



The Corporation of the TOWN OF MILTON

Report To: Council

From: Linda Leeds, Director, Corporate Services and Treasurer

Date: December 14, 2015

Report No: CORS-088-15

Subject: Development Charges Background Study

Recommendation: THAT Council receive the 2015 Development Charge Background Study for information purposes;

AND THAT staff be directed to meet with key stakeholders to engage in discussions regarding the Development Charge Background Study prior to holding the required statutory public meeting.

EXECUTIVE SUMMARY

The Town's current Development Charges By-law No. 087-2011 will expire in September, 2016. Prior to Council approval of a new by-law, a background study must be completed in accordance with the provisions of the *Development Charges Act, 1997* (the "DCA"). Throughout 2015, Town staff and Watson & Associates Economists Ltd. ("Watson") have prepared background information and financial analysis in order to prepare the study. The Town of Milton Development Charge Background Study, dated December 8, 2015 (the "Study") is attached to this report for Council's information and will be used as the basis of future discussions with key stakeholders.

REPORT

Background

Watson was retained to work with Town staff to prepare a background study as required by the DCA. The Study has been completed and is attached to this report for information purposes.

Discussion

Development charges are a source of funding utilized to recover the capital costs of providing infrastructure associated with growth at the same level as historically provided to the community. The DCA gives the authority for municipalities to impose these charges.

The Study includes a historical view of the eligible infrastructure that has been in place over the past ten years to provide the Town's programs and services. Based on this information and the population growth expected over the next ten years, the Study



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projects the capital infrastructure required to continue to deliver the Town's programs and services and the eligible capital costs associated with this infrastructure. The Study determines the development charge rates that are required to recover the costs of this infrastructure to the greatest extent permissible in an effort to minimize the financial impact of growth on the existing community.

Over the next several months, staff and Watson will meet with key stakeholders to discuss the results of the Study prior to the statutory public meeting required under the DCA and the subsequent Council approval of the Study and development charges by-law.

The Province has recently taken steps to update the *Development Charges Act, 1997* through Bill 73, An Act to Amend the *Development Charges Act, 1997* and the *Planning Act*. This Act has been passed by the legislature and received royal assent on December 3, 2015. However, the Bill 73 amendments to the DCA are not yet in force and will take effect when the Lieutenant Governor proclaims them to be in force, a date or dates as yet unknown. In addition, the amendments include several provisions to permit the Minister of Municipal Affairs and Housing to make regulations. As no regulations have been released as of the date of this report, there is further detail still to come. Once the amendments to the DCA come into effect and the regulations have been released and are deemed to be in force, Staff will consult with Watson and the Town's legal counsel and will advise whether the Town is required to issue an update to the Study to reflect the new amendments and regulations.

Financial Impact

The financial impact is outlined in the Study. The proposed charges result in the recovery of growth related costs to the greatest extent permitted under the *Development Charges Act, 1997*. Staff will meet with key stakeholders in 2016 to discuss the Study prior to the public meeting and by-law approval.

Respectfully submitted,
Linda Leeds, CPA, CGA
Director, Corporate Services and Treasurer

For questions, please contact: Sheryl Hill CPA, CGA 905-878-7252 ext. 2151

Attachments

2015 Development Charges Background Study

CAO Approval
M. Paul Cripps, P.Eng.
Acting Chief Administrative Officer

Town of Milton Development Charge Background Study

December 8, 2015



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 Planning for growth

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List of Acronyms and Abbreviations

| | |
|------------|--------------------------------|
| A.V.L. | Automatic Vehicle Location |
| D.C. | Development Charge |
| D.C.A. | Development Charges Act |
| E.S.A. | Environmentally Sensitive Area |
| G.F.A. | Gross floor area |
| N.F.P.O.W. | No Fixed Place of Work |
| N.H.S. | Natural Heritage System |
| O.M.B. | Ontario Municipal Board |
| O.Reg. | Ontario Regulation |
| P.O.A. | Provincial Offences Act |
| P.P.U. | Persons per unit |
| S.D.U. | Single detached unit |
| s.s. | Subsection |
| S.W.M. | Sewer/water management |
| sq.ft. | Square footage |

Executive Summary

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

2. Development charges provide for the recovery of growth-related capital expenditures from new development. The *Development Charges Act* 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;
 - Statutory 10% deduction (soft services);
 - Amounts in excess of 10-year historic service calculation;
 - D.C. reserve funds (where applicable);
 - 5) Net costs are then allocated between residential and non-residential benefit; and

- 6) Net costs divided by growth to provide the D.C. charge.
3. The growth forecast (Chapter 3) on which the Town-wide development charge is based, projects the following population, housing and non-residential floor area for the 10-year (2015-2024) period, for purposes of calculating the Town-wide development charges. As well, growth forecast for the 10 Year periods specific to the Sherwood, Boyne and Derry Green Secondary Plans have been provided for purposes of calculating the area specific stormwater development charges.

| Measure | 10 Year 2015-2024 | Sherwood 2015-2024 | Boyne 2015-2024 | Derry Green (BPII) 2015-2024 |
|--|----------------------|-----------------------|--------------------|------------------------------------|
| (Net) Population Increase | 57,149 | 5,694 | 48,196 | - |
| Residential Unit Increase | 21,598 | 2,234 | 17,359 | - |
| Non-Residential Gross Floor Area Increase (ft ²) | 27,042,270 | 2,172,150 | 2,186,100 | 15,115,550 |

Source: Watson & Associates Economists Ltd. Forecast 2015

4. On September 26, 2011, the Town of Milton passed By-law 087-2011 under the *Development Charges Act, 1997*. The by-law imposes development charges on residential and non-residential uses. The Town is undertaking a development charge public process and anticipates passing a new by-law in advance of the September 27, 2016 expiry date. The mandatory public meeting will be scheduled in 2016 after consultation with stakeholders and legislative notice is provided in accordance with the D.C.A.
5. The Town's municipal-wide development charges currently in effect are \$16,025 for single detached dwelling units. Municipal-wide non-residential charges are \$6.76 per square foot of retail development and \$3.49 per square foot of non-retail development. This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedule ES-1 for residential and non-residential). The corresponding municipal-wide single-detached unit charge is \$17,847. The municipal-wide non-residential charge is \$6.58 per square foot of retail development and \$3.02 per square foot of non-retail development. These rates are submitted to Council for its consideration.
6. The Town currently has area-specific charges for stormwater management for the Sherwood Survey, Boyne Survey and Derry Green areas. These charges are in addition to the Town wide development charges.
- a. The current single-detached area specific development charges for the Sherwood and Boyne Survey areas are \$66 and \$62, respectively. There

is no residential stormwater management charge applied to the Derry Green area. These charges have also been recalculated and can be found in Table ES-1.

- b. The current area specific non-residential development charges for retail developments for the Sherwood Survey, Boyne Survey and Derry Green areas are, \$0.07, \$0.08, and \$0.21 respectively. For non-retail development the current area specific charges are \$0.05, \$0.06, and \$0.10 respectively. These charges have also been recalculated and can be found in Table ES-1.
7. The *Development Charges Act* requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-5. A summary of these costs is provided below:

| | |
|---|-----------------------|
| Total gross expenditures planned over the next five years | \$ 310,728,437 |
| Less: | |
| Benefit to existing development | \$ 32,747,375 |
| Post planning period benefit | \$ 12,053,700 |
| DC Recoverable Service Standard Adjustment ¹ | \$ 58,571 |
| Ineligible re: Level of Service | \$ 3,267,575 |
| Mandatory 10% deduction for certain services | \$ 15,207,957 |
| Grants, subsidies and other contributions | \$ 1,509,370 |
| Net Costs to be recovered from development charges | \$ 245,883,888 |

Hence, \$64.84 million (or an average annual amount of \$12.97 million) will need to be contributed from taxes and rates, or other sources. Of this amount, \$12.11 million 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 and the amounts that will be included over time as the service standards adjust.

Based on the above table, the Town plans to spend \$310.73 million over the next five years, of which \$245.88 million (79%) is recoverable from development charges. Of this net amount, \$195.02 million is recoverable from residential development and \$50.86 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

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

- Stormwater Management (for the Sherwood, Boyne and Derry Green Surveys).

All other services are calculated based on 10-year forecast. These include:

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

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

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

**TABLE ES-1
SCHEDULE OF DEVELOPMENT CHARGES**

| Service | RESIDENTIAL | | | | | NON-RESIDENTIAL | |
|--|-----------------------------------|---------------------------|-------------------------------------|-----------------|-------------------------------------|--|--|
| | Single and Semi-Detached Dwelling | Apartments - 2 Bedrooms + | Apartments - Bachelor and 1 Bedroom | Other Multiples | Special Care/Special Dwelling Units | Retail (per ft ² of Gross Floor Area) | Non-Retail (per ft ² of Gross Floor Area) |
| Municipal Wide Services: | | | | | | | |
| Services Related to a Highway | 6,036 | 3,241 | 2,178 | 4,321 | 1,886 | 4.70 | 2.15 |
| Public Works Operations | 1,004 | 539 | 362 | 719 | 314 | 0.33 | 0.15 |
| Fire Protection Services | 392 | 210 | 141 | 281 | 123 | 0.43 | 0.20 |
| Recreation | 4,664 | 2,504 | 1,683 | 3,339 | 1,458 | 0.29 | 0.13 |
| Parks Development | 4,161 | 2,234 | 1,501 | 2,979 | 1,300 | 0.26 | 0.12 |
| Library | 705 | 379 | 254 | 505 | 220 | 0.05 | 0.02 |
| Administration | 423 | 227 | 153 | 303 | 132 | 0.25 | 0.12 |
| Transit | 174 | 93 | 63 | 125 | 54 | 0.10 | 0.05 |
| Parking | 288 | 155 | 104 | 206 | 90 | 0.17 | 0.08 |
| Total Municipal Wide Services | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.58 | 3.02 |
| Area Specific Services | | | | | | | |
| Stormwater Management - Sherwood Survey | 201 | 108 | 73 | 144 | 63 | 0.17 | 0.11 |
| Stormwater Management - Boyne Survey | 73 | 39 | 26 | 52 | 23 | 0.09 | 0.05 |
| Stormwater Management - Derry Green | - | - | - | - | - | 0.16 | 0.07 |
| GRAND TOTAL MUNICIPAL SERVICES (Excluding Stormwater for Areas Noted Below) | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.58 | 3.02 |
| GRAND TOTAL - SHERWOOD SURVEY | 18,048 | 9,690 | 6,512 | 12,922 | 5,640 | 6.75 | 3.13 |
| GRAND TOTAL - BOYNE SURVEY | 17,920 | 9,621 | 6,465 | 12,830 | 5,600 | 6.67 | 3.07 |
| GRAND TOTAL - DERRY GREEN | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.74 | 3.09 |

1. Introduction

1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the *Development Charges Act, 1997* (s.10) and, accordingly, recommends new development charges and policies for the Town of Milton.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the development charges (D.C.) study process in 2015. Watson worked with Town staff in preparing the D.C. analysis and policy recommendations.

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

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

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

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

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

1.2 Summary of the Process

The public meeting required under Section 12 of the *Development Charges Act, 1997*, will be schedule in 2016 in accordance with the D.C. Act. 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 development charges.

To date, the following process has taken place:

- Data collection, staff review, engineering work, D.C. calculations and policy work (March – November, 2015); and
- Background study and draft D.C. by-law prepared (December 8, 2015)
- Background study and draft D.C. by-law received by Council (December 14, 2015)

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

- Consultation with stakeholders;
- Public meeting advertisement placed in newspaper(s) in accordance with the requirements of the D.C. Act;
- Public meeting of Council;
- Consideration of responses received prior to, at, or immediately following the Public Meeting;
- Council considers adoption of the background study and passage of the D.C. by-law;
- Notice in the newspaper (s) given of by-law passage within 20 days of passage;
- Last day for by-law appeal is 40 days after by-law passage;
- Town makes pamphlet available (where by-law is not appealed) within 60 days after the by-law comes into force.

1.3 Proposed Changes to the Development Charges Act: Bill 73, Smart Growth for Our Communities Act, 2015

The Province has recently taken steps to update the D.C.A. through Bill 73, An Act to Amend the Development Charges Act, 1997 and the Planning Act. This Act has been passed by the legislature and received royal assent on December 3, 2015. However, the Bill 73 amendments to the D.C.A. are not yet in force and will take effect when the Lieutenant Governor proclaims them to be in force, a date or dates as yet unknown. In addition, the amendments include several provisions to permit the Minister of Municipal Affairs and Housing to make regulations. As no regulations have been released as of the date of this report, there is further detail still to come. Once the amendments to the D.C.A. come into effect and the regulations have been released and are deemed to be in force, we will consider whether we will update this Background Study.

2. Current Town of Milton Policy

2.1 Schedule of Charges

On September 26, 2011, the Town of Milton passed By-law 087-2011 under the *Development Charges Act, 1997*. This by-law imposes development charges for residential and non-residential uses. The table below provides the rates currently in effect, as at June 30, 2015.

**Table 2-1
Development Charges
As at June 30, 2015**

| Service | Residential | | | | Special Care/Special Dwelling Unit | Non-Residential | |
|---|------------------------|---------------|-------------------------------|------------------------------|------------------------------------|----------------------------|--------------------------------|
| | Single & Semi Detached | Multiples | Apartments with >= 2 Bedrooms | Apartments with < 2 Bedrooms | | Retail per ft ² | Non-Retail per ft ² |
| Roads and Related | 5,355 | 4,052 | 3,368 | 2,205 | 1,707 | 4.92 | 2.55 |
| Public Works Operations | 899 | 682 | 567 | 370 | 286 | 0.48 | 0.25 |
| Fire Protection Services | 324 | 246 | 205 | 133 | 104 | 0.32 | 0.16 |
| Recreation | 4,412 | 3,337 | 2,776 | 1,816 | 1,406 | 0.32 | 0.16 |
| Parks Development | 3,726 | 2,818 | 2,343 | 1,535 | 1,188 | 0.27 | 0.14 |
| Library | 624 | 471 | 391 | 256 | 200 | 0.04 | 0.02 |
| Administration | 262 | 200 | 165 | 108 | 84 | 0.15 | 0.08 |
| Transit | 84 | 63 | 52 | 35 | 26 | 0.05 | 0.02 |
| Parking | 339 | 257 | 214 | 140 | 108 | 0.21 | 0.11 |
| Total | 16,025 | 12,126 | 10,081 | 6,598.00 | 5,109.00 | 6.76 | 3.49 |
| Stormwater Management - Sherwood Survey | 66 | 50 | 42 | 26.00 | 20.00 | 0.07 | 0.05 |
| Stormwater Management - Boyne Survey | 62 | 47 | 39 | 25.00 | 19.00 | 0.08 | 0.06 |
| Stormwater Management - Derry Green | - | - | - | - | - | 0.21 | 0.10 |
| Total - Sherwood | 16,091 | 12,176 | 10,123 | 6,624.00 | 5,129.00 | 6.83 | 3.54 |
| Total - Boyne | 16,087 | 12,173 | 10,120 | 6,623.00 | 5,128.00 | 6.84 | 3.55 |
| Total - Derry Green | 16,025 | 12,126 | 10,081 | 6,598.00 | 5,109.00 | 6.97 | 3.59 |

2.2 Services Covered

The following services are covered under By-law 087-2011:

Town-wide Services:

- Roads & Related;
- Public Works Operations;
- Fire Protection Services;
- Recreation;
- Parks Development;
- Library;
- Administration (studies);
- Transit; and
- Parking.

Area Specific Services:

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

2.3 Timing of D.C. Calculation and Payment

Development charges applicable to residential and non-residential development are calculated, payable and collected as of the date a building permit is issued. For residential development the Roads and Related and Stormwater Management service components are payable, where applicable, prior to the execution of the subdivision agreement.

2.4 Indexing

Rates shall be indexed on April 1st each year, commencing from by-law passage, in accordance with the Statistics Canada Quarterly, Construction Price Statistics, for the most recent year-over-year period.

2.5 Redevelopment Allowance

As a result of the redevelopment of land, a building existing on the same land within 5 years prior to the date of payment of development charges with respect 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 development charges 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 development charge under section 24 of the By-law 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 development charges under section 25 of the By-law by the total 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 development charges otherwise payable with respect to the redevelopment.

2.6 Exemptions

The following non-statutory exemptions are provided under By-law 087-2011:

- Places of worship/Cemetery/Burial Ground;
- Creation or addition of an accessory use or accessory building not exceeding 10 square metres of gross floor area;
- Creation or addition of an accessory use or accessory building to a residential use where the accessory use or accessory building is not used for any commercial use or purpose;
- Public hospitals receiving aid under the *Public Hospitals Act*;
- Buildings owned and used for the purposes of a conservation authority unless such buildings are used primarily or in connection with recreational purposes for which the conservation authority charges admission and/or fee or any commercial purposes;
- Agricultural development (bona fide farms);
- Seasonal structures;
- Temporary venues; and
- Garden suites (within guidelines).

2.7 Reductions

By-law 087-2011 does not provide for any reductions to the applicable development charges.

3. Anticipated Development in the Town of Milton

3.1 Requirements of the Act

Chapter 4 provides the methodology for calculating a development charge as per the Development Charges Act, 1997. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the development charge that may be imposed, it is a requirement of section 5(1) of the Development Charges Act that, “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

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

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

The D.C. growth forecast has been derived based on extensive discussions with Town staff regarding historical development trends, phasing, land availability and market demand. In compiling the growth forecast, the following reports were also consulted to help assess residential and non-residential development potential for the Town over the forecast period, including:

- Town of Milton Development Charge Background Study, 2010, by Watson & Associates Economists Ltd.;
- Halton Region June 2011 Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031;
- Amendment No. 29 to the Official Plan of the Town of Milton – Derry Green Corporate Business Park Secondary Plan and related Official Plan Amendments, June 2010;
- Amendment No. 30 to the Official Plan of the Town of Milton – Boyne Survey Secondary Plan and related Official Plan Amendments, June 2010;
- Town of Milton Employment and Commercial/Retail Land Needs Municipal Comprehensive Review 2014, and Employment Land Needs Assessment (in progress); and

- September 28, 2015 Report to Committee of the Whole (ES-022-15) re: Milton Economic Development Advisory Committee (M.E.D.A.C.) update.

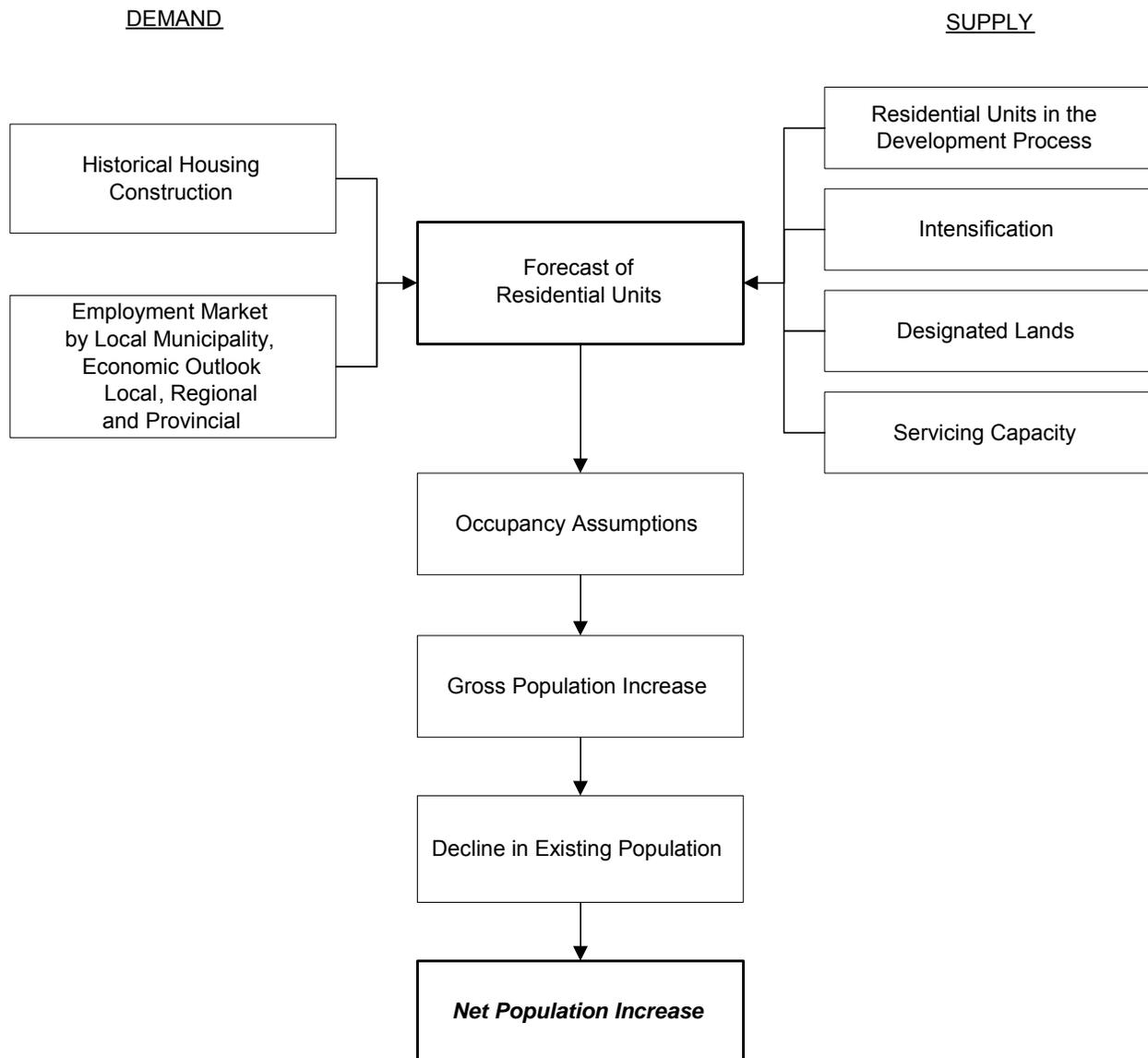
In addition to reviewing the above-mentioned documents, the following key demographic and economic data was also considered in generating the population, household and non-residential growth forecast:

- 2001, 2006 and 2011 Census data;
- historical residential and non-residential development activity over the past 10 years;
- supply of housing units identified in the development approvals process; and
- 2001, 2006 and 2011 Census employment data.

3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecast is provided in Appendix A. 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 Figure 3-1, and Schedule 1 in Appendix A.

Figure 3-1
Household Formation-based Population Forecast Model



As identified in Table 3-1 and Schedule 1, the Town's population is anticipated to reach approximately 159,240 by 2025. This represents an increase of 57,970 persons over the 10-year forecast period. Provided below is a summary of the key assumptions and findings regarding the Town of Milton D.C. growth forecast update.

1. Unit Mix (Appendix A – Schedules 1 through 5)

- The unit mix for the Town was derived from historical development activity (as per Schedule 5) and discussions with planning staff regarding anticipated development trends for the Town.
- Based on the above, the 10-year (2015-2025) household growth forecast is comprised of a housing unit mix of approximately 42% low density (single detached and semi-detached), 36% medium density (multiples except apartments) and 22% high density (bachelor, 1 bedroom and 2 bedroom apartments).

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

- Schedule 2 summarizes the anticipated amount, type and location of development for the Town of Milton over the forecast period.
- Map A-1 geographically illustrates the location of the Town's pre-H.U.S.P. and H.U.S.P. urban areas by phase.
- In accordance with forecast demand and available land supply, housing growth has been allocated to the following areas over the 2015 to 2025 forecast period:

| | Housing Growth (Units) | % |
|----------------------------------|------------------------|------|
| Pre HUSP Urban Area ¹ | 291 | 2% |
| Phase 1 – Bristol | 1,713 | 8% |
| Phase 2 – Sherwood | 2,234 | 10% |
| Boyne – Phase 3a | 9,080 | 42% |
| Boyne Phase 3b | 8,279 | 38% |
| Total Town-wide forecast | 21,598 | 100% |

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

| Year | Total Population ¹ | Institutional Population ² | Population in Private Households | Housing Units | | | | | Equivalent Institutional Households ⁵ | Persons Per Unit (PPU): Total Population / Total Households | Persons in Private Households / Total Households |
|-------------|-------------------------------|---------------------------------------|----------------------------------|-------------------------|---------------------------------|-------------------------|--------------|------------------|--|---|--|
| | | | | Singles & Semi-Detached | Multiple Dwellings ³ | Apartments ⁴ | Other | Total Households | | | |
| Historical | <i>Mid 2001</i> | 31,471 | | 32,730 | 7,815 | 1,295 | 1,485 | 85 | 10,680 | | 3.06 |
| | <i>Mid 2006</i> | 55,982 | 732 | 55,250 | 14,485 | 3,063 | 1,460 | 58 | 19,066 | 665 | 2.94 |
| | <i>Mid 2011</i> | 84,362 | 1,020 | 83,342 | 20,355 | 5,385 | 1,790 | 35 | 27,565 | 927 | 3.02 |
| Forecast | <i>Mid 2015</i> | 101,266 | 1,371 | 99,895 | 23,639 | 7,422 | 2,766 | 35 | 33,862 | 1,246 | 2.99 |
| | <i>Mid 2025</i> | 159,238 | 2,194 | 157,044 | 32,708 | 15,128 | 7,589 | 35 | 55,460 | 1,994 | 2.87 |
| Incremental | Mid 2001 - Mid 2006 | 24,511 | | 22,520 | 6,670 | 1,768 | -25 | -27 | 8,386 | | |
| | Mid 2006 - Mid 2011 | 28,380 | 288 | 28,092 | 5,870 | 2,322 | 330 | -23 | 8,499 | 262 | |
| | Mid 2011 - Mid 2015 | 16,904 | 351 | 16,553 | 3,284 | 2,037 | 976 | 0 | 6,297 | 319 | |
| | Mid 2015 - Mid 2025 | 57,972 | 823 | 57,149 | 9,069 | 7,706 | 4,823 | 0 | 21,598 | 748 | |

Source: Watson & Associates Economists Ltd., 2015.

1. Population excludes net Census Undercount of approximately 4%. The Mid 2006 Population exceeds the 2006 Census population number of 53,939.
2. The institutional population represents collective dwellings. A collective dwelling refers to a dwelling of a commercial, institutional or communal nature.
3. Includes townhomes and apartments in duplexes.
4. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.
5. Includes special care/special need dwellings. Average occupancy estimates at 1.1 persons per unit (PPU).

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 certain services, such as parks, recreation and libraries, to a 10-year planning horizon. Services related to a highway, fire and other hard services utilize a buildout forecast period.

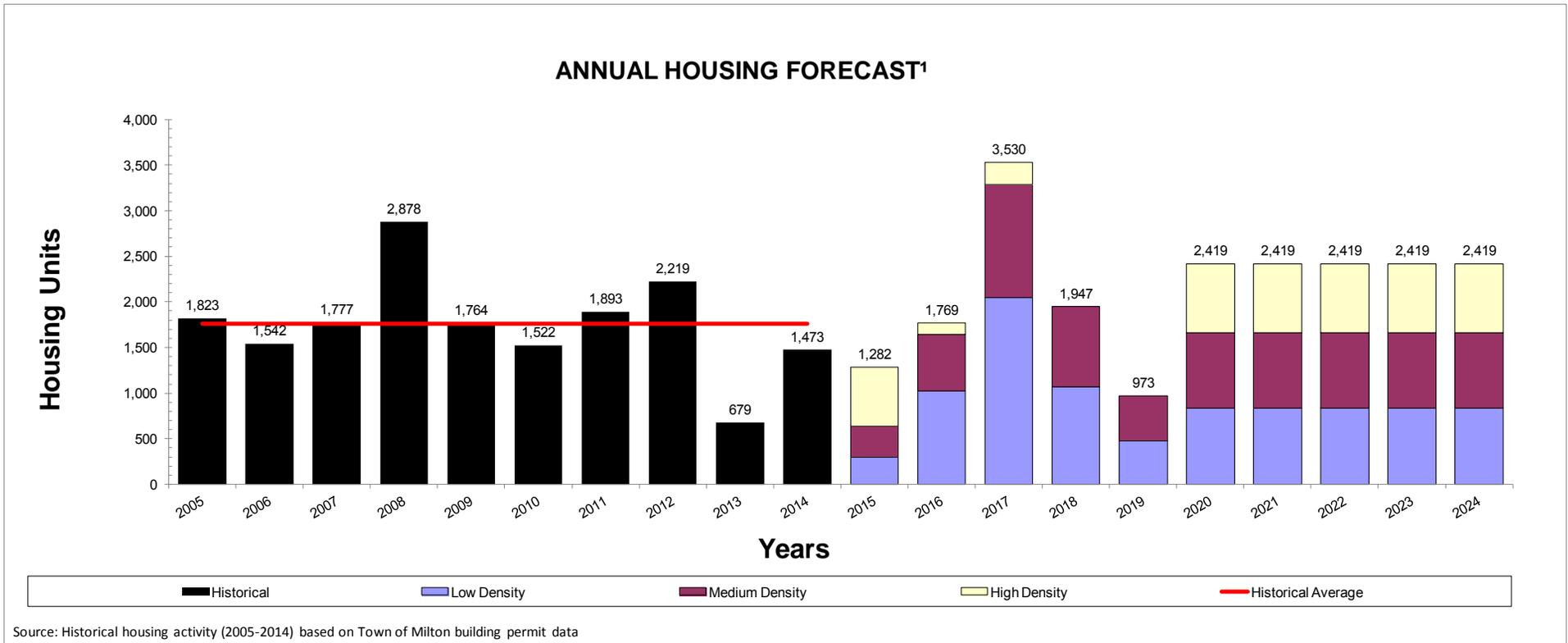
4. Population in New Units (Appendix A – Schedules 3, 4, 6a, 6b and 7)

- The number of housing units to be constructed in the Town of Milton during the 10-year period is presented on Figure 3-2. Over the 10-year forecast period, the Town is anticipated to average 2,160 new housing units per year.
- Population in new units is derived from Schedules 3 and 4, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit by dwelling type for new units.
- Schedule 6a summarizes the average number of persons per unit (P.P.U.) for new housing units by age and type of dwelling, based on 2011 custom Census data for the Town. Generally, it is observed that within the new housing units, housing occupancy levels tend to increase in the short term (i.e. 1-10 years) as new home buyers form families, followed by a decline over the long term (i.e. 10-30 years) as children age and leave home. This trend is then followed by a period of gradual stabilization for housing units 30+years of age. The results of this pattern are that new housing units typically have a higher P.P.U. average in comparison to older units (i.e. 20+ years). P.P.U. data for low- and medium-density dwelling units was derived based on 2011 data for the Town of Milton as outlined in Schedule 6a. Due to data limitations, high-density P.P.U.s were derived from the Town of Oakville as outlined in Schedule 6b. Town of Oakville data was used in lieu of Halton Region data due to the similar demographic trends observed within the Town of Oakville, which are more reflective of the demographic patterns throughout the Town of Milton. The total calculated P.P.U. for all density types has been adjusted to account for the downward P.P.U. trend which has been recently experienced in both new and older units, largely due to the aging of the population. Adjusted 10-year average P.P.U.s by dwelling type are as follows:
 - Low density: 3.52
 - Medium density: 2.52
 - High density: 1.52

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

- Existing households as of 2015 are based on the 2011 Census households, plus estimated residential units constructed between 2011 and 2014, assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 and 4, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2015 to 2025 forecast period is estimated at approximately 1,520.

Figure 3-2



6. Employment (Appendix A – Schedules 9a through 10)

- Employment projections are largely based on the activity rate method, which is defined as the number of jobs in a Town divided by the number of residents. Consideration has also been given to historical development activity, available designated non-residential land supply within the pre-H.U.S.P. Urban Area, Phase 1 (Bristol), Phase 2 (Sherwood) and Phase 3 (Boyne), as well as future employment prospects by major employment sector. Key employment sectors include primary, industrial, commercial/population-related, institutional and work-at-home, which are considered individually below.
- The Town's 2011¹ employment base by place of work is outlined in Schedule 8a. The 2011 employment base is comprised of the following sectors:
 - 700 primary (approx. 2%);
 - 3,235 work-at-home employment (approx. 11%);
 - 10,134 industrial (approx. 36%);
 - 8,207 retail² (approx. 29%);
 - 1,690 non-retail (approx. 6%); and
 - 4,401 institutional (approx. 16%).
- The 2011 employment base by usual place of work, including work at home, is approximately 28,365 jobs. An additional 4,260 jobs have been identified for the Town of Milton as having no fixed place of work (N.F.P.O.W.).³ The total employment including N.F.P.O.W. in 2011 is 32,625.
- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work-at-home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work-at-home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and G.F.A. in the retail and accommodation sectors generated from N.F.P.O.W. construction

¹ 2011 employment based on Statistics Canada custom employment data.

² The definition of retail employment is consistent with the Town of Milton Development Charge By-Law 087-2011 definition of retail.

³ Statistics Canada defines "No Fixed Place of Work" (N.F.P.O.W.) employees as, "persons who do not go from home to the same work place location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation. Accordingly, work-at-home and N.F.P.O.W. employees have been removed from the D.C. employment forecast and calculation.

- Total employment for the Town of Milton (excluding work-at-home and no fixed place of work) in 2025 is forecast to increase to 59,230. This represents an employment increase of 29,990 additional jobs over the 10-year forecast period.

7. Non-Residential Sq.ft. Estimates ((Gross Floor Area (G.F.A.), Appendix A – Schedule 8b)

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:¹
 - 1,750 sq.ft. per employee for industrial;
 - 475 sq.ft. per employee for retail;
 - 300 sq.ft. per employee for non-retail; and
 - 800 sq.ft. per employee for institutional employment.
- The Town-wide incremental non-residential G.F.A. increase is anticipated to be approximately 27,042,270 sq.ft. over the 10-year forecast period.
- In terms of percentage growth, the 10-year incremental G.F.A. forecast by sector is broken down as follows:
 - industrial – approx. 63%;
 - retail – approx. 13%;
 - non-retail – approx. 9%; and
 - institutional – approx. 15%.

¹ Based on Watson & Associates Economists Ltd. employment surveys within the G.T.A.

4. The Approach to Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of s.s.5(1) of the D.C.A., 1997 with respect to the establishment of the need for service which underpins the development charge calculation. These requirements are illustrated schematically in Figure 4-1.

4.2 Services Potentially Involved

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

A number of these services are defined in s.s.2(4) of the D.C.A., 1997 as being ineligible for inclusion in development charges. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in s.s.5(3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Town’s development charge are indicated with a “Yes.”

4.3 Increase in the Need for Service

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

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.

