Township of King

Transportation Master Plan

Development Charges Study Inputs Memo

October 2025

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1 Introduction

The King Transportation Master Plan (TMP) is being developed in accordance with the Municipal Class Environmental Assessment (MCEA) process for master plans.

This Development Charges (DC) memo summarizes the transportation infrastructure projects and costs identified in the Transportation Master Plan that are eligible for DC funding. It explains how planned transportation improvements align with anticipated population and employment growth, reinforcing the need for development charges, which are fees collected from developers to support growth-related infrastructure such as roads, transit, and active transportation facilities. The memo provides a clear rationale for updating the DC bylaw or background study, ensuring that the costs of growth are fairly allocated to new development.

2 Growth Projections

King Township is comprised of the Villages of King City, Nobleton, and Schomberg, and a rural area containing approximately 35% of the Township's population, primarily within Hamlets. In 2021, 89% of dwellings were low-density. King Township is largely a high-income community, with a median after-tax household income of $117,000 in 2020, according to Statistics Canada.

Most of the population growth and all employment growth within the next 25 years within King Township will be within its three villages. The Township has developed population and employment forecasts that provide an overall growth vision for the intensification areas. Additionally, King's 2051 Official Plan Review is ongoing, including Employment Lands and Growth Management Strategies. As directed by the 2022 York Region Official Plan, the Township is forecasted to:

— Increase population to 51,000 by 2051, an 81% increase from 2021; and
— Increase employment to 17,700 jobs, a 75% increase from 2021.

A shift from low-density housing to higher-density housing is also forecasted to occur in King Township, with the share of low-density dwellings expected to reduce from 89% to 62% of the housing stock by 2051. Half of all housing growth by 2051 is expected to be accommodated within the built-up area.

Population and employment forecasts between 2016 and 2051 using the most up to date forecasts available from completed and ongoing work are summarised in **Table 1** and **Table 2**.

Table 1. King Township's 2019 Population and Employment Forecasts for 2031

Service Area	Population			Employment		
	2016	2021	2031	2016	2021	2031
Nobleton	5,700	6,500	6,750	1,060	1,420	1,850
King City	6,900	10,400	15,500	1,960	2,370	2,970
Schomberg	2,900	3,000	3,100	2,140	2,190	2,240
Remaining Rural	10,000	9,900	9,550	4,820	4,830	4,850
Total	25,500	29,800	34,900	9,980	10,800	11,900

Note: The totals may not add up due to rounding.

Source: Township of King Population, Housing, and Employment Forecast Update, 2016 to 2031, August 2019

Table 2. Township's 2025 Population and Employment Forecasts for 2051

Village	Population			Employment Growth on Employment Areas[1]
	2025	2025 to 2051	2051	2024 to 2051
Nobleton	7,580	6,750	14,330	770
King City	9,990	13,230	23,220	1,090
Schomberg	2,540	800	3,340	680
Remaining Rural	9,690	420	10,110	160
Total	29,800	21,200	51,000	2,700

[1] Does not include forecasted employment growth in Population Related and Major Office land use categories, accounting for 56% (3,960 jobs) and 6% (400 jobs) of total employment growth, respectively.

Source: King Township Growth Management and Employment Lands Strategy Final Report, February 2025, King Township Growth Management and Employment Lands Strategy Addendum Report, June 2025

3 Determining the Transportation Network

As part of the MCEA process, alternative transportation networks are required to be identified and assessed. Five alternatives were developed and assessed for the King TMP update. All alternative networks are multimodal, encompassing road, transit, and active transportation networks.

The Alternatives included:

Alternative 1 – Do Nothing: Based on the current network, no additional infrastructure built by any agency between now and 2051. This scenario showcases what would happen if no investments were made, including Highway 413 and the Bradford Bypass.

Alternative 2 – Business as Usual (BAU): This assumes that provincial and regional improvements continue as planned, but with no additional investments from the Township. This scenario shows the impacts of key provincial and regional investments, such as Highway 413 and the Bradford Bypass.

Alternative 3 – 2020 TMP Improvements: This scenario assumes all projects within the Business-as-Usual scenario, plus all the improvements identified in the 2020 King TMP. This identifies the impacts of the previously proposed improvements (planned for implementation from now to 2031), with no additional investments to the year 2051.

