On December 5, 2025, the Township received a letter from The Building Industry and Land Development Association (BILD) which contained a number of questions and comments regarding the Township's 2025 Development Charges (D.C.) Background Study.

In collaboration with Watson & Associates Economists Ltd., the following responses have been prepared to address the questions from the BILD letter.

Library

1) Can the breakdown of land area and land value per hectare be provided for each of the existing library facilities listed in the LOS table on Page B-24?

Response:

For reference purposes, the value of $1,000,000 per acre (or $2,471,000 per hectare) has been utilized.

The approximate site areas for the existing library facilities are as follows:

- King Road, King City → 1.50 acres
- Main Street Schomberg → 1.25 acres
- Sheardown Dr. Nobleton → 1.47 acres
- Ansorveldt → 0.25 acres

As a result of these legislative changes with *Bill 60 Fighting Delays, Building Faster Act, 2025,* municipalities are required to apply prescribed rules regarding the treatment of land in the D.C. calculation. The Township will address the treatment of land, where applicable, through a legislative Addendum to the Background Study.

Accordingly, a breakdown of land area and land value per acre for existing fire facilities will not form part of the D.C. service standard.

2) Do the Schomberg Expansion ($5.3 million), Nobleton Expansion ($10.1 million) or Northeast Quadrant Facility ($1.44 million) include land acquisition costs?

Response:

The estimated costs for the Schomberg Expansion, Nobleton Expansion, and Northeast Quadrant Facility do not include land acquisition costs.

Fire Services:

3) Are there any land acquisition costs in the DC capital program for New Fire Station #4 or the Training Facility?

Response:

The capital cost estimates for Future Fire Station #4 and the Training Facility do not include land acquisition costs.

4) Can the breakdown of land area and land value per hectare be provided for each of the existing fire stations listed in the LOS table on Page B-3?

Response:

For reference purposes $1,000,000 per acre (or 2,471,000 per hectare) has been utilized.

The approximate site areas for the existing fire stations are as follows:

- 91 Proctor Rd., Schomberg P.Lot 6 → 0.9 acres
- 2045 King Rd, King City → 0.9 acres
- 5926 King Rd. Nobleton → 0.36 acres

As a result of these legislative changes with *Bill 60 Fighting Delays, Building Faster Act, 2025,* municipalities are required to apply prescribed rules regarding the treatment of land in the D.C. calculation. The Township will address the treatment of land, where applicable, through a legislative Addendum to the Background Study.

Accordingly, a breakdown of land area and land value per acre for existing fire facilities will not form part of the D.C. service standard.

Parks and Recreation

5) Can the rationale for the 0% BTE allocation for the revitalization of Nobleton Park be provided? What capacity is being added through the revitalization project? Based on the Township's project page, the project will, among other things, improve the existing entrance and make it safer and more accessible for motorists and pedestrians, improve emergency vehicle access.

Response:

The Nobleton Park Revitalization has been assigned a 0% BTE allocation as the scope of work is primarily intended to accommodate growth-related demand and expanded recreational capacity, rather than to address deficiencies attributable to the existing population.

The project introduces several new facilities and capacity-enhancing upgrades that do not currently exist at the site, including but not limited to:

- A large water feature (splash/wading element)
- A refrigerated outdoor ice rink
- Pickleball courts
- Modifications to the existing building to support expanded programming
- Electrical system upgrades required to service new amenities
- Drainage improvements and regrading/classification of the soccer field to increase usability and playing capacity

- Expansion of parking areas
- Entrance upgrades to safely accommodate higher volumes of vehicular and pedestrian traffic, including improved emergency access

These improvements expand the functional capacity and range of recreational services provided at Nobleton Park.

The surrounding area is experiencing ongoing intensification, and no additional park facilities are currently identified within the immediate service area. As such, Nobleton Park is intended to function as a key recreational hub for both existing and future residents. The scale and nature of the proposed improvements reflect planned growth and expanded programming beyond what is required for the current, comparatively low-density population base.

