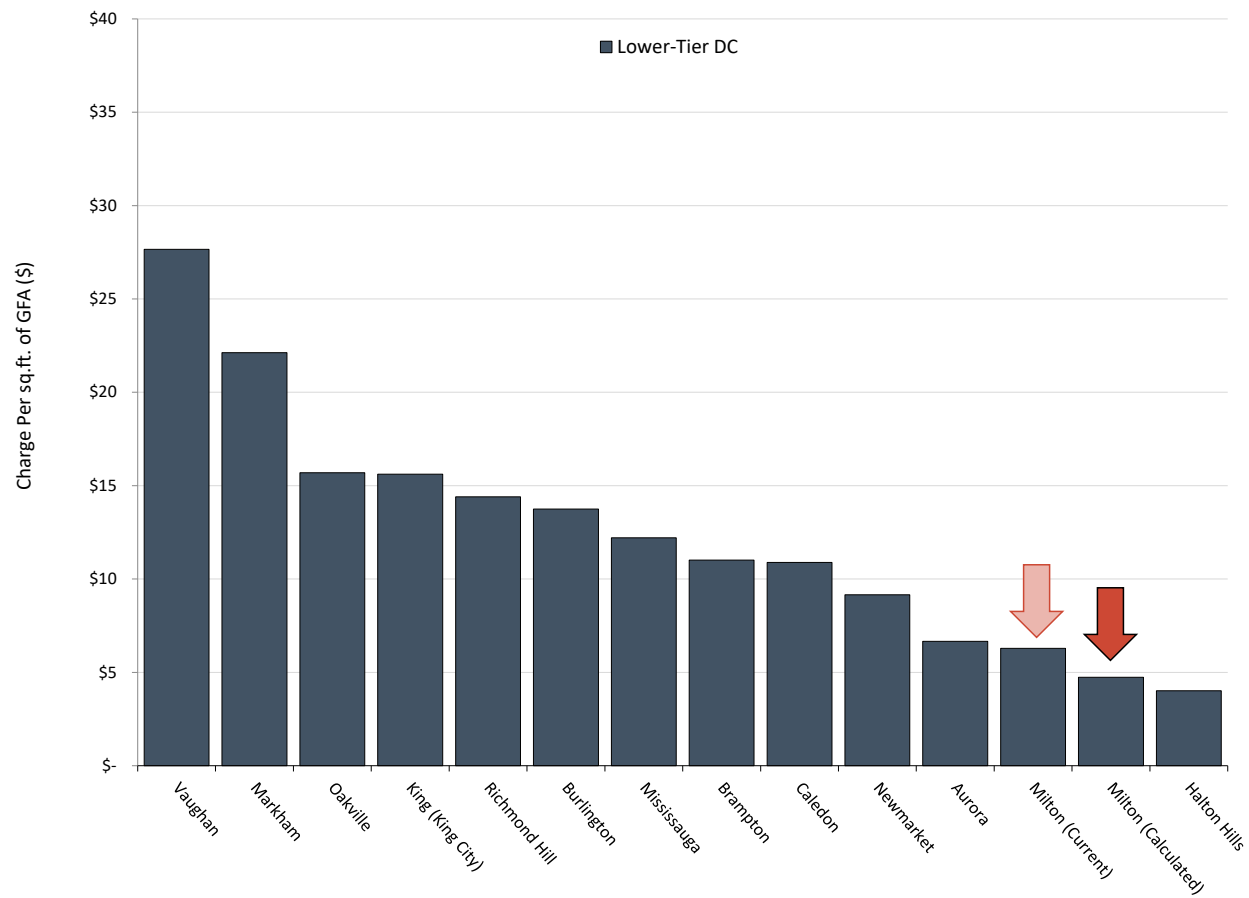
Figure 6-2
Town of Milton
Rate Comparison of Non-Residential, Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



