



 **Watson
& Associates**
ECONOMISTS LTD.

Addendum #1 to the October 27, 2025 Development Charges Background Study

Township of King

May 20, 2026

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



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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development Charges
D.C.A.	Development Charges Act
Sq.ft.	Square Feet



1. Background

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

- September 10, 2025 – D.C. Stakeholder Meeting
- September 29, 2025 – Council Workshop
- October 27, 2025 – Release of the D.C. Background Study and draft by-law
- November 10, 2025 – Council Meeting to present Background Study and Draft By-law
- December 8, 2025 – Public Meeting of Council
- May 20, 2026 – Addendum #1 to the October 27, 2025 D.C. Background Study released
- June 1, 2026 – Council Meeting to present the Addendum
- June 15, 2026 – Council considers adoption of Background Study, as amended and passage of D.C. By-law

On May 12, 2025, the Province released *Bill 60, Fighting Delays, Building Faster Act, 2025*, which received Royal Assent on November 27, 2025. The Bill introduced amendments to the D.C.A., including changes to land acquisition services, local service policies, credit provisions, enhanced background study requirements, additional Ministerial reporting obligations, and prescribed deadlines for Treasurer's Statements.

Additionally, Township staff have identified several revisions to the capital program. The addendum provides updates to most of the D.C. service categories. The associated calculations resulting from these changes have led to a revised schedule of charges.

These refinements will form part of the D.C. background study provided prior to by-law adoption.



2. Legislative Changes

2.1 Changes to the Development Charges Act – Bill 60: *Fighting Delays, Building Faster Act, 2025*

On November 27, 2025, *Bill 60, Fighting Delays, Building Faster Act, 2025* received Royal Assent and introduced additional amendments to the D.C.A., including:

- A new class of service for land acquisition (with removal of land costs from level of service calculations);
- Additional requirements related to providing a local service policy;
- Merging of credits for water supply services and wastewater services;
- Requirement to provide greater details in the background study with respect to how capital costs are determined and how growth-related and non-growth-related shares of costs are determined;
- Additional requirements to provide documents to the Minister;
- Deadlines provided for Treasurer’s Statement completion and submission to the Minister of Municipal Affairs and Housing; and
- Additional reporting requirements for the Treasurer’s Statement.

With respect to the local service policy, Bill 60 includes transition provisions that require municipalities to establish a policy for D.C. categories included in the by-law. These policies must be in place on the earlier of the date a municipality establishes or amends its Local Service Policy, or 18 months following Royal Assent of Bill 60 (being May 27, 2027). A local service policy has been included in the 2025 D.C. background study.

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

This section of the addendum report provides details for the revisions to the October 27, 2025 D.C. background study.



3.1 Fire Services

Subsequent to the release of the background study on October 27, 2025, the Township has re-evaluated the Fire Protection Services capital listing. The revisions are as follows:

- **Project #1:** Provision for Fire Facilities Expansions – Nobleton has been renamed to “Future Fire Facilities Expansions – Nobleton.”

The land costs associated with the service standards have been removed, consistent with recent legislative changes under Bill 60. This reduces the service standard ceiling to \$19.67 million. As the overall net D.C. capital amount is \$7.68 million, the calculations remain unchanged.

The revised Fire Services capital sheet is presented in Table 1.



**Table 1
Fire Protection Services**

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 85%	Non-Residential Share 15%
1	Future Fire Facilities Expansions - Nobleton	2027-2030	2,900,000	-		2,900,000	-		2,900,000	2,465,000	435,000
2	New Fire Station #4	2030-2033	2,900,000	1,450,000		1,450,000	-		1,450,000	1,232,500	217,500
3	New Fire Station 4 Equipment	2030-2033	885,000	442,500		442,500	-		442,500	376,125	66,375
4	Training Facility	2030-2033	2,980,000	-		2,980,000	745,000		2,235,000	1,899,750	335,250
5	Pumper Tanker - Schomberg	2026	1,400,000	-		1,400,000	750,000		650,000	552,500	97,500
6	Fire Utility Vehicles (3)	2027-2029	225,000	-		225,000	-		225,000	191,250	33,750
7	Station # 4 New Pumper Tanker	2030-2033	1,400,000	700,000		700,000	-		700,000	595,000	105,000
8	Tablet Command Upgrade Dispatch	2026	30,000	-		30,000	15,000		15,000	12,750	2,250
9	Rapid Intervention Equipment (3)	2027	210,000	-		210,000	-		210,000	178,500	31,500
10	Upgrade all Extracation Tools to Electric (18)	2026-2028	810,000	-		810,000	520,200		289,800	246,330	43,470
11	Station # 4 Utility Pick Up with Rapid Intervention Capabilities	2030-2033	150,000	75,000		75,000	-		75,000	63,750	11,250
12	Pumper Tanker Station 38 - Nobleton	2027-2030	1,400,000	-		1,400,000	750,000		650,000	552,500	97,500
13	Reserve Fund Adjustment	Reserve	-	-		-	2,160,497		(2,160,497)	(1,836,422)	(324,074)
	Total		15,290,000	2,667,500	-	12,622,500	4,940,697	-	7,681,803	6,529,533	1,152,271



3.2 Services Related to a Highway

The Township has re-evaluated the Services Related to a Highway capital program, including the Roads and Related and Public Works service categories. These services are now consolidated under the Services Related to a Highway service category.

As part of this review, the Township revised the associated service standards, updated project scopes and costs, and refined the capital program. These revisions are summarized below.

Service Standard Revisions

The Township revised several unit costs and assumptions used in the calculation of the Services Related to a Highway service standard.

Bridges and Culverts

- The unit cost for Bridge (deck and structure) projects was reduced from \$6,000,000 to \$2,200,000, representing a decrease of \$3,800,000 per item.
- The unit cost for Culverts was reduced from \$1,500,000 to \$900,000, representing a decrease of \$600,000 per item.

Active Transportation

- The unit cost for Sidewalks increased from \$250,000 to \$450,000 per item, representing an increase of \$200,000.

Roads

The Township also revised the roads service standard assumptions to remove land costs from the calculated service standard, consistent with recent legislative changes under Bill 60.

The following unit cost revisions were made:

- HCB: reduced from \$6,341,600 to \$3,500,000, representing a decrease of \$2,841,600.
- LCB: reduced from \$5,662,300 to \$2,450,000, representing a decrease of \$3,212,300.



- Gravel Roads: reduced from \$3,895,300 to \$683,000, representing a decrease of \$3,212,300.

These revisions reflect the removal of land acquisition costs from the service standard calculation.

Capital Program Revisions

The following projects were added to the capital program:

- **Project #4** – Bathurst-Queensville Sideroad West to King-Bradford Boundary: added with a gross capital cost of \$1,629,000.
- **Project #7** – 10th Concession: added with a gross capital cost of \$9,787,500.
- **Project #24** – Townhall to Jane Street: added with a gross capital cost of \$994,000.
- **Project #25** – Jane Street to Kinghorn Road: added with a gross capital cost of \$343,000.
- **Project #26** – Lake Marie Trail and Elmers 15th Sideroad to Villanova College: added with a gross capital cost of \$20,000.
- **Project #27** – Dennison Street (Keele St. to Existing Sidewalk): added with a gross capital cost of \$885,000.
- **Project #28** – Dufferin Street to Bathurst: added with a gross capital cost of \$1,923,800.
- **Project #29** – Robert Berry Crescent / Langdon Drive (Burns Blvd to Station Road): added with a gross capital cost of \$2,000.
- **Project #46** – Tomlinson Gate – west side (Stokes Drive to King Road): added with a gross capital cost of \$273,375.
- **Project #101** – MUP Norcliffe Farm Road: added with a gross capital cost of \$112,000.

The following projects were revised:

- **Project # 5** – 8th Conc – 15th S.R. to King Road was increased from \$500,000 to \$2,311,000.
- **Project #16** (previously Project #14) – Dufferin St. between 15th Sideroad and King Road was renamed to “MUP Dufferin between Tatton and King Rd.” and the gross capital cost was reduced from \$1,067,000 to \$293,000.



- **Project #19** (previously Project #17) – Keele St. from 15th Sideroad to Carmichael Cres. was reduced from \$437,000 to \$393,000.
- **Project #20** (previously Project #18) – Fisher Street with connection to Doctor's Lane was reduced from \$304,000 to \$273,375.
- **Project #30** (previously Project #22) – Sidewalk/Pedestrian Walkway on Western Ave. was reduced from \$912,000 to \$273,375.
- **Project #31** (previously Project #23) – Sidewalk/Pedestrian Walkway on Hwy 27 from Dr. Kay Dr. to Hwy 9 was reduced from \$1,114,000 to \$743,000.
- **Project #38** (previously Project #30) – Multi-use Path on King Road from Henry Gate to Wellington St. (south side) was reduced from \$507,000 to \$273,375.
- **Project #41** (previously Project #33) – Sidewalk upgrades on Hwy 27 from Sheardown Dr. to Parkheights Trail / Mactaggart Dr. was reduced from \$507,000 to \$273,375.
- **Project #42** (previously Project #34) – Highway 27 from Parkview Drive to new development at 12805 Highway 27 was increased from \$203,000 to \$273,375.
- **Project #43** (previously Project #35) – Woodhill Road was increased from \$102,000 to \$273,375.
- **Project #44** (previously Project #36) – Old King Road (north side) was increased from \$162,000 to \$273,375.
- **Project #102** (previously Project #1 under Services Related to a Highway – Public Works) – Joint Operations Centre was increased from \$16,328,000 to \$20,874,000, excluding land costs.
- **Reserve fund** adjustment was updated to \$12,502,690 to reflect the Township's current balance and commitments.

The following projects were removed from the capital program:

- Project #50 – 10th Concession from 145 m north of King Road to 15th Sideroad.
- Project #51 – 10th Concession from 15th Sideroad to 90 m north of 15th Sideroad.

Based on these revisions, the calculated Services Related to a Highway development charge has decreased from \$13,102 to \$12,819 per single detached dwelling, and from \$4.98 to \$4.87 per square foot of non-residential gross floor area.

The revised Services Related to a Highway capital sheet is presented in Table 2.



**Table 2
Services Related to a Highway**

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
Schomberg Area:											
1	Main Street Schomberg Reconstruction with Main Street Typology	2029	4,270,000	-		4,270,000	2,989,000		1,281,000	1,037,610	243,390
King City and Rural Areas:											
2	King Boulevard (Great Heron Court)	2025-2026	500,000	-		500,000	250,000		250,000	202,500	47,500
3	King City - Main Street Typology (King St. -Townhall to Jane St.)	2025	1,750,000	-		1,750,000	350,000		1,400,000	1,134,000	266,000
4	Bathurst - Queensville Sideroad West to King - Bradford Boundary	2031	1,629,000	-		1,629,000	-		1,629,000	1,319,490	309,510
Nobleton:											
5	8th Conc - 15th S.R. to King Road	2027	2,311,000	-		2,311,000	-		2,311,000	1,871,910	439,090
6	Nobleton Area - Main Street Typology Block Plan	2030-2035	12,250,000	-		12,250,000	2,450,000		9,800,000	7,938,000	1,862,000
7	10th Concession	2041	9,787,500	-		9,787,500	4,893,800		4,893,700	3,963,897	929,803
New Road Construction (From WSP)											
8	15th Sideroad (from Jane to Keele)	2040-2055	7,100,000	-		7,100,000	-		7,100,000	5,751,000	1,349,000
9	Kaake Road (from Northcott way)	2025-2030	347,000	-		347,000	-		347,000	281,070	65,930
Active Transportation & Lighting on Regional & Township Roads (Urbanization) from the TMP											
King City and Rural Areas:											
10	Urbanize King and Keele	2028	32,000,000	-		32,000,000	16,000,000		16,000,000	12,960,000	3,040,000
11	King City East along Banner Lane; Patton St; Bennet Dr; Elizabeth Grove; McBride Cres; Patricia Dr; Burton Grove; Warren Rd	2030	3,373,000	-		3,373,000	1,686,500		1,686,500	1,366,065	320,435
12	Dufferin St. - Nicort to 550 metres south - West Side Only	2030	193,000	-		193,000	-		193,000	156,330	36,670
13	Jane St. - King Road - 1000 metres south	2028-2030	789,000	-		789,000	-		789,000	639,090	149,910
14	Jane St. - 1000 M north of King Road (YR #11)	2030-2035	789,000	-		789,000	-		789,000	639,090	149,910
15	Sidewalk/Pedestrian Walkway on Kingscross to Cairns Gate	2027	83,000	-		83,000	41,500		41,500	33,615	7,885
16	MUP Dufferin between Tatton and King Rd	2031-2035	293,000	-		293,000	146,500		146,500	118,665	27,835
17	15th Sideroad from Keele St to Dufferin	2031-2035	453,263	-		453,263	-		453,263	367,143	86,120
18	15th Sideroad from Jane St to Keele St	2036	426,000	-		426,000	-		426,000	345,060	80,940
19	Keele from 15th Sideroad to Carmichael Cres	2026-2030	393,000	-		393,000	196,500		196,500	159,165	37,335
20	Fisher Street with connection to Doctor's Lane	2026-2030	273,375	-		273,375	136,700		136,675	110,707	25,968
21	Fisher Street / King City United Church Parking Lot	2026	2,000	-		2,000	1,000		1,000	810	190
22	Dufferin St at County Day School	2031-2035	203,000	-		203,000	-		203,000	164,430	38,570
23	Doctors Ln / Keele St	2031-2035	203,000	-		203,000	101,500		101,500	82,215	19,285
24	Townhall to Jane Street	2031-2035	994,000	-		994,000	497,000		497,000	402,570	94,430
25	Jane Street to Kinghorn Road	2031-2035	343,000	-		343,000	171,500		171,500	138,915	32,585



Table 2
Services Related to a Highway – continued

Proj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
2025 to 2051											
26	Lake Marie Trail and Elmers 15th Sideroad to Villanova College	2031-2035	20,000	-		20,000	10,000		10,000	8,100	1,900
27	Dennison Street (Keele St. to Existing Sidewalk)	2031-2035	885,000	-		885,000	442,500		442,500	358,425	84,075
28	Dufferin Street to Bathurst Street	2031-2035	1,923,800	-		1,923,800	961,900		961,900	779,139	182,761
29	Robert Berry Crescent / Langdon Drive (Burns Blvd to Station Road)	2031-2035	2,000	-		2,000	1,000		1,000	810	190
Schomberg Area:											
30	Sidewalk/Pedestrian Walkway on Western Ave	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
31	Sidewalk/Pedestrian Walkway on Hwy 27 from Dr Kay Dr to Hwy 9	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
32	Schomberg Trails (Connections to Foxtrail Park)	2030-2035	74,000	-		74,000	-		74,000	59,940	14,060
33	Pedestrian Connection from 225 Church St to 149 Church St	2026	258,000	-		258,000	-		258,000	208,980	49,020
34	Pedestrian Crossing on Main St Schomberg	2030	120,000	-		120,000	-		120,000	97,200	22,800
35	Bike Lane along Dr. Kay Drive	2026-2030	21,000	-		21,000	10,500		10,500	8,505	1,995
Nobleton Area:											
36	Midblock Crossing at Ellis Avenue and Parkview Avenue	2030-2035	203,000	-		203,000	-		203,000	164,430	38,570
37	Midblock Crossing at King Road and Henry Gate / Tomlinson Gate	2030-2035	203,000	-		203,000	-		203,000	164,430	38,570
38	Multi-use Path on King Road from Henry Gate to Wellington St, south side	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
39	Hwy 27 from Oliver Emmerson Ave to Fairmont Ridge Trail	2035	1,067,000	-		1,067,000	-		1,067,000	864,270	202,730
40	King Road from Henry Gate / Tomlinson Gate to Greenside Dr, south side	2035	801,000	-		801,000	400,500		400,500	324,405	76,095
41	Sidewalk upgrades Hwy 27 from Sheardown Dr to Parkheights Trail / Mactaggart Dr	2030	273,375	-		273,375	136,700		136,675	110,707	25,968
42	Highway 27 from Parkview Drive to new development at 12805 Highway 27	2030	273,375	-		273,375	-		273,375	221,434	51,941
43	Woodhill Road	2031-2035	273,375	-		273,375	136,700		136,675	110,707	25,968
44	Old King Road (north side)	2031-2035	273,375	-		273,375	-		273,375	221,434	51,941
45	Hwy 27 at Nobleton Public School	2030	203,000	-		203,000	101,500		101,500	82,215	19,285
46	Tomlinson Gate - west side (Stokes Drive to King Road)	2031-2035	273,375	-		273,375	136,700		136,675	110,707	25,968
Rural Area:											
47	15th Sideroad from 10th Concession to Weston	2035	1,692,000	-		1,692,000	846,000		846,000	685,260	160,740
48	Keele St	2035	1,236,000	-		1,236,000	618,000		618,000	500,580	117,420
49	Toll Road between Bathurst St and river	2035	405,000	-		405,000	202,500		202,500	164,025	38,475
50	Lloydton-Aurora Rd between Jane St and west of Hwy 400 Interchange	2035	284,000	-		284,000	142,000		142,000	115,020	26,980
Gravel Conversion (from Road Needs Study and TMP- Upgrade Portion Only)											
51	12th Concession from 19th Sideroad to Highway 9	2027-2029	936,875	-		936,875	93,700		843,175	682,972	160,203
52	12th Concession from 17th Sideroad to 1.5km N. of 17th Sideroad	2028-2030	702,657	-		702,657	70,300		632,357	512,209	120,148
53	12th Concession from 1.5km N. of 17th Sideroad to 18th Sideroad	2028-2030	351,328	-		351,328	35,100		316,228	256,145	60,083
54	12th Concession from 18th Sideroad to 19th Sideroad	2029-2031	936,875	-		936,875	93,700		843,175	682,972	160,203
55	19th Sideroad from 11th Concession to 12th Concession	2030-2032	936,875	-		936,875	93,700		843,175	682,972	160,203



**Table 2
Services Related to a Highway– continued**

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
56	19th Sideroad from 12th Concession to Caledon King Town Line North	2030-2032	702,657	-		702,657	70,300		632,357	512,209	120,148
57	Caledon King Town Line North from Halls Lake Sideroad to Highway 9	2031-2033	936,875	-		936,875	93,700		843,175	682,972	160,203
58	Caledon King Town Line North from 19th Sideroad to Halls Lake Sideroad	2031-2033	32,791	-		32,791	3,300		29,491	23,887	5,603
59	18th Sideroad from 11th Concession to 12th Concession	2032-2034	936,875	-		936,875	93,700		843,175	682,972	160,203
60	Toll Road from Bathurst Street to Highway 11	2032-2034	936,875	-		936,875	93,700		843,175	682,972	160,203
61	Dufferin Street from 1.4km N. of 19th Sideroad to Davis Drive West	2033-2035	515,281	-		515,281	51,500		463,781	375,663	88,118
62	Dufferin Street from 400m N. of 19th Sideroad to 1.4km N. of 19th Sideroad	2033-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
63	19th Sideroad from 230m W. of Dufferin Street to Keele Street	2033-2035	890,032	-		890,032	89,000		801,032	648,836	152,196
64	11th Concession from King Road to End (South)	2034-2036	351,328	-		351,328	35,100		316,228	256,145	60,083
65	Davis Road from 160m N. of South Canal Bank Road to 2nd Concession	2034-2036	374,750	-		374,750	37,500		337,250	273,173	64,078
66	Edward Avenue from Jane Street to End (West)	2034-2036	281,063	-		281,063	28,100		252,963	204,900	48,063
67	7th Concession from 0.86km S. of 18th Sideroad to End (South)	2034-2036	936,875	-		936,875	93,700		843,175	682,972	160,203
68	2nd Concession from Hanemaayer Lane to Davis Road	2034-2036	295,116	-		295,116	29,500		265,616	215,149	50,467
69	17th Sideroad from 8th Concession to Highway 27	2035-2037	936,875	-		936,875	93,700		843,175	682,972	160,203
70	17th Sideroad from 8th Concession to End (East)	2035-2037	936,875	-		936,875	93,700		843,175	682,972	160,203
71	18th Sideroad from Jane Street to End (West)	2035-2037	468,438	-		468,438	46,800		421,638	341,527	80,111
72	16th Sideroad from 7th Concession to 8th Concession	2035-2037	983,719	-		983,719	98,400		885,319	717,109	168,211
73	15th Sideroad from Jane Street End (West)	2030-2035	187,375	-		187,375	18,700		168,675	136,627	32,048
74	15th Sideroad from Weston Road to End (East)	2030-2035	445,016	-		445,016	44,500		400,516	324,418	76,098
75	15th Sideroad from 0.55km W. of Highway 27 to 10th Concession	2030-2035	655,813	-		655,813	65,600		590,213	478,072	112,140
76	15th Sideroad from 11th Concession to End (West)	2030-2035	796,344	-		796,344	79,600		716,744	580,563	136,181
77	17th Sideroad from Weston Road to End (West)	2030-2035	983,719	-		983,719	98,400		885,319	717,109	168,211
78	18th Sideroad from Weston Road to End (East)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
79	19th Sideroad from Jane Street to End (West)	2030-2035	515,281	-		515,281	51,500		463,781	375,663	88,118
80	7th Concession from 16th Sideroad to End (North)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
81	7th Concession from King Road to 2.1km N. of King Road	2030-2035	983,719	-		983,719	98,400		885,319	717,109	168,211
82	7th Concession from King Road to End (South)	2030-2035	632,391	-		632,391	63,200		569,191	461,045	108,146
83	8th Concession from End (South) to King Road	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
84	Bernhardt Road from 200m W. of Dufferin Street to End (West)	2030-2035	655,813	-		655,813	65,600		590,213	478,072	112,140
85	Burrows Road from Weston Road to Weston Road	2030-2035	234,219	-		234,219	23,400		210,819	170,763	40,056
86	Dufferin Street from Graham Sideroad to End (North)	2030-2035	281,063	-		281,063	28,100		252,963	204,900	48,063
87	Emma Road from Dufferin Street to End (west)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
88	Glenville Road from 140m N. of Davis Drive West to Dufferin Street	2030-2035	351,328	-		351,328	35,100		316,228	256,145	60,083
89	Graham Sideroad from Dufferin Street to End (West)	2030-2035	187,375	-		187,375	18,700		168,675	136,627	32,048
90	Humber Trail from Mill Road to End (West)	2030-2035	234,219	-		234,219	23,400		210,819	170,763	40,056



Table 2
Services Related to a Highway – continued

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
91	Juliana Road from Dufferin Street to End (West)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
92	King's Hill Land from Jane Street to Spruce Hill Road	2030-2035	159,269	-		159,269	15,900		143,369	116,129	27,240
93	South Canal Bank Road from Jane Street to End (East)	2030-2035	281,063	-		281,063	28,100		252,963	204,900	48,063
94	Spruce Hill Road from King Hill Lane to End (East)	2030-2035	271,694	-		271,694	27,200		244,494	198,040	46,454
95	Wilhelmena Road from Dufferin Street to End (Canal)	2030-2035	356,013	-		356,013	35,600		320,413	259,534	60,878
	Other										
96	Growth-Related Traffic Calming Implementation	2025-2034	2,212,000	-		2,212,000	1,106,000		1,106,000	895,860	210,140
	Outstanding D.C. Credits										
97	19T-05K02 - Road and concurrent works - Noblewood Drive & Hollywood Crescent	Credit	29,560	-		29,560	-		29,560	23,944	5,616
98	19T-98K01 - Road and concurrent works on Dillane Dr. - north limit to Proctor Road	Credit	80,855	-		80,855	-		80,855	65,493	15,362
99	19T-06K07 - Sidewalk - East side of Keele Street, from entrance to the plan, north connecting to existing sidewalk at Elizabeth Grove	Credit	137,000	-		137,000	-		137,000	110,970	26,030
100	19T-10K01 Keele Street W/S Sidewalk, S from 15th	Credit	312,000	-		312,000	74,900		237,100	192,051	45,049
101	MUP Norcliffe Farm Road	Credit	112,000	-		112,000	-		112,000	90,720	21,280
	Public Works										
102	Joint Operations Centre	2028-2030	20,874,000	-		-	20,874,000	4,174,800	16,699,200	13,526,352	3,172,848
103	Tandem Axle and Plow	2028	420,000	-	-	-	420,000	-	420,000	340,200	79,800
104	Aerial Bucket Truck	2026-2027	450,000	-	-	-	450,000	225,000	225,000	182,250	42,750
105	Vehicle Building	2026	60,000	-	-	-	60,000	-	60,000	48,600	11,400
106	Tandem Axle and Plow	2030	420,000	-	-	-	420,000	-	420,000	340,200	79,800
107	Material Stacker	2028	150,000	-	-	-	150,000	-	150,000	121,500	28,500
108	Pickup Truck	2029	70,000	-	-	-	70,000	-	70,000	56,700	13,300
109	Sidewalk Plow	2030	50,000	-	-	-	50,000	-	50,000	40,500	9,500
110	Vehicle Bylaw	2031	60,000	-	-	-	60,000	-	60,000	48,600	11,400
111	Tandem Axle and Plow	2032	420,000	-	-	-	420,000	-	420,000	340,200	79,800
112	Pickup Truck	2033	70,000	-	-	-	70,000	-	70,000	56,700	13,300
113	Tractor	2033	120,000	-	-	-	120,000	-	120,000	97,200	22,800
114	Hot Box	2033	45,000	-	-	-	45,000	-	45,000	36,450	8,550
115	Sidewalk Plow	2034	50,000	-	-	-	50,000	-	50,000	40,500	9,500
116	Tandem Axle and Plow	2034	420,000	-	-	-	420,000	-	420,000	340,200	79,800
117	Street Sweeper	2035	450,000	-	-	-	450,000	-	450,000	364,500	85,500
118	Gradall	2036	600,000	-	-	-	600,000	-	600,000	486,000	114,000
119	Vehicle Building	2036	60,000	-	-	-	60,000	-	60,000	48,600	11,400
120	Tandem Axle and Plow	2036	420,000	-	-	-	420,000	-	420,000	340,200	79,800



Table 2
Services Related to a Highway – continued

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
121	Pickup Truck	2037	70,000	-	-	-	70,000	-	70,000	56,700	13,300
122	Backhoe	2037	340,000	-	-	-	340,000	-	340,000	275,400	64,600
123	Loader	2037	350,000	-	-	-	350,000	-	350,000	283,500	66,500
124	Sidewalk Plow	2038	50,000	-	-	-	50,000	-	50,000	40,500	9,500
125	Tandem Axle and Plow	2038	420,000	-	-	-	420,000	-	420,000	340,200	79,800
126	Tandem Axle and Plow	2040	420,000	-	-	-	420,000	-	420,000	340,200	79,800
127	Vehicle Bylaw	2041	60,000	-	-	-	60,000	-	60,000	48,600	11,400
128	Pickup Truck	2041	70,000	-	-	-	70,000	-	70,000	56,700	13,300
129	Sidewalk Plow	2042	50,000	-	-	-	50,000	-	50,000	40,500	9,500
130	Tandem Axle and Plow	2044	420,000	-	-	-	420,000	-	420,000	340,200	79,800
131	Pickup Truck	2045	70,000	-	-	-	70,000	-	70,000	56,700	13,300
132	Sidewalk Plow	2046	50,000	-	-	-	50,000	-	50,000	40,500	9,500
133	Tandem Axle and Plow	2046	420,000	-	-	-	420,000	-	420,000	340,200	79,800
134	Vehicle Building	2046	60,000	-	-	-	60,000	-	60,000	48,600	11,400
135	Tandem Axle and Plow	2048	420,000	-	-	-	420,000	-	420,000	340,200	79,800
136	Pickup Truck	2049	70,000	-	-	-	70,000	-	70,000	56,700	13,300
137	Sidewalk Plow	2050	50,000	-	-	-	50,000	-	50,000	40,500	9,500
138	Reserve Fund Adjustment	Reserve	-	-	-	-	12,502,690	-	(12,502,690)	(10,127,179)	(2,375,511)
	Total		149,225,729	-	-	120,626,729	78,880,590	4,399,800	94,544,339	76,580,915	17,963,424



3.3 Parks and Recreation

The revisions to Parks and Recreation are summarized below.