Alternative 4 – Alternative to 15th Interchange (With Extension): This scenario improves upon any shortcomings identified in the other alternatives and in response to the public feedback received at Public Information Centre #2. It includes 15th Sideroad improvements but no interchange at Highway 400. It incorporates a combination of the other three scenarios, includes new solutions, and removes specific options.

Alternative 5 – Alternative to 15th Interchange (No Extension): This scenario was prepared to balance future transportation needs with the feedback from people living in King today. This alternative does not include the 15th Sideroad interchange at Highway 400, or improvements west of Jane St. This alternative does include conducting an Environmental Assessment for 15th Sideroad between Jane St. and Keele St. for a possible connection.

3.1.1 Summary of Alternatives

Several proposed road and transit improvements were considered under each scenario. A detailed breakdown of the road infrastructure enhancement is presented in **Table 3**, while **Table 4** outlines the corresponding transit service improvements. These tables summarize the type and extent of improvements evaluated, offering a comparative view of how each scenario addresses current and future transportation needs.

Scenarios 4 and 5 also considered additional active transportation improvements, which remain unchanged across the scenarios. These are presented in Section 4, **Table 8.**

Table 3. Road Improvements Included in the Alternatives

#	Road	From	To	Improvement Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
1	Highway 400	Langstaff Rd	Major Mackenzie Dr	Widening with one additional HOV Lane per direction	No	Yes	Yes	Yes	Yes
2	Highway 400	Major Mackenzie Dr	King Rd	Widening to 10 lanes	No	Yes	Yes	Yes	Yes
3	Highway 400	King Rd	S Canal Bank Road	Widening with one additional HOV Lane per direction	No	Yes	Yes	Yes	Yes
4	Highway 413	Highway 401/407	Highway 400	New Corridor	No	Yes	Yes	Yes	Yes
5	Bradford Bypass	Highway 400	Highway 404	New Corridor	No	Yes	Yes	Yes	Yes
6	Highway 9	Highway 10	Highway 400	Widening to 4-lanes	No	Yes	Yes	Yes	Yes
7	Highway 400	Highway 9	Duckworth St.	Widening with one additional HOV Lane per direction	No	Yes	Yes	Yes	Yes
8	Highway 27	King Rd	Major Mackenzie Dr W	Widening to 4-lanes	No	Yes	Yes	Yes	Yes
9	King Rd	Highway 27	Highway 400	Widening to 4-lanes	No	Yes	Yes	Yes	Yes
10	15th Sideroad	Highway 400		Interchange	No	No	Yes	No	No
11	15th Sideroad	Jane Street	Bathurst St	Widening to 4-lanes & new connection	No	No	Yes	No	No
12	15th Sideroad	Jane Street	Weston Road	New 2-lane connection	No	No	Yes	Yes	No
13	15th Sideroad	10th Concession	Highway 27	Upgrade from gravel to asphalt	No	No	Yes	Yes	Yes
14	15th Sideroad	Highway 27	8th Concession	Road repaving and slightly wider lanes	No	No	Yes	Yes	Yes

#	Road	From	To	Improvement Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
15	15th Sideroad	Weston Road	Highway 400	Upgrade from gravel to asphalt and widening to 2 full lanes	No	No	Yes	Yes	No
16	Dufferin St	Teston Rd	15th Sideroad	Widening to 4-lanes	No	No	Yes	Yes	Yes
17	King Rd	Caledon-King Towline	Highway 400	Widening to 4-lanes	No	No	Yes	Yes	Yes
18	King-Vaughan Rd	7th Concession	Bathurst St	Widening to 4-lanes	No	No	Yes	Yes	Yes
19	Jane St	King-Vaughan Rd	15th Sideroad	Widening to 4-lanes	No	No	Yes	Yes	Yes
20	Weston Rd	King-Vaughan Rd	King Rd	Widening to 4-lanes	No	No	Yes	Yes	Yes
21	10th Concession	15th Sideroad	King Road	Upgrade from gravel to asphalt	No	No	Yes	Yes	Yes
22	8th Concession	15th Sideroad	King Road	Road repaving and slightly wider lanes	No	No	Yes	Yes	Yes
23	Gilbert Fuller Rd	West of Woodhill Ave/Hawthorne Valley Rd	Highway 27	New collector road	No	No	Yes	Yes	Yes
24	Kaake Road	Northcott Way		Removal of bollards separating the two roads (becomes a single lane connection)	No	No	No	Assumed	Assumed
25	Bathurst Road	15th Sideroad	King-Vaughan Road	Widen to 6 lanes	No	No	No	Yes	Yes
26	King-Vaughan Road	Bathurst Street	Highway 400	Widen to 6 lanes	No	No	No	Yes	Yes