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



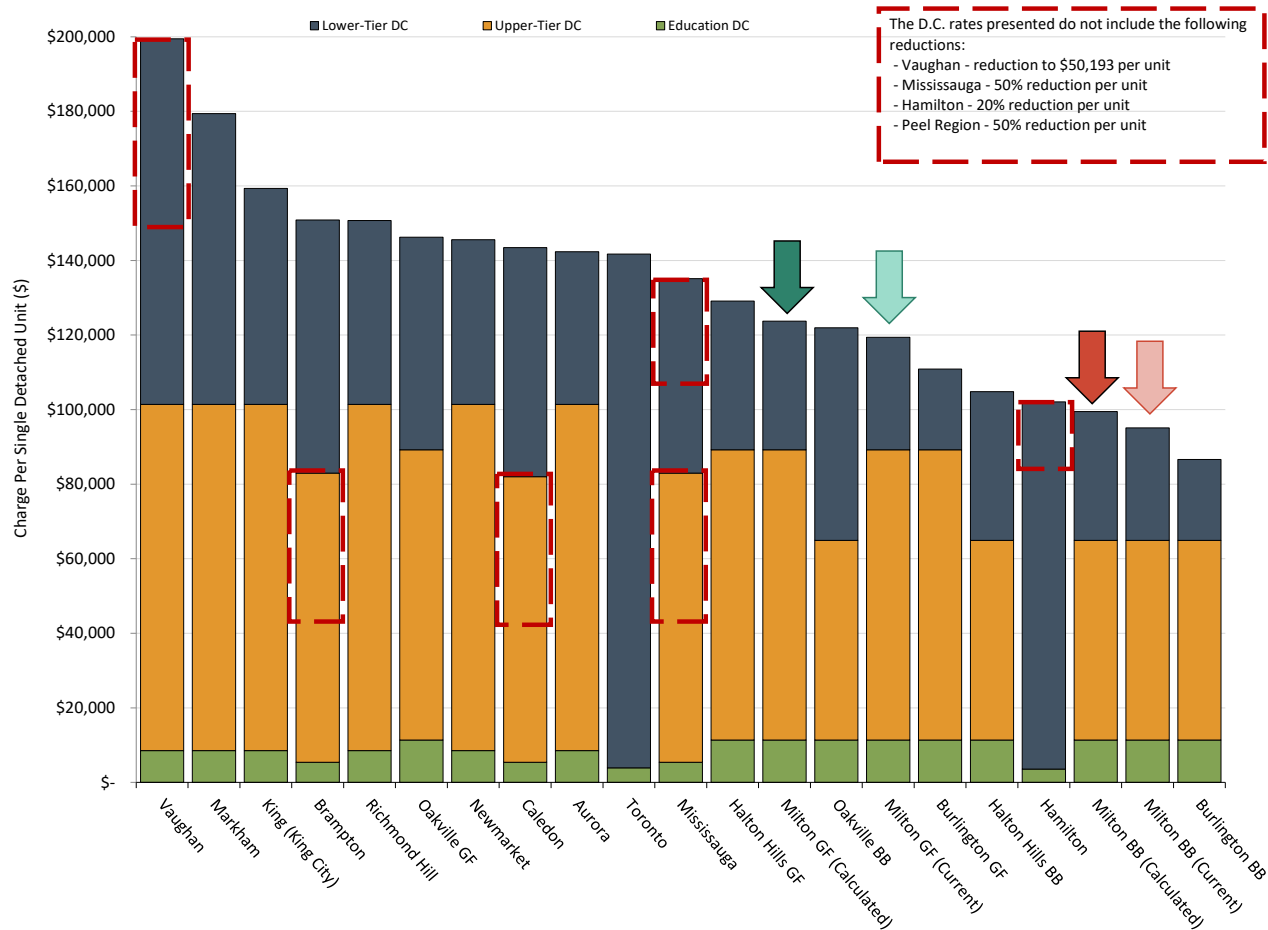
Figure 6-3
Town of Milton
Rate Comparison of Non-Residential, Non-Retail D.C.s (per sq.ft. of G.F.A.) – Lower Tier Only



