



Development Charges Background Study

Town of LaSalle

December 22, 2025

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Table of Contents

| | Page |
|---|------------|
| Executive Summary | i |
| 1. Introduction..... | 1-1 |
| 1.1 Purpose of this Document..... | 1-1 |
| 1.2 Summary of the Process..... | 1-1 |
| 1.3 Changes to the D.C.A. | 1-2 |
| 2. Current Town of LaSalle D.C. Policies..... | 2-1 |
| 2.1 Schedule of Changes..... | 2-1 |
| 2.2 Services Covered | 2-1 |
| 2.3 Timing of D.C. Calculation and Payment | 2-2 |
| 2.4 Indexing | 2-3 |
| 2.5 Redevelopment Allowance | 2-3 |
| 2.6 Exemptions | 2-4 |
| 3. Anticipated Development in the Town of LaSalle..... | 3-1 |
| 3.1 Requirement of the Act | 3-1 |
| 3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast | 3-1 |
| 3.3 Summary of Growth Forecast | 3-2 |
| 4. The Approach to the Calculation of the Charge | 4-1 |
| 4.1 Introduction | 4-1 |
| 4.2 Services Potentially Involved | 4-1 |
| 4.3 Increase in the Need for Service..... | 4-1 |
| 4.4 Local Service Policy..... | 4-6 |
| 4.5 Capital Forecast..... | 4-6 |
| 4.6 Treatment of Credits | 4-7 |
| 4.7 Classes of Services | 4-8 |
| 4.8 Existing Reserve Funds | 4-8 |
| 4.9 Deductions..... | 4-9 |
| 4.9.1 Reduction Required by Level of Service Ceiling | 4-10 |



Table of Contents (Cont'd)

| | Page |
|--|------------|
| 4.9.2 Reduction for Uncommitted Excess Capacity | 4-10 |
| 4.9.3 Reduction for Benefit to Existing Development | 4-11 |
| 4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions | 4-12 |
| 4.10 Municipal-wide vs. Area Rating | 4-12 |
| 4.11 Allocation of Development | 4-12 |
| 4.12 Asset Management | 4-13 |
| 4.13 Transit | 4-13 |
| 5. D.C.-Eligible Cost Analysis by Service | 5-1 |
| 5.1 Introduction | 5-1 |
| 5.2 Wastewater Urban-Area Buildout Capital Costs for LaSalle's D.C. Calculation | 5-1 |
| 5.2.1 Wastewater Services | 5-1 |
| 5.3 Wastewater Area-Specific D.C. – Reaume Sanitary Service Area | 5-4 |
| 5.4 Wastewater Area-Specific D.C. – Town Centre Sanitary Service Area | 5-6 |
| 5.5 Service Levels and Town-wide Buildout Capital Costs for LaSalle's D.C. Calculation | 5-9 |
| 5.5.1 Services Related to a Highway | 5-9 |
| 5.5.2 Water Services | 5-14 |
| 5.5.3 Land – Buildout Forecast Period | 5-16 |
| 5.6 Service Levels and 26-Year Capital Costs for LaSalle's D.C. Calculation | 5-18 |
| 5.6.1 Public Works – Facilities and Fleet | 5-18 |
| 5.6.2 Fire Protection Services | 5-21 |
| 5.6.3 Policing Services | 5-23 |
| 5.6.4 Parks and Recreation Services | 5-25 |
| 5.6.5 Land – 2051 Services | 5-28 |
| 5.7 Service Levels and 10-Year Capital Costs for LaSalle's D.C. Calculation | 5-30 |
| 5.7.1 Transit Services | 5-30 |
| 5.7.2 Library Services | 5-33 |
| 5.7.3 Growth Studies | 5-35 |
| 6. D.C. Calculation | 6-1 |
| 7. D.C. Policy Recommendations and D.C. By-law Rules | 7-1 |
| 7.1 Introduction | 7-1 |
| 7.2 D.C. By-law Structure | 7-2 |
| 7.3 D.C. By-law Rules | 7-2 |
| 7.3.1 Payment in any Particular Case | 7-2 |



Table of Contents (Cont'd)

| | Page |
|--|------------|
| 7.3.2 Determination of the Amount of the Charge..... | 7-3 |
| 7.3.3 Application to Redevelopment of Land (Demolition and Conversion)..... | 7-4 |
| 7.3.4 Exemptions (full or partial) | 7-4 |
| 7.3.5 Timing of Collection | 7-5 |
| 7.3.6 The Applicable Areas | 7-6 |
| 7.3.7 Indexing | 7-6 |
| 7.4 Other D.C. By-law Provisions | 7-6 |
| 7.4.1 Categories of Services for Reserve Fund and Credit Purposes..... | 7-7 |
| 7.4.2 By-law In-force Date | 7-7 |
| 7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing | 7-7 |
| 7.4.4 Area Rating | 7-7 |
| 7.5 Other Recommendations | 7-9 |
| 8. By-law Implementation | 8-1 |
| 8.1 Introduction | 8-1 |
| 8.1.1 Public Meeting of Council..... | 8-1 |
| 8.1.2 Other Consultation Activity | 8-1 |
| 8.2 Anticipated Impact of the Charge on Development..... | 8-2 |
| 8.3 Implementation Requirements | 8-3 |
| 8.3.1 Introduction | 8-3 |
| 8.3.2 Notice of Passage | 8-3 |
| 8.3.3 By-law Pamphlet | 8-3 |
| 8.3.4 Appeals | 8-4 |
| 8.3.5 Complaints | 8-4 |
| 8.3.6 Credits | 8-4 |
| 8.3.7 Front-Ending Agreements | 8-5 |
| 8.3.8 Severance and Subdivision Agreement Conditions | 8-5 |
| Appendix A Background Information on Residential and Non-Residential Growth Forecast..... | A-1 |
| Appendix B Level of Service | B-1 |
| Appendix C Long-Term Capital and Operating Cost Examination | C-1 |
| Appendix D D.C. Reserve Fund Policy | D-1 |
| Appendix E Local Service Policy | E-1 |
| Appendix F Asset Management Plan..... | F-1 |
| Appendix G Changes to the D.C.A..... | G-1 |



Table of Contents (Cont'd)

| | Page |
|---|------------|
| Appendix H Capital Cost and Benefit to Existing Methodology..... | H-1 |
| Appendix I Proposed D.C. By-law..... | I-1 |



List of Acronyms and Abbreviations

| Acronym | Full Description of Acronym |
|------------|---|
| A.M.P. | Asset management plan |
| B.T.E. | Benefit to existing |
| 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 |
| N.F.P.O.W. | No fixed place of work |
| O.L.T. | Ontario Land Tribunal |
| 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*, as amended (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 15-year historical service calculation; and
 - D.C. reserve funds (where applicable);
 - 5) Net costs are then allocated between residential and non-residential benefit; and
 - 6) Net costs are divided by the growth to provide the D.C.