#	Road	From	To	Improvement Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
27	19th Sideroad	Dufferin Street	Bathurst Street	Revert to Rural Local Road	No	No	No	Yes	Yes
28	15th Sideroad	Jane Street	Keele Street	New 2 lane connection	No	No	No	Yes	Yes

Table 4. Transit improvements included in the Alternatives

#	Line	Improvement Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
1	GO Transit Barrie Line	Frequent two-way all-day service expansion, electrification, and track twinning	No	Yes	Yes	Yes	Yes
2	YRT Route 96	Frequent Transit (15 minute headways)	No	Yes	Yes	Yes	Yes
3	YRT Route 88	Frequent Transit (15 minute headways)	No	Yes	Yes	Yes	Yes
4	YRT Highway 9 Schomberg to Yonge	New Service/Service Extension	No	No	Yes	Yes	Yes
5	YRT King Rd Nobleton to Yonge	New Service/Service Extension	No	No	Yes	Yes	Yes
6	Mobility On-Request	All-day all-week service	No	No	Yes	Yes	Yes

3.1.2 Evaluating Alternative Transportation Networks

The five alternatives were assessed using a multiple account evaluation (MAE). An MAE is a systematic framework to assess different transportation alternatives based on a variety of criteria that align with the TMP's vision and goals. The MAE's purpose is to provide guidance on which transportation network alternative is preferred for the Township.

The MAE consisted of a series of both quantitative and qualitative indicators chosen to measure the four TMP goals, while recognizing data and modelling constraints. The indicators included:

- **Enhance Quality of Life**
  - **Access to Destinations** - Average travel time for work trips in the AM and PM peak hour (min)
  - **Travel Time** - Average travel time for all trips in the AM and PM peak hour (min)
- **Offer viable transportation choices**
  - **Active Transportation Mode Share** - Percentage of all AM and PM peak trips made by active transportation
  - **Transit Mode Share** - Percentage of all AM and PM peak trips made by transit
  - **Active Transportation Infrastructure** - Total length of new active transportation infrastructure constructed
- **Care for people and the environment**
  - **Vehicle Kilometres Travelled (VKT) by Car** - Total vehicle kilometers travelled by car within King Township in the AM and PM peak
  - **Potential for Environmental Impact** - Potential for new transportation infrastructure to impact natural heritage areas
- **Be financially responsible**
  - **Capital Costs** - Total capital costs required to construct the infrastructure improvements contained within the alternative
- **Alignment with Township Vision & Public Feedback**
  - Planning and Policy Context
  - Feedback from the public and stakeholders

Each scenario was scored from 0 to 4 under each indicator, with the results visually presented in a format that is easy for the public to understand. The scores for each criterion were then summed, and the highest-scoring scenarios were reviewed. Scenario 5 was selected as the preliminary preferred alternative, based on alignment with Township and Regional goals and professional judgment. A summary of the evaluation is shown in **Table 5**.