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



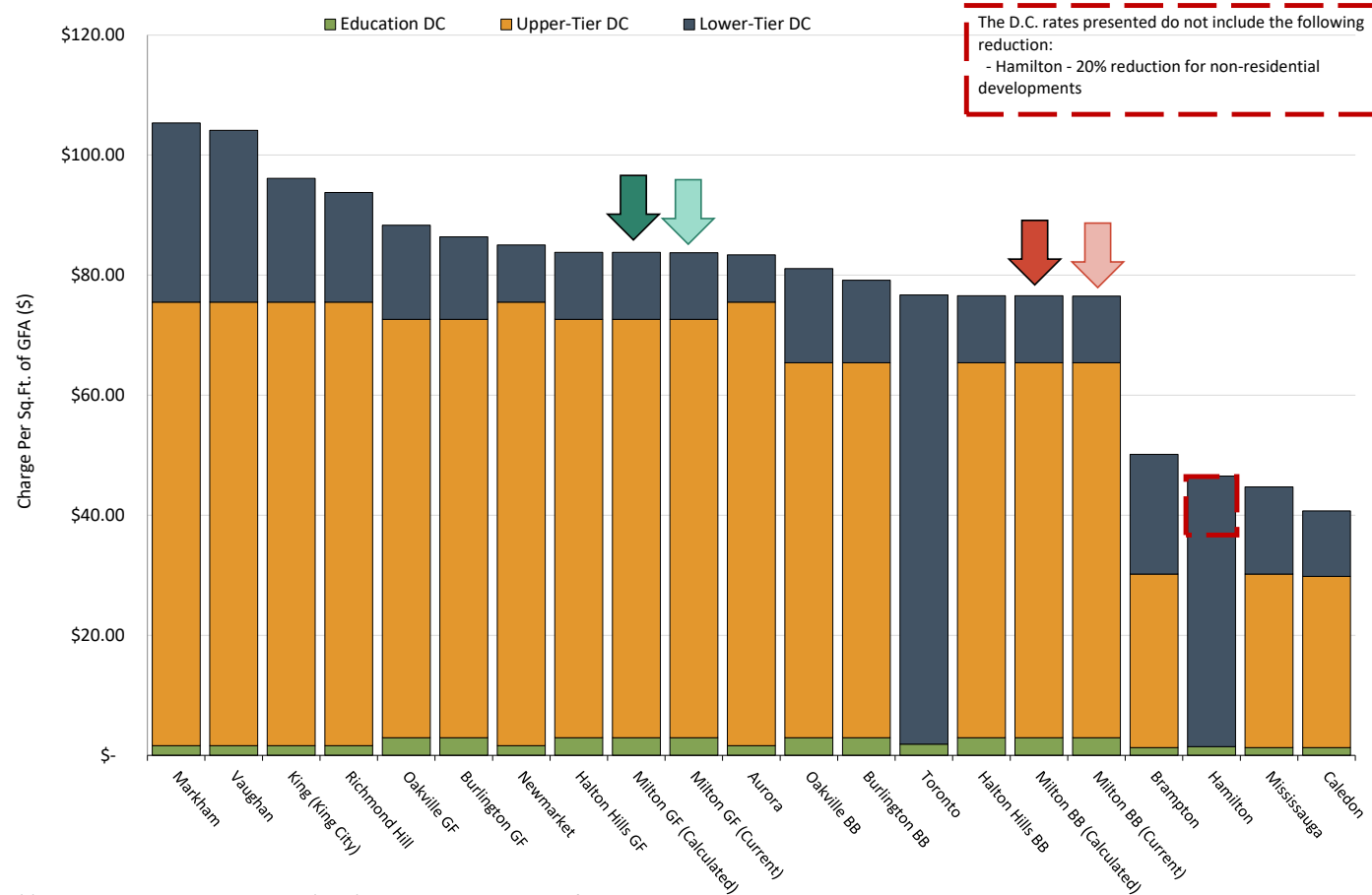
Figure 6-4
Town of Milton
Rate Comparison of Residential D.C.s (Single Detached – per unit) – Including Upper Tier & Education D.C.s



