



# THE CORPORATION OF THE TOWN OF LASALLE

## SPECIAL MEETING OF COUNCIL FOR DEVELOPMENT CHARGE BACKGROUND STUDY

Thursday, October 29, 2020, 6:00 p.m.

Council Chambers, LaSalle Civic Centre, 5950 Malden Road

**Clerk's Note:** Members of Council will be participating electronically and will be counted towards quorum. The Minutes will reflect this accordingly. The Electronic Meeting can be viewed at the following link: <https://www.youtube.com/channel/UC6x5UylhV1zSHkDTV6TCI5g/videos>  
Accessible formats or communication supports are available upon request. Contact the Clerk's Office, [nsharp@lasalle.ca](mailto:nsharp@lasalle.ca), 519-969-7770 extension 1234.

	Pages
A. CALL TO ORDER	
B. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF	
C. PRESENTATIONS	
D. DELEGATIONS	
E. WRITTEN SUBMISSIONS	
F. INFORMATION ITEMS TO BE RECEIVED	
1. Development Charges Background Study	2
Gary Scanlan, Watson & Associates Economists Ltd., appears before Council to provide an overview of the Development Charges Report dated October 7, 2020.	
RECOMMENDATION	
That the report of the Director of Finance, Director of Development and Strategic Initiatives, and Director of Public Works, dated October 19, 2020 (FIN-25-2020) regarding Development Charges Background Study BE RECEIVED for information.	
G. CONFIRMATORY BY-LAW	
H. ADJOURNMENT	



## **The Corporation of the Town of LaSalle**

**To:** Mayor and Members of Council

**Prepared by:** Dale Langlois, Director of Finance / Treasurer  
Larry Silani, Director of Development and Strategic Initiatives  
Peter Marra, Director of Public Works

**Department:** Finance

**Date of Report:** October 19, 2020

**Report Number:** FIN-25-2020

**Subject:** Development Charges Background Study

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### **Recommendation**

That the report of the Director of Finance, Director of Development and Strategic Initiatives, and Director of Public Works, dated October 19, 2020 (FIN-24-2020) regarding Development Charges Background Study BE RECEIVED for information.

### **Report**

#### Background

As Council may be aware, the 2015 Bylaw regarding the Development Charges (DC) for the Town of LaSalle is set to expire in December 2020. As was planned and identified as part of the 2020 Business Plan, the background report was to be completed in the Fall 2020 time period with the objective of holding the required public meetings and the ultimate adoption of the new bylaw at a Council meeting in December.

#### Purpose of Development Charges

The purpose of Development Charges (DC) is to assess growth related infrastructure projects & expenditures to new development. This ensures that “Growth pays for Growth” and that existing residential and non-residential properties and ratepayers are not encumbered with the costs associated with infrastructure development and expansion. This is a founding financial fiscal policy of the municipality and has provided the financial success that the Town of LaSalle is known for.

The DC Background Report, is required by the *Development Charges Act* and provides the details on the projected residential (population & dwelling units) and non-residential (area & square footage) growth over the study period, infrastructure required to service this growth, any associated benefits to existing development, any statutory deductions and any post study period benefits. These factors are all utilized in the determination and calculation of the Development Charge.

#### Calculation of Development Charges

As Council may be aware, Development Charges are determined by calculating the cost related to growth related capital projects and assessing these costs to growth in the population over a specific period of time. For some service areas, generally 'soft services' the time period is 10 years (parks and recreation, transit services, library services, and growth studies). While for other assets with 20-year capital costs, the period is over 20 years (public works - fleet and facilities, fire protection services, and police services). For 'hard services' or traditional engineered infrastructure, the time period is over the build-out period at which point the Town population reaches approximately 60,000 residents (roads, water services, and wastewater services).

The legislation also provides for limitations in the amount to be charged to new development through various methods including limiting the future cost per capita to the historic costs per capita levels. In addition, for each project an assessment is required to determine how much, if any, of the project benefits existing residents. These costs cannot be included in the Development Charge calculation and become the responsibility of the existing tax base.

**As a result of these limitations and bearing in mind the intent and requirements of the legislation, in considering the level of development charges, any changes or reductions in development charges will transfer the responsibility of the associated costs to existing development which is tax rate supported.**

This is in contrary to the existing accepted fiscal policy adopted as part of the annual Town budget, which states:

***New Development:*** *'Growth should pay for Growth' - Existing residents and ratepayers should not be burdened with the costs associated with growth, except to the extent that a higher level of service is attained or a new service is provided. Growth related infrastructure is funded mainly through development charges collected in accordance with the Development Charges Act.*

Area Specific Development Charge

As part of the 2020 development charge background study, a wastewater area-specific development charge has been calculated for the Reaume Sanitary Service Area, which is located South of Normandy Street, West of Disputed Road, North of Bouffard Road, and East of Malden Road. This area-specific DC is required to construct a trunk wastewater main and sanitary pumping station to service development within this area which is estimated to cost approximately \$3.5 million. These works are required specifically to allow development of this growth area of 222 acres of net developable area.

It is important to note that there may be additional future area specific development charges for other parts of the Town's greenfield area which could trigger an amendment to this DC bylaw in the future when this area of Town is ready to be developed. The vacant future development area located between Disputed Road and Malden Road is one such area that will require a new area specific development charge to pay for new storm drainage infrastructure that is needed for this area to develop for a variety of urban land uses. Work is currently underway as part of a Master Drainage Study for this area to identify a preferred infrastructure solution. Once that work is complete, additional information will be provided to affected landowners and developers with respect to how an area specific development charge will be used in that area to finance the necessary growth-related storm drainage improvements.

Timelines as identified in the Development Charges Background Report

<b>Key Milestone</b>	<b>Date</b>
Data collection, staff review, engineering work, D.C. calculations and work policy	March 2020 to September 2020
Background study and proposed by-law available to public	October 7, 2020
Public meeting advertisement placed in newspaper(s)	Windsor Star (October 6, 2020)
Public meeting of Council	October 29, 2020
Council considers adoption of background study and passage of by-law	December 8, 2020
Newspaper notice given of bylaw passage	By 20 days after passage
Last day for by-law appeal	40 days after passage
Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date

It is important to note that a report to Council will be prepared for the December 8<sup>th</sup> Council meeting with recommendations to finalize the DC calculations and adopt the DC bylaw.

## Consultations

Watson & Associates Economists Ltd. prepared the attached development charges background study. They have ensured that all legislative requirements, which have been identified in the report, are met.

## Financial Implications

### Proposed Development Charges Recommended in the Background Report

The following table is a summary of the recommended Development Charges as proposed in the Background Report. Detailed information on the calculation of the development charge can be found in the attached Development Charge Background Report.

Service	Residential					Non Residential
	Single & Semi Detached	Other Multi-ples	Apart-ments – 2 Bedrooms+	Apart-ments – 1 Bedroom	Special Care	Per sq. ft.
Services Related to a Highway	6,239	3,882	3,384	2,615	2,186	3.71
Public Works (Facilities and Fleet)	443	276	240	186	155	0.27
Fire Protection Services	859	535	466	360	301	0.51
Policing Services	100	62	54	42	35	0.06
Parks and Recreation Services	7,339	4,567	3,980	3,076	2,571	1.07
Transit Services	104	65	56	44	36	0.05
Library Services	-	-	-	-	-	-
Growth Studies	182	113	99	76	64	0.10
Water Services	2,158	1,343	1,170	904	756	1.28
<b>Subtotal Town-wide Services</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Urban Area Services</b>						
Wastewater Services	2,132	1,327	1,156	894	747	1.18
<b>Sub-total Urban Area Services</b>	<b>2,132</b>	<b>1,327</b>	<b>1,156</b>	<b>894</b>	<b>747</b>	<b>1.18</b>
<b>Area-Specific Services</b>						
Wastewater – Reaume Sanitary Service Area	2,252	1,396	1,216	946	768	-
<b>Sub-total Area Specific Services</b>	<b>2,252</b>	<b>1,396</b>	<b>1,216</b>	<b>946</b>	<b>768</b>	<b>-</b>
<b>Grand Total – Town-wide</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Grand Total – Urban Area</b>	<b>19,556</b>	<b>12,170</b>	<b>10,605</b>	<b>8,197</b>	<b>6,851</b>	<b>8.24</b>
<b>Grand Total – Reaume Sanitary Service Area</b>	<b>21,808</b>	<b>13,566</b>	<b>11,821</b>	<b>9,143</b>	<b>7,639</b>	<b>8.24</b>

Attached as Figure 1, is a map which depicts the limits of the Town's urban area boundary. Figure 2 depicts the location of the lands that are affected by the Reaume Sanitary Sewer Area Specific Development Charge.

### Current Development Charges:

The current Town DCs are as follows.

Service	Residential				Non Residential
	Single & Semi Detached	Other Multiples	Apartments	Special Care	Per sq. ft.
Public Works: Facilities & Equipment	328	212	178	110	-
Fire Protection Services	531	344	289	178	-
Police Services	304	197	165	102	-
Recreation & Culture	3,118	2,019	1,695	1,046	-
Transportation Network	6,167	3,994	3,352	2,069	-
Library Services	221	143	120	74	-
Administration	235	152	127	79	-
Water Services	1,031	668	561	346	0.69
<b>Subtotal Town-wide Services</b>	<b>11,935</b>	<b>7,729</b>	<b>6,487</b>	<b>4,004</b>	<b>0.69</b>
Wastewater Services	3,625	2,348	1,971	1,216	4.36
<b>Sub-total Urban Area Services</b>	<b>3,625</b>	<b>2,348</b>	<b>1,971</b>	<b>1,216</b>	<b>4.36</b>
<b>Grand Total – Town-wide</b>	<b>11,935</b>	<b>7,729</b>	<b>6,487</b>	<b>4,004</b>	<b>0.69</b>
<b>Grand Total – Urban Area</b>	<b>15,560</b>	<b>10,077</b>	<b>8,458</b>	<b>5,220</b>	<b>5.05</b>

### Development Charges in the Windsor Essex Region

The following summarizes the Development Charges that can be found in the Windsor Essex region and Chatham-Kent.

Municipality	Single & Semi Detached Dwelling	Commercial – per sq. ft.	Industrial – per sq. ft.
Windsor – Sandwich South Planning District	\$44,196	\$16.15	-
Windsor – City Wide	\$30,053	\$13.25	-
Lakeshore (calculated)	\$26,189	\$9.90	\$9.90
Lakeshore (current)	\$19,804	\$8.34	\$8.35
LaSalle (calculated)	\$19,556	\$8.24	\$8.24
Tecumseh	\$18,286	\$7.03	\$7.03
Amherstburg	\$16,242	\$8.52	\$8.52
LaSalle (current)	\$15,560	\$5.05	-

Kingsville	\$12,162	\$1.76	\$1.76
Essex – Ward 1 (Essex Service Area)	\$11,446	-	-
Essex – Ward 2 (Harrow Service Area)	\$10,579	-	-
Essex – Ward 3 (Colchester South)	\$10,162	-	-
Essex – Ward 4 (Colchester North)	\$8,967	-	-
Chatham Kent (W&WW only)	\$5,207	\$3.64	-

**Prepared By:**

If you have any questions or concerns regarding this report, please do not hesitate to contact one of the authors.

Yours truly,



Director of Finance/Treasurer

Dale Langlois, CPA, CA



Director, Development and Strategic Initiatives

Larry Silani, MCIP, RRP



Director, Public Works

Peter Marra, P. Eng.

## Link to Strategic Goals

	Enhancing organizational excellence
Yes	Sustain strong public services and infrastructure
	Strengthen the community's engagement with the Town
	Grow and diversify the local economy
Yes	Build on our high-quality of life

## Communications

	Not applicable
Yes	Website
Yes	Social Media
	News Release
Yes	Local Newspaper
	Bids & Tenders
Yes	Notification pursuant to the Planning Act

## Notifications

Name	Address	Email



### Report Approval Details

Document Title:	FIN-25-2020 Development Charges Background Study.docx
Attachments:	<ul style="list-style-type: none"><li>- Figure 1.pdf</li><li>- Figure 2.pdf</li><li>- Development Charges Background Study.pdf</li></ul>
Final Approval Date:	Oct 21, 2020

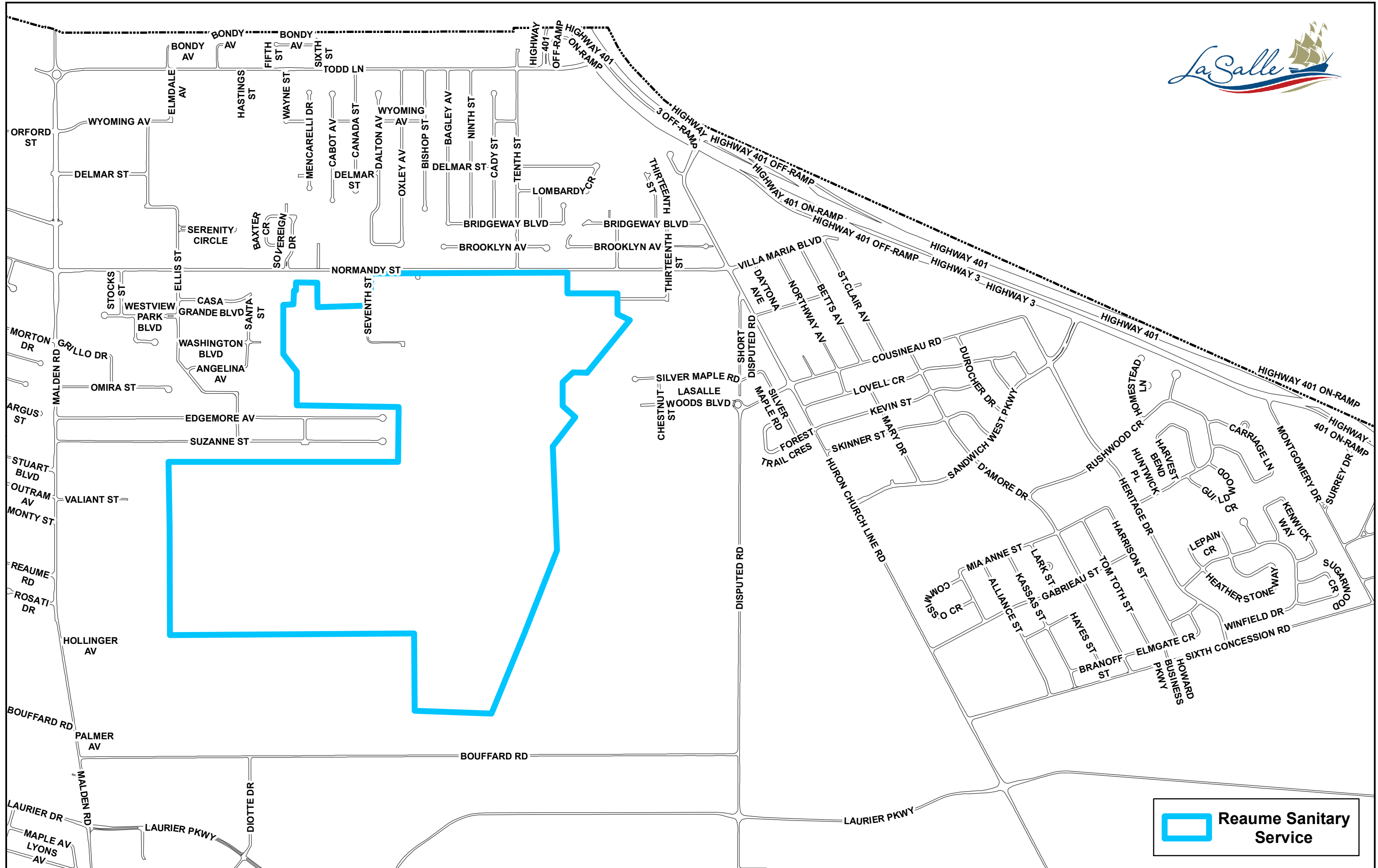
This report and all of its attachments were approved and signed as outlined below:



Chief Administrative Officer

Joe Milicia





 Reaume Sanitary Service





 **Watson  
& Associates**  
ECONOMISTS LTD.

# Development Charges Background Study

Town of LaSalle

October 7, 2020

Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsecon.ca](mailto:info@watsecon.ca)

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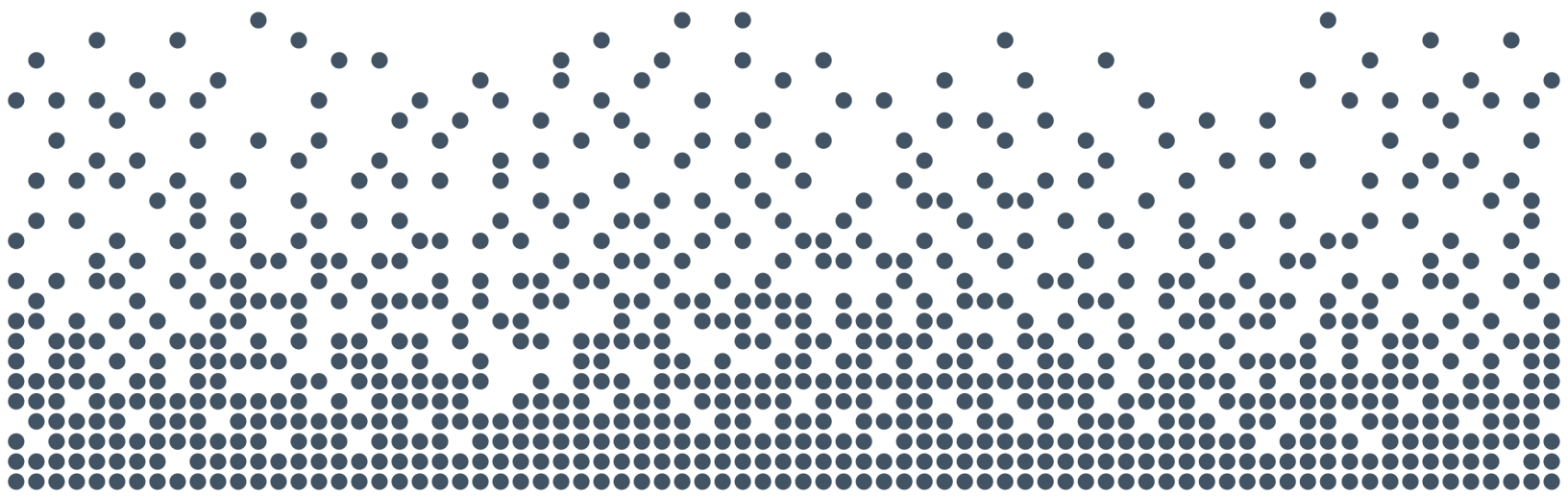
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## List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
A.M.P.	Asset management plan
CANSIM	Canadian Socio-Economic Information Management System (Statistics Canada)
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
F.I.R.	Financial Information Return
G.F.A.	Gross floor area
L.P.A.T.	Local Planning Appeal Tribunal
M.E.C.P.	Ministry of the Environment, Conservation and Parks
N.F.P.O.W.	No Fixed Place of Work
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m	square metre



# Executive Summary



# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of LaSalle required by the Development Charges Act, 1997 (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
  - Chapter 1 – Overview of the legislative requirements of the Act;
  - Chapter 2 – Review of present D.C. policies of the Town;
  - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
  - Chapter 4 – Approach to calculating the D.C.;
  - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 6 – Calculation of the D.C.s;
  - Chapter 7 – D.C. policy recommendations and rules; and
  - Chapter 8 – By-law implementation.
2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
  - 1) Identify amount, type and location of growth;
  - 2) Identify servicing needs to accommodate growth;
  - 3) Identify capital costs to provide services to meet the needs;
  - 4) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Amounts in excess of 10-year historical service calculation;
    - D.C. reserve funds (where applicable);
  - 5) Net costs are then allocated between residential and non-residential benefit; and



- 6) Net costs divided by growth to provide the development charge.
3. A number of changes to the D.C. process need to be addressed as a result of the Smart Growth for our Communities Act, 2015 (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
  - a. Area-rating: Council must consider the use of area-specific charges.
  - b. Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The asset management plan must show that the assets are financially sustainable over their full lifecycle.
  - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
  - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
4. Further changes to the D.C.A. were introduced through three bills passed in the Ontario legislature: Bill 108, Bill 138, and Bill 197. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan

In May 2019, the Province introduced Bill 108 "More Homes, More Choice: Ontario's Housing Supply Action Plan" which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes were to be implemented by Regulation, which were not yet passed. The following items are currently in effect:

- a. Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six (6) equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, and any unpaid amounts may be added to the property and collected as taxes.



- b. Effective January 1, 2020 the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after this section was proclaimed), shall be determined based on the development charge in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined as the earlier of the date of issuance of a building permit or occupancy.

Other key elements of the changes that were not proclaimed and were dealt with subsequently through Bill 197 are provided below:

- The D.C. would be refined to only allow for the following services to remain within the D.C.: water, wastewater, storm water, roads, fire, policing, ambulance, waste diversion, parks development, recreation, public libraries, long-term care, public health;
- The mandatory 10% deduction would be removed for all services that remain eligible in the D.C.;
- A new community benefits charge (C.B.C.) would be introduced to include formerly eligible D.C. services that are not included in the above listing, parkland dedication and bonus zoning contributions;

#### Bill 197: COVID-19 Economic Recovery Act, 2020

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the Planning Act. With this Bill, many changes proposed in Bill 108 have now been revised. With respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:

- **Eligible Services:** The list of eligible services for the D.C. have now been expanded to include most services eligible under the D.C.A. prior to Bill 108. For the Town of LaSalle, this means that all services currently provided in the D.C. study remain eligible.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is still removed (consistent with Bill 108). This applies to all D.C.-eligible services.



- **Community Benefits Charges:** a municipality may, by-law impose a C.B.C. to pay for the capital costs for formerly-eligible D.C. services in addition to parkland dedication and bonus zoning contributions. However, based on the list of D.C.-eligible services under the new legislation, all current services are D.C. eligible, thus a C.B.C. may not be required for the Town.

These changes to the D.C.A. were proclaimed on September 18, 2020. These changes are described further in Section 1.4 of this report..

5. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2020 to 2029), Long-Term (2020 to 2039) and urban buildout (2020 to urban buildout) periods.

Measure	10 Year	20 Year	Wastewater Buildout 2020-Urban Buildout (Wastewater)	Buildout
	2020-2029	2020-2039		2020-Buildout
(Net) Population Increase	6,102	13,109	27,358	27,052
Residential Unit Increase	2,628	5,680	11,749	11,773
Non-Residential Gross Floor Area Increase (sq.ft.)	801,600	1,745,300	3,801,900	3,801,900

Source: Watson & Associates Economists Ltd. Forecast 2020

6. The Town of LaSalle currently imposes D.C.s on residential and non-residential uses based on By-law 7842. This by-law would have expired on December 14, 2020, however, the *Coronavirus (COVID-19) Support and Protection Act, 2020* (the “Amending Act”) came into force on April 14, 2020 which allows the 2015 by-law to continue to be in effect for six months after the provincial emergency declaration period. On July 24, 2020, the *Reopening Ontario (A Flexible Response to COVID-19) Act 2020*, known as Bill 195 (“Bill 195”), came into effect, bringing an end to the COVID-19 declared provincial state of emergency. Accordingly, the 2015 By-law is continued in force until January 24, 2021. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the extended expiry date. The mandatory public meeting has been set for October 29, 2020 with adoption of the by-law anticipated on December 8, 2020.



7. The Town's D.C.s currently in effect are \$15,560 for single detached dwelling units. Non-residential charges are \$5.05 per square foot for water and wastewater services only. Note, D.C.s for all other services are not imposed on non-residential development. This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedule ES-1 for residential and non-residential). Charges have been provided on a Town-wide basis for all services, except for wastewater which is provided on an urban serviced-area basis. The corresponding single detached unit charge is \$19,556 for full services. The non-residential charge is \$8.24 per square foot of building area. These rates are submitted to Council for its consideration.
8. In addition to the Town-wide services, an area-specific D.C. has been calculated for area-specific wastewater services. The works required are a trunk sanitary sewer and pumping station to service residential development in the Reaume Road area. For development in this area (outlined in Schedule C of the by-law), an additional D.C. of \$2,252 per single-detached equivalent unit is proposed. This rate is also submitted to Council for its consideration.
9. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-6. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 30,586,100
Less:	
Benefit to existing development	\$ 7,970,699
Post planning period benefit	\$ 963,600
Ineligible re: Level of Service	\$ 12,500
Grants, subsidies and other contributions	\$ 749,250
<b>Net Costs to be recovered from development charges</b>	<b>\$ 20,890,051</b>

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, and the grants, subsidies and other contributions), \$8.73 million (or an annual amount of \$1.75 million) will need to be contributed from taxes and rates, or other sources.

Based on the above table, the Town plans to spend \$30.59 million over the next five years, of which \$20.89 million (68%) is recoverable from D.C.s. Of this net amount, \$17.63 million is recoverable from residential development and \$3.26



million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

The following services are calculated based on a buildout forecast:

- Water Services; and
- Services Related to a Highway - Roads.

The following services are calculated based on a wastewater area buildout forecast:

- Wastewater Services

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

- Wastewater Services for the Reaume Trunk Area-specific D.C.

The following services are calculated based on a 20-year forecast:

- Services Related to a Highway - Public Works;
- Policing Services; and
- Fire Protection Services.

The services are calculated based on a 10-year forecast. These include:

- Transit;
- Parkland Development;
- Recreation Facilities; and
- Library Services.