Table 5. Evaluation Process and Results

Evaluation Criteria	Indicator	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5 (Preferred)
Enhance quality of life	Average travel time for work trips in the AM and PM peak hours (min)	1	2	3	3	3
	Average travel time for all trips in the AM and PM peak hour (min)	1	2	3	3	3
Offer viable transportation choices	Percentage of all AM and PM peak trips made by active transportation	2	2	3	3	3
	Percentage of all AM and PM peak trips made by transit	2	3	3	2	2
	Total length of active transportation infrastructure	0	0	3	4	4
Care for people and the environment	Total vehicle kilometers travelled by car within King Township in the AM and PM peak	0	3	1	2	3
	Potential for impacts to natural heritage areas	4	2	1	1	1
Be financially responsible	Total capital costs required to construct the infrastructure improvements contained within the alternative	4	3	2	2	2
Alignment with Township Vision & Public Feedback	Planning and Policy Context	0	0	2	3	4
	Alignment with public and stakeholder input	2	3	0	2	2
Total Score		**16**	**20**	**21**	**25**	**27**

Least positive impact
Most negative impact

Least negative impact
Most positive impact

3.2 Identification of the Preferred Alternative

Based on the evaluation process, Scenario 5 was identified as the preferred alternative. This alternative scored the highest in the evaluation overall and is best in line with the planning and policy context of the TMP. The alternative puts a strong focus on active transportation infrastructure while still addressing the most pressing needs of the road network.

4 Preferred Alternative Costing

The costing for the preferred scenario alternative outlines the estimated capital and operating expenses associated with implementing the selected option. This section provides a breakdown of projects costs for key infrastructure components, supporting transparent decision-making and ensuring alignment with available funding and growth-related needs.

Table 6 presents the Township-specific new road construction projects in the preferred Alternative 5, along with justification for each road improvement, the approximate costing, and general timeline for implementation.

A number of gravel roads have been identified for paving to accommodate growth. These are itemized in **Table 7**.

Provincial and regional improvements have been excluded from these tables, as these have no additional investments from the Township or developers.

Table 8 presents the proposed AT projects, along with approximate costing.

Table 6. Costing of Road Improvements Included in Alternative 5

Proj. No.	Road	From	To	Improvement Type	Length (km)	Justification	Capital Cost ($)	Benefit to Existing Development ($)	Total DC Recoverable Costs ($)	Phasing
4	King Rd and Keele St			Urbanization		Due to population and employment growth, capacity improvements are required to maintain optimal travel times.	32,000,000	16,000,000	12,960,000	0-5 years
5	8th Concession	15th Sideroad	King Road	Conversion from Low Class Bituminous (LCB) surface treatment to High Class Bituminous (HCB) asphalt pavement.	2.09	Due to population and employment growth, capacity improvements are required to maintain optimal travel times.	500,000	0	405,000	0-5 years
7	15th Sideroad	Jane St	Keele St	New 2 lane connection	1.5	Due to population and employment growth, capacity improvements are required to maintain optimal travel times. Without this improvement on Jane St, westbound on 15th Sideroad will be congested, King Road and 16th Sideroad is overall much less congested.	7,100,000	0	7,100,000	15-30 years
8	Kaake Road	Northcott Way		Removal of bollards and creation of new 2-lane roadway	0.1	In response to public feedback expressing a desire for direct road access, and to enable Emergency Services to use a more direct route without needing to detour.	347,000	0	347,000	0-5 years
Totals					**3.69**		**39,947,000**	**16,000,000**	**20,812,000**	

Table 7. Gravel Road Conversions to Asphalt Included in Alternative 5

Proj. No.	Road Segment	Length (km)	Capital Cost ($)	Benefit to Existing ($)	Potential DC Recoverable Cost ($)	Phasing
42	12th Concession from 19th Sideroad to Highway 9	2	936,875	93,700	843,175	2027-2029
43	12th Concession from 17th Sideroad to 1.5km N. of 17th Sideroad	1.5	702,657	70,300	632,357	2028-2030
44	12th Concession from 1.5km N. of 17th Sideroad to 18th Sideroad	0.75	351,328	35,100	316,228	2028-2030
45	12th Concession from 18th Sideroad to 19th Sideroad	2.00	936,875	93,700	843,175	2029-2031
46	19th Sideroad from 11th Concession to 12th Concession	2	936,875	93,700	843,175	2030-2032
47	19th Sideroad from 12th Concession to Caledon King Town Line North	1.5	702,657	70,300	632,357	2030-2032
48	Caledon King Town Line North from Halls Lake Sideroad to Highway 9	2	936,875	93,700	843,175	2031-2033
49	Caledon King Town Line North from 19th Sideroad to Halls Lake Sideroad	0.07	32,791	3,300	29,491	2031-2033
50	10th Concession from 145m N. of King Road to 15th Sideroad	2	936,875	93,700	843,175	2031-2033
51	10th Concession from 15th Sideroad to 90m N. of 15th Sideroad	0.1	46,844	4,700	42,144	2031-2033
52	18th Sideroad from 11th Concession to 12th Concession	2	936,875	93,700	843,175	2032-2034
53	Toll Road from Bathurst Street to Highway 11	2	936,875	93,700	843,175	2032-2034
54	Dufferin Street from 1.4km N. of 19th Sideroad to Davis Drive West	1.1	515,281	51,500	463,781	2033-2035
55	Dufferin Street from 400m N. of 19th Sideroad to 1.4km N. of 19th Sideroad	1	468,438	46,800	421,638	2033-2035
56	19th Sideroad from 230m W. of Dufferin Street to Keele Street	1.9	890,032	89,000	801,032	2033-2035