(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

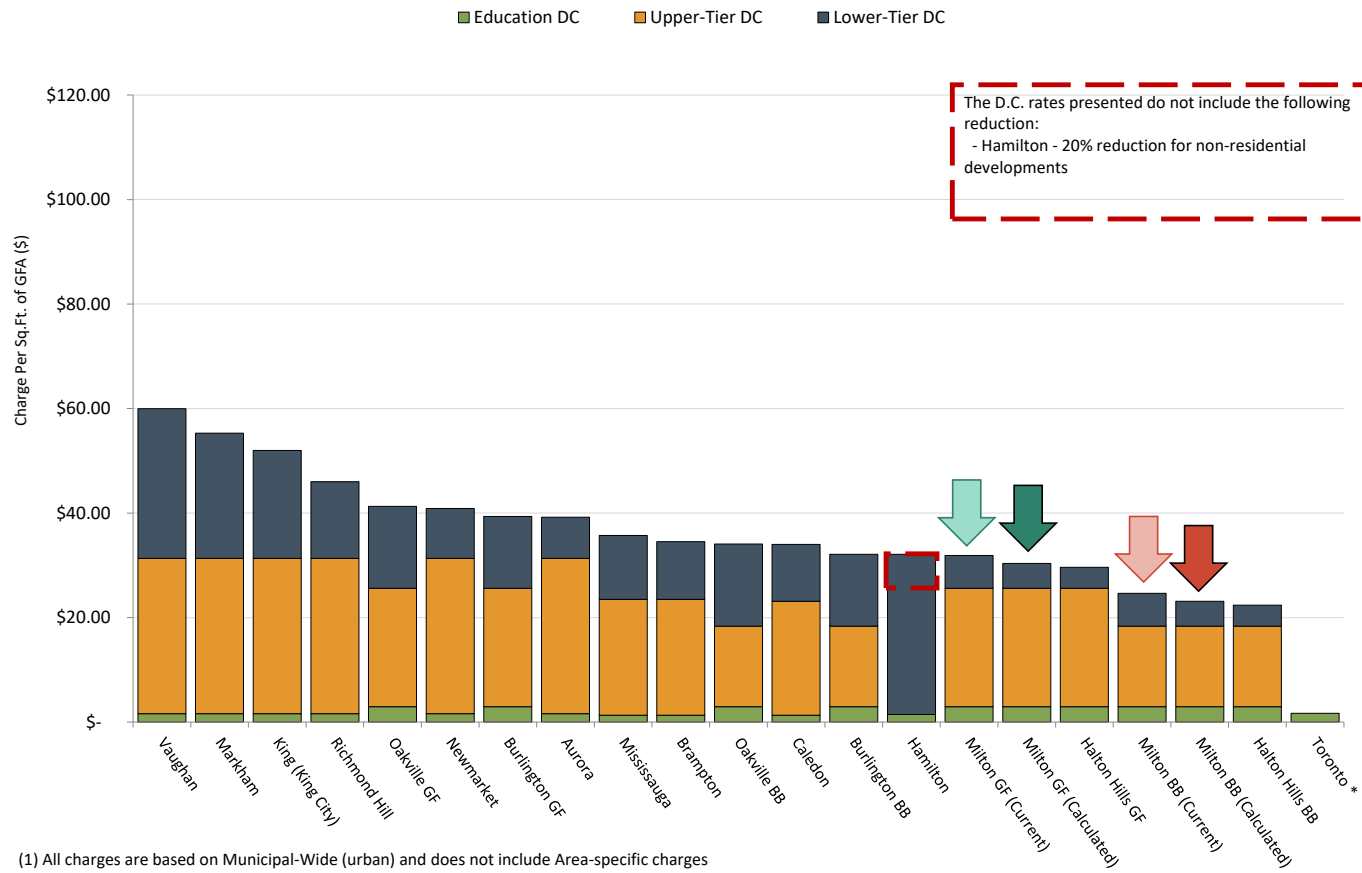


The D.C. rates presented do not include the following reduction:
- Hamilton - 20% reduction for non-residential developments

(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 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
 *Industrial development is exempt



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, as amended by the Addendum Report dated March 13, 2026 and Addendum Report #2 dated April 1, 2026;

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

“Determine that no further public meeting is required.”