In addition, classes of services have been established for the following:

- Public Works, and
- Growth Studies.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems





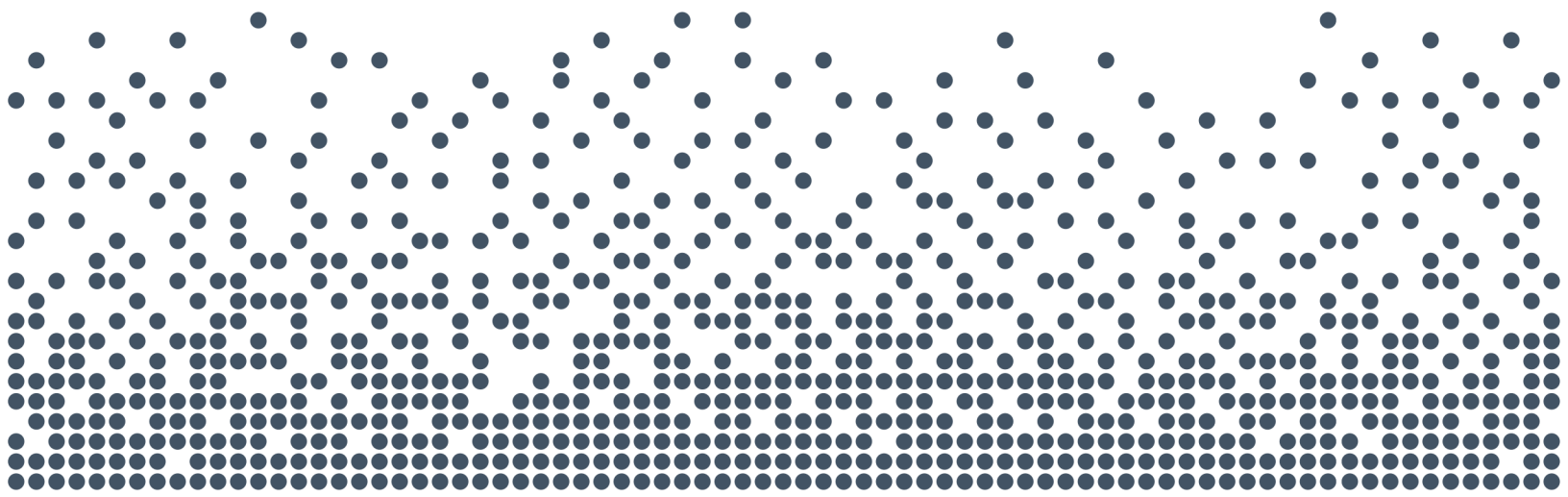
appropriate. These directions will refine the draft D.C. by-law which is appended in Appendix G. These decisions may include:

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



Table ES-1  
Town of LaSalle  
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
<b>Town-wide Services</b>						
Services Related to a Highway	6,239	3,882	3,384	2,615	2,186	3.71
Public Works (Facilities and Fleet)	443	276	240	186	155	0.27
Fire Protection Services	859	535	466	360	301	0.51
Policing Services	100	62	54	42	35	0.06
Parks and Recreation Services	7,339	4,567	3,980	3,076	2,571	1.07
Transit Services	104	65	56	44	36	0.06
Library Services	-	-	-	-	-	-
Growth Studies	182	113	99	76	64	0.10
Water Services	2,158	1,343	1,170	904	756	1.28
<b>Sub-total Town-wide Services</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Urban Area Services</b>						
Wastewater Services	2,132	1,327	1,156	894	747	1.18
<b>Sub-total Urban Area Services</b>	<b>2,132</b>	<b>1,327</b>	<b>1,156</b>	<b>894</b>	<b>747</b>	<b>1.18</b>
<b>Area-Specific Services</b>						
Wastewater - Reaume Sanitary Service Area	2,252	1,396	1,216	946	788	-
<b>Sub-total Area-Specific Services</b>	<b>2,252</b>	<b>1,396</b>	<b>1,216</b>	<b>946</b>	<b>788</b>	<b>-</b>
<b>Grand Total - Town-wide</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Grand Total - Urban Area</b>	<b>19,556</b>	<b>12,170</b>	<b>10,605</b>	<b>8,197</b>	<b>6,851</b>	<b>8.24</b>
<b>Grand Total - Reaume Sanitary Service Area</b>	<b>21,808</b>	<b>13,566</b>	<b>11,821</b>	<b>9,143</b>	<b>7,639</b>	<b>8.24</b>



# Report



# Chapter 1

## Introduction



# 1. Introduction

## 1.1 Purpose of this Document

---

This background study has been prepared pursuant to the requirements of the Development Charges Act (D.C.A.) (section 10) and, accordingly, recommends new Development Charges (D.C.s) and policies for the Town of LaSalle.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2020. Watson worked with Town staff preparing the D.C. analysis and policy recommendations.

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

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

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

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

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



## 1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A., has been scheduled for October 29, 2020. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's 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 7, 2020.

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

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

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

Figure 1-1  
Schedule of Key D.C. Process Dates for the Town of LaSalle

Key Milestone	Date
1. Data collection, staff review, engineering work, D.C. calculations and policy work	March 2020 to September 2020
2. Background study and proposed by-law available to public	October 7, 2020
3. Public meeting advertisement placed in newspaper(s)	Windsor Star (October 6, 2020)
4. Public meeting of Council	October 29, 2020
5. Council considers adoption of background study and passage of by-law	December 8, 2020
6. Newspaper notice given of by-law passage	By 20 days after passage
7. Last day for by-law appeal	40 days after passage
8. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date



## **1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015**

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With the amendment of the D.C.A. (as a result of Bill 73 and O. Reg. 428/15), there are a number of areas that must be addressed to ensure that the Town is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Town's background study and how they have been dealt with to ensure compliance with the amended legislation.

### **1.3.1 Area Rating**

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c.1 of the D.C.A. requires that, "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area rating.

### **1.3.2 Asset Management Plan for New Infrastructure**

The new legislation now requires that a D.C. background study must include an Asset Management Plan (subsection 10 (2) (c.2)). The asset management plan must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the asset management plan related to transit services; however, they are silent with respect to how the asset management plan is to be provided for all other services. As part of any asset



management plan, the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

### ***1.3.3 60-Day Circulation of D.C. Background Study***

Previously the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on October 7, 2020 to ensure the new requirements for release of the study is met.

### ***1.3.4 Timing of Collection of D.C.s***

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit. For the majority of development, this will not impact the Town's present process. There may be instances, however, where several building permits are to be issued and either the size of the development or the uses will not be definable at the time of the first building permit. In these instances, the Town may enter into a delayed payment agreement in order to capture the full development.

### ***1.3.5 Other Changes***

It is also noted that a number of other changes were made through Bill 73 and O. Reg. 428/15, including changes to the way in which transit D.C. service standards are calculated, the inclusion of waste diversion and the ability for collection of additional levies; however, these sections do not impact the Town's D.C. With respect to the ability for collection of additional levies, a detailed local service policy is provided in Appendix E.





## 1.4 Further Changes to the D.C.A.: Bill 108, 138 and 197

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### ***1.4.1 Bill 108: More Homes, More Choice Act - An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters***

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill has been introduced as part of the Province's "More Homes, More Choice: Ontario's Housing Supply Action Plan". The Bill received Royal Assent on June 6, 2019

While having received royal assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). The following provisions were proclaimed:

- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six (6) equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes.
- Effective January 1, 2020 the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application submitted after this section is proclaimed), shall be determined based on the D.C. in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined the earlier of the date of issuance of a building permit or occupancy.

On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the Planning Act. A summary of these changes to take effect upon proclamation by the Lieutenant Governor is provided below:

**Changes to Eligible Services** – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible services under Bill 108 was limited to "hard services", with the "soft services" being



removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the Planning Act. As noted in the next section this list of services has been amended through Bill 197.

**Mandatory 10% deduction** – The amending legislation would remove the mandatory 10% deduction for all services that remain eligible under the D.C.A.

**Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act** – It is proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. is proposed to include formerly eligible D.C. services that are not included in the above listing, in addition to parkland dedication and bonus zoning contributions.

### ***1.4.2 Bill 197: COVID-19 Economic Recovery Act***

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and Planning Act. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020, received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes:

#### ***1.4.2.1 D.C. Related Changes***

##### List of D.C. Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. However, Bill 197 revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
  - Water supply services, including distribution and treatment services.
  - Wastewater services, including sewers and treatment services.
  - Storm water drainage and control services.
  - Services related to a highway.
  - Electrical power services.
  - Toronto-York subway extension.



- Transit services.
- Waste diversion services.
- Policing services.
- Fire protection services.
- Ambulance services.
- Library services
- Long-term Care services
- Parks and Recreation services, but not the acquisition of land for parks.
- Public Health services
- Childcare and early years services.
- Housing services.
- Provincial Offences Act services.
- Services related to emergency preparedness.
- Services related to airports, but only in the Regional Municipality of Waterloo.
- Additional services as prescribed.

#### Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e. D.C.A., 1997) allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as proclaimed) proposes to repeal that and replace the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.



As well, the removal of 10% deduction for soft services under Bill 108 has been maintained.

Note: an initial consideration of “class” appears to mean any group of services.

### 10-Year Planning Horizon

The 10-year planning horizon has been removed for all services except transit.

## **1.4.2.2 C.B.C. Related Changes**

### C.B.C. Eligibility

- The C.B.C. is limited to lower-tier and single tier municipalities, whereas upper-tier municipalities will not be allowed to impose this charge.
- O.Reg. 509/20 was filed on September 18, 2020. This regulation provides for the following:
  - A maximum rate will be set as a percentage of the market value of the land the day before building permit issuance. The maximum rate is set at 4%. The C.B.C may only be imposed on developing or redeveloping buildings which have a minimum height of five stories and contain no less than 10 residential units.
  - Bill 197 states that before passing a C.B.C. by-law, the municipality shall prepare a C.B.C. strategy that (a) identifies the facilities, services and matters that will be funded with C.B.C.s; and (b) complies with any prescribed requirements.
  - Only one C.B.C. by-law may be in effect in a local municipality at a time.

## **1.4.2.3 Combined D.C. and C.B.C. Impacts**

### D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A. (eligible services), "provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law."



### Transition – D.C. and C.B.C.

- The specified date for municipalities to transition to the D.C. and C.B.C. is two years after Schedules 3 and 17 of the COVID-19 Economic Recovery Act comes into force (i.e. September 18, 2022).
- Generally, for existing reserve funds (related to D.C. services that will be ineligible):
  - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
  - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose
  - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.
- For reserve funds established under s. 37 of the Planning Act (e.g. bonus zoning)
  - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
  - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose;
  - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.

If a municipality passes a C.B.C. by-law, any existing D.C. credits a landowner may retain may be used towards payment of that landowner's C.B.C.

As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.



# Chapter 2

## Current Town of LaSalle Policy



## 2. Current Town of LaSalle Policy

### 2.1 Schedule of Charges

On December 15, 2015, the Town of LaSalle passed By-law, 7842 under the D.C.A. This by-law would have expired on December 14, 2020, however, the Coronavirus (COVID-19) Support and Protection Act, 2020 (the “Amending Act”) came into force on April 14, 2020 which causes the 2015 By-law to continue to be in effect for six months after the provincial emergency declaration period. On July 24, 2020, the Reopening Ontario (A Flexible Response to COVID-19) Act 2020, known as Bill 195 (“Bill 195”), came into effect, bringing an end to the COVID-19 declared provincial state of emergency. Accordingly, the 2015 By-law is continued in force until January 24, 2021. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the date the existing by-law is no longer in force.

This by-law imposes D.C.s for residential and non-residential uses. The table below provides the rates currently in effect, as at January 1, 2020.

Table 2-1  
Town of LaSalle  
Current D.C. Rates

Service	Residential				Non-Residential
	Single & Semi Detached	Multiples	Apartments	Special Care Units	per sq.ft.
Public Works: Facilities and Equipment	328	212	178	110	-
Fire Protection Services	531	344	289	178	-
Police Services	304	197	165	102	-
Recreation & Culture	3,118	2,019	1,695	1,046	-
Transportation Network	6,167	3,994	3,352	2,069	-
Library Services	221	143	120	74	-
Administration	235	152	127	79.00	-
Wastewater Services	3,625	2,348	1,971	1,216	4.36
Water Services	1,031	668	561	346	0.69
<b>Total Municipal Wide Services</b>	<b>15,560</b>	<b>10,077</b>	<b>8,458</b>	<b>5,220</b>	<b>5.05</b>

### 2.2 Services Covered

The following services are covered under By-laws 7842:

Municipal-wide services:

- Transportation Network;



- Fire Protection Services;
- Police Services;
- Public Works;
- Recreation and Culture;
- Library Services;
- Administration (Studies);
- Wastewater Services; and
- Water Services.

## 2.3 Timing of D.C. Calculation and Payment

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D.C.s are payable by the owner of land at the time of the issuance of a building permit. Area specific D.C.s and/or development charges calculated on an area basis are payable by the owner of the land at the time of the execution of the development agreement.

## 2.4 Indexing

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Rates may be indexed annually every January 1<sup>st</sup>, in accordance with the September Statistics Canada Quarterly, Construction Price Index, or otherwise prescribed by the Regulations to the Development Charges Act, 1997.

## 2.5 Redevelopment Allowance (Demolition Credit)

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### Redevelopment Allowance

Where a building or structure is removed from any land used for residential uses, and a new building or structure is constructed within 10 years, no D.C. is payable for the new building or structure containing the same number of dwelling units.

A demolition credit is provided where a structure has been demolished, in whole or in part, and where the date of the building permit application is three years or less from the date of the demolition. The demolition credit is limited to the amount of the D.C. payable (not greater).





## 2.6 Exemptions

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The following exemptions are provided under By-law 7842:

- Statutory exemptions:
  - Land owned by and used for the purposes of The Corporation, a school board; or The Corporation of the County of Essex.
  - An enlargement to an existing dwelling unit;
  - One or two additional dwelling units in an existing single detached dwelling; or
  - One additional dwelling unit in any other existing residential building.
- Non-statutory Exemptions:
  - Industrial development;
  - Institutional development; and
  - D.C.s for non-water/wastewater services for all other non-residential development.



# Chapter 3

## Anticipated Development in the Town of LaSalle



## 3. Anticipated Development in the Town of LaSalle

### 3.1 Requirement of the Act

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

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of LaSalle will be required to provide services, over a 10-year (mid-2020 to mid-2030), 20-year (mid-2020 to mid-2040), and buildout time horizon.

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

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The D.C. growth forecast has been derived by Watson. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town of LaSalle over the forecast period, including:

- Town of LaSalle Official Plan (Council Adoption May 22, 2018);
- Essex County Foundation Report (August 2011);
- Town of LaSalle Local Comprehensive Review (Revised October 2017)
- 2006, 2011 and 2016 population, household, and employment Census data;
- Historical residential and non-residential building permit data over the 2010 to 2019 period;
- Residential supply opportunities as provided by the Town of LaSalle; and
- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of LaSalle.

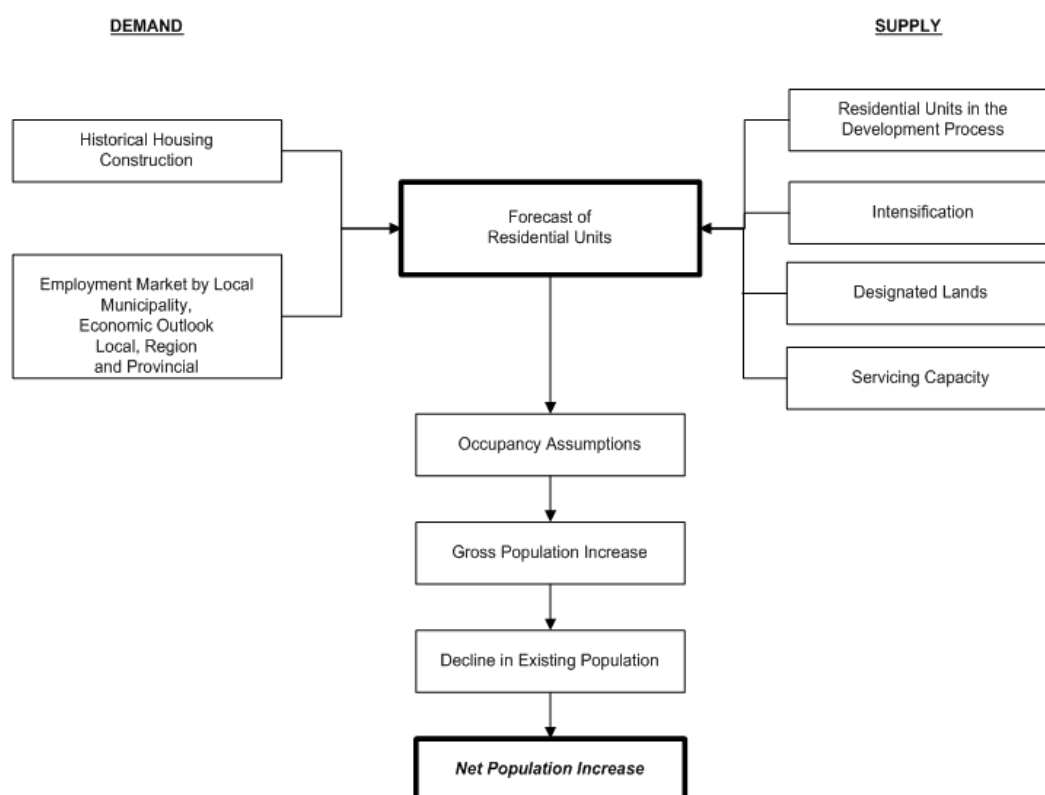


### 3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 1 1. The discussion provided herein summarizes the anticipated growth for the Town and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 1 1 below, and Schedule 1 in Appendix A.

As identified in Table 1 1 and Appendix A, Schedule 1, population in LaSalle is anticipated to reach approximately 39,050 by mid-2030, 46,060 by mid-2040, resulting in an increase of approximately 6,100 and 13,110 persons, respectively<sup>1</sup>.

Figure 3-1  
Population and Household Forecast Model



<sup>1</sup> The population figures used in the calculation of the 2020 D.C. exclude the net Census undercount, which is estimated at approximately 3.3%.



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

Year		Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households	
Historical	Mid 2006	28,560	27,652	117	27,535	8,665	150	490	10	9,315	2.969
	Mid 2011	29,580	28,643	243	28,400	9,179	186	525	11	9,901	2.893
	Mid 2016	31,170	30,180	290	29,890	9,865	235	575	10	10,685	2.825
Forecast	Mid 2020	34,030	32,948	317	32,631	10,631	288	790	10	11,719	2.812
	Mid 2030	40,330	39,050	381	38,669	12,443	514	1,322	10	14,289	2.733
	Mid 2040	47,570	46,057	449	45,608	14,359	864	2,046	10	17,279	2.665
	Buildout	61,968	60,000	468	59,532	17,845	1,801	3,699	10	23,355	2.569
Incremental	Mid 2006 - Mid 2011	1,020	991	126	865	514	36	35	1	586	
	Mid 2011 - Mid 2016	1,590	1,537	47	1,490	686	49	50	-1	784	
	Mid 2016 - Mid 2020	2,860	2,768	27	2,741	766	53	215	0	1,034	
	Mid 2020 - Mid 2030	6,300	6,102	64	6,038	1,812	226	532	0	2,570	
	Mid 2020 - Mid 2040	13,540	13,109	132	12,977	3,728	576	1,256	0	5,560	
	Mid 2020 - Buildout	27,938	27,052	151	26,901	7,214	1,513	2,909	0	11,636	

Derived from Essex County Foundation Report High Scenario (2011) forecast for the Town of LaSalle and discussions with municipal staff, by Watson & Associates Economists Ltd., 2020

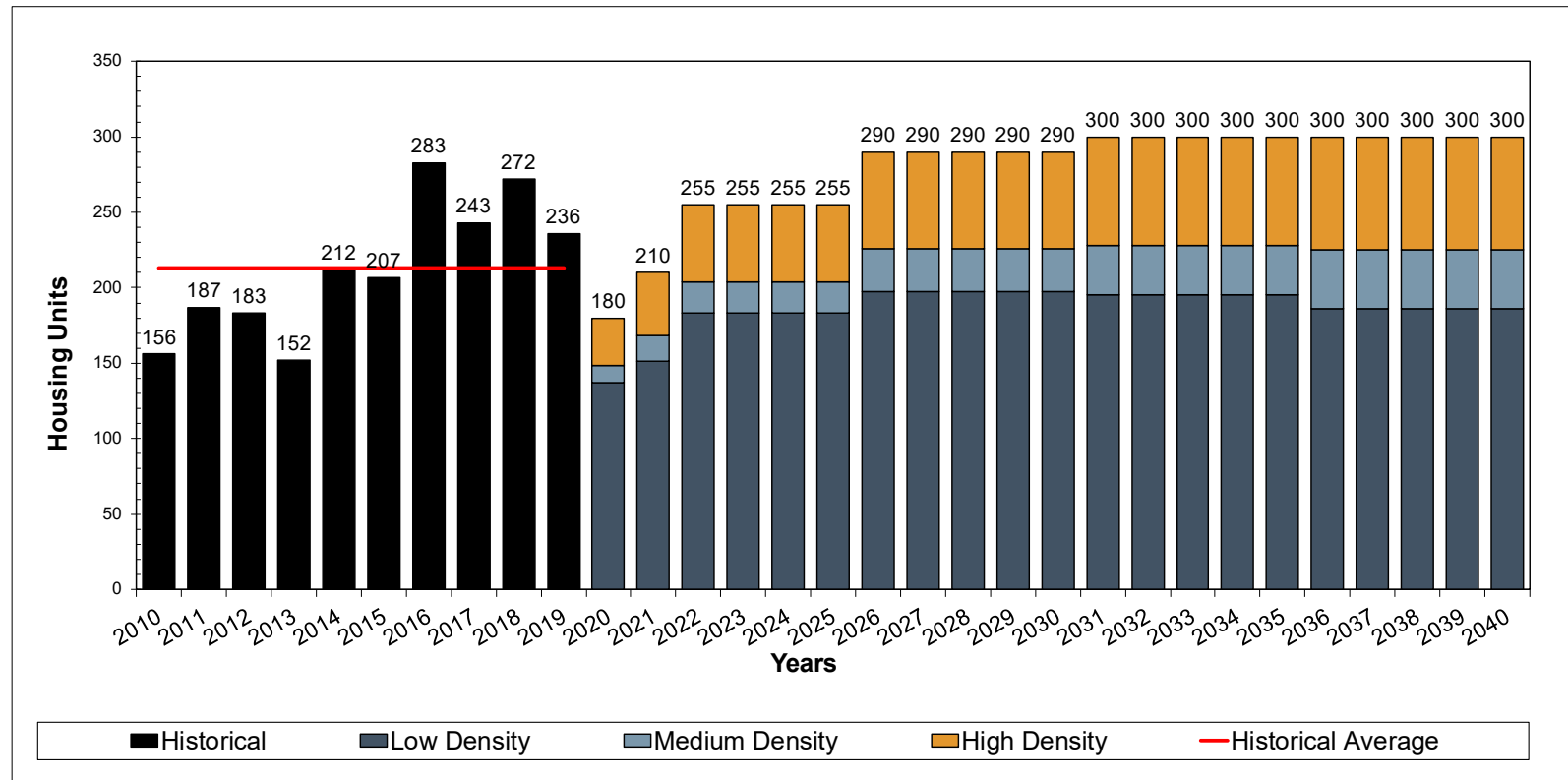
<sup>1</sup> Census undercount estimated at approximately 3.3%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Figure 3-2  
Town of LaSalle  
Annual Housing Forecast



Source: Historical housing activity provided by the Town of LaSalle.

<sup>1</sup> Growth forecast represents calendar year.

Source: Historical housing activity provided by the Town of LaSalle.

<sup>1</sup> Growth forecast represents calendar year.



Provided below is a summary of the key assumptions and findings regarding the Town of LaSalle D.C. growth forecast:

1. Housing Unit Mix (Appendix A – Schedules 1 and 6)

- The housing unit mix for the Town was derived from a detailed review of residential supply data for the Town (as per Schedule 6), and historical development activity (as per Schedule 7).
- Based on the above indicators, the 10-year household growth forecast for the Town is comprised of a unit mix of 70% low density units (single detached and semi-detached), 9% medium density (multiples except apartments) and 21% high density (bachelor, 1-bedroom and 2-bedroom apartments).

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

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the Town of LaSalle.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2020 and 2030 by development type is summarized below.

Development Location	Approximate Amount of Housing Growth, 2020 to 2030	Percentage of Housing Growth, 2020 to 2030
Water Only	10	<1%
Water & Wastewater	2,560	>99%
<b><i>Town Total</i></b>	<b><i>2,570</i></b>	<b><i>100%</i></b>



### 3. Planning Period

- Short and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as parks, recreation and libraries, to a 10-year planning horizon. Services related to a highway, public works, fire, police, stormwater, water and wastewater services utilize a longer planning period.

### 4. Population in New Units (Appendix A – Schedules 3, 4 and 5)

- The number of housing units to be constructed by 2030 in the Town of LaSalle over the forecast period is presented in Figure 1 2. Over the 2020 to 2030 forecast period, the Town is anticipated to approximately average 257 new housing units per year.
- Institutional population is anticipated to increase by approximately 60 people between 2020 to 2030.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 8 summarizes the P.P.U. for the new housing units by age and type of dwelling based on a 2016 custom Census data for LaSalle (low density) and Essex County (medium- and high-density). The total calculated 20-year average P.P.U.s by dwelling type are as follows:
  - Low density: 3.140
  - Medium density: 1.954
  - High density: 1.594

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

- Existing households for mid-2020 are based on the 2016 Census households, plus estimated residential units constructed between mid-2016 and mid-2020 assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast





period. The forecast population decline in existing households over the 2020 to 2030 forecast period is approximately 940.

## 6. Employment (Appendix A – Schedules 10a, 10b, 10c, 11 and 12)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in a Town divided by the number of residents. Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data<sup>1</sup> (place of work) for the Town of LaSalle is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
  - 35 primary (1%);
  - 575 work at home employment (11%);
  - 1,450 industrial (27%);
  - 2,010 commercial/population related (38%); and
  - 1,240 institutional (23%).
- The 2016 employment by usual place of work, including work at home, is 5,310. An additional 590 employees have been identified for the Town in 2016 that have no fixed place of work (N.F.P.O.W.)<sup>2</sup>.
- Total employment, including work at home and N.F.P.O.W. for the Town is anticipated to reach approximately 8,300 by mid-2030, 10,500 by mid-2040 and 14,740 by buildout. This represents an employment increase of approximately 1,880 for the 10-year forecast period, 4,070 for the 20-year forecast period and 8,310 for the buildout period.
- Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been

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<sup>1</sup> 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.

<sup>2</sup> No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment).

Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.

- Total employment for the Town of LaSalle (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 6,300 by mid-2030, 7,800 by mid-2040 and 11,140 by buildout. This represents an employment increase of approximately 1,250 for the 10-year forecast period, 2,750 for the 20-year forecast period and 6,090 for the buildout period.<sup>1</sup>

#### 7. Non-Residential Sq.ft. Estimates (Gross Floor Area (G.F.A.), Appendix A – Schedule 10b)

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
  - 1,200 sq.ft. per employee for industrial;
  - 550 sq.ft. per employee for commercial/population-related; and
  - 680 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) increase is anticipated to increase by 801,600 sq. ft. over the 10-year forecast period, 1,745,300 sq. ft. over the 20-year forecast period and 3,801,900 sq. ft. by buildout.
- In terms of percentage growth, the 2020 to 2030 incremental G.F.A. forecast by sector is broken down as follows:
  - industrial - 21%;
  - commercial/population-related - 46%; and
  - institutional - 33%.

#### 8. Geography of Non-Residential Development (Appendix A, Schedule 10c)

- Schedule 10c summarizes the anticipated amount, type and location of non-residential development by servicing area for Town of LaSalle by area.

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<sup>1</sup> G.F.A. and employment associated within special care institutional dwellings treated as residential, resulting in an institutional employment difference between Schedules 10a and 10b. Total employment growth in Schedule 10b (excluding work at home and N.F.P.O.W. employment) has been downwardly adjusted to account for institutional employment associated with special care facilities.