Proj. No.	Road Segment	Length (km)	Capital Cost ($)	Benefit to Existing ($)	Potential DC Recoverable Cost ($)	Phasing
57	11th Concession from King Road to End (South)	0.75	351,328	35,100	316,228	2034-2036
58	Davis Road from 160m N. of South Canal Bank Road to 2nd Concession	0.8	374,750	37,500	337,250	2034-2036
59	Edward Avenue from Jane Street to End (West)	0.6	281,063	28,100	252,963	2034-2036
60	7th Concession from 0.86km S. of 18th Sideroad to End (South)	2	936,875	93,700	843,175	2034-2036
61	2nd Concession from Hanemaayer Lane to Davis Road	0.63	295,116	29,500	265,616	2034-2036
62	17th Sideroad from 8th Concession to Highway 27	2	936,875	93,700	843,175	2035-2037
63	17th Sideroad from 8th Concession to End (East)	2	936,875	93,700	843,175	2035-2037
64	18th Sideroad from Jane Street to End (West)	1	468,438	46,800	421,638	2035-2037
65	16th Sideroad from 7th Concession to 8th Concession	2.1	983,719	98,400	885,319	2035-2037
66	15th Sideroad from Jane Street End (West)	0.4	187,375	18,700	168,675	2030-2035
67	15th Sideroad from Weston Road to End (East)	0.95	445,016	44,500	400,516	2030-2035
68	15th Sideroad from 0.55km W. of Highway 27 to 10th Concession	1.4	655,813	65,600	590,213	2030-2035
69	15th Sideroad from 11th Concession to End (West)	1.7	796,344	79,600	716,744	2030-2035
70	17th Sideroad from Weston Road to End (West)	2.1	983,719	98,400	885,319	2030-2035
71	18th Sideroad from Weston Road to End (East)	1	468,438	46,800	421,638	2030-2035

Proj. No.	Road Segment	Length (km)	Capital Cost ($)	Benefit to Existing ($)	Potential DC Recoverable Cost ($)	Phasing
72	19th Sideroad from Jane Street to End (West)	1.1	515,281	51,500	463,781	2030-2035
73	7th Concession from 16th Sideroad to End (North)	1	468,438	46,800	421,638	2030-2035
74	7th Concession from King Road to 2.1km N. of King Road	2.1	983,719	98,400	885,319	2030-2035
75	7th Concession from King Road to End (South)	1.35	632,391	63,200	569,191	2030-2035
76	8th Concession from End (South) to King Road	1	468,438	46,800	421,638	2030-2035
77	Bernhardt Road from 200m W. of Dufferin Street to End (West)	1.4	655,813	65,600	590,213	2030-2035
78	Burrows Road from Weston Road to Weston Road	0.5	234,219	23,400	210,819	2030-2035
79	Dufferin Street from Graham Sideroad to End (North)	0.6	281,063	28,100	252,963	2030-2035
80	Emma Road from Dufferin Street to End (west)	1	468,438	46,800	421,638	2030-2035
81	Glenville Road from 140m N. of Davis Drive West to Dufferin Street	0.75	351,328	35,100	316,228	2030-2035
82	Graham Sideroad from Dufferin Street to End (West)	0.4	187,375	18,700	168,675	2030-2035
83	Humber Trail from Mill Road to End (West)	0.5	234,219	23,400	210,819	2030-2035
84	Juliana Road from Dufferin Street to End (West)	1	468,438	46,800	421,638	2030-2035
85	King's Hill Land from Jane Street to Spruce Hill Road	0.34	159,269	15,900	143,369	2030-2035
86	South Canal Bank Road from Jane Street to End (East)	0.6	281,063	28,100	252,963	2030-2035