Figure 4-1
The Process of Calculating a Development Charge under the D.C.A., 1997

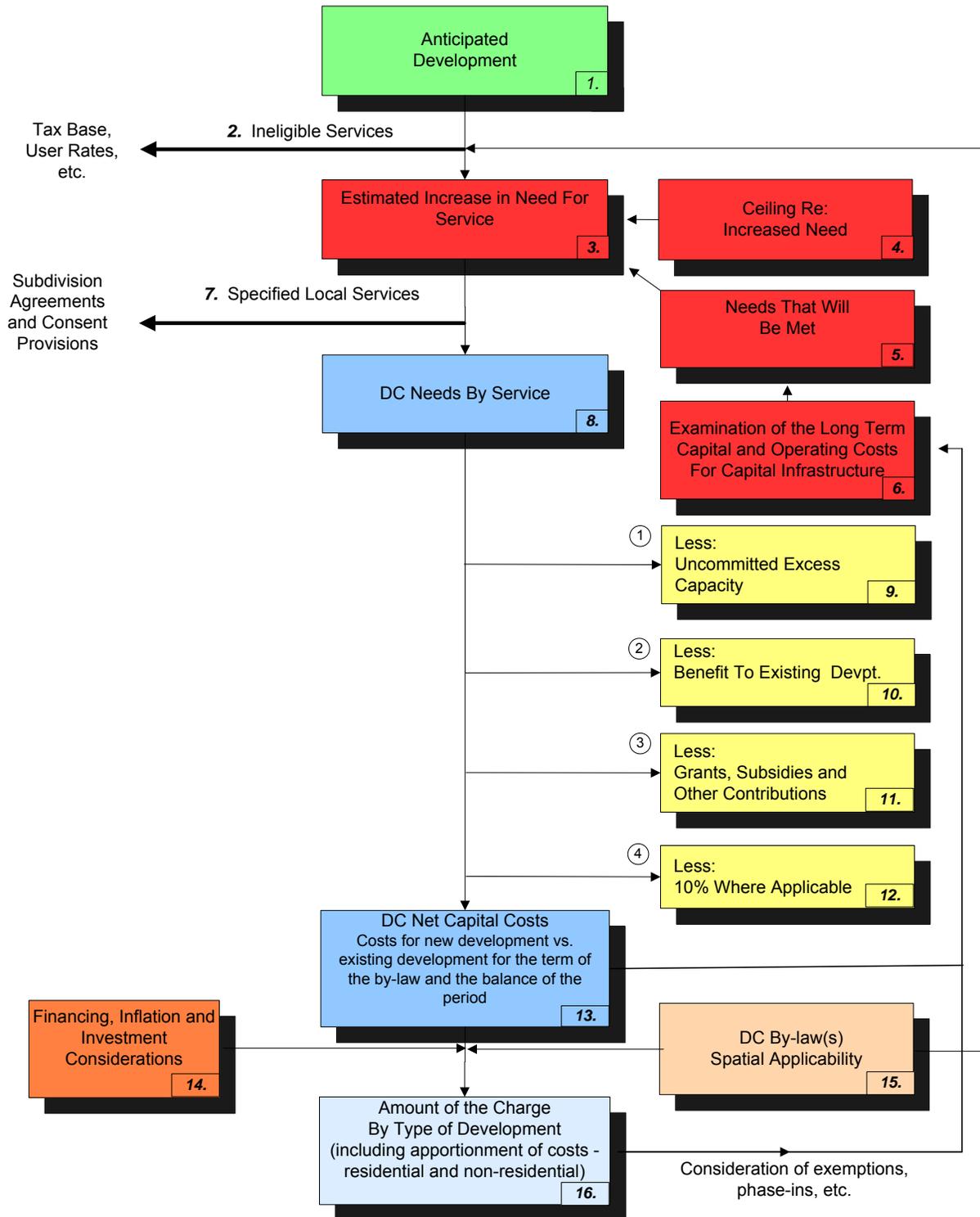


Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|--|---|---|-----------------------------------|
| 1. Services Related to a Highway | Yes | 1.1 Arterial roads | 100 |
| | Yes | 1.2 Collector roads | 100 |
| | Yes | 1.3 Bridges, Culverts and Roundabouts | 100 |
| | No | 1.4 Local municipal roads | 0 |
| | Yes | 1.5 Traffic signals | 100 |
| | Yes | 1.6 Sidewalks and streetlights | 100 |
| | Yes | 1.7 Active Transportation | 100 |
| 2. Other Transportation Services | Yes | 2.1 Transit vehicles & facilities | 90 |
| | Yes | 2.2 Other transit infrastructure | 90 |
| | Yes | 2.3 Municipal parking spaces - indoor | 90 |
| | Yes | 2.4 Municipal parking spaces - outdoor | 90 |
| | Yes | 2.5 Works Yards | 100 |
| | Yes | 2.6 Rolling stock ¹ | 100 |
| | n/a | 2.7 Ferries | 90 |
| | n/a | 2.8 Airport | 90 |
| 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, aerials and rescue vehicles | 100 |
| | Yes | 4.3 Small equipment and gear | 100 |
| 5. Outdoor Recreation 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 | 90 |
| | Yes | 5.3 Development of district parks | 90 |
| | Yes | 5.4 Development of Town-wide parks | 90 |
| | Yes | 5.5 Development of special purpose parks | 90 |
| | Yes | 5.6 Parks rolling stock ¹ and yards | 90 |

¹with 7+ year life time

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|--|-----------------------------------|
| 6. Indoor Recreation Services | Yes | 6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land) | 90 |
| | Yes | 6.2 Recreation vehicles and equipment ¹ | 90 |
| 7. Library Services | Yes | 7.1 Public library space (incl. furniture and equipment) | 90 |
| | n/a | 7.2 Library Vehicles ¹ | 90 |
| | Yes | 7.3 Library materials | 90 |
| 8. Electrical Power Services | Ineligible | 8.1 Electrical substations | 0 |
| | Ineligible | 8.2 Electrical distribution system | 0 |
| | Ineligible | 8.3 Electrical system rolling stock ¹ | 0 |
| 9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres | Ineligible | 9.1 Cultural space (e.g. art galleries, museums and theatres) | 0 |
| | Ineligible | 9.2 Tourism facilities and convention centres | 0 |
| 10. Waste-water Services | n/a | 10.1 Treatment plants | 100 |
| | n/a | 10.2 Sewage trunks | 100 |
| | n/a | 10.3 Local systems | 0 |
| | n/a | 10.4 Vehicles and equipment | 100 |
| 11. Water Supply Services | n/a | 11.1 Treatment plants | 100 |
| | n/a | 11.2 Distribution systems | 100 |
| | n/a | 11.3 Local systems | 0 |
| | n/a | 11.4 Vehicles and equipment | 100 |
| 12. Waste Management Services | Ineligible | 12.1 Collection, transfer vehicles and equipment | 0 |
| | Ineligible | 12.2 Landfills and other disposal facilities | 0 |
| | Ineligible | 12.3 Other waste diversion facilities | 0 |

¹with 7+ year life time

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|--|-----------------------------------|
| 13. Police Services | n/a n/a n/a | 13.1 Police detachments 13.2 Police rolling stock ¹ 13.3 Small equipment and gear | 100 100 100 |
| 14. Homes for the Aged | n/a | 14.1 Homes for the aged space | 90 |
| 15. Child Care | n/a | 15.1 Child care space | 90 |
| 16. Health | n/a n/a | 16.1 Health department space 16.2 Health department vehicles ¹ | 90 90 |
| 17. Social Housing | n/a | 17.1 Social Housing space | 90 |
| 18 Provincial Offences Act (P.O.A.) | n/a | 18.1 P.O.A. space | 90 |
| 19. Social Services | n/a | 19.1 Social service space | 90 |
| 20. Ambulance | n/a n/a | 20.1 Ambulance station space 20.2 Vehicles ¹ | 90 90 |
| 21. Hospital Provision | Ineligible | 21.1 Hospital capital contributions | 0 |
| 22. Provision of Head-quarters for the General Administration of Municipalities and Area Municipal Boards | Ineligible Ineligible Ineligible | 22.1 Office space 22.2 Office furniture 22.3 Computer equipment | 0 0 0 |

¹with 7+ year life time

| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|----------------------------------|---|---|-----------------------------------|
| 23. Other Services | Yes | 23.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ² and facilities, including the D.C. background study cost | 0-100 |
| | Yes | 23.2 Interest on money borrowed to pay for growth-related capital | 0-100 |

¹with a 7+ year life time

²same percentage as service component to which it pertains

| 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. |

4.5 Capital Forecast

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

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

The capital costs include:

- a) costs to acquire land or an interest therein (including a leasehold interest);
- b) costs to improve land;
- c) costs to acquire, lease, construct or improve buildings and structures;

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

In order for an increase in need for service to be included in the D.C. calculation, Town Council must indicate "...that it intends to ensure that such an increase in need will be met" (s.s.5 (1)3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O.Reg. 82/98 s.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 para. 5 of O.Reg. 82/98 indicates that a development charge background study must set out "the estimated value of credits that are being carried forward relating to the service." s.s.17 para. 4 of the same Regulation indicates that "...the value of the credit cannot be recovered from future development charges," if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future development charges. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no current credit obligations to be included in the D.C. calculations at this time.

4.7 Eligible Debt and Committed Excess Capacity

Section 66 of the D.C.A., 1997 states that, for the purposes of developing a development charge by-law, a debt incurred with respect to an eligible service may be included as a capital cost, subject to any limitations or reductions in the Act. Similarly, s.18 of O.Reg. 82/98 indicates that debt with respect to an ineligible service may be included as a capital cost, subject to several restrictions.

In order for such costs to be eligible, two conditions must apply. First, they must have funded excess capacity which is able to meet service needs attributable to the anticipated development. Second, the excess capacity must be "committed," that is, either before or at the time it was created, Council must have expressed a clear intention that it would be paid for by development charges or other similar charges; for

example, this may have been done as part of previous development charge processes. It is noted that projects which have been debentured to-date and to which the principal and interest costs need to be recovered are included within the capital detail sheets.

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 8 of subsection 5(1).”

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

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

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

The Town’s Development Charge Reserve Fund Balance by service at December 31, 2014, adjusted for commitments, are as follows:

¹ Reserve balance to be combined with Administration Studies.

| Service | 2014 Balance | Adjustments for Commitments | 2014 Adjusted Balance |
|---|-------------------|-----------------------------|-----------------------|
| Services Related to a Highway | 396,870 | (39,427,033) | (39,030,163) |
| Public Works Operations | (4,752,013) | 382,303 | (4,369,709) |
| Fire Protection Services | (1,550,839) | (298,286) | (1,849,126) |
| Recreation | 12,032,900 | (2,436,509) | 9,596,391 |
| Parks Development | 11,600,035 | (1,916,638) | 9,683,397 |
| Library | 6,707,843 | (173,436) | 6,534,407 |
| Administration | (1,782,847) | (1,308,205) | (3,091,052) |
| Transit | (617,401) | (20,370) | (637,772) |
| Parking | 1,834,868 | - | 1,834,868 |
| Stormwater Management - Sherwood Survey | (205,429) | (8,243) | (213,673) |
| Stormwater Management - Boyne Survey | 7,290 | 386 | 7,676 |
| Stormwater Management - Derry Green | (8,417) | - | (8,417) |
| Total | 23,662,860 | (45,206,032) | (21,543,172) |

Note: Amounts in brackets are Deficit balances.

4.9 Deductions

The D.C.A., 1997 potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies and other contributions; and
- 10% reduction for certain services.

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

4.9.1 Reduction Required by Level of Service Ceiling

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

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering

standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

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

4.9.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of s.s.5(1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Town's "excess capacity," other than excess capacity which is "committed" (discussed above in 4.6).

"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

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 services cap in 4.4 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. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a Town-wide system basis. For example, facilities of the

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

4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O.Reg. 82.98 s.6).

4.9.5 The 10% Reduction

Paragraph 8 of s.s.(1) of the D.C.A. requires that, “the capital costs must be reduced by 10 percent.” This paragraph does not apply to water supply services, waste water services, storm water drainage and control services, services related to a highway, police and fire protection services. The primary services to which the 10% reduction does apply include services such as parks, recreation, libraries, childcare/social services, the *Provincial Offences Act*, ambulance, homes for the aged, health and transit.

The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure costs sheets in Chapter 5.

5. Development Charge Eligible Cost Analysis by Service

5.1 Introduction

This chapter outlines the basis for calculating eligible costs for the development charges to be applied on a uniform basis. In each case, the required calculation process set out in s.5(1) paragraphs 2 to 8 in the D.C.A., 1997 and described in Chapter 4, was followed in determining D.C. eligible costs.

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

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

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

5.2.1 Services Related to a Highway

Milton owns and maintains 328 km of arterial and collector roads, 81 bridges & culverts, 37,290 linear meters of sidewalks and active transportation amenities and one pedestrian/cycling railway overpass. This provides an average level of investment of \$7,392 per capita, resulting in a D.C. eligible recovery amount of \$422.42 million over the 10-year forecast period for Services Related to a Highway.

With respect to future needs, the identified service related to highways program was reviewed with staff and totals \$320.05 million. The capital projects include various works related to adding capacity to the highway system including new roads, road improvements/expansions, intersection improvements, additional active transportation corridors and complete street additions & modifications. Deductions for existing benefit of \$47.41 million, costs associated with development in the post 10 year forecast period of \$143.55 million and \$439,400 to recognize recoveries from C.P. have been made. In addition to these costs, the deficit balance in the D.C. reserve fund of \$39.03 million has

been included in the D.C. calculations. This results in a net D.C. eligible amount of \$167.68 million to be recovered over the current forecast period (2015-2024).

The residential/non-residential allocation for services related to a highway is consistent with the work undertaken by the Region of Halton (based on the Dillon Report). This results in an allocation of 60% to residential and 40% to non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Services Related to a Highway

| Prj .No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential DC Recoverable Cost | | |
|---------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|-------------------------------|-----------------------|---------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 60% | Non-Residential Share 40% |
| | 2015-2024 | | | | | | | | | | |
| 1 | Appleby Line (Derry Rd to 14SR) | 2016 | 547,000 | 0 | | 547,000 | 492,300 | | 54,700 | 32,820 | 21,880 |
| 2 | Gateway Features | 2017 | 221,000 | 0 | | 221,000 | 0 | | 221,000 | 132,600 | 88,400 |
| 3 | Thompson Road (Louis St. Laurent Blvd. to Britannia Road) | 2017-2019 | 10,353,000 | 0 | | 10,353,000 | 1,035,300 | | 9,317,700 | 5,590,620 | 3,727,080 |
| 4 | Bronte St. (Main St. to Steeles Ave.) | 2016/17 | 7,337,000 | 0 | | 7,337,000 | 1,614,100 | | 5,722,900 | 3,433,740 | 2,289,160 |
| 5 | Bronte St. S. (Louis St. Laurent Blvd. to Britannia Road) | 2015/16 | 8,744,000 | 0 | | 8,744,000 | 874,400 | | 7,869,600 | 4,721,760 | 3,147,840 |
| 6 | Main Street (Bronte to James) | 2019 | 2,770,000 | 0 | | 2,770,000 | 1,108,000 | | 1,662,000 | 997,200 | 664,800 |
| 7 | Main Street (Scott Blvd. (incl. CN Crossing) to Bronte St.) | 2015 | 508,750 | 0 | | 508,750 | 50,900 | | 457,850 | 274,710 | 183,140 |
| 8 | Main Street (James Snow Parkway to 5th Line) (4 lane) | 2017 | 3,248,000 | 0 | | 3,248,000 | 0 | | 3,248,000 | 1,948,800 | 1,299,200 |
| 9 | Main Street (5th Line to 258m E of 5th Line) (2 lane) | 2021/22 | 1,001,000 | 0 | | 1,001,000 | 100,100 | | 900,900 | 540,540 | 360,360 |
| 10 | Main Street (5th Line to 258m E of 5th Line) (4 lane) | 2025+ | 1,323,000 | 1,323,000 | | 0 | 0 | | 0 | 0 | 0 |
| 11 | Main Street (258m E of 5th Line to 6th Line) (structure) | 2022/23 | 3,378,000 | 0 | | 3,378,000 | 0 | | 3,378,000 | 2,026,800 | 1,351,200 |
| 12 | Main Street (258m E of 5th Line to 6th Line) (2 lane) | 2022/23 | 8,462,000 | 0 | | 8,462,000 | 846,200 | | 7,615,800 | 4,569,480 | 3,046,320 |
| 13 | Main Street (258m E of 5th Line to 6th Line) (4 lane) | 2025+ | 6,681,000 | 6,681,000 | | 0 | 0 | | 0 | 0 | 0 |
| 14 | 5th Line (Derry Road to Louis St. Laurent Blvd.) (2 lane) | 2017/18 | 5,344,000 | 0 | | 5,344,000 | 534,400 | | 4,809,600 | 2,885,760 | 1,923,840 |
| 15 | 5th Line (Derry Road to Louis St. Laurent Blvd.) (4 lane) | 2025+ | 7,938,000 | 7,938,000 | | 0 | 0 | | 0 | 0 | 0 |
| 16 | 6th Line (Hwy 401 to Derry Road) (2 lane) | 2018/19 | 15,536,000 | 0 | | 15,536,000 | 1,553,600 | | 13,982,400 | 8,389,440 | 5,592,960 |
| 17 | Louis St. Laurent Extension (James Snow Parkway to 5th Line) (2 lane) | 2017/18 | 3,269,000 | 0 | | 3,269,000 | 0 | | 3,269,000 | 1,961,400 | 1,307,600 |
| 18 | Louis St. Laurent Extension (James Snow Prwy to 5th Line) (4 lane) | 2025+ | 4,319,000 | 4,319,000 | | 0 | 0 | | 0 | 0 | 0 |
| 19 | 5th Line (Louis St. Laurent Blvd. to Britannia Road) (2 lane) | 2017/18 | 6,626,000 | 0 | | 6,626,000 | 662,600 | | 5,963,400 | 3,578,040 | 2,385,360 |
| 20 | 5th Line (Louis St. Laurent Blvd. to Britannia Road) (4 lane) | 2025+ | 8,408,000 | 8,408,000 | | 0 | 0 | | 0 | 0 | 0 |
| 21 | 5th Line (Britannia Road to Lower Base Line) (4 lane) | 2025+ | 15,536,000 | 15,536,000 | | 0 | 0 | | 0 | 0 | 0 |
| 22 | 5th Line (Britannia Road to Lower Base Line) (2 lane) | 2025+ | 6,155,000 | 6,155,000 | | 0 | 0 | | 0 | 0 | 0 |
| 23 | 5th Line (Main Street to Trudeau Drive Extension) | 2024 | 6,735,000 | 0 | | 6,735,000 | 0 | | 6,735,000 | 4,041,000 | 2,694,000 |
| 24 | 6th Line (Derry Road to Britannia Road) (2 lane) | 2018/19 | 6,526,000 | 0 | | 6,526,000 | 652,600 | | 5,873,400 | 3,524,040 | 2,349,360 |
| 25 | Main Street (6th Line to Trafalgar) (structure) | 2025+ | 3,378,000 | 3,378,000 | | 0 | 0 | | 0 | 0 | 0 |
| 26 | Main Street (6th Line to Trafalgar) (4 lane) | 2025+ | 7,445,000 | 7,445,000 | | 0 | 0 | | 0 | 0 | 0 |
| 27 | 5th Line (Hwy 401 to Main Street) (2 lane) | 2016 | 564,000 | 0 | | 564,000 | 56,400 | | 507,600 | 304,560 | 203,040 |
| 28 | 5th Line (Hwy 401 to Main Street) (4 lane) | 2025+ | 3,717,000 | 3,717,000 | | 0 | 0 | | 0 | 0 | 0 |
| 29 | 6th Line (Derry Road to 1928m S of Derry Road) (4 lane) | 2025+ | 10,639,000 | 10,639,000 | | 0 | 0 | | 0 | 0 | 0 |
| 30 | 6th Line (1928m S of Derry Road to Britannia Road) (4 lane) | 2025+ | 4,701,000 | 4,701,000 | | 0 | 0 | | 0 | 0 | 0 |
| 31 | 6th Line (Britannia Road to Lower Base Line) (2 lane) | 2025+ | 5,883,000 | 5,883,000 | | 0 | 0 | | 0 | 0 | 0 |
| 32 | 6th Line (Britannia to Lower Base Line) (structure) | 2025+ | 3,378,000 | 3,378,000 | | - | - | | - | - | - |
| 33 | Louis St. Laurent Extension (5th Line to 6th Line) (2 lane) | 2022 | 7,883,000 | 7,883,000 | | 0 | 0 | | 0 | 0 | 0 |
| 34 | Louis St. Laurent Extension (5th Line to 6th Line) (4 lane) | 2025+ | 8,528,000 | 8,528,000 | | 0 | 0 | | 0 | 0 | 0 |
| 35 | Louis St. Laurent Extension (6th Line to Trafalgar) (Bridge) | 2022 | 3,378,000 | 3,378,000 | | 0 | 0 | | 0 | 0 | 0 |
| 36 | Louis St. Laurent Extension (6th Line to Trafalgar) (2 lane) | 2022 | 6,648,000 | 6,648,000 | | 0 | 0 | | 0 | 0 | 0 |
| 37 | Louis St. Laurent Extension (6th Line to Trafalgar Road) (4 lane) | 2025+ | 8,255,000 | 8,255,000 | | 0 | 0 | | 0 | 0 | 0 |
| 38 | Louis St. Laurent Extension (Regional Road 25 to Yates Drive) (incl. deck for bridge) | 2016/17 | 7,136,000 | 0 | | 7,136,000 | 0 | | 7,136,000 | 4,281,600 | 2,854,400 |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Services Related to a Highway

| Prj .No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential DC Recoverable Cost | | |
|---------|---|-------------------------------|--------------------------------------|---------------------|------------------|--------------------|---------------------------------|---|-------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 60% | Non-Residential Share 40% |
| 39 | Louis St. Laurent Extension (Yates Drive to Thompson Road) | 2017/18 | 5,150,000 | 0 | | 5,150,000 | 0 | | 5,150,000 | 3,090,000 | 2,060,000 |
| 40 | Louis St. Laurent Extension (Thompson Road to 4th Line) | 2019/20 | 10,267,000 | 0 | | 10,267,000 | 0 | | 10,267,000 | 6,160,200 | 4,106,800 |
| 41 | Louis St. Laurent Extension (4th Line to James Snow Parkway) (4 lane) | 2019/2020 | 3,958,000 | 0 | | 3,958,000 | 0 | | 3,958,000 | 2,374,800 | 1,583,200 |
| 42 | Louis St. Laurent Blvd (4th Line to James Snow Parkway) (4 lane) | 2019/2020 | 973,000 | - | | 973,000 | - | | 973,000 | 583,800 | 389,200 |
| 43 | Green Connectors (Collector Rd 2 to Collector Rd 3 & RR 25 to Collector Rd 8) Land only | 2024 | 4,898,000 | 4,898,000 | | 0 | 0 | | 0 | 0 | 0 |
| 44 | Sidewalks and Bikepaths on Regional Roads - BPII | 2016/17, 2019/20, 2025+ | 8,158,400 | 5,629,000 | | 2,529,400 | 815,800 | | 1,713,600 | 1,028,160 | 685,440 |
| 45 | Sidewalks and Bikepaths on Regional Roads - Boyne | 2016/17, 2019/20, 2025+ | 14,718,500 | 8,831,000 | | 5,887,500 | 1,471,900 | | 4,415,600 | 2,649,360 | 1,766,240 |
| 46 | Main Street (CP Crossing to Ontario St.) | 2015 | 3,782,000 | - | | 3,782,000 | 334,300 | 439,400 | 3,008,300 | 1,804,980 | 1,203,320 |
| 47 | Asphalt Overlay Program | 2015-2024 | 36,286,000 | - | | 36,286,000 | 32,657,500 | | 3,628,500 | 2,177,100 | 1,451,400 |
| 48 | New Traffic Signals | 2016-2024 | 1,399,600 | - | | 1,399,600 | 140,000 | | 1,259,600 | 755,760 | 503,840 |
| 49 | Preemption Traffic Control System | 2015-2024 | 349,200 | - | | 349,200 | 34,900 | | 314,300 | 188,580 | 125,720 |
| 50 | Signal Interconnect Program | 2016-2024 | 447,000 | - | | 447,000 | 44,700 | | 402,300 | 241,380 | 160,920 |
| 51 | Boyne Pedestrian/Cycling Railway Crossing | 2022 | 4,575,813 | - | | 4,575,813 | - | | 4,575,813 | 2,745,488 | 1,830,325 |
| 52 | Lower Base Line (5th Line to 4th Line) | 2017-2019 | 2,583,900 | - | | 2,583,900 | 2,325,500 | | 258,400 | 155,040 | 103,360 |
| 53 | Reserve Fund Adjustment | | 39,030,163 | - | | 39,030,163 | - | | 39,030,163 | 23,418,098 | 15,612,065 |
| | Total | | 359,075,326 | 143,551,000 | - | 215,524,326 | 47,405,500 | 439,400 | 167,679,426 | 100,607,656 | 67,071,770 |

5.2.2 Public Works Operations

The Engineering Department has a variety of fleet and major equipment with a total value of approximately \$12.95 million. The inventory provides for a per capita standard of \$156. Over the forecast period, the eligible amount for inclusion in the D.C. for fleet and equipment is \$8,887,241.

The Town operates their Operations service out of a number of facilities. The facilities provide 123,701 sq.ft. of building area, providing for an average level of service of 0.94 sq.ft. per capita or \$232 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the 10 year forecast period of \$13,255,139.

Therefore, total eligible funding available for Public Works Operations equates to \$22,142,380

There have been expansions to the operations facilities included in the forecast along with provision for additional fleet and equipment with a gross total of \$18,343,000. A benefit to existing deduction in the amount of \$987,500 has been made. As well, a deduction for the mandatory statutory deduction of \$243,370, for operations capital related to parks and recreation, has been made. In addition to these costs, the deficit in the 2014 year end D.C. reserve fund, as adjusted for prior commitments, of \$4,369,709 has been included in the D.C. calculations. The net amount included in the D.C. is \$21,481,839.

Since a portion of the facilities and rolling stock is related to parks and recreation, a weighted allocation has been made between roads vs. parks/recreation. The residential/non-residential split has also therefore been based on a weighted allocation resulting in a 78% residential/22% non-residential split.

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INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Public Works Operations

| Prj .No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: Other (e.g. 10% Statutory Deduction) | Potential DC Recoverable Cost | | |
|---------|--|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|-------------------|--|-------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | | Total | Residential Share 78% | Non-Residential Share 22% |
| 1 | Operations Centre - Ph 2 | 2019-2022 | 8,107,000 | - | | 8,107,000 | - | | 8,107,000 | - | 8,107,000 | 6,318,393 | 1,788,607 |
| 2 | Animal Shelter | 2019 | 1,975,000 | - | | 1,975,000 | 987,500 | | 987,500 | - | 987,500 | 769,633 | 217,867 |
| 3 | Operations Equipment - Parks | 2015 | 122,400 | | | 122,400 | - | | 122,400 | 12,240 | 110,160 | 85,856 | 24,304 |
| 4 | Operations Equipment - Roads | 2015 | 315,700 | | | 315,700 | - | | 315,700 | - | 315,700 | 246,049 | 69,651 |
| 5 | Protective Inspection and Control Vehicle | 2020 | 24,800 | | | 24,800 | - | | 24,800 | 2,480 | 22,320 | 17,396 | 4,924 |
| 6 | Animal Shelter Vehicle | 2020 | 38,300 | - | | 38,300 | - | | 38,300 | - | 38,300 | 29,850 | 8,450 |
| 7 | Ice Resurfacers (2) | 2017 & 2020 | 163,000 | - | | 163,000 | - | | 163,000 | 16,300 | 146,700 | 114,334 | 32,366 |
| 8 | Provision of Parks Equipment | 2016-2024 | 2,123,500 | | | 2,123,500 | - | | 2,123,500 | 212,350 | 1,911,150 | 1,489,503 | 421,647 |
| 9 | Provision of Operations Equipment | 2016-2024 | 5,473,300 | | | 5,473,300 | - | | 5,473,300 | - | 5,473,300 | 4,265,753 | 1,207,547 |
| 10 | Reserve Fund Adjustment | | 4,369,709 | - | | 4,369,709 | - | | 4,369,709 | - | 4,369,709 | 3,405,642 | 964,067 |
| | Total | | 22,712,709 | - | - | 22,712,709 | 987,500 | - | 21,725,209 | 243,370 | 21,481,839 | 16,742,408 | 4,739,431 |

5.2.3 Fire Protection Services

Milton currently operates its fire services from 50,485 sq.ft. of facility space located in four stations, providing for a per capita average level of service of 0.54 sq.ft. per capita or \$236 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$13,492,879.

The addition of a fifth station is required to service growth over the forecast as well as the need to renovate station #1 to provide for training facility space. These projects provide for a total cost of \$7,283,000 with a deduction for existing benefit, against the training facility, of \$1,937,500. Along with these projects the outstanding growth related debt, both principal and interest (discounted), for stations #3 and #4 have been included in the D.C. calculations at a cost of \$2,755,081. Further the 2014 year end D.C. adjusted reserve fund deficit, in the amount of \$1,849,126, has been included in the D.C. calculations. Therefore, the net amount to be included in the D.C. for the 10 year forecast period is \$9,949,707.

The fire department has a current inventory of 36 vehicles. The total D.C. eligible amount calculated for fire vehicles over the forecast period is \$7,981,429, based on a standard of \$140 per capita.

The need for three additional fire vehicles for station #5 has been identified, having a gross capital cost of \$2,137,800. In addition, the outstanding debt principal and interest (discounted) of \$141,134 has been included resulting in a grand total of \$2,278,934 being identified for inclusion in the development charge.

The fire department provides 374 items of equipment and gear for the use in fire services. This results in a calculated average level of service for the historic 10 year period of \$45 per capita, providing for a D.C. eligible amount over the forecast period of \$2,551,703 for small equipment and gear.

Based on growth-related needs, the fire department has identified the need for additional equipment and gear for firefighters including defibrillators, hazardous material equipment, a thermal image camera, emergency medical equipment, specialized equipment, fitness equipment, etc. The growth capital cost for the related equipment and net amount included in the development charge totals \$353,700. This amount has been included in the D.C. calculation.

These costs are shared between residential and non-residential based on a weighting of population vs. employment growth and land coverage within the Town over the 10 year

forecast period, resulting in 52% being allocated to residential development and 48% being allocated to non-residential development.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
 Service: Fire Facilities

| Prj .No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential DC Recoverable Cost | | |
|---------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|-------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| | 2015-2024 | | | | | | | | | 52% | 48% |
| 1 | Station 1 Renovations/Training Facility | 2017-2018 | 3,875,000 | - | | 3,875,000 | 1,937,500 | | 1,937,500 | 1,007,500 | 930,000 |
| 2 | Station #5 | 2017-2019 | 3,408,000 | - | | 3,408,000 | - | | 3,408,000 | 1,772,160 | 1,635,840 |
| 3 | Existing Debt - Station 4 - Growth Related Principal | 2015-2020 | 268,282 | - | | 268,282 | - | | 268,282 | 139,507 | 128,776 |
| 4 | Existing Debt - Station 4 - Discounted Growth Related Interest (Discounted) | 2015-2020 | 20,764 | - | | 20,764 | - | | 20,764 | 10,797 | 9,967 |
| 5 | Headquarters Station #3 Replacement and Expansion - Growth Related Principal | 2015-2022 | 2,323,352 | - | | 2,323,352 | - | | 2,323,352 | 1,208,143 | 1,115,209 |
| 6 | Headquarters Station #3 Replacement and Expansion - Discounted Growth Related Interest (Discounted) | 2015-2022 | 142,682 | - | | 142,682 | - | | 142,682 | 74,195 | 68,487 |
| 7 | Reserve Fund Adjustment | | 1,849,126 | - | | 1,849,126 | | | 1,849,126 | 961,545 | 887,580 |
| | Total | | 11,887,207 | - | - | 11,887,207 | 1,937,500 | - | 9,949,707 | 5,173,847 | 4,775,859 |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Fire Vehicles

| Prj .No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential DC Recoverable Cost | | |
|---------|--|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|-------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 52% | Non-Residential Share 48% |
| 1 | Existing Debt - Station 4 Vehicles - Growth Related Principal | 2015-2020 | 130,995 | - | | 130,995 | - | | 130,995 | 68,117 | 62,878 |
| 2 | Existing Debt - Station 4 Vehicles - Discounted Growth Related Interest (Discounted) | 2015-2020 | 10,139 | - | | 10,139 | - | | 10,139 | 5,272 | 4,867 |
| 3 | Station #5: | | | | | | | | | | |
| 4 | Pumper Rescue | 2018 | 772,000 | - | | 772,000 | - | | 772,000 | 401,440 | 370,560 |
| 5 | Aerial (100 ft.) | 2018 | 1,309,000 | - | | 1,309,000 | - | | 1,309,000 | 680,680 | 628,320 |
| 6 | Utility Pickup | 2018 | 56,800 | - | | 56,800 | - | | 56,800 | 29,536 | 27,264 |
| | | | | | | | | | | | |
| | Total | | 2,278,934 | - | - | 2,278,934 | - | - | 2,278,934 | 1,185,045 | 1,093,888 |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Fire Small Equipment and Gear

| Prj .No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential DC Recoverable Cost | | |
|---------|--|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|-------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 52% | Non-Residential Share 48% |
| 1 | Full-time Firefighters (20 FTE) | 2018-2019 | 102,000 | - | | 102,000 | - | | 102,000 | 53,040 | 48,960 |
| 2 | Hazardous Material Equipment | 2018 | 37,000 | - | | 37,000 | - | | 37,000 | 19,240 | 17,760 |
| 3 | Defibrillators | 2018 | 5,600 | - | | 5,600 | - | | 5,600 | 2,912 | 2,688 |
| 4 | Vehicle Extrication Equipment | 2018 | 79,000 | - | | 79,000 | - | | 79,000 | 41,080 | 37,920 |
| 5 | Thermal Image Camera | 2018 | 25,400 | - | | 25,400 | - | | 25,400 | 13,208 | 12,192 |
| 6 | Special Operations Equipment for Rescue Van | 2018 | 18,800 | - | | 18,800 | - | | 18,800 | 9,776 | 9,024 |
| 7 | Emergency Medical Equipment | 2018 | 20,800 | - | | 20,800 | - | | 20,800 | 10,816 | 9,984 |
| | Training | | | | | | | | | | |
| 8 | Specialized Equipment | 2016 | 40,700 | - | | 40,700 | - | | 40,700 | 21,164 | 19,536 |
| | All Stations | | | | | | | | | | |
| 9 | Fitness Equipment - Station 5 | 2018 | 14,200 | - | | 14,200 | - | | 14,200 | 7,384 | 6,816 |
| 10 | Prevention/Support Staff (2) | 2018-2019 | 10,200 | - | | 10,200 | - | | 10,200 | 5,304 | 4,896 |
| | | | | - | | - | - | | - | - | - |
| | Total | | 353,700 | - | - | 353,700 | - | - | 353,700 | 183,924 | 169,776 |

5.2.4 Transit Services

The Town's current transit facility is 10,000 sq.ft. in size. Over the past ten years, the average level of service was 0.08 sq.ft. of space per capita or an investment of \$29 per capita. Based on this service standard, the Town would be eligible to collect approximately \$1.68 million from D.C.s for transit facilities (over the 10-year period).

The Town currently has 21 transit vehicles with a lifespan greater than six years. Over the past ten years, the average level of service was 0.1 vehicles per 1,000 population. This equates to an investment of \$50 per capita. Based on this service standard, the Town would be eligible to collect approximately \$2.88 million from D.C.s for transit facilities (over the 10-year period).

The transit service also includes bus shelters, pads and equipment for a farebox revenue system. This provides the Town with an average level of service of 0.6 other transit infrastructure items per 1,000 population, equating to \$5 per capita and a D.C. eligible amount of \$257,171 over the 10 year forecast period.

It total, the Town's transit service standard provides the Town with a D.C. eligible amount of \$4,816,518 over the 10 year forecast period.

Additional facility space, bus pads, A.V.L. equipment, and vehicles have been identified with a total cost of \$20,862,600. Deductions to this gross cost have been made to recognize benefit to existing development of \$4,683,300 and other contributions anticipated of \$436,900. A further deduction has been made to recognize the D.C. recoverable amount that will be made available over time as the service standards change in the amount of \$1,355,590. Finally, a deduction for the current exceedance of the service standard in the amount of \$10,208,100 has been made. In addition to these costs, the 2014 D.C. reserve fund deficit of \$637,772 has been included in the calculations. The net amount, after the 10% mandatory deduction, which has been included in the D.C. calculation is therefore \$4,398,611.