- In accordance with forecast demand and available land supply, the amount and percentage of forecast total non-residential growth between 2020 and 2030 by development type is summarized below.

Development Location	Amount of Non-Residential G.F.A., 2020 to 2030	Percentage of Non-Residential G.F.A., 2020 to 2030
Water Only	0	0%
Water & Wastewater	801,600	100%
<b><i>Town Total</i></b>	<b><i>801,600</i></b>	<b><i>100%</i></b>



# Chapter 4

## The Approach to the Calculation of the Charge



## 4. The Approach to the Calculation of the Charge

### 4.1 Introduction

---

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

### 4.2 Services Potentially Involved

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

A number of these services are not defined in subsection 2 (4) of the D.C.A. as being eligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.”

### 4.3 Increase in the Need for Service

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



Figure 4-1  
The Process of Calculating a Development Charge under the Act  
that must be followed

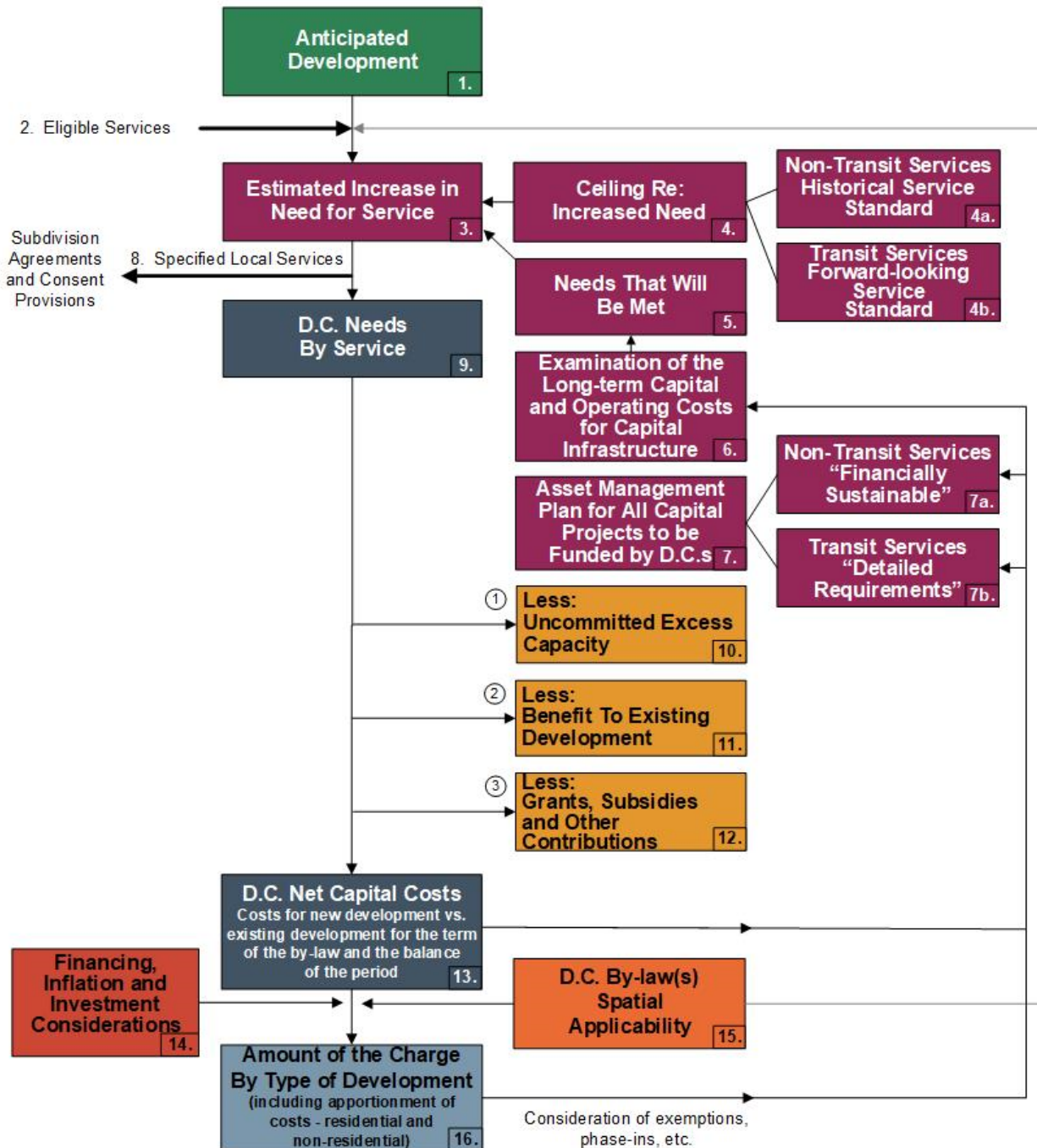




Table 4-1  
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active Transportation	100
2. Other Transportation Services	Yes	2.1 Transit vehicles <sup>2</sup> & facilities	100
	No	2.2 Other transit infrastructure	100
	n/a	2.3 Municipal parking spaces - indoor	0
	n/a	2.4 Municipal parking spaces - outdoor	0
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock <sup>1</sup>	100
	n/a	2.7 Ferries	100
	n/a	2.8 Airport	100**

<sup>1</sup>with 7+ year lifetime

\*same percentage as service component to which it pertains  
computer equipment excluded throughout

\*\*Airports only eligible for the Region of Waterloo



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
3. Stormwater Drainage and Control Services	No	3.1 Main channels and drainage trunks	100
	No	3.2 Channel connections	100
	No	3.3 Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles <sup>1</sup>	100
	Yes	4.3 Small equipment and gear	100
5. Parks Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	Yes	5.2 Development of area municipal parks	100
	Yes	5.3 Development of district parks	100
	Yes	5.4 Development of municipal-wide parks	100
	Yes	5.5 Development of special purpose parks	100
	Yes	5.6 Parks rolling stock <sup>1</sup> and yards	100
6. Recreation Services	Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	100
	Yes	6.2 Recreation vehicles and equipment <sup>1</sup>	100
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	100
	Yes	7.2 Library vehicles <sup>1</sup>	100
	Yes	7.3 Library materials	100
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0

<sup>1</sup> with 7+ year lifetime





Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
10. Wastewater Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Sewage trunks	100
	No	10.3 Local systems	0
	Yes	10.4 Vehicles and equipment <sup>1</sup>	100
11. Water Supply Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	No	11.3 Local systems	0
	Yes	11.4 Vehicles and equipment <sup>1</sup>	100
12. Waste Management Services	Ineligible	12.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	n/a	12.3 Waste diversion facilities	100
	n/a	12.4 Waste diversion vehicles and equipment <sup>1</sup>	100
13. Police Services	Yes	13.1 Police detachments	100
	Yes	13.2 Police rolling stock <sup>1</sup>	100
	Yes	13.3 Small equipment and gear	100
14. Long-term Care	n/a	14.1 Long-term Care space	100
	n/a	14.2 Vehicles <sup>1</sup>	100
15. Child Care and Early Years	n/a	15.1 Childcare space	100
	n/a	15.2 Vehicles <sup>1</sup>	100
16. Public Health	n/a	16.1 Health department space	100
	n/a	16.2 Health department vehicles <sup>1</sup>	100
17. Housing	n/a	17.1 Social Housing space	100
18. Provincial Offences Act (P.O.A.)	n/a	18.1 P.O.A. space	100
	n/a	18.2 Vehicles and equipment <sup>1</sup>	100
19. Social Services	n/a	19.1 Social service space	0
20. Ambulance	n/a	20.1 Ambulance station space	100
	n/a	20.2 Vehicles <sup>1</sup>	100
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions	0
22. Emergency Preparedness Services	No	22.1 Emergency preparedness space	100
	No	22.2 Vehicles and equipment <sup>1</sup>	100

<sup>1</sup> with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	23.1 Office space 23.2 Office furniture 23.3 Computer equipment	0 0 0
24. Other Services	Yes  Yes	24.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land <sup>2</sup> and facilities, including the D.C. background study cost 24.2 Interest on money borrowed to pay for growth-related capital	  0-100  0-100

<sup>1</sup>with a 7+ year lifetime

<sup>2</sup>same percentage as service component to which it pertains

## 4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The Town's detailed Local Service Policy is provided in Appendix E.

## 4.5 Capital Forecast

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



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

The capital costs include:

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

In order for an increase in need for service to be included in the D.C. calculation, Town Council must indicate "...that it intends to ensure that such an increase in need will be met" (subsection 5 (1) 3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O. Reg. 82/98 section 3). The capital program contained herein reflects the Town's approved and proposed capital budgets and master servicing/needs studies.

## 4.6 Treatment of Credits

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Section 8, paragraph 5, of O. Reg. 82/98 indicates that a D.C. background study must set out "the estimated value of credits that are being carried forward relating to the service." Subsection 17, paragraph 4, of the same Regulation indicates that "...the value of the credit cannot be recovered from future D.C.s," if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no outstanding credit obligations to include in the D.C. calculations.



## 4.7 Classes of Services

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Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible services. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

*“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”*

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein include the following classes; public works (facilities and fleet) and growth studies. These classes are comprised of the following services:

- Public Works – facilities and fleet
  - Services related to a highway;
  - Water services; and
  - Wastewater services.
- Growth Studies
  - Services related to a highway;
  - Water services;
  - Wastewater services;
  - Parks and Recreation services;
  - Fire services;
  - Policing services; and
  - Transit services.

## 4.8 Existing Reserve Funds

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

*“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5 (1).”*



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

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

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

The Town’s D.C. reserve fund balances by service at December 31, 2019 (adjusted) are shown below:

Service	2019 Year-end Reserve Fund Balance	Commitments	Adjusted 2019 Year-end Reserve Fund Balance
Services Related to a Highway - Roads	6,917,566	-	6,917,566
Fire Protection Services	(268,249)	26,000	(294,249)
Policing Services	(401,236)	-	(401,236)
Parks and Recreation Services	(1,184,417)	-	(1,184,417)
Library Services	(134,301)	-	(134,301)
Growth Studies	457,836	87,553	370,283
Public Works	(104,043)	92,585	(196,628)
Wastewater Services	977,990	1,920,011	(942,021)
Water Services	6,898,602	450,665	6,447,937
Transit Services	-	-	-
<b>Total</b>	<b>13,159,748</b>		<b>10,582,934</b>

Note: Amounts in brackets are deficit balances.



## 4.9 Deductions

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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;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies and other contributions.

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

### ***4.9.1 Reduction Required by Level of Service Ceiling***

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

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

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

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.



#### **4.9.2 Reduction for Uncommitted Excess Capacity**

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

"Excess capacity" is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.

#### **4.9.3 Reduction for Benefit to Existing Development**

Section 5 (1) 6 of the D.C.A. provides that, "The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development." The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality;
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in section 4.4 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For



example, where expanding existing library facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

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

#### ***4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions***

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98 section 6).

### **4.10 Municipal-wide vs. Area Rating**

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area-rating. Further discussion is provided in section 7.4.4.





## 4.11 Allocation of Development

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This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.

## 4.12 Asset Management

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The new legislation now requires that a D.C. background study must include an asset management plan (subsection 10 (2) c. 2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on the asset management planning. This examination has been included in Appendix F.

## 4.13 Transit

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The most significant changes to the Act relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (subsection 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
  - 1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
  - 2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,



- i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
    - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
  3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
  4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
  5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study.
- C. A new forward-looking service standard (as per subsection 6.1 (2) of the Regulations):
1. The service is a discrete service.
  2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
  3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

Watson has undertaken an analysis regarding the above. This is provided in Appendix F.



# Chapter 5

## D.C.-Eligible Cost Analysis by Service



## 5. D.C.-Eligible Cost Analysis by Service

### 5.1 Introduction

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This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in subsection 5 (1) paragraphs 2 to 7 in the D.C.A. and described in Chapter 4, was followed in determining D.C.-eligible costs.

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

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

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

#### 5.2.1 Growth Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. As discussed in Section 4.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies, a deduction of 10% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All planning studies have been allocated to the classes of services in the following manner:

- Services Related to a Highway – 25%
- Water – 25%
- Wastewater – 25%
- Fire – 5%



- Police – 5%
- Transit – 5%
- Parks and Recreation – 10%

The following provides a list of the planning studies included in the calculations:

- Official Plan Review (2020 to 2024); and
- Official Plan Review (2025 to 2029).

In addition, the capital cost of D.C. background studies has been allocated across the different services based on the proportion of the total net growth-related capital costs. The following provides a breakdown of the allocation of D.C. background studies to each service:

- Services Related to a Highway – Roads - 52%
- Fire – 3%
- Parks and Recreation – 11%
- Water – 17%; and
- Wastewater – 17%.

The remainder of the growth studies identified are as follows:

- Stormwater Management Master Plan – Services Related to a Highway;
- Infrastructure Master Plan – one-third each for Water, Wastewater, and Services Related to a Highway; and
- Master Water Study – Water.

The gross capital cost of these studies is \$1,220,600 of which \$340,000 is attributable to existing benefit. A deduction of \$25,000 has been made to recognize the portion of planning studies related to D.C.-ineligible services, as mentioned above. The existing reserve fund balance of \$370,283 has been deducted as well, resulting in a net D.C.-eligible cost of \$485,317 to be included in the calculations.

These costs have been allocated 83% residential and 17% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Class of Service: Growth Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	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	Non-Residential Share
	2020-2029										83%	17%
1	Development Charges Study											
1A	Development Charges Study	Services Related to a Highway	2020	18,356	-		18,356	-		18,356	15,235	3,121
1B	Development Charges Study	Fire Protection Services	2020	1,059	-		1,059	-		1,059	879	180
1C	Development Charges Study	Parks and Recreation Services	2020	3,883	-		3,883	-		3,883	3,223	660
1D	Development Charges Study	Wastewater Services	2020	6,001	-		6,001	-		6,001	4,981	1,020
1E	Development Charges Study	Water Services	2020	6,001	-		6,001	-		6,001	4,981	1,020
Subtotal	Development Charges Study		2020	35,300	-		35,300	-		35,300	29,299	6,001
2	Development Charges Study											
2A	Development Charges Study	Services Related to a Highway	2025	18,356	-		18,356	-		18,356	15,235	3,121
2B	Development Charges Study	Fire Protection Services	2025	1,059	-		1,059	-		1,059	879	180
2C	Development Charges Study	Parks and Recreation Services	2025	3,883	-		3,883	-		3,883	3,223	660
2D	Development Charges Study	Wastewater Services	2025	6,001	-		6,001	-		6,001	4,981	1,020
2E	Development Charges Study	Water Services	2025	6,001	-		6,001	-		6,001	4,981	1,020
Subtotal	Development Charges Study		2025	35,300	-		35,300	-		35,300	29,299	6,001
3	Official Plan Review											
3A	Official Plan Review	Services Related to a Highway	2020-2024	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
3B	Official Plan Review	Fire Protection Services	2020-2024	6,250	-	625	5,625	2,500		3,125	2,594	531
3C	Official Plan Review	Parks and Recreation Services	2020-2024	12,500	-	1,250	11,250	5,000		6,250	5,188	1,063
3D	Official Plan Review	Wastewater Services	2020-2024	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
3E	Official Plan Review	Water Services	2020-2024	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
3F	Official Plan Review	Policing Services	2020-2024	6,250	-	625	5,625	2,500		3,125	2,594	531
3G	Official Plan Review	Transit Services	2020-2024	6,250	-	625	5,625	2,500		3,125	2,594	531
Subtotal	Official Plan Review		2020-2024	125,000	-	12,500	112,500	50,000		62,500	51,875	10,625



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Class of Service: Growth Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	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 83%	Non-Residential Share 17%
	2020-2029											
<b>4</b>	<b>Official Plan Review</b>											
4A	Official Plan Review	Services Related to a Highway	2025-2029	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
4B	Official Plan Review	Fire Protection Services	2025-2029	6,250	-	625	5,625	2,500		3,125	2,594	531
4C	Official Plan Review	Parks and Recreation Services	2025-2029	12,500	-	1,250	11,250	5,000		6,250	5,188	1,063
4D	Official Plan Review	Wastewater Services	2025-2029	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
4E	Official Plan Review	Water Services	2025-2029	31,250	-	3,125	28,125	12,500		15,625	12,969	2,656
4F	Official Plan Review	Policing Services	2025-2029	6,250	-	625	5,625	2,500		3,125	2,594	531
4G	Official Plan Review	Transit Services	2025-2029	6,250	-	625	5,625	2,500		3,125	2,594	531
<b>Subtotal</b>	<b>Official Plan Review</b>		<b>2025-2029</b>	<b>125,000</b>	<b>-</b>	<b>12,500</b>	<b>112,500</b>	<b>50,000</b>		<b>62,500</b>	<b>51,875</b>	<b>10,625</b>
<b>5</b>	<b>Storm Water Management Master Plan</b>	Services Related to a Highway	2020-2024	300,000	-		300,000	120,000		180,000	149,400	30,600
<b>6</b>	<b>Infrastructure Master Plan</b>											
6A	Infrastructure Master Plan	Services Related to a Highway	2020-2024	100,000	-		100,000	40,000		60,000	49,800	10,200
6B	Infrastructure Master Plan	Wastewater Services	2020-2024	100,000	-		100,000	40,000		60,000	49,800	10,200
6C	Infrastructure Master Plan	Water Services	2020-2024	100,000	-		100,000	40,000		60,000	49,800	10,200
<b>Subtotal</b>	<b>Infrastructure Master Plan</b>		<b>2020-2024</b>	<b>300,000</b>	<b>-</b>		<b>300,000</b>	<b>120,000</b>		<b>180,000</b>	<b>149,400</b>	<b>30,600</b>
<b>7</b>	<b>Master Water Study</b>	Water Services	2020-2024	300,000	-		300,000	-		300,000	249,000	51,000
	Reserve Fund Balance							370,283		(370,283)	(307,335)	(62,948)
	<b>Total</b>			<b>1,220,600</b>	<b>-</b>	<b>25,000</b>	<b>1,195,600</b>	<b>710,283</b>	<b>-</b>	<b>485,317</b>	<b>402,813</b>	<b>82,504</b>



### 5.2.2 Transit Services

In 2016, the Town prepared a Transit Feasibility Study to review the demand for transit services. From this study, and subsequent review by Town staff, LaSalle Council agreed to enter into a contract with Transit Windsor to provide transit service in LaSalle. This service operates one route (LaSalle 25 Route) with two buses from Monday to Saturday, 7:00am to 7:00pm. This route captures approximately 70% of the houses located in LaSalle's urban area.

The Town is currently contemplating the addition of two new buses. While detailed plans are yet to be established, Town staff are proposing that two buses will be required over the next 20 years. It is assumed that one bus would be eligible for inclusion in the D.C. calculations as one new bus would provide service for the new growth areas of the Town. As the bus route was only recently established (i.e. 2018), existing trip data is minimal, however, it is available for 2018 and 2019. As 2018 provided a higher number of trips, it is assumed that the 2018 trip count would be a proxy for the capacity of a bus. Using the 2018 data, the following provides a calculation of the current trips per capita:

Current Bus Route Data	2018
Current Trips	31,263
Population	31,731
<b>Trips per Capita (rounded)</b>	<b>1.00</b>

Based on the addition of one bus, we can assess the utilization of the bus capacity based on trips per capita (approximately 1 trip per capita) on a prorated basis between the 10-year needs and 20-year needs (i.e. in-period and post-period shares). This is provided as follows:

Net Population Growth and Trips	Population	Transit Trips
10-year	6,102	6,102
20-year	13,109	13,109

To estimate the utilization of the bus capacity in the first 10-years, we can divide the estimated number of trips in the 10-year period into the total current trips (31,263). The same calculation is provided for the 20-year trips:





Utilization of Bus Capacity	%
10-year Utilization	19.5%
20-year Utilization	41.9%

As a result of the utilization, the in-period and post-period shares are estimated based on the 10-year utilization relative to the utilization of the bus after 20-years. This provides the Town with an in-period share of 46.5% and a post-period share of 53.5%.

As the new bus is anticipated to service the new growth, no benefit to existing development deduction is required in the calculations.

The total gross capital cost estimate for one additional bus is \$600,000. A post-period benefit amount of \$320,700 has been deducted from the calculations as per the discussion above. No benefit to existing development has been provided as the new bus is anticipated to service the growth area. As a result, the total growth-related capital cost included in the D.C. calculations is \$279,300.

The growth costs have been allocated 83% residential and 17% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



## Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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  83%	Non- Residential Share  17%
	<b>2020-2029</b>										
1	Transit Bus	2020-2029	600,000	320,700		279,300	-		279,300	231,819	47,481
	Reserve Fund Balance						-	-	-	-	-
	<b>Total</b>		<b>600,000</b>	<b>320,700</b>	<b>-</b>	<b>279,300</b>	<b>-</b>	<b>-</b>	<b>279,300</b>	<b>231,819</b>	<b>47,481</b>



### **5.2.3 Parks and Recreation Services**

The Town currently has 380 acres of parkland within its jurisdiction. This parkland consists of various sized parkettes, neighbourhood/community parks, heritage space, natural parks, and open space area. Over the historical 10-year period (2010 to 2019), the Town has provided an average of 12.7 acres of parkland, and 4 parkland amenity items per 1,000 population. Including parkland, and parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), the level of service provided is approximately \$1,153 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$7,036,888.

With respect to recreation facilities, there are currently three community centres along with concessions and washrooms. The average historical level of service for the historical 10-year period equates to approximately 4.67 sq.ft. of space per capita or an investment of \$1,662 per capita. This service standard provides a D.C.-eligible amount of \$10,140,121 for the 10-year forecast period.

In total, the historical 10-year service standard for parks and recreation services equates to a D.C.-eligible amount of \$17,177,009.

Based on the projected growth over the 10-year forecast period, the Town has identified \$19,200,000 in future growth capital costs for parkland development and various additional amenities and facilities. A deduction in the amount of \$3,213,000 has been made to recognize the share of the costs that benefit growth outside of the forecast period. Further, \$1,184,417 has been included in the calculations to reflect the reserve fund deficit, resulting in a net growth capital cost of \$17,171,417. This amount has been included in the D.C. calculations.

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



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle

Service: Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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%
	2020-2029										
	<b>Outdoor Facilities &amp; Amenities</b>			-		-	-		-	-	-
1	Provision for Parkland Development	2020-2029	700,000	-		700,000	-		700,000	665,000	35,000
2	Provision for Parkland Amenities	2020-2029	250,000	-		250,000	-		250,000	237,500	12,500
3	Provision for Trails	2020-2029	250,000	-		250,000	-		250,000	237,500	12,500
	<b>Indoor Facilities &amp; Amenities</b>										
4	Indoor Facilities & Amenities	2020-2039	18,000,000	3,213,000		14,787,000	-		14,787,000	14,047,650	739,350
	Reserve Fund Adjustment		1,184,417	-		1,184,417	-		1,184,417	1,125,196	59,221
	<b>Total</b>		<b>20,384,417</b>	<b>3,213,000</b>	<b>-</b>	<b>17,171,417</b>	<b>-</b>	<b>-</b>	<b>17,171,417</b>	<b>16,312,846</b>	<b>858,571</b>



#### **5.2.4 Library Services**

The Town provides 12,000 sq.ft. in library space. Over the past ten years, the average level of service was 0.32 sq.ft. of space per capita or an investment of \$137 per capita. Based on the service standard over the past ten years, the Town would be eligible to collect a total of \$834,449 from D.C.s for library services.

The Town has identified a need to provide additional library space to service growth post-2030. No specific project has been identified at this time, however, a provision in the amount of \$830,000 has been identified as 100% post-period benefit. As a result, there is no amount to include in the D.C. calculations.

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



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Library Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Total	Residential Share	Non- Residential Share
	2020-2029										95%	5%
1	Provision for additional Library Space*	2030-2035	830,000	830,000		-	-		-	-	-	-
	<b>Total</b>		<b>830,000</b>	<b>830,000</b>	-	-	-	-	-	-	-	-

\*Note: the provision amount is in addition to the reserve fund deficit of \$134,301.



## 5.3 Service Levels and 20-Year Capital Costs for LaSalle's D.C. Calculation

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This section evaluates the development-related capital requirements for those services with 20-year capital costs.

### 5.3.1 Public Works – Facilities and Fleet

As per Section 4.7, a D.C. by-law may provide for any D.C.-eligible service to be included in a class set out in the by-law. Public Works is proposed as a class of service comprised of Services Related to a Highway, Water Services, and Wastewater Services.

The Public Works Department has a variety of vehicles and major equipment totalling approximately \$8.79 million. The inventory provided over the previous 10-year period equates to a per capita standard of \$287. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$3,768,575.

The Town operates their Public Works service out of a number of facilities totalling 71,000 sq.ft. of building area. The average level of service provided over the historical 10-year period is 1.94 sq.ft. per capita which equates to an investment of \$409 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the 20-year forecast period of \$5,358,697.

In total, the D.C.-eligible amount for recovery for Public Works services is \$9,127,272.

Two projects have been identified for inclusion in the D.C. These are the purchase of equipment and vehicles and additional space for storage and a public works yard. The total estimated capital cost of the projects identified is \$2,350,000. No deductions for benefit to existing development and/or post-period benefit have been identified. As a result, the net growth-related cost included in the D.C. is \$2,546,628. These costs are comprised of services related to a highway (50%), water (25%), and wastewater (25%).

The residential/non-residential capital cost allocation for public works is based on an 82%/18% split which is based on the incremental growth in population to employment for the 20-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle

Class of Service: Public Works Facilities and Vehicles

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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 82%	Non-Residential Share 18%
	2020-2039										
1	<b>Heavy Equipment and Vehicles</b>										
1A	Services Related to a Highway	2020-2039	875,000	-		875,000	-		875,000	717,500	157,500
1B	Water Services	2020-2039	437,500	-		437,500	-		437,500	358,750	78,750
1C	Wastewater Services	2020-2039	437,500	-		437,500	-		437,500	358,750	78,750
<b>Subtotal:</b>	<b>Heavy Equipment and Vehicles</b>	<b>2020-2039</b>	<b>1,750,000</b>	<b>-</b>		<b>1,750,000</b>	<b>-</b>		<b>1,750,000</b>	<b>1,435,000</b>	<b>315,000</b>
2	<b>Additional Storage &amp; Yard</b>										
2A	Services Related to a Highway	2020-2039	300,000	-		300,000	-		300,000	246,000	54,000
2B	Water Services	2020-2039	150,000	-		150,000	-		150,000	123,000	27,000
2C	Wastewater Services	2020-2039	150,000	-		150,000	-		150,000	123,000	27,000
<b>Subtotal:</b>	<b>Additional Storage &amp; Yard</b>	<b>2020-2039</b>	<b>600,000</b>	<b>-</b>		<b>600,000</b>	<b>-</b>		<b>600,000</b>	<b>492,000</b>	<b>108,000</b>
	Reserve Fund Adjustment		196,628	-		196,628	-		196,628	161,235	35,393
	<b>Total</b>		<b>2,546,628</b>	<b>-</b>	<b>-</b>	<b>2,546,628</b>	<b>-</b>	<b>-</b>	<b>2,546,628</b>	<b>2,088,235</b>	<b>458,393</b>





### **5.3.2 Policing Services**

The LaSalle police service operates from 21,500 sq.ft. of building area. The inventory provided by the Town over the historical 10-year period results in a per capita average level of service of 0.64 sq.ft. This equates to an investment of \$275 per capita and provides the Town with a maximum D.C.-eligible amount for recovery over the 20-year forecast period of \$3,603,271.