- **Project #23:** Provision for Parkland Development has been renamed to “Future Parkland Development of 41.98 Acres / 16.98 Ha.”
- **Project #48:** Joint Operations Centre has had its gross capital cost increased from \$18,271,000 to \$23,359,000. Note that this does not include land costs.

Based on these revisions, the calculated Parks and Recreation development charge has increased from \$21,303 to \$22,538 per single detached dwelling, and from \$2.72 to \$2.88 per square foot of non-residential gross floor area.

The revised Parks and Recreation capital sheet is presented in Table 3.



Table 3
Parks and Recreation

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
Parkland Development											
1	Nobleton Park Revitalization (Phase 2)	2025	6,000,000	-		6,000,000	-		6,000,000	5,700,000	300,000
2	Neighbourhood Park - Maidenstone	2027-2028	575,000	-		575,000	-		575,000	546,250	28,750
3	Neighbourhood Park - Maidenstone (Phase 2)	2028	347,000	-		347,000	-		347,000	329,650	17,350
4	Community Park - Memorial Park	2028	4,000,000	-		4,000,000	-		4,000,000	3,800,000	200,000
5	Neighbourhood Park - Thomson Gardens Ph 2	2028	347,000	-		347,000	-		347,000	329,650	17,350
6	Neighbourhood Park 1 - King East	2028	1,327,000	-		1,327,000	-		1,327,000	1,260,650	66,350
7	New Sports Park (1 full size / lit soccer fields, 1 intermediate soccer field, 2 hardball diamond, tennis / pickleball)	2027-2031	7,000,000	-		7,000,000	-		7,000,000	6,650,000	350,000
8	Community Park - King East	2031-2034	7,000,000	-		7,000,000	-		7,000,000	6,650,000	350,000
9	Artificial Turf (with lights)	2027-2031	2,500,000	-		2,500,000	500,000		2,000,000	1,900,000	100,000
10	Recreational/Nature Trail - 1.5 km	2031	188,000	-		188,000	-		188,000	178,600	9,400
11	King NW - Neighbourhood Park	2029-2030	700,000	-		700,000	-		700,000	665,000	35,000
12	King NE - Neighbourhood Park 2	2028	1,520,000	-		1,520,000	-		1,520,000	1,444,000	76,000
13	King SW - Neighbourhood Park	2030	700,000	-		700,000	-		700,000	665,000	35,000
14	Nobleton NE - Neighbourhood Park	2030	900,000	-		900,000	-		900,000	855,000	45,000
15	Nobleton NW - Neighbourhood Park	2028	900,000	-		900,000	-		900,000	855,000	45,000
16	Nobleton NW - Neighbourhood Park	2030	700,000	-		700,000	-		700,000	665,000	35,000
17	Schomberg - Intensification Site	2028	300,000	-		300,000	-		300,000	285,000	15,000
18	King City Intensification Site - North	2027	600,000	-		600,000	-		600,000	570,000	30,000
19	King South East - Neighbourhood Park	2030	900,000	-		900,000	-		900,000	855,000	45,000
20	Cold Creek Splash Pad/Park	2029	663,500	-		663,500	-		663,500	630,325	33,175
21	Trail Development (DC) - King City Trails (N9)	2032	162,500	-		162,500	-		162,500	154,375	8,125
22	Trail Development (DC) - Nobleton Trails (N2)	2032	325,000	-		325,000	-		325,000	308,750	16,250
23	Future Parkland Development of 41.98 Acres / 16.98 Ha	2025-2034	2,000,000	-		2,000,000	-		2,000,000	1,900,000	100,000
Outstanding DC Credits											
24	19T-05K01 - 1808629 Ontario Limited (Fandor - Nobleton)	Credit	25,315	-		25,315	-		25,315	24,049	1,266
25	Recreational/Nature Trail - 7.0 km	Credit	600,000	-		600,000	-		600,000	570,000	30,000



Table 3
Parks and Recreation - continued

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
Parks Vehicles and Equipment											
26	Trailer	2027	26,000	-		26,000	-		26,000	24,700	1,300
27	3/4 Ton Pick Up (4x4) Parks	2028	118,000	-		118,000	-		118,000	112,100	5,900
28	Forestry Mower Attachment	2028	184,000	-		184,000	-		184,000	174,800	9,200
29	Wood Chipper	2029	177,000	-		177,000	-		177,000	168,150	8,850
30	Chipper Collection Truck	2029	258,000	-		258,000	-		258,000	245,100	12,900
31	Wide Area Mower	2028	147,000	-		147,000	-		147,000	139,650	7,350
32	1/2 Ton Truck	2029	88,000	-		88,000	-		88,000	83,600	4,400
33	100 hp tractor	2028	150,000	-		150,000	-		150,000	142,500	7,500
34	6' mower	2028	65,000	-		65,000	-		65,000	61,750	3,250
35	6' mower	2028	65,000	-		65,000	-		65,000	61,750	3,250
36	6' mower	2031	65,000	-		65,000	-		65,000	61,750	3,250
37	6' mower	2031	65,000	-		65,000	-		65,000	61,750	3,250
38	Trailer	2028	20,000	-		20,000	-		20,000	19,000	1,000
39	Trailer	2031	20,000	-		20,000	-		20,000	19,000	1,000
40	water tank	2031	10,000	-		10,000	-		10,000	9,500	500
41	Utility Vans	2027	90,000	-		90,000	-		90,000	85,500	4,500
42	Utility Vans	2028	90,000	-		90,000	-		90,000	85,500	4,500
43	Utility Truck	2028	50,000	-		50,000	-		50,000	47,500	2,500
44	Utility Truck	2029	50,000	-		50,000	-		50,000	47,500	2,500
45	Utility Truck	2030	50,000	-		50,000	-		50,000	47,500	2,500
46	Scissor Lift	2027	80,000	-		80,000	-		80,000	76,000	4,000
Recreation Facilities											
47	Cold Creek Conservation Area - Visitors Centre (expansion)	2027	3,125,000	-		3,125,000	-		3,125,000	2,968,750	156,250
48	Joint Operations Centre (Design and Construction)	2028-2030	23,359,000	-		23,359,000	4,671,800		18,687,200	17,752,840	934,360
49	Nobleton - Expansion	2035	10,800,000	10,800,000		-	-		-	-	-
50	Reserve Fund Adjustment	Reserve	10,842,450	-		10,842,450	-		10,842,450	10,300,327	542,122
Total			90,274,765	10,800,000	-	79,474,765	5,171,800	-	74,302,965	70,587,816	3,715,148



3.4 Library Services

The revisions to Library services are as follows:

- **Project #1:** Provision for additional Collection Materials has been renamed to “Additional Collection Materials.”

The Library Services rate remains unchanged at \$1,995 per single-detached unit per single detached dwelling, and \$0.25 per square foot of non-residential gross floor area.

The revised Library Services capital sheet is presented in Table 4.



Table 4
Library Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2025 to 2034									95%	5%
1	Integrated Library System	2025-2034	91,000	-		91,000	45,500		45,500	43,225	2,275
2	Schomberg Expansion	2035-2040	5,300,000	2,538,000		2,762,000	2,762,000		-	-	-
3	Nobleton Expansion	2026-2029	10,100,000	-		10,100,000	3,678,600		6,421,400	6,100,330	321,070
4	Northeast Quadrant Facility	2030-2034	1,440,000	318,100		1,121,900	-		1,121,900	1,065,805	56,095
5	Additional Collection Materials	2025-2034	630,000	-		630,000	-		630,000	598,500	31,500
6	Reserve Fund Adjustment						1,641,414		(1,641,414)	(1,559,343)	(82,071)
	Total		17,561,000	2,856,100	-	14,704,900	8,127,514	-	6,577,386	6,248,517	328,869



3.5 Water Services

The revisions to Water services are summarized below.

- **Project #19:** Joint Operations Centre has had its gross capital cost increased from \$2,138,000 to \$2,733,500. Note that this does not include land costs.
- **Reserve Fund** adjustment was updated to a deficit of \$3,886,714 to reflect the Township's current balance and commitments.

Based on these revisions, the calculated Water Services development charge has increased from \$3,277 to \$3,433 per single detached dwelling, and from \$1.27 to \$1.34 per square foot of non-residential gross floor area.

The revised Water Services capital sheet is presented in Table 5.



Table 5
Water Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to Urban 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
	Outstanding DC Credits										
1	19T-08K02 - King Road - Charles to Jane	Credit	935,675	-		935,675	-		935,675	757,897	177,778
2	Highway #27 - Well #4 - Oliver Emmerson (Tribute) 300mm	Credit	194,400	-		194,400	-		194,400	157,464	36,936
3	Keele Street - Norman Drive to 15th SR (increase existing 250mm to 300mm+)	Credit	800,000	-		800,000	-		800,000	648,000	152,000
4	Highway #27, Main St to Dr. Kay (upsizing 250mm to 300mm)	Credit	468,000	-		468,000	-		468,000	379,080	88,920
	NEW WWWMP Projects (T.Y. Lin International Canada Inc)										
5	WAT-KING-05 Upgrade WM from 250mm to 300mm along Burns Blvd and Station Rd	2026-2031	4,524,000	-		4,524,000	642,000		3,882,000	3,144,420	737,580
6	WAT-KING-08 Upgrade WM from 200mm to 250mm along Lavender Valley Rd and Spring Hill Dr	2026-2031	1,521,000	-		1,521,000	271,500		1,249,500	1,012,095	237,405
7	WAT-KING-09 Proposed 300mm watermain east of Hwy 400	2041-2046	4,043,000	-		4,043,000	-		4,043,000	3,274,830	768,170
8	WAT-KING-10 Proposed 300mm watermain along Jane St south of King Rd	2026-2031	1,300,000	-		1,300,000	-		1,300,000	1,053,000	247,000
9	WAT-KING-11 Proposed 300mm watermain connecting 2955 King Rd and existing 250mm watermain on Burns Blvd	2026-2031	1,976,000	-		1,976,000	-		1,976,000	1,600,560	375,440
10	WAT-KING-12 Proposed 300mm watermain along Jane St north of King Rd	2026-2031	1,352,000	-		1,352,000	-		1,352,000	1,095,120	256,880
11	WAT-KING-13 Proposed 200mm watermain for Mansions of King	2026-2031	1,677,000	-		1,677,000	-		1,677,000	1,358,370	318,630
	Vehicles										
12	1/2 Ton Truck	2027	70,000	-		70,000	-		70,000	56,700	13,300
13	3/4 Ton Truck	2032	80,000	-		80,000	-		80,000	64,800	15,200
14	1/2 Ton Truck	2037	70,000	-		70,000	-		70,000	56,700	13,300
15	Valve Trailer	2037	100,000	-		100,000	-		100,000	81,000	19,000
16	3/4 Ton Truck	2042	80,000	-		80,000	-		80,000	64,800	15,200
17	1/2 Ton Truck	2047	70,000	-		70,000	-		70,000	56,700	13,300
18	1/2 Ton Truck	2051	70,000	-		70,000	-		70,000	56,700	13,300
	Facility										
19	Joint Operations Centre	2028-2030	2,733,500	-		2,733,500	546,700		2,186,800	1,771,308	415,492
20	Reserve Fund Adjustment	Reserve	3,886,714	-		3,886,714	-		3,886,714	3,148,239	738,476
	Total		25,951,289	-	-	25,951,289	1,460,200	-	24,491,089	19,837,782	4,653,307



3.6 Wastewater Services – King City

The revisions to the Wastewater Services – King City are summarized below.

- **Project #10:** Joint Operations Centre has had its gross capital cost increased from \$1,412,000 to \$1,805,555. Note that this does not include land costs.
- **Reserve Fund** adjustment was updated to \$970,284 to reflect the Township's current balance and commitments.

Based on these revisions, the calculated Wastewater Services – King City development charge has increased from \$3,937 to \$4,219 per single detached dwelling, and from \$0.66 to \$0.71 per square foot of non-residential gross floor area.

The revised Wastewater Services – King City capital sheet is presented in Table 6.



**Table 6
Wastewater Services – King City**

Prj.No	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - King City	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 92%	Non-Residential Share 8%
	From Master Plan (T.Y. Lin International Canada Inc.)										
1	WW-KING-01 Sewer Upgrade from 375 mm to 450mm from south of Kinghorn Rd to Kingsview SPS	2041-2046	620,000	-		620,000	220,742		399,258	368,515	30,743
2	WW-KING-02 Sewer Upgrade from 375 mm to 450mm along King Rd	2025-2031	3,430,000	-		3,430,000	406,511		3,023,489	2,790,681	232,809
3	WW-KING-03 Sewer Upgrade from 200 mm to 250mm along Bri Way and Robert Berry Cres	2036-2041	1,520,000	-		1,520,000	473,276		1,046,724	966,126	80,598
4	WW-KING-05 Sewer Upgrade from 375 mm to 450mm along the sewer between Hogan Ct and Keele St, from Station Rd to King Rd	2025-2031	5,540,000	-		5,540,000	1,328,082		4,211,918	3,887,600	324,318
5	WW-KING-06 Sewer Upgrade from 250 mm to 350mm along Keele St (from Burton Road to 230 metres North)	2025-2031	1,320,000	-		1,320,000	273,571		1,046,429	965,854	80,575
6	WW-KING-07 Sewer Upgrade from 250 mm to 350mm along King Rd from Keele St to William St	2031-2036	3,520,000	-		3,520,000	1,092,729		2,427,271	2,240,371	186,900
7	WW-KING-09 Sewer Upgrade from 200 mm to 450mm before entering Alex Campbell SPS	2031-2036	90,000	-		90,000	16,747		73,253	67,613	5,641
8	WW-KING-10 Upgrade of Alex Campbell SPS (130 to 150 L/s) No Forcemain Upgrade	2031-2036	880,000	-		880,000	-		880,000	812,240	67,760
9	WW-KING-11 Upgrade of Kinghorn SPS (110 L/s to 152 L/s) No Forcemain Upgrade	2041-2046	3,200,000	-		3,200,000	-		3,200,000	2,953,600	246,400
10	Joint Operations Centre	2028-2030	1,805,555	-		1,805,555	361,111		1,444,444	1,333,222	111,222
11	Reserve Fund Adjustment	Reserve	-	-		-	970,284		(970,284)	(895,573)	(74,712)
	Total		21,925,555	-	-	21,925,555	5,143,053	-	16,782,501	15,490,249	1,292,253



3.7 Wastewater Services – Nobleton

The revisions to the Wastewater Services - Nobleton are summarized below.

- **Project #2:** WW-NOBL-04 Sewer Upgrade from 200 mm to 300mm along Old King Rd; Sewer Upgrade from 250 mm to 300mm along King Rd has been revised to include a benefit to existing allocation of \$711,500.
- **Project #3:** WW-NOBL-06 Sewer Upgrade from 200 mm to 300mm along Parkheights Trail has been revised to include a benefit to existing allocation of \$80,800.
- **Project #4:** WW-NOBL-07 Sewer Upgrade from 300 mm to 450 mm through Nobleton Park pipe has been revised to include a benefit to existing allocation of \$544,700.
- **Project #5:** WW-NOBL-07A Sewer Upgrade from 300 mm to 450 mm along Parkview pipe has been revised to include a benefit to existing allocation of \$216,600.
- **Project #6:** WW-NOBL-07-B Sewer Upgrade from 300 mm to 400 mm along Crestview Rd has been revised to include a benefit to existing allocation of \$371,500.
- **Project #7:** WW-NOBL-07-B Sewer Upgrade from 250 mm to 400 mm from Crestview to Highway 27 has been revised to include a benefit to existing allocation of \$205,400.
- **Project #8:** WW-NOBL-07C Sewer Upgrade from 250 mm to 400 mm along Highway has been revised to include a benefit to existing allocation of \$261,200.
- **Project #9:** WW-NOBL-07D Sewer Upgrade from 250 mm to 350 mm along Oliver Emerson Ave has been revised to include a benefit to existing allocation of \$381,000.
- **Project #10:** WW-NOBL-07E Sewer Upgrade from 200 mm to 300 mm along Larkin has been revised to include a benefit to existing allocation of \$622,600.
- **Project #11:** WW-NOBL-07F Sewer Upgrade from 250 mm to 350 mm along Wilkie Ave has been revised to include a benefit-to-existing allocation of \$141,400.



- **Project #12:** WW-NOBL-08A Sewer Upgrade from 600 mm to 750mm near Janet Ave to SPS has been revised to include a benefit-to-existing allocation of \$77,300.
- **Project #13:** Joint Operations Centre has had its gross capital cost increased from \$726,000 to \$927,945. Note that this does not include land costs

Based on these revisions, the calculated Wastewater Services – Nobleton development charge has decreased from \$8,455 to \$6,714 per single detached dwelling, and from \$0.72 to \$0.57 per square foot of non-residential gross floor area.

The revised Wastewater Services – Nobleton capital sheet is presented in Table 7.



**Table 7
Wastewater Services – Nobleton**

Proj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2025 to 2051 - Nobleton									95.3%	4.7%
	From Master Plan (T.Y. Lin International Canada Inc.)										
1	WW-NOBL-02 Sewer Upgrade from 200 mm to 450mm along Hill Farm Rd and Lynwood Cres	2031-2036	4,610,000	-		4,610,000	1,334,400		3,275,600	3,121,647	153,953
2	WW-NOBL-04 Sewer Upgrade from 200 mm to 300mm along Old King Rd; Sewer Upgrade from 250 mm to 300mm along King Rd	2025-2031	2,770,000	-		2,770,000	711,500		2,058,500	1,961,751	96,750
3	WW-NOBL-06 Sewer Upgrade from 200 mm to 300mm along Parkheights Trail	2025-2031	440,000	-		440,000	80,800		359,200	342,318	16,882
4	WW-NOBL-07 Sewer Upgrade from 300 mm to 450 mm through Nobleton Park pipe	2036-2041	1,450,000	-		1,450,000	544,700		905,300	862,751	42,549
5	WW-NOBL-07A Sewer Upgrade from 300 mm to 450 mm along Parkview pipe	2030-2035	870,000	-		870,000	216,600		653,400	622,690	30,710
6	WW-NOBL-07-B Sewer Upgrade from 300 mm to 400 mm along Crestview Rd	2030-2035	1,540,000	-		1,540,000	371,500		1,168,500	1,113,581	54,920
7	WW-NOBL-07-B Sewer Upgrade from 250 mm to 400 mm from Crestview to Highway 27	2030-2035	920,000	-		920,000	205,400		714,600	681,014	33,586
8	WW-NOBL-07C Sewer Upgrade from 250 mm to 400 mm along Highway	2030-2035	1,170,000	-		1,170,000	261,200		908,800	866,086	42,714
9	WW-NOBL-07D Sewer Upgrade from 250 mm to 350 mm along Oliver Emerson Ave	2030-2035	1,590,000	-		1,590,000	381,000		1,209,000	1,152,177	56,823
10	WW-NOBL-07E Sewer Upgrade from 200 mm to 300 mm along Larkin	2030-2035	2,620,000	-		2,620,000	622,600		1,997,400	1,903,522	93,878
11	WW-NOBL-07F Sewer Upgrade from 250 mm to 350 mm along Wilkie Ave	2030-2035	590,000	-		590,000	141,400		448,600	427,516	21,084
12	WW-NOBL-08A Sewer Upgrade from 600 mm to 750mm near Janet Ave to SPS	2030-2035	360,000	-		360,000	77,300		282,700	269,413	13,287
13	Joint Operations Centre	2028-2030	927,945	-		927,945	185,600		742,345	707,455	34,890
	Outstanding DC Credits										
14	19T-05K03 - Road and concurrent works - Noblewood Drive & Hollywood Cres	Credit	88,986	-		88,986	-		88,986	84,804	4,182
15	Reserve Fund Adjustment	Reserve		-		-	1,505,350		(1,505,350)	(1,434,598)	(70,751)
	Total		19,946,931	-	-	19,946,931	6,639,350	-	13,307,582	12,682,125	625,456



3.8 Land – 10-Year

Land costs are considered a class of service under the D.C.A. The land costs included in this subsection are related to the anticipated capital costs for services that are restricted to 10 years, such as parks and recreation services.

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$2.35 million, representing the proportionate share attributable to Parks and Recreation services. A deduction of \$470,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$1.88 million

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

The Land – 10-Year capital sheet is presented in Table 8.



Table 8
Land – 10-Year

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
1	Joint Operations Centre	Parks & Recreation	2028-2030	2,350,000	-		2,350,000	470,000		1,880,000	1,786,000	94,000
	Total			2,350,000	-	-	2,350,000	470,000	-	1,880,000	1,786,000	94,000



3.9 Land - 2051

Land costs are considered a class of service under the D.C.A. The land costs included in this subsection are related to the anticipated capital costs for Service Related to a Highway over the 2051 growth forecast period.

The Township has identified the need for land acquisition related to the new Joint Operations Centre and Right-of-Way purchases. The total estimated cost for these lands is \$17.67 million. A deduction of \$420,000 has been applied to recognize the benefit to existing development. A further deduction of \$3.89 million has been identified to recognize potential contributions from landowners. As a result, the net D.C.-recoverable cost to be included in the calculations is \$13.36 million

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the 2051 forecast period. This share is consistent with the allocation utilized for Public Works.

The Land – 2051 capital sheet is presented in Table 9.



Table 9
Land – 2051

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
1	Joint Operations Centre	Services Related to a Highway	2028-2030	2,100,000	-		2,100,000	420,000		1,680,000	1,360,800	319,200
2	Right of Way Purchases of Land	Services Related to a Highway	2025-2034	15,570,000	-		15,570,000	-	3,892,500	11,677,500	9,458,775	2,218,725
	Total			17,670,000	-	-	17,670,000	420,000	3,892,500	13,357,500	10,819,575	2,537,925



3.10 Land – Urban 2051

The land costs included in this subsection are related to the anticipated capital costs for Water Services over the Urban 2051 growth forecast period.

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$275,000, representing the proportionate share attributable to Water services. A deduction of \$55,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$220,000.

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the Urban 2051 forecast period. This share is consistent with the allocation utilized for Water Services.

The Land – Urban 2051 capital sheet is presented in Table 10.



Table 10
Land – Urban 2051

Proj. No.	Increased Service Needs Attributable to Anticipated Development Urban 2051	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
1	Joint Operations Centre	Water Services	2028-2030	275,000	-		275,000	55,000		220,000	178,200	41,800
	Total			275,000	-	-	275,000	55,000	-	220,000	178,200	41,800



3.11 Land Urban 2051 (King City)

The land costs included in this subsection are related to the anticipated capital costs for Wastewater Services – King City over the Urban 2051 growth forecast period.

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$182,000, representing the proportionate share attributable to wastewater services – King City. A deduction of \$36,400 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$145,600.

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the Urban 2051 – King City forecast period. This share is consistent with the allocation utilized for Wastewater Services- King City.

The Land – Urban 2051 (King City) capital sheet is presented in Table 11.



Table 11
Land – Urban 2051 (King City)

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - King City	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 92%	Non-Residential Share 8%
1	Joint Operations Centre	Wastewater Services - King	2028-2030	182,000	-		182,000	36,400		145,600	134,389	11,211
	Total			182,000	-	-	182,000	36,400	-	145,600	134,389	11,211



3.12 Land Urban 2051 (Nobleton)

The land costs included in this subsection are related to the anticipated capital costs for Wastewater Services – Nobleton over the Urban 2051 growth forecast period.

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$93,000, representing the proportionate share attributable to wastewater services - Nobleton. A deduction of \$19,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$74,000.

The residential/non-residential capital cost allocation for land is 95% residential and 5% non-residential based on the incremental growth in population to employment for the Urban 2051 - Nobleton forecast period. This share is consistent with the allocation utilized for Wastewater Services- Nobleton.

The Land – Urban 2051 (Nobleton) capital sheet is presented in Table 12.



Table 12
Land – Urban 2051 (Nobleton)

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - Nobleton	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
1	Joint Operations Centre	Wastewater Services - Nobleton	2028-2030	93,000	-		93,000	19,000		74,000	70,522	3,478
	Total			93,000	-	-	93,000	19,000	-	74,000	70,522	3,478



3.13 Changes in the D.C. Calculation

Based on the changes noted above, the background study and D.C. calculations have been revised. As a result, the total calculated Township-wide development charge (single/semi-detached unit) has increased from \$39,715 to \$43,070. In regard to the non-residential charges, the total Township-wide calculated development charge (per sq.ft.) has increased from \$9.35 to \$10.17. Charges for Urban Services and Area-Specific Services are in addition to the Township-wide D.C.s.

The summary below outlines the current charges vs. the charges as calculated in the October 27, 2025, D.C. background study and the charges calculated in this addendum report.

Service/Class of Service+C2:G21C2:G17C2:GC2:G25	Current Charges	Calculated (Background Study October 28, 2025)	Calculated (Addendum Report #1 2026)
Township Wide Services/Classes:			
Services Related to a Highway	25,481	13,102	12,819
Fire Protection Services	1,432	2,085	2,085
Parks and Recreation Services	17,548	21,303	22,538
Library Services	2,372	1,995	1,995
Growth Studies	756	1,230	1,230
Land - 10-Year	-	-	570
Land - 2051	-	-	1,833
Total Township Wide Services (A)	47,589	39,715	43,070
Urban Services:			
Stormwater Services	584	362	362
Water Services	4,108	3,277	3,433
Water & Wastewater Studies	471	136	136
Land - Urban 2051	-	-	31
Total Urban Services (B)	5,163	3,775	3,962
Area Specific Services:			
Wastewater-King City (C)	5,208	3,937	4,219
Land - Urban 2051 (King City) (C)	-	-	37
Wastewater-Nobleton (D)	5,943	8,455	6,714
Land - Urban 2051 (Nobleton) (D)	-	-	37
Total King City (A + B + C)	57,960	47,427	51,288
Total Nobleton (A + B + D)	58,695	51,945	53,783
Total Schomberg (A + B)	52,752	43,490	47,032



Service/Class of Service	Current Charges	Calculated (Background Study October 28, 2025)	Calculated (Addendum Report #1 2026)
Township Wide Services/Classes:			
Services Related to a Highway	11.60	4.98	4.87
Fire Protection Services	0.66	0.89	0.89
Parks and Recreation Services	2.93	2.72	2.88
Library Services	0.39	0.25	0.25
Growth Studies	0.36	0.51	0.51
Land - 10-Year	-	-	0.07
Land - 2051	-	-	0.70
Total Township Wide Services (A)	15.94	9.35	10.17
Urban Services:			
Stormwater Services	0.27	0.14	0.14
Water Services	1.84	1.27	1.34
Water & Wastewater Studies	0.22	0.06	0.06
Land - Urban 2051	-	-	0.01
Total Urban Services (B)	2.33	1.47	1.55
Area Specific Services:			
Wastewater-King City (C)	2.36	0.66	0.71
Land - Urban 2051 (King City) (C)	-	-	0.01
Wastewater-Nobleton (D)	0.61	0.72	0.57
Land - Urban 2051 (Nobleton) (D)	-	-	0.01
Total King City (A + B + C)	20.63	11.48	12.44
Total Nobleton (A + B + D)	18.88	11.54	12.30
Total Schomberg (A + B)	18.27	10.82	11.72

3.14 Refinements to the Local Service Policy

Update section E.5 (c) with the following:

Providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes do not exceed the recommended diameter required to provide adequate capacity to the development, which may be determined during the plan of subdivision, for water, sanitary services, and storm services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may enter into front-



ending/cost-sharing agreements with other developers, independent of the Township.