The growth costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
 Service: Transit Services

| Prj.No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | DC Recoverable Service Standard Adjustment ¹ | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: Other (e.g. 10% Statutory Deduction) | Potential DC Recoverable Cost | | |
|--------|---|-----------------|--------------------------------------|---------------------|---|-------------------|------------------|---------------------------------|---|------------------|--|-------------------------------|-------------------|-----------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | | Total | Residential Share | Non-Residential Share |
| | 2015-2024 | | | | | | | | | | | | 66% | 34% |
| | Facilities: | | | | | | | | | | | | | |
| 1 | New Facility (Phase 1 & 2) | 2021, 2023-2024 | 11,240,000 | - | 1,199,400 | 2,187,900 | 7,852,700 | 4,683,300 | | 3,169,400 | 316,940 | 2,852,460 | 1,882,624 | 969,836 |
| 2 | Transit Bus Pads | 2015-2024 | 248,000 | - | | | 248,000 | - | | 248,000 | 24,800 | 223,200 | 147,312 | 75,888 |
| | Vehicles & Equipment: | | | | | | | | | | | | | |
| 3 | Accessible Transit - 24ft. Bus (2) | 2015 | 466,600 | - | | 416,000 | 50,600 | - | | 50,600 | 5,060 | 45,540 | 30,056 | 15,484 |
| 4 | Accessible Transit - 40ft. Bus (16) | 2017-2024 | 8,394,000 | - | 156,190 | 7,604,200 | 633,610 | - | | 633,610 | 63,361 | 570,249 | 376,364 | 193,885 |
| 5 | AVL Centralized System & Components | 2016-2021 | 514,000 | - | | | 514,000 | - | 436,900 | 77,100 | 7,710 | 69,390 | 45,797 | 23,593 |
| 6 | Reserve Fund Adjustment | | 637,772 | - | | | 637,772 | - | | 637,772 | | 637,772 | 420,929 | 216,842 |
| | Total | | 21,500,372 | - | 1,355,590 | 10,208,100 | 9,936,682 | 4,683,300 | 436,900 | 4,816,482 | 417,871 | 4,398,611 | 2,903,083 | 1,495,528 |

5.2.5 Parks Development Services

The Town currently has 1,135 acres of parkland within its jurisdiction. This parkland consists of various sized village squares, neighbourhood, district & community parks, passive open space area, linear parks, and parkland shared with others. The Town has sustained the current level of service over the historic 10-year period (2005-2014), with an average of 10.8 acres of parkland and 4.1 parkland amenities items per 1,000 population. The Town also provides 0.12 kilometres of trails per capita. Including parkland, parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), and parkland trails, the level of service provided is \$1,489 per capita. When applied over the forecast period, this average level of service translates into a D.C. eligible amount of \$85,086,860.

Based on the projected growth over the 10 year forecast period, the Town has identified \$92,801,700 in future growth capital costs for parkland development. These projects include, the development of additional parks including amenities and trails. A deduction has been made for funding anticipated from the school boards and from developers in lieu of base condition, required under the local service policy, in the amount of \$927,710. A further deduction of \$9,683,397 has been made to recognize the balance in the D.C. reserve fund. The net growth capital cost after the mandatory 10% deduction and the allocation of reserve balance of \$73,003,243 for inclusion in the D.C.

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

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Parkland Development

| Prj.No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|---|--|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|------------|--------------------------------------|-------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share | Non-Residential Share |
| | 2015-2024 | | | | | | | | | | 95% | 5% | |
| 1 | Playground Growth-Boyne | 2017-2024 | 650,900 | - | | 650,900 | - | 286,410 | 364,490 | 36,449 | 328,041 | 311,639 | 16,402 |
| 2 | Jannock Park Development - Phase 1 | 2018-2020 | 3,725,400 | - | | 3,725,400 | - | | 3,725,400 | 372,540 | 3,352,860 | 3,185,217 | 167,643 |
| 3 | Community Park South Sherwood-Willmott | 2015-2017 | 5,485,800 | - | | 5,485,800 | - | | 5,485,800 | 548,580 | 4,937,220 | 4,690,359 | 246,861 |
| 4 | Community Park Derry Green | 2019/2020 | 5,715,700 | - | | 5,715,700 | - | | 5,715,700 | 571,570 | 5,144,130 | 4,886,924 | 257,207 |
| 5 | Community Park - External to Boyne | 2016/2017 Design, 2018-2020 Construction | 26,489,800 | - | | 26,489,800 | - | | 26,489,800 | 2,648,980 | 23,840,820 | 22,648,779 | 1,192,041 |
| 6 | Sherwood District Park | 2016-2017 | 924,900 | - | | 924,900 | - | 34,450 | 890,450 | 89,045 | 801,405 | 761,335 | 40,070 |
| 7 | District Park West - Boyne | 2018/2019 | 9,272,000 | - | | 9,272,000 | - | 6,850 | 9,265,150 | 926,515 | 8,338,635 | 7,921,703 | 416,932 |
| 8 | District Park East - Boyne | 2021-2022 | 6,354,400 | - | | 6,354,400 | - | | 6,354,400 | 635,440 | 5,718,960 | 5,433,012 | 285,948 |
| 9 | Walker Neighbourhood Park - Boyne | 2018-2019 | 1,742,000 | - | | 1,742,000 | - | | 1,742,000 | 174,200 | 1,567,800 | 1,489,410 | 78,390 |
| 10 | Ford Neighbourhood Park - Boyne | 2017-2018 | 1,881,700 | - | | 1,881,700 | - | | 1,881,700 | 188,170 | 1,693,530 | 1,608,854 | 84,677 |
| 11 | Cobban Neighbourhood Park - Boyne | 2019-2020 | 1,807,400 | - | | 1,807,400 | - | | 1,807,400 | 180,740 | 1,626,660 | 1,545,327 | 81,333 |
| 12 | Bowes Neighbourhood Park - Boyne | 2020-2021 | 1,818,700 | - | | 1,818,700 | - | | 1,818,700 | 181,870 | 1,636,830 | 1,554,989 | 81,842 |
| 13 | Cedar Hedge Park East (Neighbourhood Park - Clarke North 1B) | 2015 | 979,730 | - | | 979,730 | - | | 979,730 | 97,973 | 881,757 | 837,669 | 44,088 |
| 14 | Willmott Neighbourhood Park (Biason) | 2015 | 989,615 | - | | 989,615 | - | | 989,615 | 98,962 | 890,654 | 846,121 | 44,533 |
| 15 | Clarke-VS#6 (13)(Derry Rod/Fourth Line Landowners) | 2018-2019 | 496,000 | - | | 496,000 | - | | 496,000 | 49,600 | 446,400 | 424,080 | 22,320 |
| 16 | Featherstone Park (Coates-VS#3 (3)(Mattamy PH 17)) | 2015 | 488,110 | - | | 488,110 | - | | 488,110 | 48,811 | 439,299 | 417,334 | 21,965 |
| 17 | Harrison Park (Harrison 2B South West) | 2017 | 451,500 | - | | 451,500 | - | | 451,500 | 45,150 | 406,350 | 386,033 | 20,318 |
| 18 | Milton Heights 2C - North | 2018-2019 | 496,000 | - | | 496,000 | - | | 496,000 | 49,600 | 446,400 | 424,080 | 22,320 |
| 19 | Milton Heights 2C - South | 2019-2020 | 496,000 | - | | 496,000 | - | | 496,000 | 49,600 | 446,400 | 424,080 | 22,320 |
| 20 | Park Development Village Squares - Boyne | 2017-2024 | 3,272,600 | - | | 3,272,600 | - | | 3,272,600 | 327,260 | 2,945,340 | 2,798,073 | 147,267 |
| 21 | Ford Village Square #1 | 2016-2017 | 363,600 | - | | 363,600 | - | | 363,600 | 36,360 | 327,240 | 310,878 | 16,362 |
| 22 | Community Park - Milton Heights | 2020-2021 | 1,929,300 | - | | 1,929,300 | - | | 1,929,300 | 192,930 | 1,736,370 | 1,649,552 | 86,819 |
| 23 | New Trail Development | 2015 & 2017-2019 | 1,575,800 | - | | 1,575,800 | - | | 1,575,800 | 157,580 | 1,418,220 | 1,347,309 | 70,911 |
| 24 | Linear Park Multi Use Trail - Coates South (4b) | 2015, 2017-2018 | 768,700 | - | | 768,700 | - | | 768,700 | 76,870 | 691,830 | 657,239 | 34,592 |
| 25 | Willmott Tributary Buffer Trails | 2015-2016 | 518,300 | - | | 518,300 | - | | 518,300 | 51,830 | 466,470 | 443,147 | 23,324 |
| 26 | Willmott Pipeline Easement | 2015, 2017-2018 | 1,099,400 | - | | 1,099,400 | - | | 1,099,400 | 109,940 | 989,460 | 939,987 | 49,473 |
| 27 | Milton Heights Tributary Trails | 2019-2020 | 1,027,900 | - | | 1,027,900 | - | | 1,027,900 | 102,790 | 925,110 | 878,855 | 46,256 |
| 28 | Derry Green Union Gas Pipeline Easement (Asphalt trails and 2 pedestrian bridges) | 2017-2018, 2020 | 2,218,700 | - | | 2,218,700 | - | | 2,218,700 | 221,870 | 1,996,830 | 1,896,989 | 99,842 |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Parkland Development

| Prj.No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|-------------------|--------------------------------------|-------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share | Non-Residential Share |
| | | | | | | | | | | | | 95% | 5% |
| 29 | Boyne Multiuse (Asphalt Trails in Greenlands System) Lit (W Side of 16 Mile Creek) | 2017-2020 | 1,635,300 | - | | 1,635,300 | - | | 1,635,300 | 163,530 | 1,471,770 | 1,398,182 | 73,589 |
| 30 | Boyne Limestone Trails in Greenlands System (West, Tremaine to 16 Mile Creek) | 2016-2019 | 914,400 | - | | 914,400 | - | | 914,400 | 91,440 | 822,960 | 781,812 | 41,148 |
| 31 | Boyne Pedestrian Bridge-Minor Crossing | 2017-2018 | 307,200 | - | | 307,200 | - | | 307,200 | 30,720 | 276,480 | 262,656 | 13,824 |
| 32 | Boyne Framgard Trail | 2016 | 69,100 | - | | 69,100 | - | | 69,100 | 6,910 | 62,190 | 59,081 | 3,110 |
| 33 | Boyne Limestone Trails in Greenlands System (E 16 Milton Creek to JSP) | 2018-2021 | 728,300 | - | | 728,300 | - | | 728,300 | 72,830 | 655,470 | 622,697 | 32,774 |
| 34 | Boyne Multiuse (Asphalt Trails in Greenlands System) Lit (East Side 16 Mile Creek) | 2017-2022 | 1,848,900 | - | | 1,848,900 | - | | 1,848,900 | 184,890 | 1,664,010 | 1,580,810 | 83,201 |
| 35 | Indoor Soccer - Air supported | 2017-2018 | 4,258,600 | - | | 4,258,600 | - | 600,000 | 3,658,600 | 365,860 | 3,292,740 | 3,128,103 | 164,637 |
| 36 | Reserve Fund Adjustment | | | - | | - | 9,683,397 | | (9,683,397) | | (9,683,397) | (9,199,227) | (484,170) |
| | Total | | 92,801,755 | - | - | 92,801,755 | 9,683,397 | 927,710 | 82,190,648 | 9,187,405 | 73,003,243 | 69,353,081 | 3,650,162 |

5.2.6 Recreation

With respect to recreation facilities, there are currently various facilities provided by the Town, including community centres and halls, arenas, pools, tennis facilities, and a senior centre. These facilities provide for a total of 416,169 sq.ft. of space. The average historic level of service for the previous ten years has been 4.297 sq.ft. of space per capita or an investment of \$1,589 per capita. Based on this service standard, the Town would be eligible to collect \$90,816,047 from D.C.'s for facility space.

The Town has provided for the need for new recreation facilities which will include additional arenas, pools, gymnasiums, multi-purpose space and additional dedicated space for seniors. The cost of these additional facilities total \$95,735,000. From this amount, a deduction of \$1,208,700 has been made to recognize the benefit to growth in the post 10 year forecast period for the additional dedicated space for seniors. Further, the outstanding growth related debt, principal and interest (discounted), in the amount of \$6,350,580, for the Milton Sports Centre has been included. Of this amount \$464,817 relates to debt interest which is added to the D.C. calculations in addition to the amount of the service standard cap. Finally, a deduction of \$9,596,391 has been made to recognize the balance in the D.C. reserve fund. Therefore, the balance before the mandatory 10% deduction is \$91,280,489. The net growth capital cost, after the mandatory 10% deduction, of \$81,827,859 has been included in the development charge.

While indoor recreation service usage is predominately residential-based, there is some use of the facility by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Recreation

| Prj.No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|---|-------------------|--------------------------------------|---------------------|------------------|--------------------|---------------------------------|---|-------------------|--------------------------------------|-------------------------------|--------------------------|-----------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share 95% | Non-Residential Share 5% |
| | 2015-2024 | | | | | | | | | | | | |
| 1 | Arena | 2016/17 & 2019/20 | 55,040,000 | - | | 55,040,000 | - | | 55,040,000 | 5,504,000 | 49,536,000 | 47,059,200 | 2,476,800 |
| 2 | Indoor Pool | 2016/17 & 2019/20 | 29,250,000 | - | | 29,250,000 | - | | 29,250,000 | 2,925,000 | 26,325,000 | 25,008,750 | 1,316,250 |
| 3 | Gymnasium | 2019/20 | 4,310,000 | - | | 4,310,000 | - | | 4,310,000 | 431,000 | 3,879,000 | 3,685,050 | 193,950 |
| 4 | Multi-purpose Spaces | 2016/17 & 2019/20 | 5,147,000 | - | | 5,147,000 | - | | 5,147,000 | 514,700 | 4,632,300 | 4,400,685 | 231,615 |
| 5 | Seniors Centre Expansion (10,000 sq.ft.) | 2017 | 1,988,000 | 1,208,700 | | 779,300 | - | | 779,300 | 77,930 | 701,370 | 666,302 | 35,069 |
| 6 | Milton Sports Centre Expansion Debt - Growth Related Principal | 2015-2021 | 2,942,857 | - | | 2,942,857 | - | | 2,942,857 | | 2,942,857 | 2,795,714 | 147,143 |
| 7 | Milton Sports Centre Expansion Debt- Discounted Growth Related Interest | 2015-2021 | 237,044 | - | | 237,044 | - | | 237,044 | | 237,044 | 225,192 | 11,852 |
| 8 | Milton Sports Centre Debt - Growth Related Principal | 2015-2020 | 2,942,906 | - | | 2,942,906 | - | | 2,942,906 | | 2,942,906 | 2,795,760 | 147,145 |
| 9 | Milton Sports Centre Debt- Discounted Growth Related Interest | 2015-2020 | 227,773 | - | | 227,773 | - | | 227,773 | | 227,773 | 216,385 | 11,389 |
| 10 | Reserve Fund Adjustment | | | - | | - | 9,596,391 | | (9,596,391) | | (9,596,391) | (9,116,571) | (479,820) |
| | Total | | 102,085,580 | 1,208,700 | - | 100,876,880 | 9,596,391 | - | 91,280,489 | 9,452,630 | 81,827,859 | 77,736,466 | 4,091,393 |

Note: Interest on Existing Debt is in addition to the service standard

5.2.7 Library Services

The Town provides library services from two facilities which total 40,837 sq.ft. in library space. Over the past ten years, the average level of service was 0.398 sq.ft. of space per capita or an investment of \$167 per capita. Based on the service standard over the past ten years, the Town would be eligible to collect a total of \$9,569,600 from D.C.'s for library services.

Two additional library branches as well as an expansion to the main library have been identified for inclusion in the D.C. for library facilities due to growth. The gross cost of the projects have been included at a total of \$18,392,200, with a deduction of \$2,288,200 to recognize the amount that will be recoverable over time as the service standards change. In addition, a deduction of \$6,534,407 has been made based on the balance in the 2014 D.C. reserve fund. The net growth capital cost after the mandatory 10% deduction is therefore \$7,959,193.

The Town has an inventory of library collection items (237,323 items currently). These collection items include various materials including books, periodicals, audio visual materials, electronic resources as well as shelving in the two facilities, all of which have a total value of approximately \$9.09 million. Over the past ten years, the average level of service was 2.25 collection items per capita or an investment of \$86 per capita. Based on this service standard, the Town would be eligible to collect approximately \$4,890,811 from D.C.'s for library collection items (over the 10-year period).

Based on the projected growth over the 10-year forecast period (2015-2024), expansion to the collection has been identified along with additional shelving for the new facility space with a gross cost of \$4,890,800. The net growth-related capital cost to be included in the D.C. is \$4,401,720 (after the mandatory 10% deduction).

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

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Library Facilities

| Prj.No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | DC Recoverable Service Standard Adjustment ¹ | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|--|---------------|--------------------------------------|---------------------|---|------------------|-------------------|---------------------------------|---|------------------|--------------------------------------|-------------------------------|------------------------------|---------------------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share 95% | Non-Residential Share 5% |
| 1 | Branch #2 - Sherwood | 2016-2018 | 7,196,100 | - | | | 7,196,100 | - | | 7,196,100 | 719,610 | 6,476,490 | 6,152,666 | 323,825 |
| 2 | Branch #3 - Boyne | 2019-2021 | 7,196,100 | - | | | 7,196,100 | - | | 7,196,100 | 719,610 | 6,476,490 | 6,152,666 | 323,825 |
| 3 | Main Library Expansion | 2024 | 4,000,000 | - | 2,288,200 | | 1,711,800 | - | | 1,711,800 | 171,180 | 1,540,620 | 1,463,589 | 77,031 |
| 4 | Reserve Fund Adjustment | | | | | | | 6,534,407 | | (6,534,407) | | (6,534,407) | (6,207,687) | (326,720) |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | Total | | 18,392,200 | - | 2,288,200 | - | 16,104,000 | 6,534,407 | - | 9,569,593 | 1,610,400 | 7,959,193 | 7,561,233 | 397,960 |

¹ These costs are dc recoverable over time as the service standards change

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Library Collection Materials

| Prj.No | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|---|------------------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|------------------|--------------------------------------|-------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share | Non-Residential Share |
| | 2015-2024 | | | | | | | | | | | 95% | 5% |
| 1 | New Collection Volumes - Sherwood | 2016-2018 | 1,842,900 | - | | 1,842,900 | - | | 1,842,900 | 184,290 | 1,658,610 | 1,575,680 | 82,931 |
| 2 | New Collection Volumes - Main Library | 2018-2020 2024 | 921,500 | - | | 921,500 | - | | 921,500 | 92,150 | 829,350 | 787,883 | 41,468 |
| 3 | New Collection Volumes - Boyne | 2022-2024 2019-2021 | 1,842,900 | - | | 1,842,900 | - | | 1,842,900 | 184,290 | 1,658,610 | 1,575,680 | 82,931 |
| 3 | Shelving - Shewood | 2016-2018 | 113,400 | - | | 113,400 | - | | 113,400 | 11,340 | 102,060 | 96,957 | 5,103 |
| 4 | Shelving - Main Library | 2018-2020 2024 | 56,700 | - | | 56,700 | - | | 56,700 | 5,670 | 51,030 | 48,479 | 2,552 |
| 5 | Shelving - Boyne | 2022-2024 2019-2021 | 113,400 | - | | 113,400 | - | | 113,400 | 11,340 | 102,060 | 96,957 | 5,103 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Total | | 4,890,800 | - | - | 4,890,800 | - | - | 4,890,800 | 489,080 | 4,401,720 | 4,181,634 | 220,086 |

5.2.8 Administration Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. The Town has made provision for the inclusion of new studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth (in whole or in part). The list of studies includes such studies as the following:

- Strategic Plans;
- Community Plan Updates;
- Ward Boundary Review;
- Feasibility Studies;
- Transportation studies;
- Transit studies;
- Parking studies;
- Parks and recreation studies;
- Library studies;
- Official plans; and
- Secondary plans.

The cost of these studies, including the reserve fund deficit of \$3,091,052 is \$26,584,952, of which \$14,017,750 is attributable to growth in the post 10 year forecast, \$1,241,990 is attributable to existing benefit and \$30,000 is to be recovered from other municipalities for shared studies. The net growth-related capital cost, after the mandatory 10% deduction and the application of the existing reserve balance, is \$10,673,781 and has been included in the development charge.

These costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment for the 10-year forecast period.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton

Service: Administration Studies

| Prj.No | Responsibility | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|-------------------------|---|--------------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|-----------|--------------------------------------|-------------------------------|-------------------|-----------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share | Non-Residential Share |
| | | | | | | | | | | | | | 66% | 34% |
| 1 | Town wide | Strategic Plan - Soft Services (Exec Services, Economic Dev, Corp Serv, Planning) | 2015 & 2019 & 2023 | 345,000 | - | | 345,000 | 172,500 | | 172,500 | 17,250 | 155,250 | 102,465 | 52,785 |
| 2 | Town wide | Strategic Plan - Hard Services (Engineering Services, Fire) | 2015 & 2019 & 2023 | 115,000 | - | | 115,000 | 57,500 | | 57,500 | | 57,500 | 37,950 | 19,550 |
| 3 | Town wide | Community Plan Update (Destiny Milton) | 2019 & 2023 | 151,000 | - | | 151,000 | 75,500 | | 75,500 | 7,550 | 67,950 | 44,847 | 23,103 |
| 4 | Clerks | Ward Boundary Review | 2015 | 66,000 | - | | 66,000 | 33,000 | | 33,000 | 3,300 | 29,700 | 19,602 | 10,098 |
| 5 | Clerks | Impact on Regulatory Framework Study | 2018 | 30,500 | - | | 30,500 | - | | 30,500 | 3,050 | 27,450 | 18,117 | 9,333 |
| 6 | Clerks | Feasibility Study and Business Plan-Animal Control Facility | 2016 | 45,800 | - | | 45,800 | 10,500 | 30,000 | 5,300 | 530 | 4,770 | 3,148 | 1,622 |
| 7 | Finance | Development Charges Studies | 2015, 2019 & 2021 | 1,000,000 | - | | 1,000,000 | - | | 1,000,000 | 100,000 | 900,000 | 594,000 | 306,000 |
| 8 | Finance | Special Financial Studies | 2017 & 2020 | 183,000 | - | | 183,000 | - | | 183,000 | 18,300 | 164,700 | 108,702 | 55,998 |
| 9 | Engineering Services | Active Transportation Plan | 2018 & 2022 | 354,000 | - | | 354,000 | - | | 354,000 | | 354,000 | 233,640 | 120,360 |
| 10 | Engineering Services | Downtown Parking Study | 2018 | 80,000 | - | | 80,000 | 40,000 | | 40,000 | 4,000 | 36,000 | 23,760 | 12,240 |
| 11 | Engineering Services | Transportation Master Plan | 2016 | 758,000 | - | | 758,000 | 75,800 | | 682,200 | | 682,200 | 450,252 | 231,948 |
| 12 | Community Services | Parks Master Plan Updates | 2015/2017/2022 | 102,000 | - | | 102,000 | - | | 102,000 | 10,200 | 91,800 | 60,588 | 31,212 |
| 13 | Community Services | Community Centre Implementation Strategy | 2018 | 111,000 | - | | 111,000 | - | | 111,000 | 11,100 | 99,900 | 65,934 | 33,966 |
| 14 | Community Services | Recreation Master Plan | 2020 & 2024 | 153,000 | - | | 153,000 | 38,250 | | 114,750 | 11,475 | 103,275 | 68,162 | 35,114 |
| 15 | Engineering Services | Urban Forestry Management Strategy | 2019 & 2024 | 126,000 | - | | 126,000 | 31,500 | | 94,500 | 9,450 | 85,050 | 56,133 | 28,917 |
| 16 | Community Services | Service Strategy | 2017 & 2021 | 111,200 | - | | 111,200 | 11,120 | | 100,080 | 10,008 | 90,072 | 59,448 | 30,624 |
| 17 | Library | Library Services Master Plan | 2020 & 2024 | 91,000 | - | | 91,000 | 22,750 | | 68,250 | 6,825 | 61,425 | 40,541 | 20,885 |
| 18 | Library | Service Delivery Strategy - Library | 2017 | 40,700 | - | | 40,700 | 4,070 | | 36,630 | 3,663 | 32,967 | 21,758 | 11,209 |
| 19 | Transit | Transit Study | 2017 & 2022 | 356,000 | - | | 356,000 | - | | 356,000 | 35,600 | 320,400 | 211,464 | 108,936 |
| 20 | Development Engineering | Development Engineering Standards | 2017, 2020 & 2023 | 183,150 | - | | 183,150 | - | | 183,150 | | 183,150 | 120,879 | 62,271 |
| 21 | Planning | Residential Infill/Intensification Study | 2021 | 181,000 | - | | 181,000 | - | | 181,000 | 18,100 | 162,900 | 107,514 | 55,386 |
| 22 | Planning | Intensification Study - Parks | 2020 | 68,100 | - | | 68,100 | - | | 68,100 | 6,810 | 61,290 | 40,451 | 20,839 |
| 23 | Planning | Intensification Study - Recreation | 2020 | 55,700 | - | | 55,700 | - | | 55,700 | 5,570 | 50,130 | 33,086 | 17,044 |
| 24 | Planning | Intensification Study - Roads | 2020 | 44,500 | - | | 44,500 | - | | 44,500 | | 44,500 | 29,370 | 15,130 |
| 25 | Planning | Intensification Study - SWM | 2020 | 44,500 | - | | 44,500 | - | | 44,500 | | 44,500 | 29,370 | 15,130 |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
 Service: Administration Studies

| Prj.No | Responsibility | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|----------------|--|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|----------|--------------------------------------|-------------------------------|-------------------|-----------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share | Non-Residential Share |
| | | | | | | | | | | | | | 66% | 34% |
| 26 | Planning | Urban Growth Centre Community Improvement Plan | 2017-2018 | 560,000 | - | | 560,000 | - | | 560,000 | 56,000 | 504,000 | 332,640 | 171,360 |
| 27 | Planning | Business Park #3 - Hard Services (FSEMS, Transporation, Water/Wastewater Servicing) | 2021-2022 | 624,000 | - | | 624,000 | - | | 624,000 | | 624,000 | 411,840 | 212,160 |
| 28 | Planning | Business Park #3 - Soft Services (CFCP, POS, Urban Design Guidelines, Secondary Plan) | 2021-2022 | 752,000 | - | | 752,000 | - | | 752,000 | 75,200 | 676,800 | 446,688 | 230,112 |
| 29 | Planning | Business Park #4 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2025+ | 603,000 | 603,000 | | - | - | | - | | - | - | - |
| 30 | Planning | Business Park #4 - Soft Services (CFCP, Secondary Plan, POS, Urban Design Guidelines) | 2025+ | 762,000 | 762,000 | | - | - | | - | | - | - | - |
| 31 | Planning | Business Park #5 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2025+ | 624,000 | 624,000 | | - | - | | - | | - | - | - |
| 32 | Planning | Business Park #5 - Soft Services (CFCP, Secondary Plan, POS, Urban Design Guidelines) | 2025+ | 764,000 | 764,000 | | - | - | | - | | - | - | - |
| 33 | Planning | Urban Residential PH #4 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2018-2019 | 624,000 | 624,000 | | - | - | | - | | - | - | - |
| 34 | Planning | Urban Residential PH #4 - Soft Services (CFCP, Secondary Plan, Parks/Rec/Trails MP, Urban Design Guidelines) | 2018-2019 | 752,000 | 752,000 | | - | - | | - | | - | - | - |
| 35 | Planning | Urban Residential PH #5 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2025+ | 614,000 | 614,000 | | - | - | | - | | - | - | - |
| 36 | Planning | Urban Residential PH #5 (CFCPSecondary, Parks/Open Space, Urban Design Guidelines) | 2025+ | 762,000 | 762,000 | | - | - | | - | | - | - | - |
| 37 | Planning | Mixed Use PH #1 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2025+ | 624,000 | 624,000 | | - | - | | - | | - | - | - |
| 38 | Planning | Mixed Use PH #1 - Soft Services (CFCP, Secondary Plan, POS, Urban Design Guidelines) | 2025+ | 764,000 | 764,000 | | - | - | | - | | - | - | - |

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
 Service: Administration Studies

| Prj.No | Responsibility | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: Other (e.g. 10% Statutory Deduction) | Potential DC Recoverable Cost | | |
|--------|----------------|--|-------------------------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|-------------------|---|-------------------------------|--------------------------|------------------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | | Total | Residential Share 66% | Non-Residential Share 34% |
| 39 | Planning | Mixed Use PH #2 - Hard Services (Water/Wastewater, FSEMS, Transportation) | 2025+ | 624,000 | 624,000 | - | - | - | - | - | - | - | - | - |
| 40 | Planning | Mixed Use PH #2 - Soft Services (CFCP, Secondary Plan, POS, Urban Design Guidelines) | 2025+ | 764,000 | 764,000 | - | - | - | - | - | - | - | - | - |
| 41 | Planning | CIP Campbellville Plan | 2018 | 305,000 | - | - | 305,000 | 228,750 | - | 76,250 | 7,625 | 68,625 | 45,293 | 23,333 |
| 42 | Planning | Milton Air Photo Mapping | 2015, 2017, 2019, 2021 & 2023 | 113,000 | - | - | 113,000 | 56,500 | - | 56,500 | 5,650 | 50,850 | 33,561 | 17,289 |
| 43 | Planning | Official Plan Review | 2016 & 2021 | 1,010,000 | - | - | 1,010,000 | 252,500 | - | 757,500 | 75,750 | 681,750 | 449,955 | 231,795 |
| 44 | Planning | Res/Non-Res Take Up / Land Needs Study | 2015 & 2021 | 424,000 | - | - | 424,000 | - | - | 424,000 | 42,400 | 381,600 | 251,856 | 129,744 |
| 45 | Planning | Comprehensive ICI Study | 2020 | 280,000 | 140,000 | - | 140,000 | - | - | 140,000 | 14,000 | 126,000 | 83,160 | 42,840 |
| 46 | Planning | Zoning By-Law Review | 2019 & 2024 | 527,000 | - | - | 527,000 | 131,750 | - | 395,250 | 39,525 | 355,725 | 234,779 | 120,947 |
| 47 | Planning | Urban Design Guidelines | 2015 | 225,000 | - | - | 225,000 | - | - | 225,000 | 22,500 | 202,500 | 133,650 | 68,850 |
| 48 | Planning | Whitebelt Land Base Analysis | 2024 | 244,000 | 244,000 | - | - | - | - | - | - | - | - | - |
| 49 | Planning | Whitebelt Subwatershed Study | 2024 | 2,140,000 | 2,140,000 | - | - | - | - | - | - | - | - | - |
| 50 | Planning | Sustainable Halton - Subwatershed Study ¹ | 2016 | 2,570,200 | 2,570,200 | - | - | - | - | - | - | - | - | - |
| 51 | Planning | Sustainable Halton - Land Base Analysis ¹ | 2016 | 642,550 | 642,550 | - | - | - | - | - | - | - | - | - |
| 51 | | Reserve Fund Adjustment | | 3,091,052 | - | - | 3,091,052 | - | - | 3,091,052 | - | 3,091,052 | 2,040,094 | 1,050,958 |
| | | Total | | 26,584,952 | 14,017,750 | - | 12,567,202 | 1,241,990 | 30,000 | 11,295,212 | 621,431 | 10,673,781 | 7,044,695 | 3,629,086 |

¹ These costs will be collected from a future Area Specific D.C.

5.2.9 Parking

The Town currently provides 664 parking spaces in the downtown area and Campbellville area. This equates to \$145/capita in parking services which provides \$8,278,033 in D.C. eligible funding over the 10 year forecast period.

The Town has identified the need for a new parking facility as well as new surfaces spaces. Costs for these are estimated at \$14,311,600. Of this amount, \$4.2 million is deducted to recognize the amount that will benefit growth in the post 10 year forecast period. Additional, a deduction of \$1,834,868 has been made based on the D.C. reserve fund balance. After the 10% mandatory deduction, \$7,265,572 has been included in the Development Charge calculations.

The growth-related costs for parking have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment, for the 10 year forecast period.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
Service: Parking

| Prj.No | Increased Service Needs Attributable to Anticipated Development 2015-2024 | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Subtotal | Less: | Potential DC Recoverable Cost | | |
|--------|--|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|------------------|--------------------------------------|-------------------------------|------------------------------|----------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | | Other (e.g. 10% Statutory Deduction) | Total | Residential Share 66% | Non-Residential Share 34% |
| 1 | New Facility | 2022-2024 | 12,750,000 | 4,200,000 | | 8,550,000 | - | | 8,550,000 | 855,000 | 7,695,000 | 5,078,700 | 2,616,300 |
| 2 | New Surface Spaces | 2018 | 882,000 | - | | 882,000 | - | | 882,000 | 88,200 | 793,800 | 523,908 | 269,892 |
| 3 | Civic Parking Lot E | 2015 | 679,600 | - | | 679,600 | - | | 679,600 | 67,960 | 611,640 | 403,682 | 207,958 |
| 4 | Reserve Fund Adjustment | | | - | | - | 1,834,868 | | (1,834,868) | | (1,834,868) | (1,211,013) | (623,855) |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Total | | 14,311,600 | 4,200,000 | - | 10,111,600 | 1,834,868 | - | 8,276,732 | 1,011,160 | 7,265,572 | 4,795,277 | 2,470,294 |

5.3 Special Area Charges for Stormwater Management Monitoring

Presently, there are three (3) special area charges in effect which provide for the specific recovery of stormwater monitoring in the Sherwood Survey, Boyne Survey and Derry Green Business Park over a ten year planning period.

5.3.1 Sherwood Survey Area

This study has undertaken a recalculation of the area specific development charge for Stormwater Management Monitoring for the Sherwood Survey. The total cost outstanding for the Monitoring is \$404,050. Further, a reserve fund adjustment has been made to reflect the 2014 year end reserve fund position of negative \$213,673. The total to be included in the D.C. calculation is therefore \$617,723.

The allocation between residential and non-residential development is 55%/45% based on development land areas in the Sherwood Survey area over the forecast period.

5.3.2 Boyne Survey Area

This study has undertaken a calculation of the area specific development charge for Stormwater Management Monitoring for the Boyne Survey. The total cost for the Monitoring is \$1,135,000. A deduction of \$7,676 has been made for the balance in the 2014 year end reserve fund providing a net amount of \$1,127,324 to be included in the D.C. calculation.

The allocation between residential and non-residential development is 89%/11% based on development land areas in the Boyne Survey area over the forecast.

5.3.3 Derry Green Area

This study has undertaken a calculation of the area specific development charge for Stormwater Management Monitoring for the Derry Green Business Park. The total cost for the Monitoring is \$1,135,000 with a deduction of \$8,417 for the 2014 year end reserve fund balance. This provides a net amount of \$1,143,417 for inclusion in the D.C. calculation.

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

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

Town of Milton
 Service: Stormwater - Sherwood

| Prj.No | Increased Service Needs Attributable to Anticipated Development 2015-Sherwood | Timing (year) | Gross Capital Cost Estimate (2015\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Total | | |
|--------|--|--------------------|---|------------------------|---------------------|---------------------|---------------------------------------|--|----------------|---------------------------------|-------------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 55% | Non-Residential Share 45% |
| 1 | Stormwater Monitoring | 2015, 2016-2018 | 404,050 | - | | 404,050 | - | | 404,050 | 222,228 | 181,823 |
| 2 | Reserve Fund Adjustment | | 213,673 | - | | 213,673 | - | | 213,673 | 117,520 | 96,153 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 617,723 | - | - | 617,723 | - | - | 617,723 | 339,748 | 277,975 |

6. Development Charge Calculation

Table 6-1 calculates the proposed uniform development charges to be imposed for infrastructure services based upon a 10 year horizon. Tables 6-2, 6-3, and 6-4 calculate the proposed area specific development charges to be imposed on anticipated development in the Sherwood Survey, Boyne Survey, and Derry Green areas 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 (single and semi-detached, apartments 2+ bedrooms, apartment's bachelor and 1 bedroom, all other multiples and special care/special dwelling units). The non-residential development charge has been calculated on a per sq.ft. of gross floor area basis for two types of non-residential development (retail and non-retail).