The police service has a fleet of 13 vehicles with an average replacement cost of \$50,000 per vehicle. The average level of service for the previous 10-year period equates to \$22 per capita, providing for a D.C.-eligible amount over the forecast period of \$285,121.

The police service currently has 37 police officers, including senior officers, special constables, officers and cadets. The police service provides equipment and gear for the officers, along with equipment for vehicles which are changed out when cruisers are replaced and therefore have a life of more than seven years. The equipment and gear provided over the previous 10-years results in a calculated average level of service of \$32 per capita, providing for a D.C.-eligible amount over the forecast period of \$418,046.

In total, the D.C.-eligible amount for Police Services is \$4,306,438.

Based on growth-related needs the Town has identified the need for an expansion to their satellite station/HQ along with additional officer equipment and specialized equipment. The total gross capital cost for the projects is \$2,529,000, of which \$1,411,800 and \$941,200 have been deducted for post-period benefit and benefit to existing development, respectively. The reserve fund deficit of \$401,236 has been added to the calculations. The total growth-related cost, after the inclusion of the reserve fund adjustment is \$577,236. This amount has been included in the D.C. calculations.

The costs for the LaSalle police service are shared 82%/18% between residential and non-residential based on the population to employment ratio over the 20-year forecast period.





### **5.3.3 Fire Protection Services**

LaSalle currently operates its fire services from 26,300 sq.ft. of facility space. The facility space provided over the historical 10-year period provides for an average level of service of 0.71 sq.ft. per capita or \$200 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$2,627,044. The fire department has a current inventory of 13 vehicles. The total D.C.-eligible amount calculated for fire vehicles over the forecast period is \$1,933,446, based on an average level of service of \$147 per capita. The fire department provides 44 items of equipment and gear for use in fire services. Based on the service provided over the historical 10-year period, the calculated average level of service is \$30 per capita, providing for a D.C.-eligible amount over the forecast period of \$390,124 for small equipment and gear.

In total, the D.C.-eligible amount for fire services is \$4,950,614.

Based on the anticipated growth over the forecast period, the Town has identified the need for a new headquarters, a satellite station, additional vehicles, and additional equipment. In total, the gross estimated cost of these works is \$9,096,800. Deductions for benefit to existing have been made totalling \$3,200,000. A further deduction in the amount of \$1,245,000 has been made for the share of the costs that benefit growth post-2039. In addition to the capital costs and studies, \$294,249 has been included in the calculations to reflect the deficit in the reserve fund. The resulting net growth-related capital cost included in the D.C. calculations is \$4,946,049.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 82% being allocated to residential development and 18% being allocated to non-residential development.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Fire Services

Prj .No	Increased Service Needs Attributable to Anticipated Development  2020-2039	Timing (year)	Gross Capital Cost Estimate (2020\$)	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  82%	Non- Residential Share  18%
1	New HQ Station	2039	5,000,000	1,245,000		3,755,000	2,000,000		1,755,000	1,439,100	315,900
2	Satellite Station	2023-2024	3,000,000	-		3,000,000	1,200,000		1,800,000	1,476,000	324,000
3	Firefighter (Personnel) Equipment	2020-2039	136,800	-		136,800	-		136,800	112,176	24,624
4	Fire Vehicles & Equipment	2025-2039	810,000	-		810,000	-		810,000	664,200	145,800
5	General Equipment	2020-2039	150,000	-		150,000	-		150,000	123,000	27,000
	Reserve Fund Adjustment		294,249	-		294,249	-		294,249	241,284	52,965
	<b>Total</b>		<b>9,391,049</b>	<b>1,245,000</b>	<b>-</b>	<b>8,146,049</b>	<b>3,200,000</b>	<b>-</b>	<b>4,946,049</b>	<b>4,055,760</b>	<b>890,289</b>



## **5.4 Service Levels and Urban Buildout Capital Costs for LaSalle's D.C. Calculation**

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This section evaluates the development-related capital requirements for services with capital costs forecast on an urban buildout basis (i.e. for the urban serviced areas of the Town).

### **5.4.1 Wastewater Services**

The Town of LaSalle is responsible for planning, constructing, operating and maintaining the municipal wastewater collection system within its boundaries. With respect to wastewater treatment, the Town purchases treatment capacity from Windsor to convey all Town wastewater to the Lou Romano Water Reclamation Plant. The Town has identified growth-related debt payments related to purchased capacity at this plant. Additionally, the Town has identified the need for pump station improvements, a forcemain, and a bypass pump. In total, the gross capital cost estimate for these works is approximately \$26.74 million. Deductions totalling \$2,697,080 have been provided for the share of the pump station improvement and bypass pump projects that benefit existing development. In addition to these costs, \$942,021 has been included in the calculations to reflect the existing reserve fund deficit. The resultant net growth-related capital costs of \$24,981,180 have been included in the D.C. calculations.

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 wastewater buildout forecast period (urban area). This results in an 82% allocation to residential development and an 18% allocation to non-residential development.



## Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development  2020-Urban Buildout (Wastewater)	Timing (year)	Gross Capital Cost Estimate (2020\$)	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  82%	Non- Residential Share  18%
1	Treatment Capacity Payments - Growth-related Principal	2020-2048	6,154,670	-		6,154,670	-		6,154,670	5,046,829	1,107,841
2	Treatment Capacity Payments - Discounted Growth-related Interest	2020-2048	2,905,869	-		2,905,869	-		2,905,869	2,382,813	523,056
3	Treatment Capacity Payments (Repayment of Capital Fund)	2020	1,807,000	-		1,807,000	-		1,807,000	1,481,740	325,260
4	Pump Station Improvements - Various Upgrades	2020	4,117,700	-		4,117,700	1,647,080		2,470,620	2,025,908	444,712
5	Second forcemain	2030	9,651,000	-		9,651,000	-		9,651,000	7,913,820	1,737,180
6	Bypass pump	2020	2,100,000	-		2,100,000	1,050,000		1,050,000	861,000	189,000
	Reserve Fund Adjustment		942,021	-		942,021	-		942,021	772,457	169,564
	<b>Total</b>		<b>27,678,260</b>	<b>-</b>	<b>-</b>	<b>27,678,260</b>	<b>2,697,080</b>	<b>-</b>	<b>24,981,180</b>	<b>20,484,568</b>	<b>4,496,612</b>



## **5.5 Service Levels and Town-wide Buildout Capital Costs for LaSalle's D.C. Calculation**

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This section evaluates the development-related capital requirements for services with capital costs forecast on a Town-wide buildout basis (i.e. for all areas of the Town).

### **5.5.1 Water Services**

Similar to wastewater, The Town of LaSalle is responsible for the linear water infrastructure (i.e. distribution system) and purchases water from the Windsor Utilities Commission. The water is transmitted or received from the Windsor Utilities Commission via a number of boundary meters located on the northerly and easterly borders of the Town.

The Town has identified the need for a pressure improvement facility, and trunk watermain oversizing costs in the East, West, and Central areas of the Town. Additionally, based on the anticipated growth forecast, the Town has identified a provision for additional water supply. In total, the gross capital cost estimate for these works is approximately \$32.79 million. A deduction of \$677,680 has been provided for the share of costs that benefit existing development. The costs have been reduced by \$6,447,937 to reflect the balance in the water reserve fund. The resultant net growth-related capital costs of \$25,662,883 have been included in the D.C. calculations.

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 buildout forecast period. This results in an 81% allocation to residential development and an 19% allocation to non-residential development.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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
2020-Urban Buildout											
1	Pressure Improvement Facility	2030-2040+	4,706,000	-		4,706,000	-		4,706,000	3,811,860	894,140
2	Trunk Watermain - East - Oversizing costs only	2030-2040+	1,411,800	-		1,411,800	-		1,411,800	1,143,558	268,242
3	Trunk Watermain - Central - Oversizing costs only	2030-2040+	1,976,500	-		1,976,500	-		1,976,500	1,600,965	375,535
4	Trunk Watermain - West - Oversizing costs only	2030-2040+	1,694,200	-		1,694,200	677,680		1,016,520	823,381	193,139
5	Provision for Additional Water Capacity	2030-2040+	23,000,000	-		23,000,000	-		23,000,000	18,630,000	4,370,000
	Reserve Fund Balance						6,447,937		(6,447,937)	(5,222,829)	(1,225,108)
	Total		32,788,500	-	-	32,788,500	7,125,617	-	25,662,883	20,786,935	4,875,948





### **5.5.2 Services Related to a Highway - Roads (formerly Transportation Services)**

LaSalle owns and maintains 70 km of expressway, arterial and collector roads, as well as 9.3 km of active transportation amenities. Based on the level of service provided over the historical 10-year period, the average level of service is 2.4km of roads and 3.1km of active transportation per 1,000 population. This equates to an investment of \$10,725 per capita, resulting in a D.C.-eligible recovery amount of \$290,138,222 over the buildout forecast period.

With respect to future needs, the identified service related to highway program was reviewed with staff and totals \$149.26 million. These capital projects include various works related to adding capacity to the highway system including road improvements/expansions, intersection improvements, additional active transportation corridors and complete street additions and modifications. Benefit to existing development amounts have been reviewed and provided by staff on a project specific basis. These deductions total \$62,905,600. Additionally, deductions totalling \$5,240,000 have been made with respect to the share of specific projects which include contributions from developing landowners as per the Town's local service policy. The total growth-related costs have been reduced by \$6,917,566 to reflect the balance in the reserve fund. The resultant growth-related capital costs of \$74,192,434 are included in the D.C. calculations and are to be recovered over the forecast period (2020 to buildout).

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 buildout forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle  
Service: Services Related to a Highway - Roads

Prj .No	Increased Service Needs Attributable to Anticipated Development	Description	Timing (year)	Gross Capital Cost Estimate (2020\$)	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%
	<b>2020-Buildout</b>											
	<b>North-South: Collector/Arterial</b>											
	<b>Malden</b>											
1	Malden Road Improvements: Normandy - Cahill Drain	Additional lane, reconstruct existing, storm sewer, sidewalks/trails, street lights, street trees	2020-2039	2,927,000	-		2,927,000	1,163,000	195,000	1,569,000	1,270,890	298,110
2	Malden Road Improvements: Cahill Drain - Reaume Road	Additional lane, reconstruct existing, storm sewer, sidewalks/trails, street lights, street trees	2020-2039	5,534,000	-		5,534,000	1,322,500	1,147,000	3,064,500	2,482,245	582,255
3	Malden Road Improvements: Reaume Road to Meghan Street	Additional lane, reconstruct existing, storm sewer, sidewalks/trails, street lights, street trees	2020-2039	7,925,000	-		7,925,000	1,907,500	1,655,000	4,362,500	3,533,625	828,875
	<b>Huron Church</b>											
4	Road: Cousineau - Sandwich West	Additional lane, reconstruct existing, storm sewer, sidewalks/trails, street lights, street trees	2030-2040+	2,673,000	-		2,673,000	777,000	574,000	1,322,000	1,070,820	251,180
	<b>Matchette</b>				-							
5	Road: Sprucewood - Reaume	Additional lane, reconstruct existing, sidewalks/trails, street trees	2030-2040+	8,278,000	-	-	8,278,000	3,673,000		4,605,000	3,730,050	874,950
6	Bridge - Matchette - Turkey Creek	Bridge widening for 2 additional lanes	2030-2040+	3,750,000	-	-	3,750,000	1,875,000		1,875,000	1,518,750	356,250
7	Road: Reaume - Laurier	Additional lane, reconstruct existing, sidewalks/trails, street trees	2030-2040+	4,841,000	-	-	4,841,000	2,110,000		2,731,000	2,212,110	518,890
	<b>East-West: Collector/Arterial</b>											
	<b>Sprucewood</b>											
8	Road: Matchette - Malden	Additional lane, reconstruct existing, storm sewer, sidewalks/trails, street lights, street trees	2030-2040+	10,030,000	-		10,030,000	2,810,000	1,669,000	5,551,000	4,496,310	1,054,690
	<b>Reaume/Sandwich West</b>											
9	Road: Malden - Huron Line	Additional 1 lane, sidewalks/trails, street lights, street trees	2030-2040+	4,702,000	-		4,702,000	1,262,000		3,440,000	2,786,400	653,600
9.1	Road: Malden - Huron Line	2 Lanes, Sidewalks/Trails, Street Lights, Street Trees	2020-2030+	8,430,000	-		8,430,000	2,846,500		5,583,500	4,522,635	1,060,865
	<b>Laurier</b>											
10	Road: Matchette - Malden	Additional lane, reconstruct existing, sidewalks/trails, street trees	2030-2040+	7,686,000	-		7,686,000	3,408,300		4,277,700	3,464,937	812,763
11	Road: Matchette - Front	Additional lane, reconstruct existing, sidewalks/trails, street trees	2030-2040+	11,513,000	-		11,513,000	5,151,000		6,362,000	5,153,220	1,208,780
12	Road: Malden - Disputed	Additional 2 lanes, storm sewer, trail, intersection improvements	2030-2040+	11,221,000	-		11,221,000	4,283,000		6,938,000	5,619,780	1,318,220
13	Road: Disputed - Huron Church	Additional 2 lanes, storm sewer, trail, intersection improvements	2030-2040+	4,775,000	-		4,775,000	1,814,000		2,961,000	2,398,410	562,590
14	Road: Huron Church - Howard	Additional 2 lanes, storm sewer, trail, intersection improvements	2030-2040+	6,361,000	-		6,361,000	2,261,500		4,099,500	3,320,595	778,905



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle

Service: Services Related to a Highway - Roads

Prj .No	Increased Service Needs Attributable to Anticipated Development	Description	Timing (year)	Gross Capital Cost Estimate (2020\$)	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%
	2020-Buildout											
	Intersection Improvements:											
	Malden											
15	Intersection Improvements: Malden - Reaume/Sandwich West		2020-2039	563,000	-		563,000	281,500		281,500	228,015	53,485
16	Intersection Improvements: Malden - Bouffard		2020-2039	563,000	-		563,000	281,500		281,500	228,015	53,485
17	Intersection improvements: Malden - Laurier	Intersection widening, signals & improvements	2020-2039	938,000	-		938,000	469,000		469,000	379,890	89,110
	Huron Church											
18	Intersection Improvements: Huron Church - Broderick	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
19	Intersection Improvements: Huron Church - Sandwich West	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
	Matchette											
20	Intersection Improvements: Matchette - Reaume	Intersection widening, signals & improvements	2030-2040+	938,000	-		938,000	469,000		469,000	379,890	89,110
21	Intersection Improvements: Matchette - Laurier	Intersection widening, signals & improvements	2030-2040+	938,000	-		938,000	469,000		469,000	379,890	89,110
	Front											
22	Intersection Improvements: Front - Reaume	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
23	Intersection Improvements: Front - Bouffard	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
24	Intersection Improvements: Front - Victory	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
25	Intersection Improvements: Front - Laurier	Intersection widening, signals & improvements	2030-2040+	563,000	-		563,000	281,500		281,500	228,015	53,485
	Howard						-	-		-	-	-
26	Intersection improvements: Howard - Laurier (approach only)	Approach improvements	2030-2040+	480,000	-		480,000	-		480,000	388,800	91,200
	Martin /Kelly/Eighth Concession											
27	Martin Road	Front to Matchette	2030-2040+	3,348,000	-		3,348,000	2,703,500		644,500	522,045	122,455
28	Martin Road	Matchette to Malden	2030-2040+	5,453,000	-		5,453,000	3,538,500		1,914,500	1,550,745	363,755
29	Kelly Road	Malden to Broderick	2030-2040+	16,842,000	-		16,842,000	10,489,000		6,353,000	5,145,930	1,207,070
30	Kelly Road Expansion	Broderick to Huron Church	2030-2040+	4,026,000	-		4,026,000	-		4,026,000	3,261,060	764,940
31	Eighth Concession	Huron Church to Howard	2030-2040+	2,708,000	-		2,708,000	1,634,000		1,074,000	869,940	204,060
	Active Transportation											
32	Future Greenway Trails	36.2km	2020-2040	8,434,600	-		8,434,600	4,217,300		4,217,300	3,416,013	801,287
	Reserve Fund Balance			-	-		-	6,917,566		(6,917,566)	(5,603,228)	(1,314,338)
	Total			149,255,600	-	-	149,255,600	69,823,166	5,240,000	74,192,434	60,095,872	14,096,562



## 5.6 Wastewater Area-specific D.C. – Reaume Sanitary Service Area

The Town has identified the need to construct a trunk watermain and sanitary pumping station to service development in the Reaume Sanitary Service area. This area is located South of Normandy Street, West of Disputed Road, North of Bouffard Road, and East of Malden Road. These works are required specifically to allow development of this growth area. In total, the estimated capital cost of the works is \$3.5 million and is anticipated to be required around 2030. As these works are required to service growth, there is no deduction for benefit to existing development required, therefore the growth-related cost of the works included in the area-specific D.C. calculation is \$3.5 million.

The growth area serviced by these works is approximately 222 acres of net developable land and is allocated wholly to residential development. Based on an assumption of 7 single detached equivalent units per acre, this area would allow for 1,544 single detached equivalent units to be constructed. Based on the total growth-related cost of \$3.5 million, the calculated D.C. per single-detached equivalent unit would be \$2,252 as presented in the following table:

Area-specific D.C. Calculations	
Total Gross Cost of Works	\$3,500,000
Residential Share	100%
Total Benefitting Units (SDEs)	1,554
<b>Area-specific D.C. per SDE</b>	<b>\$2,252</b>

In calculating the schedule of charges by unit type, the persons per unit information identified in Chapter 3 and presented in Appendix A is used to estimate the single-detached equivalency as per the following table:

Schedule of Charges	P.P.U.	Single Detached Equivalent	D.C.
Single and Semi-Detached Dwelling	3.140	100%	\$2,252
Apartments - 2 Bedrooms +	1.703	54%	\$1,216
Apartments - Bachelor and 1 Bedroom	1.316	42%	\$946
Other Multiples	1.954	62%	\$1,396
Special Care/Special Dwelling Units	1.100	35%	\$788

These charges are applicable to all residential development located in the area identified in Schedule C to the draft by-law.



### Infrastructure Costs Included in the Development Charges Calculation

Town of LaSalle

Service: Wastewater Services - Reaume Sanitary Service Area

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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
2020-Urban Buildout (Wastewater)											
1	Sandwich West Pkwy / Reaume trunk and Pump station	2030-+	3,500,000	-		3,500,000	-		3,500,000	3,500,000	-



# Chapter 6

## D.C. CALCULATION



## 6. D.C. Calculation

Table 6-1 calculates the proposed D.C.s to be imposed for wastewater services based upon a wastewater service area urban buildout horizon. Table 6-2 calculates the proposed uniform D.C. to be imposed for water services and services related to a highway, based upon a Town-wide buildout time horizon. Table 6-3 calculates the proposed uniform D.C. to be imposed on anticipated development in LaSalle for Town-wide services over a 20-year planning horizon. Table 6-4 calculates the proposed uniform D.C. to be imposed on anticipated development in LaSalle for Town-wide services over a 10-year planning horizon.

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1 bedroom, all other multiples and special care/special dwelling units). The non-residential D.C. has been calculated on a per sq.ft. of gross floor area basis for all types of non-residential development (industrial, commercial and institutional).

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

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1 through 6-4. With respect to non-residential development, the total costs in the uniform charge allocated to non-residential development (based on need for service) have been divided by the anticipated development over the planning period to calculate a cost per sq.ft. of gross floor area.

Table 6-5 summarizes the total D.C. that is applicable for all services and Table 6-6 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the 5-year life of the by-law.

The area-specific D.C. calculations for the Reaume Sanitary Service Area have been provided in Chapter 5, section 5.6.



Table 6-1  
Town of LaSalle  
Development Charge Calculation  
2020 to Urban Buildout (wastewater)

SERVICE/ CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
1. <u>Wastewater Services</u>	\$	\$	\$	\$
1.1 Treatment plants & Sewers	20,484,568	4,496,612	2,132	1.18
	20,484,568	4,496,612	2,132	1.18
<b>TOTAL</b>	<b>\$20,484,568</b>	<b>\$4,496,612</b>	<b>\$2,132</b>	<b>\$1.18</b>
D.C.-Eligible Capital Cost	\$20,484,568	\$4,496,612		
Wastewater Urban Buildout Gross Population/GFA Growth (sq.ft.)	30,170	3,801,900		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$678.97</b>	<b>\$1.18</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.140	\$2,132		
Other Multiples	1.954	\$1,327		
Apartments - 2 Bedrooms +	1.703	\$1,156		
Apartments - Bachelor and 1 Bedroom	1.316	\$894		
Special Care/Special Dwelling Units	1.100	\$747		

Table 6-2  
Town of LaSalle  
Development Charge Calculation  
2020 to Town-wide Buildout

SERVICE/ CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
2. <u>Services Related to a Highway</u>	\$	\$	\$	\$
2.1 Roads	60,095,872	14,096,562	6,239	3.71
	60,095,872	14,096,562	6,239	3.71
3. <u>Water Services</u>				
3.1 Treatment, storage and distribution systems	20,786,935	4,875,948	2,158	1.28
	20,786,935	4,875,948	2,158	1.28
<b>TOTAL</b>	<b>\$80,882,807</b>	<b>\$18,972,510</b>	<b>\$8,397</b>	<b>\$4.99</b>
D.C.-Eligible Capital Cost	\$80,882,807	\$18,972,510		
Buildout Gross Population/GFA Growth (sq.ft.)	30,245	3,801,900		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$2,674.25</b>	<b>\$4.99</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.140	\$8,397		
Other Multiples	1.954	\$5,225		
Apartments - 2 Bedrooms +	1.703	\$4,554		
Apartments - Bachelor and 1 Bedroom	1.316	\$3,519		
Special Care/Special Dwelling Units	1.100	\$2,942		





Table 6-3  
Town of LaSalle  
Development Charge Calculation  
2020 to 2039

SERVICE/ CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
4. <u>Public Works (Facilities and Fleet)</u>				
4.1 Services Related to a Highway	1,044,117	229,197	221	0.13
4.2 Water Services	522,059	114,598	111	0.07
4.3 Wastewater Services	522,059	114,598	111	0.07
	2,088,235	458,393	443	0.27
5. <u>Fire Protection Services</u>				
5.1 Fire facilities, vehicles & equipment	4,055,760	890,289	859	0.51
	4,055,760	890,289	859	0.51
6. <u>Policing Services</u>				
6.1 Police facilities, vehicles and equipment	473,334	103,902	100	0.06
	473,334	103,902	100	0.06
<b>TOTAL</b>	<b>\$6,617,329</b>	<b>\$1,452,584</b>	<b>\$1,402</b>	<b>\$0.84</b>
D.C.-Eligible Capital Cost	\$6,617,329	\$1,452,584		
20-Year Gross Population/GFA Growth (sq.ft.)	14,833	1,745,300		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$446.12</b>	<b>\$0.83</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.140	\$1,401		
Other Multiples	1.954	\$872		
Apartments - 2 Bedrooms +	1.703	\$760		
Apartments - Bachelor and 1 Bedroom	1.316	\$587		
Special Care/Special Dwelling Units	1.100	\$491		



Table 6-4  
Town of LaSalle  
Development Charge Calculation  
2020 to 2029

SERVICE/ CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
7. <u>Parks and Recreation Services</u>	\$	\$	\$	\$
7.1 Parks and Recreation Services	16,312,846	858,571	7,339	1.07
	16,312,846	858,571	7,339	1.07
8. <u>Transit Services</u>				
8.1 Transit vehicles	231,819	47,481	104	0.06
	231,819	47,481	104	0.06
9. <u>Library Services</u>				
9.1 Library facilities, materials and vehicles	-	-	-	-
	-	-	-	-
10. <u>Growth Studies</u>				
10.1 Services Related to a Highway	144,968	29,692	65	0.04
10.2 Fire Protection Services	3,872	793	2	-
10.3 Parks and Recreation Services	10,674	2,186	5	-
10.4 Wastewater Services	48,819	9,999	22	0.01
10.5 Water Services	190,252	38,967	86	0.05
10.6 Policing Services	2,114	433	1	-
10.7 Transit Services	2,114	433	1	-
	402,813	82,504	182	0.10
<b>TOTAL</b>	<b>\$16,947,478</b>	<b>\$988,556</b>	<b>\$7,625</b>	<b>\$1.23</b>
D.C.-Eligible Capital Cost	\$16,947,478	\$988,556		
10-Year Gross Population/GFA Growth (sq.ft.)	6,979	801,600		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$2,428.35</b>	<b>\$1.23</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.140	\$7,625		
Other Multiples	1.954	\$4,745		
Apartments - 2 Bedrooms +	1.703	\$4,135		
Apartments - Bachelor and 1 Bedroom	1.316	\$3,196		
Special Care/Special Dwelling Units	1.100	\$2,671		



Table 6-5  
Town of LaSalle  
Development Charge Calculation  
Total for All Services

	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Wastewater Services/Classes Buildout	20,484,568	4,496,612	2,132	1.18
Town-wide Services/Classes Buildout	80,882,807	18,972,510	8,397	4.99
Town-wide Services/Classes 20 Year	6,617,329	1,452,584	1,402	0.84
Town-wide Services/Classes 10 Year	16,947,478	988,556	7,625	1.23
<b>TOTAL</b>	<b>124,932,181</b>	<b>25,910,263</b>	<b>19,556</b>	<b>8.24</b>



**Table 6-6**  
**Town of LaSalle**  
**Gross Expenditure and Sources of Revenue Summary for Costs Incurred Over the Life of the By-law**

Service/ Class of Service	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. Wastewater Services							
1.1 Treatment plants & Sewers	9,586,862	-	2,697,080	-	-	5,649,621	1,240,161
2. Services Related to a Highway							
2.1 Roads	10,835,738	-	3,783,619	749,250	-	5,105,324	1,197,545
3. Water Services							
3.1 Treatment, storage and distribution systems	-	-	-	-	-	-	-
4. Public Works (Facilities and Fleet)							
4.1 Services Related to a Highway	293,750	-	-	-	-	240,875	52,875
4.2 Water Services	146,875	-	-	-	-	120,438	26,438
4.3 Wastewater Services	146,875	-	-	-	-	120,438	26,438
5. Fire Protection Services							
5.1 Fire facilities, vehicles & equipment	3,071,700	-	1,200,000	-	-	1,534,794	336,906
6. Policing Services							
6.1 Police facilities, vehicles and equipment	44,000	-	-	-	-	36,080	7,920
7. Parks and Recreation Services							
7.1 Parks and Recreation Services	5,100,000	-	-	-	803,250	4,081,913	214,838
8. Transit Services							
8.1 Transit vehicles	300,000	-	-	-	160,350	115,910	23,741
9. Library Services							
9.1 Library facilities, materials and vehicles	-	-	-	-	-	-	-
10. Growth Studies							
10.1 Services Related to a Highway	449,606	3,125	172,500	-	-	227,404	46,577
10.2 Fire Protection Services	7,309	625	2,500	-	-	3,473	711
10.3 Parks and Recreation Services	16,383	1,250	5,000	-	-	8,410	1,723
10.4 Wastewater Services	137,251	3,125	52,500	-	-	67,750	13,876
10.5 Water Services	437,251	3,125	52,500	-	-	316,750	64,876
10.6 Policing Services	6,250	625	2,500	-	-	2,594	531
10.7 Transit Services	6,250	625	2,500	-	-	2,594	531
<b>Total Expenditures &amp; Revenues</b>	<b>\$30,586,100</b>	<b>\$12,500</b>	<b>\$7,970,699</b>	<b>\$749,250</b>	<b>\$963,600</b>	<b>\$17,634,365</b>	<b>\$3,255,686</b>



# Chapter 7

## D.C. Policy Recommendations and D.C. By-law Rules



## 7. D.C. Policy Recommendations and D.C. By-law Rules

### 7.1 Introduction

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Subsection 5 (1) 9 states that rules must be developed:

“...to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6.”