3.15 Refinements to the Draft D.C. By-law

The draft by-law provided in Appendix G to the October 27, 2025 D.C. background study has been amended as follows:

- Refined the definition of “Building”.
- Refined the definition of “Agricultural Use”.
- Refined Section 3.5 to now include:
“(a) Notwithstanding the provisions of this by-law, development charges shall not be imposed or may be deferred, on terms and conditions, satisfactory to the Township, with respect to:”
- Updated exemptions to include:
“(vi) the Development of Non-residential Agricultural Use Buildings constructed for bona fide farm uses, for a bona fide farmer, who owns the Agricultural Use Building and the land on which the building will be constructed;”
- Revised Section 3.12 to remove the phrase “or the equivalent derelict”
- Updated Schedule B to reflect the revised calculated charges.

The revised draft by-law with all refinements is included in the amending pages to this addendum report.

3.16 Changes to the Background Report

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

Page Reference	Description of Revisions
Table of Contents	Updated to reflect revised page numbers and headings.



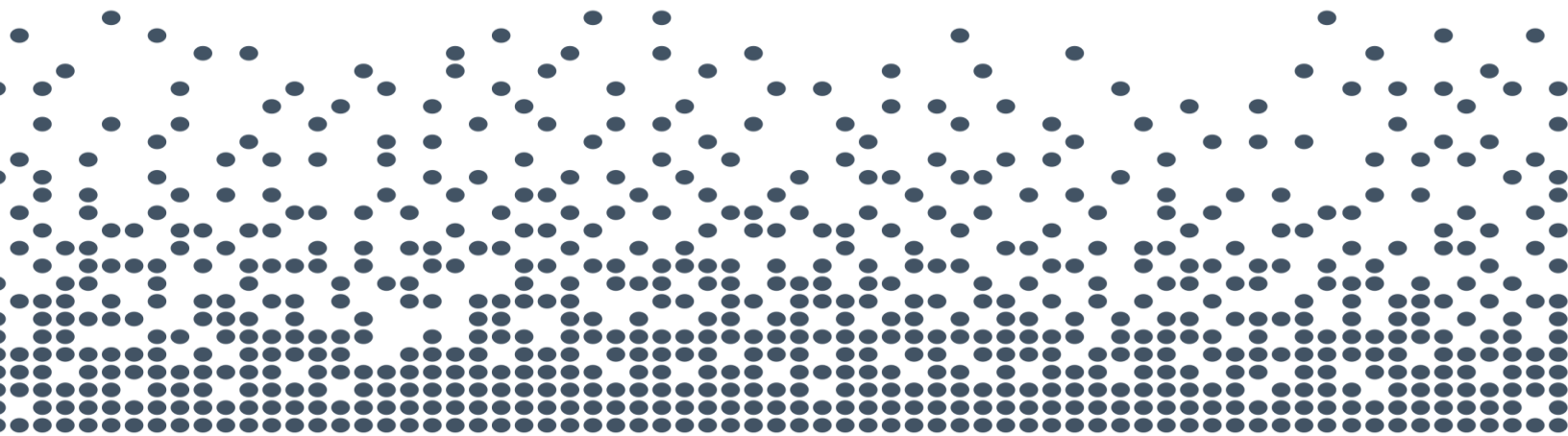
Page Reference	Description of Revisions
ES	Revised the calculated charges to include revised Table ES-2 and subsequent write-up to reflect the summary of expenditures anticipated over the life of the by-law, revised Table ES-3 to consolidate Services Related to a Highway, and revised Table ES-4 from the calculated charges.
1-2 and 1-3	Revised Figure 1-1 to include the release of the addendum report.
1-5	Updated Bill 60: Fighting Delays, Building Faster Act, 2025 – which received Royal Assent on November 27, 2025.
4-9	Updated Table 4-2 for revised reserve fund balances.
Chapter 5	Revised Services Related to a Highway, Parks and Recreation, Library Services, Water Services, Wastewater Services – King City, and Wastewater Services – Nobleton. The inclusion of Land-10Year, Land-2051, Land – Urban 2051, Land – Urban 2051 (King City), and Land – Urban 2051 (Nobleton).
Chapter 6	Updated Tables 6-1, 6-2, 6-3, 6-4, 6-6, and 6-7.
Appendix B	Revised Level of Service Table, and updated service standards for Roads, Bridges and Culverts, and Active Transportation
C-3	Revised Table C-1
D-5	Revised Annual Treasurer's Statement of Development Charge Reserve Funds to include all the Land categories.
Appendix E	Updated the Local Service Policy
F-4 and F-5	Revised the Asset Management amounts to reference the appropriate figures.
G-13 and G-14	Updated <i>Bill 60, Fighting Delays, Building Faster Act, 2025</i>
Appendix H	Capital Cost and Benefit to Existing Methodology has now been included.



Page Reference	Description of Revisions
Appendix I	Previously Appendix H, Updated draft by-law.

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

Sections 1, 2, and 3 provide a summary of the revisions to the Township's D.C. Background Study and draft by-law. If Council is satisfied with the above changes to the Background Study, this Addendum #1 report will be considered for approval by Council along with the Background Study.



Appendices



Appendix A

Capital Cost and Benefit to Existing Methodology



Appendix A: Capital Cost and Benefit to Existing Methodology

Based on the regulatory changes provided through Bill 60: *Fighting Delays, Building Faster Act, 2025*, there is a requirement to provide greater detail regarding how capital costs and non-growth-related shares (i.e., B.T.E. deduction methodology) of the costs are determined. These methodologies are provided below on a service-by-service basis:



Table A-1
Township of King
Methodology for Determining Capital Costs and B.T.E. Calculations

Service	B.T.E. Calculation Methodology
Fire Protection Services	<ul style="list-style-type: none">• Facilities:<ul style="list-style-type: none">○ The future fire facility expansion in Nobleton (Project No. 1) represents an expansion to an existing facility intended to accommodate forecast growth within the Township. The project includes the addition of a new apparatus bay, administrative space, support areas, and associated parking improvements. As the expansion is intended to increase operational capacity beyond existing service levels and does not replace the existing facility, no B.T.E. deduction has been applied.○ A B.T.E. deduction has been applied to the proposed new Fire Station #4 (Project No. 2), as a portion of the facility capacity is anticipated to provide operational support and service flexibility benefiting existing development within the Township. Accordingly, a 50% post-period benefit deduction has been applied to recognize that a portion of the facility capacity extends beyond the forecast planning period and may also address broader long-term service needs.○ Similarly, the associated equipment for Fire Station #4 (Project No. 3), including turnout gear and self-contained breathing apparatus (SCBA), has been assigned a post-period benefit deduction of 50%, consistent with the phased implementation of the station and the anticipated timing of growth requiring the additional complement.○ The proposed training facility (Project No. 4) includes a training tower, training structure, and concrete training pad intended to support both existing and future fire operations. Given that the facility will improve training capabilities for the current fire service complement while also accommodating future growth-related staffing and operational needs, a B.T.E. deduction of 25% has been applied to recognize the benefit attributable to existing development. The remaining 75% has been identified as growth-related.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">• Vehicles & Equipment:<ul style="list-style-type: none">○ Several vehicle and equipment projects included in the forecast represent new additions required to accommodate anticipated development and expanded service delivery requirements. Accordingly, no B.T.E. deduction has been applied to the proposed fire utility vehicles for Fire Prevention Officers (Project No. 6), rapid intervention equipment (Project No. 9), and the new utility pick-up with rapid intervention capabilities associated with Station #4 (Project No. 11), as these items represent new service capacity attributable to growth.○ For the proposed Station #4 pumper tanker (Project No. 7), a 50% post-period benefit deduction has been applied to reflect that a portion of the vehicle's service capacity is intended to address growth beyond the forecast period.○ A B.T.E. deduction has been applied to the proposed pumper tanker upgrades in Schomberg and Nobleton (Project Nos. 5 and 12). These projects involve upgrading existing tanker apparatus to larger pumper tanker vehicles, providing enhanced firefighting and operational capabilities. The B.T.E. deduction recognizes that a portion of the upgraded functionality and replacement value benefits the existing community and current fire operations, while the remaining portion is attributable to forecast growth-related service demands.○ The tablet command dispatch upgrades (Project No. 8) involve the implementation of tablet technology within fire apparatus to enhance dispatching, communications, and operational coordination. As the upgraded system will improve service delivery for both existing and future residents and businesses, a 50% B.T.E. deduction has been applied to recognize the shared benefit.○ For the upgrade of extraction tools to electric systems (Project No. 10), a B.T.E. deduction has been applied to reflect that the replacement and modernization of the existing equipment primarily benefits current service



Service	B.T.E. Calculation Methodology
	<p>operations and existing development. The remaining growth-related allocation reflects the incremental benefit associated with accommodating future service demands and maintaining operational capacity standards as the Township grows.</p>
Services Related to a Highway	<ul style="list-style-type: none">• Road Reconstruction, Urbanization, and Road Widening Projects:<ul style="list-style-type: none">○ A number of road reconstruction, widening, and urbanization projects included in the analysis provide benefits to both existing and future development. Accordingly, B.T.E. deductions have been applied where projects address existing operational deficiencies, improve current road standards, replace aging infrastructure, or enhance existing transportation functionality in addition to accommodating future growth.○ For the Main Street Schomberg reconstruction and streetscape project (Project No. 1), a significant B.T.E. deduction has been applied to recognize that the project largely consists of reconstruction, streetscaping, and improvements within the existing right-of-way that benefit the existing community, businesses, and transportation network. While the project includes minor widening and operational improvements to accommodate growth, the majority of the benefit relates to the replacement and enhancement of existing infrastructure.○ Similarly, the King Boulevard project (Project No. 2) includes corrective works and upgrades associated with existing infrastructure deficiencies. As the project will benefit both current and future development, a 50% B.T.E. deduction has been applied.○ The King City Main Street Typology project and the Nobleton Main Street Typology Block Plan project (Project Nos. 3 and 6) include streetscape, sidewalk, lighting, and urbanization improvements intended to support intensification and future development within the respective settlement areas. These projects also improve the existing public realm, pedestrian environment, and transportation functionality for current residents and



Service	B.T.E. Calculation Methodology
	<p>businesses. Accordingly, a B.T.E. deduction has been applied to recognize the existing benefit component associated with the urbanization and streetscape improvements.</p> <ul style="list-style-type: none">○ The proposed 10th Concession widening and intersection improvement project (Project No. 7) includes the widening of the roadway from two to four lanes and associated intersection improvements. As a portion of the project addresses existing transportation needs and improves current operational functionality, a 50% B.T.E. deduction has been applied, with the remaining portion attributable to forecast growth-related traffic demands. <ul style="list-style-type: none">● Active Transportation Projects:<ul style="list-style-type: none">○ The active transportation projects included in the analysis consist of sidewalks, multi-use paths, pedestrian crossings, trails, cycling facilities, and related connectivity improvements intended to support both existing and future residents. The allocation of B.T.E. deductions has therefore been determined based on the extent to which each project addresses existing deficiencies or improves connectivity for the current population versus accommodating growth-related demand generated by future development.○ Projects identified as “development-driven” generally provide infrastructure primarily required to support new development areas, emerging neighbourhoods, intensification areas, or growth-related connectivity improvements. Accordingly, no B.T.E. deduction has been applied to these projects, as they are considered fully attributable to anticipated development. Examples include new sidewalk connections, multi-use paths servicing future growth areas, pedestrian crossings required to support new development, and active transportation links associated with intensification and MTSA growth areas.○ Projects categorized as “existing and new” provide shared benefits to both existing and future residents by improving gaps within the current active transportation network, enhancing pedestrian and cycling safety, improving connectivity to schools, GO stations, and community facilities, and supporting broader Township-wide



Service	B.T.E. Calculation Methodology
	<p>transportation objectives. For these projects, a 50% B.T.E. deduction has generally been applied to recognize the shared benefit between existing and future development.</p> <ul style="list-style-type: none">▪ Examples of projects with a shared benefit include:<ul style="list-style-type: none">• Urbanize King and Keele (Project No. 10);• King City East active transportation improvements (Project No. 11);• Sidewalk and pathway connections within established communities (Project Nos. 15, 16, 19 to 29, 35, 40, 41, 43, 45 to 50); and• Township-wide active transportation corridors within the rural areas are intended to improve connectivity for both current and future users.<ul style="list-style-type: none">○ In these instances, the projects improve existing network deficiencies and accessibility while also accommodating increased pedestrian and cycling volumes associated with forecast growth.• Gravel Road Conversion Projects:<ul style="list-style-type: none">○ The gravel road conversion projects (Project Nos. 51 to 95) involve the reconstruction and urbanization of existing gravel roads to improved municipal standards. These projects provide a substantial benefit to existing development through upgraded road surfaces, improved operations, enhanced safety, reduced maintenance requirements, and increased service levels for current users.<ul style="list-style-type: none">▪ Accordingly, a B.T.E. deduction of approximately 10% has been applied to these projects to recognize the benefit attributable to existing development, with the remaining 90% allocated to growth-related needs associated with increased traffic volumes and future development pressures identified through the Township's transportation planning analysis.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">• Traffic Calming Projects:<ul style="list-style-type: none">○ The growth-related traffic calming implementation program (Project No. 96) includes measures intended to address increased traffic volumes and operational concerns associated with growth throughout the Township. As traffic calming measures also improve road safety and operational conditions for existing residents and users of the transportation network, a 50% B.T.E. deduction has been applied to recognize the shared benefit to existing development.• Outstanding D.C. Credits:<ul style="list-style-type: none">○ The outstanding D.C. credit projects (Project Nos. 97 to 101) represent growth-related infrastructure previously undertaken or committed to by developers through development agreements and are therefore considered fully attributable to growth, except where a historical B.T.E. allocation had previously been established. For the Keele Street sidewalk project (Project No. 100), the existing B.T.E. allocation has been maintained based on the original calculation methodology associated with the project.• Facilities:<ul style="list-style-type: none">○ The proposed Joint Operations Centre (Project No. 1) includes the construction of a consolidated operations facility intended to accommodate Public Works, Parks, and Water/Wastewater operations associated with forecast growth within the Township. The facility includes office space, garage and maintenance areas, associated site works, and land acquisition requirements.<ul style="list-style-type: none">▪ A B.T.E. deduction of 20% has been applied to the Joint Operations Centre to recognize the benefit attributable to existing development and municipal operations. The proposed facility will provide expanded operational capacity required to accommodate forecast growth; however, a portion of the facility will also improve and consolidate existing operational functions currently serving the Township.



Service	B.T.E. Calculation Methodology
	<p>The applied allocation is consistent with the methodology utilized in the Township’s prior D.C. Study. Accordingly, 80% of the project cost has been identified as growth-related and included in the D.C. calculation.</p> <ul style="list-style-type: none"> • Vehicles & Equipment: <ul style="list-style-type: none"> ○ The majority of the Public Works vehicle and equipment projects included in the forecast represent new fleet additions or growth-related expansions required to maintain municipal service levels as the Township grows. Accordingly, no B.T.E. deduction has generally been applied to projects including tandem axle plows, pickup trucks, sidewalk plows, vehicle by-law enforcement vehicles, tractors, material stackers, hot boxes, street sweepers, Gradalls, loaders, backhoes, and associated vehicle storage facilities, as these assets are intended to provide additional operational capacity attributable to anticipated development. ○ The aerial bucket truck (Project No. 3) has been assigned a 50% B.T.E. deduction, as it will provide operational benefits to both existing and future development areas. The B.T.E. deduction recognizes that a portion of the vehicle’s functionality will address existing service requirements and current infrastructure maintenance needs, while the remaining portion is attributable to increased service demands associated with growth.
Parks and Recreation Services	<ul style="list-style-type: none"> • Parkland Development and Park Improvements: <ul style="list-style-type: none"> ○ The majority of the parkland development projects included in the forecast represent new neighbourhood parks, community parks, sports fields, trail development, splash pads, and parkland improvements required to accommodate anticipated residential growth throughout the Township. These projects have generally been identified as fully growth-related, as they are intended to provide additional parkland amenities and recreational capacity associated with new development areas, intensification areas, and forecast population growth. Accordingly, no B.T.E. deduction has generally been applied to these projects.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">▪ This includes projects such as:<ul style="list-style-type: none">• New neighbourhood and community parks within King City, Nobleton, and Schomberg;• New sports field and recreation amenities;• Trail development projects;• Future parkland development projects; and• Park improvements associated with growth areas and intensification sites.• The artificial turf field with lighting (Project No. 9) has been assigned a B.T.E. deduction of 20% to recognize that the upgraded facility will provide enhanced recreational opportunities and service level improvements benefiting both existing and future residents. The remaining 80% allocation reflects the increased recreational demand associated with forecast growth and intensification within the Township.• The Nobleton expansion project (Project No. 49) has been identified as entirely post-period in nature and therefore a 100% post-period benefit deduction has been applied. As a result, no portion of the project has been included in the D.C. recoverable calculation for the current forecast period.• Outstanding D.C. Credits:<ul style="list-style-type: none">○ The outstanding D.C. credit projects (Project Nos. 24 and 25) represent growth-related recreational infrastructure previously constructed or committed to through development agreements and are therefore considered fully attributable to growth-related development.• Parks Vehicles and Equipment:<ul style="list-style-type: none">○ The parks-related vehicle and equipment projects included in the analysis represent additional fleet and operational equipment required to maintain municipal parkland, trails, sports fields, and recreational facilities



Service	B.T.E. Calculation Methodology
	<p>associated with growth. These assets include trailers, pickup trucks, utility vehicles, mowers, forestry equipment, chipper equipment, tractors, and maintenance equipment.</p> <ul style="list-style-type: none"> ○ As these projects represent additional operational capacity required to service expanded parkland and recreational infrastructure attributable to anticipated development, no B.T.E. deduction has been applied. <ul style="list-style-type: none"> ● Recreation Facilities: <ul style="list-style-type: none"> ○ The Cold Creek Conservation Area Visitors Centre expansion (Project No. 47) represents an expansion to an existing recreational facility intended to accommodate increased usage and demand associated with growth within the Township. As the project represents additional facility capacity attributable to forecast development pressures, no B.T.E. deduction has been applied. ○ The proposed Joint Operations Centre (Project No. 48) includes shared operational space associated with Parks and Recreation operations. A B.T.E. deduction of 20% has been applied to the Parks and Recreation share of the facility to recognize that a portion of the expanded operational capacity will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included within the D.C. recoverable calculation.
Library Services	<ul style="list-style-type: none"> ● Library Facilities and Systems: <ul style="list-style-type: none"> ○ The proposed library-related capital projects included in the analysis are intended to address increased demand for library services, programming space, collections, and technology infrastructure associated with forecast population growth throughout the Township. <ul style="list-style-type: none"> ▪ The Integrated Library System project (Project No. 1) includes upgrades and enhancements to the Township’s library technology and cataloguing systems. As the upgraded system will improve service



Service	B.T.E. Calculation Methodology
	<p>delivery and accessibility for both existing and future library users, a B.T.E. deduction of 50% has been applied to recognize the benefit attributable to the existing population. The remaining 50% allocation has been identified as growth-related.</p> <ul style="list-style-type: none">▪ The proposed Schomberg Library Expansion project (Project No. 2) has been identified as primarily post-period in nature, as a significant portion of the facility capacity is intended to accommodate growth beyond the current forecast period. Accordingly, a post-period benefit deduction has been applied to recognize the future service capacity extending beyond the planning horizon. In addition, the remaining in-period project cost has been assigned a B.T.E. deduction to recognize that the expanded facility will also improve library service levels and operational capacity for the existing community. As a result of the combined post-period and B.T.E. deductions, no D.C. recoverable amount has been included for this project during the current forecast period.▪ The Nobleton Library Expansion project (Project No. 3) includes expanded library space and associated facility improvements required to accommodate increased population growth and service demand within the Nobleton area. A B.T.E. deduction of approximately 36% has been applied to recognize that a portion of the expanded facility capacity will benefit existing residents and improve current library service levels. The remaining allocation has been identified as growth-related and included within the D.C. recoverable calculation.▪ The Northeast Quadrant Facility project (Project No. 4) represents a new library facility intended to serve future development within the Township's northeast growth area. As the facility is primarily intended to accommodate future growth, no B.T.E. deduction has been applied. However, a post-period benefit



Service	B.T.E. Calculation Methodology
	<p>deduction has been included to recognize that a portion of the facility capacity extends beyond the current forecast period and will service development occurring after the planning horizon.</p> <ul style="list-style-type: none"> • Library Collections: <ul style="list-style-type: none"> ○ The additional collection materials project (Project No. 5) includes expanded library collections and materials required to service anticipated population growth and increased library usage. As these materials are required to maintain service levels for future residents, no B.T.E. deduction has been applied and the project has been identified as fully growth-related.
Growth Studies	<ul style="list-style-type: none"> • Benefit to existing development allocations for growth-related studies have been determined on a project-by-project basis through a review of the scope, purpose, and intended use of each study. Where studies are undertaken to support future growth, infrastructure planning, or development implementation, the projects have generally been identified as fully growth-related. However, where a study also includes the review of existing infrastructure, policies, operational practices, service levels, or municipal standards, an allocation has been made to recognize the benefit to existing development. For example, transportation studies, library strategies, official plan reviews, and zoning by-law updates often include components related to existing community needs and operational reviews in addition to growth planning. Accordingly, partial benefit to existing development deductions have been applied where appropriate to reflect the shared benefit between existing and future development.
Stormwater Services	<ul style="list-style-type: none"> • Stormwater Management Infrastructure: <ul style="list-style-type: none"> ○ The stormwater-related capital projects included in the analysis consist primarily of stormwater management intensification upgrades and supporting master planning studies required to accommodate forecast development and intensification throughout the Township’s urban settlement areas.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none"> ▪ The King City, Nobleton, and Schomberg stormwater management intensification upgrade projects (Project Nos. 1 to 3) represent growth-related improvements required to accommodate additional runoff volumes, changing drainage requirements, and increased servicing demands associated with intensification and future urban development. These projects are intended to increase system capacity and support future growth within the Township’s settlement areas. Accordingly, no B.T.E. deduction has been applied, as the projects have been identified as fully attributable to anticipated development. ▪ The Stormwater Master Plans project (Project No. 4) includes the preparation of growth-related stormwater servicing studies and infrastructure planning required to identify future system improvements necessary to accommodate forecast development. As the master planning work is being undertaken specifically to support future growth and identify growth-related servicing requirements, no B.T.E. deduction has been applied, and the project has been identified as fully growth-related. • Overall, the stormwater capital program has been developed to address the incremental servicing demands generated by forecast development and intensification within the Township’s urban areas while maintaining appropriate stormwater management standards and infrastructure capacity.
Water Services	<ul style="list-style-type: none"> • Watermain Infrastructure: <ul style="list-style-type: none"> ○ The water-related capital projects identified for King City primarily consist of watermain upgrades, looping works, and network expansions required to accommodate forecast growth and intensification within the Township. These projects include both upsizing of existing infrastructure and the installation of new watermains intended to improve system capacity, redundancy, and servicing capability for future development. ○ For the watermain upgrade projects involving the upsizing of existing infrastructure (Project Nos. 5 and 6), a B.T.E. deduction has been applied to recognize the portion of the project attributable to the remaining service



Service	B.T.E. Calculation Methodology
	<p>life and existing capacity of the current infrastructure. The methodology allocates costs between existing and future development based on:</p> <ul style="list-style-type: none">▪ the age of the existing asset at the time of replacement;▪ the remaining useful life of the infrastructure; and▪ the proportion of the upgraded infrastructure capacity required to accommodate future growth.<ul style="list-style-type: none">• Under this approach, the replacement value associated with the existing infrastructure is identified separately from the incremental cost attributable to upsizing the infrastructure to accommodate growth-related demand. The resulting allocation establishes the proportion attributable to existing development versus future development. <ul style="list-style-type: none">○ Accordingly, the Burns Boulevard and Station Road watermain upgrade project (Project No. 5) and the Lavender Valley Road and Spring Hill Drive upgrade project (Project No. 6) have been assigned B.T.E. deductions reflecting the age and remaining useful life of the existing assets, together with the proportion of additional capacity required to service future growth.○ The remaining proposed watermain projects (Project Nos. 7 to 11) represent new growth-related watermain infrastructure intended to service future development areas, provide looping capability, improve network connectivity, and accommodate forecast water demand associated with growth and intensification. As these projects primarily represent new infrastructure capacity required for future development, no B.T.E. deduction has been applied and the projects have been identified as fully growth-related. <ul style="list-style-type: none">• Outstanding D.C. Credits:



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">○ The outstanding D.C. credit projects (Project Nos. 1 to 4) represent growth-related water infrastructure previously constructed or committed to through development agreements and have therefore been identified as fully attributable to growth-related development.● Vehicles and Equipment:<ul style="list-style-type: none">○ The vehicle projects included in the analysis represent additional operational vehicles required to support expanded municipal water operations associated with growth. These assets include pickup trucks and a valve trailer intended to support maintenance and operational requirements for the expanded water distribution system. As these projects represent additional operational capacity attributable to forecast development, no B.T.E. deduction has been applied.● Facilities:<ul style="list-style-type: none">○ The Joint Operations Centre allocation to Water Services (Project No. 19) represents the water services' share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included in the D.C. recoverable calculation.
Wastewater Services King City	<ul style="list-style-type: none">● Wastewater Linear Infrastructure:<ul style="list-style-type: none">○ The wastewater projects identified in the analysis primarily consist of sewer upsizing projects required to accommodate forecast growth and intensification within King City. These projects involve increasing the capacity of existing wastewater infrastructure to service future development while continuing to utilize portions of the existing system.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">○ For the sewer upgrade projects (Project Nos. 1 to 7), a B.T.E. deduction has been applied to recognize the portion of the project costs attributable to the remaining service life and existing capacity of the current infrastructure. The methodology utilized allocates the cost between existing and future development based on:<ul style="list-style-type: none">▪ the age of the existing asset at the time of replacement;▪ the remaining useful life of the infrastructure; and▪ the proportion of the upsized infrastructure capacity required to accommodate future growth.<ul style="list-style-type: none">● Under this approach, the estimated replacement cost associated with the existing infrastructure is first identified, followed by the incremental cost attributable to upsizing the infrastructure to accommodate forecast growth. The resulting allocation establishes the proportion attributable to existing development versus future growth-related capacity requirements. Accordingly, the sewer upgrade projects have been assigned varying B.T.E. deductions reflecting differences in existing asset age, remaining useful life, and the proportion of additional capacity required to service growth. Projects with a larger growth-related capacity component have correspondingly lower B.T.E. deductions, while projects replacing relatively newer infrastructure with remaining service life have higher allocations attributable to existing development.● Wastewater Pumping Stations:<ul style="list-style-type: none">○ The Alex Campbell SPS upgrade (Project No. 8) and the Kinghorn SPS upgrade (Project No. 9) represent capacity expansions required to accommodate forecast wastewater flows associated with future development within King City. As the upgrades are intended specifically to increase pumping capacity beyond existing operational requirements and no replacement benefit to existing development has been identified, no B.T.E. deduction has been applied, and the projects have been identified as fully growth-related.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none"> • Facilities: <ul style="list-style-type: none"> ○ The Joint Operations Centre allocation to Wastewater Services (Project No. 10) represents the wastewater share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included in the D.C. recoverable calculation.
Wastewater Services Nobleton	<ul style="list-style-type: none"> • Wastewater Linear Infrastructure: <ul style="list-style-type: none"> ○ The wastewater projects identified in the analysis primarily consist of sewer upsizing projects required to accommodate forecast growth and intensification within Nobleton. These projects involve increasing the capacity of existing wastewater infrastructure to service future development while continuing to utilize portions of the existing system. ○ For the sewer upgrade projects (Project Nos. 1 to 12), a B.T.E. deduction has been applied to recognize the portion of the project costs attributable to the remaining service life and existing capacity of the current infrastructure. The methodology utilized allocates the cost between existing and future development based on: <ul style="list-style-type: none"> ▪ the age of the existing asset at the time of replacement; ▪ the remaining useful life of the infrastructure; and ▪ the proportion of the upsized infrastructure capacity required to accommodate future growth. <ul style="list-style-type: none"> • Under this approach, the estimated replacement cost associated with the existing infrastructure is first identified, followed by the incremental cost attributable to upsizing the infrastructure to accommodate forecast growth. The resulting allocation establishes the proportion attributable to existing development versus future growth-related capacity requirements. Accordingly, the sewer upgrade projects have been assigned varying B.T.E. deductions reflecting differences in existing