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

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

With respect to non-residential development, the total costs associated with non-residential development have been allocated to those costs associated with retail development and those associated with non-retail development. These costs have then been divided by the anticipated retail and non-retail development, respectfully, over the planning period to calculate a cost per sq.ft. of gross floor area.

Table 6-5 summarizes the total development charge that is applicable for municipal-wide and area-specific services. Table 6-6 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the 5-year life of the by-law.

TABLE 6-1
TOWN OF MILTON
DEVELOPMENT CHARGE CALCULATION
Municipal-wide Services
2015-2026

| SERVICE | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | |
|--|--------------------------|-----------------------|--------------------------|---------------------------|--------------------------|---------------------|--------------------------|------------------------------|
| | Residential \$ | Non-Residential \$ | SDU \$ | per ft ² \$ | Retail \$ | Non-Retail \$ | Retail per sq. ft. \$ | Non-Retail per sq. ft. \$ |
| 1. <u>Services Related to a Highway</u> | | | | | | | | |
| 1.1 Services Related to a Highway | 100,607,656 | 67,071,770 | 6,036 | 2.47 | 16,172,726 | 50,899,045 | 4.70 | 2.15 |
| 2. <u>Public Works Operations</u> | | | | | | | | |
| 2.1 Public Works Operations | 16,742,408 | 4,739,431 | 1,004 | 0.18 | 1,142,798 | 3,596,632 | 0.33 | 0.15 |
| 3. <u>Fire Protection Services</u> | | | | | | | | |
| 3.1 Fire facilities | 5,173,847 | 4,775,859 | 310 | 0.18 | 1,151,582 | 3,624,277 | 0.34 | 0.15 |
| 3.2 Fire vehicles | 1,185,045 | 1,093,888 | 71 | 0.04 | 263,765 | 830,124 | 0.08 | 0.04 |
| 3.3 Small equipment and gear | 183,924 | 169,776 | 11 | 0.01 | 40,937 | 128,839 | 0.01 | 0.01 |
| | 6,542,817 | 6,039,523 | 392 | 0.23 | 1,456,284 | 4,583,240 | 0.43 | 0.20 |
| 4. <u>Transit</u> | | | | | | | | |
| 4.1 Transit Facilities and Vehicles | 2,903,083 | 1,495,528 | 174 | 0.06 | 360,610 | 1,134,918 | 0.10 | 0.05 |
| 5. <u>Parks Development</u> | | | | | | | | |
| 5.1 Parkland development, amenities & trails | 69,353,081 | 3,650,162 | 4,161 | 0.14 | 880,148 | 2,770,014 | 0.26 | 0.12 |
| 6. <u>Recreation</u> | | | | | | | | |
| 6.1 Recreation facilities | 77,736,466 | 4,091,393 | 4,664 | 0.15 | 986,540 | 3,104,853 | 0.29 | 0.13 |
| 7. <u>Library</u> | | | | | | | | |
| 7.1 Library facilities | 7,561,233 | 397,960 | 454 | 0.01 | 95,958 | 302,001 | 0.03 | 0.01 |
| 7.2 Library materials | 4,181,634 | 220,086 | 251 | 0.01 | 53,068 | 167,018 | 0.02 | 0.01 |
| | 11,742,867 | 618,046 | 705 | 0.02 | 149,026 | 469,019 | 0.05 | 0.02 |
| 8. <u>Administration</u> | | | | | | | | |
| 8.1 Studies | 7,044,695 | 3,629,086 | 423 | 0.13 | 875,066 | 2,754,020 | 0.25 | 0.12 |
| 9. <u>Parking</u> | | | | | | | | |
| 9.1 Municipal Parking Spaces | 4,795,277 | 2,470,294 | 288 | 0.09 | 595,651 | 1,874,643 | 0.17 | 0.08 |
| TOTAL | \$297,468,351 | \$93,805,233 | \$17,847 | \$3.47 | \$22,618,849 | \$71,186,384 | \$6.58 | \$3.02 |
| DC ELIGIBLE CAPITAL COST | \$297,468,351 | \$93,805,233 | | | \$22,618,800 | \$71,186,400 | | |
| 10 Year Gross Population / GFA Growth (ft ²) | 58,669 | 27,042,270 | | | 3,435,010 | 23,607,260 | | |
| Cost Per Capita / Non-Residential GFA (ft ²) | \$5,070.28 | \$3.47 | | | \$6.58 | \$3.02 | | |
| By Residential Unit Type | P.P.U | | | | | | | |
| Single and Semi-Detached Dwelling | 3.52 | \$17,847 | | | | | | |
| Apartments - 2 Bedrooms + | 1.89 | \$9,583 | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.27 | \$6,439 | | | | | | |
| Other Multiples | 2.52 | \$12,777 | | | | | | |
| Special Care/Special Dwelling Units | 1.10 | \$5,577 | | | | | | |

TABLE 6-2
Town of Milton
DEVELOPMENT CHARGE CALCULATION
Area Specific Services - Sherwood
2015-2026

| SERVICE | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | |
|--|--------------------------|-----------------------|--------------------------|---------------------------|--------------------------|------------------|--------------------------|-----------------------------|
| | Residential \$ | Non-Residential \$ | SDU \$ | per ft ² \$ | Retail \$ | Non-Retail \$ | Retail per sq.ft. \$ | Non-Retail per sq.ft. \$ |
| 10. <u>Stormwater</u> | | | | | | | | |
| 10.1 Monitoring | 339,748 | 277,975 | 201 | 0.13 | 125,369 | 152,606 | 0.17 | 0.11 |
| TOTAL | \$339,748 | \$277,975 | \$201 | \$0.13 | \$125,369 | \$152,606 | \$0.17 | \$0.11 |
| DC ELIGIBLE CAPITAL COST | \$339,748 | \$277,975 | | | \$125,369 | \$152,606 | | |
| Build out Gross Population / GFA Growth (ft ²) | 5,952 | 2,172,150 | | | 743,375 | 1,428,775 | | |
| Cost Per Capita / Non-Residential GFA (ft ²) | \$57.08 | \$0.13 | | | \$0.17 | \$0.11 | | |
| By Residential Unit Type | P.P.U | | | | | | | |
| Single and Semi-Detached Dwelling | 3.52 | \$201 | | | | | | |
| Apartments - 2 Bedrooms + | 1.89 | \$108 | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.27 | \$72 | | | | | | |
| Other Multiples | 2.52 | \$144 | | | | | | |
| Special Care/Special Need Dwelling Uni | 1.10 | \$63 | | | | | | |

TABLE 6-3
Town of Milton
DEVELOPMENT CHARGE CALCULATION
Area Specific Services - Boyne
2015-2026

| SERVICE | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | |
|---|--------------------------|-----------------------|--------------------------|---------------------------|--------------------------|------------------|--------------------------|-----------------------------|
| | Residential \$ | Non-Residential \$ | SDU \$ | per ft ² \$ | Retail \$ | Non-Retail \$ | Retail per sq.ft. \$ | Non-Retail per sq.ft. \$ |
| 11. <u>Stormwater</u> | | | | | | | | |
| 11.1 Monitoring | 1,003,318 | 124,006 | 73 | 0.06 | 38,668 | 85,338 | 0.09 | 0.05 |
| TOTAL | \$1,003,318 | \$124,006 | \$73 | \$0.06 | \$38,668 | \$85,338 | \$0.09 | \$0.05 |
| DC ELIGIBLE CAPITAL COST | \$1,003,318 | \$124,006 | | | \$38,668 | \$85,338 | | |
| Build out Gross Population / GFA Growth (ft ² .) | 48,196 | 2,186,100 | | | 452,200 | 1,733,900 | | |
| Cost Per Capita / Non-Residential GFA (ft ² .) | \$20.82 | \$0.06 | | | \$0.09 | \$0.05 | | |
| <u>By Residential Unit Type</u> | <u>P.P.U</u> | | | | | | | |
| Single and Semi-Detached Dwelling | 3.52 | \$73 | | | | | | |
| Apartments - 2 Bedrooms + | 1.89 | \$39 | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.27 | \$26 | | | | | | |
| Other Multiples | 2.52 | \$52 | | | | | | |
| Special Care/Special Need Dwelling Uni | 1.10 | \$23 | | | | | | |

TABLE 6-4
Town of Milton
DEVELOPMENT CHARGE CALCULATION
Area Specific Services - Derry Green
2015-2026

| SERVICE | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | |
|---|--------------------------|-----------------------|--------------------------|---------------------------|--------------------------|--------------------|--------------------------|-----------------------------|
| | Residential \$ | Non-Residential \$ | SDU \$ | per ft ² \$ | Retail \$ | Non-Retail \$ | Retail per sq.ft. \$ | Non-Retail per sq.ft. \$ |
| 12. <u>Stormwater</u> | | | | | | | | |
| 12.1 Monitoring | 0 | 1,143,417 | 0 | 0.08 | 106,571 | 1,036,846 | 0.16 | 0.07 |
| TOTAL | \$0 | \$1,143,417 | \$0 | \$0.08 | \$106,571 | \$1,036,846 | \$0.16 | \$0.07 |
| DC ELIGIBLE CAPITAL COST | \$0 | \$1,143,417 | | | \$106,571 | \$1,036,846 | | |
| Build out Gross Population / GFA Growth (ft ² .) | 0 | 15,115,550 | | | 648,850 | 14,466,700 | | |
| Cost Per Capita / Non-Residential GFA (ft ² .) | \$0 | \$0.08 | | | \$0.16 | \$0.07 | | |
| <u>By Residential Unit Type</u> | <u>P.P.U</u> | | | | | | | |
| Single and Semi-Detached Dwelling | 3.52 | \$0 | | | | | | |
| Apartments - 2 Bedrooms + | 1.89 | \$0 | | | | | | |
| Apartments - Bachelor and 1 Bedroom | 1.27 | \$0 | | | | | | |
| Other Multiples | 2.52 | \$0 | | | | | | |
| Special Care/Special Need Dwelling Uni | 1.10 | \$0 | | | | | | |

TABLE 6-5
TOWN OF MILTON
DEVELOPMENT CHARGE CALCULATION
TOTAL ALL SERVICES

| | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | | 2015 \$ DC Eligible Cost | |
|--|--------------------------|-----------------------|--------------------------|---------------------------|--------------------------|-------------------|--------------------------|------------------|
| | Residential \$ | Non-Residential \$ | SDU \$ | per ft ² \$ | Retail \$ | Non-Retail \$ | Retail \$ | Non-Retail \$ |
| Municipal-wide Services 10 Year | 297,468,351 | 93,805,233 | 17,847 | 3.47 | 22,618,849 | 71,186,384 | 6.58 | 3.02 |
| TOTAL MUNICIPAL-WIDE | 297,468,351 | 93,805,233 | 17,847 | 3.47 | 22,618,849 | 71,186,384 | 6.58 | 3.02 |
| Urban Areas: | | | | | | | | |
| Area Specific Services 10 Year - Sherwood Survey | 339,748 | 277,975 | 201 | 0.13 | 125,369 | 152,606 | 0.17 | 0.11 |
| Area Specific Services 10 Year - Boyne Survey | 1,003,318 | 124,006 | 73 | 0.06 | 38,668 | 85,338 | 0.09 | 0.05 |
| Area Specific Services 10 Year - Derry Green | 0 | 1,143,417 | 0 | 0.08 | 106,571 | 1,036,846 | 0.16 | 0.07 |
| TOTAL - SHERWOOD SURVEY | 297,808,099 | 94,083,208 | 18,048 | 3.60 | 22,744,218 | 71,338,990 | 6.75 | 3.13 |
| TOTAL - BOYNE SURVEY | 298,471,669 | 93,929,238 | 17,920 | 3.53 | 22,657,517 | 71,271,722 | 6.67 | 3.07 |
| TOTAL - DERRY GREEN (BP11) | 297,468,351 | 94,948,650 | 17,847 | 3.55 | 22,725,420 | 72,223,230 | 6.735 | 3.09 |

| Service | Total Gross Cost | SOURCES OF FINANCING | | | | | | | DC RESERVE FUND | |
|---|----------------------|---------------------------------|---|---------------------|--------------------|----------------------|------------------------|----------------------|---------------------|--|
| | | TAX BASE OR OTHER NON-DC SOURCE | | | | | POST DC PERIOD BENEFIT | RESIDENTIAL | NON-RESIDENTIAL | |
| | | Other Deductions | DC Recoverable Service Standard Adjustment ¹ | BENEFIT TO EXISTING | OTHER FUNDING | LEGISLATED REDUCTION | | | | |
| 1. Services Related to a Highway 1.1 Services Related to a Highway | 134,058,565 | 0 | 0 | 29,430,255 | 439,400 | 0 | 10,845,000 | 56,006,346 | 37,337,564 | |
| 2. Public Works Operations 2.1 Public Works Operations | 7,897,706 | 0 | 0 | 987,500 | 0 | 114,768 | 0 | 5,296,194 | 1,499,243 | |
| 3. Fire Protection Services 3.1 Fire facilities | 7,283,000 | 0 | 0 | 1,937,500 | 0 | 0 | 0 | 2,779,660 | 2,565,840 | |
| 3.2 Fire vehicles | 2,137,800 | 0 | 0 | 0 | 0 | 0 | 0 | 1,111,656 | 1,026,144 | |
| 3.3 Small equipment and gear | 353,700 | 0 | 0 | 0 | 0 | 0 | 0 | 183,924 | 169,776 | |
| 4. Transit 4.1 Transit Facilities and Vehicles | 4,081,017 | 3,267,575 | 58,571 | 0 | 291,267 | 46,360 | 0 | 275,381 | 141,863 | |
| 5. Parks Development 5.1 Parkland development, amenities & trails | 66,746,916 | 0 | 0 | 0 | 748,704 | 6,599,821 | 0 | 56,428,471 | 2,969,920 | |
| 6. Recreation 6.1 Recreation facilities | 71,220,750 | 0 | 0 | 0 | 0 | 7,001,205 | 1,208,700 | 59,860,303 | 3,150,542 | |
| 7. Library 7.1 Library facilities | 9,594,800 | 0 | 0 | 0 | 0 | 959,480 | 0 | 8,203,554 | 431,766 | |
| 7.2 Library materials | 3,423,550 | 0 | 0 | 0 | 0 | 342,355 | 0 | 2,927,135 | 154,060 | |
| 8. Administration 8.1 Studies | 1,662,000 | 0 | 0 | 392,120 | 30,000 | 55,768 | 0 | 781,514 | 402,598 | |
| 9. Parking 9.1 Municipal Parking Spaces | 882,000 | 0 | 0 | 0 | 0 | 88,200 | 0 | 523,908 | 269,892 | |
| 10. Stormwater - Sherwood 10.1 Monitoring | 251,634 | 0 | 0 | 0 | 0 | 0 | 0 | 138,399 | 113,235 | |
| 11. Stormwater - Boyne 11.1 Monitoring | 567,500 | 0 | 0 | 0 | 0 | 0 | 0 | 505,075 | 62,425 | |
| 12. Stormwater - Derry Green 12.1 Monitoring | 567,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 567,500 | |
| TOTAL EXPENDITURES & REVENUES | \$310,728,437 | \$3,267,575 | \$58,571 | \$32,747,375 | \$1,509,370 | \$15,207,957 | \$12,053,700 | \$195,021,520 | \$50,862,368 | |

¹ These costs are dc recoverable over time as the Service Standards change

7. Development Charge Policy Recommendations and Development Charge By-law Rules

7.1 Introduction

s.s.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 development charges.

s.s.5(6) establishes the following restrictions on the rules:

- the total of all development charges that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay development charges 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 development charge than is allowed, the rules for determining development charges 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 re s.s.5(1) para. 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; however, there are items under consideration at this time and these may be refined prior to adoption of the by-law.

7.2 Development Charge By-law Structure

It is recommended that:

- the Town uses a uniform Town-wide development charge calculation for all Municipal services except stormwater monitoring services;
- stormwater monitoring services be imposed on an area-specific basis in each of the Sherwood Survey, Boyne Survey and Derry Green Survey areas of the Town; and
- one Municipal development charge by-law be used for all services.

7.3 Development Charge By-law Rules

The following subsections set out the recommended rules governing the calculation, payment and collection of development charges in accordance with Section 6 of the Development Charges Act, 1997.

It is recommended that the following sections provide the basis for the development charges:

7.3.1 Payment in any Particular Case

In accordance with the Development Charges Act, 1997, s.2(2), a development charge 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 section 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 50 of the Condominium Act; or
- g) the issuing of a building permit under the Building Code Act in relation to a building or structure.

7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. industrial, commercial and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for Administration, Parking and Transit, the costs have been based on a population vs. employment growth ratio (66%/34%) for residential and non-residential, respectively) over the 10 year forecast period;
 - for Recreation, Parkland Development and Library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
 - for Services Related to a Highway, a 60% residential/40% non-residential attribution has been made based upon supporting transportation work undertaken by Dillon Consulting Limited for the Region of Halton, over the 10 year forecast period;
 - for Public Works Operations, a 78%/22% (residential/non-residential) attribution has been made based on the weighted proportion of the operations service related to services related to a highway vs. parks & recreation;
 - for Fire services, a 52% residential/48% non-residential allocation has been made based on a weighting of population vs. employment growth and land coverage within the Town over the 10 year forecast period; and
 - for Stormwater services the following residential/non-residential allocation ratios based on land coverage area:
 - Sherwood – 55%/45%
 - Boyne – 89%/11%
 - Derry Green – 0%/100%

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

If a development involves the demolition of and replacement of a building or structure on the same site, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:

- 1) the number of dwelling units demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable; and/or

- 2) the gross floor area of the building demolished/converted multiplied by the current non-residential development charge in place at the time the development charge is payable.

The demolition credit is allowed only if the land was improved by occupied structures and if the demolition permit related to the site was issued less than 5 years prior to the issuance of a building permit. The credit can, in no case, exceed the amount of development charges that would otherwise be payable.

7.3.4 Exemptions (full or partial)

a) Statutory exemptions

- industrial building additions of up to and including 50% of the existing gross floor area (defined in O.Reg. 82/98, s.1) of the building; for industrial building additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to development charges (s.4(3)) of the D.C.A.;
- buildings or structures owned by and used for the purposes of any municipality, local board or Board of Education (s.3);
- residential development that results only in the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in s.2 of O.Reg. 82/98).

b) Non-statutory exemptions

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

- Garden suites (where a by-law has been passed authorizing the temporary use, an agreement is entered into with the Town and evidence is provided of removal in accordance with the D.C. by-law).

7.3.5 Phasing in

No provisions for phasing in the development charge are provided in the development charge by-law.

7.3.6 Timing of Collection

A development charge that is applicable under Section 5 of the Development Charges Act shall be calculated and payable;

- Where a permit is required under the Building Code Act in relation to a building or structure, the owner shall pay the development charge prior to the issuance of a permit or prior to the commencement of development or redevelopment as the case may be;
- Where residential development is under a plan of subdivision, site plan, consent or condo agreement, the Services Related to a Highway and Area-specific stormwater D.C.'s are payable at time of agreement;
- Where residential development is not under an agreement or is non-residential development and there are multiple permits, the Services Related to a Highway D.C. component is due at time of first building permit issuance with any adjustments required due to change in development at final building permit issuance; and
- Despite above, 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.

7.3.7 Indexing

Indexing of the development charges shall be implemented on a mandatory basis annually on April 1st, commencing from by-law passage and each year thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (CANSIM Table 327-0043)¹ for the most recent year-over-year period.

¹ O.Reg 82/98 referenced "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. As of the end of December, 2013 this catalogue has been discontinued and replaced by this web based table.

7.3.8 The Applicable Areas

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

- Sherwood Survey, area specific charge for Stormwater Management Monitoring (see Appendix A - Map A-3);
- Boyne Survey, area specific charge for Stormwater Management Monitoring (see Appendix A - Map A-4);
- Derry Green Business Park, area specific charge for Stormwater Management Monitoring (see Appendix A - Map A-5);
- Remaining Areas of the Town – the full residential and non-residential (retail and non-retail) charges will be imposed on all other lands within the Town.

7.4 Other Development Charge By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The Town's development charge collections are currently reserved in 12 separate reserve funds: Roads and Related, Public Works Operations, Fire Protection Services, Recreation Services, Parks Development, Library, Administration (studies), Transit, Parking Services, Stormwater Services (three (3) in total, one for each of the following areas; Sherwood Survey, Boyne Survey and Derry Green). It is recommended that the Town continues with their current D.C. reserve funds and updates the name of the "Roads and Related" reserve fund to refer to "Services Related to a Highway". Appendix D outlines the reserve fund policies that the Town is required to follow as per the *Development Charges Act*.

7.4.2 By-law In-force Date

A by-law under the D.C.A., 1997 comes into force on the day after which the by-law is passed by Council.

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

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

7.5 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;”

“Approve the capital project listing set out in Chapter 5 of the Development Charges Background Study dated December 8, 2015, subject to further annual review during the capital budget process;”

“Approve the Development Charges Background Study dated December 8, 2015, as amended (if applicable);”

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

“Approve the Development Charge By-law as set out in Appendix F.”

8. By-law Implementation

8.1 Public Consultation Process

8.1.1 Introduction

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

8.1.2 Public Meeting of Council

Section 12 of the D.C.A., 1997 indicates that before passing a development charge 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 O.M.B.).

8.1.3 Other Consultation Activity

There are three broad groupings of the public who are generally the most concerned with Town development charge 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 development charge revenues. Others, such as realtors, are directly impacted by development charge policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type,

projects to be funded by the D.C. and the timing thereof, and Town policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in Town development charge policy. Their primary concern is frequently with the quantum of the charge, gross floor area 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 development charge policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential development charges 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 development charges can ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

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

8.3 Implementation Requirements

8.3.1 Introduction

Once the Town has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections which follow overview the requirements in each case.

8.3.2 Notice of Passage

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

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

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

8.3.3 By-law Pamphlet

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

- a description of the general purpose of the development charges;
- 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 development charges relate; and
- a general 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 O.M.B., 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 13-19 of the D.C.A., 1997 set out the requirements relative to making and processing a D.C. by-law appeal and O.M.B. Hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the O.M.B. by filing a notice of appeal with the Town clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The Town is carrying out a public consultation process, in order to address the issues which 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 development charge, 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 development charge was incorrectly determined; or
- there was an error in the application of the development charge.

Sections 20-25 of the D.C.A., 1997 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 O.M.B.

8.3.6 Credits

Sections 38-41 of the D.C.A., 1997 set out a number of credit requirements, which apply where a Town agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

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

8.3.7 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which 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., 1997 (Sections 44-58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 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., 1997 prevents a Municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s.51 or s.53 of the *Planning Act*, except for:

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

It is also noted that s.s.59(4) of the D.C.A., 1997 requires that the municipal approval authority for a draft plan of subdivision under s.s.51(31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the development charges related to the development, at the time the land is transferred.

In this regard, if the Town in question is a commenting agency, in order to comply with subsection 59(4) of the *Development Charges Act, 1997* it would need to provide to the approval authority, information regarding the applicable Town development charges 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 which can impose a development charge.

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.

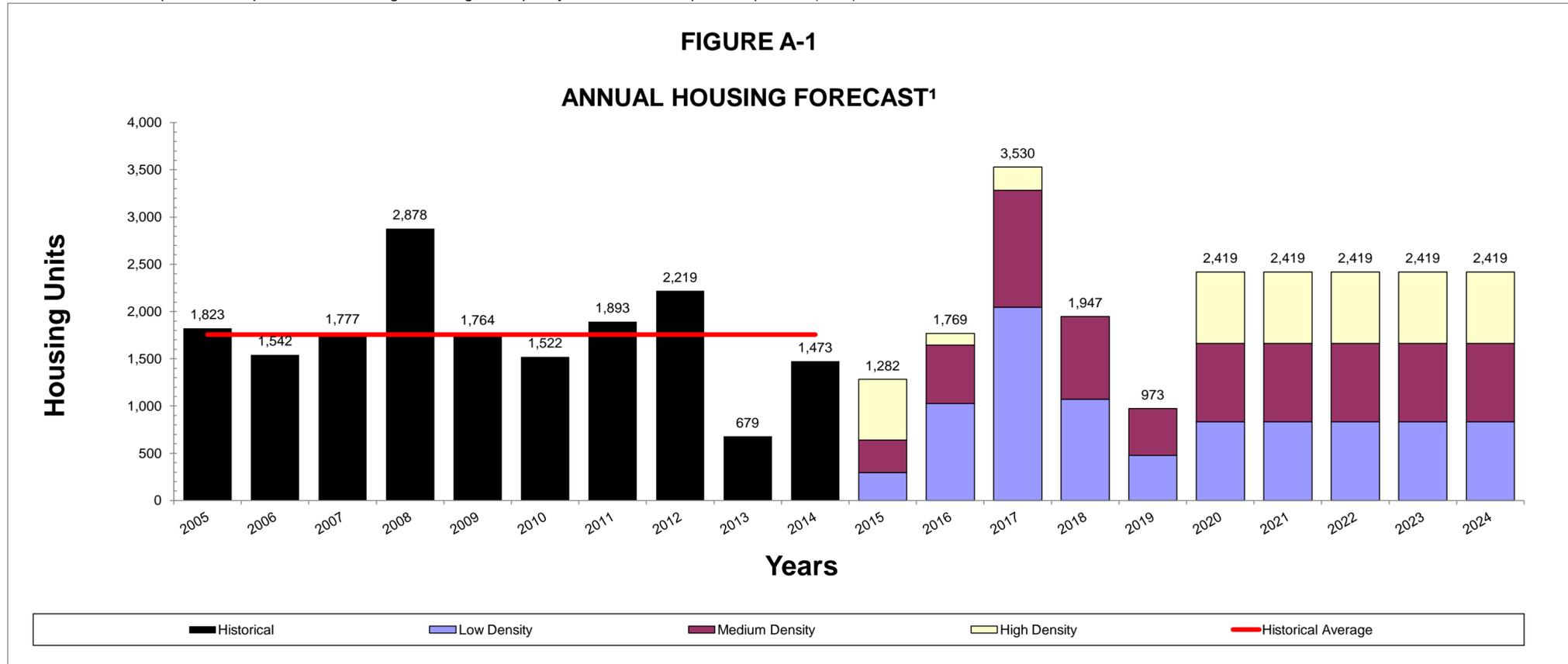
Appendix A – Background Information on Residential and Non-residential Growth Forecast

**SCHEDULE 1
TOWN OF MILTON
RESIDENTIAL GROWTH FORECAST SUMMARY**

| Year | Total Population ¹ | Institutional Population ² | Population in Private Households | Housing Units | | | | | Equivalent Institutional Households ⁵ | Persons Per Unit (PPU): Total Population / Total Households | Persons in Private Households / Total Households |
|-------------|-------------------------------|---------------------------------------|----------------------------------|-------------------------|---------------------------------|-------------------------|-------|------------------|--|---|--|
| | | | | Singles & Semi-Detached | Multiple Dwellings ³ | Apartments ⁴ | Other | Total Households | | | |
| Historical | Mid 2001 | 31,471 | | 32,730 | 7,815 | 1,295 | 1,485 | 85 | 10,680 | | 3.06 |
| | Mid 2006 | 55,982 | 732 | 55,250 | 14,485 | 3,063 | 1,460 | 58 | 19,066 | 665 | 2.94 |
| | Mid 2011 | 84,362 | 1,020 | 83,342 | 20,355 | 5,385 | 1,790 | 35 | 27,565 | 927 | 3.06 |
| Forecast | Mid 2015 | 101,266 | 1,371 | 99,895 | 23,639 | 7,422 | 2,766 | 35 | 33,862 | 1,246 | 2.99 |
| | Mid 2025 | 159,238 | 2,194 | 157,044 | 32,708 | 15,128 | 7,589 | 35 | 55,460 | 1,994 | 2.87 |
| Incremental | Mid 2001 - Mid 2006 | 24,511 | | 22,520 | 6,670 | 1,768 | -25 | -27 | 8,386 | | |
| | Mid 2006 - Mid 2011 | 28,380 | 288 | 28,092 | 5,870 | 2,322 | 330 | -23 | 8,499 | 262 | |
| | Mid 2011 - Mid 2015 | 16,904 | 351 | 16,553 | 3,284 | 2,037 | 976 | 0 | 6,297 | 319 | |
| | Mid 2015 - Mid 2025 | 57,972 | 823 | 57,149 | 9,069 | 7,706 | 4,823 | 0 | 21,598 | 748 | |

Source: Watson & Associates Economists Ltd., 2015.

1. Population excludes net Census Undercount of approximately 4%. The Mid 2006 Population exceeds the 2006 Census population number of 53,939.
2. The institutional population represents collective dwellings. A collective dwelling refers to a dwelling of a commercial, institutional or communal nature.
3. Includes townhomes and apartments in duplexes.
4. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.
5. Includes special care/special need dwellings. Average occupancy estimates at 1.1 persons per unit (PPU).



Source: Historical housing activity (2005-2014) based on Town of Milton building permit data

1. Growth Forecast represents calendar year.

**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 | SINGLES & SEMI- DETACHED | MULTIPLES ² | APARTMENTS ³ | TOTAL RESIDENTIAL UNITS | GROSS POPULATION IN NEW UNITS | EXISTING UNIT POPULATION CHANGE | NET POPULATION INCREASE |
|----------------------------------|-------------|-----------------------------|------------------------|-------------------------|-------------------------------|-------------------------------------|---------------------------------------|-------------------------------|
| Pre HUSP Urban Area ¹ | 2015 - 2025 | - | 175 | 116 | 291 | 617 | (517) | 100 |
| Phase 1 - Bristol | 2015 - 2025 | 571 | 160 | 982 | 1,713 | 3,904 | (745) | 3,159 |
| Phase 2 -Sherwood | 2015 - 2025 | 780 | 997 | 457 | 2,234 | 5,952 | (258) | 5,694 |
| Phase 1 & 2 Total | 2015 - 2025 | 1,351 | 1,332 | 1,555 | 4,238 | 10,473 | (1,520) | 8,953 |
| Boyne Phase 3a | 2015 - 2025 | 4,221 | 2,917 | 1,942 | 9,080 | 25,162 | - | 25,162 |
| Boyne Phase 3b | 2015 - 2025 | 3,497 | 3,456 | 1,326 | 8,279 | 23,035 | - | 23,035 |
| Boyne Total | 2015 - 2025 | 7,718 | 6,373 | 3,268 | 17,359 | 48,196 | - | 48,196 |
| Town of Milton | 2015 - 2025 | 9,069 | 7,706 | 4,823 | 21,598 | 58,669 | (1,520) | 57,149 |

Source: Watson & Associates Economists Ltd., 2015

Residential distribution based on a combination of historical permit activity, available housing supply and discussions with and Town of Milton staff regarding future development prospects.

1. Includes rural area.
2. Includes townhomes and apartments in duplexes.
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

**SCHEDULE 3
TOWN OF MILTON
CURRENT YEAR GROWTH FORECAST
MID 2011 TO MID 2015**

| | | Total Population | Population (Excluding Institutional) |
|---|---|------------------|--------------------------------------|
| Mid 2011 Population | | 84,362 | 83,342 |
| Occupants of New Housing Units, Mid 2011 to Mid 2015 | <i>Units (2)</i> | 6,348 | |
| | <i>multiplied by persons per unit (3)</i> | 2.86 | |
| | <i>gross population increase</i> | 18,173 | 18,173 |
| Occupants of New Institutional Units Mid 2011 to Mid 2015 | <i>Units</i> | 319 | |
| | <i>multiplied by persons per unit</i> | 1.10 | |
| | <i>gross population increase</i> | 351 | 351 |
| Decline in Housing Unit Occupancy, Mid 2011 to Mid 2015 | <i>Units (4)</i> | 27,565 | |
| | <i>multiplied by ppu decline rate (5)</i> | -0.0588 | |
| | <i>total decline in population</i> | -1,620 | -1,620 |
| Population Estimate to Mid 2015 | | 101,266 | 99,895 |
| <i>Net Population Increase, Mid 2011 to Mid 2015</i> | | <i>16,904</i> | <i>16,553</i> |

(1) 2011 population based on StatsCan Census unadjusted for Census Undercount.

(2) Estimated residential units constructed, Mid 2011 to the beginning of the growth period, assuming a six month lag between construction and occupancy.

(3) Average number of persons per unit (ppu) is assumed to be:

| Structural Type | Persons Per Unit ¹ | % Distribution of Estimated Units ² | Weighted Persons Per Unit Average |
|------------------------------------|-------------------------------|--|-----------------------------------|
| <i>Singles & Semi Detached</i> | 3.53 | 52% | 1.84 |
| <i>Multiples (6)</i> | 2.47 | 32% | 0.80 |
| <i>Apartments (7)</i> | 1.43 | 15% | 0.22 |
| Total | | 100% | 2.86 |

¹ Based on 2011 Census custom database

² Based on Building permit/completion activity

(4) 2011 households taken from StatsCan Census.

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

(6) Includes townhomes and apartments in duplexes.

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

**SCHEDULE 4
TOWN OF MILTON
BUILDOUT GROWTH FORECAST
MID 2015 2025**

| | | Total Population | Population (Excluding Institutional) |
|---|--|------------------|--|
| Mid 2015 Population | | 101,266 | 99,895 |
| Occupants of New Housing Units, Mid 2015 to Buildout | <i>Units (2)</i> | 21,598 | |
| | <i>multiplied by persons per unit (3)</i> | 2.72 | |
| | <i>gross population increase</i> | 58,669 | 58,669 |
| Occupants of New Institutional Units Mid 2015 to Buildout | <i>Units (2)</i> | 748 | |
| | <i>multiplied by persons per unit (3)</i> | 1.10 | |
| | <i>gross population increase</i> | 823 | 823 |
| Decline in Housing Unit Occupancy, Mid 2015 to Buildout | <i>Units (4)</i> | 33,862 | |
| | <i>multiplied by ppu. decline rate (5)</i> | -0.0449 | |
| | <i>total decline in population</i> | -1,520 | -1,520 |
| Population Estimate to Buildout | | 159,238 | 157,044 |
| <i>Net Population Increase, Mid 2015 to Buildout</i> | | <i>57,972</i> | <i>57,149</i> |

(1) Mid 2015 Population based on:

2011 Population (83,342) + Mid 2011 to Mid 2015 estimated housing units to beginning of forecast period (6,348 x 2.86 = 18,173) + (27,565 x -0.0588 = -1,620) = 99,895

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

(3) Average number of persons per unit (ppu) is assumed to be:

| Structural Type | Persons Per Unit ¹ | % Distribution of Estimated Units ² | Weighted Persons Per Unit Average |
|------------------------------------|----------------------------------|---|--------------------------------------|
| <i>Singles & Semi Detached</i> | 3.52 | 42% | 1.48 |
| <i>Multiples (6)</i> | 2.52 | 36% | 0.90 |
| <i>Apartments (7)</i> | 1.52 | 22% | 0.34 |
| <i>one bedroom or less</i> | 1.27 | | |
| <i>two bedrooms or more</i> | 1.89 | | |
| Total | | 100% | 2.72 |

¹ Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

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

(4) Mid 2015 households based upon 27,565 (2011 Census) + 6,348 (Mid 2011 to Mid 2015 unit estimate) = 33,913

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

(6) Includes townhomes and apartments in duplexes.