3. Several changes to the D.C.A. have occurred since the passage of the Town's 2020 D.C. By-law. These changes include additional mandatory exemptions, discounts, and limitations of imposing D.C.s. Further discussion is provided in Chapter 1 and a detailed summary of the changes is provided in Appendix G.
4. The growth forecast (Chapter 3) on which the D.C. study is based, projects the following population, housing, and non-residential floor area for the 10-year (2025 to 2034), 26-year (2025 to 2051), wastewater urban buildout (2025 to buildout), and Town-wide buildout (2025 to buildout) periods.

Table ES-1
Summary of Growth Forecast by Planning Period
Town of LaSalle

| Measure | 10 Year 2025 to 2034 | 26 Year 2025 to 2051 | Urban Buildout 2025 to Wastewater Urban Buildout | Buildout 2025 to Buildout |
|--|-------------------------|-------------------------|---|---------------------------------|
| (Net) Population Increase | 6,614 | 15,877 | 39,157 | 39,042 |
| Residential Unit Increase | 2,645 | 6,756 | 16,647 | 16,671 |
| Non-Residential Gross Floor Area Increase (sq.ft.) | 1,354,100 | 2,963,900 | 6,050,000 | 6,050,000 |

Source: Watson & Associates Economists Ltd. Forecast 2025

5. On December 8, 2020, the Town of LaSalle passed By-law 8501 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. Subsequently, the Town passed By-law 8729 on August 23, 2022 to impose D.C.s for wastewater services in the Town-Centre Sanitary Service Area. The Town is undertaking a D.C. public process and anticipates passing a new by-law in the first quarter of 2026, with the mandatory public meeting scheduled for February 10, 2026.
6. The Town's D.C.s currently in effect (as of January 1, 2025) for single detached dwelling units for Town-wide services are \$24,747. Non-residential charges per sq.ft. for Town-wide services are \$10.03. Additionally, the Town charges D.C.s for wastewater services on an urban serviced-area basis. The D.C. for a single detached unit is \$3,028 for wastewater services. The non-residential charge is \$1.68 per sq.ft. for wastewater services. In addition to the Town-wide and urban-area services, the Town also charges area-specific D.C.s for wastewater



services in the Reaume and Town Centre areas. The area-specific D.C. in the Reaume Sanitary Service Area is \$3,198 for single detached dwelling units. There is no non-residential wastewater area-specific D.C. in the Reaume Sanitary Service Area. For the Town Centre Sanitary Service Area, the area-specific D.C. for single detached dwelling units is \$2,546 and \$1.48 per sq.ft. for non-residential developments.

7. This report has undertaken a recalculation of the charges based on future identified needs (presented in Schedule ES-3 for residential and non-residential development). The corresponding single detached unit charge is \$34,036 for Town-wide services and \$5,351 for wastewater services, for a total of \$39,387 for full urban-area services. The non-residential charge per sq.ft. is \$9.03 for Town-wide services and \$2.24 for wastewater services, for a total of \$11.27 for full urban-area services. The area-specific charge for single detached dwelling units in the Reaume Sanitary Service Area is \$4,311. The area-specific charge in the Town Centre Sanitary Service Area is \$2,801 for single detached dwelling units and \$1.70 per sq.ft. for non-residential developments. These rates are submitted to Council for its consideration.
8. 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:

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

| Summary of Expenditures Anticipated Over the Life of the By-law | Expenditure Amount |
|---|----------------------|
| Total gross expenditures planned over the next ten years | \$262,470,981 |
| Less: Benefit to existing development | \$50,838,363 |
| Less: Post planning period benefit | \$559,900 |
| Less: Ineligible re: Level of Service | \$67,500 |
| Less: Grants, subsidies and other contributions | \$5,427,000 |
| Net costs to be recovered from development charges | \$205,578,219 |



This suggests that for the non-D.C. cost over the ten-year D.C. by-law (benefit to existing development, and grants, subsidies and other contributions), approximately \$56.33 million (or an annual amount of \$5.63 million) will need to be contributed from taxes and rates, or other sources. With respect to the post-period benefit amount of \$559,900, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post-period D.C. forecasts.

Based on the above table, the Town plans to spend approximately \$270.16 million over the life of the by-law, of which \$205.58 million (78%) is recoverable from D.C.s. Of this net amount, \$173.47 million is recoverable from residential development and \$32.11 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

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

- Wastewater Services.

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

- Wastewater Services for the Reaume Sanitary Service area; and
- Wastewater Services for the Town Centre Sanitary Service area.

The following services are calculated based on a buildout forecast:

- Services Related to a Highway;
- Water Services; and
- Land Acquisition (for D.C. eligible services that are not restricted to a 10-year forecast period¹).

¹ Services include: services related to a highway, public works (for land related to services related to a highway)



The following services are calculated based on a 26-year (2025 to 2051) forecast period:

- Public Works (as a class of service)¹;
- Fire Protection Services;
- Policing Services; and
- Parks and Recreation Services; and
- Land Acquisition (for D.C. eligible services that are not restricted to a 10-year forecast period²).

The following services are calculated based on a 10-year (2025 to 2034) forecast period:

- Transit Services;
- Library Services; and
- Growth Studies (as a class of service).

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 decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law;
- considering if any changes are required to the Local Service Policy; 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).

¹ As per section 7 of the D.C.A., eligible services, including their costs, may be grouped together for the purposes of the D.C. by-law. As such, a class of service for Public Works has been established (capital costs for Services Related to a Highway) as well as a class of service for Growth Studies (all D.C. eligible services included in the by-law).