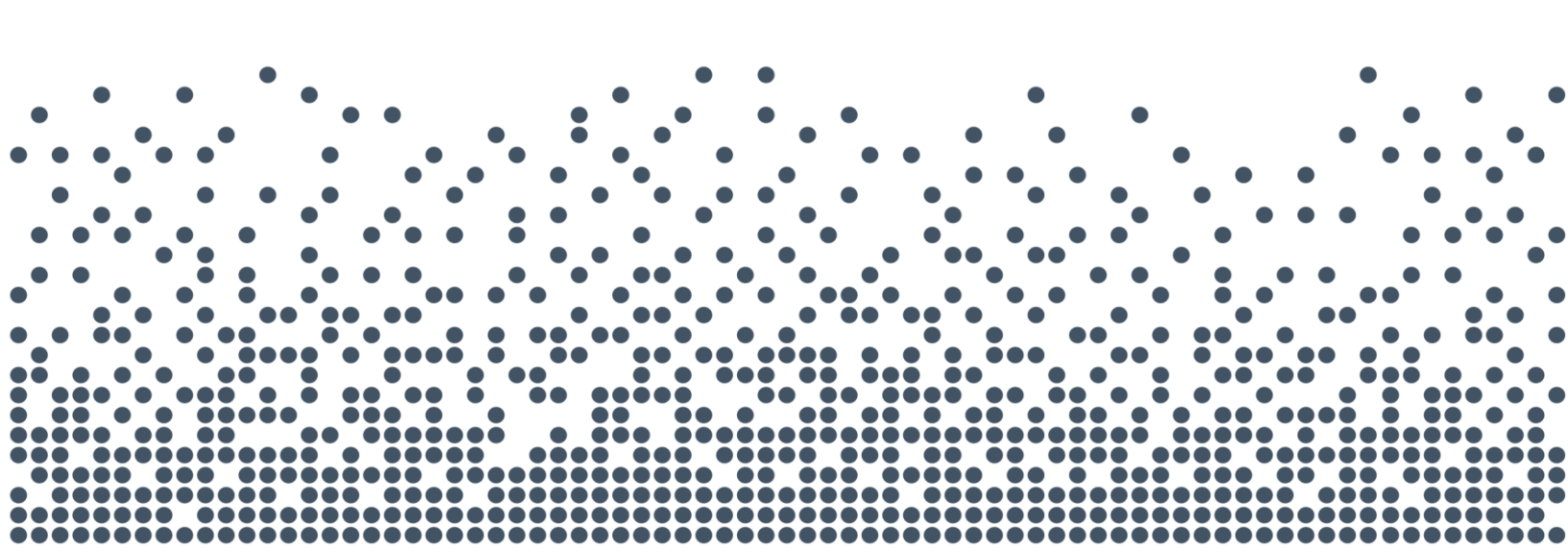
Service	B.T.E. Calculation Methodology
	<p>asset age, remaining useful life, and the proportion of additional capacity required to service growth. Projects with a larger growth-related capacity component have correspondingly lower B.T.E. deductions, while projects replacing relatively newer infrastructure with remaining service life have higher allocations attributable to existing development.</p> <ul style="list-style-type: none"> • Facilities: <ul style="list-style-type: none"> ○ The Joint Operations Centre allocation to Wastewater Services (Project No. 13) represents the wastewater share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included in the D.C. recoverable calculation. • Outstanding D.C. Credits: <ul style="list-style-type: none"> ○ The outstanding D.C. credit project (Project No. 14) represents growth-related infrastructure previously constructed or committed to through development agreements and has therefore been identified as fully attributable to growth-related development.
Water and Wastewater Studies	<ul style="list-style-type: none"> • Benefit to existing development allocations for water and wastewater studies has been determined on a project-by-project basis through a review of the scope and purpose of each study. Studies undertaken specifically to identify future servicing requirements associated with forecast growth have been identified as fully growth-related. Where studies also provide operational, maintenance, or system improvement benefits to the existing water and wastewater systems, a partial allocation has been applied to recognize the benefit to existing development.
Land – 10 Year	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Parks and Recreation share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied



Service	B.T.E. Calculation Methodology
	<p>to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.</p>
Land – 2051	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Public Works share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development. • The right-of-way land acquisition project (Project No. 2) includes the acquisition of additional road right-of-way lands required to accommodate future road widenings, transportation improvements, and growth-related infrastructure identified through the Township’s transportation planning work. As the project is intended to secure lands necessary to accommodate forecast traffic demands and future transportation infrastructure associated with development growth, the project has been identified as fully growth-related. In addition, a deduction for grants, subsidies, and other contributions attributable to new development has been applied based on anticipated contributions associated with future development-related infrastructure works.
Land – Urban 2051	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Water Services share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The



Service	B.T.E. Calculation Methodology
	<p>remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.</p>
<p>Land – Urban 2051 (King City)</p>	<ul style="list-style-type: none"> The Joint Operations Centre land acquisition project (Project No. 1) represents the Wastewater Services – King City share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.
<p>Land – Urban 2051 (Nobleton)</p>	<ul style="list-style-type: none"> The Joint Operations Centre land acquisition project (Project No. 1) represents the Wastewater Services – Nobleton share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.



Amended Pages



In addition to the Township-wide and urban-area services, area-specific D.C.s are used for wastewater services within the King City and Nobleton areas. The King City area-specific D.C. is \$5,103 per single detached dwelling and \$2.31 per sq. ft. for non-residential developments. For the Nobleton Service Area, the area-specific D.C. is \$5,823 per single detached dwelling and \$0.60 per sq.ft. for non-residential developments.

7. This report provides a recalculation of the D.C.'s based on the future identified capital needs, as presented in Schedule ES-3 for both residential and non-residential development.

The corresponding single detached dwelling unit charge is \$43,070 for Township-wide services. The urban services charge, which includes stormwater, water, and water and wastewater growth-related studies is an additional \$3,962 per single detached dwelling unit.

Area-specific charges have also been calculated for wastewater services, amounting to \$4,256 per single detached dwelling unit in King City and \$6,751 per single detached dwelling unit in Nobleton.

For non-residential development, the Township-wide D.C. is \$10.17 per sq.ft. of building area, with an additional \$1.55 per sq.ft. for urban services. The area-specific wastewater charge is \$0.72 per sq.ft. in King City and \$0.58 per sq.ft. in Nobleton.

These recalculated rates are submitted to Council for consideration.

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

Table ES-2
Summary of Expenditures Anticipated Over the Life of the By-law

Summary of Expenditures Anticipated Over the Life of the By-law	Expenditure Amount
Total gross expenditures planned over the next 10 years	\$296,482,312
Less: Benefit to existing development	\$56,267,676
Less: Post planning period benefit	\$2,985,600
Less: Ineligible re: Level of Service	\$402,500



Summary of Expenditures Anticipated Over the Life of the By-law	Expenditure Amount
Less: Grants, subsidies and other contributions	\$7,785,000
Net costs to be recovered from development charges	\$229,041,536

This suggests that for the non-D.C. cost over the 10-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), approximately \$64.46 million (or an annual amount of \$6.45 million) will need to be contributed from taxes and rates, or other sources. With respect to the post-period benefit amount of \$2.99 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post-period D.C. forecasts.

Based on the above table, the Township plans to spend approximately \$296.48 million over the life of the by-law, of which \$229.04 million (77%) is recoverable from D.C.s. Of this net amount, \$199.46 million is recoverable from residential development and \$29.58 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

The following table summarizes the D.C.-eligible services along with their corresponding forecast periods.:

Table ES-3
Summary of Forecast Period by Service

D.C.-Eligible Service	Forecast Period
Services Related to a Highway	2025 to 2051
Fire Protection Services	2025 to 2034
Parks and Recreation Services	2025 to 2034
Library Services	2025 to 2034
Growth Studies	2025 to 2034
Growth Studies - Water and Wastewater	2025 to Urban 2034
Stormwater Services	2025 to Urban 2051



D.C.-Eligible Service	Forecast Period
Water Services	2025 to Urban 2051
Wastewater Services - King City	2025 to 2051 - King City
Wastewater Services - Nobleton	2025 to 2051 - Nobleton
Land – 10 Year	2025 to 2034
Land – 2051	2025 to 2051
Land – Urban 2051	2025 to Urban 2051
Land – Urban 2051 - King City	2025 to 2051 - King City
Land – Urban 2051 - Nobleton	2025 to 2051 - Nobleton

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 and 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-4
Township of King
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Township Wide Services/Class of Service:						
Services Related to a Highway	12,819	10,413	7,915	5,683	4,065	4.87
Fire Protection Services	2,085	1,694	1,287	924	661	0.89
Parks and Recreation Services	22,538	18,308	13,917	9,992	7,147	2.88
Library Services	1,995	1,621	1,232	884	633	0.25
Growth Studies	1,230	999	759	545	390	0.51
Land - 10-Year	570	463	352	253	181	0.07
Land - 2051	1,833	1,489	1,132	813	581	0.70
Total Township Wide Services (A)	43,070	34,987	26,594	19,094	13,658	10.17
Urban Services						
Stormwater Services	362	294	224	160	115	0.14
Water Services	3,433	2,789	2,120	1,522	1,089	1.34
Water & Wastewater Studies	136	110	84	60	43	0.06
Land - Urban 2051	31	25	19	14	31	0.01
Total Urban Services (B)	3,962	3,218	2,447	1,756	1,278	1.55
Area Specific Services						
Wastewater-King City (C)	4,219	3,427	2,605	1,871	1,338	0.71
Land - Urban 2051 (King City) (C)	37	30	23	16	12	0.01
Wastewater-Nobleton (D)	6,714	5,454	4,146	2,977	2,129	0.57
Land - Urban 2051 (Nobleton) (D)	37	30	23	16	12	0.01
Total King City (A + B + C)	51,288	41,662	31,669	22,737	16,286	12.44
Total Nobleton (A + B + D)	53,783	43,689	33,210	23,843	17,077	12.30
Total Schomberg (A + B)	47,032	38,205	29,041	20,850	14,936	11.72



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 Township's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on October 27, 2025.

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

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

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

Figure 1-1
Schedule of Key Development Charge Process Dates for the Township of King

Schedule of Study Milestone	Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	January 2025 to September 2025
2. Stakeholder Meeting	September 10, 2025
3. Council Workshop	September 29, 2025
4. Public release of final D.C. Background study and proposed by-law	October 27, 2025
5. Notification sent to Development Community – advising that all capital sheets, service standards, and growth documents are available on the Township website for review and comment.	November 6, 2025
6. Public meeting advertisement placed in newspaper(s) or website	At least 21 days prior to the Public Meeting
7. Council Meeting to present Background Study and Draft By-law	November 10, 2025
8. Public Meeting of Council	December 8, 2025
9. Addendum #1 to October 27, 2025 report released	May 20, 2026



Schedule of Study Milestone	Dates
10. Council Meeting to present the Addendum	June 1, 2026
11. Council considers adoption of background study and passage of D.C. by-law	June 15, 2026
12. Newspaper notice given of by-law passage	By 20 days after passage
13. Last day for by-law appeal	40 days after passage
14. Township makes pamphlet available (where by-law not appealed)	By 60 days after in force date

1.3 Changes to the Development Charges Act, 1997

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

- *Bill 213: Better for People, Smarter for Business Act, 2020* – new mandatory exemption for universities that receive operating funds from the government.
- *Bill 109: More Homes for Everyone Act, 2022* – additional reporting requirements for the Annual Treasurer's statement on D.C. reserve funds.
- *Bill 23: More Homes Built Faster Act, 2022* – additional mandatory exemptions, discounts, and other changes:
 - Additional Residential Unit Exemption – add up to two units in a detached, semi-detached, or rowhouse within certain parameters and the units are exempt;
 - Housing was removed as a D.C.-eligible service;
 - New exemption for non-profit housing;
 - New exemption for affordable and attainable units;
 - New exemption for affordable units required through inclusionary zoning;
 - Extension of the historical level of service calculations from 10 years to 15 years;
 - Revised definition of capital costs and a mandatory phase-in (later reversed by Bill 185);
 - Extension of the by-law expiry requirements from five years to 10 years;



cost component is distinct from the development-related costs for the future forecast periods, which underlie the D.C. calculation herein.

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

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

Table 4-2
Summary of Development Charges Reserve Fund Balances
As projected December 31, 2025

Service	Total Reserve Fund Balances (with Adjustments and Commitments)
Services Related to a Highway	\$12,502,689.84
Fire Protection Services	\$2,160,496.56
Parks and Recreation Services	(\$10,842,449.64)
Library Services	\$1,641,413.76
Growth Studies	\$55,948.33
Water and Wastewater Studies	\$350,127.46
Stormwater Services	\$118,344.76
Wastewater Services - King Cty	\$970,284.42
Wastewater Services - Nobleton	\$1,505,349.58
Water Services	(\$3,886,714.22)
Total	\$4,575,490.85

Note: Amounts in brackets are deficit balances.

4.9 Deductions

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

- The level of service ceiling;



average level of service of 1.36 sq.ft. or \$1,156 per capita. This level of service provides the Township with a maximum D.C.-eligible amount for recovery over the forecast period of approximately \$11.28 million.

The fire department has a current inventory of 31 vehicles. The total D.C.-eligible amount calculated for fire vehicles over the forecast period is approximately \$6.47 million, based on an average level of service of \$663 per capita.

The fire department provides 1,105 items of equipment and gear for use in fire services. Based on the service provided over the historical 15-year period, the calculated average level of service is \$196 per capita, providing for a D.C.-eligible amount over the forecast period of approximately \$1.91 million for small equipment and gear.

In total, the D.C.-eligible amount for fire services is approximately \$19.67 million.

Based on the anticipated growth over the 10-year forecast period, the Township of King has identified the need for several growth-related capital investments in fire services. These include the construction of a new Fire Station No. 4, the acquisition of additional vehicles and equipment to support new firefighters, and a future facility expansion in Nobleton.

The total gross capital cost of these works is estimated at approximately \$15.29 million. Deductions totalling approximately \$2.78 million and \$2.67 million have been applied to recognize the benefit to existing development and to account for the share of costs benefiting growth beyond the 10-year forecast, respectively. An additional \$2.16 million reduction has also been applied to reflect the existing reserve fund balance.

The resulting net growth-related capital cost included in the D.C. calculations is approximately \$7.68 million.

These costs are shared between residential and non-residential based on the population-to-employment ratio over the forecast period, resulting in 85% being allocated to residential development and 15% being allocated to non-residential development.



Table 5-1
Infrastructure Cost Included in the Development Charges Calculation
Fire Protection Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 85%	Non-Residential Share 15%
1	Future Fire Facilities Expansions - Nobleton	2027-2030	2,900,000	-		2,900,000	-		2,900,000	2,465,000	435,000
2	New Fire Station #4	2030-2033	2,900,000	1,450,000		1,450,000	-		1,450,000	1,232,500	217,500
3	New Fire Station 4 Equipment	2030-2033	885,000	442,500		442,500	-		442,500	376,125	66,375
4	Training Facility	2030-2033	2,980,000	-		2,980,000	745,000		2,235,000	1,899,750	335,250
5	Pumper Tanker - Schomberg	2026	1,400,000	-		1,400,000	750,000		650,000	552,500	97,500
6	Fire Utility Vehicles (3)	2027-2029	225,000	-		225,000	-		225,000	191,250	33,750
7	Station # 4 New Pumper Tanker	2030-2033	1,400,000	700,000		700,000	-		700,000	595,000	105,000
8	Tablet Command Upgrade Dispatch	2026	30,000	-		30,000	15,000		15,000	12,750	2,250
9	Rapid Intervention Equipment (3)	2027	210,000	-		210,000	-		210,000	178,500	31,500
10	Upgrade all Extracation Tools to Electric (18)	2026-2028	810,000	-		810,000	520,200		289,800	246,330	43,470
11	Station # 4 Utility Pick Up with Rapid Intervention Capabilities	2030-2033	150,000	75,000		75,000	-		75,000	63,750	11,250
12	Pumper Tanker Station 38 - Nobleton	2027-2030	1,400,000	-		1,400,000	750,000		650,000	552,500	97,500
13	Reserve Fund Adjustment	Reserve	-	-		-	2,160,497		(2,160,497)	(1,836,422)	(324,074)
	Total		15,290,000	2,667,500	-	12,622,500	4,940,697	-	7,681,803	6,529,533	1,152,271



5.2.2 Parks and Recreation Services

The Township currently provides a variety of parks and recreation-related assets to service the community. A summary of the Township's inventory is provided below:

- 833 acres of parkland consisting of community parks, neighbourhood parks, parkettes, passive parks, and Township parks;
- 506 amenities that include items such as soccer fields, baseball diamonds, tennis courts, pavilions, etc.;
- 24 trails totalling 43,192 linear metres;
- 63 parks and recreation vehicles and equipment including mowers, trailers, ice resurfacers, pick-up trucks, and other items; and
- Approximately 308,090 sq.ft. of recreation facility space including community centres, arenas, tennis clubhouses, etc.

Over the 15-year historical period (2010–2024), the Township's parks and recreation services have provided an average level of service equivalent to \$9,641 per capita, resulting in a D.C.-eligible amount of \$92.34 million for future parks and recreation capital.

Based on projected growth over the 10-year forecast period, the Township has identified approximately \$85.19 million in future growth-related capital costs. These projects include new parkland development and associated amenities, trail construction, new vehicles and equipment, and future parkland development. The calculation also includes D.C. credits for works to be constructed by developers and includes a reserve fund deficit of \$10.84 million for recovery.

The following deductions have been applied:

- Benefit to existing development: \$4.15 million.
- Post-period benefit: \$10.8 million.

Therefore, the net growth-related capital cost of \$70.23 million is being included in the D.C. calculations.



Table 5-2 (cont'd)
 Infrastructure Cost Included in the Development Charges Calculation
 Parks and Recreation Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
Parks Vehicles and Equipment											
26	Trailer	2027	26,000	-		26,000	-		26,000	24,700	1,300
27	3/4 Ton Pick Up (4x4) Parks	2028	118,000	-		118,000	-		118,000	112,100	5,900
28	Forestry Mower Attachment	2028	184,000	-		184,000	-		184,000	174,800	9,200
29	Wood Chipper	2029	177,000	-		177,000	-		177,000	168,150	8,850
30	Chipper Collection Truck	2029	258,000	-		258,000	-		258,000	245,100	12,900
31	Wide Area Mower	2028	147,000	-		147,000	-		147,000	139,650	7,350
32	1/2 Ton Truck	2029	88,000	-		88,000	-		88,000	83,600	4,400
33	100 hp tractor	2028	150,000	-		150,000	-		150,000	142,500	7,500
34	6' mower	2028	65,000	-		65,000	-		65,000	61,750	3,250
35	6' mower	2028	65,000	-		65,000	-		65,000	61,750	3,250
36	6' mower	2031	65,000	-		65,000	-		65,000	61,750	3,250
37	6' mower	2031	65,000	-		65,000	-		65,000	61,750	3,250
38	Trailer	2028	20,000	-		20,000	-		20,000	19,000	1,000
39	Trailer	2031	20,000	-		20,000	-		20,000	19,000	1,000
40	water tank	2031	10,000	-		10,000	-		10,000	9,500	500
41	Utility Vans	2027	90,000	-		90,000	-		90,000	85,500	4,500
42	Utility Vans	2028	90,000	-		90,000	-		90,000	85,500	4,500
43	Utility Truck	2028	50,000	-		50,000	-		50,000	47,500	2,500
44	Utility Truck	2029	50,000	-		50,000	-		50,000	47,500	2,500
45	Utility Truck	2030	50,000	-		50,000	-		50,000	47,500	2,500
46	Scissor Lift	2027	80,000	-		80,000	-		80,000	76,000	4,000
Recreation Facilities											
47	Cold Creek Conservation Area - Visitors Centre (expansion)	2027	3,125,000	-		3,125,000	-		3,125,000	2,968,750	156,250
48	Joint Operations Centre (Design and Construction)	2028-2030	23,359,000	-		23,359,000	4,671,800		18,687,200	17,752,840	934,360
49	Nobleton - Expansion	2035	10,800,000	10,800,000		-	-		-	-	-
				-			-				
50	Reserve Fund Adjustment	Reserve	10,842,450	-		10,842,450	-		10,842,450	10,300,327	542,122
				-			-				
Total			90,274,765	10,800,000	-	79,474,765	5,171,800	-	74,302,965	70,587,816	3,715,148



Table 5-2
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
Parkland Development											
1	Nobleton Park Revitalization (Phase 2)	2025	6,000,000	-		6,000,000	-		6,000,000	5,700,000	300,000
2	Neighbourhood Park - Maidenstone	2027-2028	575,000	-		575,000	-		575,000	546,250	28,750
3	Neighbourhood Park - Maidenstone (Phase 2)	2028	347,000	-		347,000	-		347,000	329,650	17,350
4	Community Park - Memorial Park	2028	4,000,000	-		4,000,000	-		4,000,000	3,800,000	200,000
5	Neighbourhood Park - Thomson Gardens Ph 2	2028	347,000	-		347,000	-		347,000	329,650	17,350
6	Neighbourhood Park 1 - King East	2028	1,327,000	-		1,327,000	-		1,327,000	1,260,650	66,350
7	New Sports Park (1 full size / lit soccer fields, 1 intermediate soccer field, 2 hardball diamond, tennis / pickleball)	2027-2031	7,000,000	-		7,000,000	-		7,000,000	6,650,000	350,000
8	Community Park - King East	2031-2034	7,000,000	-		7,000,000	-		7,000,000	6,650,000	350,000
9	Artificial Turf (with lights)	2027-2031	2,500,000	-		2,500,000	500,000		2,000,000	1,900,000	100,000
10	Recreational/Nature Trail - 1.5 km	2031	188,000	-		188,000	-		188,000	178,600	9,400
11	King NW - Neighbourhood Park	2029-2030	700,000	-		700,000	-		700,000	665,000	35,000
12	King NE - Neighbourhood Park 2	2028	1,520,000	-		1,520,000	-		1,520,000	1,444,000	76,000
13	King SW - Neighbourhood Park	2030	700,000	-		700,000	-		700,000	665,000	35,000
14	Nobleton NE - Neighbourhood Park	2030	900,000	-		900,000	-		900,000	855,000	45,000
15	Nobleton NW - Neighbourhood Park	2028	900,000	-		900,000	-		900,000	855,000	45,000
16	Nobleton NW - Neighbourhood Park	2030	700,000	-		700,000	-		700,000	665,000	35,000
17	Schomberg - Intensification Site	2028	300,000	-		300,000	-		300,000	285,000	15,000
18	King City Intensification Site - North	2027	600,000	-		600,000	-		600,000	570,000	30,000
19	King South East - Neighbourhood Park	2030	900,000	-		900,000	-		900,000	855,000	45,000
20	Cold Creek Splash Pad/Park	2029	663,500	-		663,500	-		663,500	630,325	33,175
21	Trail Development (DC) - King City Trails (N9)	2032	162,500	-		162,500	-		162,500	154,375	8,125
22	Trail Development (DC) - Nobleton Trails (N2)	2032	325,000	-		325,000	-		325,000	308,750	16,250
23	Future Parkland Development of 41.98 Acres / 16.98 Ha	2025-2034	2,000,000	-		2,000,000	-		2,000,000	1,900,000	100,000
Outstanding DC Credits											
24	19T-05K01 - 1808629 Ontario Limited (Fandor - Nobleton)	Credit	25,315	-		25,315	-		25,315	24,049	1,266
25	Recreational/Nature Trail - 7.0 km	Credit	600,000	-		600,000	-		600,000	570,000	30,000



5.2.3 Library Services

The Township of King currently provides 28,729 sq.ft. of library space. Over the past fifteen years, the average level of service was 0.93 sq.ft. per capita, representing an investment of \$631 per capita. Based on this historical service standard, the Township would be eligible to collect approximately \$6.16 million from D.C.s for library facilities.

The Township's current library collection inventory includes 42,645 items, consisting of books, periodicals, electronic media, a 3D printer, database subscriptions, and other resources. Over the past fifteen years, the average level of service has been approximately 2.59 items per capita, or an investment of \$96 per capita. Based on this standard, the Township would be eligible to collect \$937,448 from D.C.s for library collection materials.

Accordingly, the total D.C.-eligible amount for library services is \$7.10 million.

To accommodate future growth over the forecast period, the Township has identified additional capital needs, including library collection materials, an integrated library system, expansions to Schomberg and Nobleton libraries, and a new Northeast Quadrant facility. The total cost of these projects is approximately \$17.56 million.

The following deductions have been applied to the capital program:

- \$6.49 million to account for the benefit to existing development.
- \$2.86 to recognize the portion of the capital works that will benefit development beyond the forecast period.
- \$1.64 to account for the current reserve fund balance.

Therefore, the net growth-related capital cost included for recovery is \$6.58 million.

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



Table 5-3
Infrastructure Cost Included in the Development Charges Calculation
Library Services

Proj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2025 to 2034									95%	5%
1	Integrated Library System	2025-2034	91,000	-		91,000	45,500		45,500	43,225	2,275
2	Schomberg Expansion	2035-2040	5,300,000	2,538,000		2,762,000	2,762,000		-	-	-
3	Nobleton Expansion	2026-2029	10,100,000	-		10,100,000	3,678,600		6,421,400	6,100,330	321,070
4	Northeast Quadrant Facility	2030-2034	1,440,000	318,100		1,121,900	-		1,121,900	1,065,805	56,095
5	Additional Collection Material	2025-2034	630,000	-		630,000	-		630,000	598,500	31,500
6	Reserve Fund Adjustment						1,641,414		(1,641,414)	(1,559,343)	(82,071)
	Total		17,561,000	2,856,100	-	14,704,900	8,127,514	-	6,577,386	6,248,517	328,869



5.2.5 Land – 10 Year

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$5 million, of which \$2.35 million represents the proportionate share attributable to Parks and Recreation services. A deduction of \$470,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$1.88 million

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



Table 5-5
Infrastructure Cost Included in the Development Charges Calculation
Land – 10-Year

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2034	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
1	Joint Operations Centre	Parks & Recreation	2028-2030	2,350,000	-		2,350,000	470,000		1,880,000	1,786,000	94,000
	Total			2,350,000	-	-	2,350,000	470,000	-	1,880,000	1,786,000	94,000



5.3 Service Levels and Long-term Township Wide Services (2025-2051) Capital Costs for King's Development Charge Calculation

This section evaluates the development-related capital requirements for Township-wide services that have longer-term capital costs.

5.3.1 Services Related to a Highway

The Township owns and maintains:

- 139.29 km of HCB roads;
- 23.49 km of LCB roads;
- 55.45 km of gravel roads;
- 15 bridges (deck and structure);
- 61 culverts
- 23.42 km of sidewalks;
- 1.80 km of multi-use paths;
- 629 streetlights;
- 28,940 sq.ft. of Public Works facilities; and
- 61 Vehicles and Major equipment.

This provides an average level of investment of \$30,090 per capita, resulting in a D.C.-eligible recovery amount of approximately \$612.94 million over the longer-term 2025–2051 forecast period.

With respect to future growth-related transportation needs, the Township's capital program has been developed based on the forecasted budgets and works identified in the 2025 Transportation Master Plan, prepared by WSP. The program includes a range of projects aimed at increasing the capacity of the Township's transportation network, including road improvements, urbanization, gravel road conversions, roadway expansions, and the construction of new roads. In addition, projects related to sidewalks and walkways, active transportation infrastructure, outstanding D.C. credits.