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-7 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

With respect to “the rules,” section 6 states that a D.C. by-law must expressly address the matters referred to above re subsection 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Town’s existing policies, with consideration for the updates from Bill 108 and Bill 197.



## 7.2 D.C. By-law Structure

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**It is recommended that:**

- classes of services be established for public works and growth studies;
- the Town uses a uniform Town-wide D.C. calculation for all municipal services, except for wastewater and the area-specific D.C. for the Reaume Sanitary Service Area;
- wastewater services, be imposed on the urban service areas of the Town;
- area-specific wastewater services for the Reaume Sanitary Service Area be imposed on the area identified in Schedule C to the by-law; and
- one municipal D.C. by-law be used for all services.

## 7.3 D.C. By-law Rules

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The following subsections set out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with section 6 of the D.C.A.

**It is recommended that the following sections provide the basis for the D.C.s.:**

### ***7.3.1 Payment in any Particular Case***

In accordance with the D.C.A., subsection 2 (2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the Planning Act;



- (f) the approval of a description under section 9 of the Condominium Act, 1998; or
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.”

### **7.3.2 Determination of the Amount of the Charge**

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. industrial, commercial and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
  - for parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
  - for growth studies an 83% residential/17% non-residential calculation has been made based on the anticipated population and employment growth over the 10-year forecast period;
  - for police, fire, and public works services, an 82% residential/18% non-residential allocation has been made based on a population vs. employment growth ratio over the 20-year forecast period;
  - for water services and services related to a highway - roads an 81% residential/19% non-residential allocation has been made based on a population vs. employment growth ratio over the buildout forecast period;
  - for wastewater services an 82% residential/18% non-residential allocation has been made based on population vs. employment growth over the wastewater urban buildout forecast period;
  - for wastewater – Reaume Sanitary Service Area, 100% of the costs have been allocated to residential development as all development in this area is anticipated to be residential.





### **7.3.3 Application to Redevelopment of Land (Demolition and Conversion)**

#### **Redevelopment**

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

- 1) the number of dwelling units converted, multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or
- 2) the gross floor area of the building converted, multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The redevelopment credit is allowed only if the land was improved by occupied structures and if the existing structure was removed from the site no less than ten years prior to the issuance of a building permit. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

Note: removal of a building refers to the physical moving of a building or structure, or the destruction of a building or structure as a result of any man-made or natural disaster.

#### **Demolition**

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

- 1) the number of dwelling units demolished/converted, multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or
- 2) the gross floor area of the building demolished/converted, multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The demolition credit is allowed only if the land was improved by occupied structures and if the demolition permit was issued for the site no less than three years prior to the



issuance of a building permit. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

#### **7.3.4 Exemptions (full or partial)**

a) Statutory exemptions:

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

b) Non-statutory exemptions:

- Non-residential development; and
- Apartment development.

Note: it is recommended that the non-statutory exemptions remain in-place for development agreements executed by June 30, 2022.

#### **7.3.5 Phasing in**

No provisions for phasing in the D.C. are provided in the D.C. by-law.



### **7.3.6 Timing of Collection**

The D.C.s for all services are payable upon issuance of the first building permit for each dwelling unit, building, or structure, subject to early or late payment agreements entered into by the Town and an owner under s.27 of the D.C.A., 1997.

Commencing January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Moreover, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day of the Site Plan or Zoning By-law Amendment application.

Installment payments and payments determined at the time of Site Plan or Zoning Bylaw Amendment application may be subject to annual interest charges. The applicable interest rate is provided in the Town's "Development Charge Interest Rate Policy". Subsequent to the release of the D.C. background study, staff will conduct a review of appropriate interest rates and will present a staff report to Council for their consideration.

For the purposes of administering the By-law, the following definitions are provided as per O. Reg. 454-19:

"Rental housing" means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.

"Institutional development" means development of a building or structure intended for use,

- a. as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act*, 2007;
- b. as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act*, 2010;
- c. by any of the following post-secondary institutions for the objects of the institution:
  - i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,



- ii. a college or university federated or affiliated with a university described in subclause (i), or
- iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act*, 2017;
- d. as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e. as a hospice to provide end of life care.

“Non-profit housing development” means development of a building or structure intended for use as residential premises by,

- a. a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- b. a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c. a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

A D.C. that is applicable under section 5 of the D.C.A. shall be calculated and payable:

- where a permit is required under the Building Code Act in relation to a building or structure, the owner shall pay the D.C. prior to the issuance of a permit of prior to the commencement of development or redevelopment as the case may be; and
- despite the above, Council, from time to time and at any time, may enter into agreements providing for all or any part of a D.C. to be paid before or after it would otherwise be payable.

### **7.3.7 Indexing**

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on January 1, 2021 and each January 1 thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)<sup>1</sup> for the most recent year-over-year period.

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<sup>1</sup> O. Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation,



### **7.3.8 The Applicable Areas**

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

- for all municipal services, except for wastewater and the area-specific D.C. for the Reaume Sanitary Service Area, - the full residential and non-residential charge will be imposed on all lands in the Town;
- wastewater services – the full wastewater D.C. be imposed on the urban service areas of the Town; and
- area-specific wastewater services for the Reaume Sanitary Service Area – the full area-specific D.C. be imposed on this area (as identified in Schedule C to the by-law).

## **7.4 Other D.C. By-law Provisions**

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**It is recommended that:**

### **7.4.1 Categories of Services for Reserve Fund and Credit Purposes**

The Town's D.C. collections are currently reserved in ten separate reserve funds: transportation, public works, fire protection services, police services, recreation and culture services, library services, administration, water services, wastewater services, and a special area charge. Appendix D outlines the reserve fund policies that the Town is required to follow as per the D.C.A. The following changes are recommended:

- Rename the Transportation reserve fund to Services Related to a Highway;
- Rename the Recreation and Culture reserve fund to Parks and Recreation Services;
- Close the special area charge reserve fund and move funds to the Wastewater reserve fund;
- Establish a new reserve fund for Transit Services; and
- Establish a new reserve fund for the Reaume Sanitary Service Area area-specific D.C.

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Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.

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### **7.4.2 By-law In-force Date**

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

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

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

### **7.4.4 Area Rating**

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area-rating.

At present, the Town’s by-law provides area-rating for wastewater services. All other Town services are recovered based on a uniform, Town-wide basis. There have been several reasons why this methodology should be continued including:

- 1 All Town services, with the exception of water, wastewater and stormwater, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds which can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that “...if a development charge by-law applies to a



part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area, would establish an area specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

- 2 Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The development charges would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
- 3 Many services which are provided (roads, parks, recreation facilities, library) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Town will be used by residents from all areas depending on the programming of the facility (i.e. a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges on a uniform Town-wide basis for all services except wastewater.



## 7.5 Other Recommendations

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### **It is recommended that Council:**

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Classes of services be established for growth studies and public works (facilities and fleet);

“Continue the D.C. approach to calculate the charges on a uniform Municipal-wide basis for all services (except wastewater);”

“Continue the D.C. approach to calculate the wastewater charges on a uniform urban-area basis;”

“Establish the D.C. approach to calculate the Reaume Sanitary Service Area charges on an area-specific basis;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated October 7, 2020, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated October 7, 2020, as amended (if applicable);”

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

“Approve the D.C. By-law as set out in Appendix G.”





# Chapter 8

## By-law Implementation



## 8. By-law Implementation

### 8.1 Public Consultation Process

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#### **8.1.1 Introduction**

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.2 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

#### **8.1.2 Public Meeting of Council**

Section 12 of the D.C.A. indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the Local Planning Appeal Tribunal (L.P.A.T.) (formerly the Ontario Municipal Board (O.M.B.)).

#### **8.1.3 Other Consultation Activity**

There are three broad groupings of the public who are generally the most concerned with Town D.C. policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and Town policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in Town D.C. policy. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

## **8.2 Anticipated Impact of the Charge on Development**

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The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s can ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

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



## 8.3 Implementation Requirements

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### 8.3.1 *Introduction*

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

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

The sections which follow overview the requirements in each case.

### 8.3.2 *Notice of Passage*

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

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

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

### 8.3.3 *By-law Pamphlet*

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

- a description of the general purpose of the D.C.s;



- the “rules” for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer’s statement and where it may be received by the public.

Where a by-law is not appealed to the L.P.A.T., the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The Town must give one copy of the most recent pamphlet without charge, to any person who requests one.

### **8.3.4 Appeals**

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and L.P.A.T. Hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the L.P.A.T. by filing a notice of appeal with the Town clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The Town is carrying out a public consultation process, in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

### **8.3.5 Complaints**

A person required to pay a D.C., or his agent, may complain to the Town Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Town Council to the L.P.A.T.



### **8.3.6 Credits**

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

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

### **8.3.7 Front-Ending Agreements**

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the Town to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Town funds being available.

### **8.3.8 Severance and Subdivision Agreement Conditions**

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under section 51 or section 53 of the Planning Act, except for:

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

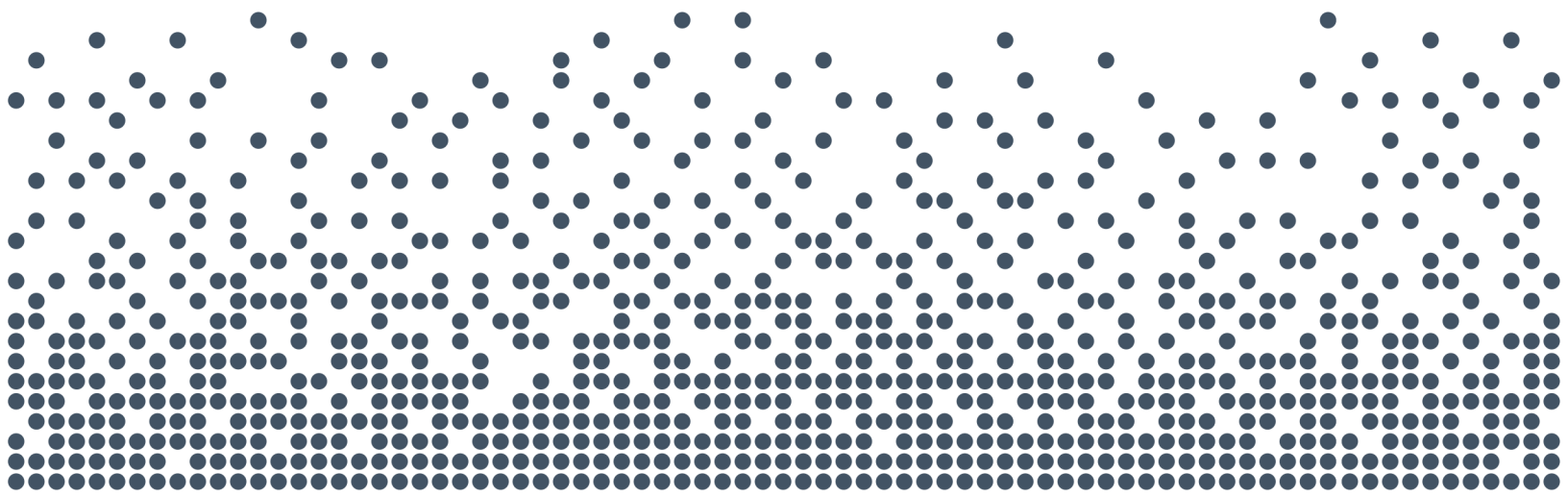


It is also noted that subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s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

In this regard, if the Town in question is a commenting agency, in order to comply with subsection 59 (4) of the D.C.A. it would need to provide to the approval authority, information regarding the applicable Town D.C.s related to the site.

If the Town is an approval authority for the purposes of section 51 of the Planning Act, it would be responsible to ensure that it collects information from all entities which can impose a D.C.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.



# Appendices





# Appendix A

## Background Information on Residential and Non- Residential Growth Forecast



## Appendix A: Background Information on Residential and Non-Residential Growth Forecast

### Schedule 1 Town of LaSalle Residential Growth Forecast Summary

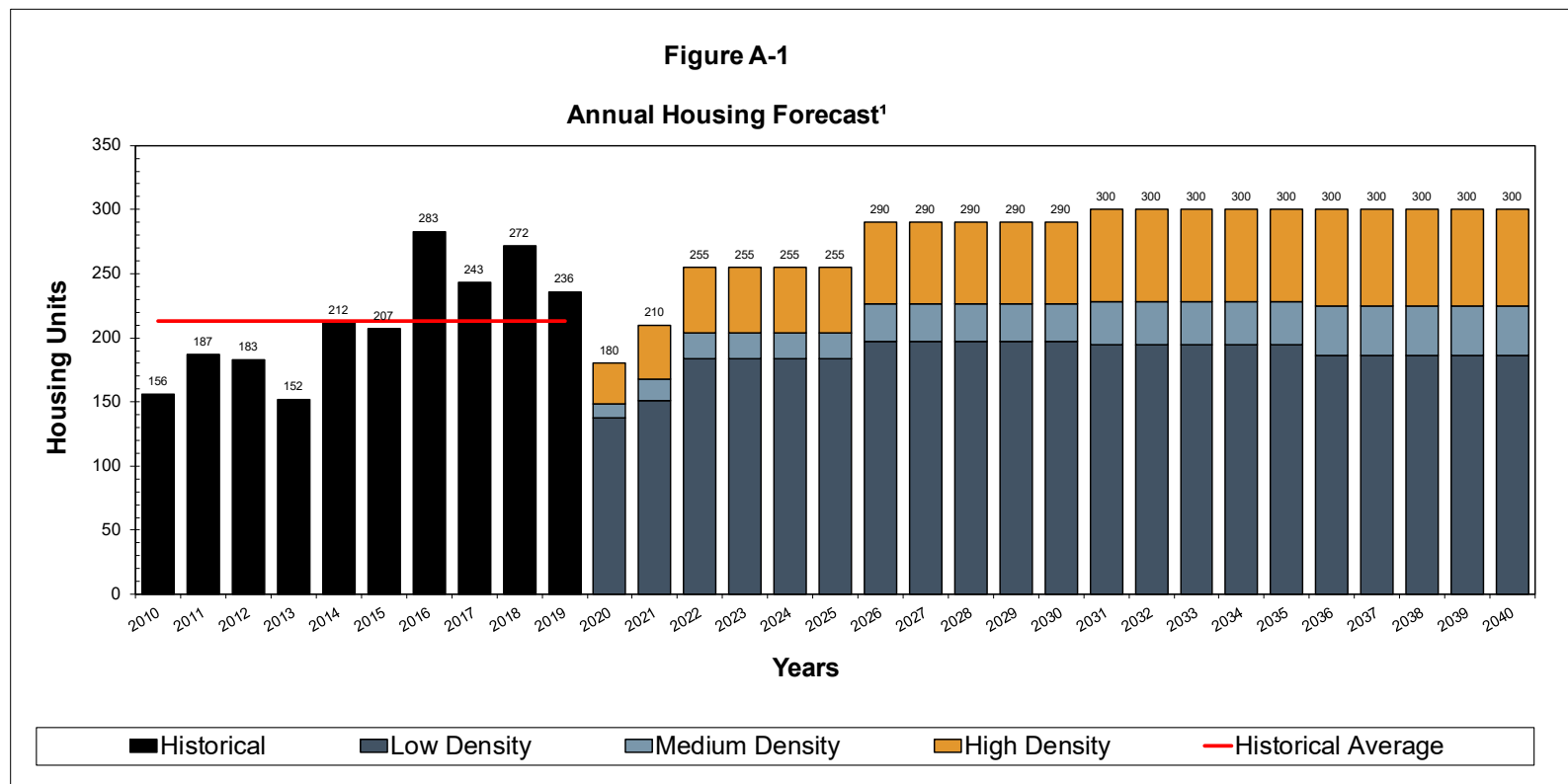
Year		Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households	
Historical	Mid 2006	28,560	27,652	117	27,535	8,665	150	490	10	9,315	2.969
	Mid 2011	29,580	28,643	243	28,400	9,179	186	525	11	9,901	2.893
	Mid 2016	31,170	30,180	290	29,890	9,865	235	575	10	10,685	2.825
Forecast	Mid 2020	34,030	32,948	317	32,631	10,631	288	790	10	11,719	2.812
	Mid 2030	40,330	39,050	381	38,669	12,443	514	1,322	10	14,289	2.733
	Mid 2040	47,570	46,057	449	45,608	14,359	864	2,046	10	17,279	2.665
	Buildout	61,968	60,000	468	59,532	17,845	1,801	3,699	10	23,355	2.569
Incremental	Mid 2006 - Mid 2011	1,020	991	126	865	514	36	35	1	586	
	Mid 2011 - Mid 2016	1,590	1,537	47	1,490	686	49	50	-1	784	
	Mid 2016 - Mid 2020	2,860	2,768	27	2,741	766	53	215	0	1,034	
	Mid 2020 - Mid 2030	6,300	6,102	64	6,038	1,812	226	532	0	2,570	
	Mid 2020 - Mid 2040	13,540	13,109	132	12,977	3,728	576	1,256	0	5,560	
	Mid 2020 - Buildout	27,938	27,052	151	26,901	7,214	1,513	2,909	0	11,636	

Derived from Essex County Foundation Report High Scenario (2011) forecast for the Town of LaSalle and discussions with municipal staff, by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Census undercount estimated at approximately 3.3%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Source: Historical housing activity provided by the Town of LaSalle.

<sup>1</sup> Growth forecast represents calendar year.



**Schedule 2**  
**Town of LaSalle**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Single & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Water Only	2020 - 2030	6	0	0	6	18	(107)	(89)	0	(89)
	2020 - 2040	13	0	0	13	40	(212)	(172)	0	(172)
	2020 - Buildout	24	0	0	24	75	(381)	(306)	0	(306)
Water & Wastewater	2020 - 2030	1,806	226	532	2,564	6,961	(834)	6,127	64	6,191
	2020 - 2040	3,715	576	1,256	5,547	14,793	(1,644)	13,149	132	13,281
	2020 - Buildout	7,190	1,513	2,909	11,612	30,170	(2,963)	27,207	151	27,358
Town of LaSalle	2020 - 2030	1,812	226	532	2,570	6,979	(941)	6,038	64	6,102
	2020 - 2040	3,728	576	1,256	5,560	14,833	(1,856)	12,977	132	13,109
	2020 - Buildout	7,214	1,513	2,909	11,636	30,245	(3,344)	26,901	151	27,052

Forecast by Watson & Associates Economists Ltd., 2020.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 3  
Town of LaSalle  
Current Year Growth Forecast  
Mid 2016 to Mid 2020**

		Population
Mid 2016 Population		30,180
Occupants of New Housing Units, Mid 2016 to Mid 2020	Units (2)	1,034
	multiplied by P.P.U. (3)	2,840
	gross population increase	2,936
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2020	Units	24
	multiplied by P.P.U. (3)	1,100
	gross population increase	26
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2020	Units (4)	10,685
	multiplied by P.P.U. decline rate (5)	-0.018
	total decline in population	-194
Population Estimate to Mid 2020		32,948
Net Population Increase, Mid 2016 to Mid 2020		2,768

(1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed, Mid-2016 to the beginning of the growth period assuming a six-month lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.247	74%	2.405
<i>Multiples (6)</i>	1.897	5%	0.097
<i>Apartments (7)</i>	1.621	21%	0.337
Total		100%	2.840

<sup>1</sup> Based on 2016 Census custom database

<sup>2</sup> Based on Building permit/completion activity

(4) 2016 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



**Schedule 4a  
Town of LaSalle  
Ten Year Growth Forecast  
Mid 2020 to Mid 2030**

		Population
Mid 2020 Population		32,948
Occupants of New Housing Units, Mid 2020 to Mid 2030	Units (2)	2,570
	multiplied by P.P.U. (3)	2,715
	gross population increase	6,979
Occupants of New Equivalent Institutional Units, Mid 2020 to Mid 2030	Units	58
	multiplied by P.P.U. (3)	1,100
	gross population increase	64
Decline in Housing Unit Occupancy, Mid 2020 to Mid 2030	Units (4)	11,719
	multiplied by P.P.U. decline rate (5)	-0.080
	total decline in population	-941
Population Estimate to Mid 2030		39,050
Net Population Increase, Mid 2020 to Mid 2030		6,102

(1) Mid 2020 Population based on:

2016 Population (30,180) + Mid 2016 to Mid 2020 estimated housing units to beginning of forecast period (1,034 x 2.84 = 2,936) + (24 x 1.1 = 26) + (10,685 x -0.018 = -194) = 32,948

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

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.140	70%	2.213
<i>Multiples (6)</i>	1.954	9%	0.172
<i>Apartments (7)</i>	1.594	21%	0.330
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.715

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2020 households based upon 2016 Census (10,685 units) + Mid 2016 to Mid 2020 unit estimate (1,034 units) = 11,719 units.

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



**Schedule 4b  
Town of LaSalle  
Twenty Year Growth Forecast  
Mid 2020 to Mid 2040**

			Population
Mid 2020 Population			32,948
Occupants of New Housing Units, Mid 2020 to Mid 2040	Units (2)	5,560	
	multiplied by P.P.U. (3)	2.668	
	gross population increase	14,833	14,833
Occupants of New Equivalent Institutional Units, Mid 2020 to Mid 2040	Units	120	
	multiplied by P.P.U. (3)	1.100	
	gross population increase	132	132
Decline in Housing Unit Occupancy, Mid 2020 to Mid 2040	Units (4)	11,719	
	multiplied by P.P.U. decline rate (5)	-0.158	
	total decline in population	-1,856	-1,856
Population Estimate to Mid 2040			46,057
Net Population Increase, Mid 2020 to Mid 2040			13,109

(1) Mid 2020 Population based on:

2016 Population (30,180) + Mid 2016 to Mid 2020 estimated housing units to beginning of forecast period (1,034 x 2.84 = 2,936) + (24 x 1.1 = 26) + (10,685 x -0.018 = -194) = 32,948

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

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.140	67%	2.105
<i>Multiples (6)</i>	1.954	10%	0.202
<i>Apartments (7)</i>	1.594	23%	0.360
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.668

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2020 households based upon 2016 Census (10,685 units) + Mid 2016 to Mid 2020 unit estimate (1,034 units) = 11,719 units.

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



**Schedule 5  
Town of LaSalle  
Mid 2020 to Buildout**

			Population
Mid 2020 Population			32,948
Occupants of New Housing Units, Mid 2020 to Buildout	Units (2)	11,636	
	multiplied by P.P.U. (3)	2.599	
	gross population increase	30,245	30,245
Occupants of New Equivalent Institutional Units, Mid 2020 to Buildout	Units	137	
	multiplied by P.P.U. (3)	1.100	
	gross population increase	151	151
Decline in Housing Unit Occupancy, Mid 2020 to Buildout	Units (4)	11,719	
	multiplied by P.P.U. decline rate (5)	-0.285	
	total decline in population	-3,344	-3,344
Population Estimate to Buildout			60,000
Net Population Increase, Mid 2020 to Buildout			27,052

(1) Mid 2020 Population based on:

2016 Population (30,180) + Mid 2016 to Mid 2020 estimated housing units to beginning of forecast period (1,034 x 2,936) + (10,685 x -0.0157 = -168) = 32,948

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

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.140	62%	1.947
<i>Multiples (6)</i>	1.954	13%	0.254
<i>Apartments (7)</i>	1.594	25%	0.399
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.599

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2020 households based upon 10,685 (2016 Census) + 1,034 (Mid 2016 to Mid 2020 unit estimate) = 11,719

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.





**Schedule 6**  
**Town of LaSalle**  
**Summary of Units in the Development Approvals Process as of May 2020**

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>2</sup>	Apartments <sup>3</sup>	Total
Registered Not Built	164	0	72	<b>236</b>
<i>% Breakdown</i>	<i>69%</i>	<i>0%</i>	<i>31%</i>	<i>100%</i>
Draft Plans Approved	676	390	728	<b>1,794</b>
<i>% Breakdown</i>	<i>38%</i>	<i>22%</i>	<i>41%</i>	<i>100%</i>
Application Under Review	63	14	96	<b>173</b>
<i>% Breakdown</i>	<i>36%</i>	<i>8%</i>	<i>55%</i>	<i>100%</i>
<b>Total</b>	<b>903</b>	<b>404</b>	<b>896</b>	<b>2,203</b>
<i>% Breakdown</i>	<i>41%</i>	<i>18%</i>	<i>41%</i>	<i>100%</i>

Source: Town of LaSalle Planning Department as of 05/2020.