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

SCHEDULE 5

**TOWN OF MILTON
HISTORICAL RESIDENTIAL BUILDING PERMITS
YEARS 2005 - 2014**

| | RESIDENTIAL BUILDING PERMITS | | | |
|------------------------------|--|------------------------------|-------------------------------|--------------|
| | Singles & Semi Detached | Multiples¹ | Apartments² | Total |
| 2005 | 1,467 | 305 | 51 | 1,823 |
| 2006 | 1,287 | 255 | 0 | 1,542 |
| 2007 | 843 | 664 | 270 | 1,777 |
| 2008 | 1,900 | 907 | 71 | 2,878 |
| 2009 | 1,481 | 283 | 0 | 1,764 |
| Sub-total | 6,978 | 2,414 | 392 | 9,784 |
| Average (2005 - 2009) | 1,396 | 483 | 78 | 1,957 |
| % Breakdown | 71.3% | 24.7% | 4.0% | 100.0% |
| 2010 | 741 | 437 | 344 | 1,522 |
| 2011 | 1,045 | 536 | 312 | 1,893 |
| 2012 | 967 | 1,102 | 150 | 2,219 |
| 2013 | 237 | 204 | 238 | 679 |
| 2014 | 841 | 356 | 276 | 1,473 |
| Sub-total | 3,831 | 2,635 | 1,320 | 7,786 |
| Average (2010 - 2014) | 766 | 527 | 264 | 1,557 |
| % Breakdown | 49.2% | 33.8% | 17.0% | 100.0% |
| 2005 - 2014 | | | | |
| Total | 10,809 | 5,049 | 1,712 | 17,570 |
| Average | 1,081 | 505 | 171 | 1,757 |
| % Breakdown | 61.5% | 28.7% | 9.7% | 100.0% |

Source: Derived based on Building Permit information from the Town of Milton

1. Includes townhomes and apartments in duplexes.

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

SCHEDULE 6a

**TOWN OF MILTON
PERSONS PER UNIT BY AGE AND TYPE OF DWELLING
(2011 CENSUS)**

| Age of Dwelling | SINGLES AND SEMI-DETACHED | | | | | | 10 Year Average |
|-----------------|---------------------------|------|--------------|--------------|--------------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | - | 2.903 | 3.455 | 4.893 | 3.534 | |
| 6-10 | - | - | 1.978 | 3.502 | 4.424 | 3.511 | 3.52 |
| 11-15 | - | - | - | 3.625 | 3.429 | 3.603 | |
| 16-20 | - | - | - | 3.061 | 3.000 | 3.051 | |
| 20-25 | - | - | - | 3.160 | 4.100 | 3.317 | |
| 25-35 | - | - | 2.400 | 2.875 | 4.182 | 2.933 | |
| 35+ | - | - | 2.100 | 2.755 | 3.851 | 2.764 | |
| Total | - | - | 2.221 | 3.252 | 4.350 | 3.282 | |

| Age of Dwelling | MULTIPLES ² | | | | | | 10 Year Average |
|-----------------|------------------------|------|--------------|--------------|--------------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | - | 2.098 | 2.565 | - | 2.470 | |
| 6-10 | - | - | 2.000 | 2.588 | - | 2.569 | 2.52 |
| 11-15 | - | - | - | 3.045 | - | 3.045 | |
| 16-20 | - | - | - | 2.167 | - | 2.167 | |
| 20-25 | - | - | - | - | - | - | |
| 25-35 | - | - | - | 2.773 | - | 2.346 | |
| 35+ | - | - | - | 2.627 | 3.000 | 2.644 | |
| Total | - | - | 2.089 | 2.602 | 1.500 | 2.530 | |

| Age of Dwelling | APARTMENTS ³ | | | | | | 10 Year Average |
|-----------------|-------------------------|--------------|--------------|--------------|-------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | 1.444 | 1.400 | 1.667 | - | 1.462 | |
| 6-10 | - | - | 1.308 | - | - | 1.313 | 1.39 |
| 11-15 | - | 1.688 | 1.600 | - | - | 1.667 | |
| 16-20 | - | - | 1.769 | - | - | 1.688 | |
| 20-25 | - | - | 2.167 | - | - | 1.778 | |
| 25-35 | - | 1.222 | 1.611 | - | - | 1.481 | |
| 35+ | - | 1.188 | 1.898 | 1.143 | - | 1.543 | |
| Total | - | 1.293 | 1.738 | 1.438 | - | 1.535 | |

| Age of Dwelling | ALL DENSITY TYPES | | | | | |
|-----------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | 1.636 | 2.152 | 3.225 | 5.143 | 3.202 |
| 6-10 | - | #DIV/0! | 1.870 | 3.328 | 4.457 | 3.342 |
| 11-15 | - | 2.375 | 4.400 | 3.436 | 3.429 | 3.321 |
| 16-20 | - | #DIV/0! | 2.231 | 3.359 | 3.167 | 3.172 |
| 20-25 | - | #DIV/0! | 2.833 | 3.720 | 4.400 | 3.788 |
| 25-35 | - | 2.444 | 1.870 | 2.903 | 2.579 | 2.784 |
| 35+ | - | 1.413 | 2.135 | 2.808 | 3.720 | 2.694 |
| Total | #DIV/0! | 1.858 | 2.124 | 3.149 | 4.290 | 3.095 |

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

2. Includes townhomes and apartments in duplexes.

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

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

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

SCHEDULE 6b

TOWN OF OAKVILLE
PERSONS PER UNIT BY AGE AND TYPE OF DWELLING
(2011 CENSUS)

| Age of Dwelling | SINGLES AND SEMI-DETACHED | | | | | | 10 Year Average |
|-----------------|---------------------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | - | 2.667 | 3.513 | 4.521 | 3.641 | |
| 6-10 | - | - | 2.634 | 3.487 | 4.376 | 3.553 | 3.60 |
| 11-15 | - | - | 2.458 | 3.427 | 4.370 | 3.522 | |
| 16-20 | - | - | - | 3.457 | 4.070 | 3.565 | |
| 20-25 | - | - | 2.063 | 3.339 | 3.847 | 3.419 | |
| 25-35 | - | - | 2.500 | 3.138 | 3.421 | 3.175 | |
| 35+ | - | 1.800 | 2.224 | 2.805 | 3.653 | 2.843 | |
| Total | - | 1.800 | 2.319 | 3.182 | 3.958 | 3.251 | |

| Age of Dwelling | MULTIPLES ² | | | | | | 10 Year Average |
|-----------------|------------------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | - | 1.977 | 2.651 | - | 2.566 | |
| 6-10 | - | - | 2.085 | 2.611 | - | 2.551 | 2.56 |
| 11-15 | - | - | 1.895 | 2.745 | - | 2.614 | |
| 16-20 | - | - | 1.727 | 2.553 | - | 2.471 | |
| 20-25 | - | - | 2.172 | 2.565 | 3.833 | 2.550 | |
| 25-35 | - | - | 1.917 | 2.776 | - | 2.517 | |
| 35+ | - | 2.125 | 2.000 | 2.469 | 4.111 | 2.461 | |
| Total | - | 2.167 | 1.983 | 2.610 | 2.500 | 2.534 | |

| Age of Dwelling | APARTMENTS ³ | | | | | | 10 Year Average |
|-----------------|-------------------------|--------------|--------------|--------------|-------|--------------|-----------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | |
| 1-5 | - | 1.276 | 1.818 | - | - | 1.425 | |
| 6-10 | - | 1.159 | 1.730 | 3.400 | - | 1.609 | 1.52 |
| 11-15 | - | 1.360 | 1.803 | 1.556 | - | 1.663 | |
| 16-20 | - | 1.316 | 1.854 | 3.286 | - | 1.793 | |
| 20-25 | - | 1.407 | 1.779 | 2.889 | - | 1.724 | |
| 25-35 | - | 1.306 | 1.924 | 3.192 | - | 1.936 | |
| 35+ | - | 1.302 | 1.782 | 2.325 | - | 1.670 | |
| Total | - | 1.301 | 1.806 | 2.541 | - | 1.697 | |

| Age of Dwelling | ALL DENSITY TYPES | | | | | |
|-----------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | 1.374 | 2.110 | 3.243 | 4.677 | 3.138 |
| 6-10 | - | 1.545 | 2.040 | 3.287 | 4.489 | 3.218 |
| 11-15 | - | 1.520 | 1.959 | 3.286 | 4.417 | 3.213 |
| 16-20 | - | 1.649 | 1.888 | 3.201 | 4.325 | 3.072 |
| 20-25 | - | 1.778 | 1.868 | 3.204 | 3.905 | 3.123 |
| 25-35 | - | 1.408 | 2.057 | 3.094 | 3.331 | 2.903 |
| 35+ | - | 1.396 | 1.946 | 2.772 | 3.769 | 2.582 |
| Total | #DIV/0! | 1.458 | 1.966 | 3.077 | 4.040 | 2.933 |

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

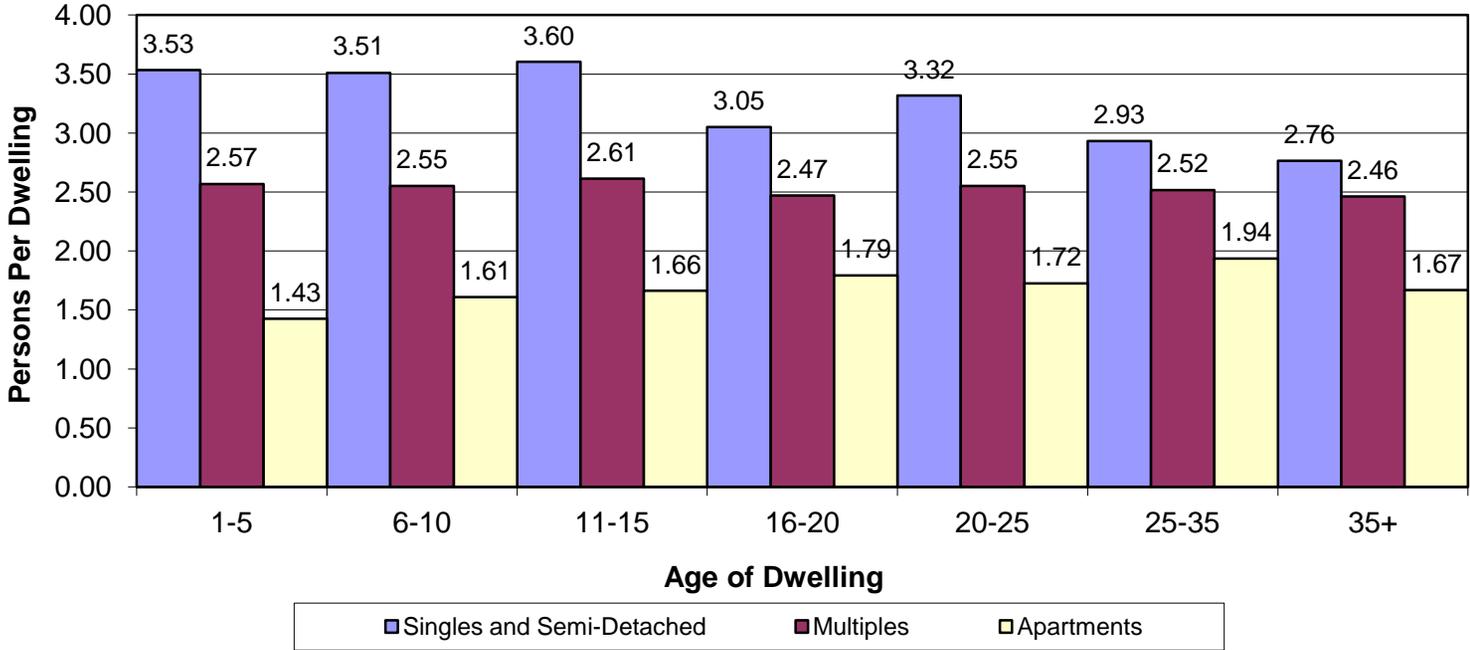
2. Includes townhomes and apartments in duplexes.

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

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

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

**SCHEDULE 7
TOWN OF MILTON
PERSONS PER UNIT BY STRUCTURAL TYPE AND AGE OF DWELLING
(2011 CENSUS)**



Multiple and Apartment PPU's are based on Town of Oakville.

**SCHEDULE 8a
TOWN OF MILTON
EMPLOYMENT FORECAST, 2015 TO BUILDOUT**

| Period | Population | Activity Rate | | | | | | | | | | Employment | | | | | | | | | |
|--|------------|---------------|--------------|----------|---------------------------|---------------------|------------|----------|----------|--------------------|-----------------------|------------|--------------|--------|---------------------------|---------------------|------------|--------|--------|--------------------|------------------------------------|
| | | Primary | Work at Home | Ind. | Comm./ Population Related | Retail ¹ | Non-Retail | Inst. | Total | NFPOW ² | Total Including NFPOW | Primary | Work at Home | Ind. | Comm./ Population Related | Retail ¹ | Non-Retail | Inst. | Total | NFPOW ² | Total Employment (Including NFPOW) |
| Mid 2001 | 31,471 | 0.024 | 0.048 | 0.263 | 0.197 | 0.163 | 0.034 | 0.109 | 0.641 | 0.064 | 0.705 | 765 | 1,495 | 8,283 | 6,198 | 5,131 | 1,068 | 3,430 | 20,171 | 2,017 | 22,188 |
| Mid 2006³ | 55,982 | 0.014 | 0.044 | 0.171 | 0.142 | 0.120 | 0.022 | 0.073 | 0.442 | 0.051 | 0.493 | 760 | 2,445 | 9,553 | 7,928 | 6,696 | 1,233 | 4,065 | 24,751 | 2,840 | 27,591 |
| Mid 2011 | 84,362 | 0.008 | 0.038 | 0.120 | 0.117 | 0.097 | 0.020 | 0.052 | 0.336 | 0.050 | 0.387 | 700 | 3,235 | 10,134 | 9,897 | 8,207 | 1,690 | 4,401 | 28,367 | 4,260 | 32,627 |
| Mid 2015 | 101,266 | 0.007 | 0.038 | 0.117 | 0.111 | 0.093 | 0.018 | 0.054 | 0.326 | 0.050 | 0.377 | 700 | 3,883 | 11,831 | 11,203 | 9,389 | 1,814 | 5,506 | 33,123 | 5,114 | 38,237 |
| Mid 2025 | 159,238 | 0.004 | 0.043 | 0.136 | 0.165 | 0.104 | 0.060 | 0.067 | 0.415 | 0.057 | 0.472 | 700 | 6,775 | 21,610 | 26,216 | 16,621 | 9,594 | 10,706 | 66,006 | 9,077 | 75,083 |
| Incremental Change | | | | | | | | | | | | | | | | | | | | | |
| Mid 2001 - Mid 2006³ | 24,511 | -0.011 | -0.004 | -0.093 | -0.055 | -0.043 | -0.012 | -0.036 | -0.199 | -0.013 | -0.212 | -5 | 950 | 1,270 | 1,730 | 1,565 | 165 | 635 | 4,580 | 823 | 5,403 |
| Mid 2006³ - Mid 2011 | 28,380 | -0.0053 | -0.0053 | -0.0505 | -0.0243 | -0.0223 | -0.0020 | -0.0204 | -0.1059 | -0.0002 | -0.1061 | -60 | 790 | 581 | 1,969 | 1,512 | 458 | 336 | 3,616 | 1,420 | 5,036 |
| Mid 2011 - Mid 2015 | 16,904 | -0.0014 | 0.0000 | -0.0033 | -0.0067 | -0.0046 | -0.0021 | 0.0015 | -0.0099 | 0.0000 | -0.0099 | 0 | 648 | 1,697 | 1,306 | 1,182 | 124 | 1,105 | 4,756 | 854 | 5,610 |
| Mid 2015 - Mid 2025 | 57,972 | -0.0025 | 0.0042 | 0.0189 | 0.0540 | 0.0117 | 0.0423 | 0.0136 | 0.0881 | 0.0065 | 0.0946 | 0 | 2,892 | 9,779 | 15,013 | 7,232 | 7,780 | 5,200 | 32,883 | 3,963 | 36,846 |
| Annual Average | | | | | | | | | | | | | | | | | | | | | |
| Mid 2001 - Mid 2006³ | 4,902 | -0.00215 | -0.00077 | -0.01851 | -0.01107 | -0.00868 | -0.00238 | -0.00728 | -0.03976 | -0.00267 | -0.04244 | -1 | 190 | 254 | 346 | 313 | 33 | 127 | 916 | 165 | 1,081 |
| Mid 2006³ - Mid 2011 | 5,676 | -0.0011 | -0.0011 | -0.0101 | -0.0049 | -0.0045 | -0.0004 | -0.0041 | -0.0212 | 0.0000 | -0.0212 | -12 | 158 | 116 | 394 | 302 | 92 | 67 | 723 | 284 | 1,007 |
| Mid 2011 - Mid 2015 | 4,226 | -0.0003 | 0.0000 | -0.0008 | -0.0017 | -0.0011 | -0.0005 | 0.0004 | -0.0025 | 0.0000 | -0.0025 | 0 | 162 | 424 | 326 | 296 | 31 | 276 | 1,189 | 214 | 1,403 |
| Mid 2015 - Mid 2025 | 5,270 | -0.00023 | 0.00038 | 0.00172 | 0.00491 | 0.00106 | 0.00385 | 0.00123 | 0.00801 | 0.00059 | 0.00860 | 0 | 263 | 889 | 1,365 | 657 | 707 | 473 | 4,354 | 360 | 3,350 |

Source: Watson & Associates Economists Ltd., 2015.

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 (NFPOW) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.

Note: 2011 industrial employment based on Town of Milton 2013 municipal comprehensive review 2013, by Watson & Associates Economists Ltd.

3. 2006 Employment base derived by Watson & Associates as per Town of Milton, draft Employment Land Municipal Comprehensive Review, September, 2014.

**SCHEDULE 8b
TOWN OF MILTON
EMPLOYMENT & GROSS FLOOR AREA (GFA) FORECAST, 2015 TO BUILDOUT**

| Period | Population | Employment | | | | | | Gross Floor Area in Square Feet (Estimated) ² | | | | |
|--|------------|------------|--------|---------------------------|------------|--------|--------|--|---------------------------|------------|-----------|------------|
| | | Primary | Ind. | Comm./ Population Related | | Inst. | Total | Ind. | Comm./ Population Related | | Inst. | Total |
| | | | | Retail ¹ | Non-Retail | | | | Retail ¹ | Non-Retail | | |
| Mid 2001 | 31,471 | 765 | 8,283 | 5,131 | 1,068 | 3,430 | 18,676 | | | | | |
| Mid 2006³ | 55,982 | 760 | 9,553 | 6,696 | 1,233 | 4,065 | 22,306 | | | | | |
| Mid 2011 | 84,362 | 700 | 10,134 | 8,207 | 1,690 | 4,401 | 25,132 | | | | | |
| Mid 2015 | 101,266 | 700 | 11,831 | 9,389 | 1,814 | 5,506 | 29,240 | | | | | |
| Mid 2025 | 159,238 | 700 | 21,610 | 16,621 | 9,594 | 10,706 | 59,231 | | | | | |
| Incremental Change | | | | | | | | | | | | |
| Mid 2001 - Mid 2006³ | 24,511 | -5 | 1,270 | 1,565 | 165 | 635 | 3,630 | | | | | |
| Mid 2006³ - Mid 2011 | 28,380 | -60 | 581 | 1,512 | 458 | 336 | 2,826 | | | | | |
| Mid 2011 - Mid 2015 | 16,904 | 0 | 1,697 | 1,182 | 124 | 1,105 | 4,108 | 2,969,500 | 561,640 | 37,050 | 884,390 | 4,452,580 |
| Mid 2015 - Mid 2025 | 57,972 | 0 | 9,779 | 7,232 | 7,780 | 5,200 | 29,991 | 17,113,500 | 3,435,010 | 2,334,150 | 4,159,610 | 27,042,270 |
| Annual Average | | | | | | | | | | | | |
| Mid 2001 - Mid 2006³ | 4,902 | -1 | 254 | 313 | 33 | 127 | 726 | | | | | |
| Mid 2006³ - Mid 2011 | 5,676 | -12 | 116 | 302 | 92 | 67 | 565 | | | | | |
| Mid 2011 - Mid 2015 | 4,226 | 0 | 424 | 296 | 31 | 276 | 1,027 | 742,375 | 140,410 | 9,263 | 221,098 | 1,113,145 |
| Mid 2015 - Mid 2025 | 5,270 | 0 | 889 | 657 | 707 | 473 | 2,726 | 1,555,773 | 312,274 | 212,195 | 378,146 | 2,458,388 |

Source: Watson & Associates Economists Ltd., 2015.

1. The definition of Retail employment is consistent with Halton Region's Development Charge Background Study definition of Retail in By-Law No. 62-08

2. Square Foot Per Employee Assumptions

| | |
|---------------|-------|
| Industrial | 1,750 |
| Retail | 475 |
| Non-Retail | 300 |
| Institutional | 800 |

3. 2006 Employment base derived by Watson & Associates as per Town of Milton, draft Employment Land Municipal Comprehensive Review, September, 2014.

SCHEDULE 8c
ESTIMATE OF THE ANTICIPATED AMOUNT, TYPE AND LOCATION OF
NON-RESIDENTIAL DEVELOPMENT FOR WHICH DEVELOPMENT CHARGES CAN BE IMPOSED

| Development Location | Timing | Industrial GFA S.F. ¹ | Commercial GFA S.F | | Institutional GFA S.F. ¹ | Total Non-Res GFA S.F. ¹ | Employment Increase ³ |
|----------------------------------|-------------|-------------------------------------|-------------------------------|--------------------------------------|--|--|-------------------------------------|
| | | | Retail GFA S.F. ¹² | Non-Retail GFA S.F. ¹² | | | |
| Pre HUSP Urban Area ³ | 2015 - 2025 | - | 598,500 | 94,500 | 426,000 | 1,119,000 | 2,143 |
| Phase 1 - Bristol | 2015 - 2025 | - | 459,800 | 22,500 | 256,500 | 738,800 | 1,385 |
| Phase 2 - Sherwood | 2015 - 2025 | - | 743,375 | - | 1,428,775 | 2,172,150 | 3,470 |
| Boyne Total | 2015 - 2025 | - | 452,200 | 69,900 | 1,664,000 | 2,186,100 | 3,053 |
| 401 Industrial Business Park | 2015 - 2025 | 4,700,500 | 532,475 | 417,900 | 63,000 | 5,713,875 | 5,284 |
| Derry Green Business Park | 2015 - 2025 | 12,412,750 | 648,850 | 1,729,200 | 324,750 | 15,115,550 | 14,656 |
| Town of Milton | 2015 - 2025 | 17,113,500 | 3,435,010 | 2,334,150 | 4,159,610 | 27,042,270 | 29,991 |

Source: Watson & Associates Economists Ltd., 2015 figures may not add due to rounding

1. Square feet per employee assumptions:

| | |
|---------------|-------|
| Industrial | 1,750 |
| Retail | 475 |
| Non-Retail | 300 |
| Institutional | 800 |

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

3. Employment Increase does not include No Fixed Place of Work or Work at Home Employment

**Schedule 9
Town of Milton
Non-Residential Construction TFA
2010-2014**

| Year | Industrial (sq.ft) | Retail (sq.ft) | Non-Retail (sq.ft) | Institutional (sq.ft) | Total (sq.ft) |
|--------------------------|-------------------------------|-----------------------|-------------------------------|----------------------------------|----------------------|
| 2010 | 244,966 | 58,433 | 324,926 | 252,236 | 880,560 |
| 2011 | 22,907 | 58,149 | 14,710 | 26,822 | 122,587 |
| 2012 | 2,368,355 | 56,313 | 59,252 | 297,088 | 2,781,007 |
| 2013 | 371,292 | 222,400 | 122,062 | 260,104 | 975,857 |
| 2014 | 619,270 | 195,618 | 26,008 | 66,902 | 907,799 |
| | | | | | |
| 2010-2014 Total | 3,626,790 | 590,913 | 546,956 | 903,151 | 5,667,811 |
| <i>2010-2014 Average</i> | <i>725,358</i> | <i>118,183</i> | <i>109,391</i> | <i>180,630</i> | <i>1,133,562</i> |
| Breakdown | 64% | 10% | 10% | 16% | 100% |

Source: Town of Milton non-residential construction building permit data, 2015

**SCHEDULE 10
TOWN OF MILTON**

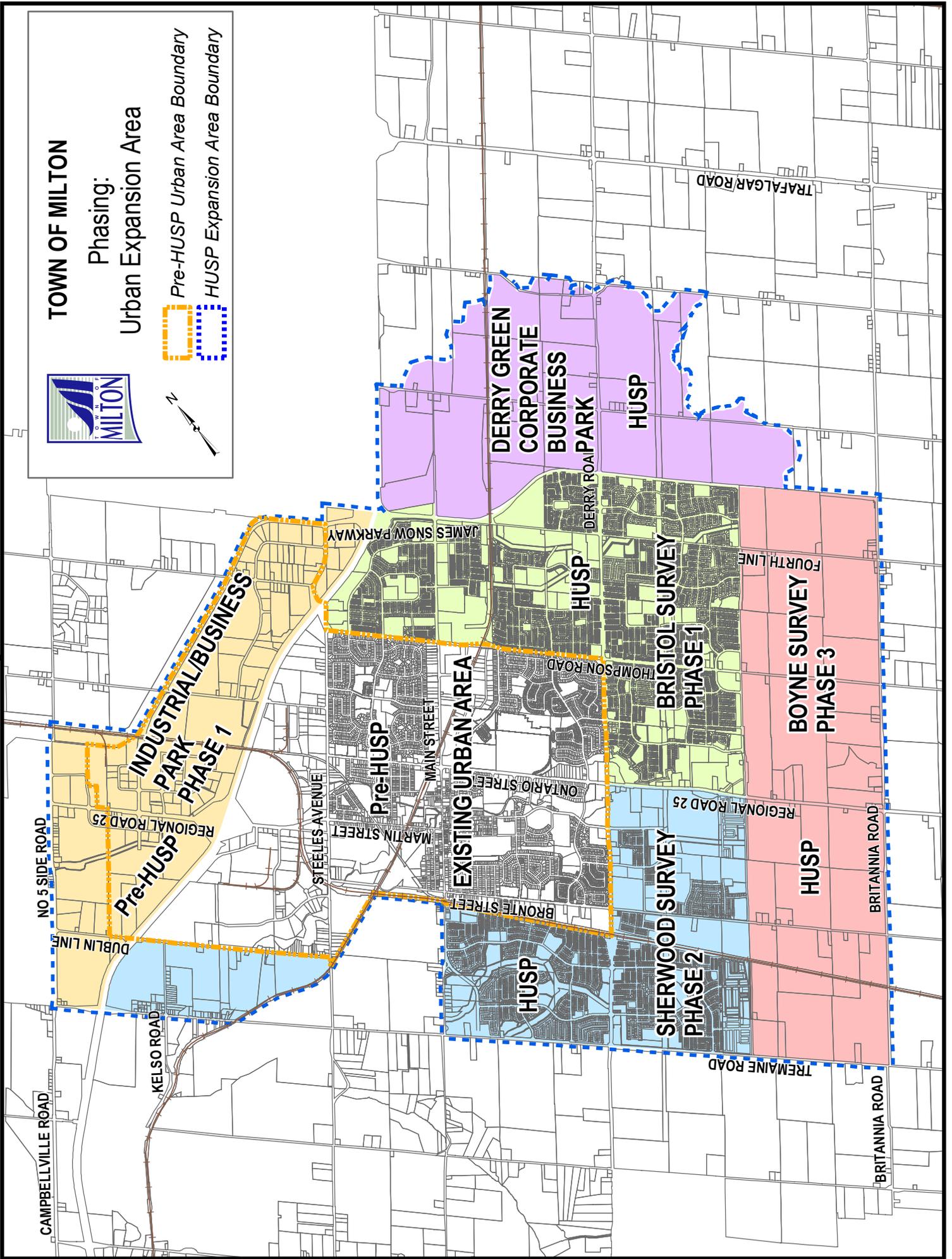
EMPLOYMENT TO POPULATION RATIO BY MAJOR EMPLOYMENT SECTOR, 2001 TO 2011

| NAICS | | Year | | | Change | | Comments |
|--|--|---------------|---------------|---------------|---------------|---------------|---|
| | | 2001 | 2006 | 2011 | 01-06 | 06-11 | |
| Employment by industry | | | | | | | |
| Primary Industry Employment | | | | | | | |
| 11 | <i>Agriculture, forestry, fishing and hunting</i> | 910 | 980 | 790 | 70 | -190 | Categories which relate to local land-based resources. |
| 21 | <i>Mining and oil and gas extraction</i> | 140 | 35 | 40 | -105 | 5 | |
| Sub-total | | 1,050 | 1,015 | 830 | -35 | -185 | |
| Industrial and Other Employment | | | | | | | |
| 22 | <i>Utilities</i> | 105 | 135 | 115 | 30 | -20 | Categories which relate primarily to industrial land supply and demand. |
| 23 | <i>Construction</i> | 590 | 855 | 1,150 | 265 | 295 | |
| 31-33 | <i>Manufacturing</i> | 4,750 | 5,120 | 3,820 | 370 | -1,300 | |
| 41 | <i>Wholesale trade</i> | 1,725 | 2,475 | 2,845 | 750 | 370 | |
| 48-49 | <i>Transportation and warehousing</i> | 1,240 | 1,260 | 1,360 | 20 | 100 | |
| 56 | <i>Waste management and remediation services</i> | 243 | 373 | 455 | 130 | 82 | |
| Sub-total | | 8,653 | 10,218 | 9,745 | 1,565 | -473 | |
| Population Related Employment | | | | | | | |
| 44-45 | <i>Retail trade</i> | 1,740 | 2,860 | 3,950 | 1,120 | 1,090 | Categories which relate primarily to population growth within the municipality. |
| 51 | <i>Information and cultural industries</i> | 225 | 295 | 265 | 70 | -30 | |
| 52 | <i>Finance and insurance</i> | 315 | 360 | 675 | 45 | 315 | |
| 53 | <i>Real estate and rental and leasing</i> | 190 | 345 | 485 | 155 | 140 | |
| 54 | <i>Professional, scientific and technical services</i> | 1,035 | 1,225 | 1,690 | 190 | 465 | |
| 55 | <i>Management of companies and enterprises</i> | 15 | 25 | 0 | 10 | -25 | |
| 56 | <i>Administrative and support</i> | 243 | 373 | 455 | 130 | 82 | |
| 71 | <i>Arts, entertainment and recreation</i> | 995 | 980 | 1,080 | -15 | 100 | |
| 72 | <i>Accommodation and food services</i> | 1,215 | 1,455 | 1,485 | 240 | 30 | |
| 81 | <i>Other services (except public administration)</i> | 900 | 1,240 | 1,420 | 340 | 180 | |
| Sub-total | | 6,873 | 9,158 | 11,505 | 2,285 | 2,347 | |
| Institutional | | | | | | | |
| 61 | <i>Educational services</i> | 1,020 | 1,260 | 2,065 | 240 | 805 | |
| 62 | <i>Health care and social assistance</i> | 1,385 | 1,595 | 2,245 | 210 | 650 | |
| 91 | <i>Public administration</i> | 1,190 | 1,505 | 1,935 | 315 | 430 | |
| Sub-total | | 3,595 | 4,360 | 6,245 | 765 | 1,885 | |
| Total Employment | | 20,171 | 24,751 | 28,325 | 4,580 | 3,574 | |
| Population | | 31,471 | 55,982 | 84,362 | 24,511 | 28,380 | |
| Employment to Population Ratio | | | | | | | |
| Industrial and Other Employment | | 0.27 | 0.18 | 0.12 | -0.09 | -0.07 | |
| Population Related Employment | | 0.22 | 0.16 | 0.14 | -0.05 | -0.03 | |
| Institutional Employment | | 0.11 | 0.08 | 0.07 | -0.04 | 0.00 | |
| Primary Industry Employment | | 0.03 | 0.02 | 0.01 | -0.02 | -0.01 | |
| Total | | 0.64 | 0.44 | 0.34 | -0.20 | -0.11 | |

Source: Statistics Canada Employment by Place of Work

Note: 2001-2011 employment figures are classified by North American Industry Classification System (NAICS) Code