Proj. No.	Road Segment	Length (km)	Capital Cost ($)	Benefit to Existing ($)	Potential DC Recoverable Cost ($)	Phasing
87	Spruce Hill Road from King Hill Lane to End (East)	0.58	271,694	27,200	244,494	2030-2035
88	Wilhelmena Road from Dufferin Street to End (Canal)	0.76	356,013	35,600	320,413	2030-2035
Totals		**56.33**	**26,387,096**	**2,638,400**	**23,748,696**	

Table 8. Active Transportation Improvements Costing Table

Proj. No.	Road and Extent	Facility Type	Project Type	Length (km)	Justification	Capital Cost ($)	Benefit to Existing Development ($)	Total DC Recoverable Costs ($)	Phasing
KING CITY									
10	Dufferin St. - Nicort to 550 m south on West Side Only	Sidewalk	Development Driven	0.55	Sidewalk that is connecting to a trail to service a new neighbourhood.	193,000	-	156,330	2030
11	Jane St. from King Road to 1000 m south	Multi-Use Path + sidewalk	Development Driven	1.0	To provide connection the new development. Region may be covering MUP section. Grants/subsidies should be the LSP portion. The net amount is the decorative/overage the Township.	789,000	-	639,090	2028-2030
12	Jane St. from King Road to 1000 m north	Multi-Use Path	Development Driven	1.0	Connection piece from King Road to Bushland (19T-15K02).	789,000	-	639,090	2030-2035
13	Dufferin St, between Kingscross to Cairns Gate	Sidewalk	Previously Proposed and New	0.275	Formalized sidewalk connection along Dufferin. Dufferin currently has a mix of sidewalk and asphalt pathway – this would be a conversion to all sidewalk.	83,000	41,500	33,615	2027
14	Dufferin St between 15th Sideroad to King Road	Multi-Use Path	Previously Proposed and New	2.0	This project will reduce pressure due to growth on road infrastructure and enhance AT connectivity for the developments in the northeast. It provides a safe connection to the commercial areas along the King Rd MUP and the GO	1,067,000	533,500	432,135	2031-2035
15	15th Sideroad from Keele St to Dufferin	Multi-Use Path	Development Driven	0.85	Fills a critical gap between two developments constructing multi-use paths in northeast King City. This connection supports growth-related demand, reduces pressure on road infrastructure, and enhances active transportation	453,263	-	367,143	2031-2035
16	15th Sideroad from Jane St to Keele St	Paved Shoulder	Development Driven	2.1	Originally proposed in 2020 TMP but extended along new proposed road to accommodate increased capacity of roads requires a paved shoulder.	426,000	-	345,060	2036
17	Keele from 15th Sideroad to Carmichael Cres	Sidewalk	Previously Proposed and New	0.4	Needed to fill existing gap in sidewalk network and provide pedestrian connections along Keele St for new and future developments in King northeast quadrant	437,000	218,500	176,985	2026-2030
18	Fisher Street with connection to Doctor's Lane	Sidewalk	Previously Proposed and New	0.3	Needed due to proximity to the MTSA and to improve pedestrian connectivity to the GO Station. Supports increased pedestrian volumes resulting from ongoing development and growth.	304,000	152,000	123,120	2026-2030