<sup>2</sup> Includes townhomes and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



**Schedule 7**  
**Town of LaSalle**  
**Historical Residential Building Permits**  
**Years 2010 to 2019**

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
2010	128	28	0	156
2011	108	79	0	187
2012	143	40	0	183
2013	119	33	0	152
2014	131	81	0	212
Sub-total	629	261	0	890
<b>Average (2010 - 2014)</b>	<b>126</b>	<b>52</b>	<b>0</b>	<b>178</b>
% Breakdown	70.7%	29.3%	0.0%	100.0%
2015	180	27	0	207
2016	254	23	6	283
2017	219	24	0	243
2018	132	3	137	272
2019	161	3	72	236
Sub-total	946	80	215	1,241
<b>Average (2015 - 2019)</b>	<b>189</b>	<b>16</b>	<b>43</b>	<b>248</b>
% Breakdown	76.2%	6.4%	17.3%	100.0%
2010 - 2019				
Total	1,575	341	215	2,131
<b>Average</b>	<b>158</b>	<b>34</b>	<b>22</b>	<b>213</b>
% Breakdown	73.9%	16.0%	10.1%	100.0%

Source: Historical housing activity provided by the Town of LaSalle.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



**Schedule 8a - 25 Year Average  
Town of LaSalle  
Persons Per Unit By Age and Type of Dwelling  
(2016 Census)**

Age of Dwelling	Singles and Semi-Detached						20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1.931	3.336	5.000	<b>3.247</b>	
6-10	-	-	1.636	3.349	4.188	<b>3.276</b>	
11-15	-	-	1.733	3.046	4.214	<b>3.126</b>	
16-20	-	-	1.895	3.032	4.395	<b>3.136</b>	3.140
20-25	-	-	-	3.160	4.379	<b>3.261</b>	
25-35	-	-	-	2.826	3.947	<b>2.898</b>	
35+	-	-	1.733	2.538	3.360	<b>2.451</b>	
<b>Total</b>	-	<b>1.167</b>	<b>1.777</b>	<b>2.892</b>	<b>4.208</b>	<b>2.903</b>	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.875	3.261	4.737	<b>3.072</b>
6-10	-	-	1.621	3.273	4.188	<b>3.032</b>
11-15	-	-	1.587	3.011	4.370	<b>2.878</b>
16-20	-	-	1.771	3.044	4.368	<b>3.003</b>
20-25	-	-	1.400	3.128	4.267	<b>3.166</b>
25-35	-	-	2.091	2.827	3.895	<b>2.812</b>
35+	-	1.350	1.703	2.547	3.320	<b>2.424</b>
<b>Total</b>	-	<b>1.341</b>	<b>1.710</b>	<b>2.882</b>	<b>4.172</b>	<b>2.800</b>

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

<sup>3</sup> Adjusted based on 2001-2016 historical trends.

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

*P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.*



**Schedule 8b  
Essex County  
Persons Per Unit By Age and Type of Dwelling  
(2016 Census)**

Age of Dwelling	Multiples <sup>1</sup>						20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1.612	2.465	-	<b>1.897</b>	
6-10	-	1.545	1.903	2.394	-	<b>2.090</b>	
11-15	-	-	1.626	2.293	-	<b>1.949</b>	
16-20	-	-	1.770	2.757	-	<b>2.389</b>	1.954
20-25	-	-	1.884	3.036	-	<b>2.458</b>	
25-35	-	1.000	2.045	3.124	-	<b>2.641</b>	
35+	-	1.251	1.887	2.830	4.053	<b>2.297</b>	
<b>Total</b>	<b>0.857</b>	<b>1.252</b>	<b>1.835</b>	<b>2.778</b>	<b>4.321</b>	<b>2.278</b>	

Age of Dwelling	Apartments <sup>2</sup>						20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	1.133	2.333	-	-	<b>1.621</b>	
6-10	-	1.421	1.784	2.083	-	<b>1.676</b>	
11-15	-	1.395	1.534	2.083	-	<b>1.536</b>	
16-20	-	1.506	1.764	2.400	-	<b>1.707</b>	1.594
20-25	-	1.288	1.732	2.667	-	<b>1.614</b>	
25-35	0.826	1.201	1.763	3.229	-	<b>1.529</b>	
35+	1.101	1.193	1.878	2.645	-	<b>1.494</b>	
<b>Total</b>	<b>1.052</b>	<b>1.212</b>	<b>1.816</b>	<b>2.653</b>	<b>2.300</b>	<b>1.523</b>	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.267	1.820	3.201	4.675	<b>3.014</b>
6-10	-	1.474	1.862	3.217	4.524	<b>3.017</b>
11-15	-	1.377	1.709	3.200	4.327	<b>2.973</b>
16-20	-	1.515	1.803	3.082	4.109	<b>2.891</b>
20-25	-	1.303	1.881	2.973	3.752	<b>2.731</b>
25-35	1.091	1.211	1.905	2.921	3.643	<b>2.525</b>
35+	1.176	1.221	1.819	2.579	3.600	<b>2.233</b>
<b>Total</b>	<b>1.217</b>	<b>1.239</b>	<b>1.820</b>	<b>2.785</b>	<b>3.965</b>	<b>2.458</b>

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

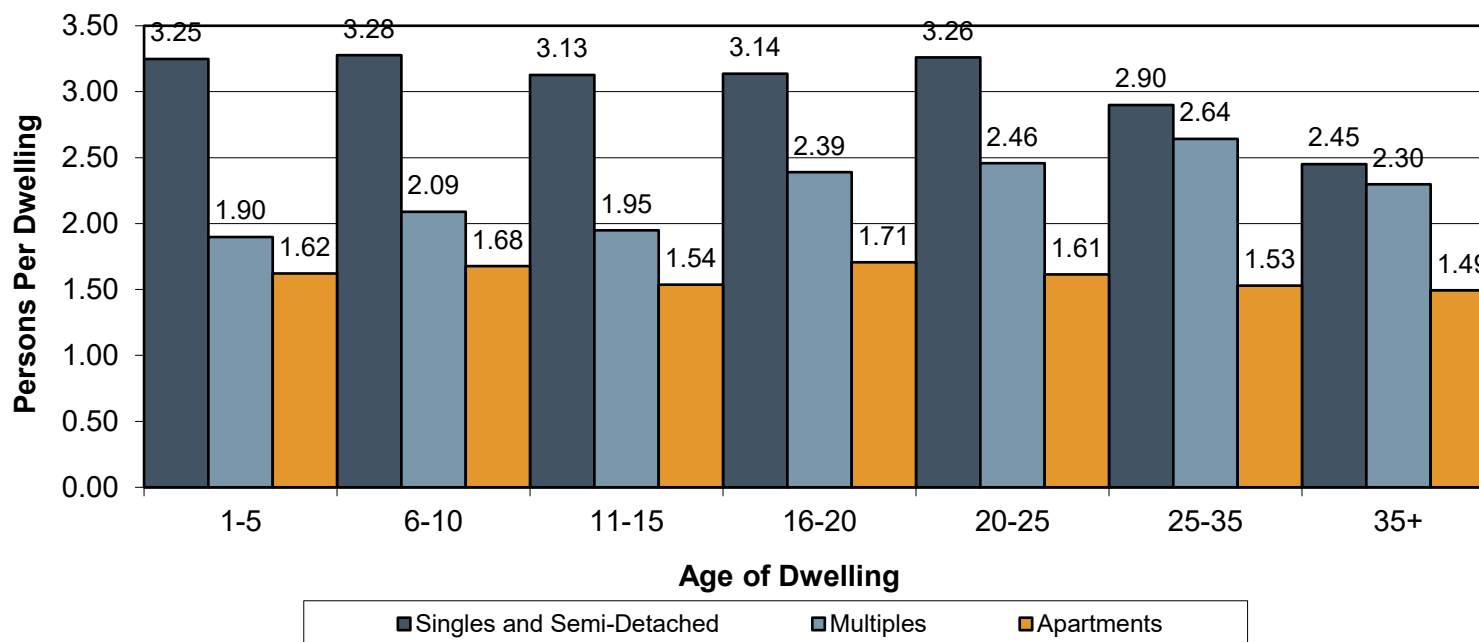
<sup>3</sup> Adjusted based on 2001-2016 historical trends.

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

*P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.*



**Schedule 9  
Town of LaSalle  
Persons Per Unit By Structural Type and Age of Dwelling  
(2016 Census)**



Multiple and Apartment P.P.U.s are based on Essex County.



**Schedule 10a  
Town of LaSalle  
2020 Employment Forecast**

Period	Population	Activity Rate								Employment								Employment
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Employment (Including N.F.P.O.W.)	Total (Excluding Work at Home and N.F.P.O.W.)
Mid 2006	27,652	0.001	0.021	0.037	0.083	0.032	0.174	0.015	0.189	20	570	1,023	2,303	895	4,810	424	5,234	4,240
Mid 2011	28,643	0.002	0.015	0.041	0.060	0.043	0.161	0.019	0.180	60	430	1,188	1,718	1,220	4,615	552	5,167	4,185
Mid 2016	30,180	0.001	0.019	0.048	0.067	0.041	0.176	0.020	0.196	35	575	1,450	2,010	1,240	5,310	592	5,902	4,735
Mid 2020	32,948	0.001	0.021	0.047	0.064	0.041	0.175	0.020	0.195	48	692	1,553	2,110	1,351	5,754	672	6,426	5,062
Mid 2030	39,050	0.002	0.026	0.043	0.071	0.046	0.189	0.024	0.213	79	1,027	1,690	2,786	1,784	7,366	937	8,303	6,339
Mid 2040	46,057	0.003	0.030	0.039	0.079	0.050	0.201	0.027	0.228	115	1,382	1,815	3,622	2,319	9,253	1,244	10,497	7,871
Buildout	60,000	0.003	0.032	0.032	0.093	0.060	0.219	0.027	0.246	150	1,920	1,901	5,594	3,581	13,146	1,590	14,736	11,226
<b>Incremental Change</b>																		
Mid 2006 - Mid 2011	991	0.001	-0.006	0.004	-0.023	0.010	-0.013	0.004	-0.009	40	-140	165	-585	325	-195	127	-68	-55
Mid 2011 - Mid 2016	1,537	-0.0009	0.0040	0.0066	0.0066	-0.0015	0.0148	0.0004	0.0152	-25	145	263	293	20	695	40	735	550
Mid 2016 - Mid 2020	2,768	0.0003	0.0019	-0.0009	-0.0026	-0.0001	-0.0013	0.0008	-0.0005	13	117	103	100	111	444	80	524	327
Mid 2020 - Mid 2030	6,102	0.0006	0.0053	-0.0039	0.0073	0.0047	0.0140	0.0036	0.0176	31	335	137	676	433	1,612	265	1,877	1,277
Mid 2020 - Mid 2040	13,109	0.0010	0.0090	-0.0077	0.0146	0.0093	0.0263	0.0066	0.0329	67	690	262	1,512	968	3,499	572	4,071	2,809
Mid 2020 - Buildout	27,052	0.0010	0.0110	-0.0155	0.0292	0.0187	0.0445	0.0061	0.0506	102	1,228	348	3,484	2,230	7,392	918	8,310	6,164
<b>Annual Average</b>																		
Mid 2006 - Mid 2011	198	0.00027	-0.00112	0.00090	-0.00466	0.00205	-0.00257	0.00078	-0.00178	8	-28	33	-117	65	-39	25	-14	-11
Mid 2011 - Mid 2016	307	-0.0002	0.0008	0.0013	0.0013	-0.0003	0.0030	0.0001	0.0030	-5	29	53	59	4	139	8	147	110
Mid 2016 - Mid 2020	692	0.0001	0.0005	-0.0002	-0.0006	0.0000	-0.0003	0.0002	-0.0001	3	29	26	25	28	111	20	131	82
Mid 2020 - Mid 2030	610	0.00006	0.00053	-0.00039	0.00073	0.00047	0.00140	0.00036	0.00176	3	34	14	68	43	161	27	188	128
Mid 2020 - Mid 2040	655	0.00005	0.00045	-0.00039	0.00073	0.00047	0.00131	0.00033	0.00164	3	35	13	76	48	175	29	204	140

Derived from Essex County Foundation Report High Scenario (2011) forecast for the Town of LaSalle and discussions with municipal staff, by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



**Schedule 10b  
Town of LaSalle  
Employment & Gross Floor Area (G.F.A) Forecast, 2020 to Buildout**

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) <sup>1</sup>			
		Primary	Industrial	Commercial/ Population Related	Institutional	Total	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	27,652	20	1,023	2,303	895	4,240				
Mid 2011	28,643	60	1,188	1,718	1,220	4,185				
Mid 2016	30,180	35	1,450	2,010	1,240	4,735				
Mid 2020	32,948	48	1,553	2,110	1,339	5,050				
Mid 2030	39,050	79	1,690	2,786	1,742	6,297				
Mid 2040	46,057	115	1,815	3,622	2,245	7,797				
Buildout	60,000	150	1,901	5,594	3,499	11,144				
<b>Incremental Change</b>										
Mid 2006 - Mid 2011	991	40	165	-585	325	-55				
Mid 2011 - Mid 2016	1,537	-25	263	293	20	550				
Mid 2016 - Mid 2020	2,768	13	103	100	99	315	123,600	55,000	62,900	241,500
Mid 2020 - Mid 2030	6,102	31	137	676	403	1,247	164,400	371,800	265,400	801,600
Mid 2020 - Mid 2040	13,109	67	262	1,512	906	2,747	314,400	831,600	599,300	1,745,300
Mid 2020 - Buildout	27,052	102	348	3,484	2,160	6,094	417,600	1,916,200	1,468,100	3,801,900
<b>Annual Average</b>										
Mid 2006 - Mid 2011	198	8	33	-117	65	-11				
Mid 2011 - Mid 2016	307	-5	53	59	4	110				
Mid 2016 - Mid 2020	692	3	26	25	25	79	30,900	13,750	15,725	60,375
Mid 2020 - Mid 2030	610	3	14	68	40	125	16,440	37,180	26,540	80,160
Mid 2020 - Mid 2040	655	3	13	76	45	137	15,720	41,580	29,965	87,265

Derived from Essex County Foundation Report High Scenario (2011) forecast for the Town of LaSalle and discussions with municipal staff, by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Square Foot Per Employee Assumptions

Industrial 1,200

Commercial/ Population Related 550

Institutional 680

\* Reflects Mid 2020 to Mid 2040 forecast period

Note: Numbers may not add to totals due to rounding.



**Schedule 10c**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Non-Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Industrial G.F.A. S.F. <sup>1</sup>	Commercial G.F.A. S.F. <sup>1</sup>	Institutional G.F.A. S.F. <sup>1</sup>	Total Non-Residential G.F.A. S.F.	Employment Increase <sup>2</sup>
Water Only	2020 - 2030	-	-	-	-	-
	2020 - 2040	-	-	-	-	-
	2020 - Buildout	-	-	-	-	-
Water & Wastewater	2020 - 2030	164,400	371,800	265,400	801,600	1,216
	2020 - 2040	314,400	831,600	599,300	1,745,300	2,680
	2020 - Buildout	417,600	1,916,200	1,468,100	3,801,900	5,992
Town of LaSalle	2020 - 2030	164,400	371,800	265,400	801,600	1,216
	2020 - 2040	314,400	831,600	599,300	1,745,300	2,680
	2020 - Buildout	417,600	1,916,200	1,468,100	3,801,900	5,992

Forecast by Watson & Associates Economists Ltd., 2020.

<sup>1</sup> Square feet per employee assumptions:

Industrial 1,200

Commercial 550

Institutional 680

<sup>2</sup> Employment Increase does not include No Fixed Place of Work.

\*Reflects Mid 2020 to Mid 2040 forecast period





**Schedule 11**  
**Town of LaSalle**  
**Non-Residential Construction Value**  
**Years 2007 to 2016**  
**(000's 2018 \$)**

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2007	65	0	0	65	16,926	881	0	17,807	58	0	0	58	17,049	881	0	17,930
2008	75	0	0	75	3,203	679	542	4,424	935	0	0	935	4,213	679	542	5,434
2009	0	0	0	0	545	334	0	879	841	0	0	841	1,385	334	0	1,720
2010	166	0	0	166	1,084	701	0	1,785	13,518	0	0	13,518	14,768	701	0	15,470
2012	0	0	0	0	6,442	803	0	7,245	20,458	464	1,700	22,622	26,900	1,267	1,700	29,867
2013	158	0	2,421	2,578	1,494	1,318	0	2,812	1,338	0	0	1,338	2,990	1,318	2,421	6,729
2014	0	0	0	0	1,873	1,594	547	4,014	0	64	0	64	1,873	1,658	547	4,078
2015	0	0	0	0	1,118	1,260	0	2,378	0	243	0	243	1,118	1,503	0	2,621
2016	0	1,860	0	1,860	0	745	0	745	0	3,496	0	3,496	0	6,100	0	6,100
Subtotal	799	1,904	2,421	5,124	36,265	10,488	1,088	47,842	37,148	4,473	1,700	43,322	74,213	16,865	5,209	96,287
Percent of Total	16%	37%	47%	100%	76%	22%	2%	100%	86%	10%	4%	100%	77%	18%	5%	100%
Average	160	952	2,421	854	4,029	1,049	544	4,784	6,191	895	1,700	4,332	8,246	1,687	1,302	9,629
2007 - 2011 Period Total				685				30,648				15,559				46,892
<b>2007 - 2011 Average</b>				<b>137</b>				<b>6,130</b>				<b>3,112</b>				<b>9,378</b>
% Breakdown				1.5%				65.4%				33.2%				100.0%
2012 - 2016 Period Total				4,439				17,194				27,763				49,395
<b>2012 - 2016 Average</b>				<b>888</b>				<b>3,439</b>				<b>5,553</b>				<b>9,879</b>
% Breakdown				9.0%				34.8%				56.2%				100.0%
2007 - 2016 Period Total				5,124				47,842				43,322				96,287
<b>2007 - 2016 Average</b>				<b>512</b>				<b>4,784</b>				<b>4,332</b>				<b>9,629</b>
% Breakdown				5.3%				49.7%				45.0%				100.0%

Source: Statistics Canada Publication, 64-001-XIB

Note: Inflated to year-end 2017 (January, 2018) dollars using Reed Construction Cost Index



**Schedule 12**  
**Town of LaSalle**

**Employment to Population Ratio by Major Employment Sector, 2006 to 2016**

NAICS		Year			Change	
		2006	2011	2016	06-11	11-16
Employment by industry						
	Primary Industry Employment					
11	Agriculture, forestry, fishing and hunting	35	60	50	25	-10
21	Mining and oil and gas extraction	10	0	0	-10	0
Sub-total		45	60	50	15	-10
	Industrial and Other Employment					
22	Utilities	10	0	0	-10	0
23	Construction	215	325	260	110	-65
31-33	Manufacturing	800	865	1,030	65	165
41	Wholesale trade	45	55	115	10	60
48-49	Transportation and warehousing	65	55	110	-10	55
56	Administrative and support	60	43	68	-18	25
Sub-total		1,195	1,343	1,583	148	240
	Population Related Employment					
44-45	Retail trade	880	700	820	-180	120
51	Information and cultural industries	55	35	35	-20	0
52	Finance and insurance	190	190	205	0	15
53	Real estate and rental and leasing	75	75	65	0	-10
54	Professional, scientific and technical services	145	160	220	15	60
55	Management of companies and enterprises	0	0	10	0	10
56	Administrative and support	60	43	68	-18	25
71	Arts, entertainment and recreation	350	405	245	55	-160
72	Accommodation and food services	535	155	425	-380	270
81	Other services (except public administration)	320	210	260	-110	50
Sub-total		2,610	1,973	2,353	-638	380
	Institutional					
61	Educational services	560	585	545	25	-40
62	Health care and social assistance	285	445	615	160	170
91	Public administration	115	210	165	95	-45
Sub-total		960	1,240	1,325	280	85
Total Employment		4,810	4,615	5,310	-195	695
Population		27,652	28,643	30,180	991	1,537
Employment to Population Ratio						
Industrial and Other Employment		0.04	0.05	0.05	0.00	0.01
Population Related Employment		0.09	0.07	0.08	-0.03	0.01
Institutional Employment		0.03	0.04	0.04	0.01	0.00
Primary Industry Employment		0.00	0.00	0.00	0.00	0.00
Total		0.17	0.16	0.18	-0.01	0.01

Source: Statistics Canada Employment by Place of Work

Note: 2006-2016 employment figures are classified by North American Industry Classification System (NAICS) Code



# Appendix B

## Level of Service



## Appendix B: Level of Service

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							Maximum Ceiling LOS
Service Category	Sub-Component	10 Year Average Service Standard					
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Services Related to a Highway	Services Related to a Highway - Roads	\$10,178.60	0.0024	km of roadways	4,241,083	per lane km	275,351,487
	Active Transportation	\$546.63	3.1059	Linear Metres of Paths and Trails	176	per lin m.	14,787,435
Public Works	Public Works - Facilities	\$408.78	1.9359	ft² of building area	211	per sq.ft.	5,358,697
	Public Works - Vehicles	\$287.48	0.0023	No. of vehicles and equipment	124,991	per vehicle	3,768,575
Fire	Fire Facilities	\$200.40	0.7057	sq.ft. of building area	284	per sq.ft.	2,627,044
	Fire Vehicles	\$147.49	0.0004	No. of vehicles	368,725	per vehicle	1,933,446
	Fire Small Equipment and Gear	\$29.76	0.0014	No. of equipment and gear	21,257	per Firefighter	390,124
Police	Police Facilities	\$274.87	0.6407	ft² of building area	429	per sq.ft.	3,603,271
	Police Vehicles	\$21.75	0.0004	No. of vehicles and equipment	54,375	per vehicle	285,121
	Police Small Equipment and Gear	\$31.89	0.0013	No. of equipment and gear	24,531	per Officer	418,046
Parks and Recreation Services	Parkland Development	\$881.35	0.0127	Acres of Parkland	69,398	per acre	5,377,998
	Parkland Amenities	\$271.86	0.0040	No. of parkland amenities	67,965	per amenity	1,658,890
	Indoor Recreation Facilities	\$1,661.77	4.6688	ft² of building area	356	per sq.ft.	10,140,121
Library	Library Facilities	\$136.75	0.3180	ft² of building area	430	per sq.ft.	834,449



**Town of LaSalle**  
**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 Value (\$/km)
Collector Roads	57	57	57	57	57	57	57	57	57	57	\$4,043,000
Arterial Roads	14	14	14	14	14	14	14	14	14	14	\$5,494,000
<b>Total</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0025	0.0025	0.0024	0.0024	0.0024	0.0024	0.0023	0.0023	0.0022	0.0022

10 Year Average	2010-2019
Quantity Standard	0.0024
Quality Standard	\$4,241,083
Service Standard	\$10,179

D.C. Amount (before deductions)	Buildout
Forecast Population	27,052
\$ per Capita	\$10,179
Eligible Amount	\$275,351,487





**Town of LaSalle  
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
C&R Shop (post 2003)	3,600	3,600	3,600	-	-	-	-	-	-	-	\$206	\$231
C&R Storage Area	3,000	3,000	3,000	-	-	-	-	-	-	-	\$95	\$108
C&R Office Area	1,500	1,500	1,500	-	-	-	-	-	-	-	\$335	\$373
ES Shop	15,000	15,000	15,000	-	-	-	-	-	-	-	\$206	\$231
ES Office	5,000	5,000	5,000	-	-	-	-	-	-	-	\$335	\$373
ES Storage	1,000	1,000	1,000	-	-	-	-	-	-	-	\$59	\$69
PW Office	-	-	-	12,000	12,000	12,000	12,000	12,000	12,000	12,000	\$335	\$397
PW Shop	-	-	-	24,000	24,000	24,000	24,000	24,000	24,000	24,000	\$206	\$255
PW Storage	-	-	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000	\$95	\$133
PW Salt Shed	-	-	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	\$35	\$67
<b>Total</b>	<b>29,100</b>	<b>29,100</b>	<b>29,100</b>	<b>71,000</b>	<b>71,000</b>	<b>71,000</b>	<b>71,000</b>	<b>71,000</b>	<b>71,000</b>	<b>71,000</b>		

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	1.0364	1.0160	1.0063	2.4297	2.4122	2.3837	2.3526	2.2891	2.2376	2.1951

10 Year Average	2010-2019
Quantity Standard	1.9359
Quality Standard	\$211
Service Standard	\$409

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$409
Eligible Amount	\$5,358,697



**Town of LaSalle**  
**Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Road Grader	1	1	1	1	1	1	1	1	1	1	\$500,000
Backhoe	6	6	6	6	6	6	6	6	6	6	\$150,000
Bucket Truck	2	2	2	2	2	2	2	2	2	2	\$200,000
Bull Dozer	1	1	1	1	1	1	1	1	1	1	\$250,000
Communication (Radios)	1	1	1	1	1	1	1	1	1	1	\$50,000
Dump & Landscape Truck	2	2	2	2	2	2	2	2	2	2	\$125,000
Dump Truck	7	7	7	7	7	7	7	7	7	7	\$230,000
Excavator	1	1	1	1	1	1	1	1	1	1	\$350,000
Furniture	1	1	1	1	1	1	1	1	1	1	\$40,000
General Equipment	1	1	1	1	1	1	1	1	1	1	\$410,000
Loader	2	2	2	2	2	2	2	2	2	2	\$300,000
Mower	5	5	5	5	5	5	5	5	5	5	\$25,000
Pickup Trucks & Vans	19	25	25	25	25	25	25	25	25	27	\$70,000
Tractor/Float/Trailer	1	1	1	1	1	1	1	1	1	1	\$350,000
Tractors	7	7	7	8	8	8	8	8	8	8	\$88,000
Trailers	4	4	4	4	4	4	4	4	4	4	\$15,000
Zamboni	2	2	2	2	2	2	2	2	2	2	\$150,000
<b>Total</b>	<b>63</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>72</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0022	0.0024	0.0024	0.0024	0.0024	0.0024	0.0023	0.0023	0.0022	0.0022

10 Year Average	2010-2019
Quantity Standard	0.0023
Quality Standard	\$124,991
Service Standard	\$287

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$287
Eligible Amount	\$3,768,575





**Town of LaSalle  
Service Standard Calculation Sheet**

Service: Fire Facilities  
Unit Measure: sq.ft. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Station (Offices & Quarters)	2,000	2,000	2,000	5,700	5,700	5,700	5,700	5,700	5,700	5,700	\$360	\$419
Vehicle Bays and Storage	6,200	6,200	6,200	15,000	15,000	15,000	15,000	15,000	15,000	15,000	\$250	\$292
Training Facility	1,500	1,500	1,500	5,600	5,600	5,600	5,600	5,600	5,600	5,600	\$100	\$119
<b>Total</b>	<b>9,700</b>	<b>9,700</b>	<b>9,700</b>	<b>26,300</b>	<b>26,300</b>	<b>26,300</b>	<b>26,300</b>	<b>26,300</b>	<b>26,300</b>	<b>26,300</b>		

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.3455	0.3387	0.3354	0.9000	0.8935	0.8830	0.8714	0.8479	0.8288	0.8131

10 Year Average	2010-2019
Quantity Standard	0.7057
Quality Standard	\$284
Service Standard	\$200

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$200
Eligible Amount	\$2,627,044



**Town of LaSalle**  
**Service Standard Calculation Sheet**

Service: Fire Vehicles  
Unit Measure: No. of vehicles

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Pumper	2	2	2	2	3	3	3	3	3	3	\$810,000
Aerial	1	1	1	1	1	1	1	1	1	1	\$1,760,000
Rescue Boat - Aluminium	1	1	1	1	1	1	1	1	1	1	\$17,600
Rescue Boat - 25'	1	1	1	1	1	1	1	1	1	1	\$117,600
Small Response Vehicle	2	2	2	2	2	2	2	2	2	2	\$70,600
Emergency Trailer	1	1	1	1	1	1	1	1	1	1	\$70,000
Public Education Trailer	1	1	1	1	1	1	1	1	1	1	\$50,000
Command Vehicles	2	2	2	2	2	2	2	2	2	2	\$52,000
Live Fire Trailer								1	1	1	\$190,000
<b>Total</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>13</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