The total gross capital cost of the identified projects is \$149.23 million. Deductions to account for the benefit to existing development have been made on a project-specific basis, totalling approximately \$66.38 million. The costs have been further reduced by



\$12.50 million to reflect the balance in the reserve fund, and by an additional \$4.40 million to account for other potential contributions. The resulting growth-related capital costs amount to approximately \$94.54 million, which are included in the D.C. calculations.

The residential/non-residential capital cost allocation for all services related to a highway is 81% residential and 19% non-residential based on the incremental growth in population to employment for the 2025 to 2051 forecast period.



Table 5-6
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
Schomberg Area:											
1	Main Street Schomberg Reconstruction with Main Street Typology	2029	4,270,000	-		4,270,000	2,989,000		1,281,000	1,037,610	243,390
King City and Rural Areas:											
2	King Boulevard (Great Heron Court)	2025-2026	500,000	-		500,000	250,000		250,000	202,500	47,500
3	King City - Main Street Typology (King St. -Townhall to Jane St.)	2025	1,750,000	-		1,750,000	350,000		1,400,000	1,134,000	266,000
4	Bathurst - Queensville Sideroad West to King - Bradford Boundary	2031	1,629,000	-		1,629,000	-		1,629,000	1,319,490	309,510
Nobleton:											
5	8th Conc - 15th S.R. to King Road	2027	2,311,000	-		2,311,000	-		2,311,000	1,871,910	439,090
6	Nobleton Area - Main Street TypologyBlock Plan	2030-2035	12,250,000	-		12,250,000	2,450,000		9,800,000	7,938,000	1,862,000
7	10th Concession	2041	9,787,500	-		9,787,500	4,893,800		4,893,700	3,963,897	929,803
New Road Construction (From WSP)											
8	15th Sideroad (from Jane to Keele)	2040-2055	7,100,000	-		7,100,000	-		7,100,000	5,751,000	1,349,000
9	Kaake Road (from Northcott way)	2025-2030	347,000	-		347,000	-		347,000	281,070	65,930
Active Transportation & Lighting on Regional & Township Roads (Urbanization) from the TMP											
King City and Rural Areas:											
10	Urbanize King and Keele	2028	32,000,000	-		32,000,000	16,000,000		16,000,000	12,960,000	3,040,000
11	King City East along Banner Lane; Patton St; Bennet Dr; Elizabeth Grove; McBride Cres; Patricia Dr; Burton Grove; Warren Rd	2030	3,373,000	-		3,373,000	1,686,500		1,686,500	1,366,065	320,435
12	Dufferin St. - Nicort to 550 metres south - West Side Only	2030	193,000	-		193,000	-		193,000	156,330	36,670
13	Jane St. - King Road - 1000 metres south	2028-2030	789,000	-		789,000	-		789,000	639,090	149,910
14	Jane St. - 1000 M north of King Road (YR #11)	2030-2035	789,000	-		789,000	-		789,000	639,090	149,910
15	Sidewalk/Pedestrian Walkway on Kingscross to Cairns Gate	2027	83,000	-		83,000	41,500		41,500	33,615	7,885
16	MUP Dufferin between Tatton and King Rd	2031-2035	293,000	-		293,000	146,500		146,500	118,665	27,835
17	15th Sideroad from Keele St to Dufferin	2031-2035	453,263	-		453,263	-		453,263	367,143	86,120
18	15th Sideroad from Jane St to Keele St	2036	426,000	-		426,000	-		426,000	345,060	80,940
19	Keele from 15th Sideroad to Carmichael Cres	2026-2030	393,000	-		393,000	196,500		196,500	159,165	37,335
20	Fisher Street with connection to Doctor's Lane	2026-2030	273,375	-		273,375	136,700		136,675	110,707	25,968
21	Fisher Street / King City United Church Parking Lot	2026	2,000	-		2,000	1,000		1,000	810	190
22	Dufferin St at County Day School	2031-2035	203,000	-		203,000	-		203,000	164,430	38,570
23	Doctors Ln / Keele St	2031-2035	203,000	-		203,000	101,500		101,500	82,215	19,285
24	Townhall to Jane Street	2031-2035	994,000	-		994,000	497,000		497,000	402,570	94,430
25	Jane Street to Kinghorn Road	2031-2035	343,000	-		343,000	171,500		171,500	138,915	32,585



Table 5-6 (cont'd)
 Infrastructure Cost Included in the Development Charges Calculation
 Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
26	Lake Marie Trail and Elmers 15th Sideroad to Villanova College	2031-2035	20,000	-		20,000	10,000		10,000	8,100	1,900
27	Dennison Street (Keele St. to Existing Sidewalk)	2031-2035	885,000	-		885,000	442,500		442,500	358,425	84,075
28	Dufferin Street to Bathurst Street	2031-2035	1,923,800	-		1,923,800	961,900		961,900	779,139	182,761
29	Robert Berry Crescent / Langdon Drive (Burns Blvd to Station Road)	2031-2035	2,000	-		2,000	1,000		1,000	810	190
Schomberg Area:											
30	Sidewalk/Pedestrian Walkway on Western Ave	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
31	Sidewalk/Pedestrian Walkway on Hwy 27 from Dr Kay Dr to Hwy 9	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
32	Schomberg Trails (Connections to Foxtrail Park)	2030-2035	74,000	-		74,000	-		74,000	59,940	14,060
33	Pedestrian Connection from 225 Church St to 149 Church St	2026	258,000	-		258,000	-		258,000	208,980	49,020
34	Pedestrian Crossing on Main St Schomberg	2030	120,000	-		120,000	-		120,000	97,200	22,800
35	Bike Lane along Dr. Kay Drive	2026-2030	21,000	-		21,000	10,500		10,500	8,505	1,995
Nobleton Area:											
36	Midblock Crossing at Ellis Avenue and Parkview Avenue	2030-2035	203,000	-		203,000	-		203,000	164,430	38,570
37	Midblock Crossing at King Road and Henry Gate / Tomlinson Gate	2030-2035	203,000	-		203,000	-		203,000	164,430	38,570
38	Multi-use Path on King Road from Henry Gate to Wellington St, south side	2030-2035	273,375	-		273,375	-		273,375	221,434	51,941
39	Hwy 27 from Oliver Emmerson Ave to Fairmont Ridge Trail	2035	1,067,000	-		1,067,000	-		1,067,000	864,270	202,730
40	King Road from Henry Gate / Tomlinson Gate to Greenside Dr, south side	2035	801,000	-		801,000	400,500		400,500	324,405	76,095
41	Sidewalk upgrades Hwy 27 from Sheardown Dr to Parkheights Trail / Mactaggart Dr	2030	273,375	-		273,375	136,700		136,675	110,707	25,968
42	Highway 27 from Parkview Drive to new development at 12805 Highway 27	2030	273,375	-		273,375	-		273,375	221,434	51,941
43	Woodhill Road	2031-2035	273,375	-		273,375	136,700		136,675	110,707	25,968
44	Old King Road (north side)	2031-2035	273,375	-		273,375	-		273,375	221,434	51,941
45	Hwy 27 at Nobleton Public School	2030	203,000	-		203,000	101,500		101,500	82,215	19,285
46	Tomlinson Gate - west side (Stokes Drive to King Road)	2031-2035	273,375	-		273,375	136,700		136,675	110,707	25,968
Rural Area:											
47	15th Sideroad from 10th Concession to Weston	2035	1,692,000	-		1,692,000	846,000		846,000	685,260	160,740
48	Keele St	2035	1,236,000	-		1,236,000	618,000		618,000	500,580	117,420



Table 5-6 (cont'd)
 Infrastructure Cost Included in the Development Charges Calculation
 Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
49	Toll Road between Bathurst St and river	2035	405,000	-		405,000	202,500		202,500	164,025	38,475
50	Lloydtown-Aurora Rd between Jane St and west of Hwy 400 Interchange	2035	284,000	-		284,000	142,000		142,000	115,020	26,980
	Gravel Conversion (from Road Needs Study and TMP- Upgrade Portion Only)										
51	12th Concession from 19th Sideroad to Highway 9	2027-2029	936,875	-		936,875	93,700		843,175	682,972	160,203
52	12th Concession from 17th Sideroad to 1.5km N. of 17th Sideroad	2028-2030	702,657	-		702,657	70,300		632,357	512,209	120,148
53	12th Concession from 1.5km N. of 17th Sideroad to 18th Sideroad	2028-2030	351,328	-		351,328	35,100		316,228	256,145	60,083
54	12th Concession from 18th Sideroad to 19th Sideroad	2029-2031	936,875	-		936,875	93,700		843,175	682,972	160,203
55	19th Sideroad from 11th Concession to 12th Concession	2030-2032	936,875	-		936,875	93,700		843,175	682,972	160,203
56	19th Sideroad from 12th Concession to Caledon King Town Line North	2030-2032	702,657	-		702,657	70,300		632,357	512,209	120,148
57	Caledon King Town Line North from Halls Lake Sideroad to Highway 9	2031-2033	936,875	-		936,875	93,700		843,175	682,972	160,203
58	Caledon King Town Line North from 19th Sideroad to Halls Lake Sideroad	2031-2033	32,791	-		32,791	3,300		29,491	23,887	5,603
59	18th Sideroad from 11th Concession to 12th Concession	2032-2034	936,875	-		936,875	93,700		843,175	682,972	160,203
60	Toll Road from Bathurst Street to Highway 11	2032-2034	936,875	-		936,875	93,700		843,175	682,972	160,203
61	Dufferin Street from 1.4km N. of 19th Sideroad to Davis Drive West	2033-2035	515,281	-		515,281	51,500		463,781	375,663	88,118
62	Dufferin Street from 400m N. of 19th Sideroad to 1.4km N. of 19th Sideroad	2033-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
63	19th Sideroad from 230m W. of Dufferin Street to Keele Street	2033-2035	890,032	-		890,032	89,000		801,032	648,836	152,196
64	11th Concession from King Road to End (South)	2034-2036	351,328	-		351,328	35,100		316,228	256,145	60,083
65	Davis Road from 160m N. of South Canal Bank Road to 2nd Concession	2034-2036	374,750	-		374,750	37,500		337,250	273,173	64,078
66	Edward Avenue from Jane Street to End (West)	2034-2036	281,063	-		281,063	28,100		252,963	204,900	48,063
67	7th Concession from 0.86km S. of 18th Sideroad to End (South)	2034-2036	936,875	-		936,875	93,700		843,175	682,972	160,203
68	2nd Concession from Hanemaayer Lane to Davis Road	2034-2036	295,116	-		295,116	29,500		265,616	215,149	50,467
69	17th Sideroad from 8th Concession to Highway 27	2035-2037	936,875	-		936,875	93,700		843,175	682,972	160,203
70	17th Sideroad from 8th Concession to End (East)	2035-2037	936,875	-		936,875	93,700		843,175	682,972	160,203
71	18th Sideroad from Jane Street to End (West)	2035-2037	468,438	-		468,438	46,800		421,638	341,527	80,111
72	16th Sideroad from 7th Concession to 8th Concession	2035-2037	983,719	-		983,719	98,400		885,319	717,109	168,211
73	15th Sideroad from Jane Street End (West)	2030-2035	187,375	-		187,375	18,700		168,675	136,627	32,048
74	15th Sideroad from Weston Road to End (East)	2030-2035	445,016	-		445,016	44,500		400,516	324,418	76,098
75	15th Sideroad from 0.55km W. of Highway 27 to 10th Concession	2030-2035	655,813	-		655,813	65,600		590,213	478,072	112,140
76	15th Sideroad from 11th Concession to End (West)	2030-2035	796,344	-		796,344	79,600		716,744	580,563	136,181
77	17th Sideroad from Weston Road to End (West)	2030-2035	983,719	-		983,719	98,400		885,319	717,109	168,211
78	18th Sideroad from Weston Road to End (East)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111



Table 5-6 (cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
79	19th Sideroad from Jane Street to End (West)	2030-2035	515,281	-		515,281	51,500		463,781	375,663	88,118
80	7th Concession from 16th Sideroad to End (North)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
81	7th Concession from King Road to 2.1km N. of King Road	2030-2035	983,719	-		983,719	98,400		885,319	717,109	168,211
82	7th Concession from King Road to End (South)	2030-2035	632,391	-		632,391	63,200		569,191	461,045	108,146
83	8th Concession from End (South) to King Road	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
84	Bernhardt Road from 200m W. of Dufferin Street to End (West)	2030-2035	655,813	-		655,813	65,600		590,213	478,072	112,140
85	Burrows Road from Weston Road to Weston Road	2030-2035	234,219	-		234,219	23,400		210,819	170,763	40,056
86	Dufferin Street from Graham Sideroad to End (North)	2030-2035	281,063	-		281,063	28,100		252,963	204,900	48,063
87	Emma Road from Dufferin Street to End (west)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
88	Glenville Road from 140m N. of Davis Drive West to Dufferin Street	2030-2035	351,328	-		351,328	35,100		316,228	256,145	60,083
89	Graham Sideroad from Dufferin Street to End (West)	2030-2035	187,375	-		187,375	18,700		168,675	136,627	32,048
90	Humber Trail from Mill Road to End (West)	2030-2035	234,219	-		234,219	23,400		210,819	170,763	40,056
91	Juliana Road from Dufferin Street to End (West)	2030-2035	468,438	-		468,438	46,800		421,638	341,527	80,111
92	King's Hill Land from Jane Street to Spruce Hill Road	2030-2035	159,269	-		159,269	15,900		143,369	116,129	27,240
93	South Canal Bank Road from Jane Street to End (East)	2030-2035	281,063	-		281,063	28,100		252,963	204,900	48,063
94	Spuce Hill Road from King Hill Lane to End (East)	2030-2035	271,694	-		271,694	27,200		244,494	198,040	46,454
95	Wilhelmena Road from Dufferin Street to End (Canal)	2030-2035	356,013	-		356,013	35,600		320,413	259,534	60,878
	Other										
96	Growth-Related Traffic Calming Implementation	2025-2034	2,212,000	-		2,212,000	1,106,000		1,106,000	895,860	210,140
	Outstanding D.C. Credits										
97	19T-05K02 - Road and concurrent works - Noblewood Drive & Hollywood Crescent	Credit	29,560	-		29,560	-		29,560	23,944	5,616
98	19T-98K01 - Road and concurrent works on Dillane Dr. - north limit to Proctor Road	Credit	80,855	-		80,855	-		80,855	65,493	15,362
99	19T-06K07 - Sidewalk - East side of Keele Street, from entrance to the plan, north connecting to existing sidewalk at Elizabeth Grove	Credit	137,000	-		137,000	-		137,000	110,970	26,030
100	19T-10K01 Keele Street W/S Sidewalk, S from 15th	Credit	312,000	-		312,000	74,900		237,100	192,051	45,049
101	MUP Norcliffe Farm Road	Credit	112,000	-		112,000	-		112,000	90,720	21,280



Table 5-6 (cont'd)
 Infrastructure Cost Included in the Development Charges Calculation
 Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
	Public Works										
102	Joint Operations Centre	2028-2030	20,874,000	-		-	20,874,000	4,174,800	16,699,200	13,526,352	3,172,848
103	Tandem Axle and Plow	2028	420,000	-	-	-	420,000	-	420,000	340,200	79,800
104	Aerial Bucket Truck	2026-2027	450,000	-		-	450,000	225,000	225,000	182,250	42,750
105	Vehicle Building	2026	60,000	-	-	-	60,000	-	60,000	48,600	11,400
106	Tandem Axle and Plow	2030	420,000	-	-	-	420,000	-	420,000	340,200	79,800
107	Material Stacker	2028	150,000	-	-	-	150,000	-	150,000	121,500	28,500
108	Pickup Truck	2029	70,000	-	-	-	70,000	-	70,000	56,700	13,300
109	Sidewalk Plow	2030	50,000	-	-	-	50,000	-	50,000	40,500	9,500
110	Vehicle Bylaw	2031	60,000	-	-	-	60,000	-	60,000	48,600	11,400
111	Tandem Axle and Plow	2032	420,000	-	-	-	420,000	-	420,000	340,200	79,800
112	Pickup Truck	2033	70,000	-	-	-	70,000	-	70,000	56,700	13,300
113	Tractor	2033	120,000	-	-	-	120,000	-	120,000	97,200	22,800
114	Hot Box	2033	45,000	-	-	-	45,000	-	45,000	36,450	8,550
115	Sidewalk Plow	2034	50,000	-	-	-	50,000	-	50,000	40,500	9,500
116	Tandem Axle and Plow	2034	420,000	-	-	-	420,000	-	420,000	340,200	79,800
117	Street Sweeper	2035	450,000	-	-	-	450,000	-	450,000	364,500	85,500
118	Gradall	2036	600,000	-	-	-	600,000	-	600,000	486,000	114,000
119	Vehicle Building	2036	60,000	-	-	-	60,000	-	60,000	48,600	11,400
120	Tandem Axle and Plow	2036	420,000	-	-	-	420,000	-	420,000	340,200	79,800
121	Pickup Truck	2037	70,000	-	-	-	70,000	-	70,000	56,700	13,300
122	Backhoe	2037	340,000	-	-	-	340,000	-	340,000	275,400	64,600
123	Loader	2037	350,000	-	-	-	350,000	-	350,000	283,500	66,500
124	Sidewalk Plow	2038	50,000	-	-	-	50,000	-	50,000	40,500	9,500
125	Tandem Axle and Plow	2038	420,000	-	-	-	420,000	-	420,000	340,200	79,800
126	Tandem Axle and Plow	2040	420,000	-	-	-	420,000	-	420,000	340,200	79,800
127	Vehicle Bylaw	2041	60,000	-	-	-	60,000	-	60,000	48,600	11,400
128	Pickup Truck	2041	70,000	-	-	-	70,000	-	70,000	56,700	13,300
129	Sidewalk Plow	2042	50,000	-	-	-	50,000	-	50,000	40,500	9,500
130	Tandem Axle and Plow	2044	420,000	-	-	-	420,000	-	420,000	340,200	79,800



Table 5-6 (cont'd)
 Infrastructure Cost Included in the Development Charges Calculation
 Services Related to a Highway

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
131	Pickup Truck	2045	70,000	-	-	-	70,000	-	70,000	56,700	13,300
132	Sidewalk Plow	2046	50,000	-	-	-	50,000	-	50,000	40,500	9,500
133	Tandem Axle and Plow	2046	420,000	-	-	-	420,000	-	420,000	340,200	79,800
134	Vehicle Building	2046	60,000	-	-	-	60,000	-	60,000	48,600	11,400
135	Tandem Axle and Plow	2048	420,000	-	-	-	420,000	-	420,000	340,200	79,800
136	Pickup Truck	2049	70,000	-	-	-	70,000	-	70,000	56,700	13,300
137	Sidewalk Plow	2050	50,000	-	-	-	50,000	-	50,000	40,500	9,500
138	Reserve Fund Adjustment	Reserve	-	-	-	-	12,502,690		(12,502,690)	(10,127,179)	(2,375,511)
	Total		149,225,729	-	-	120,626,729	78,880,590	4,399,800	94,544,339	76,580,915	17,963,424



5.3.2 Land -2051

The Township has identified the need for land acquisition related to the new Joint Operations Centre and Right-of-Way purchases. The total estimated cost for these lands is \$17.67 million. A deduction of \$420,000 has been applied to recognize the benefit to existing development. A further deduction of \$3.89 million has been identified to recognize potential contributions from landowners. As a result, the net D.C.-recoverable cost to be included in the calculations is \$13.36 million

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the 2051 forecast period. This share is consistent with the allocation utilized for Public Works.



Table 5-7
Infrastructure Cost Included in the Development Charges Calculation
Land – 2051

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
1	Joint Operations Centre	Services Related to a Highway	2028-2030	2,100,000	-		2,100,000	420,000		1,680,000	1,360,800	319,200
2	Right of Way Purchases of Land	Services Related to a Highway	2025-2034	15,570,000	-		15,570,000	-	3,892,500	11,677,500	9,458,775	2,218,725
	Total			17,670,000	-	-	17,670,000	420,000	3,892,500	13,357,500	10,819,575	2,537,925



5.4.2 Land – Urban 2051

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$5 million, of which \$275,000 represents the proportionate share attributable to Water services. A deduction of \$55,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$220,000.

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the Urban 2051 forecast period. This share is consistent with the allocation utilized for Water Services.



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

Proj. No.	Increased Service Needs Attributable to Anticipated Development Urban 2051	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
1	Joint Operations Centre	Water Services	2028-2030	275,000	-		275,000	55,000		220,000	178,200	41,800
	Total			275,000	-	-	275,000	55,000	-	220,000	178,200	41,800



5.5.2 Water Services

The Township of King has identified several growth-related capital projects associated with its water services. These projects include the construction of new watermains and the replacement and upsizing of existing mains to accommodate future growth. The capital program also includes outstanding D.C. credits for works to be constructed by developers, the acquisition of vehicles and equipment (e.g., 1/2-ton truck, 3/4-ton truck, valve trailer), as well as a new Joint Operations Centre (the portion related to water) required to support system expansion and operations related to growth. In addition, the analysis accounts for the recovery of the existing reserve fund deficit in the amount of \$3.89 million. The total gross capital cost associated with these projects is approximately \$25.95 million.

After applying a deduction of \$1.46 million to recognize the benefit to the existing community, the net D.C.-eligible amount to be recovered from water-related D.C.s is \$24.49 million.

The growth-related costs have been allocated between residential and non-residential development based on the incremental ratio of population to employment growth over the urban 2051 forecast period. This results in an 81% allocation to residential development and a 19% allocation to non-residential development.



**Table 5-11
Infrastructure Cost Included in the Development Charges Calculation
Water Services**

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to Urban 2051	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 81%	Non-Residential Share 19%
	Outstanding DC Credits										
1	19T-08K02 - King Road - Charles to Jane	Credit	935,675	-		935,675	-		935,675	757,897	177,778
2	Highway #27 - Well #4 - Oliver Emmerson (Tribute) 300mm	Credit	194,400	-		194,400	-		194,400	157,464	36,936
3	Keele Street - Norman Drive to 15th SR (increase existing 250mm to 300mm+)	Credit	800,000	-		800,000	-		800,000	648,000	152,000
4	Highway #27, Main St to Dr. Kay (upsizing 250mm to 300mm)	Credit	468,000	-		468,000	-		468,000	379,080	88,920
	NEW WWWMP Projects (T.Y. Lin International Canada Inc)										
5	WAT-KING-05 Upgrade WM from 250mm to 300mm along Burns Blvd and Station Rd	2026-2031	4,524,000	-		4,524,000	642,000		3,882,000	3,144,420	737,580
6	WAT-KING-08 Upgrade WM from 200mm to 250mm along Lavender Valley Rd and Spring Hill Dr	2026-2031	1,521,000	-		1,521,000	271,500		1,249,500	1,012,095	237,405
7	WAT-KING-09 Proposed 300mm watermains east of Hwy 400	2041-2046	4,043,000	-		4,043,000	-		4,043,000	3,274,830	768,170
8	WAT-KING-10 Proposed 300mm watermains along Jane St south of King Rd	2026-2031	1,300,000	-		1,300,000	-		1,300,000	1,053,000	247,000
9	WAT-KING-11 Proposed 300mm watermains connecting 2955 King Rd and existing 250mm watermain on Burns Blvd	2026-2031	1,976,000	-		1,976,000	-		1,976,000	1,600,560	375,440
10	WAT-KING-12 Proposed 300mm watermains along Jane St north of King Rd	2026-2031	1,352,000	-		1,352,000	-		1,352,000	1,095,120	256,880
11	WAT-KING-13 Proposed 200mm watermains for Mansions of King	2026-2031	1,677,000	-		1,677,000	-		1,677,000	1,358,370	318,630
	Vehicles										
12	1/2 Ton Truck	2027	70,000	-		70,000	-		70,000	56,700	13,300
13	3/4 Ton Truck	2032	80,000	-		80,000	-		80,000	64,800	15,200
14	1/2 Ton Truck	2037	70,000	-		70,000	-		70,000	56,700	13,300
15	Valve Trailer	2037	100,000	-		100,000	-		100,000	81,000	19,000
16	3/4 Ton Truck	2042	80,000	-		80,000	-		80,000	64,800	15,200
17	1/2 Ton Truck	2047	70,000	-		70,000	-		70,000	56,700	13,300
18	1/2 Ton Truck	2051	70,000	-		70,000	-		70,000	56,700	13,300
	Facility										
19	Joint Operations Centre	2028-2030	2,733,500	-		2,733,500	546,700		2,186,800	1,771,308	415,492
20	Reserve Fund Adjustment	Reserve	3,886,714	-		3,886,714	-		3,886,714	3,148,239	738,476
	Total		25,951,289	-	-	25,951,289	1,460,200	-	24,491,089	19,837,782	4,653,307



5.6 Area Specific Services

This section assesses the capital requirements associated with development-related area specific services, where capital costs are forecasted on a long-term basis.

5.6.1 Wastewater Area-Specific Development Charge – Nobleton

The Township of King currently collects an area-specific D.C. for wastewater services within the Nobleton Area and intends to continue applying this charge going forward.

Growth-related wastewater capital projects have been identified to support development in Nobleton. These projects include the construction of sewer system upgrades as outlined in the Township's 2025 Water and Wastewater Master Plan prepared by T.Y. Lin International Canada Inc. (TYLin). In addition, a portion of the costs related to the proposed Joint Operations Centre has been included to recognize the share of the facility to be utilized by wastewater services. The analysis also accounts for D.C. credits related to works to be constructed by developers.

The total gross capital cost associated with these projects is approximately \$19.95 million. After applying a deduction of \$5.13 million to recognize the benefit to the existing community, and a further reduction of \$1.51 million to reflect the existing reserve fund balance. The net D.C.-eligible amount to be recovered through the Nobleton area-specific wastewater D.C. is \$13.31 million.

The allocation between residential and non-residential growth is calculated based on the anticipated flows as identified in the Nobleton Servicing Study, resulting in 95.3% of the costs to be borne by residential development and 4.7% to be borne by non-residential development



Table 5-12
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services – Nobleton Service Area

Proj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95.3%	Non-Residential Share 4.7%
2025 to 2051 - Nobleton											
From Master Plan (T.Y. Lin International Canada Inc.)											
1	WW-NOBL-02 Sewer Upgrade from 200 mm to 450mm along Hill Farm Rd and Lynwood Cres	2031-2036	4,610,000	-		4,610,000	1,334,400		3,275,600	3,121,647	153,953
2	WW-NOBL-04 Sewer Upgrade from 200 mm to 300mm along Old King Rd; Sewer Upgrade from 250 mm to 300mm along King Rd	2025-2031	2,770,000	-		2,770,000	711,500		2,058,500	1,961,751	96,750
3	WW-NOBL-06 Sewer Upgrade from 200 mm to 300mm along Parkheights Trail	2025-2031	440,000	-		440,000	80,800		359,200	342,318	16,882
4	WW-NOBL-07 Sewer Upgrade from 300 mm to 450 mm through Nobleton Park pipe	2036-2041	1,450,000	-		1,450,000	544,700		905,300	862,751	42,549
5	WW-NOBL-07A Sewer Upgrade from 300 mm to 450 mm along Parkview pipe	2030-2035	870,000	-		870,000	216,600		653,400	622,690	30,710
6	WW-NOBL-07-B Sewer Upgrade from 300 mm to 400 mm along Crestview Rd	2030-2035	1,540,000	-		1,540,000	371,500		1,168,500	1,113,581	54,920
7	WW-NOBL-07-B Sewer Upgrade from 250 mm to 400 mm from Crestview to Highway 27	2030-2035	920,000	-		920,000	205,400		714,600	681,014	33,586
8	WW-NOBL-07C Sewer Upgrade from 250 mm to 400 mm along Highway	2030-2035	1,170,000	-		1,170,000	261,200		908,800	866,086	42,714
9	WW-NOBL-07D Sewer Upgrade from 250 mm to 350 mm along Oliver Emerson Ave	2030-2035	1,590,000	-		1,590,000	381,000		1,209,000	1,152,177	56,823
10	WW-NOBL-07E Sewer Upgrade from 200 mm to 300 mm along Larkin	2030-2035	2,620,000	-		2,620,000	622,600		1,997,400	1,903,522	93,878
11	WW-NOBL-07F Sewer Upgrade from 250 mm to 350 mm along Wilkie Ave	2030-2035	590,000	-		590,000	141,400		448,600	427,516	21,084
12	WW-NOBL-08A Sewer Upgrade from 600 mm to 750mm near Janet Ave to SPS	2030-2035	360,000	-		360,000	77,300		282,700	269,413	13,287
13	Joint Operations Centre	2028-2030	927,945	-		927,945	185,600		742,345	707,455	34,890
Outstanding DC Credits											
14	19T-05K03 - Road and concurrent works - Noblewood Drive & Hollywood Cres	Credit	88,986	-		88,986	-		88,986	84,804	4,182
15	Reserve Fund Adjustment	Reserve		-		-	1,505,350		(1,505,350)	(1,434,598)	(70,751)
Total			19,946,931	-	-	19,946,931	6,639,350	-	13,307,582	12,682,125	625,456



5.6.2 Land Urban - Nobleton

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$5 million, of which \$93,000 represents the proportionate share attributable to wastewater services - Nobleton. A deduction of \$19,000 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$74,000.