Proj. No.	Road and Extent	Facility Type	Project Type	Length (km)	Justification	Capital Cost ($)	Benefit to Existing Development ($)	Total DC Recoverable Costs ($)	Phasing
19	Fisher Street / King City United Church Parking Lot	Off-road connection	Previously Proposed and New	0.3	Creates a low-stress AT connection for those north of King Rd to the GO Station/MTSA area needed due to increasing local travel demand and reduce the need for expanded vehicular infrastructure.	2,000	1,000	810	2026
20	Dufferin St at County Day School	Enhanced Crossing	Development Driven	-	Safe crossing is needed to support safe access to the school, particularly in response to growth in the King East quadrant and increasing traffic volumes along Dufferin. Specific improvements will be determined through future detailed studies to address site-specific challenges and opportunities.	203,000	-	164,430	2031-2035
21	Doctors Ln / Keele St	Midblock Crossing	Previously Proposed and New	-	Planned development in King Southeast necessitates a safer crossing to support active transportation access to the GO Station and MTSA and reduce reliance on vehicular infrastructure.	203,000	101,500	82,215	2031-2035
Schomberg/Lloydtown									
22	Sidewalk/Pedestrian Walkway on Western Ave from St. Patrick Catholic School to 60m west of Main St	Sidewalk / Pedestrian Walkway	Development Driven	0.9	Needed for safer connection to school and through neighbourhood to accommodate increased vehicle and pedestrian volumes resulting from development and growth. Specific improvements to be determined through future detailed studies to address the unique challenges and opportunities	912,000	-	738,720	2030-2035
23	Sidewalk/Pedestrian Walkway on Hwy 27 from Dr Kay Dr. to Hwy 9	Sidewalk/Pedestrian Walkway	Development Driven	1.1	Needed to provide safe pedestrian access to commercial areas along Highway 27 and to accommodate increased vehicle and pedestrian volumes resulting from development and growth.	1,114,000	-	902,340	2030-2035
25	Pedestrian Connection from 225 Church St to 149 Church St	Sidewalk/Pedestrian Walkway	Development Driven	0.4	Needed to provide pedestrian connection for new development.	258,000	-	208,980	2026
26	Pedestrian Crossing on 326 Main St Schomberg	Midblock Crossing	Development Driven		Needed to provide safe crossing of Main St for new development.	120,000	-	97,200	2030
27	Bike lane along Dr. Kay Drive between Main Street and Hwy 27	Bike Lane	Existing and New	0.5	Upgrade of the shared route to a dedicated bike lane to link the commercial and residential areas. Current and proposed shared space does not meet OTM standards. Increased vehicles volumes due to growth require a separate facility.	21,000	10,500	8,505	2026-2030
Nobleton									
28	Midblock Crossing at Ellis Avenue and Parkview Avenue	Midblock Crossing	Development Driven	0.02	Safe crossing is needed in south Nobleton to support growth in the area, provide AT access to the community recreational complex, connect to the future Highway 27 multi-use path, and complete the Nobleton Cycling Loop. Specific improvements will be identified through future detailed studies to address local conditions and opportunities.	203,000	-	164,430	2030-2035
29	Midblock Crossing at King Road and Henry Gate / Tomlinson Gate	Midblock Crossing	Development Driven	0.02	Needed to provide safer link across King Road as pedestrian and traffic volumes increase as a result of growth and development. Also Supports the continued development of the Nobleton Cycling Loop.	203,000	-	164,430	2030-2035