6) Does the Township own or lease the Cold Creek Conservation Area and the associated visitor's centre being expanded? Can the rationale for including what appears to be TRCA lands in the capital project list and LOS inventory be provided?

Response:

The Township is the operator of Cold Creek Conservation Area and has a lease in place for such for a period of 99 years, which commenced in 2007.

7) Across the Parks & Recreation DC ($18,271,000), the Public Works DC ($16,238,000), the Road DC ($2.138 million), Wastewater DC in Nobleton ($726,000), Wastewater DC in King ($1,412,000), the combined capital cost is $38,785,000.

a) What is the amount of building area assumed to be constructed?

Response:

The question relates specifically to the proposed Joint Operations Centre (JOC). Since the release of the Background Study, the project has progressed and the building program has been refined. The total building area and estimated costs planned on approximately 50-acre site to be constructed is comprised of:

Component	Area (sq.ft.)	Unit Cost	Total
Office and administration space	12,500	$610	$7,625,000
Indoor/outdoor/material spaces	63,000	$275	$17,325,000
Garage Bays	90,000	$275	$24,750,000
Subtotal Construction	**165,500**		**$49,700,000**

The project is planned on approximately **50 acres**, with land valued at **$100,000 per acre**, resulting in a total land cost of **$5,000,000**.

Total Buildout to 2051:

- Construction: $49,700,000
- Land: $5,000,000
- **Total: $54,700,000**

These figures reflect the most current staff-reviewed program and replace earlier preliminary assumptions included in the Study.

b) How were the allocations between the five service areas done?

Response:

The service areas are allocated as follows:

- Parks and Recreation → 47%
- Water Services → 5.5%
- Wastewater Services → 5.5%
- Public Works → 42%

These percentages correspond to the functional space utilization of the facility by service.

For greater clarity that the $2.138 Roads DC the author quotes above belongs to the Water DC.

c) Do the capital costs include land acquisition costs?

Response:

The total capital cost includes $1.75 million for land acquisition related to the JOC site. This cost is allocated in accordance with the percentages outlined in (b) above. This estimate assumes approximately 50 acres of unserviced farmland at $35,000 per acre (this amount is currently under review and subject to change prior to the release of the Addendum report). The land cost is allocated across benefitting services in accordance with the percentages outlined in (b) above.

Notwithstanding the above, recent legislative changes under B*ill 60 Fighting Delays, Building Faster Act, 2025* require municipalities to apply specific rules with respect to the treatment of land-related capital costs in the Development Charges framework. Accordingly, the Township will address land-related costs through a dedicated class of service in accordance with the legislation.

8) What is the rationale for showing and using separate values (2020 Value and 2025 Value) in the Parkland Development LOS inventory?

Response:

The inclusion of the 2020 values in the Parkland Development LOS inventory was inadvertent and reflects a working comparison column that was not intended to be part of the final published tables. The 2025 values represent the values used for the purposes of the D.C. calculation.

The table will be corrected in the addendum study to remove the 2020 column.

9) Can the boundaries of the 25.14-acre Tasca Park be provided? Does this land area include the woodlot and stormwater management areas, or the lands associated with the adjacent school parcel?

Response:

Tasca Park includes the original parkland contribution and the former lagoon lands acquired from the school board.

10) Does the inclusion of 53.37 acres of “King City Trails East and West”, 34.6 acres of “King Valley Open Space/Trails” and 34.70 acres of “New- King SE Trail System” in the inventory of parkland development acreage overlap with the separate list of trail improvement costs?

Response:

No, the inclusion of the 53.37 acres of “King City Trails East and West,” the 34.6 acres of “King Valley Open Space/Trails,” and the 34.70 acres of “New – King SE Trail System” in the parkland development inventory does not overlap with the projects listed in the separate trail improvement cost list.

Roads

11) What is the nature of the $12.25 million “Nobleton Area – Main Street Typology Block Plan” project and the similar $4.27 million project for “reconstruction with Main Street Typology” in Schomberg? What capacity is being added to address the increased needs of growth?

Response:

The Township’s Transportation Master Plan (TMP) explicitly identifies Main Street typology as a design for urban village cores, including Nobleton and Schomberg, to improve walkability and active transportation.