The residential/non-residential capital cost allocation for land is 95% residential and 5% non-residential based on the incremental growth in population to employment for the Urban 2051 - Nobleton forecast period. This share is consistent with the allocation utilized for Wastewater Services- Nobleton.



Table 5-13
 Infrastructure Cost Included in the Development Charges Calculation
 Land – Urban 2051 (Nobleton)

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - Nobleton	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
1	Joint Operations Centre	Wastewater Services - Nobleton	2028-2030	93,000	-		93,000	19,000		74,000	70,522	3,478
	Total			93,000	-	-	93,000	19,000	-	74,000	70,522	3,478



5.6.3 Wastewater Area-Specific Development Charge – King City

Similar to Nobleton, the Township of King collects an area-specific D.C. for wastewater services within the King City Area and intends to continue this practice.

Growth-related wastewater capital projects have been identified to support development in King City. These projects include sewer system upgrades, as outlined in the Township's 2025 Water and Wastewater Master Plan prepared by T.Y. Lin International Canada Inc. (TYLin). In addition, a capital project for the Joint Operations Centre has been identified to include a wastewater (King City) allocation component. The total gross capital cost associated with these projects is approximately \$21.93 million

Deductions totalling \$4.17 million have been applied to recognize the benefit to the existing community, along with a further \$970,284 adjustment to reflect the existing reserve fund balance. The resulting D.C.-eligible net amount to be recovered through the King City area-specific wastewater D.C. is \$16.78 million.

The allocation between residential and non-residential growth is calculated based on the results of the "King City Sanitary Sewer Financial Analysis" Report, resulting in 92.3% of the costs to be borne by residential development and 7.7% to be borne by non-residential development.



Table 5-14
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services – King City Area

Prj.No	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - King City	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 92%	Non-Residential Share 8%
	From Master Plan (T.Y. Lin International Canada Inc.)										
1	WW-KING-01 Sewer Upgrade from 375 mm to 450mm from south of Kinghorn Rd to Kingsview SPS	2041-2046	620,000	-		620,000	220,742		399,258	368,515	30,743
2	WW-KING-02 Sewer Upgrade from 375 mm to 450mm along King Rd	2025-2031	3,430,000	-		3,430,000	406,511		3,023,489	2,790,681	232,809
3	WW-KING-03 Sewer Upgrade from 200 mm to 250mm along Bri Way and Robert Berry Cres	2036-2041	1,520,000	-		1,520,000	473,276		1,046,724	966,126	80,598
4	WW-KING-05 Sewer Upgrade from 375 mm to 450mm along the sewer between Hogan Ct and Keele St, from Station Rd to King Rd	2025-2031	5,540,000	-		5,540,000	1,328,082		4,211,918	3,887,600	324,318
5	WW-KING-06 Sewer Upgrade from 250 mm to 350mm along Keele St (from Burton Road to 230 metres North)	2025-2031	1,320,000	-		1,320,000	273,571		1,046,429	965,854	80,575
6	WW-KING-07 Sewer Upgrade from 250 mm to 350mm along King Rd from Keele St to William St	2031-2036	3,520,000	-		3,520,000	1,092,729		2,427,271	2,240,371	186,900
7	WW-KING-09 Sewer Upgrade from 200 mm to 450mm before entering Alex Campbell SPS	2031-2036	90,000	-		90,000	16,747		73,253	67,613	5,641
8	WW-KING-10 Upgrade of Alex Campbell SPS (130 to 150 L/s) No Forcemain Upgrade	2031-2036	880,000	-		880,000	-		880,000	812,240	67,760
9	WW-KING-11 Upgrade of Kinghorn SPS (110 L/s to 152 L/s) No Forcemain Upgrade	2041-2046	3,200,000	-		3,200,000	-		3,200,000	2,953,600	246,400
10	Joint Operations Centre	2028-2030	1,805,555	-		1,805,555	361,111		1,444,444	1,333,222	111,222
11	Reserve Fund Adjustment	Reserve	-	-		-	970,284		(970,284)	(895,573)	(74,712)
	Total		21,925,555	-	-	21,925,555	5,143,053	-	16,782,501	15,490,249	1,292,253



5.6.4 Land Urban – King City

The Township has identified the need for land acquisition related to the new Joint Operations Centre. The total estimated cost for these lands is \$5 million, of which \$182,000 represents the proportionate share attributable to wastewater services – King City. A deduction of \$36,400 has been applied to recognize the benefit to existing development. As a result, the net D.C.-recoverable cost to be included in the calculations is \$145,600.

The residential/non-residential capital cost allocation for land is 81% residential and 19% non-residential based on the incremental growth in population to employment for the Urban 2051 – King City forecast period. This share is consistent with the allocation utilized for Wastewater Services- King City.



Table 5-15
 Infrastructure Cost Included in the Development Charges Calculation
 Land – Urban 2051 (King City)

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - King City	Category	Timing (year)	Gross Capital Cost Estimate (2025\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 92%	Non-Residential Share 8%
1	Joint Operations Centre	Wastewater Services - King	2028-2030	182,000	-		182,000	36,400		145,600	134,389	11,211
	Total			182,000	-	-	182,000	36,400	-	145,600	134,389	11,211



Table 6-1
Township of King
Development Charge Calculation
Urban Services Longer Term (2025 to 2051) Forecast

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
1. <u>Stormwater Services</u>				
1.1 Channels, drainage and ponds	2,091,141	490,514	362	0.14
	2,091,141	490,514	362	0.14
2. <u>Water Services</u>				
2.1 Distribution systems	19,837,782	4,653,307	3,433	1.34
	19,837,782	4,653,307	3,433	1.34
3. <u>Land - Urban 2051</u>				
3.1 Land Acquisition for D.C. Eligible Services	178,200	41,800	31	0.01
	178,200	41,800	31	0.01
TOTAL	\$22,107,123	\$5,185,621	\$3,826	1.49
D.C.-Eligible Capital Cost	\$22,107,123	\$5,185,621		
2051 Gross Population/GFA Growth (sq.ft.)	20,045	3,489,400		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,102.87	\$1.49		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$3,826		
Multiples	2.818	\$3,108		
Apartments - 2 Bedrooms +	2.142	\$2,362		
Apartments - Bachelor and 1 Bedroom	1.538	\$1,696		
Special Care/Special Dwelling Units	1.100	\$1,213		

Table 6-2
Township of King
Development Charge Calculation
Urban Services Longer Term (2025 to 2051) - King City

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
4. <u>Wastewater Services - King City</u>				
4.1 Sewers	15,490,249	1,292,253	4,219	0.71
	15,490,249	1,292,253	4,219	0.71
5. <u>Land - Urban 2051 (King City)</u>				
5.1 Land Acquisition for D.C. Eligible Services	134,389	11,211	37	0.01
	134,389	11,211	37	0.01
TOTAL	\$15,624,637	\$1,303,464	\$4,256	0.72
D.C.-Eligible Capital Cost	\$15,624,637	\$1,303,464		
2051 Gross Population/GFA Growth (sq.ft.)	12,735	1,818,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,226.91	\$0.72		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$4,256		
Multiples	2.818	\$3,457		
Apartments - 2 Bedrooms +	2.142	\$2,628		
Apartments - Bachelor and 1 Bedroom	1.538	\$1,887		
Special Care/Special Dwelling Units	1.100	\$1,350		



Table 6-3
Township of King
Development Charge Calculation
Urban Services Longer Term (2025 to 2051) - Nobleton

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
6. <u>Wastewater Services - Nobleton</u>	\$	\$	\$	\$
6.1 Sewers	12,682,125	625,456	6,714	0.57
	12,682,125	625,456	6,714	0.57
7. <u>Land - Urban 2051 (Nobleton)</u>				
7.1 Land Acquisition for D.C. Eligible Services	70,522	3,478	37	0.01
	70,522	3,478	37	0.01
TOTAL	\$12,752,647	\$628,934	\$6,751	0.58
D.C.-Eligible Capital Cost	\$12,752,647	\$628,934		
2051 Gross Population/GFA Growth (sq.ft.)	6,553	1,100,600		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,946.08	\$0.58		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$6,751		
Multiples	2.818	\$5,484		
Apartments - 2 Bedrooms +	2.142	\$4,168		
Apartments - Bachelor and 1 Bedroom	1.538	\$2,993		
Special Care/Special Dwelling Units	1.100	\$2,141		

Table 6-4
Township of King
Development Charge Calculation
Longer-term (2025 to 2051)

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
8. <u>Services Related to a Highway</u>	\$	\$	\$	\$
8.1 Roads , Related, and Public Works	75,666,425	17,748,914	12,819	4.87
	75,666,425	17,748,914	12,819	4.87
9 <u>Land - 2051 Forecast</u>				
9.1 Land Acquisition for D.C. Eligible Services	10,819,575	2,537,925	1,833	0.70
	10,819,575	2,537,925	1,833	0.70
TOTAL	\$86,486,000	\$20,286,839	\$14,652	\$5.57
D.C.-Eligible Capital Cost	\$86,486,000	\$20,286,839		
2051-Year Gross Population/GFA Growth (sq.ft.)	20,477	3,648,500		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$4,223.57	\$5.57		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$14,652		
Multiples	2.818	\$11,902		
Apartments - 2 Bedrooms +	2.142	\$9,047		
Apartments - Bachelor and 1 Bedroom	1.538	\$6,496		
Special Care/Special Dwelling Units	1.100	\$4,646		



Table 6-5
Township of King
Development Charge Calculation
Urban 10-Year

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
10. <u>Water & Wastewater Studies</u>	\$	\$	\$	\$
10.1 Water & Wastewater Studies	381,202	67,271	136	0.06
	381,202	67,271	136	0.06
TOTAL	\$381,202	\$67,271	\$136	0.06
D.C.-Eligible Capital Cost	\$381,202	\$67,271		
Urban 10-Year Gross Population/GFA Growth (sq.ft.)	9,732	1,213,400		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$39.17	\$0.06		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$136		
Multiples	2.818	\$110		
Apartments - 2 Bedrooms +	2.142	\$84		
Apartments - Bachelor and 1 Bedroom	1.538	\$60		
Special Care/Special Dwelling Units	1.100	\$43		

Table 6-6
Township of King
Development Charge Calculation
10-Year

SERVICE/CLASS	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
11. <u>Fire Protection Services</u>	\$	\$	\$	\$
11.1 Fire facilities, vehicles & equipment	6,529,533	1,152,271	2,085	0.89
	6,529,533	1,152,271	2,085	0.89
12. <u>Parks and Recreation Services</u>				
12.1 Park development, amenities, trails, recreation facilities, vehicles, and equipment	70,587,816	3,715,148	22,538	2.88
	70,587,816	3,715,148	22,538	2.88
13. <u>Library Services</u>				
13.1 Library facilities, materials and vehicles	6,248,517	328,869	1,995	0.25
	6,248,517	328,869	1,995	0.25
14. <u>Growth Studies</u>				
14.1 Growth Studies	3,853,022	664,430	1,230	0.51
	3,853,022	664,430	1,230	0.51
15. <u>Land -10-Year</u>				
15.1 Land Acquisition for D.C. Eligible Services	1,786,000	94,000	570	0.07
	1,786,000	94,000	570	0.07
TOTAL	\$89,004,888	\$5,954,718	\$28,418	\$4.60
D.C.-Eligible Capital Cost	\$89,004,888	\$5,954,718		
10-Year Gross Population/GFA Growth (sq.ft.)	10,865	1,293,100		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$8,191.89	\$4.60		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.469	\$28,418		
Multiples	2.818	\$23,085		
Apartments - 2 Bedrooms +	2.142	\$17,547		
Apartments - Bachelor and 1 Bedroom	1.538	\$12,599		
Special Care/Special Dwelling Units	1.100	\$9,011		



Table 6-7
Township of King
Development Charge Calculation
All Services

	2025\$ D.C.-Eligible Cost		2025\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Urban-wide Services/ 2051	22,107,123	5,185,621	3,826	1.49
Area Specific Services 2051 (King City)	15,624,637	1,303,464	4,256	0.72
Area Specific Services 2051 (Nobleton)	12,752,647	628,934	6,751	0.58
Township-wide Services 2051	86,486,000	20,286,839	14,652	5.57
Urban 10-Year	381,202	67,271	136	0.06
Township-wide Services/Class of Services 10 Year	89,004,888	5,954,718	28,418	4.60
TOTAL TOWNSHIP-WIDE	175,490,888	26,241,557	43,070	10.17
TOTAL URBAN-WIDE	22,488,325	5,252,892	3,962	1.55
TOTAL KING CITY	213,222,648	32,730,643	51,152	12.38
TOTAL NOBLETON	210,350,658	32,056,113	53,647	12.24



Table 6-6
Township of King
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
1. Stormwater Services							
1.1 Channels, drainage and ponds	1,283,333	0	0	0	0	1,039,500	243,833
2. Water Services							
2.1 Distribution systems	15,233,500	0	1,460,200	0	0	11,156,373	2,616,927
3. Land - Urban 2051							
3.1 Land Acquisition for D.C. Eligible Services	275,000	0	55,000	0	0	178,200	41,800
4. Wastewater Services - King City							
4.1 Sewers	15,088,888	0	3,108,926	0	0	11,057,505	922,457
5. Land - Urban 2051 (King City)							
5.1 Land Acquisition for D.C. Eligible Services	182,000	0	36,400	0	0	134,389	11,211
6. Wastewater Services - Nobleton							
6.1 Sewers	15,261,279	0	3,765,000	0	0	10,955,954	540,325
7. Land - Urban 2051 (Nobleton)							
7.1 Land Acquisition for D.C. Eligible Services	93,000	0	19,000	0	0	70,522	3,478
8. Services Related to a Highway							
8.1 Roads , Related, and Public Works	125,041,112	0	33,060,350	3,892,500	0	71,351,492	16,736,770
9. Land - 2051 Forecast							
9.1 Land Acquisition for D.C. Eligible Services	17,670,000	0	420,000	3,892,500	0	10,819,575	2,537,925
10. Water & Wastewater Studies							
10.1 Water & Wastewater Studies	1,284,000	0	485,400	0	0	678,810	119,790
11. Fire Protection Services							
11.1 Fire facilities, vehicles & equipment	15,290,000	0	2,780,200	0	2,667,500	8,365,955	1,476,345
12. Parks and Recreation Services							
12.1 Park development, amenities, trails, recreation facilities, vehicles, and equipment	68,607,000	0	5,171,800	0	0	60,263,440	3,171,760
13. Library Services							
13.1 Library facilities, materials and vehicles	12,261,000	0	3,724,100	0	318,100	7,807,860	410,940
14. Growth Studies							
14.1 Growth Studies	6,562,200	402,500	1,711,300	0	0	3,794,328	654,072
15. Land -10-Year							
15.1 Land Acquisition for D.C. Eligible Services	2,350,000	0	470,000	0	0	1,786,000	94,000
Total Expenditures & Revenues	\$296,482,312	\$402,500	\$56,267,676	\$7,785,000	\$2,985,600	\$199,459,902	\$29,581,633



Appendix B: Level of Service

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	15 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Service Related to a Highway	Services Related to a Highway - Roads	\$24,895.33	0.0094	km of roadways	2,648,439	per km	507,117,872
	Services Related to a Highway - Bridges, Culverts & Structures	\$3,564.67	0.0031	Number of Bridges, Culverts & Structures	1,149,894	per item	72,612,328
	Services Related to a Highway - Active Transportation	\$431.67	0.0010	km of sidewalks and active transportation	431,670	per km	8,793,118
	Services Related to a Highway - Traffic Signals & Streetlights	\$312.00	0.0260	No. of Traffic Signals	12,000	per signal	6,355,440
	Service Related to a Highway: Public Works - Facilities	\$513.38	1.1941	sq.ft. of building area	430	per sq.ft.	10,457,551
	Service Related to a Highway: Public Works - Vehicles & Equipment	\$373.12	0.0020	No. of vehicles and equipment	186,560	per vehicle	7,600,454
Fire Protection	Fire Protection Services - Facilities	\$1,156.07	1.3617	sq.ft. of building area	849	per sq.ft.	11,283,243
	Fire Protection Services - Vehicles & Equipment	\$663.22	0.0010	No. of vehicles	663,220	per vehicle	6,473,027
	Fire Protection Services - Small Equipment and Gear	\$195.97	0.0405	No. of equipment and gear	4,839	per item	1,912,667
Parks & Recreation	Parkland Development	\$2,391.69	0.0321	Acres of Parkland	74,507	per acre	23,342,894
	Parkland Amenities	\$1,040.06	0.0114	No. of parkland amenities	91,233	per amenity	10,150,986
	Parkland Trails	\$146.17	1.5398	Linear Metres of Paths and Trails	95	per linear m	1,426,619
	Recreation Facilities	\$5,711.05	8.7644	sq.ft. of building area	652	per sq.ft.	55,739,848
	Parks & Recreation Vehicles and Equipment	\$172.21	0.0017	No. of vehicles and equipment	101,300	per vehicle	1,680,770
Library	Library Services - Facilities	\$630.97	0.9277	sq.ft. of building area	680	per sq.ft.	6,158,267
	Library Services - Collection Materials	\$96.05	2.5926	No. of library collection items	37	per collection item	937,448



**Township of King
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025 Value (\$/km)
HCB	138.05	138.05	138.05	138.05	138.05	138.05	138.05	138.05	138.05	138.05	138.05	140.50	142.95	145.40	139.28	\$3,500,000
LCB	33.29	33.29	33.29	33.29	33.29	33.29	33.29	33.29	33.29	33.29	33.29	30.84	28.39	25.94	23.49	\$2,450,000
Gravel	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	55.45	\$683,000
Total	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	226.79	218.22	

Population	19,265	19,899	20,418	21,696	22,610	23,328	24,513	25,850	26,498	26,741	26,980	27,333	27,499	28,098	28,264
Per Capita Standard	0.0118	0.0114	0.0111	0.0105	0.0100	0.0097	0.0093	0.0088	0.0086	0.0085	0.0084	0.0083	0.0082	0.0081	0.0077

15 Year Average	2010 to 2024
Quantity Standard	0.0094
Quality Standard	\$2,648,439
Service Standard	\$24,895

D.C. Amount (before deductions)	2051
Forecast Population	20,370
\$ per Capita	\$24,895
Eligible Amount	\$507,117,872



**Township of King
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025 Value (\$/item)
Bridge (deck and structure)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	\$2,200,000
Culverts	59	59	59	59	59	59	59	59	59	59	59	59	59	60	61	\$900,000
Total	74	74	74	74	74	74	74	74	74	74	74	74	74	75	76	

Population	19,265	19,899	20,418	21,696	22,610	23,328	24,513	25,850	26,498	26,741	26,980	27,333	27,499	28,098	28,264
Per Capita Standard	0.0038	0.0037	0.0036	0.0034	0.0033	0.0032	0.0030	0.0029	0.0028	0.0028	0.0027	0.0027	0.0027	0.0027	0.0027

15 Year Average	2010 to 2024
Quantity Standard	0.0031
Quality Standard	\$1,149,894
Service Standard	\$3,565

D.C. Amount (before deductions)	2051
Forecast Population	20,370
\$ per Capita	\$3,565
Eligible Amount	\$72,612,328



**Township of King
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Active Transportation
Unit Measure: km of sidewalks and active transportation

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025 Value (\$/km)
Sidewalks	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	23.21	23.21	23.21	23.36	23.42	\$450,000
Multi Use Path	-	-	-	-	-	-	-	-	-	-	1.80	1.80	1.80	1.80	1.80	\$175,000
Total	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	22.89	25.01	25.01	25.01	25.16	25.22	

Population	19,265	19,899	20,418	21,696	22,610	23,328	24,513	25,850	26,498	26,741	26,980	27,333	27,499	28,098	28,264
Per Capita Standard	0.0012	0.0012	0.0011	0.0011	0.0010	0.0010	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009

15 Year Average	2010 to 2024
Quantity Standard	0.0010
Quality Standard	\$431,670
Service Standard	\$432

D.C. Amount (before deductions)	2051
Forecast Population	20,370
\$ per Capita	\$432
Eligible Amount	\$8,793,118



Table C-1
Township of King
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	CURRENT OPERATING EXPENDITURE	ANNUAL OPERATING EXPENDITURES	ANNUAL LIFECYCLE EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Stormwater Services					
1.1 Channels, drainage and ponds	2,581,655	163,604	115,601	192,772	308,373
2. Water Services					
2.1 Distribution systems	24,491,089	5,247,644	3,707,922	217,254	3,925,176
3. Land - Urban 2051					
3.1 Land Acquisition for D.C. Eligible Services	220,000	-	-	-	-
4. Wastewater Services - King City					
4.1 Sewers	16,782,501	485,447	191,312	349,874	541,186
5. Land - Urban 2051 (King City)					
5.1 Land Acquisition for D.C. Eligible Services	145,600	-	-	-	-
6. Wastewater Services - Nobleton					
6.1 Sewers	13,307,582	13,110,290	4,096,889	416,190	4,513,079
7. Land - Urban 2051 (Nobleton)					
7.1 Land Acquisition for D.C. Eligible Services	74,000	-	-	-	-
8. Services Related to a Highway					
8.1 Roads , Related, and Public Works	93,415,339	7,373,454	5,209,993	2,667,353	7,877,346
9 Land - 2051 Forecast					
9.1 Land Acquisition for D.C. Eligible Services	17,250,000	-	-	-	-
10. Water & Wastewater Studies					
10.1 Water & Wastewater Studies	448,473	-	-	-	-
11. Fire Protection Services					
11.1 Fire facilities, vehicles & equipment	10,349,303	3,771,761	2,665,081	2,422,702	5,087,783
12. Parks and Recreation Services					
12.1 Park development, amenities, trails, recreation facilities, vehicles, and equipment	63,435,200	9,844,859	6,956,258	1,509,264	8,465,522
13. Library Services					
13.1 Library facilities, materials and vehicles	9,433,486	2,167,097	1,531,244	143,883	1,675,127
14. Growth Studies					
14.1 Growth Studies	4,919,952	-	-	-	-
15. Land -10-Year					
15.1 Land Acquisition for D.C. Eligible Services	1,880,000	-	-	-	-
Total	258,734,181	42,164,156	24,474,300	7,919,292	32,393,592



Figure D-1
Township of King
Annual Treasurer's Statement of Development Charge Reserve Funds

Description	Services to which the Development Charge Relates											Land 10- Year	Land - 2051	Land - Urban 2051	Land - Urban (King City)	Land - Urban (Nobleton)	Total
	Services Related to a Highway	Water Services	Stormwater Services	Fire Protection Services	Parks and Recreation Services	Library Services	Growth Studies	Water and Wastewater Growth Studies	Wastewater - King	Wastewater - Nobleton							
Opening Balance, January 1,																	0
Plus:																	
Development Charge Collections																	0
Accrued Interest																	0
Repayment of Monies Borrowed from Fund and Associated Interest ¹																	0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Less:																	
Amount Transferred to Capital (or Other) Funds ²																	0
Amounts Refunded																	0
Amounts Loaned to Other D.C. Service Category for Interim Financing																	0
Credits ³																	0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

² See Attachment 1 for details

³ See Attachment 2 for details

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



E.5 Underground Services (Stormwater, Water and Sanitary Sewers)

Underground services (linear infrastructure for stormwater, water, and sanitary services) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such services, as well as stormwater management ponds and pumping stations, which are undertaken as part of new developments or redevelopments, will be determined by the following principles:

The costs of the following items shall be direct developer responsibilities as a local service:

- (a) Providing all underground services internal to the development, including storm, water and sanitary services.
- (b) Providing service connections from existing underground services to the development.
- (c) Providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes do not exceed the recommended diameter required to provide adequate capacity to the development, which may be determined during the plan of subdivision, for water, sanitary services, and storm services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may enter into front-ending/cost-sharing agreements with other developers, independent of the Township.
- (d) Providing stormwater management ponds and other facilities required by the development, including all associated features such as landscaping and fencing.
- (e) Water booster pumping stations, reservoir pumping stations and/or sanitary pumping stations serving individual developments.

The costs of the following items shall be paid through development charges:

- (a) Sampling stations associated with municipal service areas: included in the D.C. calculation.



Commensurate with the above, the Township prepared an A.M.P. in 2025 for its existing assets; however, it did not take into account future growth-related assets for all services included in the D.C. calculations. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition of the schematic above, the following table (presented in 2025 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs, so these are omitted from the table below. In addition, as all capital costs included in the D.C.-eligible capital costs are not included in the Township's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence, the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects that will require financing from municipal financial resources (i.e., taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2025 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are approximately \$37.84 million.
5. Consideration was given to the potential new taxation and user fee revenues that will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are approximately \$37.55 million. This amount, together with the existing operating revenues of approximately \$106.41 million, provides annual revenues of approximately \$143.96 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Township of King
 Asset Management – Future Expenditures and Associated Revenues
 2025\$

Asset Management - Future Expenditures and Associated Revenues	2051 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	5,035,778
Annual Debt Payment on Post Period Capital ²	406,436
Lifecycle:	
Annual Lifecycle - Municipal-wide Services	\$7,919,292
Incremental Operating Costs (for D.C. Services)	
	\$24,474,300
Total Expenditures	37,835,806
Revenue (Annualized)	
Total Existing Revenue ⁴	\$106,405,203
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$37,550,926
Total Revenues	\$143,956,129

¹ Non-Growth Related component of Projects

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR



This would also apply to future instalments for existing deferrals once this section takes effect.

3. Early Payment for Residential/Institutional

Proposed changes provide that a person required to pay a D.C. for residential or institutional development (i.e., instalments or at occupancy) can pay earlier without the requirement to enter into an early payment agreement.

G.5 Bill 60: *Fighting Delays, Building Faster Act, 2025*

On November 27, 2025, *Bill 60, Fighting Delays, Building Faster Act, 2025* received Royal. A summary of the proposed changes provided in Bill 60 is outlined below:

1. Special Rules for Estimating Increased Need for Services

A new section 5.3 of the D.C.A. introduces special rules for determining estimates of the increase in need for a service class, as required by new subsection 7(3.1).

2. Requirement for a Separate Class of Capital Costs

Subsection 7(3.1) requires that a D.C. by-law imposing development charges for capital costs under paragraph 1 of subsection 5(3) must include a distinct class consisting only of those capital costs, subject to limited exceptions.