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				-	-



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
Community Area Expansion Lands Stormwater Drainage and Control Services*							
9.1 Monitoring Program		1,017,000				-	-
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	674,361,714	54%	12,857,004	6,943,248	21,430,483	28,373,731
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	952,824,487	1,344,589,232	141%	16,327,136	23,040,226	45,851,253	68,891,479
15. Library Services							
15.1 Library facilities, materials and vehicles	60,618,772	113,505,040	187%	6,144,721	11,505,624	5,221,092	16,726,716
16. Land - 2051 Forecast*							
16.1 Land Acquisition for D.C. Eligible Services	-	169,433,800			-	-	-

*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	-	159,182,000			-	-	-
Total	2,482,980,952	2,831,592,686		77,825,956	140,075,716	91,081,035	231,156,751

*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



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

Local and Collector Roads (including land and associated infrastructure) are generally direct developer responsibility under s. 59 of the D.C.A as a local service.

Where land is subdivided adjacent to an existing Local or Collector Road having a rural cross section, urbanization of the existing Local or Collector Road from a rural cross section to an urban cross section is direct developer responsibility under s.59 of the D.C.A. as a local service.



In exceptional cases, collector roads that are external to a secondary plan may be considered for inclusion in the 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. 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. In order to receive such consideration, the collector road must have a primary benefit that extends beyond an adjacent secondary plan area (or if a secondary plan area doesn't exist, a subdivision), which may include serving as a connection between two Regional arterial roadways while running adjacent to multiple secondary plan areas.

2) Arterial Roads

- a) New, widened, extended, or upgraded arterial roads, inclusive of all associated infrastructure, are generally 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, are secured through dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands. Otherwise, this cost can be included in D.C.s.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street are secured through 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 this cost can be 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 is included in D.C.s.
- e) In exceptional cases, the delivery of a new, widened, extended, or upgraded arterial road(s) may be considered to be a direct developer responsibility under s.59 of the D.C.A. as a local service. In order to receive such consideration, the arterial road construction, widening, extension or upgrade must primarily benefit a specific secondary plan area (or if a secondary plan area doesn't exist, a subdivision).



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 assets¹:

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 \$239.89 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 \$239.89 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	\$4,724,136
Annual Debt Payment on Post Period Capital ²	\$4,010,847
Annual Lifecycle	\$91,081,035
Incremental Operating Costs (for D.C. Services)	\$140,075,716
Total Expenditures	\$239,891,734
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	\$28,117,954
Total Revenues	\$239,891,734

¹ Non-Growth Related component of Projects

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR

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:



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	2.68	5.00	2.16
Fire Protection Services	0.34	0.63	0.27
Library Services	0.08	0.16	0.07
Transit Services	0.83	1.65	0.66
Growth Studies	0.16	0.33	0.13
Parks and Recreation Services	0.89	1.66	0.72
Public Works Operations	0.26	0.49	0.21
Land - 2051 Forecast	0.56	1.05	0.45
Land - 10 Year Forecast	0.09	0.18	0.07
Total Town Wide Services/Classes	5.89	11.15	4.74
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	5.93	11.19	4.77
Total Sherwood Services	6.42	11.77	5.18
Total Derry Green Services	5.92	11.26	4.77
Total Trafalgar Services	5.94	11.21	4.78
Total Agerton Services	5.94	11.21	4.78
Total M.E.V. Services	6.09	11.40	4.93
Total Britannia Services	5.91	11.18	4.76
Total M.E.V. Supplementary Lands Services	6.18	11.70	5.03
Total Community Area Expansion Lands Services	5.92	11.18	4.76
Total Employment Area Expansion Lands Services	5.99	11.45	4.83

For Town-wide services, the calculated D.C. would decrease for retail development by \$5.26 per sq.ft. of G.F.A. and would increase for non-retail development by \$1.15 per sq.ft. of G.F.A.