- The typology guides design standards for village main streets to better accommodate pedestrians, cyclists, vehicles, and transit users.
- This aligns with the TMP’s broader Complete Streets Policy and Active Transportation Policy Framework
- Driven by intensification in both the Nobleton and Schomberg Core

Nobleton – Main Street Typology Block Plan ($12.25M)

The project implements block plan recommendations for the Nobleton core and includes:

- New streetlighting
- New and/or enhanced sidewalks
- A new multi-use pathway (MUP)
- Streetscape and right-of-way reconfiguration within the existing corridor

The works are intended to support increased pedestrian and cycling volumes associated with intensification and mixed-use development in the area.

Schomberg – Reconstruction with Main Street Typology ($4.27M)

This project involves reconstruction of the Main Street corridor to reflect the same typology principles. The current model notes indicate:

- Streetscape reconstruction (currently scheduled for 2029)
- Bridge design coordination (bridge replacement treated separately as replacement infrastructure)
- Potential utility relocation
- Implementation within the existing right-of-way

The project enhances multimodal capacity within the existing corridor. The bridge component is being treated as a replacement (non-growth) element and addressed separately.

Accordingly, these projects are growth-related as they support planned intensification and increased transportation demand within the village cores.

12) What is the basis for the Nobleton project having a 20% BTE and the Schomberg project receiving a BTE of 70%

Response:

The differing BTE allocations for the Nobleton and Schomberg Main Street Typology projects reflect the relative proportion of project benefits attributable to existing versus future development within each area, based on planning context, growth forecasts, and project function.

Schomberg – 70% BTE

The Schomberg project is primarily a reconstruction and enhancement within an existing built-up corridor where:

- The right-of-way is constrained by existing development and heritage conditions
- Much of the work improves functionality, safety, and streetscape conditions for current users
- Anticipated growth and intensification in the core is comparatively modest

As a result, a larger proportion of project benefits is attributable to the existing population and existing transportation demand, supporting a higher BTE allocation.

Nobleton – 20% BTE

The Nobleton project is largely driven by planned intensification within the core area and includes new infrastructure elements that expand multimodal capacity, such as**:**

- New streetlighting
- New sidewalks
- A new multi-use pathway

These improvements are intended to accommodate future pedestrian, cycling, and mixed-use activity associated with planned growth, rather than primarily addressing existing deficiencies. Accordingly, the majority of project benefits are attributable to future development, resulting in a lower BTE allocation.

13) Why has the BTE for the Main Street Schomberg Reconstruction been decreased from 80% in the 2020 DC Study to 70% in the 2025 DC Study?

Response:

The allocation for the Main Street Schomberg Reconstruction was revised as part of a re-evaluation of the project scope undertaken for the 2025 D.C. Study. As part of this review, the bridge component was identified as a replacement project and removed from the growth-related scope. This refinement resulted in a reduced BTE allocation, from 80% in the 2020 D.C. Study to 70% in the 2025 D.C. Study.

14) What is the rationale for the 10% BTE assigned to ‘conversion’ of gravel roads to paved roads?

Response:

The cost associated with the conversion of gravel roads to paved roads reflects only the incremental cost of the conversion, which would typically be considered fully growth-related. However, a 10% BTE has been applied as an allocation to recognize a limited benefit to existing development arising from improved road surface conditions. Growth within the Township is expected to result in increased vehicle volumes and heavier usage, which in turn requires the transition from gravel to a paved surface to maintain operational performance, safety, and long-term durability

15) What is the basis for the amount used for the "Right of Way Purchases of Land" line item of $15.57 million? Does this amount reflect recent typical in-year expenditures on land acquisitions for roads?

Response:

This calculation is based on 3km of roadways multiplied by the land cost per km at $5,189,000 (based on a residential land cost of $3,500,000 per acre.

As a result of recent legislative changes proposed under *Bill 60 Fighting Delays, Building Faster Act, 2025*, require municipalities to apply prescribed rules regarding the treatment of land-related capital costs in the Development Charges framework. Accordingly, the Township will address land-related costs through a dedicated class of service in accordance with legislative requirements.