Map A1



Map A2

Town of Milton

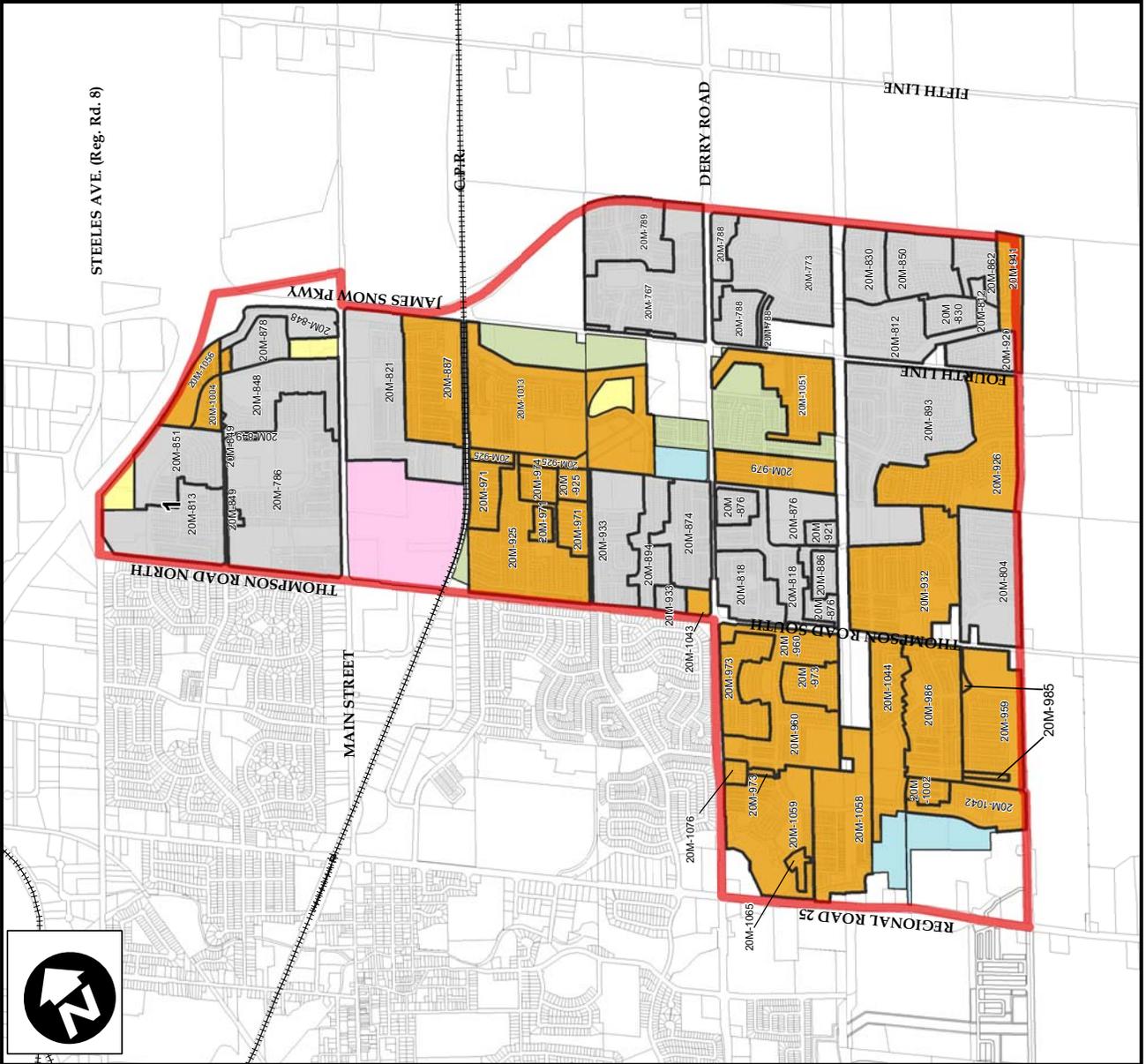


PHASE 1 - BRISTOL SURVEY Draft Plans of Subdivision Status

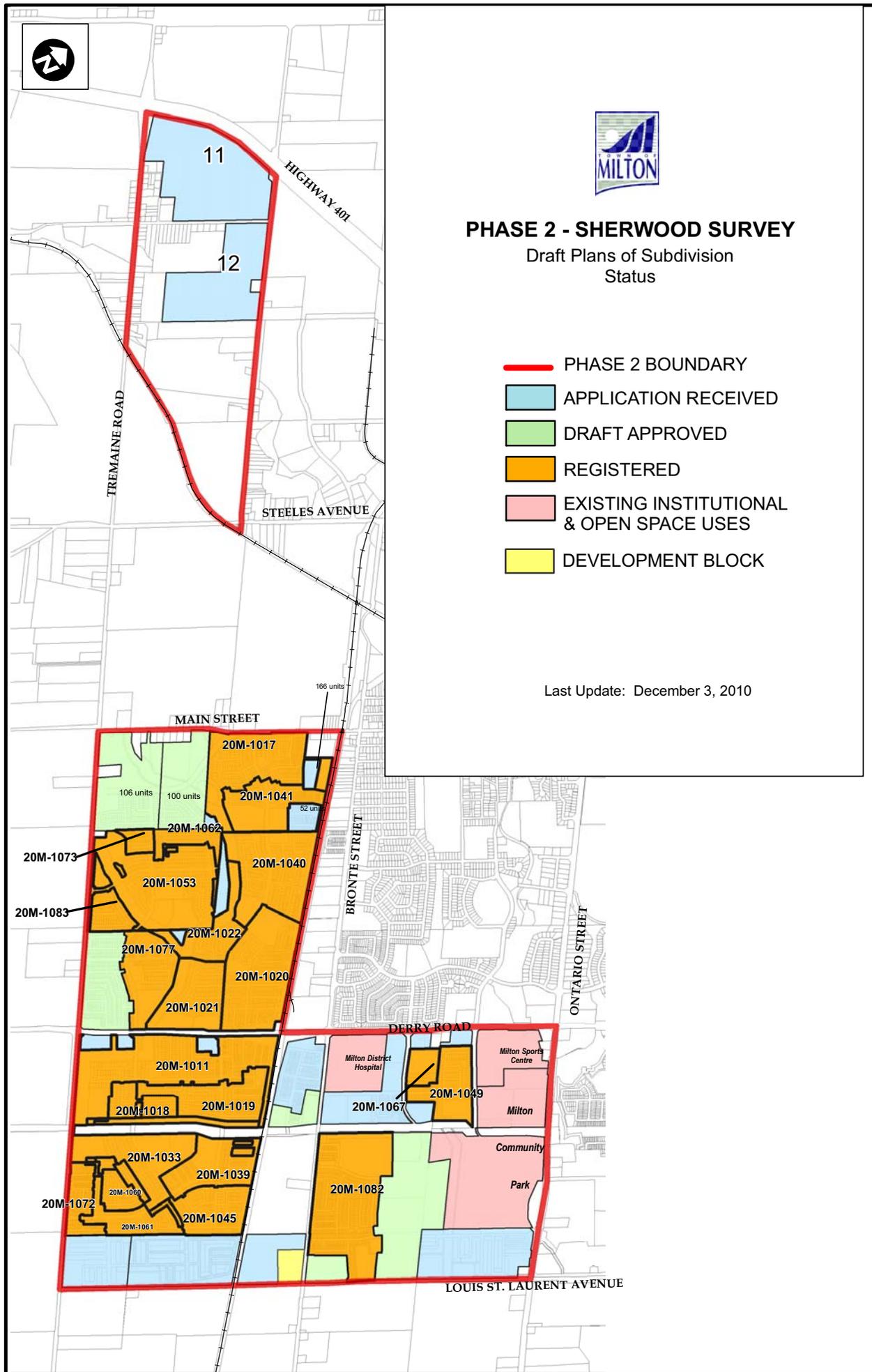
+++++ Railway
 Bristol Survey Boundary

SUBDIVISION STATUS

-  Development Block
-  Draft Approved
-  Existing Institutional and Open Space Uses
-  Application Received
-  Assumed Subdivision
-  Registered Subdivision
-  Draft Lots



Last Update: November 16, 2010



PHASE 2 - SHERWOOD SURVEY

Draft Plans of Subdivision
Status

-  PHASE 2 BOUNDARY
-  APPLICATION RECEIVED
-  DRAFT APPROVED
-  REGISTERED
-  EXISTING INSTITUTIONAL & OPEN SPACE USES
-  DEVELOPMENT BLOCK

Last Update: December 3, 2010

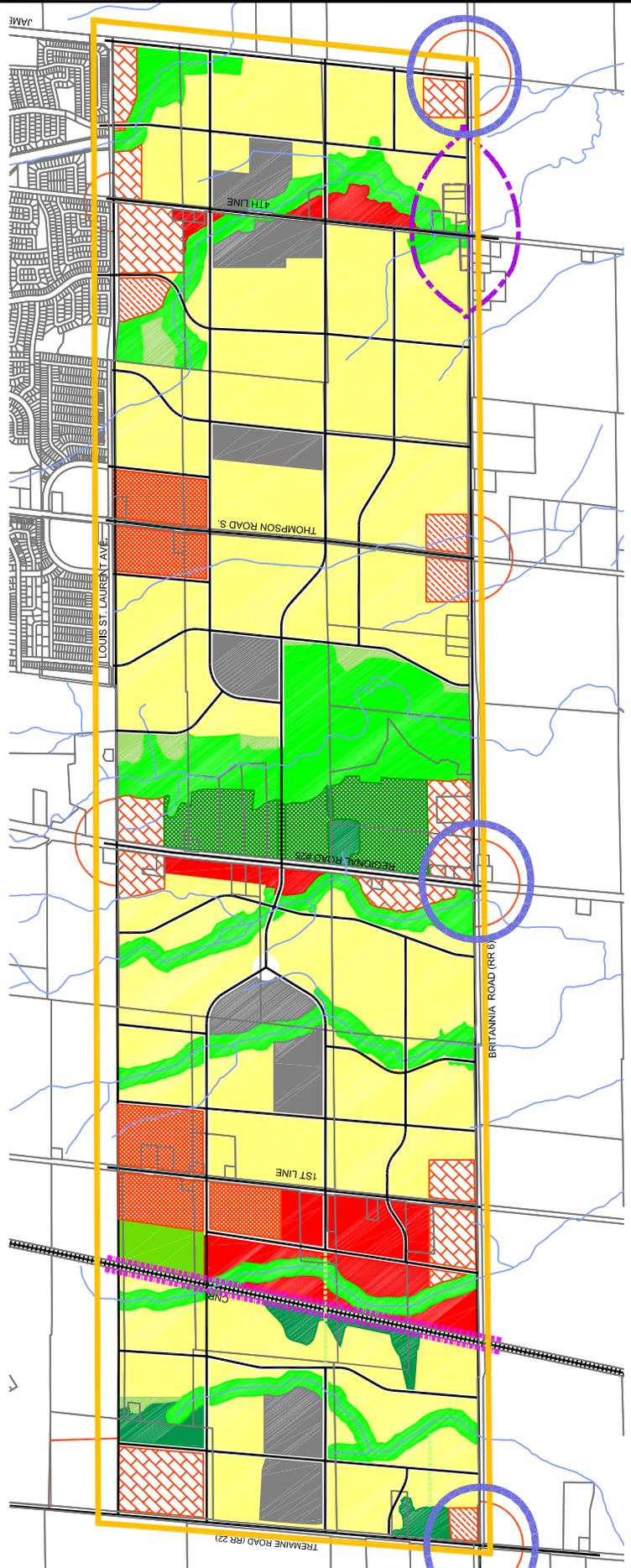
Map A4

TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.C BOYNE SURVEY SECONDARY PLAN LAND USE PLAN



- | | | | |
|--|-------------------------------------|--|-------------------------|
| | COMMUNITY PARK AREA | | MAJOR NODE AREA |
| | DISTRICT PARK AREA | | MINOR SUB-NODE AREA |
| | NEIGHBOURHOOD CENTRE | | SECONDARY PLAN BOUNDARY |
| | GREENLANDS A AREA | | OMAGH STUDY AREA |
| | GREENLANDS B AREA | | GATEWAY |
| | GREENLANDS RESTORATION AREA | | |
| | ENVIRONMENTAL LINKAGE / LINEAR PARK | | |
| | RESIDENTIAL AREA | | |
| | RESIDENTIAL / OFFICE AREA | | |
| | SECONDARY MIXED USE NODE AREA | | |

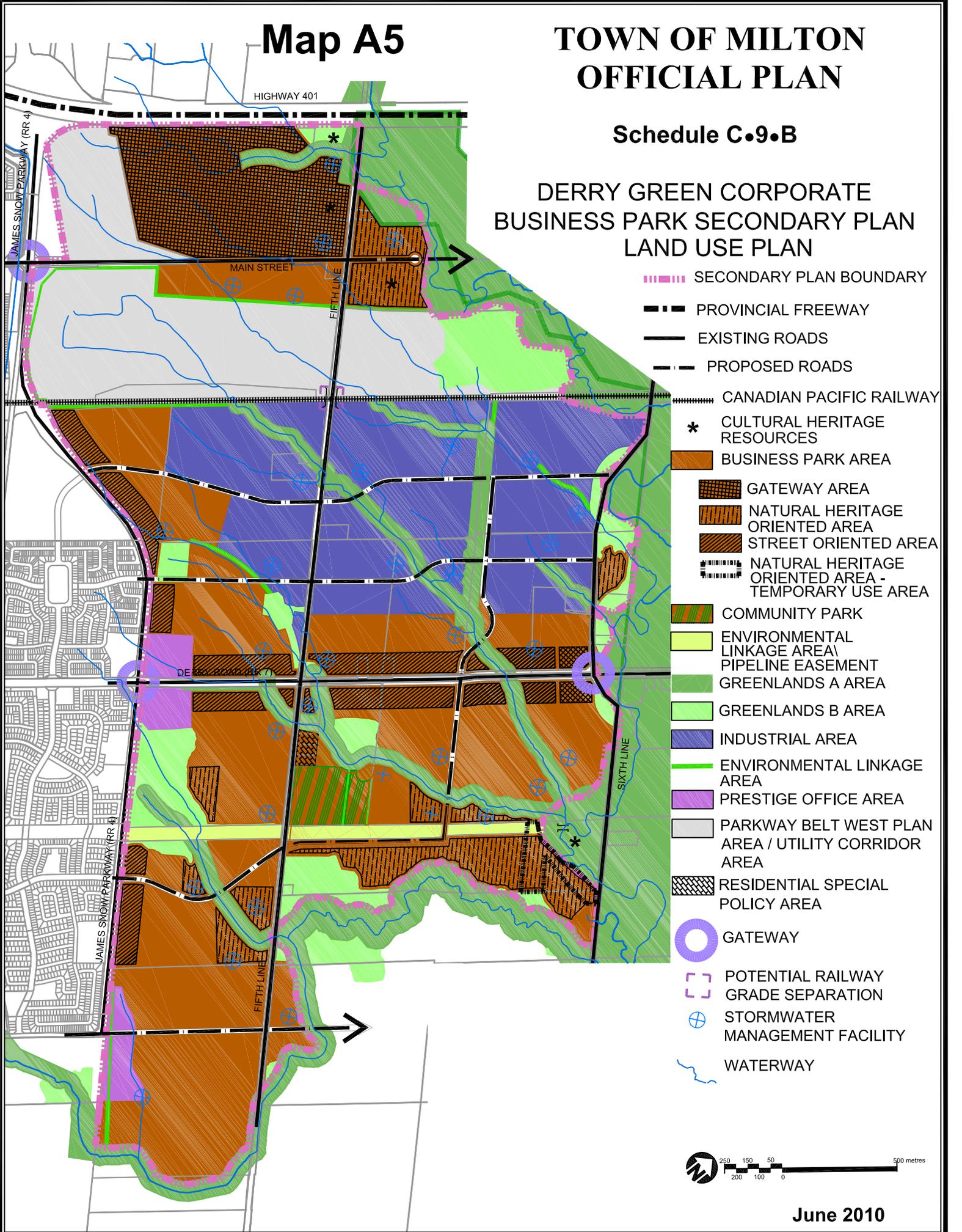


Map A5

TOWN OF MILTON OFFICIAL PLAN

Schedule C.9.B

DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN LAND USE PLAN



- SECONDARY PLAN BOUNDARY
- PROVINCIAL FREEWAY
- EXISTING ROADS
- PROPOSED ROADS
- CANADIAN PACIFIC RAILWAY
- CULTURAL HERITAGE RESOURCES
- BUSINESS PARK AREA
 - GATEWAY AREA
 - NATURAL HERITAGE ORIENTED AREA
 - STREET ORIENTED AREA
 - NATURAL HERITAGE ORIENTED AREA - TEMPORARY USE AREA
- COMMUNITY PARK
- ENVIRONMENTAL LINKAGE AREA\ PIPELINE EASEMENT
- GREENLANDS A AREA
- GREENLANDS B AREA
- INDUSTRIAL AREA
- ENVIRONMENTAL LINKAGE AREA
- PRESTIGE OFFICE AREA
- PARKWAY BELT WEST PLAN AREA / UTILITY CORRIDOR AREA
- RESIDENTIAL SPECIAL POLICY AREA
- GATEWAY
- POTENTIAL RAILWAY GRADE SEPARATION
- STORMWATER MANAGEMENT FACILITY
- WATERWAY



Appendix B – Level of Service

APPENDIX B - LEVEL OF SERVICE CEILING

TOWN OF MILTON

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997

| Service Category | Sub-Component | 10 Year Average Service Standard | | | | Maximum Ceiling LOS | |
|-------------------------------|---|----------------------------------|--------|---|----------------------|---------------------|-------------|
| | | Cost (per capita) | | Quantity (per capita) | Quality (per capita) | | |
| Services Related to a Highway | Services Related to a Highway - Roads | \$6,719.40 | 0.0044 | km of roadways | 1,527,136 | per lane km | 384,006,991 |
| | Services Related to a Highway - Sidewalks on Regional Roads and Active Transportation Amenities | \$44.20 | 0.3328 | Linear meters of sidewalks and No. of items | 133 | per km | 2,525,986 |
| | Services Related to a Highway - Bridges & Structures | \$628.00 | 0.0011 | No. of Bridges and Structures | 570,909 | per signal | 35,889,572 |
| Public Works Operations | Public Works Operations - Facilities | \$231.94 | 0.9394 | ft ² of building area | 247 | per ft ² | 13,255,139 |
| | Public Works Operations - Vehicles & Equipment | \$155.51 | 0.0020 | No. of vehicles and equipment | 77,755 | per vehicle | 8,887,241 |
| Fire | Fire Facilities | \$236.10 | 0.5386 | ft ² of building area | 438 | per ft ² | 13,492,879 |
| | Fire Vehicles | \$139.66 | 0.0004 | No. of vehicles | 349,150 | per vehicle | 7,981,429 |
| | Fire Small Equipment and Gear | \$44.65 | 0.0055 | No. of equipment and gear | 8,118 | per Firefighter | 2,551,703 |
| Transit | Transit Facilities | \$29.40 | 0.0817 | ft ² of building area | \$360 | per ft ² | 1,680,181 |
| | Transit Vehicles | \$50.38 | 0.0001 | No. of vehicles | 503,800 | per vehicle | 2,879,167 |
| | Other Transit Infrastructure | \$4.50 | 0.0006 | No. of items | 7,500 | per vehicle | 257,171 |
| Parking | Parking Spaces | \$144.85 | 0.0093 | No. of spaces | 15,575 | per space | 8,278,033 |
| Parks | Parkland Development | \$909.11 | 0.0108 | No. of developed parkland acres | 84,177 | per acre | 51,954,727 |
| | Parkland Amenities | \$509.12 | 0.0041 | No. of parkland amenities | 124,176 | per amenity | 29,095,699 |
| | Parkland Trails | \$70.63 | 0.1216 | Linear Metres of Paths and Trails | 581 | per lin m. | 4,036,434 |
| Recreation | Recreation Facilities | \$1,589.11 | 4.2970 | ft ² of building area | 370 | per ft ² | 90,816,047 |
| Library | Library Facilities | \$167.45 | 0.3977 | ft ² of building area | 421 | per ft ² | 9,569,600 |
| | Library Collection Materials | \$85.58 | 2.2512 | No. of library collection items | 38 | per collection item | 4,890,811 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/km) |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| Collectors - Rural Kilometers | | | | | | | | | | | |
| 2 lane | 244.37 | 255.68 | 255.68 | 266.74 | 266.74 | 266.74 | 266.74 | 266.74 | 266.74 | 266.74 | \$1,260,000 |
| Collectors - Urban Kilometers | | | | | | | | | | | |
| 2 lane | 13.00 | 13.00 | 12.93 | 12.93 | 12.93 | 12.93 | 12.93 | 12.93 | 12.93 | 12.93 | \$2,420,000 |
| 4 lane | 24.00 | 26.00 | 25.83 | 25.83 | 25.83 | 25.83 | 25.83 | 25.83 | 25.83 | 25.83 | \$2,810,000 |
| Arterial - Urban Kilometers | | | | | | | | | | | |
| 2 lane | 11.06 | 3.80 | 1.50 | 1.50 | 1.50 | 1.50 | 2.00 | 0.50 | 0.50 | 0.50 | \$2,420,000 |
| 4 lane - No Noise Barrier | - | 4.00 | 4.39 | 4.39 | 4.39 | 4.39 | 5.49 | 8.39 | 8.39 | 9.79 | \$2,810,000 |
| 4 lane - With 1 Side Noise Barrier | 1.20 | 1.00 | 1.24 | 1.24 | 1.24 | 1.24 | 1.24 | 1.24 | 1.24 | 1.24 | \$4,010,000 |
| 5 lane - No Noise Barrier | 4.62 | 6.00 | 6.04 | 6.04 | 6.04 | 6.04 | 6.04 | 6.04 | 6.04 | 6.04 | \$3,300,000 |
| 5 lane - With 1 Side Noise Barrier | - | - | 1.84 | 1.84 | 1.84 | 1.84 | 1.84 | 1.84 | 1.84 | 1.84 | \$4,500,000 |
| Lower Base Line (6th Line to 5th Line) | - | - | - | - | - | 3.40 | 3.40 | 3.40 | 3.40 | 3.40 | \$1,000,000 |
| Total | 298.25 | 309.48 | 309.45 | 320.51 | 320.51 | 323.91 | 325.51 | 326.91 | 326.91 | 328.31 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0059 | 0.0055 | 0.0051 | 0.0049 | 0.0043 | 0.0040 | 0.0039 | 0.0036 | 0.0034 | 0.0034 |

| 10 Year Average | 2005-2014 |
|-------------------|-------------|
| Quantity Standard | 0.0044 |
| Quality Standard | \$1,527,136 |
| Service Standard | \$6,719 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|---------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$6,719 |
| Eligible Amount | \$384,006,991 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Sidewalks on Regional Roads and Active Transportation Amenities
Unit Measure: Linear meters of sidewalks and No. of items

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/ Lin. Metre) |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------------------|
| Sidewalks on Regional Roads (linear meter) | | | | | | | | | | | |
| Steeles Ave. Martin to Ontario 2 sides (Concrete) | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | 1,408 | \$90 |
| Steeles Ave. Ontario to Thompson Asphalt one side | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | 1,594 | \$90 |
| Steeles Ave - Thompson to James Snow | - | - | - | - | - | - | 1,224 | 1,224 | 1,224 | 1,224 | \$90 |
| Derry Road (Tremaine to Bronte) South side | - | - | - | - | - | - | 1,532 | 1,532 | 1,532 | 1,532 | \$90 |
| Derry Road (Tremaine to Bronte) North Side | - | - | - | - | - | - | 1,100 | 1,100 | 1,100 | 1,100 | \$90 |
| Derry Rd: Bronte to Ontario (Asphalt) | 1,395 | 2,790 | 2,790 | 2,790 | 2,790 | 2,790 | 2,790 | 2,790 | 2,790 | 2,790 | \$90 |
| Derry Rd: Ontario to Thompson (Asphalt) | 1,360 | 2,720 | 2,720 | 2,720 | 2,720 | 2,720 | 2,720 | 2,720 | 2,720 | 2,720 | \$90 |
| Derry Rd: Thompson to James Snow (2 sides Asphalt) | - | 4,130 | 4,130 | 4,130 | 4,130 | 4,130 | 4,130 | 4,130 | 4,130 | 4,130 | \$90 |
| Derry Rd: JSP - 5th Line - 1 side (Asphalt) | - | - | - | - | - | - | 536 | 536 | 536 | 536 | \$90 |
| James Snow Pkwy: Derry to LSL-west side | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | 1,545 | \$90 |
| James Snow Pkwy: Derry Rd to Waldie (2 sides concrete) | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | \$90 |
| James Snow Pkwy: Main to Derry (west side asphalt) | - | 1,970 | 1,970 | 1,970 | 1,970 | 1,970 | 1,970 | 1,970 | 1,970 | 1,970 | \$90 |
| James Snow Pkwy: Main to 185m North of Main - East Side | - | - | - | - | - | 185 | 185 | 185 | 185 | 185 | \$90 |
| James Snow Pkwy: Boston Church to Steeles (1 side) | - | - | - | - | - | - | - | - | - | 2,860 | \$90 |
| James Snow Pkwy: Holgate to Boston Church - South Side | - | - | - | - | - | - | - | 900 | 900 | 900 | \$90 |
| James Snow Pkwy: RR25 to Holgate - 2 sides | 520 | 520 | 520 | 520 | 520 | 520 | 520 | 520 | 520 | 520 | \$90 |
| James Snow Pkwy: RR25 west to creek | - | 655 | 655 | 655 | 655 | 655 | 655 | 655 | 655 | 655 | \$90 |
| Guelph Line CPR to 401 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | \$90 |
| Guelph Line Brookville | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | 1,735 | \$90 |
| RR 25 - Britannia to LSL | - | - | - | - | - | - | - | - | 1,535 | 1,535 | \$90 |
| RR 25 - LSL to Derry | - | - | - | - | - | - | - | 1,535 | 1,535 | 1,535 | \$90 |
| RR 25 - Steeles to Chisholm | 792 | 792 | 792 | 792 | 792 | 792 | 792 | 792 | 792 | 792 | \$90 |
| Tremaine - South of Derry to Main | - | - | - | - | - | - | 1,600 | 1,600 | 1,600 | 1,600 | \$90 |
| Active Transportation: | | | | | | | | | | | |
| Pedestrian/Cycling Railway Overpass | - | - | - | - | - | - | - | - | 1 | 1 | \$3,157,000 |
| Asphalt Trails Union Gas Pipeline - Lit | 413 | 413 | 825 | 825 | 825 | 825 | 825 | 825 | 825 | 2,774 | \$740 |
| Total | 12,412 | 21,922 | 22,334 | 22,334 | 22,334 | 22,519 | 28,511 | 30,946 | 32,481 | 37,290 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.25 | 0.39 | 0.37 | 0.34 | 0.30 | 0.28 | 0.34 | 0.35 | 0.34 | 0.38 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.3328 |
| Quality Standard | \$133 |
| Service Standard | \$44 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$44 |
| Eligible Amount | \$2,525,986 |

**Town of Milton
Service Standard Calculation Sheet**

Service:

Services Related to a Highway - Bridges & Structures

Unit Measure:

No. of Bridges and Structures

Quantity Measure

| Bridge Name | Road Name | Location | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|---|--------------------------|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|
| 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 | \$268,000 |
| Lot 8, Conc V, Trafalgar | Louis St. Laurent Avenue | 0.25 km E of Fourth Line | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$1,483,000 |
| Louis St. Laurent Extension Structure (4 Lanes) | Regional Road 25 | Yates Drive | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | \$6,615,000 |
| Louis St. Laurent | Louis St. Laurent Avenue | CNR Crossing | - | - | - | - | - | - | - | - | 1 | 1 | \$4,600,000 |
| Culverts: | | | | | | | | | | | | | |
| LOT 8 CONC 6/7 TRAFALGAR | SIXTH LINE | 1.9 km N of 6-BRITANNIA ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$452,480 |
| LOT 13, CONC 6/7, TRAFALGAR | SIXTH LINE | 1.3 km N of 7-DERRY ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$440,360 |
| LOT 1, CONC 6/7, NELSON | BELL SCHOOL LINE | 3.1 km S of BRITANNIA ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$941,320 |
| LAURIER AVENUE CULVERT | LAURIER AVENUE | 0.3 km E of ONTARIO STREET | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$624,180 |
| WOODWARD AVENUE CULVERT | WOODWARD AVENUE | 0.1 km E of ONTARIO STREET NORTH | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$513,080 |
| WHEELABRATOR WAY CULVERT | WHEELABRATOR WAY | 0.2 km N of 8-STEELES AVENUE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$613,070 |
| CHISHOLM DRIVE CULVERT | CHISHOLM DRIVE | 0.9 km W of 25-MARTIN STREET | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$695,890 |
| SOUTHCOTT DRIVE CULVERT | SOUTHCOTT DRIVE | 0.4 km S of 5 SIDE ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$610,040 |
| LOT 18, CONC 2/3, NASSAGAWEYA | SECOND LINE, NASSAGAWEYA | 1.4 km S of 34-20 SIDE ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$314,110 |
| LOT 27 CONC 2/3 NASSAGAWEYA | SECOND LINE, NASSAGAWEYA | 0.3 km S of 28 SIDE ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$326,230 |
| LOT 29 CONC 4/5 NASSAGAWEYA | FOURTH LINE, NASSAGAWEYA | 0.8 km S of 30 SIDE ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$460,560 |
| LOT 31, CONC 6/7, NASSAGAWEYA | SIXTH LINE, NASSAGAWEYA | 0.8 km S of HIGHWAY 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$275,730 |
| KELSO STRUCTURE | APPLEBY LINE | 0.5 km S of HIGHWAY 401 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$489,850 |
| MAIN STREET EAST CULVERT | MAIN STREET EAST | 0.01 km W of FOURTH LINE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$640,340 |
| CLARK BOULEVARD CULVERT | CLARK BOULEVARD | 0.05 km E of FOURTH LINE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$887,790 |
| SPRUCEDALE LANE CULVERT | SPRUCEDALE LANE | 0.1 km E of THOMPSON ROAD NORTH | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$768,610 |
| SIXTH LINE NASSAGAWEYA | SIXTH LINE CULVERT | 0.98 km S of Highway 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$273,000 |
| LOT 2, CONC V/VI | APPLEBY LINE | 1.95 km S of HIGHWAY 401 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$196,950 |
| LOT 5/6, CONC VI | 5 SIDE ROAD | 0.1 km E of APPLEBY LINE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$381,780 |
| LOT 15/16, CONC VI | 15 SIDE ROAD | 0.3 km E of FIFTH LINE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$274,720 |
| LOT 3/4, CONC VII | KELSO ROAD | 0.1 km W of 22 - TREMAINE ROAD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$227,250 |
| LOT 5/6, CONC II | 5 SIDE ROAD | 1 km W of 25 - REGIONAL ROAD 25 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$263,610 |
| LOT 5/6, CONC II | 5 SIDE ROAD | 0.6 km W of 25 - REGIONAL ROAD 25 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$290,880 |
| Louis St. Laurent | Louis St. Laurent Avenue | 0.50 km W of Highway 25 | | | | | 1 | 1 | 1 | 1 | 1 | 1 | \$1,857,372 |
| Total | | | 79 | 79 | 77 | 78 | 79 | 80 | 80 | 80 | 81 | 81 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0016 | 0.0014 | 0.0013 | 0.0012 | 0.0011 | 0.0010 | 0.0009 | 0.0009 | 0.0008 | 0.0008 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0011 |
| Quality Standard | \$570,909 |
| Service Standard | \$628 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|--------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$628 |
| Eligible Amount | \$35,889,572 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Bld'g Value (\$/ft²) | Value/ft² with land, site works, etc. |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------------------|---------------------------------------|
| Nippising Yard - Building | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | 19,600 | \$173 | \$280 |
| Nippising Yard - Sand/Salt Dome | 7,800 | 7,800 | 7,800 | 7,800 | 7,800 | - | - | - | - | - | \$49 | \$111 |
| Nippising Yard - Coverall | - | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | 2,560 | \$67 | \$135 |
| Nippising Yard - Sign Shop | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 | - | - | - | \$73 | \$144 |
| Brookville Yard - Building | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 | \$111 | \$210 |
| Brookville Yard - Salt Dome | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | 7,900 | \$36 | \$89 |
| Steeles Ave Domes | 16,816 | 16,816 | 16,816 | - | - | - | - | - | - | - | \$49 | \$111 |
| Campbellville Community Centre | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | - | - | - | - | - | \$182 | \$292 |
| 5600 Regional Road 25 - Land Only (acres) - Excluding land in use for Existing Buildings | - | - | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 39 | \$99,607 | \$99,607 |
| Milton Operations Centre Main Building (5600 Regional Road 25) | - | - | - | - | - | - | - | - | - | 43,090 | \$216 | \$388 |
| Milton Operations Centre Covered Storage (5600 Regional Road 25) | - | - | - | - | - | - | - | - | - | 7,100 | \$70 | \$133 |
| Milton Operations Centre Truck Wash (5600 Regional Road 25) | - | - | - | - | - | - | - | - | - | 3,720 | \$279 | \$405 |
| Milton Operations Centre Cold Storage (5600 Regional Road 25) | - | - | - | - | - | - | - | - | - | 3,980 | \$91 | \$160 |
| Milton Operations Centre Sand/Salt Facility (5600 Regional Road 25) | - | - | - | - | - | 20,200 | 20,200 | 20,200 | 20,200 | 20,200 | \$72 | \$136 |
| Storage behind Memorial Arena | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | \$73 | \$144 |
| McGeachie Drive - Sign Shop (lease) | - | - | - | - | - | - | 2,100 | 2,100 | 2,100 | 2,100 | \$73 | \$144 |
| Storage Facility at Old Fire Station #3 (Derry Road) | - | - | - | - | - | - | - | 5,200 | 5,200 | 5,200 | \$213 | \$399 |
| Animal Shelter | 1,100 | 1,216 | 1,324 | 1,428 | 1,621 | 1,745 | 1,832 | 1,946 | 2,080 | 2,112 | \$313 | \$472 |
| Total | 66,216 | 68,892 | 69,040 | 52,328 | 52,521 | 62,045 | 64,232 | 65,646 | 65,780 | 123,701 | | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 1.3070 | 1.2306 | 1.1325 | 0.7956 | 0.7037 | 0.7720 | 0.7614 | 0.7325 | 0.6869 | 1.2722 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.9394 |
| Quality Standard | \$247 |
| Service Standard | \$232 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$232 |
| Eligible Amount | 13,255,139 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Operations Equipment | | | | | | | | | | | |
| Services Related to a Highway: | | | | | | | | | | | |
| Operations Vehicles Only | | | | | | | | | | | |
| Trailers & Water Tank/Trailers | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$9,000 |
| Spreaders | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | - | - | - | - | - | \$8,700 |
| Sweepster | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$16,800 |
| Thompson A - Culvert Steamer | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$21,000 |
| Machinability V Plow | - | - | - | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$23,000 |
| 1-Ton Roller | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$26,200 |
| Asphalt Hot Box | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$30,600 |
| Air Compressor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$31,700 |
| Windrow Eliminator | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$31,700 |
| Pickup Trucks 1/2 Ton | 5.0 | 5.0 | 2.0 | 5.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | \$35,000 |
| Portable Roller | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$73,300 |
| Sign Truck | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$125,000 |
| Tractors | 2.0 | 2.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$110,000 |
| Snow blade | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$30,900 |
| Roto Tiller | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$6,000 |
| Backhoes | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$122,500 |
| Ho Pack Tamper | - | - | - | - | - | - | - | - | - | 1.0 | \$6,500 |
| High-Ram hammer | - | - | - | - | - | - | - | - | - | 1.0 | \$12,000 |
| Bucket Truck | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | \$132,300 |
| Single Axle Trucks Dump Trucks | 6.0 | 6.0 | 6.0 | 5.0 | 2.0 | 3.0 | - | - | - | - | \$187,000 |
| Loader Attachments | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$21,300 |
| Tandem Axle Trucks Dump Trucks | 8.0 | 9.0 | 10.0 | 10.0 | 13.0 | 14.0 | 15.0 | 17.0 | 17.0 | 17.0 | \$256,900 |
| 2000 Gallon Flusher Truck | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$303,900 |
| Road Sweeper | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$322,500 |
| Road Grader | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$343,300 |
| Gradall | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$361,900 |
| Gradall - Brush Cutter | - | - | - | - | - | - | - | - | - | 1.0 | \$48,000 |
| Tri Edge Poly Plow | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 3.0 | \$10,900 |
| Single Axle Trucks | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | - | - | - | - | \$233,000 |
| Champion Road Grader | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$343,000 |
| Machinability Plow 2 Way Angle | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | \$7,000 |
| Arctic Plow | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | - | \$6,600 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|---|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Roll off - Flat deck | - | - | - | - | - | - | - | - | 1.0 | 1.0 | \$4,500 |
| Hotsy2000 Pressure Washer | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$13,100 |
| Cargo Vans | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | \$35,400 |
| Operations Vehicles (shared with Parks and Recreation) | | | | | | | | | | | |
| Sweeper | - | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 1.6 | 1.6 | 1.6 | 1.6 | \$9,000 |
| Angle Plow | 1.6 | 1.6 | 1.6 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 4.0 | 4.0 | \$7,000 |
| Snowblower w Sidewalk Chute | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | \$12,000 |
| Sander | 1.6 | 1.6 | 1.6 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 4.0 | 4.0 | \$8,500 |
| Cold Planer | - | - | - | - | - | - | - | - | - | 0.8 | \$35,000 |
| Skidsteer | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | \$58,400 |
| Loaders | 1.6 | 1.6 | 1.6 | 1.6 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | \$190,200 |
| Brush Chipper | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | \$44,800 |
| Pickup Trucks 3/4 Ton | 1.0 | 1.5 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | \$53,600 |
| Trackless Tractors | 1.0 | 1.0 | 1.0 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 2.5 | 2.5 | \$137,800 |
| Garbage Packer | - | - | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$102,500 |
| Haul All | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | - | - | - | - | - | \$136,700 |
| Roll Off Chassis | - | - | - | - | - | - | - | - | 0.5 | 0.5 | \$70,000 |
| Trailers and Water Tank/Trailers | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 4.5 | 5.0 | 5.0 | 7.5 | \$8,700 |
| Pickup Trucks 1/2 Ton | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | \$35,000 |
| 1 Ton Dump Trucks & Crew Cabs | 3.0 | 3.3 | 3.6 | 4.2 | 4.2 | 4.2 | 4.5 | 4.5 | 4.5 | 4.5 | \$70,000 |
| Parks and Recreation Equipment | | | | | | | | | | | |
| Parks and Recreation Vehicles Only | | | | | | | | | | | |
| Roll off - Water Tanker attachment | - | - | - | - | - | - | - | - | 1.0 | 1.0 | \$26,000 |
| Roll off - landscape dump body | - | - | - | - | - | - | - | - | 1.0 | 1.0 | \$7,500 |
| Roll off - chipper body | - | - | - | - | - | - | - | - | - | 1.0 | \$17,000 |
| Harley rake | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | 1.0 | \$9,200 |
| Overseeder | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$10,000 |
| Fertilizer spreader | - | - | - | - | - | - | - | - | - | 1.0 | \$4,500 |
| Antonio SP4400 tractor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | \$51,400 |
| Flail moulder | - | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | \$9,700 |
| 14 ft. Cutting Deck (parks) | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 5.0 | 5.0 | \$22,500 |
| Walk Behind Mowers | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | \$6,700 |
| Mowers | 3.0 | 6.0 | 10.0 | 13.0 | 13.0 | - | - | - | - | - | \$20,600 |