² Services include: fire protection services



Table ES-3
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) |
| Town-Wide Services/Class of Services | | | | | | |
| Services Related to a Highway | 8,968 | 5,762 | 5,326 | 3,677 | 2,994 | 3.75 |
| Public Works (Facilities and Fleet) | 2,085 | 1,340 | 1,238 | 855 | 696 | 0.92 |
| Fire Protection Services | 1,744 | 1,121 | 1,036 | 715 | 582 | 0.77 |
| Policing Services | 1,196 | 768 | 710 | 490 | 399 | 0.53 |
| Parks and Recreation Services | 12,783 | 8,213 | 7,592 | 5,241 | 4,267 | 1.19 |
| Transit Services | 229 | 147 | 136 | 94 | 76 | 0.09 |
| Library Services | 54 | 35 | 32 | 22 | 18 | - |
| Growth Studies | 216 | 139 | 128 | 89 | 72 | 0.09 |
| Water Services | 2,867 | 1,842 | 1,703 | 1,176 | 957 | 0.06 |
| Land - Buildout Services | 3,867 | 2,485 | 2,297 | 1,586 | 1,291 | 1.62 |
| Land - 2051 Services | 27 | 17 | 16 | 11 | 9 | 0.01 |
| Sub-total Town-Wide Services/Class of Services | 34,036 | 21,869 | 20,214 | 13,956 | 11,361 | 9.03 |
| Urban Area Services | | | | | | |
| Wastewater Services | 5,351 | 3,438 | 3,178 | 2,194 | 1,786 | 2.24 |
| Sub-total Urban Area Services | 5,351 | 3,438 | 3,178 | 2,194 | 1,786 | 2.24 |
| Area-Specific Services | | | | | | |
| Wastewater - Reaume Sanitary Service Area | 4,311 | 2,759 | 2,543 | 1,768 | 1,423 | - |
| Wastewater - Town Centre Sanitary Service Area | 2,801 | 1,800 | 1,664 | 1,149 | 935 | 1.70 |
| Total - Town-wide | 34,036 | 21,869 | 20,214 | 13,956 | 11,361 | 9.03 |
| Total - Urban Area | 39,387 | 25,307 | 23,392 | 16,150 | 13,147 | 11.27 |
| Total - Reaume Sanitary Service Area | 43,698 | 28,066 | 25,935 | 17,918 | 14,570 | 11.27 |
| Total - Town Centre Sanitary Service Area | 42,188 | 27,107 | 25,056 | 17,299 | 14,082 | 12.97 |



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, as amended, (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 2025. Watson worked with Town staff in preparing the D.C. analysis and policy recommendations.

This D.C. background study, and 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 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 I).

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 February 10, 2026. 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 December 22, 2025.

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

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

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

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

| Schedule of Study Milestone | Dates |
|---|--|
| 1. Data collection, staff review, engineering work, D.C. calculations and policy work | March 2025 to November 2025 |
| 2. Public release of final D.C. Background study and proposed by-law | December 22, 2025 |
| 3. Public meeting advertisement placed in newspaper | At least 21 days prior to the Public Meeting |
| 4. Public meeting of Council | February 10, 2026 |
| 5. Council considers adoption of background study and passage of by-law | March 10, 2026 |
| 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.

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



- *Bill 213: Better for People, Smarter for Business Act, 2020* – new mandatory exemption for universities that receive operating funds from the Government;
- *Bill 109: More Homes for Everyone Act, 2022* – additional reporting requirements for the Annual Treasurer's statement on D.C. reserve funds;
- *Bill 23: More Homes Built Faster Act, 2022* – additional mandatory exemptions, discounts, and other changes:
 - Additional Residential Unit Exemption – add up to 2 units in a detached, semi-detached, or rowhouse within certain parameters and the units are exempt;
 - Housing was removed as a D.C. eligible service;
 - New exemption for Non-profit Housing;
 - New exemption for Affordable and Attainable Units;
 - New exemption for affordable units required through Inclusionary Zoning;
 - Extension of the historical level of service calculations from 10 years to 15 years;
 - Revised definition of capital costs and a mandatory phase-in (later reversed by Bill 185);
 - Extension of the by-law expiry requirements from 5 years to 10 years;
 - Discount for rental housing based on the number of bedrooms (15% to 25%);
 - Maximum interest rate for instalment payments and the rate freeze; and
 - Requirement to spend or allocate at least 60% of reserve funds for water, wastewater, and services related to a highway;
- *Bill 134: Affordable Homes and Good Jobs Act, 2023* – refinement to the definition of affordable housing for the purposes of the exemption;
- *Bill 185: Cutting Red Tape to Build More Homes Act, 2024* – reversal of changes from Bill 23 and public process changes:
 - Revised definition of capital costs to reinclude growth-related studies;
 - Removed the mandatory phase-in from Bill 23;
 - Introduced a streamlined process for minor by-law amendments;
 - Reduced the rate freeze timing from 2 years to 18 months; and
 - Modernized public notice requirements in certain instances.
- *Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025* – introduces additional exemptions, changes to the timing of payment for residential D.C.s, and provides regulatory authority to make future changes;
 - Exemption for long-term care homes;



- Change in definition of capital costs to allow changes via regulation;
- Expansion of the simplified by-law amendment process to include scenarios where D.C.s are reduced;
- Requirement to impose the lower of the current D.C. or the rate freeze (with interest); and
- Allowance for regulation to group services together for the purposes of D.C. credits.
- Deferral of D.C.s to occupancy for all residential development;
- Removal of interest for legislated instalments; and
- The ability to waive the requirement for instalments or payment at occupancy without the need for an early payment agreement.
- Ontario Regulation 164/25 – Introduction of London Series for the purposes of indexing a D.C. by-law and expansion of the requirement to spend or allocate 60% of reserve fund balances to all services.
- ***Bill 60: Fighting Delays, Building Faster Act, 2025 and Regulatory Changes*** – introduces class of service for land acquisition and other reporting requirements;
 - Addition of class of service for land acquisition (with removal of land costs from level of service calculations);
 - Additional requirements related to providing a local service policy;
 - Merging of credits for water supply services and wastewater services;
 - Requirement to provide greater details in background study with respect to how capital costs are determined and how growth-related and non-growth-related shares of costs are determined;
 - Additional requirements to provide documents to the Minister;
 - Deadlines provided for Treasurer's Statement completion and submission of documents to the Minister of Municipal Affairs and Housing; and
 - Additional reporting requirements for the Treasurer's Statement.



Chapter 2

Current Town of LaSalle D.C. Policies



2. Current Town of LaSalle D.C. Policies

2.1 Schedule of Changes

On December 8, 2020, the Town of LaSalle passed By-law 8501 under the D.C.A. Subsequently on August 23, 2022, the Town passed By-law 8729 under the D.C.A. to impose area-specific D.C.s for wastewater services in the Town Centre Sanitary Service Area.

The by-laws imposed D.C.s for residential and non-residential uses. The table below provides the rates currently in effect, as of January 1, 2025.