16) The projects 9 to 21 appear to be "Active Transportation and Lighting on Regional and Township Roads" and are specific segments of roads. What is the nature of the $32.0 million "Urbanize King and Keele" project?

Response:

The "Urbanize King and Keele" project relates to the upgrading of existing local roads within the designated Major Transit Station Area (MTSA) surrounding the King City GO Station. The purpose of the project is to support planned intensification and higher-density development by transitioning existing rural cross-sections to full urban standards.

The works are intended to connect new intensified residential and mixed-use development to the GO Station and surrounding commercial areas through improved pedestrian and complete street infrastructure.

Streets for Urbanization will include all without sidewalk (est. 6km total), Banner Lane, Patton St, Bennet Dr, Elezabeth Grove, McBride Crescent, Patricia Drive, Burton Grove, Warren Road, etc.

- Works required for this MTSA include the following;
    - Sidewalks;
    - Boulevards;
    - Storm upgrades (ditches to mains); and
    - Road reconstruction with curbs.

17) What is the rationale for the increase in cost for the Sidewalk/Pedestrian Walkway on Highway 27 (Dr Kay Dr to Hwy 9) from $130,000 in the 2020 DC Study to $1,114,000 in the 2025 DC Study?

Response:

The increase in cost reflects a combination of updated project scope, revised unit cost assumptions, and inflationary escalation since the 2020 D.C. Study. The 2025 estimate is informed by the current TMP Active Transportation cost assumptions. In addition, the 2020 DC Study underestimated the full extent of the works required, including applicable design, materials, and potential site-specific considerations. Following further review and consideration, the project cost has been refined to approximately $743,000, reflecting a reduced scope while remaining aligned with project requirements.

18) What is the rationale for the increase in cost for the Midblock Crossings (projects 28 and 29) from $29,300 in the 2020 DC Study to $203,000 in the 2025 DC Study?

Response:

The increase in cost reflects updated construction pricing based on recent tendered projects and current estimates for signalized or enhanced pedestrian crossings on Regional roads. Recent Township experience implementing similar crossings on Regional corridors (e.g., recent installations and upcoming works on Keele Street and King Road) indicates that current project costs are substantially higher than earlier planning level estimates. The 2025 values reflect current market-based costs, rather than the earlier conceptual estimates used in the 2020 Study.

19) Can the value per km of roadways on page B-6 be broken down into land and non-land values per km?

Response:

Road replacement costs excluding land are as follows;

- HCB → $3,500,000
- LCB → $2,450,000
- Gravel → $ 683,000

Land Cost per km of road (rounded) is as follows;

- HCB (23 metres of Right of way) → $2,841,600
- LCB (26 metres of Right of way) → $3,212,300
- Gravel (26 metres of Right of way) → $3,212,300

As a result of recent legislative changes proposed under *Bill 60 Fighting Delays, Building Faster Act, 2025*, municipalities are requiring municipalities to apply prescribed rules regarding the treatment of land in D.C. calculations. Accordingly, the Township will address land values through an Addendum to the Background Study and will exclude land from the service standard calculation in accordance with legislative requirements.

20) Can the supporting document or basis for the value of $6.0 million per bridge and $1.5 million per culvert on page B-7 be provided?

Response:

Following further review and reconciliation with the Township's current asset data, these figures will be updated to reflect more accurate and supportable cost inputs derived from the Township's Asset Management Plan (AMP) and related infrastructure records.

The revised values are:

- Bridges: approximately $2.2 million per structure
- Culverts: approximately $900,000 per structure

The Background Study will be updated through an Addendum to incorporate these validated values and ensure consistency with current municipal asset management documentation.

21) Can the breakdown of land area and land value per hectare be provided for each of the Equipment Garage on page B-10?

Response:

The equipment garage facilities are located on a single parcel of land totaling approximately 3.97 acres. For reference purposes, the land value of $1,000,000 per acre (or 2,471,000 per hectare) has been utilized.