10 Year Average	2010-2019
Quantity Standard	0.0004
Quality Standard	\$368,725
Service Standard	\$147

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$147
Eligible Amount	\$1,933,446



**Town of LaSalle**  
**Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Full Time Firefighters	8	8	10	10	10	10	10	10	11	11	\$7,600
Volunteer Firefighters	30	30	30	30	30	30	30	30	30	30	\$7,600
General Firefighting Equipment	1	1	1	1	1	1	1	1	1	1	\$370,000
Breather Air Compressor	1	1	1	1	1	1	1	1	1	1	\$88,200
Communication - Radios, Pagers	1	1	1	-	-	-	-	-	-	-	\$88,200
Communication - Radios, Pagers	-	-	-	1	1	1	1	1	1	1	\$147,100
<b>Total</b>	<b>41</b>	<b>41</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>44</b>	<b>44</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0015	0.0014	0.0015	0.0015	0.0015	0.0014	0.0014	0.0014	0.0014	0.0014

10 Year Average	2010-2019
Quantity Standard	0.0014
Quality Standard	\$21,257
Service Standard	\$30

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$30
Eligible Amount	\$390,124



**Town of LaSalle**  
**Service Standard Calculation Sheet**

Service: Police Facilities  
 Unit Measure: ft² of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Station	12,500	12,500	12,500	21,500	21,500	21,500	21,500	21,500	21,500	21,500	\$376	\$438
Storage & Car Port	1,500	1,500	1,500	-	-	-	-	-	-	-	\$59	\$72
<b>Total</b>	<b>14,000</b>	<b>14,000</b>	<b>14,000</b>	<b>21,500</b>	<b>21,500</b>	<b>21,500</b>	<b>21,500</b>	<b>21,500</b>	<b>21,500</b>	<b>21,500</b>		

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.4986	0.4888	0.4841	0.7357	0.7304	0.7218	0.7124	0.6932	0.6776	0.6647

10 Year Average	2010-2019
Quantity Standard	0.6407
Quality Standard	429
Service Standard	\$275

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$275
Eligible Amount	\$3,603,271



**Town of LaSalle  
Service Standard Calculation Sheet**

Service: Police Vehicles  
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Police Vehicles	13	13	13	13	13	13	13	13	13	13	\$50,000
<b>Total</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0005	0.0005	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

10 Year Average	2010-2019
Quantity Standard	0.0004
Quality Standard	\$54,375
Service Standard	\$22

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$22
Eligible Amount	\$285,121



**Town of LaSalle**  
**Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Officer Equipment	37	37	37	37	37	37	37	37	37	37	\$5,900
Communication Equip (2006-2013)	1	1	1	-	-	-	-	-	-	-	\$411,800
Communication Equip (post 2013)	-	-	-	1	1	1	1	1	1	1	\$882,400
<b>Total</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0014	0.0013	0.0013	0.0013	0.0013	0.0013	0.0013	0.0012	0.0012	0.0012

10 Year Average	2010-2019
Quantity Standard	0.0013
Quality Standard	\$24,531
Service Standard	\$32

D.C. Amount (before deductions)	20 Year
Forecast Population	13,109
\$ per Capita	\$32
Eligible Amount	\$418,046



**Town of LaSalle**  
**Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: Acres of Parkland

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Acre)
Neighbourhood Parks	74.90	74.90	74.90	74.90	74.90	74.90	74.90	74.90	74.90	74.90	\$69,300
Community Parks	305.10	305.10	305.10	305.10	305.10	305.10	305.10	305.10	305.10	305.10	\$69,300
<b>Total</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	<b>380.00</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0135	0.0133	0.0131	0.0130	0.0129	0.0128	0.0126	0.0123	0.0120	0.0117

10 Year Average	2010-2019
Quantity Standard	0.0127
Quality Standard	\$69,398
Service Standard	\$881

D.C. Amount (before deductions)	10 Year
Forecast Population	6,102
\$ per Capita	\$881
Eligible Amount	\$5,377,998



**Town of LaSalle**  
**Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Outdoor Pool and Change Room	1	1	1	1	1	1	1	1	1	1	\$882,000
Baseball Diamonds	9	9	9	9	9	9	9	9	9	9	\$88,000
Volleyball Courts	4	4	4	4	4	4	4	4	4	4	\$18,000
Tennis Courts	4	4	4	4	4	4	3	3	3	3	\$29,000
Soccer Pitches	3	3	3	3	3	3	3	3	3	3	\$59,000
Vollmer Soccer Pitches	22	22	22	22	22	22	24	24	24	24	\$88,000
Playground Equipment	23	23	25	25	25	25	25	25	25	25	\$47,000
Pinic Shelters	4	4	4	4	4	4	4	4	4	4	\$18,000
Basketball Courts	5	5	5	5	5	5	5	5	5	5	\$18,000
Community Parks/Parkettes (acres)	30	30	35	35	35	35	35	35	35	35	\$65,000
Boat Ramp	1	1	1	1	1	1	1	1	1	1	\$294,000
Pavillions	4	5	5	5	5	5	5	5	6	6	\$50,000
Pickleball Courts	-	-	-	-	-	-	3	3	3	5	\$15,000
<b>Total</b>	<b>110</b>	<b>111</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>122</b>	<b>122</b>	<b>123</b>	<b>125</b>	

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.0039	0.0039	0.0041	0.0040	0.0040	0.0040	0.0040	0.0039	0.0039	0.0039

10 Year Average	2010-2019
Quantity Standard	0.0040
Quality Standard	\$67,965
Service Standard	\$272

D.C. Amount (before deductions)	10 Year
Forecast Population	6,102
\$ per Capita	\$272
Eligible Amount	\$1,658,890





**Town of LaSalle  
Service Standard Calculation Sheet**

Service: Indoor Recreation Facilities  
Unit Measure: ft² of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Youth Centre	1,000	1,000	1,000	1,000	-	-	-	-	-	-	\$176	\$198
Vollmer Centre	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	\$330	\$371
Riverdance	4,000	4,000	4,000	4,000	4,000	4,000	7,000	7,000	7,000	7,000	\$235	\$277
Concessions & Washrooms	-	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$176	\$198
<b>Total</b>	<b>130,000</b>	<b>140,000</b>	<b>140,000</b>	<b>140,000</b>	<b>139,000</b>	<b>139,000</b>	<b>142,000</b>	<b>142,000</b>	<b>142,000</b>	<b>142,000</b>		

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	4.6298	4.8878	4.8413	4.7909	4.7224	4.6666	4.7051	4.5783	4.4751	4.3902

10 Year Average	2010-2019
Quantity Standard	4.6688
Quality Standard	\$356
Service Standard	\$1,662

D.C. Amount (before deductions)	10 Year
Forecast Population	6,102
\$ per Capita	\$1,662
Eligible Amount	\$10,140,121



**Town of LaSalle**  
**Service Standard Calculation Sheet**

Service: Library Facilities  
 Unit Measure: ft² of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Library	6,000	6,000	6,000	6,000	12,000	12,000	12,000	12,000	12,000	12,000	\$353	\$430
<b>Total</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>		

Population	28,079	28,643	28,918	29,222	29,434	29,786	30,180	31,016	31,731	32,345
Per Capita Standard	0.2137	0.2095	0.2075	0.2053	0.4077	0.4029	0.3976	0.3869	0.3782	0.3710

10 Year Average	2010-2019
Quantity Standard	0.3180
Quality Standard	\$430
Service Standard	\$137

D.C. Amount (before deductions)	10 Year
Forecast Population	6,102
\$ per Capita	\$137
Eligible Amount	\$834,449



# Appendix C

## Long-Term Capital and Operating Cost Examination



# Appendix C: Long-Term Capital and Operating Cost Examination

## Town of LaSalle Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2018 Financial Information Return (F.I.R.).

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

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Facilities	50	0.01182
Services Related to a Highway	50	0.01182
Water and Wastewater Services	50	0.01182
Fire Vehicles	20	0.04116
Transit Bus	15	0.05783
Parkland Development, Amenities, and Trails	15	0.05783
Public Works Vehicles and Equipment	10	0.09133
Small Equipment & Gear	7	0.13451



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

**Table C-1**  
**Town of LaSalle**  
**Operating and Capital Expenditure Impacts for Future Capital Expenditures**

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
<b>1. Wastewater Services</b>				
1.1 Treatment plants & Sewers	24,981,180	761,929	3,104,053	3,865,982
1.2 Reaume Trunk and Pumping Station Area-specific	3,500,000	148,428	434,895	583,323
<b>2. Services Related to a Highway</b>				
2.1 Roads	79,432,434	3,533,042	7,482,501	11,015,543
<b>3. Water Services</b>				
3.1 Treatment, storage and distribution systems	25,662,883	1,361,754	5,225,928	6,587,682
<b>4. Public Works (Facilities and Fleet)</b>				
4.1 Services Related to a Highway	1,273,314	137,000	244,343	381,342
4.2 Water Services	636,657	68,500	122,171	190,671
4.3 Wastewater Services	636,657	68,500	122,171	190,671
<b>5. Fire Protection Services</b>				
5.1 Fire facilities, vehicles & equipment	6,191,049	194,581	1,219,462	1,414,043
<b>6. Policing Services</b>				
6.1 Police facilities, vehicles and equipment	1,989,036	27,664	3,505,079	3,532,743
<b>7. Parks and Recreation Services</b>				
7.1 Parks and Recreation Services	20,384,417	994,431	1,397,448	2,391,879
<b>8. Transit Services</b>				
8.1 Transit vehicles	600,000	54,050	63,148	117,198
<b>9. Library Services</b>				
9.1 Library facilities, materials and vehicles	830,000	43,020	-	43,020
<b>10. Growth Studies</b>				
10.1 Services Related to a Highway	180,910	-	-	-
10.2 Fire Protection Services	5,915	-	-	-
10.3 Parks and Recreation Services	15,360	-	-	-
10.4 Wastewater Services	65,068	-	-	-
10.5 Water Services	235,469	-	-	-
10.6 Policing Services	3,797	-	-	-
10.7 Transit Services	3,797	-	-	-
<b>Total</b>	<b>166,627,944</b>	<b>7,392,898</b>	<b>22,921,199</b>	<b>30,314,097</b>



# Appendix D

## D.C. Reserve Fund Policy



# Appendix D: D.C. Reserve Fund Policy

## D.1 Legislative Requirements

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

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; section 7 of the D.C.A., however, allows services to be grouped into categories of services for reserve fund (and credit) purposes and for classes of services to be established.
- The municipality shall pay each development charge it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per subsection 5 (1) 2-7).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which development charges may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O. Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:

- opening balance;
- closing balance;



- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each assets capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by development charges, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project.
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- for credits granted under section 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with subsection 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Based upon the above, Figure 1, and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

## **D.2 D.C. Reserve Fund Application**

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

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 7 of subsection 5(1).”

This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a development charge may be spent





Figure D-1  
Town of Lasalle  
Annual Treasurer's Statement of D.C. Reserve Funds

Description	Services to which the Development Charge Relates											Total
	Wastewater - Reaume Sanitary Service Area	Water Services	Wastewater Services	Services Related to a Highway	Public Works	Growth Studies	Transit Services	Policing Services	Fire Protection Services	Parks and Recreation Services	Library Services	
<b>Opening Balance, January 1, _____</b>												<b>0</b>
<u>Plus:</u>												
Development Charge Collections												0
Accrued Interest												0
Repayment of Monies Borrowed from Fund and Associated Interest <sup>1</sup>												0
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<u>Less:</u>												
Amount Transferred to Capital (or Other) Funds <sup>2</sup>												0
Amounts Refunded												0
Amounts Loaned to Other D.C. Service Category for Interim Financing												0
Credits <sup>3</sup>												0
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Closing Balance, December 31, _____</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Source of funds used to repay the D.C. reserve fund

<sup>2</sup> See Attachment 1 for details

<sup>3</sup> 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.



Attachment D-1  
Town of LaSalle  
Amount Transferred to Capital (or Other) Funds – Capital Fund Transaction

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
		D.C. Forecast Period			Post D.C. Forecast Period		Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/Capacity Interim Financing	Grants, Subsidies Other Contributions					
<b><u>Services Related to a Highway</u></b>											
Capital Cost A											
Capital Cost B											
Capital Cost C											
<b>Sub-Total - Services Related to Highway</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Water Services</u></b>											
Capital Cost D											
Capital Cost E											
Capital Cost F											
<b>Sub-Total - Water</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Wastewater Services</u></b>											
Capital Cost G											
Capital Cost H											
Capital Cost I											
<b>Sub-Total - Wastewater</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



Attachment D-2

Town of LaSalle  
Statement of Credit Holder Transactions

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



# Appendix E

## Local Service Policy



# Appendix E: Local Service Policy

## **General Policy Guidelines on Development Charge and Local Service Funding for Road-Related, Stormwater Management, Water and Sanitary Sewer Works**

This Policy sets out the Municipality's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services related to roads, stormwater management, Transit Bus stops and Amenities, Parkland Development, and Underground Linear Services. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. However, each application will be considered, in the context of these policy guidelines as subsection 59(2) of the Development Charges Act, 1997, on its own merits having regard to, among other factors, the nature, type and location of the development and any existing and proposed development in the surrounding area, as well as the location and type of services required and their relationship to the proposed development and to existing proposed development in the area.

### **1. Roads**

- 1.1. Roads Internal to or within the area of the development - Direct developer responsibility under s.59 of the D.C.A. (as a local service) to a two lane full urban cross section - incremental costs to expand to a three or four lane road to be included in the D.C.
- 1.2. Upgrading Existing Roads (collector and arterial) external to development - Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).



## **2. Traffic Signals and Control Systems**

2.1 Traffic signalization - include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

## **3. Intersection improvements**

- 3.1 New roads (collector and arterial) and road (collector and arterial) improvements - include as part of road costing noted in item 1.1.
- 3.2 Intersections improvements within specific developments and all works necessary to connect to entrances (private and specific subdivision) to the roadway - Direct developer responsibility under s.59 of D.C.A. (as a local service)
- 3.3 Intersections with County roads and provincial highways - include in D.C. calculation to the extent that they are Town responsibility.
- 3.4 Intersection improvements on other roads due to development growth increasing traffic - include in D.C. calculation.

## **4. Streetlights**

- 4.1 Streetlights on external roads - include in area municipal D.C. (linked to collector road funding source in item 1).
- 4.2 Streetlights within specific developments - Direct developer responsibility under s.59 of D.C.A. (as a local service).

## **5. Sidewalks**

- 5.1 Sidewalks on M.T.O., County and local roads -direct developer responsibility through local service provisions (s.59 of D.C.A.).
- 5.2 Other sidewalks external to development (which are a local service within the area to which the plan relates) - Direct developer responsibility as a local service provision (under s.59 of D.C.A.)



## **6. Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways**

- 6.1. Off-road bike routes, bike lanes, bike paths, multi-use trails, naturalized walkways external to development - Include in area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).
- 6.2. Bike lanes, within road allowance, internal to development - Direct developer responsibility under s.50 of the D.C.A. (as a local service),
- 6.3. Bike paths/multi-use trails/naturalized walkways internal to development – Direct developer responsibility under s.50 of the D.C.A. (as a local service).
- 6.4. Trail Bridges/underpasses, signalized pedestrian crossings and associated works - Include in area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).

## **7. Noise Abatement Measures**

- 7.1. Internal to or within the area of the development - Direct developer responsibility though local service provisions (s.59 of DCA)

## **8. Land Acquisition for Road Allowances**

- 8.1. Land Acquisition for arterial roads - Dedication under the Planning Act subdivision provisions (s.51)
- 8.2. Land Acquisition for collector roads - Dedication under the Planning Act subdivision provision (s.51).

## **9. Land Acquisition for Easements**

- 9.1. Easements to be provided to the municipality at no cost.

## **10. Transit Bus Stops and Amenities**

- 10.1. Transit bus stops and amenities internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- 10.2. Transit bus stops and amenities on arterial roads: included in Town's Transit D.C.'s consistent with D.C.A, s5(1).



## **11. Storm Water Management**

- 11.1. Quality and Quantity Works, direct developer responsibility through local service provisions (s. 59 of D.C.A.).
- 11.2. Oversizing of stormwater management works for development external to developments will be subject to best efforts clauses or front-end financing.
- 11.3. Marginal costs of storm sewers within the subdivision included in DC 1200 mm and larger nominal diameter

## **12. Water**

- 12.1. Water storage, pumping stations and associated works to be included. - within the Town-wide D.C., area municipal and County
- 12.2. Watermains external to subdivisions 250 mm and larger included in the D.C.
- 12.3. Marginal costs of waterworks within the subdivision included in DC 250 mm and larger nominal diameter
- 12.4. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

## **13. Sanitary Sewer**

- 13.1. Capacity costs for treatment, pumping stations and associated costs shall be included in the Town-wide D.C.
- 13.2. Sanitary trunk sewers included in the Reaume/Sandwich West Parkway area specific D.C. and recovered via front end financing agreements.
- 13.3. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.





# Appendix F

## Asset Management Plan



## Appendix F: Asset Management Plan

The recent changes to the D.C.A. (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

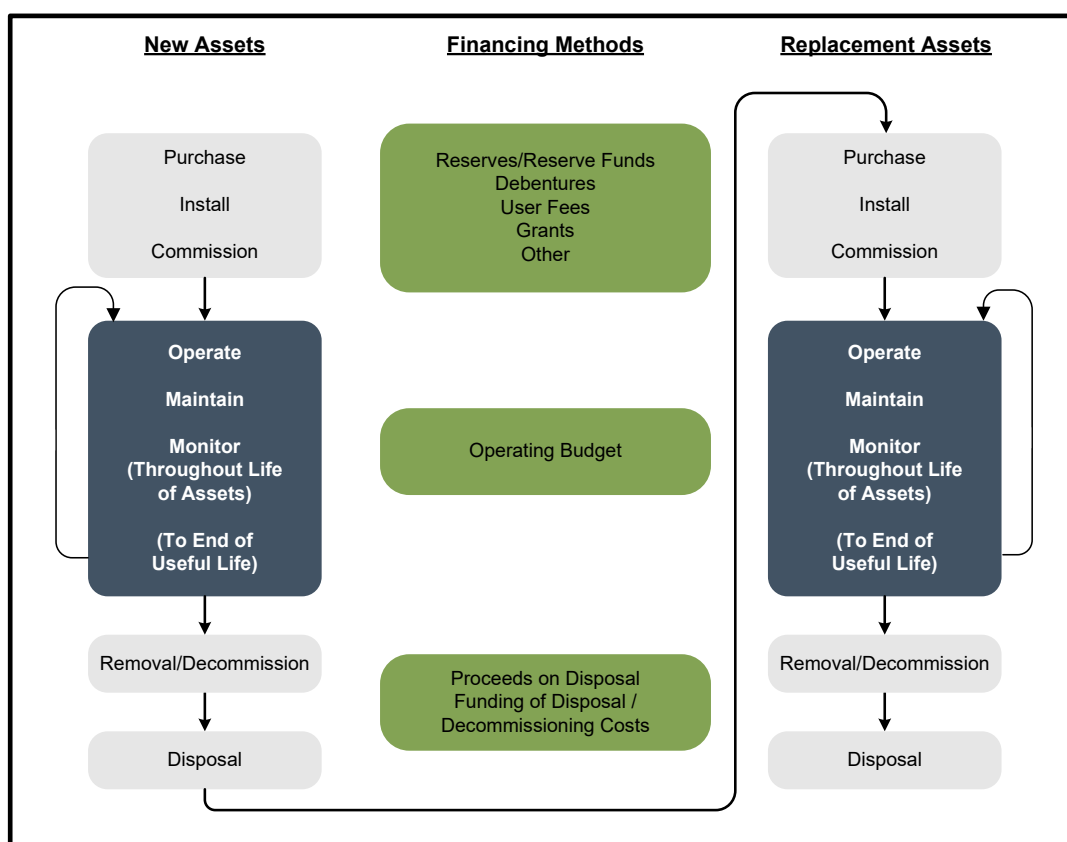
“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

In regard to the above, section 8 of the Regulations was amended to include subsections (2), (3) and (4) which set out for specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time thus requiring the municipality to define the approach to include within the background study.

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

It should be noted that with the recent passing of the Infrastructure for Jobs and Prosperity Act (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2021 for core municipal services and 2023 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal asset management plans which outlines the key elements for an A.M.P., as follows:

**State of local infrastructure:** asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

**Desired levels of service:** defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

**Asset management strategy:** the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

**Financing strategy:** having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Town prepared an A.M.P. in 2016 for its existing assets, however, did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2020 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the Town'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 which 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 2020 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 \$32.17 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$18.89 million. This amount, totalled with the existing operating revenues of \$67.36 million, provide annual revenues of \$86.25 million by the end of the period.



6. In consideration of the above, the capital plan is deemed to be financially sustainable.

Town of LaSalle  
Asset Management – Future Expenditures and Associated Revenues  
2020\$

Asset Management - Future Expenditures and Associated Revenues	Sub-Total	2039 (Total)
<b>Expenditures (Annualized)</b>		
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>		4,755,873
Annual Debt Payment on Post Period Capital <sup>2</sup>		84,671
<b>Lifecycle:</b>		
Annual Lifecycle - Town Wide Services	\$7,244,470	
Annual Lifecycle - Area Specific Services <sup>3</sup>	\$148,428	
<b>Sub-Total - Annual Lifecycle</b>	<b>\$7,392,898</b>	<b>\$7,392,898</b>
<b>Incremental Operating Costs (for D.C. Services)</b>		\$22,921,199
<b>Total Expenditures</b>		<b>\$35,154,640</b>
<b>Revenue (Annualized)</b>		
Total Existing Revenue <sup>4</sup>		\$67,360,500
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$18,888,639
<b>Total Revenues</b>		<b>\$86,249,139</b>

<sup>1</sup> Non-Growth Related component of Projects including 10% mandatory deduction on soft services

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> All infrastructure costs included identified on an Area Specific basis have been included

<sup>4</sup> As per Sch. 10 of FIR

## Transit Services

As noted above, the Town completed an Asset Management Plan in 2016 for all services, however, transit services were not established until 2018. As a result, transit infrastructure is not specifically addressed in the A.M.P., however, there are a number of applicable policies in the A.M.P. with respect to vehicles. Further, in advancing through the process to meet the legislative requirements under I.J.P.A., the Town, in 2019, has implemented a Strategic Asset Management Policy. This policy sets out the



necessary milestones required to meet I.J.P.A. Given the above, the Town is transitioning towards the I.J.P.A. requirements and will incorporate transit assets in their next A.M.P. update.

Prior to implementation of the transit service in 2018, a Transit Feasibility Study was completed in 2016 by Steer Davies Gleave. This report identified the demand for a transit route, estimated costs, and summarized the public engagement process. Additionally, this study identified levels of service, and potential options of the route.

In regard to the D.C.A. requirements for asset management for transit services, Ontario Regulation 82/98 (as amended) provides the following:

*8(3) If a council of a municipality proposes to impose a development charge in respect of transit services, the asset management plan referred to in subsection 10 (2) (c.2) of the Act shall include the following in respect of those services:*

The table below provides the individual items prescribed by subsection 8(3) of the Regulation (as amended) and how these items were addressed for this D.C. Background Study:

Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
1. A section that sets out the state of local infrastructure and that sets out,  i. the types of assets and their quantity or extent,  ii. the financial accounting valuation and replacement cost valuation for all assets,  iii. the asset age distribution and asset age as a proportion of expected useful life for all assets, and  iv. the asset condition based on standard engineering practices for all assets.	See A.M.P., State of Local Infrastructure  See A.M.P., State of Local Infrastructure  See A.M.P., State of Local Infrastructure  See A.M.P., State of Local Infrastructure  See A.M.P., State of Local Infrastructure
2. A section that sets out the proposed level of service and that,  i. defines the proposed level of service through timeframes and performance measures,  ii. discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and  iii. shows current performance relative to the targets set out.	See Feasibility Study, Chapter 5  See Feasibility Study, Chapter 5  See Feasibility Study, Chapters 2, 3, and 5



Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
<p>3. An asset management strategy that,</p> <p>i. sets out planned actions that will enable the assets to provide the proposed level of service in a sustainable way, while managing risk, at the lowest life cycle cost,</p> <p>ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares,</p> <p>A. life cycle costs, B. all other relevant direct and indirect costs and benefits, and C. the risks associated with the potential options,</p> <p>iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly)</p> <p>A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities,</p> <p>iv. discusses the procurement measures that are intended to achieve the proposed level of service, and</p> <p>v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.</p>	<p>See A.M.P., Asset Management Strategy</p> <p>See A.M.P., Asset Management Strategy and Feasibility Study, Chapter 5</p> <p>See A.M.P., Asset Management Strategy and Feasibility Study, Chapter 5</p> <p>See Feasibility Study, Chapter 5</p> <p>See A.M.P., Asset Management Strategy and Project Prioritization</p>
<p>4. A financial strategy that,</p> <p>i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by,</p> <p>A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities,</p> <p>ii. provides actual expenditures in respect of the categories set out in sub-subparagraphs i A to F from the previous two years, if available, for comparison purposes,</p> <p>iii. gives a breakdown of yearly revenues by source,</p> <p>iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and</p> <p>v. identifies any funding shortfall relative to financial requirements that cannot be eliminated by revising service levels, asset management or financing strategies, and discusses the impact of the shortfall and how the impact will be managed.</p>	<p>See Feasibility Study, Chapter 5 and 6, and A.M.P., Financing Strategy</p> <p>See Figure below for previous two year data</p> <p>See Figure below for previous two year data</p> <p>See Feasibility Study Chapters 5 and 6</p> <p>See A.M.P., Project Prioritization and Financing Strategy</p>

Note – Reference to A.M.P. means "The Town of LaSalle Asset Management Plan, updated December, 2016"

Note - Reference to Feasibility Study means "Town of LaSalle Transit Feasibility Study - Phase 1 Report" dated February 2016 and completed by Steer Davies Gleeve.