Proj. No.	Road and Extent	Facility Type	Project Type	Length (km)	Justification	Capital Cost ($)	Benefit to Existing Development ($)	Total DC Recoverable Costs ($)	Phasing
30	Multi-use Path on King Road from Henry Gate to Wellington St, south side	Sidewalk	Development Driven	0.5	Needed to provide a safe pedestrian connection along King Road and accommodate increased pedestrian volumes resulting from development and growth	507,000	-	410,670	2030-2035
31	Hwy 27 from Oliver Emmerson Ave to Fairmont Ridge Trail	Multi-use Path	Development Driven	2	A safe active transportation connection along Highway 27 is required to link emerging developments in the north and south. This link supports growth and promotes a continuous AT network that reduces pressure on road infrastructure.	1,067,000	-	864,270	2035+
32	King Road from Henry Gate / Tomlinson Gate to Greenside Dr, south side	Multi-use Path	Existing and New	1.5	This project is carried forward from the 2020 TMP and extended to Greenside Drive as directed by the Township. It reduces pressure on road infrastructure and enhances AT connectivity for all of Nobleton including new development at the base of Woodhill Avenue, which will be linked via a signed route to the multi-use path.	801,000	400,500	324,405	2035+
33	Sidewalk upgrades Hwy 27 from Sheardown Dr to Parkheights Trail / Mactaggart Dr	Sidewalk	Existing and New	0.5	The existing narrow asphalt path is discontinuous. This serves as a school route and requires upgrading to a permanent pedestrian facility. This improvement supports safe school access and responds to growth-related demand. The project has also been requested by the local Councillor.	538,000	269,000	217,890	2030
34	Highway 27 from Parkview Drive to new development at 12805 Highway 27	Sidewalk	Development Driven	0.2	Needed to provide pedestrian linkage to connect the new development to Parkview Drive.	203,000	-	164,430	2030
35	Woodhill Road	Sidewalk	Existing and New	0.1	Sidewalk needed to connect the existing subdivision to the development along Woodhill Avenue from Gilbert Fuller to roughly 60m south to the frontage of the development	102,000	51,000	41,310	2031-2035
36	Old King Road (north side)	Sidewalk	Development Driven	0.2	Needed to provide a safe pedestrian connection along King Road and accommodate increased pedestrian volumes resulting from development and growth.	162,000	-	131,220	2031-2035
37	Hwy 27 at Nobleton Public School	Midblock Crossing	Existing and New	-	Needed for safer connection to school. Specific improvements to be determined through future detailed studies to address the unique challenges and opportunities	203,000	101,500	82,215	2030
Rural									
38	15th Sideroad from 10th Concession to Weston	Paved Shoulder	Existing and New	8.4	To improve AT connectivity across the Township and to accommodate increased travel demand and reduce pressure on road capacity by supporting walking and cycling.	1,692,000	846,000	685,260	2035+
39	Keele St. between 15th Sideroad to Lloydtown-Aurora Rd	Paved Shoulder	Existing and New	6.1	To improve AT connectivity across the Township and to accommodate increased travel demand and reduce pressure on road capacity by supporting walking and cycling.	1,236,000	618,000	500,580	2035+
40	Toll Road between Bathurst St and river	Paved Shoulder	Existing and New	2	To improve AT connectivity across the Township and to accommodate increased travel demand and reduce pressure on road capacity by supporting walking and cycling.	405,000	202,500	164,025	2035+

Proj. No.	Road and Extent	Facility Type	Project Type	Length (km)	Justification	Capital Cost ($)	Benefit to Existing Development ($)	Total DC Recoverable Costs ($)	Phasing
41	Lloydtown-Aurora Rd between Jane St and west of Hwy 400 Interchange	Paved Shoulder	Existing and New	1.4	To improve AT connectivity across the Township and to accommodate increased travel demand and reduce pressure on road capacity by supporting walking and cycling.	284,000	142,000	115,020	2035+
Totals				**34.62**		**$14,980,263**	**3,689,000**	**9,145,923**	

5 Next Steps

In summary, this DC memo outlines the transportation infrastructure projects and associated costs identified in the Transportation Master Plan that are eligible for funding through development charges. By aligning the development charges framework with the Township's growth-related transportation needs, the Township can ensure that the costs of new infrastructure are equitably distributed.

The Township of King is updating its development charges bylaw under the authority of the Development Charges Act, 1997. The Township's current DC bylaw is set to expire January 13, 2026 so an updated Bylaw is required. The 2026 DC Bylaw is guided, as required by the Act, by a Development Charges Background Study. The new bylaw will provide rates guided, as required, by a Development Charge Background Study, undertaken by Township staff with the retained consultant, Watson & Associates Economists Ltd.

It is recommended that the findings of this memo be incorporated into the upcoming update of the development charges bylaw or background study to support sustainable and responsible growth in the Township of King.

Process timeline

- January 2025 Project Kick off, Data collection begins
- Spring 2025 Service Level Inventories reviewed
- June 2025 DC Policy reviewed
- Summer 2025 Capital Needs compiled based on service area Masterplan documents
- September 10, 2025 Developer consultation
    - **King Stakeholder Presentation**
- September 2025 Council workshop
- October 9, 2025 Release of Draft 2025 DC Background Study
- October 27, 2025 Public Meeting
- December 8 Council Consideration of Bylaw