As a result of recent legislative changes proposed under *Bill 60 Fighting Delays, Building Faster Act, 2025*, requiring municipalities to apply prescribed rules regarding the treatment of land in Development Charges calculations. Accordingly, the Township will address land-related costs through an Addendum to the Background Study and will exclude land values from the service standard calculation in accordance with legislative requirements.

Water

22) Project 5 is an upgraded watermain from 250mm to 300mm with a BTE of 14%, and project 6 is an upgraded watermain from 200mm to 250mm with a BTE of 18%. Can the background calculations of BTE for projects 5 and 6 be provided? A similar set of upgrades (projects 2 and 5) in the 2020 DC Study had a BTE of 50%.

Response:

The BTE calculation involves several sequential steps and is specific to each project based on the age and remaining useful life of the existing infrastructure.

First, the year of construction of the existing watermain and the anticipated year of replacement are identified. Using these dates, the age of the asset at the time of replacement is calculated. This age is then compared to the asset's total useful life to determine the proportion of benefit attributable to

existing development. Specifically, the BTE percentage is calculated by dividing the age of the asset at the time of replacement by its total useful life.

This BTE percentage is then applied to the replacement cost of the existing pipe, including reinstatement costs, to determine the portion of costs attributable to existing development. The growth-related portion of the replacement cost is carried forward and combined with the incremental cost associated with upsizing the pipe (i.e., the difference between the existing diameter and the upgraded diameter). The combined growth-related costs are then divided by the total gross project cost to determine the final BTE percentage.

This calculation is completed separately for each project, as Projects 5 and 6 have different original construction years, remaining useful lives, and upgrade scopes, which results in different BTE percentages. As a result, the BTEs for Projects 5 and 6 differ from those applied to similar projects in the 2020 DC Study.

Wastewater

23) For projects 2 through 12 where Nobleton sewers are being replaced and upsized, can the rationale for assigning 0% BTE be provided? Does the Township have data on the age and condition of the existing sewers?

Response:

Upon review, a calculation error was identified in the assignment of the BTE share for Projects 2 through 12. This error will be corrected through the Addendum to the Background Study to ensure the allocation appropriately reflects the growth versus replacement components of the works.

With respect to asset age, the Township maintains infrastructure records identifying the installation year of the existing sewer infrastructure. The age of the assets is as follows:

Proj. No.	Increased Service Needs Attributable to Anticipated Development 2025 to 2051 - Nobleton	Age of the Asset (at time of replacement
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	17
3	WW-NOBL-06 Sewer Upgrade from 200 mm to 300mm along Parkheights Trail	13
4	WW-NOBL-07 Sewer Upgrade from 300 mm to 450 mm through Nobleton Park pipe	23

5	WW-NOBL-07A Sewer Upgrade from 300 mm to 450 mm along Parkview pipe	17
6	WW-NOBL-07-B Sewer Upgrade from 300 mm to 400 mm along Crestview Rd	17
7	WW-NOBL-07-B Sewer Upgrade from 250 mm to 400 mm from Crestview to Highway 27	16
8	WW-NOBL-07C Sewer Upgrade from 250 mm to 400 mm along Highway	16
9	WW-NOBL-07D Sewer Upgrade from 250 mm to 350 mm along Oliver Emerson Ave	16
10	WW-NOBL-07E Sewer Upgrade from 200 mm to 300 mm along Larkin	16
11	WW-NOBL-07F Sewer Upgrade from 250 mm to 350 mm along Wilkie Ave	16
12	WW-NOBL-08A Sewer Upgrade from 600 mm to 750mm near Janet Ave to SPS	15

24) For projects 1-7 in the list of King City wastewater services, can the calculations underpinning the BTE allocations be provided?

Response:

The calculation methodology underpinning the BTE allocations for the King City wastewater projects is consistent with the approach described in response to Question 22.

25) What is the rationale for assigning BTE to the King City wastewater upgrade projects but none to the Nobleton projects (except for #1)?

Response:

As noted in response to Question 23, a calculation error was identified in the assignment of the BTE share for the Nobleton wastewater projects. This error will be corrected through the Addendum.