Town of Milton
Service Standard Calculation Sheet

Service: Public Works Operations - Vehicles & Equipment

Unit Measure: No. of vehicles and equipment

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|---|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Finishing Mower Deck | - | - | - | - | - | - | - | 1.0 | 1.0 | 1.0 | \$71,200 |
| Tracaire12WCoreAerator | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$8,700 |
| Ball Diamond Groomers | 2.0 | 2.0 | 2.0 | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$9,800 |
| Ball Diamond Groomers (motorized) | - | - | - | - | - | - | - | - | 1.0 | 2.0 | \$25,000 |
| Zero Radius Mowers | 5.0 | 6.0 | 7.0 | 10.0 | 10.0 | 11.0 | 12.0 | 14.0 | 16.0 | 16.0 | \$23,000 |
| Top Dresser | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$26,200 |
| Trimax Stealth Cutting Deck | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | - | \$28,400 |
| Progressive Mower | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | \$31,700 |
| Batwing Core Aerator | - | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$31,700 |
| Front Mount Mowers | 4.0 | 4.0 | 3.0 | 1.0 | 1.0 | 1.0 | - | - | - | - | \$36,100 |
| Van | 1.0 | 1.0 | 1.0 | - | - | - | - | 1.0 | 1.0 | 1.0 | \$38,300 |
| Tractor with Loader | 1.0 | - | - | - | - | - | - | - | - | - | \$78,700 |
| Kut-Kwick Mower | 1.0 | - | - | - | - | - | - | - | - | - | \$82,000 |
| Tractors | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | \$91,800 |
| Ice Resurfacers | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 5.0 | 5.0 | \$81,500 |
| Dodge Facility Maintenance | - | - | - | - | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$49,700 |
| Gator XUV Utility Vehicle | - | - | - | - | - | 1.0 | 1.0 | 2.0 | 3.0 | 3.0 | \$21,400 |
| Gator Plow | - | - | - | - | - | - | - | - | 1.0 | 1.0 | \$6,000 |
| Parks and Recreation Vehicles (shared with Operations) | | | | | | | | | | | |
| Sweeper | - | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.4 | 0.4 | 0.4 | 0.4 | \$9,000 |
| Angle Plow | 0.4 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 1.0 | 1.0 | \$7,000 |
| Snowblower w Sidewalk Chute | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | \$12,000 |
| Sander | 0.4 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 1.0 | 1.0 | \$8,500 |
| Cold Planer | - | - | - | - | - | - | - | - | - | 0.2 | \$35,000 |
| Skidsteer | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | \$58,400 |
| Loaders | 0.4 | 0.4 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | \$190,200 |
| Brush Chipper | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | \$44,800 |
| Pickup Trucks 3/4 Ton | 1.0 | 1.5 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | \$53,600 |
| Trackless Tractors | 1.0 | 1.0 | 1.0 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 2.5 | 2.5 | \$137,800 |
| Garbage Packer | - | - | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | \$122,500 |
| Haul All | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | - | - | - | - | - | \$136,700 |
| Roll Off Chassis | - | - | - | - | - | - | - | - | 0.5 | 0.5 | \$70,000 |
| Trailers and Water Tank/Trailers | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 4.5 | 5.0 | 5.0 | 7.5 | \$8,700 |
| Pickup Trucks 1/2 Ton | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | \$35,000 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------------|
| 1 Ton Dump Trucks & Crew Cabs | 7.0 | 7.7 | 8.4 | 9.8 | 9.8 | 9.8 | 10.5 | 10.5 | 10.5 | 10.5 | \$70,000 |
| By-law Enforcement | | | | | | | | | | | |
| By-law Cars | - | - | - | - | - | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | \$29,100 |
| Pickup Trucks 1/2 Ton | - | - | - | - | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | \$33,200 |
| Total | 115.0 | 123.0 | 128.0 | 143.0 | 143.0 | 141.0 | 140.0 | 149.0 | 170.0 | 184.0 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0023 | 0.0022 | 0.0021 | 0.0022 | 0.0019 | 0.0018 | 0.0017 | 0.0017 | 0.0018 | 0.0019 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0020 |
| Quality Standard | \$77,755 |
| Service Standard | \$156 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$156 |
| Eligible Amount | \$8,887,241 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Facilities
 Unit Measure: ft² of building area
Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Bld'g Value (\$/ft ²) | Value/ft ² with land, site works, etc. |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|---|
| Station # 1 (Steeles) | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | 15,900 | \$192 | \$365 |
| Station #2 (Campbellville) Town Portion | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | 9,760 | \$268 | \$536 |
| Old Station #3 (Derry Road) | 5,200 | 5,200 | 5,200 | 5,200 | 5,200 | 5,200 | 5,200 | - | - | - | \$213 | \$399 |
| Fire Training (2 offices & Training rooms - Industrial Drive) | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | - | - | - | \$221 | \$339 |
| Station #4 (James Snow Parkway) | - | - | - | - | - | 10,835 | 10,835 | 10,835 | 10,835 | 10,835 | \$298 | \$488 |
| Station #3 Headquarters (610 Savoline) | | | | | | | | 13,990 | 13,990 | 13,990 | \$303 | \$511 |
| Station #5 (acres - land only) | - | - | - | - | - | - | - | 1.52 | 1.52 | 1.52 | | \$209,430 |
| Total | 32,860 | 32,860 | 32,860 | 32,860 | 32,860 | 43,695 | 43,695 | 50,485 | 50,485 | 50,485 | | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.6486 | 0.5870 | 0.5390 | 0.4996 | 0.4403 | 0.5437 | 0.5179 | 0.5634 | 0.5272 | 0.5192 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.5386 |
| Quality Standard | \$438 |
| Service Standard | \$236 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$236 |
| Eligible Amount | 13,492,879 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Fire Vehicles
Unit Measure: No. of vehicles

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|
| Station #4: | | | | | | | | | | | |
| Pumper Rescue | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | \$607,000 |
| Pumper/Tanker | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | \$514,000 |
| Utility Pickup | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | \$49,200 |
| Total | 26 | 29 | 29 | 29 | 30 | 35 | 35 | 36 | 36 | 36 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0005 | 0.0005 | 0.0005 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0004 |
| Quality Standard | \$349,150 |
| Service Standard | \$140 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$140 |
| Eligible Amount | \$7,981,429 |

* Fire Safety Education Trailer is shared with Halton Hills

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------|
| Radio Communications Equipment - Recording System | - | - | - | - | - | - | - | - | 1 | 1 | \$38,300 |
| Trunk Radio System | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$863,800 |
| Fire fighting Hose (not on trucks) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$14,500 |
| Defibrillators | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | \$5,600 |
| Specialized Equipment | - | - | - | - | - | - | - | - | - | - | \$15,500 |
| Air Monitoring Equipment | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$11,700 |
| Station 4 | | | | | | | | | | | |
| Other Equipment | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | \$188,400 |
| Vehicle Extrication Equipment | | | | | | 1 | 1 | 1 | 1 | 1 | \$79,000 |
| Total | 377 | 390 | 396 | 425 | 430 | 430 | 367 | 369 | 373 | 374 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0074 | 0.0070 | 0.0065 | 0.0065 | 0.0058 | 0.0053 | 0.0044 | 0.0041 | 0.0039 | 0.0038 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0055 |
| Quality Standard | \$8,118 |
| Service Standard | \$45 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$45 |
| Eligible Amount | \$2,551,703 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Transit Facilities
Unit Measure: ft² of building area

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Bld'g Value (\$/ft ²) | Value/ft ² with land, site works, etc. |
|---------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|--|---|
| Existing Facility | - | - | - | - | - | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | \$328 | \$406 |
| Contracted Facility Space | 2,500 | 2,500 | 2,500 | 3,500 | 5,000 | - | - | - | - | - | \$194 | \$258 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Total | 2,500 | 2,500 | 2,500 | 3,500 | 5,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0493 | 0.0447 | 0.0410 | 0.0532 | 0.0670 | 0.1244 | 0.1185 | 0.1116 | 0.1044 | 0.1028 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0817 |
| Quality Standard | \$360 |
| Service Standard | \$29 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$29 |
| Eligible Amount | \$1,680,181 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Transit Vehicles
Unit Measure: No. of vehicles

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Vehicle) |
|---------------------------------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|
| 40 ft. Orion | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | \$522,000 |
| 24 ft. Community Bus | 4 | 4 | 4 | - | - | - | - | - | - | - | \$216,000 |
| Accessible Transit - 24 ft. Bus | 1 | 1 | 1 | 1 | - | - | - | - | 3 | 3 | \$216,000 |
| Accessible Transit - 40 ft. Bus | - | - | - | - | 3 | 5 | 5 | 8 | 8 | 11 | \$522,000 |
| 30 ft. Low Floor Buses | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 4 | \$447,000 |
| Community Bus | - | - | - | 2 | 2 | 2 | - | - | - | - | \$51,400 |
| Support Vehicles | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 | \$26,600 |
| Total | 5 | 5 | 5 | 7 | 10 | 14 | 12 | 15 | 18 | 21 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0001 | 0.0001 | 0.0001 | 0.0001 | 0.0001 | 0.0002 | 0.0001 | 0.0002 | 0.0002 | 0.0002 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0001 |
| Quality Standard | \$503,800 |
| Service Standard | \$50 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$50 |
| Eligible Amount | \$2,879,167 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Other Transit Infrastructure

Contact :

Unit Measure: No. of items

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|
| Existing Shelters | 12 | 14 | 16 | 17 | 19 | 21 | 25 | 29 | 33 | 33 | \$10,900 |
| Existing Bus Pads | 12 | 14 | 16 | 17 | 19 | 21 | 25 | 29 | 33 | 33 | \$2,200 |
| Farebox Revenue System Equipment | | | | | | 1 | 1 | 1 | 1 | 1 | \$141,000 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Total | 24 | 28 | 32 | 34 | 38 | 43 | 51 | 59 | 67 | 67 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0005 | 0.0005 | 0.0005 | 0.0005 | 0.0005 | 0.0005 | 0.0006 | 0.0007 | 0.0007 | 0.0007 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0006 |
| Quality Standard | \$7,500 |
| Service Standard | \$5 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-----------|
| Forecast Population | 57,149 |
| \$ per Capita | \$5 |
| Eligible Amount | \$257,171 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Parking Spaces
 Contact : Heide Schlegl
 Unit Measure: No. of spaces

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/space) |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------|
| Downtown On-Street Parking | 297 | 297 | 297 | 297 | 297 | 297 | 297 | 297 | 297 | 297 | \$15,600 |
| Downtown Municipal Parking | 253 | 253 | 253 | 253 | - | - | - | - | - | - | \$15,600 |
| Munic. Parking Lot #1 - Main Street & Brown Street | - | - | - | - | 37 | 37 | 37 | 37 | 37 | 37 | \$15,600 |
| Munic. Parking Lot #2 - Mary Street | - | - | - | - | 55 | 55 | 55 | 55 | 55 | 55 | \$15,600 |
| Munic. Parking Lot #3 - Mary Street | - | - | - | - | 109 | 109 | 109 | 109 | 109 | 109 | \$15,600 |
| Munic. Parking Lot #4 - Mary Street | - | - | - | - | 26 | 26 | 26 | 26 | 26 | 26 | \$15,600 |
| Munic. Parking Lot #5 - Mary Street | - | - | - | - | 11 | 11 | 11 | 11 | 11 | 11 | \$15,600 |
| Town Hall/Hugh Foster Hall | - | - | - | - | 10 | 10 | 10 | 10 | 10 | 10 | \$15,600 |
| Downtown Campbellville On-Street Parking | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | \$15,600 |
| Downtown Campbellville Municipal Parking Lot | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | \$15,600 |
| Main Street Parking (new lot - land value only) | - | - | - | - | - | - | - | - | - | 1 | \$525,600 |
| Total | 669 | 669 | 669 | 669 | 664 | 664 | 664 | 664 | 664 | 664 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0093 |
| Quality Standard | \$15,575 |
| Service Standard | \$145 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$145 |
| Eligible Amount | \$8,278,033 |

Town of Milton
Service Standard Calculation Sheet

Service: Parkland Development
 Unit Measure: No. of developed parkland acres

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/Acre) |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|----------------------|
| Parkland (acres) | | | | | | | | | | | |
| Village Squares - Existing Milton | 30.00 | 30.00 | 33.34 | 36.33 | 43.51 | 44.18 | 46.03 | 46.03 | 46.03 | 46.03 | \$173,000 |
| District Park - Existing Milton | 168.91 | 168.91 | 186.18 | 186.18 | 186.18 | 186.18 | 190.23 | 190.23 | 190.23 | 204.78 | \$118,500 |
| Neighbourhood Parks - Existing Milton | 93.02 | 93.27 | 110.11 | 110.11 | 119.50 | 148.27 | 159.14 | 160.94 | 160.94 | 179.58 | \$133,500 |
| Community Parks - Existing Milton | 28.05 | 28.05 | 28.05 | 33.24 | 33.24 | 33.24 | 62.71 | 64.95 | 69.82 | 91.15 | \$144,800 |
| Schools (50%) | 41.81 | 41.81 | 44.03 | 44.03 | 48.32 | 52.43 | 53.56 | 57.69 | 62.07 | 66.81 | \$67,100 |
| Schools (75%) - J Vanier | - | - | - | - | - | - | - | - | 1.31 | 1.31 | \$67,100 |
| Woodlots | 49.29 | 57.68 | 64.15 | 76.12 | 81.31 | 81.33 | 83.34 | 85.02 | 89.49 | 89.49 | \$7,700 |
| Passive Open Space | 180.48 | 195.34 | 175.83 | 230.72 | 229.12 | 221.97 | 168.51 | 202.38 | 197.51 | 403.28 | \$7,700 |
| Linear Parks | 38.94 | 40.57 | 40.57 | 41.47 | 41.47 | 41.47 | 43.03 | 43.03 | 43.03 | 43.03 | \$184,100 |
| Non-Town Sites (50%) - Croatian Club | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | 6.13 | \$67,100 |
| Non-Town Sites (100%) - Maplehurst Diamond | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | 2.97 | \$67,100 |
| Total | 639.60 | 664.73 | 691.36 | 767.30 | 791.75 | 818.17 | 815.65 | 859.37 | 869.53 | 1,134.56 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0126 | 0.0119 | 0.0113 | 0.0117 | 0.0106 | 0.0102 | 0.0097 | 0.0096 | 0.0091 | 0.0117 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0108 |
| Quality Standard | \$84,177 |
| Service Standard | \$909 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|--------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$909 |
| Eligible Amount | \$51,954,727 |

Town of Milton
Service Standard Calculation Sheet

Service: Parkland Amenities
 Unit Measure: No. of parkland amenities

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|
| Playground Equipment - Traditional | 5.00 | 5.00 | 4.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 2.00 | \$46,000 |
| Playground Equipment - School Site (50%) | 10.00 | 10.00 | 10.00 | 11.00 | 11.00 | 11.00 | 12.00 | 12.00 | 14.00 | 14.00 | \$34,000 |
| Playground Equipment - Village Square | 16.00 | 16.00 | 18.00 | 20.00 | 25.00 | 26.00 | 28.00 | 29.00 | 29.00 | 29.00 | \$110,000 |
| Playground Equipment - Neighbourhood Park | 13.00 | 13.00 | 15.00 | 14.00 | 14.00 | 17.00 | 19.00 | 19.00 | 19.00 | 20.00 | \$215,000 |
| Playground Equipment - District Park | 4.00 | 4.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 8.00 | \$332,000 |
| Playground Equipment - Community Park | - | - | - | - | - | - | - | - | - | - | \$318,000 |
| Accessible Playground Equipment - Community Park | - | - | - | - | - | - | - | - | 1.00 | 1.00 | \$498,000 |
| Premier Hardball/Baseball - Lit | - | - | - | - | - | - | - | 2.00 | 2.00 | 2.00 | \$811,000 |
| Hardball/Baseball - (lit) (Maplehurst) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - | - | - | \$443,000 |
| Hardball/Baseball - (unlit) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | \$200,000 |
| Slo-Pitch/Softball - (lit) | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 8.00 | 9.00 | 9.00 | 9.00 | \$286,000 |
| Slo-Pitch/Softball - (unlit) | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 8.00 | 9.00 | 9.00 | 9.00 | \$223,000 |
| Slo-Pitch/Softball - (unlit) - Shared (3) | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | \$223,000 |
| Pitching Cage/Batting Cage | - | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | \$151,000 |
| Minor Diamond (unlit) | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | \$77,000 |
| Minor Diamond (unlit) - Shared (8) | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | \$77,000 |
| Major Soccer Field - (lit) | 4.00 | 5.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 8.00 | 8.00 | 10.00 | \$508,000 |
| Major Soccer Field - (unlit) | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 5.00 | 7.00 | 7.00 | 7.00 | 7.00 | \$243,000 |
| Major Soccer Field - (unlit) - Shared (7) | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | \$243,000 |
| Minor Soccer Field - (unlit) | 11.00 | 11.00 | 15.00 | 15.00 | 15.00 | 19.00 | 19.00 | 20.00 | 21.00 | 21.00 | \$106,000 |
| Minor Soccer Field - (unlit) - Shared (2) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | \$106,000 |
| Multi-purpose field - Lit | - | - | - | - | - | - | - | - | - | 1.00 | \$403,000 |
| Multi-purpose Field - Unlit - Shared (2) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | \$49,000 |
| High School Artificial Turf - Lit (Bishop Reding - 50%) | - | - | - | - | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | \$1,212,000 |
| High School Artificial Turf - Lit (Jean Vanier - 75%) | - | - | - | - | - | - | - | - | 0.75 | 0.75 | \$1,212,000 |
| High School Artificial Turf - Unlit (Craig Kielburger - 50%) | - | - | - | - | - | - | - | 0.50 | 0.50 | 0.50 | \$960,000 |
| High School Sports Dome (Jean Vanier - 100%) | - | - | - | - | - | - | - | - | 1.00 | 1.00 | \$3,176,000 |
| Running Track | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 4.00 | 4.00 | \$146,000 |
| Beach Volleyball - Unlit | 2.00 | 2.00 | 4.00 | 4.00 | 4.00 | - | 2.00 | 2.00 | 2.00 | 2.00 | \$35,000 |
| Beach Volleyball - Lit | - | - | - | - | - | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | \$48,000 |
| Cricket pitch - (Softball) | - | - | - | - | - | - | - | - | - | 1.00 | \$266,000 |
| Tennis Courts - Lit | 18.00 | 18.00 | 18.00 | 18.00 | 13.00 | 13.00 | 14.00 | 14.00 | 14.00 | 16.00 | \$99,000 |
| Tennis Courts - Unlit | - | - | - | - | 2.00 | 2.00 | 5.00 | 5.00 | 5.00 | 3.00 | \$67,000 |
| Multi-Purpose Court - (lit) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | \$42,000 |
| Multi-Purpose Court - (unlit) | 5.00 | 5.00 | 6.00 | 6.00 | 9.00 | 9.00 | 11.00 | 11.00 | 11.00 | 10.00 | \$36,000 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Parkland Amenities
 Unit Measure: No. of parkland amenities

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| Water Feature | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | \$35,000 |
| Total | 236.00 | 238.00 | 271.00 | 274.00 | 290.50 | 314.50 | 338.50 | 348.00 | 367.75 | 388.75 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.0047 | 0.0043 | 0.0044 | 0.0042 | 0.0039 | 0.0039 | 0.0040 | 0.0039 | 0.0038 | 0.0040 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.0041 |
| Quality Standard | \$124,176 |
| Service Standard | \$509 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|--------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$509 |
| Eligible Amount | \$29,095,699 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/ Lin. Metre) |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|------------------|-----------------------------|
| Existing | | | | | | | | | | | |
| Trails (linear meters) | | | | | | | | | | | |
| Asphalt Trails - Lit | 4,405.87 | 4,405.87 | 5,213.63 | 5,553.60 | 5,553.60 | 5,553.60 | 5,553.60 | 5,553.60 | 5,553.60 | 5,553.60 | \$763 |
| Asphalt Trails - Unlit | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | 846.98 | \$131 |
| Mulch Trails - Unlit | 343.25 | 343.25 | 343.25 | 343.25 | 343.25 | 569.25 | 569.25 | 819.25 | 819.25 | 819.25 | \$49 |
| Limestone Trails - Unlit | 506.83 | 506.83 | 506.83 | 506.80 | 544.80 | 544.80 | 2,678.13 | 3,423.13 | 3,423.13 | 4,729.38 | \$281 |
| Asphalt Trails Union Gas Pipeline - Lit | 0 | 413 | 413 | 825 | 825 | 825 | 825 | 825 | 825 | 2,774 | \$763 |
| | | | | | | | | | | | |
| Total | 6,102.93 | 6,515.43 | 7,323.19 | 8,075.63 | 8,113.63 | 8,339.63 | 10,472.96 | 11,467.96 | 11,467.96 | 14,723.21 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.12 | 0.12 | 0.12 | 0.12 | 0.11 | 0.10 | 0.12 | 0.13 | 0.12 | 0.15 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.1216 |
| Quality Standard | \$581 |
| Service Standard | \$71 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$71 |
| Eligible Amount | \$4,036,434 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Recreation Facilities

Unit Measure: ft² of building area

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Bld'g Value (\$/ft ²) | Value/ft ² with land, site works, etc. |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--|---|
| Liesure Centre | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | 45,605 | \$340 | \$499 |
| Campbellville Lions Centre | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 | \$196 | \$313 |
| Seniors Centre | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | 22,200 | \$168 | \$274 |
| John Tonelli Arena | 31,175 | 31,175 | 31,175 | 31,175 | 31,175 | 33,875 | 33,875 | 33,875 | 33,875 | 33,875 | \$214 | \$338 |
| Nassagaweya Comm. Cen. | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | 5,905 | \$170 | \$274 |
| Memorial Arena | 34,970 | 34,970 | 34,970 | 34,970 | 34,970 | 37,250 | 37,250 | 37,250 | 37,250 | 37,250 | \$207 | \$326 |
| Rotary Park Building (new bldg) | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | 2,600 | \$251 | \$387 |
| Rotary Park Pool (Item) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$510,188 | \$1,055,000 |
| Boyne Comm. Cen. | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | \$176 | \$282 |
| Hugh Foster Hall | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | 3,730 | \$386 | \$546 |
| Nassagaweya Tennis Club (formerly Campbellville Comm. Cen.) | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 4,210 | 4,210 | 4,210 | 4,210 | 4,210 | \$327 | \$492 |
| Milton Tennis Club | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | 3,240 | \$177 | \$286 |
| Milton Sports Centre | 102,500 | 102,500 | 102,500 | 102,500 | 102,500 | 102,500 | 240,850 | 240,850 | 240,850 | 248,350 | \$225 | \$346 |
| School Gymnasiums (No. of Gyms) | 1.1 | 1.3 | 1.4 | 1.7 | 1.7 | 2.0 | 2.0 | 2.0 | 2.5 | 2.7 | | \$1,000,000 |
| Total | 262,127 | 262,127 | 262,127 | 262,128 | 262,128 | 270,318 | 408,668 | 408,668 | 408,668 | 416,169 | | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 5.1739 | 4.6823 | 4.2997 | 3.9854 | 3.5123 | 3.3635 | 4.8442 | 4.5603 | 4.2677 | 4.2802 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 4.2970 |
| Quality Standard | \$370 |
| Service Standard | \$1,589 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|--------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$1,589 |
| Eligible Amount | \$90,816,047 |

**Town of Milton
Service Standard Calculation Sheet**

Service: Library Facilities
Unit Measure: ft² of building area

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Bld'g Value (\$/ft ²) | Value/ft ² with land, site works, etc. |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|---|
| Main Branch (45 Bruce Street) | 16,900 | 16,900 | 16,900 | 16,900 | 16,900 | 16,900 | - | - | - | - | \$228 | \$351 |
| Library Annex Building (407 Pine St.) | - | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 | - | - | - | - | \$212 | \$331 |
| Branch #1 - Beaty | - | - | - | - | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | 11,251 | \$284 | \$430 |
| Main Library | - | - | - | - | - | - | 29,586 | 29,586 | 29,586 | 29,586 | \$361 | \$523 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Total | 16,900 | 20,800 | 20,800 | 20,800 | 32,051 | 32,051 | 40,837 | 40,837 | 40,837 | 40,837 | | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 0.3336 | 0.3715 | 0.3412 | 0.3162 | 0.4295 | 0.3988 | 0.4841 | 0.4557 | 0.4265 | 0.4200 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 0.3977 |
| Quality Standard | \$421 |
| Service Standard | \$167 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$167 |
| Eligible Amount | \$9,569,600 |

**Town of Milton
Service Standard Calculation Sheet**

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

Quantity Measure

| Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Value (\$/item) |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------|
| Collection volume | 96,619 | 99,761 | 111,155 | 101,256 | 162,436 | 162,436 | 205,788 | 214,471 | 226,928 | 229,104 | \$37 |
| Uncatalogued Material | 12,495 | 12,744 | 12,872 | 13,001 | 12,507 | 12,507 | 12,507 | 11,500 | 10,000 | 8,000 | \$21 |
| Electronic Resources* | 13 | 13 | 13 | 13 | 17 | 17 | 22 | 32 | 38 | 38 | \$1,460 |
| Periodical and Newspaper Titles | 230 | 201 | 213 | 230 | 277 | 277 | 250 | 225 | 200 | 181 | \$66 |
| Central Library Shelving | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$266,200 |
| Beaty Branch Shelving | | | | | 1 | 1 | 1 | 1 | 1 | 1 | \$111,800 |
| | | | | | | | | | | | |
| Total | 109,357 | 112,719 | 124,253 | 114,500 | 175,237 | 175,237 | 218,567 | 226,228 | 237,166 | 237,323 | |

| | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 50,663 | 55,982 | 60,964 | 65,772 | 74,632 | 80,369 | 84,362 | 89,614 | 95,758 | 97,230 |
| Per Capita Standard | 2.16 | 2.01 | 2.04 | 1.74 | 2.35 | 2.18 | 2.59 | 2.52 | 2.48 | 2.44 |

| 10 Year Average | 2005-2014 |
|-------------------|-----------|
| Quantity Standard | 2.2512 |
| Quality Standard | \$38 |
| Service Standard | \$86 |

| DC Amount (before deductions) | 10 Year |
|-------------------------------|-------------|
| Forecast Population | 57,149 |
| \$ per Capita | \$86 |
| Eligible Amount | \$4,890,811 |

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 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 saving attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2014 Financial Information Return (FIR).

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as life cycle cost. By definition, life cycle 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 life cycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor X capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:

| Asset | Lifecycle Cost Factors | |
|--|------------------------|---------|
| | Average Useful Life | Factor |
| Roads & Related Facilities | 20 | 0.04116 |
| Vehicles | 15 | 0.05783 |
| Fire Small equipment and gear | 8 | 0.11651 |
| Parkland development, amenities & trails | 30 | 0.02465 |
| Library materials | 10 | 0.09133 |
| Parking | 40 | 0.01656 |
| Stormwater Management Monitoring | 40 | 0.01656 |

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

Table C-1
TOWN OF MILTON
OPERATING AND CAPITAL EXPENDITURE IMPACTS
FOR FUTURE CAPITAL EXPENDITURES

| SERVICE | NET GROWTH RELATED EXPENDITURES | ANNUAL LIFECYCLE EXPENDITURES | ANNUAL OPERATING EXPENDITURES | TOTAL ANNUAL EXPENDITURES |
|--|---------------------------------------|----------------------------------|-------------------------------------|------------------------------|
| 1. Services Related to a Highway | | | | |
| 1.1 Services Related to a Highway | 167,679,426 | 6,901,100 | 1,146,874 | 8,047,974 |
| 2. Public Works Operations | | | | |
| 2.1 Public Works Operations | 21,481,839 | 355,600 | 146,929 | 502,529 |
| 3. Fire Protection Services | | | | |
| 3.1 Fire facilities | 9,949,707 | 164,700 | 466,755 | 631,455 |
| 3.2 Fire vehicles | 2,278,934 | 131,800 | 106,908 | 238,708 |
| 3.3 Small equipment and gear | 353,700 | 41,200 | 16,593 | 57,793 |
| 4. Transit | | | | |
| 4.1 Transit Facilities and Vehicles | 4,398,611 | 254,400 | 2,844,683 | 3,099,083 |
| 5. Parks Development | | | | |
| 5.1 Parkland development, amenities & trails | 73,003,243 | 1,799,500 | 4,262,992 | 6,062,492 |
| 6. Recreation | | | | |
| 6.1 Recreation facilities | 81,827,859 | 1,354,700 | 6,067,564 | 7,422,264 |
| 7. Library | | | | |
| 7.1 Library facilities | 7,959,193 | 131,800 | 1,868,535 | 2,000,335 |
| 7.2 Library materials | 4,401,720 | 402,000 | 1,033,367 | 1,435,367 |
| 8. Administration | | | | |
| 8.1 Studies | 10,673,781 | 0 | 0 | 0 |
| 9. Parking | | | | |
| 9.1 Municipal Parking Spaces | 7,265,572 | 120,300 | 323,289 | 443,589 |
| 10. Stormwater - Sherwood | | | | |
| 10.1 Monitoring | 617,723 | 10,200 | 234,805 | 245,005 |
| 11. Stormwater - Boyne | | | | |
| 11.1 Monitoring | 1,127,324 | 18,700 | 428,512 | 447,212 |
| 12. Stormwater - Derry Green | | | | |
| 12.1 Monitoring | 1,143,417 | 18,900 | 434,629 | 453,529 |

Appendix D – Development Charge Reserve Fund Policy

Appendix D – Development Charge Reserve Fund Policy

D.1 Legislative Requirements

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

- a Town shall establish a reserve fund for each service to which the D.C. by-law relates; s.7(1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes, although only 100% eligible and 90% eligible services may be combined (minimum of two reserve funds);
- the Town shall pay each development charge it collects into a reserve fund or funds to which the charge relates;
- the money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per s.5(1) 2-8);
- money may be borrowed from the fund but must be paid back with interest (O.Reg. 82/98, s.11(1) defines this as the 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); and
- D.C. reserve funds may not be consolidated with other Town reserve funds for investment purposes (s.37).

Annually, the Treasurer of the Town is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must also be forwarded to the Minister of Municipal Affairs and Housing within 60 days of the statement being filed with Council.

O.Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:

- opening balance;
- closing balance;
- description of each service and/or service category for which the reserve fund was established;
- transactions for the year (e.g. collections, draws);

- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the Town to repay municipal obligations to the fund;
- schedule identifying the value of credits recognized by the Town, the service to which it applies and the source of funding used to finance the credit; and
- for each draw, 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.

Based upon the above, Figure D-1 sets out the format for which annual reporting to Council should be provided.

D.2 D.C. Reserve Fund Application

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

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”

This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service.

Appendix D-1
SAMPLE DEVELOPMENT CHARGE RESERVE FUNDS STATEMENT
TOWN OF MILTON
FOR THE YEAR _____

| Reserve Fund | Town Wide | | | | | | | | | Urban Area | | |
|--|-------------------|-------------------------|--------------------------|------------|-------------------|---------|----------------|---------|---------|---|--------------------------------------|-------------------------------------|
| | Roads and Related | Public Works Operations | Fire Protection Services | Recreation | Parks Development | Library | Administration | Transit | Parking | Stormwater Management - Sherwood Survey | Stormwater Management - Boyne Survey | Stormwater Management - Derry Green |
| Balance as of January 1 | | | | | | | | | | | | |
| Plus: | | | | | | | | | | | | |
| Development Charge Collections | | | | | | | | | | | | |
| Accrued Interest | | | | | | | | | | | | |
| Repayment of Monies Borrowed from Fund and Associated Interest | | | | | | | | | | | | |
| SUB-TOTAL | | | | | | | | | | | | |
| Less: | | | | | | | | | | | | |
| Amount Transferred to Capital (or Other) Funds {1} | | | | | | | | | | | | |
| Amounts Refunded | | | | | | | | | | | | |
| Amounts Loaned to Other DC Service Category | | | | | | | | | | | | |
| Credits {2} | | | | | | | | | | | | |
| Monies Borrowed from Fund for Other Municipal Purposes | | | | | | | | | | | | |
| SUB-TOTAL | | | | | | | | | | | | |
| December 31 Closing Balance | | | | | | | | | | | | |

{1}See Attachment 1 for details

{2}See Attachment 2 for details

Attachment 1

**SAMPLE DEVELOPMENT CHARGE RESERVE FUND STATEMENT
TOWN OF MILTON
FOR THE YEAR _____**

| DISCOUNTED SERVICES RESERVE FUND TRANSFERS | | | | | |
|--|----------------------|---------------------|--------------------------|------|-------|
| Capital Project | DC Reserve Fund Draw | Operating Fund Draw | Other Reserves Fund Draw | Debt | Total |
| | | | | | |
| | | | | | |
| | | | | | |

Attachment 2

**DEVELOPMENT CHARGE RESERVE FUND STATEMENT
TOWN OF MILTON
FOR THE YEAR _____**

| LISTING OF CREDITS UNDER DCA, 1997, s.38 BY HOLDER | | | | | |
|--|----------------------------|----------------------------------|--|------------------------------------|----------------------------|
| Credit Holder | Applicable DC Reserve Fund | Credit Balance Beginning of Year | Additional Credits Granted During Year | Credits Used by Holder During Year | Credit Balance End of Year |
| | | | | | |
| | | | | | |
| | | | | | |

Appendix E – Local Service Policy

Appendix E – Local Service Policy

This Appendix sets out the Town's General Policy Guidelines on Development Charges (DC) and local service funding for Services Related to a Highway, Stormwater Management, Transit Bus Stops and Amenities, and Parkland 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. However, each application will be considered, in the context of these policy guidelines as subsection 59(2) of the Development Charges Act, 1997, 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 associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; (excluding on-street parking in the downtown and in Campbellville) and driveway entrances; noise attenuation systems; railings and safety barriers.

1) Local and Collector Roads (including land)

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

2) Arterial Roads

- a) New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: Included as part of road costing funded through D.C.A., s.5(1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; in area with limited development: included in D.C.'s.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: included in D.C.'s.

3) Traffic Control Systems, Signals and Intersection Improvements

- a) On new arterial roads and arterial road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- b) On non-arterial roads, or for any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).

- c) On arterial or collector road intersections with Regional roads: include in Region D.C.'s or in certain circumstances, may be a direct developer responsibility
- d) Intersection improvements, new or modified signalization, signal timing & optimization plans, area traffic studies for highways attributed to growth and unrelated to a specific development: included in D.C. calculation as permitted under s.5(1) of the D.C.A.

4) Streetlights

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).

5) Transportation Related Pedestrian and Cycling Facilities

- a) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, Regional roads and provincial highway corridors: considered part of the complete street and included in D.C.'s, or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b) Sidewalks, multi-use trails, 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 included in D.C.'s.
- c) Other sidewalks, multi-use trails, 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 (not associated with a road), 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 improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.'s .

7) Transit Lanes and Lay-bys

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

B. STORMWATER MANAGEMENT

- a) Stormwater facilities for quality and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Over-sizing cost of stormwater drainage facilities capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded town arterial roads that are funded as a development charges project: included as part of road costing funded through D.C.'s.
- 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) Monitoring works: included in D.C.'s consistent with the D.C.A., s.5(1).
- e) Storm sewer systems and drainage works that are required for a specific development, either internal or external to the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. (as a local service).

C. TRANSIT BUS STOPS AND AMENITIES

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

D. PARKLAND DEVELOPMENT

1. RECREATIONAL TRAILS

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

2. PARKLAND

- a) Parkland Development for Community Parks, District Parks, Neighbourhood Parks and Village Squares: 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) Program facilities, amenities, and furniture, within parkland: included in D.C.'s.

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

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

- Perimeter fencing to the Town standard located on the public property side of the property line adjacent land uses (such as but 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.