Table 2-1
Town of LaSalle
Current D.C. Rates
January 1, 2025

| Service | Residential | | | | | Non-Residential |
|--|------------------------|---------------|-------------------------------|------------------------------|-------------------------------------|-----------------|
| | Single & Semi Detached | Multiples | Apartments with >= 2 Bedrooms | Apartments with < 2 Bedrooms | Special Care/Special Dwelling Units | per sq.ft. |
| Town-wide Services | | | | | | |
| Services Related to a Highway | 8,861 | 5,513 | 4,806 | 3,714 | 3,105 | 5.27 |
| Public Works (Facilities and Fleet) | 629 | 392 | 341 | 264 | 220 | 0.38 |
| Fire Protection Services | 1,221 | 759 | 661 | 512 | 427 | 0.72 |
| Policing Services | 142 | 88 | 76 | 60 | 50 | 0.09 |
| Parks and Recreation Services | 10,423 | 6,486 | 5,653 | 4,370 | 3,652 | 1.52 |
| Transit Services | 148 | 93 | 80 | 63 | 51 | 0.09 |
| Library Services | - | - | - | - | - | - |
| Growth Studies | 258 | 161 | 139 | 107 | 90 | 0.14 |
| Water Services | 3,065 | 1,908 | 1,662 | 1,284 | 1,074 | 1.82 |
| Sub-total Town-wide Services | 24,747 | 15,400 | 13,418 | 10,374 | 8,669 | 10.03 |
| Urban Area Services | | | | | | |
| Wastewater Services | 3,028 | 1,884 | 1,641 | 1,271 | 1,061 | 1.68 |
| Sub-total Urban Area Services | 3,028 | 1,884 | 1,641 | 1,271 | 1,061 | 1.68 |
| Area-Specific Services | | | | | | |
| Wastewater - Reaume Sanitary Service Area | 3,198 | 1,982 | 1,727 | 1,344 | 1,119 | - |
| Wastewater - Town Centre Sanitary Service Area | 2,546 | 1,585 | 1,380 | 1,068 | 891 | 1.48 |
| Total - Town-wide | 24,747 | 15,400 | 13,418 | 10,374 | 8,669 | 10.03 |
| Total - Urban Area | 27,775 | 17,284 | 15,059 | 11,645 | 9,730 | 11.71 |
| Total - Reaume Sanitary Service Area | 30,973 | 19,266 | 16,786 | 12,989 | 10,849 | 11.71 |
| Total - Town Centre Sanitary Service Area | 30,321 | 18,869 | 16,439 | 12,713 | 10,621 | 13.19 |

2.2 Services Covered

The following services are covered under By-law 8501:

Town-wide Services:

- Services Related to a Highway;
- Public Works;



- Fire Protection Services
- Police Services;
- Parks and Recreation Services;
- Transit Services;
- Library Services;
- Growth Studies; and
- Water Services.

Urban Area Service:

- Wastewater Services

Area-specific Service:

- Wastewater Services – Reaume Sanitary Service Area

The Wastewater Service for the Town Centre Sanitary Service Area is covered under By-law 8729.

2.3 Timing of D.C. Calculation and Payment

D.C.s are calculated and payable on the date that the first building permit is issued in relation to a building or structure on land to which the D.C. relates. Where D.C.s apply to land in relation to which a building permit is required, the building permit shall not be issued until the D.C. has been paid in full.

D.C.s for developments proceeding through Site Plan or Zoning By-law Amendment application are frozen at the time the application is submitted. Once the application is approved, the applicant has two years to obtain the building permits related to the development, otherwise, the current D.C. is applicable.

D.C.s for rental housing and institutional development shall be paid in 6 equal annual instalments, with the first payment due upon occupancy or occupancy permit.

Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable, in accordance with section 27 of the D.C.A.



2.4 Indexing

Indexing of the D.C.s shall be implemented on a mandatory basis annually each January 1st, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02).^[1]

2.5 Redevelopment Allowance

As a result of the redevelopment of land, a building or structure existing on the same land within 60 months outside the downtown area and within 36 months inside the downtown area prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s 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 D.C.s by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

^[1] Ontario Regulation (O. Reg.) 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, 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.



2.6 Exemptions

The following non-statutory exemptions are provided under By-law 8501:

- Non-residential development (exemption limited to development applications executed prior to June 30, 2022); and
- Apartment development (exemption limited to development applications executed prior to June 30, 2022).



Chapter 3

Anticipated Development in the Town of LaSalle



3. Anticipated Development in the Town of LaSalle

3.1 Requirement of the Act

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town will be required to provide services over a 10-year (2025 to 2035), longer-term (2025 to 2051) and buildout time horizon (2025 to buildout).

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 subsection 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.”

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

The D.C. growth forecast has been derived by Watson in consultation with the Town of LaSalle. The long-term growth forecast to 2051 is aligned to the 2051 population, housing and employment high-scenario forecast identified in Table 4.A.1 of the County of Essex Official Plan, October 2024. The buildout forecast is based on direction from Town of LaSalle staff to plan for a population of 74,980 (78,000 including the Census undercount) for water and wastewater servicing capacity needs. The employment forecast to buildout is largely based on the activity rate method.^[1] It is important to note the employment forecast exceeds the amount of jobs that can be accommodated on currently vacant designated employment areas in the Town. For the purposes of the D.C., Town staff have identified areas outside of the existing urban boundary to accommodate employment area growth to buildout for water and wastewater servicing capacity needs. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town over the forecast period, including:

- County of Essex Official Plan, October 2024.

^[1] The activity rate is defined as the number of jobs in the Town divided by the number of residents.



- Essex County Comprehensive Review, Growth Analysis Final Report, October 5, 2022, by Watson & Associates Economists Ltd.
- Town of LaSalle Area-Specific Wastewater Development Charge Study, June 15, 2022, Watson & Associates Economists Ltd.
- Town of LaSalle 2020 Development Charges Background Study, October 7, 2020, by Watson & Associates Economists Ltd.
- 2011, 2016 and 2021 population, household and employment Census data.
- Historical residential and non-residential building permit data over the 2015 to 2024 period.
- Residential and non-residential supply opportunities as identified by Town of LaSalle staff.
- 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 3-1. 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 3-1 below, and Schedule 1 in Appendix A.

As identified in Table 3-1 and Appendix A – Schedule 1, population in the Town of LaSalle (excluding census undercount) is anticipated to reach approximately 42,550 by mid-2035, 51,810 by mid-2051 and 74,980 by buildout, resulting in an increase of approximately 6,610, 15,880 and 39,040 persons, respectively. ^[1]

^[1] The population figures used in the calculation of the 2025 D.C. exclude the net Census undercount, which is estimated at approximately 4.0%. Population figures presented herein have been rounded.