## Town of LaSalle 2018 and 2019 Transit Data

VEHICLE KILOMETRES AND HOURS			CAPITAL EXPENSES AND FUNDING SOURCES		
	2018	2019		2018	2019
Revenue Vehicle Kilometres	148,604	148,303	Total Capital Expenditures	\$22,430	-
Total Vehicle Kilometres	165,208	164,906	Total Capital Disposals	-	-
Revenue Vehicle Hours	5,517	5,517	Total Capital Funding	\$22,430	-
Auxiliary Revenue Vehicle Hours	-	-	Federal Capital Contribution	\$22,430	-
Total Vehicle Hours	6,050	6,089	Provincial Capital Contribution	-	-
Operators Paid Hours	-	-	Municipal Capital Contribution	-	-
Vehicle Mechanics Paid Hours	-	-	Other Capital Contribution	-	-
Total Employee Paid Hours	-	-			
<b>PASSENGER DATA</b>			<b>PERFORMANCE INDICATORS</b>		
Adult/General Passenger Trips	6,759	6,598	<b>FINANCIAL</b>		
Children/Youth Passenger Trips	174	161	Revenue / Cost Ratio (R/C Ratio)	9 %	9 %
Student Passenger Trips	22,582	16,519	Municipal Operating Contribution Per Capita	\$14.20	\$30.73
Senior Passenger Trips	1,748	1,394	Net Direct Operating Cost Per Regular Service Passenger	\$18.65	\$22.18
Total Concession Fare Linked Trips	24,504	18,074	Maintenance Expense / Total Direct Operating Expense	-	-
Total Regular Service Linked Trips	31,263	24,672	Fuel Expense / Total Direct Operating Expense	\$0.17	\$0.16
Regular Service Passenger-KMs	12,824	-			
Auxiliary Service Passenger Trips	-	-	<b>AVERAGE FARE</b>		
<b>OPERATING EXPENSES</b>			Regular Service Passenger Revenue / Total Regular Service Linked Trips	1.92	2.13
Transportation Operations	\$455,239	\$491,624	<b>COST EFFECTIVENESS</b>		
Fuel/Energy for Vehicles	\$110,387	\$98,474	Total Direct Operating Expense / Total Regular Service Linked Trips	\$20.58	\$24.36
Vehicle Maintenance	-	-	<b>COST EFFICIENCY</b>		
Plant Maintenance	-	-	Total Direct and Auxiliary Operating Expense / Total Vehicle Hours	\$106.32	\$98.70
General/Administration	\$77,637	\$10,873	Maintenance Expense / Total Vehicle Hours	-	-
Total Direct Operating Expense	\$643,263	\$600,971	Fuel Expense / Total Vehicle Hours	\$18.25	\$16.17
Debt Service Payment	-	-			
Total Operating Expenses	\$643,263	\$600,971	<b>SERVICE UTILIZATION</b>		
<b>OPERATING REVENUES AND OTHER FUNDING CONTRIBUTIONS</b>			Total Regular Service Linked Trips Per Capita	2.0	1.6
Regular Service Passenger Revenues	\$59,891	\$52,502	Total Regular Service Linked Trips / Revenue Vehicle Hour	5.2	4.1
Total Operating Revenues	\$60,203	\$53,794	<b>AMOUNT OF SERVICE</b>		
Total Revenues	\$60,203	\$53,794	Revenue Vehicle Hours Per Capita	0.3	0.3
<b>Net Direct Operating Cost</b>			<b>AVERAGE SPEED</b>		
Net Operating Cost	\$583,060	\$547,177	Revenue Vehicle Kilometres / Revenue Vehicle Hour	26.94	26.88
Federal Operating Contribution	-	-			
Provincial Operating Contribution	\$358,060	\$60,237			
Municipal Operating Contribution	\$225,000	\$486,940			
Other Operating Contribution	-	-			





# Appendix G

## Proposed D.C. By-law



# Appendix G: Proposed D.C. By-law

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. \_\_\_\_

A By-Law to Impose Development Charges on certain Residential and Non-Residential Development within the Town of LaSalle.

WHEREAS the Development Charges Act, 1997, S.O. 1997, c.27 authorizes an area municipality to pass by-laws to establish and impose development charges against land to pay for increased capital costs required due to development within the municipality;

AND WHEREAS the Corporation has completed a background study to review development levels and service levels, both historic and projected, within the Town of LaSalle, which Development Charge Background Study has been reviewed, considered and approved by the Council of the Corporation;

AND WHEREAS the Council of the Corporation held an open house and public meeting on October 29, 2020, to review the provisions of the Development Charge Background Study and a proposed development charges by-law, notice of which meeting was given in accordance with the provisions of the Development Charges Act, 1997;

AND WHEREAS the Council of the Corporation heard representations from any and all persons who attended the said public meeting and who requested the opportunity to be heard, and also reviewed and considered any and all written submissions received by the Corporation prior to the public meeting, no matter whether in objection to or in support of the said Study or proposed by-law;

AND WHEREAS the Council of the Corporation has determined it is not necessary to hold any further public meetings to continue to review the said Study or proposed by-law;

AND WHEREAS the development charges contained in this by-law have been determined in accordance with the provisions of the Development Charge Background Study;



NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

## DEFINITIONS

### 1. In this by-law:

- (1) "apartment dwelling unit" means a residential unit within a building containing four or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the outside and through a corridor or hallway from the inside, but shall not include a semi-detached dwelling, a townhouse dwelling or "linked homes" as defined in paragraph (22) provided herein;
- (2) "Bill 197" means the COVID-19 Economic Recovery Act, 2020, which received Royal Assent on July 21, 2020;
- (3) "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;
- (4) "commercial use" means use of any lands, buildings or structures for the purpose of buying and selling commodities and supplying services, as distinguished from such uses as manufacturing or assembling of goods, warehousing, transport terminals, construction and other similar industrial uses;
- (5) "Corporation" means the body corporate referred to as The Corporation of the Town of LaSalle;
- (6) "Council" means the Council of The Corporation of the Town of LaSalle;
- (7) "development" includes redevelopment;
- (8) "development charge" means a charge imposed pursuant to this by-law, as adjusted in accordance with the provisions of this by-law;



- a) "Town-wide development charge" means a charge, which is calculated on a per capita basis and is payable by all development within the Town of LaSalle.
  - b) "Urban Area development charge" means a charge, which is calculated on an urban area basis and is payable by a development within the urban areas of the Town of LaSalle.
  - c) "Area-specific development charge" means a charge, which is calculated on an area-specific basis and is payable by a development within the defined area in the Town of LaSalle.
- (9) "Development Charge Background Study" means the Development Charge Background Study, dated October 7, 2020, as amended;
- (10) "dwelling unit" means one or more habitable rooms occupied or designed to be occupied by one or more persons as an independent and separate housekeeping unit in which separate kitchen and sanitary facilities are provided for the use of such person or persons, with a private entrance from outside the building or from a common hallway or stairway inside the building;
- (11) "gross floor area" means the sum total of the gross horizontal areas of all floors, above or below grade, of the building or buildings on the land concerned, measured from the exterior faces of the exterior walls, or from the centreline of the common wall separating two buildings to the exterior walls thereof, and the "gross floor area" of a building shall include a basement floor area where the basement ceiling height is 1.8 metres or more, but the "gross floor area" of a building shall not include:
- a) elevator shafts and stairwells at each floor;
  - b) floor area used exclusively for the accommodation of heating, cooling, ventilating, electrical, telecommunications or mechanical equipment that service the building;
  - c) interior balconies and mezzanines and enclosed porches; and
  - d) loading facilities, above or below grade; or



- e) any part of the building or structure that is used for the parking of motor vehicles, for storage units or any other accessory use.
- (12) "industrial use" means the use of any land, building or structure for the purpose of manufacturing, processing, assembling, making, preparing, inspecting, ornamenting, finishing, treating, altering, repairing, warehousing, storing or adopting for sale any goods, substance, article or thing, or any part thereof, and the storage of building and construction equipment and materials, as distinguished from the buying and selling of commodities and the supplying of personal services. A transportation terminal would also be considered an "industrial use";
- (13) "institutional use" means development of a building or structure intended for use,
- a) as a long-term care home within the meaning of subsection 2 (1) of the Long-Term Care Homes Act, 2007;
  - b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
  - c) by any of the following post-secondary institutions for the objects of the institution:
    - 1. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
    - 2. a college or university federated or affiliated with a university described in subclause (1), or
    - 3. an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
  - d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
  - e) as a hospice to provide end of life care.



- (14) "multiple dwellings" means all dwellings other than single detached dwellings, semi-detached dwellings, apartment house dwellings and special care/special need dwellings;
- (15) "non-profit housing use" development of a building or structure intended for use as residential premises by,
  - a) A corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
  - b) A corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
  - c) A non-profit housing co-operative that is in good standing under the Co-operative Corporations Act.
- (16) "non-residential use" means lands, buildings or structures or portions thereof used or designed or intended to be used for uses other than a residential use, and includes all commercial, industrial and institutional uses;
- (17) "owner" means the owner of land or the person who has made application for approval for the development of land upon which a development charge is imposed;
- (18) "rental housing" means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- (19) "residential use" means lands, buildings or structures used or designed or intended for use as a residence for one or more individuals, and shall include but is not limited to single detached dwellings, semi-detached dwellings, townhouse dwellings and apartment dwellings;
- (20) "semi-detached dwelling" means one of a pair of two attached single dwelling units with a common wall having a fire resistance rating of at least one hour, dividing the pair of single dwellings vertically, each of which has



an independent entrance either directly from the outside or through a common vestibule;

- (21) "services" means services described in the Development Charge Background Study and as designated in section 6 of this by-law;
- (22) "single detached dwelling" means a single dwelling which is freestanding, separate and detached from other main buildings or main structures, and includes dwellings that are free standing, separate and attached to one or more other main buildings below grade level only ("linked homes"), and also includes a mobile home that is permitted by the Corporation to attach to municipal water or sanitary sewer/wastewater services;
- (23) "special care/special need dwelling" means a building or a complex of buildings containing two or more dwelling units, which units have a common entrance from the street level, where occupants have the right to use, in common with other occupants, hallways, stairs, yards, common rooms and accessory buildings, which may or not may not have exclusive sanitary and/or kitchen facilities that are designed to accommodate persons with specific needs or persons who require special care, including independent permanent living arrangements, where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels, and without limiting the generality of the foregoing includes retirement homes and lodges, nursing homes, charitable homes, group homes (including correctional group homes), hospices and student residences;
- (24) "Town of LaSalle" means the geographic area known as the Town of LaSalle;
- (25) "townhouse dwelling" means a building divided vertically into three or more attached dwelling units by common walls extending from the base of the foundation to the roofline, each dwelling unit having a separate entrance at grade, and so located on a lot that individual units may not have legal frontage on a public street.



## **APPLICATION**

### **2. Lands Applicable**

- (1) This by-law applies to all land within the Town of LaSalle.
- (2) Notwithstanding the provisions of subsection 2(1), this by-law shall not apply to lands that are owned by and used for the purposes of:
  - a) The Corporation; or
  - b) A School Board as defined in section 1(1) of the Education Act;  
or
  - c) The Corporation of the County of Essex.

### **3. Timing of Payment**

- (1) Subject to the provisions of this by-law, development charges shall be payable by the owner of any land within the Town of LaSalle where such land is the subject of a development that requires any of the approvals set out in section 4 of this by-law.
- (2) Town-wide and Urban area development charges are payable by the owner of land at the time of the issuance of the first building permit.
- (3) Area-specific development charges for the Reaume Sanitary Service Area are payable by the owner of the land at the time of the execution of the development agreement.
- (4) The Corporation may, by an agreement in writing, give an owner of land a credit towards all or part of a development charge in exchange for that owner performing works that relate to a designated municipal service for which a development charge or a part thereof is imposed under this by-law.
- (5) Notwithstanding 3(1) to 3(4), Development Charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest (as provided in the





Town's Development Charge Interest Rate Policy, as amended), payable on the anniversary date each year thereafter.

- (6) (5) Notwithstanding 3(1) to 3(4), Development Charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest (as provided in the Town's Development Charge Interest Rate Policy, as amended), payable on the anniversary date each year thereafter.
  - (7) Where the development of land results from the approval of a Site Plan or Zoning Bylaw Amendment received on or after January 1, 2020, and the approval of the application occurred within 2 years of building permit issuance, the Development Charges under Subsections 3(1) to 3(4) shall be calculated on the rates set out in Schedule "B" on the date of the planning application, including interest. Where both planning applications apply, Development Charges under Subsections 3(1) to 3(4) shall be calculated on the rates, including interest (as provided in the Town's Development Charge Interest Rate Policy, as amended), set out in Schedules "B" on the date of the later planning application, including interest.
4. Development charges are hereby imposed on all lands within the Town of LaSalle that are developed or proposed to be developed for residential uses or non-residential uses if the development or proposed development requires:
- (1) the passing of a zoning by-law or an amendment to a zoning by-law under section 34 of the Planning Act;
  - (2) the approval of a minor variance under section 45 of the Planning Act;
  - (3) a conveyance of land to which a by-law passed under section 50(7) of the Planning Act applies;
  - (4) the approval of a plan of subdivision under section 51 of the Planning Act;
  - (5) a consent under section 53 of the Planning Act;
  - (6) the approval of a description under section 50 of the Condominium Act; or



- (7) the issuing of a permit under the Building Code Act, 2006, in relation to a building or structure.
5. Notwithstanding the provisions of section 4 herein, if two or more of the actions described in section 4 occur at different times, additional development charges may be imposed by the Corporation if the subsequent action has the effect of increasing the need for services.

### **SERVICES AND CLASSES**

6. The development charges imposed under this by-law have been calculated for the categories of services and classes and the components thereof as set out in Schedule "A" to this by-law and are as follows:
  - (1) Services Related to a Highway;
  - (2) Public Works;
  - (3) Fire Protection Services;
  - (4) Policing Services;
  - (5) Parks and Recreation Services;
  - (6) Transit Services;
  - (7) Library Services;
  - (8) Growth Studies;
  - (9) Water Services;
  - (10) Wastewater Services; and
  - (11) Wastewater – Reaume Sanitary Service Area.

### **DEVELOPMENT CHARGES**

7. Determination of the Charges
  - (1) The Town-wide development charges as set out in Schedule "A" to this by-law shall apply to and be imposed on all land within the Town of LaSalle being developed for residential uses according to the type of residential unit to be developed thereon, which development charge shall be payable on a per dwelling unit basis.
  - (2) The Town-wide development charges as set out in Schedule "A" to this by-law shall apply to and be imposed on all land within the Town of



LaSalle being developed for non-residential uses according to the provisions of this by-law, which development charges shall be payable for each square foot of the gross floor area of the building or buildings to be constructed thereon.

- (3) The Urban area development charges as set out in Schedule “A” to this by-law shall apply to and be imposed on the municipal urban area as defined by Schedule “C” to this by-law for residential uses on a per dwelling unit basis and for non-residential uses on a per square foot of gross floor area basis.
- (4) The Wastewater - Reaume Sanitary Service Area area-specific development charges as set out in Schedule “A” to this by-law shall apply to and be imposed on the Reaume Sanitary Service Area as defined by Schedule “D” to this by-law for residential uses on a per dwelling unit basis.

## **EXEMPTIONS**

8. Notwithstanding the provisions of this by-law, no development charge shall be payable where the development:
- (1) is limited to the enlargement of an existing dwelling unit;
  - (2) is limited to the creation of up to two additional dwelling units as prescribed, in prescribed classes of existing residential buildings as set out in the Regulations to the Development Charges Act, 1997;
  - (3) is limited to the creation of an additional dwelling unit as prescribed, in prescribed classes of new residential buildings as set out in the Regulations to the Development Charges Act, 1997;
  - (4) is limited to the creation of an additional dwelling unit ancillary to a new dwelling unit for prescribed classes of new residential buildings as set out in the Regulations to the Development Charges Act, 1997;
  - (5) is the enlargement of the gross floor area of an existing industrial building in accordance with the following provisions;



- a) Notwithstanding any other provision of this by-law, there shall be an exemption from the payment of development charges for one or more enlargements of an existing industrial building on its site, whether attached or separate from the existing industrial building, up to a maximum of fifty per cent of the gross floor area before the first enlargement for which an exemption from the payment of development charges was granted pursuant to the Development Charges Act or this section. Development charges shall be imposed in accordance with this by-law with respect to the amount of the floor area of an enlargement that results in the gross floor area of the industrial building being increased by greater than fifty per cent of the gross floor area of the existing industrial building.
  - b) If the gross floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:
    - 1. determine the amount by which the enlargement exceeds 50 percent of the gross floor area before the enlargement;
    - 2. divide the amount determined under subsection 1. by the amount of the enlargement
  - c) For the purpose of section 3.8 herein, “existing industrial building” is used as defined in the Regulation made pursuant to the Act.
- (6) is a non-residential use. This exemption is limited to development applications executed prior to June 30, 2022. Subsequently, no exemption for this development type will be provided; and
- (7) is an apartment development. This exemption is limited to development applications executed prior to June 30, 2022. Subsequently, no exemption for this development type will be provided.



## **REMOVAL OF BUILDINGS**

### 9. Redevelopment

- (1) Despite any other provisions of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land within 10 years prior to the date of payment of development charges in regard to such redevelopment was, or is to be removed, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:
  - a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under Section 7 by the number, according to type, of dwelling units that have been or will be removed or converted to another principal use; and
  - b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charges under Section 7, by the gross floor area that has been or will be removed or converted to another principal use;
- (2) For the purposes of subsection 9(1) herein, "removed" shall include the physical moving of a building or structure, or the destruction of a building or structure as a result of any man-made or natural disaster.

## **DEMOLITION CREDIT**

### 10. Demolition Credit

- (1) Where a building or structure has been demolished or is to be demolished, in whole or in part, a demolition credit shall be given as provided herein for



such demolished building or structure or part thereof against development charges otherwise payable with respect to development on the same land.

- (2) A demolition credit shall be given only where the date of demolition is three years or less prior to the date of the filing of the application for a building permit for the development of the same land. For the purposes of this section, the date of demolition shall be deemed to be the date of issuance of a demolition permit by the Corporation.
- (3) The demolition credit shall be calculated according to the following formula:  
$$A - (B \times C) = D$$
where:  
A = development charges otherwise paid or payable  
B = the number of residential dwelling units (or sq.ft. of non-residential gross floor area) demolished no earlier than three years prior to the date of the filing of the application for the building permit  
C = the current residential development charge per dwelling unit (or non-residential development charge per sq.ft. of gross floor area) which applies to residential units (or non-residential buildings) of the type demolished  
D = development charges net of demolition credit (cannot be a negative amount)
- (4) In no event shall the amount of the demolition credit herein exceed the amount of development charges otherwise payable with respect to the development of the said land.
- (5) The onus will be on the owner of land to provide all of the appropriate evidence required so as to justify and accurately calculate the demolition credit that may be owing to the owner pursuant to the provisions of this section.

## **FRONT-ENDING AGREEMENTS**

11. The Corporation may enter into a front-ending agreement with an owner of land on terms and conditions satisfactory to the Corporation and in accordance with the provisions of the Development Charges Act, 1997. The details pertaining to such



agreements will be established as part of individual development plan of subdivisions and/or other pertinent Planning Act applications

## **INDEXING**

12. Development charges imposed pursuant to this by-law shall be adjusted annually without amendment to this by-law, commencing on January 1st, 2021 and on January 1st of each year thereafter, in accordance with the third quarter of the prescribed index in the Development Charges Act, 1997.

## **GENERAL**

### 13. Schedules

(1) The following schedules shall form part of this by-law:

- |             |   |
|-------------|---|
| Schedule A: | Components of Services and Classes Designated in Section 6;   |
| Schedule B: | Schedule of Development Charges   |
| Schedule C: | Map of Urban Serviced Areas of the Town   |
| Schedule D: | Map of Applicable Lands for Wastewater - Reaume Sanitary Service Area Area-specific Development Charges |

14. This by-law shall be administered by the Treasurer of the Corporation and shall be enforced by the Chief Building Official of the Corporation.

15. This by-law shall come into force and take effect on the final passing thereof.

16. This by-law shall expire 5 years after the date it comes into force and takes effect, unless this by-law is repealed at an earlier date.

17. By-law 7842 of the Corporation, finally passed on December 15th, 2015, as amended, be and the same is hereby repealed.

18. This by-law may be referred to as the Town of LaSalle Development Charges By-law, 2020.



Read a first and second time and FINALLY PASSED this 8th day of December 2020.

1st Reading- December 8, 2020

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2nd Reading- December 8, 2020

Mayor

3rd Reading - December 8, 2020

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Clerk





Schedule A  
To By-law \_\_\_\_\_  
Components of Services and Classes Designated in Section 6

**Town-wide Services**

- Services Related to a Highway
  - Roads
- Fire Protection Services
  - Fire Facilities
  - Fire Vehicles
  - Fire Small Equipment & Gear
- Policing Services
  - Police Facilities
  - Police Vehicles
  - Police Small Equipment & Gear
- Transit Services
  - Transit Vehicles
- Water Services
  - Water Distribution
- Parks and Recreation Services
  - Parkland Development
  - Parkland Amenities
  - Recreation Facilities
- Library Services
  - Library Facilities

**Urban Area Services**

- Wastewater Services
  - Wastewater Collection & Treatment

**Area-specific Services**

- Wastewater Services
  - Reaume Sanitary Service Area

**Town-wide Classes of Services**

- Public Works
  - Services Related to a Highway
  - Water Services
  - Wastewater Services
- Growth Studies
  - Services Related to a Highway
  - Water Services
  - Wastewater Services
  - Fire Protection Services
  - Policing Services
  - Transit Services
  - Library Services
  - Parks and Recreation Services

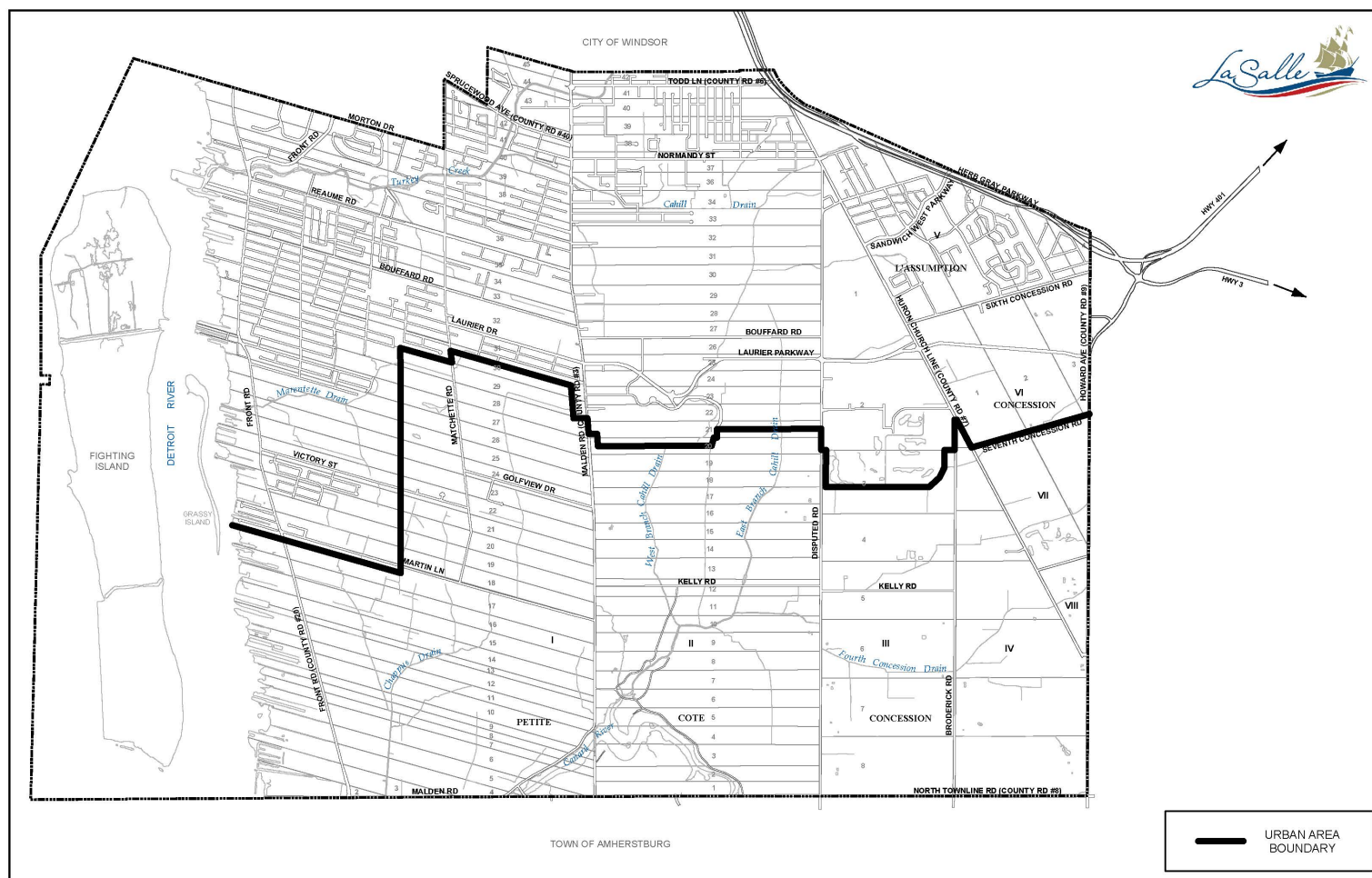


Schedule B  
To By-law \_\_\_\_\_  
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL (per sq.ft. of Gross Floor Area)
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	
<b>Town-wide Services</b>						
Services Related to a Highway	6,239	3,882	3,384	2,615	2,186	3.71
Public Works (Facilities and Fleet)	443	276	240	186	155	0.27
Fire Protection Services	859	535	466	360	301	0.51
Policing Services	100	62	54	42	35	0.06
Parks and Recreation Services	7,339	4,567	3,980	3,076	2,571	1.07
Transit Services	104	65	56	44	36	0.06
Library Services	-	-	-	-	-	-
Growth Studies	182	113	99	76	64	0.10
Water Services	2,158	1,343	1,170	904	756	1.28
<b>Sub-total Town-wide Services</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Urban Area Services</b>						
Wastewater Services	2,132	1,327	1,156	894	747	1.18
<b>Sub-total Urban Area Services</b>	<b>2,132</b>	<b>1,327</b>	<b>1,156</b>	<b>894</b>	<b>747</b>	<b>1.18</b>
<b>Area-Specific Services</b>						
Wastewater - Reaume Sanitary Service Area	2,252	1,396	1,216	946	788	-
<b>Sub-total Area-Specific Services</b>	<b>2,252</b>	<b>1,396</b>	<b>1,216</b>	<b>946</b>	<b>788</b>	<b>-</b>
<b>Grand Total - Town-wide</b>	<b>17,424</b>	<b>10,843</b>	<b>9,449</b>	<b>7,303</b>	<b>6,104</b>	<b>7.06</b>
<b>Grand Total - Urban Area</b>	<b>19,556</b>	<b>12,170</b>	<b>10,605</b>	<b>8,197</b>	<b>6,851</b>	<b>8.24</b>
<b>Grand Total - Reaume Sanitary Service Area</b>	<b>21,808</b>	<b>13,566</b>	<b>11,821</b>	<b>9,143</b>	<b>7,639</b>	<b>8.24</b>



Schedule C  
To By-law \_\_\_\_\_  
Map of Urban Serviced Areas of the Town





Schedule D  
To By-law \_\_\_\_\_

Map of Applicable Lands for Wastewater-Reaume Sanitary Service Area Area-specific Development Charges