3. Ministerial Submission of Background Studies and By-laws

New subsections 10(5) and 13(5) require councils to provide copies of the D.C. background study and any passed D.C. by-law to the Minister upon request, by the specified deadline.

4. Ministerial Submission of By-laws

A new subsection 13(5) requires that councils also provide a copy of any passed D.C. by-law to the Minister upon request, by the specified deadline



5. Use of Reserve Funds for Certain Capital Costs

Amendments to section 35 (via new subsection 35(1.1)) allow municipalities to spend reserve fund monies on capital costs described in paragraph 1 of subsection 5(3), provided those costs are determined under paragraphs 2 to 7 of subsection 5(1) and are not funded through the reserve fund established for the special class required by subsection 7(3.1).

6. Updated Deadlines for Financial Statements

Subsection 43(1) now requires the treasurer to provide the annual D.C. financial statement to council by June 30 each year. Under amended subsection 43(3), a copy must also be provided to the Minister (if requested) by July 15 of that same year.

7. Requirement to Establish and Maintain Local Service Policies

New subsections 59(2.2) to 59(2.11) require municipalities to establish local service policies for each service to which a D.C. applies and for which any portion is provided as a local service. These sections outline:

- Required and optional policy content;
- Rules on identifying works considered local services;
- Exceptions and application provisions;
- Requirements to provide copies to the Minister; and
- Obligations for regular review and updates of such policies.



Appendix H

Capital Cost and Benefit to Existing Methodology



Appendix H: Capital Cost and Benefit to Existing Methodology

Based on the regulatory changes provided through Bill 60: *Fighting Delays, Building Faster Act, 2025*, there is a requirement to provide greater detail regarding how capital costs and non-growth-related shares (i.e., B.T.E. deduction methodology) of the costs are determined. These methodologies are provided below on a service-by-service basis:



Table H-1
Township of King
Methodology for Determining Capital Costs and B.T.E. Calculations

Service	B.T.E. Calculation Methodology
Fire Protection Services	<ul style="list-style-type: none"> ● Facilities: <ul style="list-style-type: none"> ○ The future fire facility expansion in Nobleton (Project No. 1) represents an expansion to an existing facility intended to accommodate forecast growth within the Township. The project includes the addition of a new apparatus bay, administrative space, support areas, and associated parking improvements. As the expansion is intended to increase operational capacity beyond existing service levels and does not replace the existing facility, no B.T.E. deduction has been applied. ○ A B.T.E. deduction has been applied to the proposed new Fire Station #4 (Project No. 2), as a portion of the facility capacity is anticipated to provide operational support and service flexibility benefiting existing development within the Township. Accordingly, a 50% post-period benefit deduction has been applied to recognize that a portion of the facility capacity extends beyond the forecast planning period and may also address broader long-term service needs. ○ Similarly, the associated equipment for Fire Station #4 (Project No. 3), including turnout gear and self-contained breathing apparatus (SCBA), has been assigned a post-period benefit deduction of 50%, consistent with the phased implementation of the station and the anticipated timing of growth requiring the additional complement. ○ The proposed training facility (Project No. 4) includes a training tower, training structure, and concrete training pad intended to support both existing and future fire operations. Given that the facility will improve training capabilities for the current fire service complement while also accommodating future growth-related staffing and operational needs, a B.T.E. deduction of 25% has been applied to recognize the benefit attributable to existing development. The remaining 75% has been identified as growth-related.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">● Vehicles & Equipment:<ul style="list-style-type: none">○ Several vehicle and equipment projects included in the forecast represent new additions required to accommodate anticipated development and expanded service delivery requirements. Accordingly, no B.T.E. deduction has been applied to the proposed fire utility vehicles for Fire Prevention Officers (Project No. 6), rapid intervention equipment (Project No. 9), and the new utility pick-up with rapid intervention capabilities associated with Station #4 (Project No. 11), as these items represent new service capacity attributable to growth.○ For the proposed Station #4 pumper tanker (Project No. 7), a 50% post-period benefit deduction has been applied to reflect that a portion of the vehicle's service capacity is intended to address growth beyond the forecast period.○ A B.T.E. deduction has been applied to the proposed pumper tanker upgrades in Schomberg and Nobleton (Project Nos. 5 and 12). These projects involve the upgrade of existing tanker apparatus to larger pumper tanker vehicles, providing enhanced firefighting and operational capabilities. The B.T.E. deduction recognizes that a portion of the upgraded functionality and replacement value benefits the existing community and current fire operations, while the remaining portion is attributable to forecast growth-related service demands.○ The tablet command dispatch upgrades (Project No. 8) involve the implementation of tablet technology within fire apparatus to enhance dispatching, communications, and operational coordination. As the upgraded system will improve service delivery for both existing and future residents and businesses, a 50% B.T.E. deduction has been applied to recognize the shared benefit.○ For the upgrade of extraction tools to electric systems (Project No. 10), a B.T.E. deduction has been applied to reflect that the replacement and modernization of the existing equipment primarily benefits current service operations and existing development. The remaining growth-related allocation reflects the incremental benefit associated with accommodating future service demands and maintaining operational capacity standards as the Township grows.



Service	B.T.E. Calculation Methodology
Services Related to a Highway	<ul style="list-style-type: none">● Road Reconstruction, Urbanization, and Road Widening Projects:<ul style="list-style-type: none">○ A number of road reconstruction, widening, and urbanization projects included in the analysis provide benefits to both existing and future development. Accordingly, B.T.E. deductions have been applied where projects address existing operational deficiencies, improve current road standards, replace aging infrastructure, or enhance existing transportation functionality in addition to accommodating future growth.○ For the Main Street Schomberg reconstruction and streetscape project (Project No. 1), a significant B.T.E. deduction has been applied to recognize that the project largely consists of reconstruction, streetscaping, and improvements within the existing right-of-way that benefit the existing community, businesses, and transportation network. While the project includes minor widening and operational improvements to accommodate growth, the majority of the benefit relates to the replacement and enhancement of existing infrastructure.○ Similarly, the King Boulevard project (Project No. 2) includes corrective works and upgrades associated with existing infrastructure deficiencies. As the project will benefit both current and future development, a 50% B.T.E. deduction has been applied.○ The King City Main Street Typology project and the Nobleton Main Street Typology Block Plan project (Project Nos. 3 and 6) include streetscape, sidewalk, lighting, and urbanization improvements intended to support intensification and future development within the respective settlement areas. These projects also improve the existing public realm, pedestrian environment, and transportation functionality for current residents and businesses. Accordingly, a B.T.E. deduction has been applied to recognize the existing benefit component associated with the urbanization and streetscape improvements.○ The proposed 10th Concession widening and intersection improvement project (Project No. 7) includes the widening of the roadway from two to four lanes and associated intersection improvements. As a portion of the



Service	B.T.E. Calculation Methodology
	<p>project addresses existing transportation needs and improves current operational functionality, a 50 % B.T.E. deduction has been applied, with the remaining portion attributable to forecast growth-related traffic demands.</p> <ul style="list-style-type: none">● Active Transportation Projects:<ul style="list-style-type: none">○ The active transportation projects included in the analysis consist of sidewalks, multi-use paths, pedestrian crossings, trails, cycling facilities, and related connectivity improvements intended to support both existing and future residents. The allocation of B.T.E. deductions has therefore been determined based on the extent to which each project addresses existing deficiencies or improves connectivity for the current population versus accommodating growth-related demand generated by future development.○ Projects identified as “development-driven” generally provide infrastructure primarily required to support new development areas, emerging neighbourhoods, intensification areas, or growth-related connectivity improvements. Accordingly, no B.T.E. deduction has been applied to these projects, as they are considered fully attributable to anticipated development. Examples include new sidewalk connections, multi-use paths servicing future growth areas, pedestrian crossings required to support new development, and active transportation links associated with intensification and MTSA growth areas.○ Projects categorized as “existing and new” provide shared benefits to both existing and future residents by improving gaps within the current active transportation network, enhancing pedestrian and cycling safety, improving connectivity to schools, GO stations, and community facilities, and supporting broader Township-wide transportation objectives. For these projects, a 50 % B.T.E. deduction has generally been applied to recognize the shared benefit between existing and future development.<ul style="list-style-type: none">▪ Examples of projects with a shared benefit include:<ul style="list-style-type: none">● Urbanize King and Keele (Project No. 10);● King City East active transportation improvements (Project No. 11);



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">● Sidewalk and pathway connections within established communities (Project Nos. 15, 16, 19 to 29, 35, 40, 41, 43, 45 to 50); and● Township-wide active transportation corridors within the rural areas are intended to improve connectivity for both current and future users.<ul style="list-style-type: none">○ In these instances, the projects improve existing network deficiencies and accessibility while also accommodating increased pedestrian and cycling volumes associated with forecast growth.● Gravel Road Conversion Projects:<ul style="list-style-type: none">○ The gravel road conversion projects (Project Nos. 51 to 95) involve the reconstruction and urbanization of existing gravel roads to improved municipal standards. These projects provide a substantial benefit to existing development through upgraded road surfaces, improved operations, enhanced safety, reduced maintenance requirements, and increased service levels for current users.<ul style="list-style-type: none">■ Accordingly, a B.T.E. deduction of approximately 10% has been applied to these projects to recognize the benefit attributable to existing development, with the remaining 90% allocated to growth-related needs associated with increased traffic volumes and future development pressures identified through the Township's transportation planning analysis.● Traffic Calming Projects:<ul style="list-style-type: none">○ The growth-related traffic calming implementation program (Project No. 96) includes measures intended to address increased traffic volumes and operational concerns associated with growth throughout the Township. As traffic calming measures also improve road safety and operational conditions for existing residents and users of the transportation network, a 50% B.T.E. deduction has been applied to recognize the shared benefit to existing development.● Outstanding D.C. Credits:



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">○ The outstanding D.C. credit projects (Project Nos. 97 to 101) represent growth-related infrastructure previously undertaken or committed to by developers through development agreements and are therefore considered fully attributable to growth, except where a historical B.T.E. allocation had previously been established. For the Keele Street sidewalk project (Project No. 100), the existing B.T.E. allocation has been maintained based on the original calculation methodology associated with the project.● Facilities:<ul style="list-style-type: none">○ The proposed Joint Operations Centre (Project No. 1) includes the construction of a consolidated operations facility intended to accommodate Public Works, Parks, and Water/Wastewater operations associated with forecast growth within the Township. The facility includes office space, garage and maintenance areas, associated site works, and land acquisition requirements.<ul style="list-style-type: none">▪ A B.T.E. deduction of 20% has been applied to the Joint Operations Centre to recognize the benefit attributable to existing development and municipal operations. The proposed facility will provide expanded operational capacity required to accommodate forecast growth; however, a portion of the facility will also improve and consolidate existing operational functions currently serving the Township. The applied allocation is consistent with the methodology utilized in the Township's prior D.C. Study. Accordingly, 80% of the project cost has been identified as growth-related and included in the D.C. calculation.● Vehicles & Equipment:<ul style="list-style-type: none">○ The majority of the Public Works vehicle and equipment projects included in the forecast represent new fleet additions or growth-related expansions required to maintain municipal service levels as the Township grows. Accordingly, no B.T.E. deduction has generally been applied to projects including tandem axle plows, pickup trucks, sidewalk plows, vehicle by-law enforcement vehicles, tractors, material stackers, hot boxes, street



Service	B.T.E. Calculation Methodology
	<p>sweepers, Gradalls, loaders, backhoes, and associated vehicle storage facilities, as these assets are intended to provide additional operational capacity attributable to anticipated development.</p> <ul style="list-style-type: none"> ○ The aerial bucket truck (Project No. 3) has been assigned a 50% B.T.E. deduction, as it will provide operational benefits to both existing and future development areas. The B.T.E. deduction recognizes that a portion of the vehicle's functionality will address existing service requirements and current infrastructure maintenance needs, while the remaining portion is attributable to increased service demands associated with growth.
Parks and Recreation Services	<ul style="list-style-type: none"> ● •Parkland Development and Park Improvements: <ul style="list-style-type: none"> ○ The majority of the parkland development projects included in the forecast represent new neighbourhood parks, community parks, sports fields, trail development, splash pads, and parkland improvements required to accommodate anticipated residential growth throughout the Township. These projects have generally been identified as fully growth-related, as they are intended to provide additional parkland amenities and recreational capacity associated with new development areas, intensification areas, and forecast population growth. Accordingly, no B.T.E. deduction has generally been applied to these projects. <ul style="list-style-type: none"> ■ This includes projects such as: <ul style="list-style-type: none"> ● New neighbourhood and community parks within King City, Nobleton, and Schomberg; ● New sports field and recreation amenities; ● Trail development projects; ● Future parkland development projects; and ● Park improvements associated with growth areas and intensification sites. ● The artificial turf field with lighting (Project No. 9) has been assigned a B.T.E. deduction of 20% to recognize that the upgraded facility will provide enhanced recreational opportunities and service level improvements benefiting both



Service	B.T.E. Calculation Methodology
	<p>existing and future residents. The remaining 80 % allocation reflects the increased recreational demand associated with forecast growth and intensification within the Township.</p> <ul style="list-style-type: none">● The Nobleton expansion project (Project No. 49) has been identified as entirely post-period in nature and therefore a 100 % post-period benefit deduction has been applied. As a result, no portion of the project has been included in the D.C. recoverable calculation for the current forecast period.● Outstanding D.C. Credits:<ul style="list-style-type: none">○ The outstanding D.C. credit projects (Project Nos. 24 and 25) represent growth-related recreational infrastructure previously constructed or committed to through development agreements and are therefore considered fully attributable to growth-related development.● Parks Vehicles and Equipment:<ul style="list-style-type: none">○ The parks-related vehicle and equipment projects included in the analysis represent additional fleet and operational equipment required to maintain municipal parkland, trails, sports fields, and recreational facilities associated with growth. These assets include trailers, pickup trucks, utility vehicles, mowers, forestry equipment, chipper equipment, tractors, and maintenance equipment.○ As these projects represent additional operational capacity required to service expanded parkland and recreational infrastructure attributable to anticipated development, no B.T.E. deduction has been applied.● Recreation Facilities:<ul style="list-style-type: none">○ The Cold Creek Conservation Area Visitors Centre expansion (Project No. 47) represents an expansion to an existing recreational facility intended to accommodate increased usage and demand associated with growth within the Township. As the project represents additional facility capacity attributable to forecast development pressures, no B.T.E. deduction has been applied.○ The proposed Joint Operations Centre (Project No. 48) includes shared operational space associated with Parks and Recreation operations. A B.T.E. deduction of 20 % has been applied to the Parks and Recreation



Service	B.T.E. Calculation Methodology
	<p>share of the facility to recognize that a portion of the expanded operational capacity will benefit existing municipal operations and current residents. The remaining 80 % allocation has been identified as growth-related and included within the D.C. recoverable calculation.</p>
Library Services	<ul style="list-style-type: none"> <p>● Library Facilities and Systems:</p> <ul style="list-style-type: none"> ○ The proposed library-related capital projects included in the analysis are intended to address increased demand for library services, programming space, collections, and technology infrastructure associated with forecast population growth throughout the Township. <ul style="list-style-type: none"> ■ The Integrated Library System project (Project No. 1) includes upgrades and enhancements to the Township's library technology and cataloguing systems. As the upgraded system will improve service delivery and accessibility for both existing and future library users, a B.T.E. deduction of 50% has been applied to recognize the benefit attributable to the existing population. The remaining 50 % allocation has been identified as growth-related. ■ The proposed Schomberg Library Expansion project (Project No. 2) has been identified as primarily post-period in nature, as a significant portion of the facility capacity is intended to accommodate growth beyond the current forecast period. Accordingly, a post-period benefit deduction has been applied to recognize the future service capacity extending beyond the planning horizon. In addition, the remaining in-period project cost has been assigned a B.T.E. deduction to recognize that the expanded facility will also improve library service levels and operational capacity for the existing community. As a result of the combined post-period and B.T.E. deductions, no D.C. recoverable amount has been included for this project during the current forecast period. ■ The Nobleton Library Expansion project (Project No. 3) includes expanded library space and associated facility improvements required to accommodate increased population growth and service demand within



Service	B.T.E. Calculation Methodology
	<p>the Nobleton area. A B.T.E. deduction of approximately 36% has been applied to recognize that a portion of the expanded facility capacity will benefit existing residents and improve current library service levels. The remaining allocation has been identified as growth-related and included within the D.C. recoverable calculation.</p> <ul style="list-style-type: none"> ▪ The Northeast Quadrant Facility project (Project No. 4) represents a new library facility intended to serve future development within the Township's northeast growth area. As the facility is primarily intended to accommodate future growth, no B.T.E. deduction has been applied. However, a post-period benefit deduction has been included to recognize that a portion of the facility capacity extends beyond the current forecast period and will service development occurring after the planning horizon. <ul style="list-style-type: none"> ● Library Collections: <ul style="list-style-type: none"> ○ The additional collection materials project (Project No. 5) includes expanded library collections and materials required to service anticipated population growth and increased library usage. As these materials are required to maintain service levels for future residents, no B.T.E. deduction has been applied and the project has been identified as fully growth-related.
Growth Studies	<ul style="list-style-type: none"> ● Benefit to existing development allocations for growth-related studies have been determined on a project-by-project basis through a review of the scope, purpose, and intended use of each study. Where studies are undertaken to support future growth, infrastructure planning, or development implementation, the projects have generally been identified as fully growth-related. However, where a study also includes the review of existing infrastructure, policies, operational practices, service levels, or municipal standards, an allocation has been made to recognize the benefit to existing development. For example, transportation studies, library strategies, official plan reviews, and zoning by-law updates often include components related to existing community needs and operational reviews in addition to growth



Service	B.T.E. Calculation Methodology
	<p>planning. Accordingly, partial benefit to existing development deductions have been applied where appropriate to reflect the shared benefit between existing and future development.</p>
Stormwater Services	<ul style="list-style-type: none"> ● Stormwater Management Infrastructure: <ul style="list-style-type: none"> ○ The stormwater-related capital projects included in the analysis consist primarily of stormwater management intensification upgrades and supporting master planning studies required to accommodate forecast development and intensification throughout the Township’s urban settlement areas. <ul style="list-style-type: none"> ■ The King City, Nobleton, and Schomberg stormwater management intensification upgrade projects (Project Nos. 1 to 3) represent growth-related improvements required to accommodate additional runoff volumes, changing drainage requirements, and increased servicing demands associated with intensification and future urban development. These projects are intended to increase system capacity and support future growth within the Township’s settlement areas. Accordingly, no B.T.E. deduction has been applied, as the projects have been identified as fully attributable to anticipated development. ■ The Stormwater Master Plans project (Project No. 4) includes the preparation of growth-related stormwater servicing studies and infrastructure planning required to identify future system improvements necessary to accommodate forecast development. As the master planning work is being undertaken specifically to support future growth and identify growth-related servicing requirements, no B.T.E. deduction has been applied, and the project has been identified as fully growth-related. ● Overall, the stormwater capital program has been developed to address the incremental servicing demands generated by forecast development and intensification within the Township’s urban areas while maintaining appropriate stormwater management standards and infrastructure capacity.
Water Services	<ul style="list-style-type: none"> ● Watermain Infrastructure:



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">○ The water-related capital projects identified for King City primarily consist of watermain upgrades, looping works, and network expansions required to accommodate forecast growth and intensification within the Township. These projects include both upsizing of existing infrastructure and the installation of new watermains intended to improve system capacity, redundancy, and servicing capability for future development.○ For the watermain upgrade projects involving the upsizing of existing infrastructure (Project Nos. 5 and 6), a B.T.E. deduction has been applied to recognize the portion of the project attributable to the remaining service life and existing capacity of the current infrastructure. The methodology allocates costs between existing and future development based on:<ul style="list-style-type: none">▪ the age of the existing asset at the time of replacement;▪ the remaining useful life of the infrastructure; and▪ the proportion of the upgraded infrastructure capacity required to accommodate future growth.<ul style="list-style-type: none">● Under this approach, the replacement value associated with the existing infrastructure is identified separately from the incremental cost attributable to upsizing the infrastructure to accommodate growth-related demand. The resulting allocation establishes the proportion attributable to existing development versus future development.○ Accordingly, the Burns Boulevard and Station Road watermain upgrade project (Project No. 5) and the Lavender Valley Road and Spring Hill Drive upgrade project (Project No. 6) have been assigned B.T.E. deductions reflecting the age and remaining useful life of the existing assets, together with the proportion of additional capacity required to service future growth.○ The remaining proposed watermain projects (Project Nos. 7 to 11) represent new growth-related watermain infrastructure intended to service future development areas, provide looping capability, improve network connectivity, and accommodate forecast water demand associated with growth and intensification. As these



Service	B.T.E. Calculation Methodology
	<p>projects primarily represent new infrastructure capacity required for future development, no B.T.E. deduction has been applied and the projects have been identified as fully growth-related.</p> <ul style="list-style-type: none"> ● Outstanding D.C. Credits: <ul style="list-style-type: none"> ○ The outstanding D.C. credit projects (Project Nos. 1 to 4) represent growth-related water infrastructure previously constructed or committed to through development agreements and have therefore been identified as fully attributable to growth-related development. ● Vehicles and Equipment: <ul style="list-style-type: none"> ○ The vehicle projects included in the analysis represent additional operational vehicles required to support expanded municipal water operations associated with growth. These assets include pickup trucks and a valve trailer intended to support maintenance and operational requirements for the expanded water distribution system. As these projects represent additional operational capacity attributable to forecast development, no B.T.E. deduction has been applied. ● Facilities: <ul style="list-style-type: none"> ○ The Joint Operations Centre allocation to Water Services (Project No. 19) represents the water services' share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included in the D.C. recoverable calculation.
Wastewater Services King City	<ul style="list-style-type: none"> ● Wastewater Linear Infrastructure: <ul style="list-style-type: none"> ○ The wastewater projects identified in the analysis primarily consist of sewer upsizing projects required to accommodate forecast growth and intensification within King City. These projects involve increasing the capacity of existing wastewater infrastructure to service future development while continuing to utilize portions of the existing system.



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none">○ For the sewer upgrade projects (Project Nos. 1 to 7), a B.T.E. deduction has been applied to recognize the portion of the project costs attributable to the remaining service life and existing capacity of the current infrastructure. The methodology utilized allocates the cost between existing and future development based on:<ul style="list-style-type: none">▪ the age of the existing asset at the time of replacement;▪ the remaining useful life of the infrastructure; and▪ the proportion of the upsized infrastructure capacity required to accommodate future growth.<ul style="list-style-type: none">● Under this approach, the estimated replacement cost associated with the existing infrastructure is first identified, followed by the incremental cost attributable to upsizing the infrastructure to accommodate forecast growth. The resulting allocation establishes the proportion attributable to existing development versus future growth-related capacity requirements. Accordingly, the sewer upgrade projects have been assigned varying B.T.E. deductions reflecting differences in existing asset age, remaining useful life, and the proportion of additional capacity required to service growth. Projects with a larger growth-related capacity component have correspondingly lower B.T.E. deductions, while projects replacing relatively newer infrastructure with remaining service life have higher allocations attributable to existing development.● Wastewater Pumping Stations:<ul style="list-style-type: none">○ The Alex Campbell SPS upgrade (Project No. 8) and the Kinghorn SPS upgrade (Project No. 9) represent capacity expansions required to accommodate forecast wastewater flows associated with future development within King City. As the upgrades are intended specifically to increase pumping capacity beyond existing operational requirements and no replacement benefit to existing development has been identified, no B.T.E. deduction has been applied, and the projects have been identified as fully growth-related.● Facilities:



Service	B.T.E. Calculation Methodology
	<ul style="list-style-type: none"> ○ The Joint Operations Centre allocation to Wastewater Services (Project No. 10) represents the wastewater share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20 % has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80 % allocation has been identified as growth-related and included in the D.C. recoverable calculation.
Wastewater Services Nobleton	<ul style="list-style-type: none"> ● Wastewater Linear Infrastructure: <ul style="list-style-type: none"> ○ The wastewater projects identified in the analysis primarily consist of sewer upsizing projects required to accommodate forecast growth and intensification within Nobleton. These projects involve increasing the capacity of existing wastewater infrastructure to service future development while continuing to utilize portions of the existing system. ○ For the sewer upgrade projects (Project Nos. 1 to 12), a B.T.E. deduction has been applied to recognize the portion of the project costs attributable to the remaining service life and existing capacity of the current infrastructure. The methodology utilized allocates the cost between existing and future development based on: <ul style="list-style-type: none"> ▪ the age of the existing asset at the time of replacement; ▪ the remaining useful life of the infrastructure; and ▪ the proportion of the upsized infrastructure capacity required to accommodate future growth. <ul style="list-style-type: none"> ● Under this approach, the estimated replacement cost associated with the existing infrastructure is first identified, followed by the incremental cost attributable to upsizing the infrastructure to accommodate forecast growth. The resulting allocation establishes the proportion attributable to existing development versus future growth-related capacity requirements. Accordingly, the sewer upgrade projects have been assigned varying B.T.E. deductions reflecting differences in existing asset age, remaining useful life, and the proportion of additional capacity required to service growth. Projects with a larger growth-related capacity component have correspondingly lower



Service	B.T.E. Calculation Methodology
	<p>B.T.E. deductions, while projects replacing relatively newer infrastructure with remaining service life have higher allocations attributable to existing development.</p> <ul style="list-style-type: none"> ● Facilities: <ul style="list-style-type: none"> ○ The Joint Operations Centre allocation to Wastewater Services (Project No. 13) represents the wastewater share of the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize the portion of the facility benefiting existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related and included in the D.C. recoverable calculation. ● Outstanding D.C. Credits: <ul style="list-style-type: none"> ○ The outstanding D.C. credit project (Project No. 14) represents growth-related infrastructure previously constructed or committed to through development agreements and has therefore been identified as fully attributable to growth-related development.
Water and Wastewater Studies	<ul style="list-style-type: none"> ● Benefit to existing development allocations for water and wastewater studies has been determined on a project-by-project basis through a review of the scope and purpose of each study. Studies undertaken specifically to identify future servicing requirements associated with forecast growth have been identified as fully growth-related. Where studies also provide operational, maintenance, or system improvement benefits to the existing water and wastewater systems, a partial allocation has been applied to recognize the benefit to existing development.
Land – 10 Year	<ul style="list-style-type: none"> ● The Joint Operations Centre land acquisition project (Project No. 1) represents the Parks and Recreation share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.



Service	B.T.E. Calculation Methodology
Land – 2051	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Public Works share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development. • The right-of-way land acquisition project (Project No. 2) includes the acquisition of additional road right-of-way lands required to accommodate future road widenings, transportation improvements, and growth-related infrastructure identified through the Township’s transportation planning work. As the project is intended to secure lands necessary to accommodate forecast traffic demands and future transportation infrastructure associated with development growth, the project has been identified as fully growth-related. In addition, a deduction for grants, subsidies, and other contributions attributable to new development has been applied based on anticipated contributions associated with future development-related infrastructure works.
Land – Urban 2051	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Water Services share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.
Land – Urban 2051 (King City)	<ul style="list-style-type: none"> • The Joint Operations Centre land acquisition project (Project No. 1) represents the Wastewater Services – King City share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated



Service	B.T.E. Calculation Methodology
	lands are required to accommodate forecast growth and increased operational demands associated with future development.
Land – Urban 2051 (Nobleton)	<ul style="list-style-type: none">• The Joint Operations Centre land acquisition project (Project No. 1) represents the Wastewater Services – Nobleton share of the land required for the proposed consolidated municipal operations facility. A B.T.E. deduction of 20% has been applied to recognize that a portion of the land acquisition will benefit existing municipal operations and current residents. The remaining 80% allocation has been identified as growth-related, as the expanded facility and associated lands are required to accommodate forecast growth and increased operational demands associated with future development.