Figure 3-1
Population and Household Forecast Model

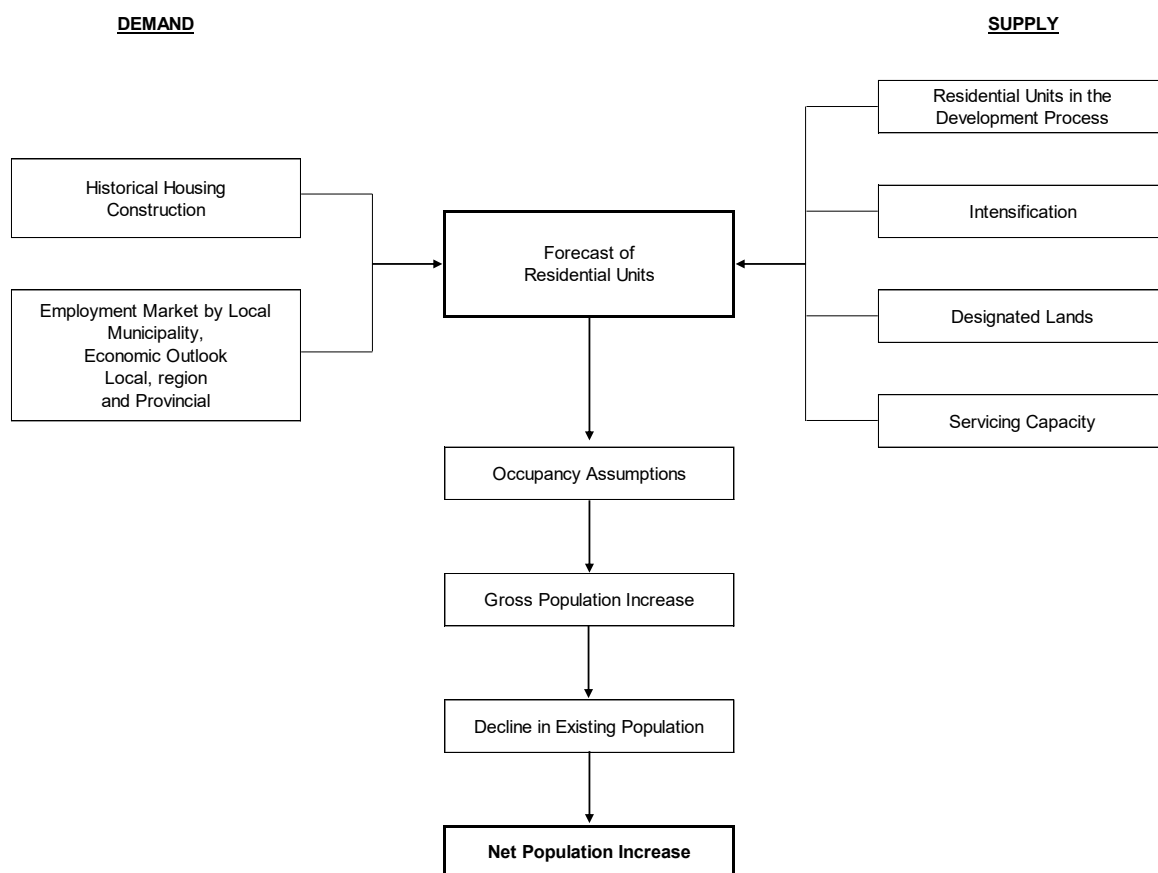




Table 3-1
Town of LaSalle
Residential Growth Forecast Summary

| | Year | Population (Including Census Undercount) ^[1] | 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 ^[2] | Apartments ^[3] | Other | Total Households | Equivalent Institutional Households | |
| Historical | Mid 2011 | 29,800 | 28,643 | 243 | 28,400 | 9,179 | 186 | 525 | 11 | 9,901 | 221 | 2.893 |
| | Mid 2016 | 31,400 | 30,180 | 290 | 29,890 | 9,865 | 235 | 575 | 10 | 10,685 | 264 | 2.825 |
| | Mid 2021 | 34,040 | 32,721 | 241 | 32,480 | 10,700 | 240 | 695 | 5 | 11,640 | 219 | 2.811 |
| Forecast | Mid 2025 | 37,380 | 35,933 | 265 | 35,668 | 11,037 | 273 | 1,540 | 5 | 12,855 | 241 | 2.795 |
| | Mid 2035 | 44,260 | 42,547 | 313 | 42,234 | 12,281 | 820 | 2,349 | 5 | 15,455 | 285 | 2.753 |
| | Mid 2051 | 53,900 | 51,810 | 382 | 51,428 | 14,160 | 1,735 | 3,605 | 5 | 19,505 | 347 | 2.656 |
| | Buildout ^[4] | 78,000 | 74,976 | 552 | 74,424 | 17,528 | 3,884 | 7,847 | 5 | 29,264 | 502 | 2.562 |
| Incremental | Mid 2011 - Mid 2016 | 1,600 | 1,537 | 47 | 1,490 | 686 | 49 | 50 | -1 | 784 | 43 | |
| | Mid 2016 - Mid 2021 | 2,640 | 2,541 | -49 | 2,590 | 835 | 5 | 120 | -5 | 955 | -45 | |
| | Mid 2021 - Mid 2025 | 3,340 | 3,212 | 24 | 3,188 | 337 | 33 | 845 | 0 | 1,215 | 22 | |
| | Mid 2025 - Mid 2035 | 6,880 | 6,614 | 49 | 6,565 | 1,244 | 547 | 809 | 0 | 2,600 | 44 | |
| | Mid 2025 - Mid 2051 | 16,520 | 15,877 | 117 | 15,760 | 3,123 | 1,462 | 2,065 | 0 | 6,650 | 106 | |
| | Mid 2025 - Buildout | 40,620 | 39,043 | 288 | 38,755 | 6,491 | 3,611 | 6,307 | 0 | 16,409 | 261 | |

^[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.

^[2] Includes townhouses and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

^[4] The buildout forecast is based on direction from Town of LaSalle staff to plan for a population of 74,980 (78,000 including the Census undercount) for water and wastewater servicing capacity needs.

Notes:

Numbers may not add due to rounding.

Source: Derived from Essex County Growth Analysis Report (October 5, 2022) and County of Essex Official Plan (October 2024) High Scenario forecast for the Town of LaSalle, and discussions with Town staff regarding land supply and servicing capacity by Watson & Associates Economists Ltd.



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

1. Unit Mix (Appendix A – Schedules 1, 5 and 6)

- The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 6), as well as active residential development applications (as per Schedule 5) and discussions with Town staff regarding anticipated development trends for the Town of LaSalle.
- Based on the above indicators, the 2025 to 2051 household growth forecast for the Town is comprised of a unit mix of 47% low density units (single detached and semi-detached), 22% medium density (multiples except apartments) and 31% 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 area for the Town of LaSalle
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2025 and 2051 by development location is summarized below.

Table 3-2
Town of LaSalle
Geographic Location of Residential Development

| Development Location | Amount of Housing Growth, 2025 to 2051 | Percentage of Housing Growth, 2025 to 2051 |
|------------------------|--|--|
| Water & Wastewater | 6,635 | 100% |
| Water Only | 15 | <1% |
| Town of LaSalle | 6,650 | 100% |

Note: Figures may not sum precisely due to rounding.



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 transit services to a 10-year planning horizon. All other services can utilize a longer planning period if the municipality has identified the growth-related capital infrastructure needs associated with the longer-term growth planning period.