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

- a) 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.
- b) 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.
- c) All works to be in conformance with the Town's "Restoration Framework" for stream corridors, natural buffers and subwatersheds areas as directed by the approved studies and reports related to the Secondary Plan that development occurs in.

Infrastructure Assets Constructed by Developers

- a) All infrastructure assets constructed by Developers must be designed in accordance with the Town of Milton Engineering and Parks Standards Manual as revised
- b) All infrastructure assets shall be conveyed in accordance with the Town of Milton Engineering and Parks Standards Manual as revised
- c) Any Parks and Open Space infrastructure assets approved to be built by the developer on behalf of the Town shall be in accordance with the Town of Milton Park Development Methods Policy.

Appendix F – Proposed Development Charge By-law

The Corporation of the TOWN OF MILTON

By-Law Number ___ -2016

A BY-LAW TO ESTABLISH DEVELOPMENT CHARGES FOR THE TOWN OF MILTON AND TO REPEAL DEVELOPMENT CHARGES BY-LAW 087-2011

WHEREAS The Corporation of the Town of Milton has and will continue to experience growth through development;

AND WHEREAS development requires the provision of physical and other services by the Town;

AND WHEREAS Council desires to ensure that the capital cost of meeting growth related demands for, or the burden on, Town services does not place an undue financial burden on the Town or its taxpayers;

AND WHEREAS the *Development Charges Act, 1997* (the “Act”) provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

AND WHEREAS a development charge background study has been completed in accordance with the Act;

AND WHEREAS Council has before it a report entitled “Town of Milton Development Charge Background Study” prepared by Watson and Associates Economists Ltd. dated December 8, 2015;

AND WHEREAS the Council of The Corporation of the Town of Milton has given notice of and held a public meeting on the ___ day of _____, 2016 in accordance with the Act and the regulations thereto;

NOW THEREFORE the Council of The Corporation of the Town of Milton hereby enacts as follows

DEFINITIONS

1. In this By-law, including in this section:

“accessory” means, where used to describe a use or building, that the use or building is naturally and normally incidental, subordinate in purpose or floor area or both, and exclusively devoted to a principal use or building;

“accessory dwelling” means a self contained residential unit that is subordinate in purpose to another residential dwelling unit upon the same lot and includes a granny flat and a mobile home;

“Act” means the *Development Charges Act, 1997*, S.O. 1997, c.27;

“agricultural development” means a bona fide farming operation, including greenhouses used in connection with a bona fide farming operation which are not connected to Regional water services or wastewater services, sod farms and farms for the breeding and boarding of horses, and includes, but is not limited to, barns, silos and other ancillary buildings to such agricultural development, but excluding in all circumstances any residential or commercial or retail component thereof and excludes marijuana production facilities;

“air-supported structure” means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;

“apartment unit dwelling” means any residential unit within a building containing more than four dwelling units where the units are connected by an interior corridor, but does not include a special care/special need dwelling unit;

“back-to-back townhouse dwelling” means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

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

“**board of education**” has the same meaning as set out in the *Education Act*, R.S.O. 1990, C. E.2;

“**building**” means a structure occupying an area greater than ten (10) square metres consisting of a wall, roof and floor or any of them or a structural system serving the function thereof, and includes, but is not limited to, an above-grade storage tank, an air-supported structure, a canopy and an industrial tent, but does not include a seasonal air-supported structure;

“**Building Code Act**” means the *Building Code Act*, 1992, S.O. 1992, c.23, and includes its regulations;

“**canopy**” includes, but is not limited to, a roof-like structure projecting more than three hundred millimetres (300 mm) from the exterior face of a building and a separate roof-like structure such as a roof-like structure for an automotive fuel station or a drive-through facility, used or designed or intended for use for a purpose other than an aesthetic purpose or the protection of pedestrians;

“**capital cost**” means costs incurred or proposed to be incurred by the municipality or a local board thereof directly or by others on behalf of and as authorized by the municipality or local board to:

- a) acquire land or an interest in land, including a leasehold interest;
- b) improve land;
- c) acquire, lease, construct or improve buildings;
- d) acquire (including leasing), construct or improve facilities including,
 - (i) furniture and equipment other than computer equipment, and
 - (ii) material acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, Chap. P.44; and
 - (iii) rolling stock with an estimated useful life of seven years or more;and

- e) undertake studies in connection with any matter under the Act and any of the matters in clauses (a) to (d) above, including the development charge background study required for the provision of services designated in this By-law within or outside the municipality, including interest on borrowing for those expenditures under clauses (a) to (e) above that are growth-related;

“central business district” means that area defined as and shown as the central business district in the Town’s in-force Official Plan, as may be amended from time to time;

“charitable dwelling” means a residential building, a part of a residential building or the residential portion of a mixed-use building maintained and operated by a corporation approved under the *Charitable Institutions Act*, R.S.O 1990, c. C.9, for persons requiring residential, specialized or group care and charitable dwelling includes a children’s residence under the *Child and Family Services Act*, R.S.O. 1990, c. C.11, a home or a joint home under the *Homes for the Aged and Rest Homes Act*, R.S.O. 1990, c. H.13, an institution under the *Mental Hospitals Act*, R.S.O. 1990, c. M.8, a nursing home under the *Nursing Homes Act*, R.S.O. 1990, c. N.7, and a home for special care under the *Homes for Special Care Act*, R.S.O. 1990, c. H.12;

“commercial” means land, buildings or portions thereof used, designed or intended for use for the purpose of offering foods, wares, merchandise, substances, articles or things for sale directly or providing entertainment or entertainment facilities, recreation or recreation facilities to the public and includes the rental of wares, merchandise, substances, articles or things and includes offices and storage in connection with, related or ancillary to such uses;

“Condominium Act” means the *Condominium Act*, 1998, S.O. 1998, Chap. c.19;

“correctional group home” means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof, and licensed, approved or supervised by the Province of Ontario as a detention

or correctional facility under any general or special act and amendments or replacements thereto. A correctional group home may contain an office provided that the office is used only for the operation of the correctional group home in which it is located. A correctional group home shall not include any detention facility operated or supervised by the Federal Government nor any correctional institution or secure custody and detention facility operated by the Province of Ontario;

“Council” means the Council of The Corporation of the Town of Milton;

“development” means the construction, erection or placing of one or more buildings on land or the making of an addition or alteration to a building that has the effect of increasing the size or usability thereof, and includes redevelopment;

“development charge” means a charge imposed pursuant to this By-law;

“dwelling unit” means either (1) a room or suite of rooms used, or designed or intended for use, by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons, or (2) in the case of a special care/special need dwelling, a room or suite of rooms used, or designed or intended for use, by one person with or without exclusive sanitary and/or culinary facilities, or more than one person if sanitary facilities are directly connected and exclusively accessible to more than one room or suite of rooms;

“garden suite” means a building containing one (1) dwelling unit where the garden suite is detached from and ancillary to an existing single detached dwelling or semi-detached dwelling on the lands and such building is designed to be portable;

“grade” means the average level of finished ground adjoining a building at all exterior walls;

“gross floor area” means the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls and includes the area of a mezzanine and excludes those areas used exclusively for parking garages or structures;

“group home” means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit which may or may not be supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof and licensed, approved or supervised by the Province of Ontario for the accommodation of persons under any general or special act and amendments or replacements thereto. A group home may contain an office provided that the office is used only for the operation of the group home in which it is located;

“local board” has the same definition as defined in the Act;

“local services” means those services, facilities or things which are under the jurisdiction of the municipality and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under sections 41, 51 or 53 of the *Planning Act*, R.S.O. 1990, Chap. P.13;

“lot” means a parcel of land capable of being conveyed lawfully without any approval under the *Planning Act* or successor thereto which meets the minimum lot area requirements under the Town’s Zoning By-law;

“marijuana production facilities” means a building used, designed or intended for growing, producing, testing, destroying, storing or distribution, excluding retail sales, of medical marijuana or cannabis authorized by a license issued by the federal Minister of Health pursuant to section 25 of the *Marihuana for Medical Purposes Regulations*, SOR/2013-119, under the *Controlled Drugs and Substances Act*, S.C. 1996, c.19;

“mixed-use” means land or buildings used or designed or intended to be used for a combination of non-residential development and residential development;

“mobile home” means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;

“multiple dwellings” means all dwellings other than single detached dwellings, semi-detached dwellings, apartment unit dwellings, garden suites and special care/special need dwellings and includes, but is not limited to, back-to-back townhouse dwellings and stacked townhouse dwellings;

“municipality” means The Corporation of the Town of Milton;

“non-residential development” means land, buildings or portions thereof used, designed or intended for use for a non-residential purpose and “non-residential use” has the same meaning;

“non-residential purpose” means the use of land, buildings or portions thereof for any purpose other than for a residential purpose;

“non-retail development” means any non-residential development which is not a retail development;

“nursing home” means a residential building or the residential portion of a mixed-use building licensed as a nursing home by the Province of Ontario;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“place of worship” means that part of a building that is exempt from taxation as a place of worship under the *Assessment Act*, R.S.O. 1990, Chap. A.31;

“Planning Act” means the *Planning Act*, R.S.O. 1990, c. P.13;

“Prescribed Index” means the price index as prescribed in the Regulation;

“Public Hospital” means lands, buildings or structures used and occupied by a hospital that receives aid under the *Public Hospitals Act*, R.S.O. 1990, c. P.40, but excludes (i) any portion of a building occupied by a tenant of the hospital, (ii) any lands, buildings or structures, or portions thereof, owned by a hospital or hospital board that are used for purposes other than a public hospital, and (iii) any residential component of such lands, buildings or structures, or portions thereof, that is not a public hospital;

“Redevelopment” means the construction, erection or placing of one or more buildings on land where all or part of a building on such land has been previously demolished, or changing the use of all or part of a building from a residential purpose to a non-residential purpose or from a non-residential purpose to a residential purpose, or changing all or part of a building from one form of residential development to another form of residential development or from one form of non-residential development to another form of non-residential development;

“Region” means The Regional Municipality of Halton;

“Regulation” means O. Reg. 82/98;

“residential development” means land, buildings or portions thereof used, designed or intended to be used as living accommodations for one or more individuals, and shall include a single detached dwelling, a semi-detached dwelling, a multiple dwelling, an apartment unit dwelling, a special care/special need dwelling, an accessory dwelling, and the residential portion of a mixed-use building and “residential use” has the same meaning;

“retail development” means land, buildings or portions thereof used, designed or intended for use for the purpose of offering foods, wares, merchandise, substances, articles or things for sale directly to the public or providing services or entertainment to the public. Retail development excludes freestanding bank kiosks and includes, but is not limited to:

- a) land, buildings or portions thereof used, designed or intended for use for the rental of wares, merchandise, substances, articles or things;
- b) offices and storage in connection with, related to or ancillary to retail use; and
- c) conventional restaurants; fast food restaurants; catering establishments, bars and taverns; beer and wine-making stores; concert halls/theatres/cinemas/movie houses/drive-in theatres; dinner theatres; casinos; amusement and theme parks; amusement arcades; bowling alleys; pet boarding kennels, pet boarding kennel services, pet obedience training centres, pet care, attendance and grooming services; fitness/recreation sport centres; hotels, motels/bed and breakfast facilities/rooming and boarding houses; gas stations and service stations; speciality automotive shops/auto repairs/collision services/car or truck washes; auto dealerships; shopping centres and plazas, including more than two attached stores under one ownership; department/discount stores; banks and similar financial institutions,

including credit unions; insurance brokerages; investment advisory services; and warehouse clubs and retail warehouses;

“retirement home or lodge” means a residential building or the residential portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hall but where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;

“row dwelling” means a building containing three or more attached dwelling units in a single row, each of which dwelling unit has an independent entrance from the outside and is vertically separated from any abutting dwelling unit;

“seasonal air-supported structure” means an air-supported structure that is raised and/or erected for a maximum of six months in any given year to allow for the use of an outdoor sports field or portion thereof during the winter for sports-related activities and includes a seasonal sports bubble;

“seasonal structure” means a building placed or constructed on land and used, designed or intended for use for a non-residential purpose during a single season of the year where such building is designed to be easily demolished or removed from the land at the end of the single season and is erected immediately before the single season and is demolished or removed from the land immediately following the end of the single season;

“semi-detached dwelling” means a building divided vertically into two dwelling units each of which has a separate entrance and access to grade;

“service” means a service designated in Schedule A to this By-law, and “services” shall have a corresponding meaning;

“single detached dwelling unit” means a completely detached building containing only one dwelling unit and includes one mobile home on a lot which contains no other dwelling unit(s);

“special care/special need dwelling” means:

- a) a building containing two or more dwelling units, which units have a common entrance from street level:
 - (i) where the occupants have the right to use in common, halls, stairs, yards, common rooms and accessory buildings;
 - (ii) which may or may not have exclusive sanitary and/or culinary facilities;
 - (iii) that is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and
 - (iv) where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;and includes, but is not limited to, retirement homes or lodges, nursing homes, charitable dwellings, group homes (including correctional group homes) and hospices;
- b) a building that is a student residence;

“stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall;

“temporary venue” means a building that is placed or constructed on land and is used, designed or intended for use for a particular event where the event has a duration of one (1) week or less and the building is erected immediately before the beginning of the event and is demolished or removed from the land immediately following the end of the event;

“total floor area”

- a) includes the sum total of the total areas of the floors in a building whether at, above or below grade, measured:

- (i) between the exterior faces of the exterior walls of the building;
 - (ii) from the centre line of a common wall separating two uses; or
 - (iii) from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall; and
- b) includes the area of a mezzanine as defined in the Building Code Act;
 - c) excludes those areas used exclusively for parking garages or structures;
 - d) where a building or a portion thereof has only one wall or does not have any walls, shall be the sum of the total area of all floors in the building (1) directly beneath the roof or canopy of the building; or (2) between and/or beneath a structural system serving the function of walls, roof or canopy or any one or more of them;
 - e) where the building is an above-grade storage tank, the calculation of the total floor area is determined by taking the cross-sectional area of the tank, which is πr^2 (the base area);
 - f) and for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include half of any area common to the residential and non-residential portions of such mixed-use buildings;

“town” means the area within the geographic limits of The Corporation of the Town of Milton;

“Town” means The Corporation of the Town of Milton”;

“Treasurer” means the person appointed as the Town’s Director of Corporate Services and Treasurer or his or her designate.

DESIGNATION OF SERVICES

2. It is hereby declared by the Council of the Town that all development and redevelopment of land within the town will increase the need for services.
3. Once this By-law is in force, the development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by any individual development.
4. The categories of services for which development charges are imposed under this By-law are as follows:
 - a) Services Related to a Highway;
 - b) Public Works Operations;
 - c) Fire Protection;
 - d) Transit;
 - e) Library;
 - f) Recreation;
 - g) Parks Development;
 - h) Parking;
 - i) Administration (Studies);
 - j) Stormwater Management Monitoring - Area Specific – Sherwood Survey (see Schedule C);
 - k) Stormwater Management Monitoring - Area Specific – Boyne Survey (see Schedule C); and
 - l) Stormwater Management Monitoring - Area Specific – Derry Green Business Park (see Schedule C).
5. The components of the services designated in section 4 are described in Schedule A.

APPLICATION OF BY-LAW RULES

6. Development charges shall be payable in the amounts set out in Schedule B to this By-law, where:
 - i) the lands are located in the area described in section 7; and
 - ii) the development of the lands requires any of the approvals set out in section 9.

AREA TO WHICH BY-LAW APPLIES

7. Subject to section 8, this By-law applies to all lands in the town.
8. This By-law shall not apply to lands that are owned by and used for the purposes of:
 - a) the Town or a local board thereof;
 - b) a board of education; or
 - c) the Region or a local board thereof.

APPROVALS FOR DEVELOPMENT

9. Development charges shall be imposed on all lands or buildings that are developed for residential or non-residential development if the development requires:
 - a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
 - b) the approval of a minor variance under section 45 of the Planning Act;
 - c) a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;
 - d) the approval of a plan of subdivision under section 51 of the Planning Act;
 - e) a consent under section 53 of the Planning Act;
 - f) the approval of a description under section 9 of the Condominium Act; or
 - g) the issuing of a permit under the Building Code Act in relation to a building.
10. No more than one development charge for each service designated in section 4 shall be imposed upon any lands or buildings to which this By-law applies even though two or more of the actions described in section 9 are required before the lands or buildings can be developed.

11. Despite section 10, if two or more of the actions described in section 9 occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

EXEMPTIONS

12. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:

- a) an enlargement to an existing dwelling unit;
- b) one or two additional dwelling units in an existing single detached dwelling;
or
- c) one additional dwelling unit in any other existing residential building;

13. Notwithstanding section 12, development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

14. Notwithstanding section 12, development charges shall be imposed if the additional unit has a gross floor area greater than:

- a) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
- b) in the case of any other residential building, the gross floor area of the smallest dwelling unit contained in the residential building.

Exemption for Industrial Development:

15. For the purpose of sections 16 to 20 inclusive, the term “existing industrial building” shall have the same meaning as that term has in the Regulation.

16. Notwithstanding any other provision of this By-law, but subject to sections 19 and 20 below, no development charge is payable with respect to the enlargement of the total floor area of an existing industrial building where the total floor area is enlarged by 50 percent or less.

17. If the total floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the

enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- a) determine the amount by which the enlargement exceeds 50 percent of the total floor area before the enlargement;
- b) divide the amount determined under subsection 17 (a) by the amount of the enlargement.

18. For greater certainty in applying the exemption in this section, the total floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged area for persons, goods and equipment and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(1) of the Regulation. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor or other passageway, or through a shared below-grade connection such as a service tunnel, foundation, footing or parking facility.

19. The exemption for an existing industrial building provided by this section shall be applied up to a maximum of 50 percent of the total floor area before the first enlargement for which an exemption from the payment of development charges was granted pursuant to this By-law or any previous development charges by-law of the Town made pursuant to the Act or its predecessor legislation. Development charges shall be imposed in accordance with Schedule B with respect to the amount of floor area of an enlargement that results in the total floor area of the industrial building being increased by greater than 50 percent of the total floor area of the existing industrial building.

20. For the purposes of this section, despite any new sites created which result in an existing industrial building being on a site separate from its enlargement or enlargements for which an exemption was granted under this section, further

exemptions, if any, pertaining to the existing industrial building shall be calculated in accordance with section 19 on the basis of its site prior to any division.

Other Exemptions/Reductions:

21. Notwithstanding the provision of this By-law development charges shall not be imposed with respect to:

- a) lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under *Assessment Act*, R.S.O. 1990, Chap. A.31;
- b) development creating or adding an accessory use or accessory building not exceeding 10 square metres (107.64 square feet) of gross floor area;
- c) development creating or adding an accessory use or accessory building to a residential use where the accessory use or accessory building is not used for any commercial use or purpose;
- d) a Public Hospital;
- e) buildings owned by and used for the purposes of a conservation authority unless such buildings are used primarily for or in connection with (i) recreational purposes for which the conservation authority charges admission and/or fees or (ii) any commercial purposes;
- f) agricultural development;
- g) seasonal structures; and
- h) temporary venues.

22. Notwithstanding any other provisions of this By-law, a garden suite shall be exempt at the time a building permit is issued for the garden suite from the payment of development charges under this By-law provided that:

- a) a by-law has been passed by the Town under sections 39 and 39.1 of the Planning Act authorizing the temporary use of the garden suite;
- b) prior to the issuance of the building permit for the garden suite, the owner shall have entered into an agreement with the Town under section 27 of the Act in a form and having a content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, to be registered on title to the

lands, agreeing to pay the development charges otherwise payable under this By-law in respect of the garden suite if the garden suite is not removed from the lands within sixty (60) days of the expiry of the by-law, including any extensions thereof, described in subsection (a) or if, before that date, the lands on which the garden suite is situate are sold provided the development charges shall not be payable upon such sale if the purchaser has entered into an agreement with the Town under this subsection and the by-law, including any extensions thereof, described in subsection (a) has not expired;

- c) within ninety (90) days of the expiry of the by-law, including any extensions thereof, described in subsection (a), the owner shall provide to the Town evidence, to the satisfaction of the Treasurer, that the garden suite was removed from the lands within sixty (60) days of the expiry of the by-law, including any extensions thereof, described in subsection (a), whereupon the Town shall provide to the owner a release of the agreement described in subsection (b) and apply to the land registrar to delete from title to the lands any notice of the agreement registered against title to the lands;
- d) if the owner does not provide satisfactory evidence of the removal of the garden suite in accordance with subsection (c), the garden suite shall be deemed conclusively not to be a garden suite for the purposes of this By-law and the Town may, without prior notification to the owner, add the development charges payable under this By-law to the tax roll for the lands to be collected in the same manner as taxes;
- e) for the purpose of subsection (d), the development charges payable under this By-law shall be the development charges payable under this By-law for an accessory dwelling on the date the building permit was issued for the garden suite; and
- f) the timely provision of satisfactory evidence of the removal of the garden suite in accordance with subsection (c) shall be solely the owner's responsibility.

AMOUNT OF CHARGES

Residential

23. The development charges set out in Schedule B to this By-law shall be imposed on residential development of lands or buildings, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building, on the residential uses in the mixed-use building, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use.

Non-Residential

24. The development charges described in Schedule B to this By-law shall be imposed on non-residential uses of lands or buildings, and, in the case of a mixed-use building, on the non-residential uses in the mixed-use building, and calculated with respect to each of the services according to the total floor area of the non-residential use.

Redevelopment - Demolitions

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

- a) a credit shall be allowed against the development charges otherwise payable pursuant to this By-law, provided that where a demolition permit has been issued and has not been revoked, a building permit has been issued for the redevelopment within five (5) years from the date the demolition permit was issued;
- b) the credit shall be calculated based on the portion of the building used for a residential purpose that has been demolished by multiplying the number and type of dwelling units demolished, or in the case of a building used for a non-residential purpose that has been demolished by multiplying the non-residential total floor area demolished, by the relevant development charges under this By-law in effect on the date when the development charges are payable pursuant to this By-law with respect to the redevelopment;
- c) no credit shall be allowed where the demolished building or part thereof would have been exempt pursuant to this By-law;

- d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer; and
 - e) despite subsection 25(a) above, where the building cannot be demolished until the new building has been erected, the owner shall notify the Town in writing and pay the applicable development charges for the new building in full and if the existing building is demolished not later than twelve (12) months from the date a building permit is issued for the new building, the Town shall provide a refund calculated in accordance with this section to the owner without interest. If more than twelve (12) months is required to demolish the existing building, the owner shall make a written request to the Town and the Treasurer may extend the time in which the existing building must be demolished in his or her sole and absolute discretion and upon such terms and conditions as he or she considers necessary or desirable and such decision shall be made prior to the issuance of the first building permit for the new building.
26. Notwithstanding any other provisions of this By-law with respect to the lands within the central business district, for any change of use from non-retail to retail by demolition and redevelopment, the retail development charges or the difference between the non-retail and retail development charges shall not apply, however, if there is a change of use plus expansion of non-retail use to retail use, the retail development charges would be imposed on the expansion.

Redevelopment - Conversions

27. In the case of a conversion of all or part of a building:
- a) a credit shall be allowed against the development charges otherwise payable under this By-law;

- b) the credit shall be calculated based on the portion of the building that is being converted by multiplying the number and type of dwelling units being converted or the non-residential total floor area being converted by the relevant development charges under this By-law in effect on the date when the development charges are payable pursuant to this By-law with respect to the redevelopment;
 - c) no credit shall be allowed where the building or part thereof prior to conversion would have been exempt pursuant to this By-law; and
 - d) where the amount of any credit pursuant to this section exceeds, in total, the amount of the development charges otherwise payable under this By-law with respect to the redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the redevelopment that is acceptable to the Treasurer.
28. Notwithstanding any other provisions of this By-law with respect to the lands within the central business district, for any conversion within an existing building from a non-retail use to a retail use, the retail development charges or the difference between the non-retail and the retail development charges shall not apply, however, if there is a conversion plus expansion of a non-retail use to a retail use, the retail development charges would be imposed on the expansion.

Exemptions, Relief, Credits, Adjustments Not Cumulative

29. Only one of the applicable exemption(s), relief, credit(s) or adjustment(s) set out above in sections 12 to 22 inclusive, and in sections 25 to 28 inclusive, shall be applicable to a development or redevelopment. Where the circumstances of a development or redevelopment are such that more than one type of exemption, relief, credit or adjustment could apply, only one type of exemption, relief, credit or adjustment shall apply and it shall be the exemption, relief, credit or adjustment that results in the lowest development charges being payable under this By-law.
30. Where under this By-law an exemption of the development charge is granted or permitted, should the development or redevelopment result in a use other than a

use for which the exemption was granted, discovered through an inspection carried out by the Chief Building Official or his or her designate, pursuant to the Building Code Act, or otherwise, the Town will charge the development charges that would have been imposed at building permit issuance had the exemption not been granted, plus interest from such time to the time of the updated charge.

TIME OF PAYMENT OF DEVELOPMENT CHARGES

31. Development charges applicable to residential development and non-residential development shall be calculated, payable and collected as of the date a building permit under the Building Code Act is issued in respect of the building for the use to which the development charge applies, unless the development charge is to be paid at a different time pursuant to section 32 herein or to an agreement entered into between the Town and the owner under subsection 27(1) of the Act.
32. Notwithstanding section 31 herein, for residential development that requires approval of a plan of subdivision under section 51 of the Planning Act, a consent under section 53 of the Planning Act, site plan approval under section 41 of the Planning Act or a description under section 9 of the Condominium Act (collectively referred to as the “plan of subdivision”) and for which a subdivision agreement, consent agreement, site plan agreement or condominium agreement (collectively referred to as the “subdivision agreement”) is entered into, the portion of the development charge attributable to the Services Related to a Highway Service Component and/or the Area Specific Stormwater Management Charge as set out in Schedule B shall be calculated, payable and collected as at the date the subdivision agreement between the Town and the owner is registered (unless an agreement is entered into between the Town and owner under subsection 27(1) of the Act or section 39 herein), on the basis of the following:
 - a) the proposed number and type of dwelling units; and
 - b) with respect to blocks in the plan of subdivision intended for future development, the maximum number of dwelling units permitted under the then applicable zoning, whether or not there is a holding symbol in the zoning by-law as authorized by section 36 of the Planning Act.

33. If at the time of issuance of a building permit or permits related to a plan of subdivision for which payments have been made pursuant to section 32, the actual total number and type of dwelling units for which building permits have been and are being issued, is greater than that used for the calculation and payment referred to in section 32, an additional payment shall be required with respect to the amount of the Services Related to a Highway Service Component and/or the Area Specific Stormwater Management Charge, calculated by multiplying the applicable amount, adjusted to the date of payment by indexing as provided in section 47 herein, for the Services Related to a Highway Service Component and/or the Area Specific Stormwater Charge by the difference between the number and type of dwelling units for which building permits have been and are being issued and the number and type of dwelling units for which payments have been made pursuant to section 32 and this section.
34. If following the issuance of all building permits for all development within a plan of subdivision or for all development in a block within a plan of subdivision that had been intended for future development and for which payments have been made pursuant to section 32, the actual total number and type of dwelling units is less than that used for the calculation and payment referred to in section 32, a refund shall become payable by the Town to the person who originally made the payment referred to in section 32, which refund shall be calculated by multiplying the applicable amount for the Services Related to a Highway Service Component and/or the Area Specific Stormwater Management Charge in effect at the time such payments were made by the difference between the number and type of dwelling units for which payments were made pursuant to section 32 and the number and type of dwelling units for which building permits were issued.
35. Notwithstanding sections 32 through 34 inclusive, in the case of an apartment unit dwelling that is developed at a minimum density of one hundred dwelling units per net hectare pursuant to plans and drawings approved under section 41 of the Planning Act, the Services Related to a Highway Service Component and/or the Area Specific Stormwater Management Charge under this By-law shall be payable on the date a permit is issued under the Building Code Act in relation to the

apartment unit dwelling on lands to which the development charges under this By-law apply.

36. Notwithstanding section 31, and for all development to which sections 32 through 34 inclusive do not apply, any development which requires more than one building permit or for which more than one building permit will be or has been issued, the development charge, for the Services Related to a Highway Service Component shall be calculated, payable and collected as of the date the first building permit is issued in respect of the building for the use to which the development charge applies and if the total floor area of such building is increased before final or completion building permit, the Services Related to a Highway Service Component shall be calculated, payable and collected on the additional area as of the date the final or completion building permit is issued. For all services other than Services Related to a Highway Service Component, the development charge shall be calculated, payable and collected as of the date the final or completion building permit is issued in respect of the building for the use to which the development charge applies, unless the development charge is to be paid at a different time pursuant to an agreement entered into between the Town and the owner under subsection 27(1) of the Act.
37. The Town may, at its sole option, collect the charge in phases, or permit the charge to be paid in phases, at the rate in effect at the issuance of each permit for a development but shall collect any difference between the charge so collected or paid and the charge in effect when the final or completion permit is issued.
38. In the case of model homes, development charges in respect thereof initially shall be calculated, payable and collected at the rate in effect at the time of issuance of a conditional building permit permitting the construction of model homes. Prior to the issuance of a final or completion building permit, the owner shall pay the difference between the amount of the charge paid at the time of the issuance of a conditional building permit and the amount of the charge in effect at the time of issuance of the final or completion building permit in respect of any individual model home.

ALTERNATIVE PAYMENT AGREEMENTS

39. Council may enter into an agreement under section 27 of the Act, in a form and having content satisfactory to the Town's solicitor and having content satisfactory to the Treasurer, with any person who is required to pay a development charge providing for all or any part of the development charge to be paid before or after it would otherwise be payable.
40. Council directs the Chief Building Official or his or her designate to withhold the issuance of a building permit in relation to a building on land to which the development charge applies unless the development charge has been paid.

PAYMENT BY MONEY OR SERVICES

41. Payment of development charges shall be by cash, debit, bank draft or certified cheque.
42. In the alternative to payment by the means provided in section 41 herein, the Town may, by a written agreement entered into with the owner, accept the provision of services in full or partial satisfaction of the development charges otherwise payable.
43. If the Town and the owner cannot agree as to the reasonable cost of doing the work under section 42, the dispute shall be referred to Council whose decision shall be final and binding.
44. Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the Planning Act, that the owner, at the owner's expense, install such local services as Council may require or that local connections to storm drainage facilities be installed at the owner's expense.
45. Any refund or credit required to be given by the Town to an owner shall be in relation to a service as per subsection 39(1) of the Act. The Town may agree by agreement to provide a credit in relation to another service as per subsection 39(3) of the Act or may provide for another basis for recovery.

46. If development charges or any part thereof payable pursuant to this By-law remain unpaid after such charges are payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

INDEXING

47. Indexing of the development charges imposed pursuant to this By-law shall be implemented annually on April 1st each year commencing from by-law passage, in accordance with the Prescribed Index for the most recent year over year period. Council may determine not to implement indexing in any year in its sole and absolute discretion without amendment to the by-law.

SCHEDULES

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

- Schedule A - Components of Services Designated in section 4
- Schedule B - Residential and Non-Residential Development Charges
- Schedule C - Map identifying Area Specific Stormwater Management Charges for Sherwood Survey, Boyne Survey and Derry Green Survey

CONFLICTS

49. Where the Town and an owner or former owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent of such conflict.

50. Notwithstanding section 49, where a development which is the subject of an agreement to which section 49 applies, is subsequently the subject of one or more of the actions described in section 9, an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

SEVERABILITY

51. If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified, in whole or in part or dealt with in any other way.

REFERENCES TO LEGISLATION

52. References in this By-law to any legislation (including but not limited to regulations and by-laws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto.

DATE BY-LAW IN FORCE

53. This By-law shall come into effect on _____, 2016.

54. A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against all lands in the town and may be registered against title to any land to which this By-law applies.

DATE BY-LAW EXPIRES

55. This By-law will expire at 12:01 AM on _____, 2021 unless it is repealed by Council at an earlier date.

EXISTING BY-LAW REPEALED

56. By-law Number 087-2011 is hereby repealed as of the date and time of this By-law coming into effect.

READ a FIRST, SECOND and THIRD TIME and FINALLY PASSED this ___ day of _____, 2016.

Mayor

Gordon A. Krantz

Town Clerk

Troy McHarg

SCHEDULE A

COMPONENTS OF SERVICES DESIGNATED IN SUBSECTION 4

100% Eligible Services

- Stormwater Management Monitoring (Area Specific Charges)
 - Sherwood Survey
 - Boyne Survey
 - Derry Green Business Park
- Services Related to a Highway
 - Roads, bridges, structures, sidewalks, streetlights and other associated infrastructure
- Public Works Operations
 - Operations Vehicles and Equipment
 - Operations Facilities
- Fire Protection
 - Fire Facility
 - Fire Vehicles
 - Fire Equipment and Gear

90% Eligible Services

- Library
 - Library Facility
 - Library Collection Materials
- Transit
 - Transit Facilities, Vehicles & Equipment and Other transit infrastructure
- Parking
 - Parking Facility and Spaces
- Administration
 - Studies
- Recreation
 - Recreation Facilities
- Parks Development
 - Parkland Development, amenities and trails

SCHEDULE "B"

BY-LAW NO. xxx-2016

SCHEDULE OF DEVELOPMENT CHARGES

| Service | RESIDENTIAL | | | | | NON-RESIDENTIAL | |
|--|-----------------------------------|---------------------------|-------------------------------------|-----------------|-------------------------------------|--|--|
| | Single and Semi-Detached Dwelling | Apartments - 2 Bedrooms + | Apartments - Bachelor and 1 Bedroom | Other Multiples | Special Care/Special Dwelling Units | Retail (per ft ² of Gross Floor Area) | Non-Retail (per ft ² of Gross Floor Area) |
| Municipal Wide Services: | | | | | | | |
| Services Related to a Highway | 6,036 | 3,241 | 2,178 | 4,321 | 1,886 | 4.70 | 2.15 |
| Public Works Operations | 1,004 | 539 | 362 | 719 | 314 | 0.33 | 0.15 |
| Fire Protection Services | 392 | 210 | 141 | 281 | 123 | 0.43 | 0.20 |
| Recreation | 4,664 | 2,504 | 1,683 | 3,339 | 1,458 | 0.29 | 0.13 |
| Parks Development | 4,161 | 2,234 | 1,501 | 2,979 | 1,300 | 0.26 | 0.12 |
| Library | 705 | 379 | 254 | 505 | 220 | 0.05 | 0.02 |
| Administration | 423 | 227 | 153 | 303 | 132 | 0.25 | 0.12 |
| Transit | 174 | 93 | 63 | 125 | 54 | 0.10 | 0.05 |
| Parking | 288 | 155 | 104 | 206 | 90 | 0.17 | 0.08 |
| Total Municipal Wide Services | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.58 | 3.02 |
| Area Specific Services | | | | | | | |
| Stormwater Management - Sherwood Survey | 201 | 108 | 73 | 144 | 63 | 0.17 | 0.11 |
| Stormwater Management - Boyne Survey | 73 | 39 | 26 | 52 | 23 | 0.09 | 0.05 |
| Stormwater Management - Derry Green | - | - | - | - | - | 0.16 | 0.07 |
| GRAND TOTAL MUNICIPAL SERVICES (Excluding Stormwater for Areas Noted Below) | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.58 | 3.02 |
| GRAND TOTAL - SHERWOOD SURVEY | 18,048 | 9,690 | 6,512 | 12,922 | 5,640 | 6.75 | 3.13 |
| GRAND TOTAL - BOYNE SURVEY | 17,920 | 9,621 | 6,465 | 12,830 | 5,600 | 6.67 | 3.07 |
| GRAND TOTAL - DERRY GREEN | 17,847 | 9,582 | 6,439 | 12,778 | 5,577 | 6.74 | 3.09 |

Schedule C
Area Specific Stormwater Management Charges
(Sherwood Survey, Boyne Survey and Derry Green Corporate Business Park)