Appendix I

Proposed Development Charge By-law



THE CORPORATION OF THE TOWNSHIP OF KING

BY-LAW NUMBER 2026-XXX

A BY-LAW FOR THE IMPOSITION OF DEVELOPMENT CHARGES

WHEREAS the Corporation of the Township of King will experience growth through Development and redevelopment;

AND WHEREAS Development and redevelopment requires the provision of physical and social services by the Township of King;

AND WHEREAS Council desires to ensure that the capital cost of meeting growth-related demands for or burden on municipal services does not place an excessive financial burden on the Township of King or its existing taxpayers while at the same time ensuring new taxpayers contribute no more than the net capital cost attributable to providing the current level of municipal services;

AND WHEREAS the *Development Charge 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 the Council of The Corporation of the Township of King has given notice of and held a public meeting on the ___ day of _____, 2026 in accordance with the Act and the regulations thereto;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF KING ENACTS AS FOLLOWS:

1. DEFINITIONS

1.1 In this By-law, the following items shall have the corresponding meanings:

- 1.1.1 “Act” means the *Development Charge Act, 1997* as amended, or any successor thereof;
- 1.1.2 “Accessory” use means that the use, Building or Structure is naturally and normally incidental to or subordinate in purpose or both, and exclusively devoted to a principal use, Building or Structure;
- 1.1.3 “Affordable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(2) or 4.1(3) of the Act;
- 1.1.4 “Agricultural Use” means lands or Buildings, excluding any portion thereof used as a Dwelling Unit, used or designed or intended for use for the purpose of a bona fide farming operation operated by a Bona Fide Farmer, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities and any other activities customarily carried on in agriculture, but does not include a Building, Structure or greenhouse or part thereof solely designed, used or intended to be used for the growing, cultivation, harvesting, drying, processing, testing, trimming, storage, or sale of Cannabis and does not include producing, packaging or processing, or commercial activities;
- 1.1.5 “Ancillary” means a use, building, and/or structure that is incidental and/or subordinate to a main use, and is located on the same lot as a main use;
- 1.1.6 “Ancillary residential building” means a residential building that would be accessory to a detached dwelling, semi-detached dwelling or row dwelling;
- 1.1.7 "Apartment 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. Despite the foregoing, an apartment dwelling includes those stacked townhouse dwellings that are developed on a block approved for development at a minimum density of sixty (60) units per net hectare pursuant to plans approved under section 41 of the Planning Act;
- 1.1.8 “Attainable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(4) of the Act;

- 1.1.9 "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;
- 1.1.10 "Board of Education" has the same meaning as set out in the Education Act, R.S.O. 1990, Chap. E.2, as amended, or any successor thereof;
- 1.1.11 "Bona Fide Farmer" means an individual currently actively engaged in a farm operation with a valid Province of Ontario Farm Business Registration number within the Township of King;
- 1.1.12 "Building" means a building or structure occupying an area greater than 10 square meters consisting of a wall, roof, and floor, or a structural system serving the function thereof, including an air supported Structure or mezzanine;
- 1.1.13 "Building Code Act" means the Building Code Act, S.O. 1992, c.23, as amended and any successor legislation;
- 1.1.14 "Capital cost" shall have the same meaning as set out in subsection 5(3) of the Act;
- 1.1.15 "Cannabis" means":
- 1.1.15.1 A plant that belongs to the genus cannabis;
 - 1.1.15.2 Any part of such a plant, including the phytocannabinoids produced by, or found in, such a plant, regardless of whether that part has been processed or not;
 - 1.1.15.3 Any substance or mixture of substances that contains or has on it any part of such a plant; and
 - 1.1.15.4 Any substance that is identical to any phytocannabinoid produced by, or found in, such a plant, regardless of how the substance was obtained or produced.
- 1.1.16 "Class" means a grouping of services combined to create a single service for the purposes of this by-law and as provided in section 7 of the Development Charges Act. Also referred to as class of service or classes of services;

- 1.1.17 “Commercial” means any Non-Residential Development other than “Institutional” or “Industrial”;
- 1.1.18 “Council” means the Council of the Corporation of the Township of King;
- 1.1.19 “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 of usability thereof, and includes redevelopment;
- 1.1.20 “Development Charge” means a charge imposed with respect to this By-law;
- 1.1.21 “Dwelling Unit” means 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;
- 1.1.22 “Existing” means the number, use and size that existed as of the date this by-law was passed;
- 1.1.23 "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 a residential lot and such building is designed to be portable and where the property owner has entered into an agreement with the municipality that establishes the temporary nature of the garden suite;
- 1.1.24 “Grade” means the average level of finished ground adjoining a Building at all exterior walls;
- 1.1.25 “Gross Floor Area” means:
- 1.1.25.1 in the case of a Residential Building, the total area of all floors above Grade of a Dwelling Unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the Dwelling Unit from any other Dwelling Unit or other portion of a Building; and

- 1.1.25.2 in the case of a Non-Residential Building, or the Non-Residential portion of a mixed-use Building, the aggregate of the areas of each floor, whether above or below Grade, measured between the exterior faces of the exterior walls of the Building or from the centre line of a common wall separating a Non-Residential and a Residential use, excluding, in the case of a Building containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding, in the case of a Building containing parking spaces, the sum of the areas of each floor used, or designed or intended for use for the parking of motor vehicles unless the Building is a parking Structure, and, for the purposes of this definition, notwithstanding any other section of this by-law, the Non-Residential portion of a mixed-use Building is deemed to include one-half of any area common to the Residential and Non-Residential portions of such mixed-use Building. Notwithstanding any other section of this by-law, Gross Floor Area shall not include the surface area of swimming pools or the playing surfaces of indoor sport fields including hockey arenas and basketball courts, or, in the case of Industrial, office or Institutional Buildings, a part of such Building above or below Grade or a stand-alone Building above or below Grade that is used for the parking of motor vehicles which is associated with but Accessory to such Industrial, office or Institutional Building;
- 1.1.25.3 The measures determined in subsection (b) above shall be expressed or converted to metric square meters and rounded to two decimal places for application to the non-residential development charge rates set out in Schedule “B”. For clarity, the conversion rate to be used is 1 sq. ft. = 0.09290304 m².
- 1.1.26 “Group Home” means a Residential Building or the Residential portion of a mixed use Building containing a single housekeeping unit supervised on a 24 hours a day basis on site by agency staff on a shift rotation basis, funded wholly or in part by any government and licensed, approved or supervised by the Province of Ontario under any general or special act, for the accommodation of not fewer than 3 and not more than 8 residents, exclusive of staff;

- 1.1.27 “Industrial” means lands or Buildings used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the public where such uses are Accessory to an Industrial use, but does not include the sale of commodities to the general public through a warehouse club or a self storage building;
- 1.1.28 “Institutional” means lands or Buildings used or designed or intended for use by an organized body, society or religious group for promoting a public or non-profit purpose and shall include, but without limiting the generality of the foregoing, places of worship, and Special Care Facilities;
- 1.1.29 “Interest rate” means the annual rate of interest as set out in section 26.3 of the Act;
- 1.1.30 “Large Apartment” means a Dwelling Unit in an Apartment Building that is 700 square feet or larger in size;
- 1.1.31 "Live/work unit" means a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently, and shares a common wall or floor with direct access between the residential and non-residential areas;
- 1.1.32 “Local Board” means a local board as defined in the *Development Charge Act*;
- 1.1.33 “Long-term care home” means development as defined in subsection 2(1) of the *Fixing Long-Term Care Home Act, 2021*;
- 1.1.34 “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;
- 1.1.35 "Multiple dwelling" means all dwellings other than single detached dwellings, semi-detached dwellings, apartment unit dwellings, and special care/special need dwellings and includes, but is not limited to, back-to-back townhouse dwellings and the residential component of live/work units;
- 1.1.36 “Municipality” means the Corporation of the Township of King;

- 1.1.37 “Non-profit housing development” means Development of a building or structure that meets the criteria set out in section 4.2 of the Act;
- 1.1.38 “Non-Residential” use means a Building of any kind whatsoever used, designed or intended to be used for other than a Residential use and includes all Commercial, Industrial and Institutional uses;
- 1.1.39 “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’;
- 1.1.40 “Place of Worship” means a Building that is used primarily for worship and religious practices and purposes, including related administrative, teaching, assembly and associated spaces including a gymnasium, but does not include portions of such Building used for any continuous Commercial uses, including but not limited to daycare facilities or office spaces for the administration of a regional district of such places of worship;
- 1.1.41 "Planning Act" means the *Planning Act, R.S.O. 1990, c.13*, as amended and any successor legislation;
- 1.1.42 "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 previously been 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;
- 1.1.43 “Rental Housing” means a Building with four or more Dwelling Units all of which are intended for use as rented Residential premises;
- 1.1.44 “Residential” use means lands or Buildings used, or designed or intended for use as a residence for one or more individuals, and shall include, but is not limited to, a Single Detached Dwelling, a Semi-detached Dwelling Unit, a Multiple Unit Dwelling, a Small Apartment, a Large Apartment, a Group Home, a Mobile Home and a Residential Dwelling

Unit Accessory to a Non-Residential use but shall not include a motel or hotel or lodging house;

1.1.45 “Semi-detached Dwelling Unit” means a Dwelling Unit in a Residential Building consisting of two Dwelling Units having one vertical wall or one horizontal wall, but not other parts, attached or another Dwelling Unit where the Residential unit are not connected by an interior corridor;

1.1.46 “Service” (or “Services”) means a service designated in Schedule “A” to this By-law;

1.1.47 “Single Detached Dwelling Unit” means a Residential Building consisting of one Dwelling Unit and not attached to another Structure and includes Mobile Homes. For greater certainty, a Residential Building consisting of one Dwelling Unit that is attached to another Structure by footings only shall be considered a single family dwelling for purposes of this by-law;

1.1.48 “Small Apartment” means a Dwelling Unit in an Apartment Building that is less than 700 square feet in size;

1.1.49 “Special Care Facilities” means lands or Buildings without dwelling units, which are used or designed or intended for use for the purpose of providing supervision, nursing care or medical treatment, that are licensed, approved or supervised under any special or general Act;

1.1.50 “Special Care/Special Dwelling” means the residential portion of Special Care Facilities, including Group Homes, containing rooms or suites of rooms designed or intended to be used for sleeping and living accommodations that have a common entrance from street level:

1.1.50.1 Where the occupants have the right to use in common, halls, stairs, yards, common rooms, and accessory buildings;

1.1.50.2 Which may or may not have exclusive sanitary and/or culinary facilities;

1.1.50.3 That is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and

1.1.50.4 Where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care, and attendant services may be provided at various levels.

1.1.51 "Stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally from another dwelling unit by a common wall or floor;

1.1.52 "Temporary Structure" means a temporary building or structure that is constructed, erected or placed on land for a continuous period of not more than eight months, or an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof for a period of not more than eight months.

2. DESIGNATION OF SERVICES

2.1 The categories of services and classes of services for which Development Charges are imposed under this By-law are as follows:

- (a) Water and Wastewater Studies;
- (b) Water Distribution;
- (c) Wastewater Services – King City;
- (d) Wastewater Services - Nobleton;
- (e) Services Related to a Highway;
- (f) Fire protection services;
- (g) Library Services;
- (h) Parks and Recreation Services;
- (i) Growth Studies;

- (j) Land – 10 Year;
- (k) Land – 2051;
- (l) Land – Urban 2051;
- (m) Land – Urban 2051 (King City); and
- (n) Land – Urban 2051 (Nobleton).

2.2 The components of the services and classes of services designated in section 2.1 are described in Schedule A.

3. **APPLICATION OF BY-LAW RULES**

3.1 Development Charges shall be payable in the amounts set out in this By-law where:

- (a) the lands are located in the area described in section 3.2; and
- (b) the Development of the lands requires any of the approvals set out in subsection 3.3(a).

Area to Which By-law Applies

3.2 Subject to sections 3.4, 3.5, and 3.6, this By-law applies to all lands in the Township of King whether or not the land or use thereof is exempt from taxation under subsection 3(1) or the Assessment Act.

Approvals for Development

- 3.3 (a) Development Charges shall be imposed on all lands or Buildings that are developed for Residential or Non-Residential uses if the Development requires:
- (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
 - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
 - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;

- (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
 - (v) a consent under section 53 of the *Planning Act*;
 - (vi) the approval of a description under section 50 of the *Condominium Act*, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or
 - (vii) the issuing of a permit under the *Building Code Act* in relation to a Building.
- (b) No more than one Development Charge for each service or class of services designated in subsection 2.1 shall be imposed upon any lands or Buildings to which this By-law applies, even though two or more of the actions described in subsection 3.3(a) are required before the lands or Buildings can be developed.
- (i) Despite subsection 3.3 (b), if two or more of the actions described in subsection 3.3 (a) occur at different times, additional Development Charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

- 3.4 Notwithstanding the provisions of this By-law, Development Charges shall not be imposed with respect to:
- (a) the enlargement of an existing residential dwelling unit;
 - (b) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;
 - (c) A second residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the existing detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit.
 - (d) A third residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the existing

detached house, semi-detached house or rowhouse contains any residential units...

- (e) One residential unit in a building or structure ancillary to an existing detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the existing detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the existing detached house, semi-detached house or rowhouse contains any residential units..
- (f) A second residential unit in a new detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the new detached house, semi-detached house or rowhouse cumulatively will contain no more than one residential unit.
- (g) A third residential unit in a new detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the new detached house, semi-detached house or rowhouse contains any residential units.
- (h) One residential unit in a building or structure ancillary to a new detached house, semi-detached house or rowhouse on a parcel of land, if the new detached house, semi-detached house or other multiple contains no more than two residential units and no other building or structure ancillary to the new detached house, semi-detached house or rowhouse contains any residential units.

3.5 (a) Notwithstanding the provisions of this by-law, development charges shall not be imposed or may be deferred, on terms and conditions, satisfactory to the Township, with respect to:

- (i) the Municipality or a Local Board thereof;
- (ii) a Board of Education;
- (iii) the Region of York or a Local Board thereof;
- (iv) lands or Buildings used or to be used for a Place of Worship as defined above;
- (v) for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act;

- (vi) the Development of Agricultural Use Buildings constructed for bona fide farm uses, for a bona fide farmer, who owns the Agricultural Use Building and the land on which the building will be constructed;
 - (vii) land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Act if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university;
 - (viii) Non-profit Housing Residential Development;
 - (ix) Affordable housing units required pursuant to Section 34 and 16(4) of the Planning Act (Inclusionary Zoning);
 - (x) Affordable Residential Units;
 - (xi) Attainable Residential Units (when proclaimed as per section 4.1 of the Act);
 - (xii) Temporary Structures;
- (b) The D.C. payable for rental housing developments, where the residential units are intended to be used as a rented residential premises will be reduced based on the number of bedrooms in each unit as follows:
- (i) Three (3) or more bedrooms – 25% reduction;
 - (ii) Two (2) bedrooms – 20% reduction; and
 - (iii) Fewer than two (2) bedrooms – 15% reduction.

Exemption for Industrial Enlargement

3.6 As set out in Section 4 of the Act, if a Development includes the enlargement of the Gross Floor Area of an Existing Industrial Building, the amount of the Development Charge that is payable in respect of the enlargement is determined in accordance with this section. For the purposes of this subsection, the term “Existing Industrial Building” shall have the same meaning as defined in O. Reg. 82/98 under the Act, as amended, or successor thereto.

- (a) The exemption for Industrial enlargement provided for in this subsection shall apply only to the enlargement of the Gross Floor Area of an Existing Industrial Building

which at the time of application for a Building permit, shall have fifty (50) per cent or more of its Gross Floor Area occupied by Industrial uses;

- (b) Such enlargement must be attached to, or within, the Existing Industrial Building, but shall not be attached by means only of a tunnel, bridge, passageway, shared below Grade connection, foundation, footing, shared connected roof, or parking facility;
- (c) Both the enlargement and Existing Industrial Building must be constructed on lands owned by the same beneficial Owner;
- (d) The enlargement shall be for use for, or in connection with, an Industrial purpose as set out in this By-law on lands owned by the same beneficial Owner;
- (e) The enlargement shall be for the exclusive use of the occupant in occupation at the time of the application for a Building permit, whose occupancy equals fifty (50) percent or more of the total Gross Floor Area of the existing Structure immediately prior to the issuance of the subject expansion Building permit;
- (f) The Building permit for the construction of the enlargement is to be issued no earlier than five (5) years from most recent occupancy or Building permit issued for the Building;
- (g) For the purposes of the calculation of the applicable Development Charge, the Gross Floor Area of an existing Industrial Building shall be calculated as it existed prior to the first enlargement in respect of that Building for which an exemption under Section 4 of the Act is sought;
- (h) For the purposes of the calculation of the applicable Development Charge, the enlargement shall be measured to also include all prior enlargements from the Existing Industrial Building as determined in clause 3.6 (g) above;
- (i) If the area of the enlargement, as determined in clause 3.6 (h) above, is fifty (50) percent or less of the Gross Floor Area determined in clause 3.6 (g) above, the

amount of the Development Charge in respect of the enlargement is zero (0) dollars; and

- (j) If the area of the enlargement as determined in clause 3.6 (h) above is more than fifty (50) percent of the Gross Floor Area determined in clause 3.6 (g) above, the amount of the Development Charge in respect of the enlargement is the amount of the Development Charge that would otherwise be payable less that portion related to any Gross Floor Area of the enlargement which brings the cumulative amount of enlargements to the fifty (50) percent limit, as determined in accordance with clause 3.6 (g) above.

Amount of Charges - Residential

- 3.7 The Development Charges set out in Schedule B shall be imposed on Residential uses 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 and number of Residential units, and calculated with respect to each of the services and classes of services according to the type of Residential use.

Amount of Charges - Non-Residential

- 3.8 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 and classes of services according to the Gross Floor Area of the Non-Residential use.

Reduction of Development Charge for Redevelopment

- 3.9 Despite any other provisions of this By-law, where, as a result of the redevelopment of land, a Building existing on the same land within 48 months prior to the date of payment of Development Charge in regard to such redevelopment was, or is to be: (i) demolished, in whole or in part; or (ii) converted from one principal use to another principal use on the

same land, then the Development Charge otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (a) in the case of a Residential Building, or in the case of a mixed-use Building, the Residential uses in the mixed-use Building, an amount calculated by multiplying the applicable Development Charge under subsection 3.7 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, in the case of mixed-use Building, the Non-Residential uses in the mixed-use Building, an amount calculated by multiplying the applicable Development Charge under subsection 3.8, by the Gross Floor Area that has been or will be demolished or converted to another principal use; provided that such amounts shall not exceed, in total, the amount of the Development Charge otherwise payable with respect to the redevelopment.
- 3.10 For the purposes of subsection 3.9, a demolition is deemed to have occurred on the date of issuance of a demolition permit, or in the case of accidental or natural destruction of the structure, or relocation of the structure from the lands, the date of such occurrence.
- 3.11 For purposes of section 3.9, the onus is on the applicant to produce evidence to the satisfaction of the Township, acting reasonably, to establish the following:
- a) The number of dwelling units that have been or will be demolished, relocated from the lands or converted to another principal use; or
 - b) The non-residential Gross Floor Area that has been or will be demolished, relocated from the lands or converted to another principal use; and
 - c) In the case of a demolition, that the dwelling units and /or non-residential Gross Floor Area were demolished within 48 months prior to the date of the payment of development charges in regard to the redevelopment.

- 3.12 Any Building that is determined to be derelict, and ordered to be demolished by the Council of the Township of King, or any duly appointed officer of the municipality with appropriate authority, shall be eligible for development charge credits if a building permit is issued for a Building on the lands previously occupied by the deemed derelict Building within one hundred and twenty (120) months or less of the issuance of the demolition permit for the deemed derelict Building. The development charge credit shall be calculated in accordance with the time requirements between demolition permit issuance and building permit issuance as set out in Schedule “C” to this By-law. For redevelopment to which this section applies, the development charge otherwise payable with respect to such redevelopment shall be reduced by the amount of the credit calculated in this subsection. Should the calculated credit exceed the amount of development charge otherwise payable, no development charge shall be payable, and any excess credit shall have no cash or credit value for any purpose.

Timing of Payment of Development Charge

- 3.13 A Development Charge imposed under this By-law is payable upon the issuance of the first Building permit with respect to each Building. Where applicable, Development Charge in respect of engineered services shall be payable upon execution of a vacant land condominium agreement, a Development agreement, or a subdivision agreement, with the remaining applicable portions of the Development Charge to be payable at issuance of the Building permit as above.
- 3.14 Notwithstanding subsection 3.13, Development Charge for Rental Housing and Institutional Developments are due and payable in six (6) instalments commencing with the first instalment payable on the date of first occupancy certificate issued, and each subsequent instalment, including interest calculated at the Interest Rate, payable on the anniversary date each year thereafter;
- 3.15 Notwithstanding section 3.13, Development Charge for Non-Profit Housing Developments are due and payable in twenty-one (21) installments commencing with the first instalment payable on the date of first occupancy certificate issued, and each subsequent instalment, including interest calculated at the Interest Rate, payable on the anniversary date each year thereafter.

- 3.16 Notwithstanding section 3.13, Development Charge for Small Office may be deferred based on the Township's Development Charge Deferral for Office Buildings Policy.
- 3.17 Where the Development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the approval of the application occurred within 18 months of Building permit issuance, the Development Charge under subsections 3.13, 3.14, and 3.15 shall be calculated on the Development Charge rates effective on the date of the complete planning application, including interest. Where both planning applications apply, Development Charge under subsections 3.13, 3.14, and 3.15 shall be calculated on the Development Charge rates on the date of the later planning application, including interest.
- 3.18 Despite subsections 3.13, 3.14, 3.15, or 3.17, Council from time to time, and at any time, may enter into agreements providing for all or any part of a Development Charge to be paid before or after it would otherwise be payable, in accordance with Section 27 of the *Act*.
- 3.19 Despite the payment required under subsections 3.7 and 3.8, Council may, by agreement, give a credit towards a Development Charge in exchange for work that relates to a service to which a Development Charge is imposed under this By-law.

4. TRANSITION PROVISION – PERMITS IN PROCESS AT COMMENCEMENT

- 4.1 For any Residential Building permit which was issued prior to the effective date of this By-law, and for which the Chief Building Official of the Township has determined that construction has not commenced within six (6) months of the permit issuance, such Building permit may be revoked until such time as any increase in Development Charge owing when calculated in accordance with this By-law are paid.
- 4.2 Any complete Residential Building permit application which was received prior to the date which is ten (10) days prior to the effective date of this By-law, but for which a Building permit had not been issued by the effective date, shall be subject to the Development

Charge rates which were in effect at the time the complete application was received by the Township.

5. INDEXING

5.1 Development Charges imposed pursuant to this By-law shall be adjusted semi-annually, without amendment to this By-law, on the first day of January and July of each year, commencing on July 1, 2026, in accordance with the index prescribed in the Act.

5.2 The transition rules set out in Section 4 above apply with necessary modifications for the effective date of each rate change made on account of indexing pursuant to Section 5.1.

6. SCHEDULES

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

- Schedule A - Components of Services/Classes of Services Designated in section 2.1
- Schedule B - Residential and Non-Residential Development Charges
- Schedule C - Calculation of Development Charge Credits provided to Derelict Buildings

7. CONFLICTS

7.1 Where the Township and an Owner or former Owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

7.2 Notwithstanding section 7.1, where a Development which is the subject of an agreement to which section 7.1 applies, is subsequently the subject of one or more of the actions described in subsection 3.4(a), 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.

8. SEVERABILITY

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

9. DATE BY-LAW IN FORCE

9.1 This By-law shall come into effect at 12:01 AM on **June 15, 2026**.

10. DATE BY-LAW EXPIRES

10.1 This By-law will expire at 12:01 AM on **June 15, 2036** unless it is repealed by Council at an earlier date.

11. EXISTING BY-LAW REPEALED

11.1 By-law Number 2021-002 is hereby repealed as of the date and time of this By-law coming into effect.

12. SHORT TITLE

12.1 This By-law may be referred to as the "Development Charge By-law".

READ a FIRST and SECOND time this 15th day of June, 2026.

READ a THIRD time and **FINALLY PASSED** this 15th day of June, 2026.

Steve Pellegrini
Mayor

Kathryn Smyth
Director of Corporate Services
Township Clerk

SCHEDULE "A"
TO BY-LAW NO. 2026-XXX

DESIGNATED MUNICIPAL SERVICES/CLASSES OF SERVICES UNDER THIS BY-LAW

Engineered Services/Classes of Services:

Wastewater Services – King City
Collection System

Wastewater Services – Nobleton
Collection System

Water and Wastewater Studies
Water Services
Wastewater Services

Water Services – Urban Service Areas
Distribution System

Stormwater Drainage and Control Services
Drainage and Control
Studies

Roads and Related
Roads
Facilities
Rolling Stock

Other Services/Classes of Services:

Fire Protection
Facilities
Vehicles
Firefighter Equipment and Gear

Parks and Recreation Services
Parkland Development
Amenities
Trails
Vehicles
Facilities

Library Services
Facilities
Materials

Growth Studies
Services Related to a Highway
Fire Protection Services
Parks and Recreation Services
Library Services

Land

**SCHEDULE “B”
TO BY-LAW NO. 2026-XXX
SCHEDULE OF DEVELOPMENT CHARGES**

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Township Wide Services/Class of Service:						
Services Related to a Highway	12,819	10,413	7,915	5,683	4,065	4.87
Fire Protection Services	2,085	1,694	1,287	924	661	0.89
Parks and Recreation Services	22,538	18,308	13,917	9,992	7,147	2.88
Library Services	1,995	1,621	1,232	884	633	0.25
Growth Studies	1,230	999	759	545	390	0.51
Land - 10-Year	570	463	352	253	181	0.07
Land - 2051	1,833	1,489	1,132	813	581	0.70
Total Township Wide Services (A)	43,070	34,987	26,594	19,094	13,658	10.17
Urban Services						
Stormwater Services	362	294	224	160	115	0.14
Water Services	3,433	2,789	2,120	1,522	1,089	1.34
Water & Wastewater Studies	136	110	84	60	43	0.06
Land - Urban 2051	31	25	19	14	31	0.01
Total Urban Services (B)	3,962	3,218	2,447	1,756	1,278	1.55
Area Specific Services						
Wastewater-King City (C)	4,219	3,427	2,605	1,871	1,338	0.71
Land - Urban 2051 (King City) (C)	37	30	23	16	12	0.01
Wastewater-Nobleton (D)	6,714	5,454	4,146	2,977	2,129	0.57
Land - Urban 2051 (Nobleton) (D)	37	30	23	16	12	0.01
Total King City (A + B + C)	51,288	41,662	31,669	22,737	16,286	12.44
Total Nobleton (A + B + D)	53,783	43,689	33,210	23,843	17,077	12.30
Total Schomberg (A + B)	47,032	38,205	29,041	20,850	14,936	11.72

**SCHEDULE “C”
TO BY-LAW NO. 2026-XXX**

**Township of King
Calculation of Development Charge Credits Provided to Derelict Buildings
Demolished Under Clause 3.12**

Demolition Permit Timing	Credit Provided
Demolition permit issued, and immediate demolition, within 3 months after a building is deemed derelict by the municipality	100% redevelopment credit with no expiration
Demolition permit issued, and immediate demolition, between 3 to 6 months after a building is deemed derelict by the municipality	100% redevelopment credit for building permits issued within 10 years of the demolition permit, after which no credits
Demolition permit issued more than 6 months after a building is deemed derelict by the municipality	<p>Declining scale of redevelopment credits based on the timing of building permit issuance:</p> <ul style="list-style-type: none"> • Within 84 months: 100% redevelopment credit • 84 to 96 months: 75% redevelopment credit • 96 to 108 months: 50% redevelopment credit • 108 to 120 months: 25% redevelopment credit • Over 120 months: 0% redevelopment credit

Credits are calculated as a percentage of the development charge rates prevailing at the time of building permit issuance for the type of structure demolished.