4. Population in New Units (Appendix A – Schedules 3 to 5)

- The number of housing units to be constructed by 2051 in the Town of LaSalle over the forecast period is presented in Table 3-1. Over the 2025 to 2051 forecast period, the Town is anticipated to average approximately 255 new housing units per year.
- Institutional population ^[1] is anticipated to increase by approximately 120 people between 2025 to 2051.
- 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 8a summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2021 custom Census data for the Town of LaSalle. Due to data limitations medium and high density P.P.U. data was derived from the County of Essex Census Division which includes the Town of LaSalle and is outlined in Schedule 8b. The total calculated P.P.U. for all density types has been adjusted accordingly to account for the P.P.U. trends which has been recently experienced in both new and older units. Forecasted 25-year average P.P.U.s by dwelling type are as follows:
 - Low density: 3.295
 - Medium density: 2.117
 - High density: 1.811

^[1] Institutional population largely includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2-or-more-bedroom units in collective households.



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

- Existing households for mid-2025 are based on the 2021 Census households, plus estimated residential units constructed between mid-2021 to the beginning of the growth period, assuming a minimum six-month lag between construction and occupancy (see Schedule 3).
- The change in average occupancy levels for existing housing units is calculated in Schedules 3 through 5.^[1] The forecast population change in existing households over the 2025 to 2051 forecast period is forecast to decrease by approximately 1,370.

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

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the 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 ^{[2],[3]} (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%).

^[1] Change in occupancy levels for existing households occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

^[2] 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.

^[3] Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.



- The 2016 employment by usual place of work, including work at home, is 5,310. An additional 1,150 employees have been identified for the Town of LaSalle in 2016 that have no fixed place of work (N.F.P.O.W.).^[1]
- Total employment, including work at home and N.F.P.O.W. for the Town of LaSalle is anticipated to reach approximately 10,010 by mid-2035, 12,800 by mid-2051 and 18,520 by buildout. This represents an employment increase of approximately 2,290 for the 10-year forecast period, 5,080 for the longer-term forecast period to 2051, and 10,800 by buildout.
- 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 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 G.F.A. calculation. Accordingly, work at home and N.F.P.O.W. employees have been removed from the D.C.A. employment forecast and calculation.

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



- Total employment for the Town of LaSalle (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 6,980 by mid-2035, 9,100 by mid-2051 and 13,170 by buildout. This represents an employment increase of approximately 1,790 for the 10-year forecast period, 3,900 for the longer-term forecast period to 2051 and 7,970 by buildout.^[1]

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

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
 - 3,000 sq.ft. per employee for primary;
 - 1,200 sq.ft. per employee for industrial;
 - 500 sq.ft. per employee for commercial/population-related; and
 - 680 sq.ft. per employee for institutional employment.
- The Town-wide incremental G.F.A. is anticipated to increase by approximately 1.35 million sq.ft. over the 10-year forecast period, 2.97 million sq.ft. over the longer-term forecast period to 2051, and 6.05 million sq.ft. over the buildout forecast period.
- In terms of percentage growth, the 2025 to 2051 incremental G.F.A. forecast by sector is broken down as follows:
 - Primary – 5%
 - industrial – 43%;
 - commercial/population-related – 31%; and
 - institutional – 21%.

^[1] 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. Total employment in Schedule 10b is anticipated to reach approximately 6,960 by mid-2035, 9,050 by mid-2051 and 13,040 by buildout.



8. Geographic Location of Non-Residential Development (Appendix A, Schedule 10c)

- Schedule 10c summarizes the anticipated amount, type and location of non-residential development by area for the Town of LaSalle.
- The amount and percentage of forecast total non-residential growth between 2025 and 2051 by development location is summarized below.

Table 3-3
Town of LaSalle
Geographic Location of Non-Residential Development

| Development Location | Amount of Non-Residential G.F.A. (sq.ft.), 2025 to 2051 | Percentage of Non-Residential G.F.A., 2025 to 2051 |
|------------------------|---|--|
| Water and Wastewater | 6.05 million | 14% |
| Water only | 0 | 0% |
| Town of LaSalle | 6.05 million | 100% |

Note: Figures may not sum precisely due to rounding



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

Table 4-1 lists the full range of municipal services that are provided within the Town.

A number of these services are not included in the list of eligible services provided in subsection 2 (4) of the D.C.A. as being ineligible 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 that are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.”

4.3 Increase in the Need for Service

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

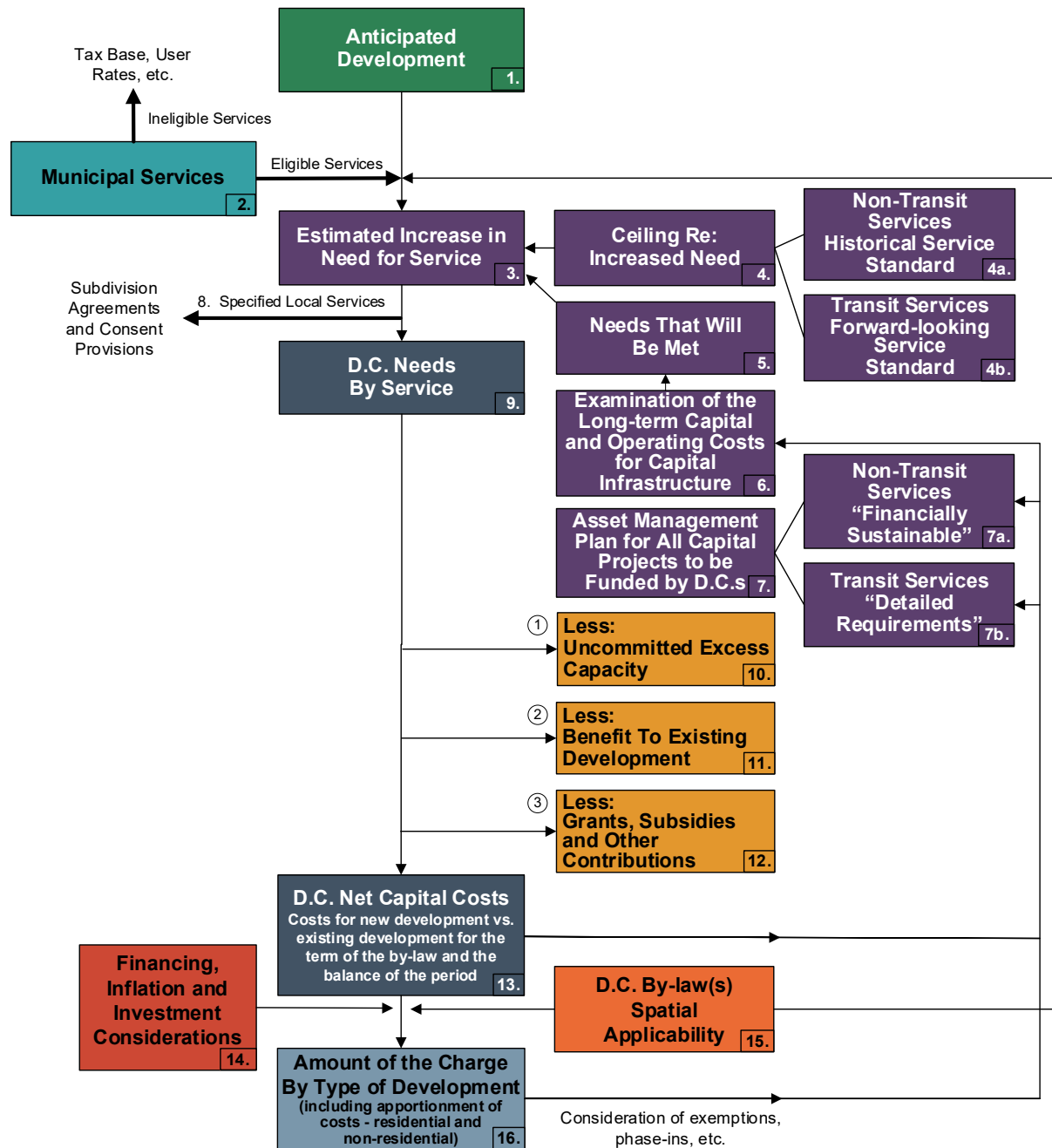




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

| 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 ^[1] & 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 ¹ | 100 |
| | n/a | 2.7 Ferries | 100 |
| | n/a | 2.8 Airport | 100 |
| 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 |

^[1] with 7+ year lifetime



| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|---|---|--|-----------------------------------|
| 4. Fire Protection Services | Yes | 4.1 Fire stations | 100 |
| | Yes | 4.2 Fire pumpers, aerials and rescue vehicles ^[1] | 100 |
| | Yes | 4.3 Small equipment and gear | 100 |
| 5. Park 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 ^[1] 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 ^[1] | 100 |
| 7. Library Services | Yes | 7.1 Public library space (incl. furniture and equipment) | 100 |
| | Yes | 7.2 Library vehicles ^[1] | 100 |
| | Yes | 7.3 Library materials | 100 |
| 8. Emergency Preparedness Services | No | 8.1 Facility space (incl. furniture and equipment) | 100 |
| | No | 8.2 Vehicles ^[1] | 100 |
| | No | 8.3 Equipment | 100 |
| 9. Electrical Power Services | Ineligible | 9.1 Electrical substations | 0 |
| | Ineligible | 9.2 Electrical distribution system | 0 |
| | Ineligible | 9.3 Electrical system rolling stock | 0 |

^[1] with 7+ year lifetime



| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|--|---|--|-----------------------------------|
| 10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres | Ineligible Ineligible | 10.1 Cultural space (e.g., art galleries, museums and theatres) 10.2 Tourism facilities and convention centres | 0 0 |
| 11. Wastewater Services | Yes Yes No Yes | 11.1 Treatment plants 11.2 Sewage trunks 11.3 Local systems 11.4 Vehicles and equipment ^[1] | 100 100 0 100 |
| 12. Water Supply Services | Yes Yes No Yes | 12.1 Treatment plants 12.2 Distribution systems 12.3 Local systems 12.4 Vehicles and equipment ^[1] | 100 100 0 100 |
| 13. Waste Management Services | Ineligible Ineligible n/a n/a | 13.1 Landfill collection, transfer vehicles and equipment 13.2 Landfills and other disposal facilities 13.3 Waste diversion facilities 13.4 Waste diversion vehicles and equipment ^[1] | 0 0 100 100 |
| 14. Policing Services | Yes Yes Yes | 14.1 Policing detachments 14.2 Policing rolling stock ^[1] 14.3 Small equipment and gear | 100 100 100 |
| 15. Long-term Care | n/a n/a | 15.1 Long-term Care space 15.2 Vehicles ^[1] | 100 100 |
| 16. Child Care and Early Years | n/a n/a | 16.1 Childcare space 16.2 Vehicles ^[1] | 100 100 |
| 17. Public Health | n/a n/a | 17.1 Health department space 17.2 Health department vehicles ^[1] | 100 100 |
| 18. Social Services | n/a | 18.1 Social service space | 0 |
| 19. Provincial Offences Act (P.O.A.) | n/a n/a | 19.1 P.O.A. space 19.2 Vehicles and equipment ^[1] | 100 100 |
| 20. Housing | n/a | 20.1 Social Housing space | 100 |

^[1] with 7+ year lifetime



| Categories of Municipal Services | Eligibility for Inclusion in the D.C. Calculation | Service Components | Maximum Potential D.C. Recovery % |
|--|---|--|-----------------------------------|
| 21. Ambulance | n/a n/a | 21.1 Ambulance station space 21.2 Vehicles ^[1] | 100 100 |
| 22. Hospital Provision | Ineligible | 22.1 Hospital capital contributions | 0 |
| 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 | 24.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land and facilities, including the D.C. background study cost | 0-100 |
| | Yes | 24.2 Interest on money borrowed to pay for growth-related capital | 0-100 |

^[1] with a 7+ year lifetime

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) Costs to undertake studies in connection with any of the matters referred to in paragraphs a to d;
- f) Costs of the development charge background study required under section 10; and
- g) interest on money borrowed to pay for the above-referenced costs;

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

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

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 service.

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 have identified Public Works (Facilities and Fleet), Growth Studies, and Land Acquisition as classes of service.

4.8 Existing Reserve Funds

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

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 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 the future.

For services that 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 future forecast periods, 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 that 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 as of December 31, 2024, are shown below:

Table 4-2
Summary of Development Charges Reserve Fund Balances
As of December 31, 2024

| Service | Totals |
|--|-------------------|
| Wastewater Services | (1,889,930) |
| Wastewater Services -Reaume Sanitary Service Area | - |
| Wastewater Services -Town Centre Sanitary Service Area | (251,470) |
| Services Related to a Highway | 12,019,792 |
| Water Services | (2,057,685) |
| Public Works (Facilities and Fleet) | 20,528 |
| Fire Protection Services | 122,546 |
| Parks and Recreation Services | 2,154,854 |
| Transit Services | 44,374 |
| Library Services | (116,273) |
| Growth Studies | 591,261 |
| Total | 10,637,997 |

Note: Amounts in brackets are deficit balances.

4.9 Deductions

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

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies, and other contributions.

The requirements behind each of these reductions are addressed below.



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 15-year period immediately preceding the preparation of the background study” (D.C.A., subsection 5 (1) 4). 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 factors are multiplied together, they produce a measure of the level of service which meets the requirements of the Act, i.e., cost per unit.

With respect to transit services, the changes to the Act introduced in 2015 have provided for an alternative method for calculating the service standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

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

4.9.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of 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 (compare water as an example);
- 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 service cap in section 4.9.1 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. Alternatively, 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 Wednesdays in one arena and Thursdays 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 of this report.

4.11 Allocation of Development

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

The legislation now requires that a D.C. background study must include an asset management plan (A.M.P.) (subsection 10 (2) c. 2). The 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

The D.C.A. provides for the following matters for Transit:

- The Background Study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
 - 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.
 - 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.
 - 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.
 - 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.



- 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.
- A forward-looking service standard (as per 6.1(2) of the Regulations):
 - The service is a discrete service.
 - 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.
 - 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.
- A 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

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 service component is evaluated on two format sheets:

- The service standards that provide the average historical 15-year level of service calculation (see Appendix B), which “caps” the D.C. amounts; and
- The infrastructure cost calculation, which determines the potential D.C. recoverable cost.

Note that due to recent legislative amendments to the D.C.A. and O.Reg. 82/98, the value of land has been excluded from the 15-year level of service analysis. In addition, further explanation as to the methodology for determining the capital costs and the benefit to existing deductions are provided in Appendix H.

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; accordingly, Council’s intentions may alter, and different capital projects (and timing) may be necessary to meet the need for services required by new growth.

5.2 Wastewater Urban-Area Buildout Capital Costs for LaSalle’s D.C. Calculation

This section evaluates the development-related capital requirements for wastewater services over an urban-area (wastewater serviced) buildout period.

5.2.1 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 upgrades, a twinned forcemain, and installation of sewer mains at various intersections. Further, to accommodate future employment lands, a provisional amount has been included for infrastructure required to connect the area to the existing system. In total, the gross capital cost estimate for these works is approximately \$82.08 million. Deductions totalling \$4.40 million have been provided for the share of the pump station upgrades that benefit existing development. In addition to these costs, approximately \$1.89 million has been included in the calculations to reflect the existing reserve fund deficit. The resultant net growth-related capital costs of approximately \$79.57 million 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 urban-area buildout forecast period. This results in an 83% allocation to residential development and a 17% allocation to non-residential development.



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

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|--|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| | 2025 to Buildout | | | | | | | | | 83% | 17% |
| 1 | Treatment Capacity Payments - Growth-related Principal | 2025-2048 | 5,604,077 | - | | 5,604,077 | - | | 5,604,077 | 4,651,384 | 952,693 |
| 2 | Treatment Capacity Payments - Discounted Growth-related Interest | 2025-2048 | 2,212,792 | - | | 2,212,792 | - | | 2,212,792 | 1,836,617 | 376,175 |
| 3 | Pump Station #18 and #19 Upgrades | 2025-2034 | 11,000,000 | - | | 11,000,000 | 4,400,000 | | 6,600,000 | 5,478,000 | 1,122,000 |
| 4 | Twinned Forcemain | 2030 | 21,000,000 | - | | 21,000,000 | - | | 21,000,000 | 17,430,000 | 3,570,000 |
| 5 | Additional MGD Sewage Capacity | 2051+ | 24,000,000 | - | | 24,000,000 | - | | 24,000,000 | 19,920,000 | 4,080,000 |
| 6 | Huron Chuch - Cousineau to Sandwich West | 2030-2040 | 1,425,000 | - | | 1,425,000 | - | | 1,425,000 | 1,182,750 | 242,250 |
| 7 | Huron Church - Sandwich West to Laurier | 2030-2040 | 968,000 | - | | 968,000 | - | | 968,000 | 803,440 | 164,560 |
| 8 | Ellis - Suzanne to Sandwich West | 2030-2040 | 868,000 | - | | 868,000 | - | | 868,000 | 720,440 | 147,560 |
| 9 | Urban Boundary - provision | 2045-2051 | 15,000,000 | - | | 15,000,000 | - | | 15,000,000 | 12,450,000 | 2,550,000 |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | 1,889,930 | - | | 1,889,930 | - | | 1,889,930 | 1,568,642 | 321,288 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 83,967,799 | | - | 83,967,799 | 4,400,000 | - | 79,567,799 | 66,041,273 | 13,526,526 |



5.3 Wastewater Area-Specific D.C. – Reaume Sanitary Service Area

The Town has identified the need to construct a trunk watermain and sanitary pump 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 \$6.70 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 \$6.70 million.

The growth area serviced by these works is approximately 222 acres of net developable land and is located 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 \$6.70 million, the calculated D.C. per single-detached equivalent unit would be \$4,311 as presented in the following table:

| Area-specific D.C. Calculations | |
|-----------------------------------|----------------|
| Total Gross Cost of Works | \$6,700,000 |
| Residential Share | 100% |
| Total Benefitting Units (SDEs) | 1,554 |
| Area-specific D.C. per SDE | \$4,311 |

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 | 3.295 | 100% | \$4,311 |
| Other Multiples | 2.117 | 64% | \$2,759 |
| Apartments - 2 Bedrooms + | 1.957 | 59% | \$2,543 |
| Apartments - Bachelor and 1 Bedroom | 1.351 | 41% | \$1,768 |
| Special Care/Special Dwelling Units | 1.100 | 33% | \$1,423 |



Table 5-2
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services – Reaume Sanitary Service Area

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to Wastewater Urban Buildout | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|--------------|---|------------------|--|------------------------|---------------------|---------------------|---------------------------------------|---|---------------------------------|----------------------------------|--|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 100% | Non- Residential Share 0% |
| 1 | Sandwich West Pkwy / Reaume trunk and Pump station | 2030+ | 6,700,000 | - | | 6,700,000 | - | | 6,700,000 | 6,700,000 | - |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 6,700,000 | | - | 6,700,000 | - | - | 6,700,000 | 6,700,000 | - |



5.4 Wastewater Area-Specific D.C. – Town Centre Sanitary Service Area

The Town has identified wastewater capital needs to service the anticipated high-density development in the Town Centre Area, which is located in the north end of the Town and southwest of Highway 401. The capital works include an upgrade to the pump station, upsizing of sanitary mains, and flow diversion. The total estimated capital cost of the works is approximately \$5.44 million and is anticipated to be required around 2030. A deduction of approximately \$1.37 million has been made to account for the portion of the upgrades and upsizing that benefit existing development. As a result, the net growth-related cost of the works included in the area-specific D.C. calculation is approximately \$4.07 million.

Note, there have been works undertaken to date and development has occurred in relation to this area, however, to ensure the calculations remain consistent for development in this area, all project costs are divided by all growth benefitting from the works. As such, no reserve fund adjustment is provided.

The Town Centre Area is expected to see an additional population and employment of 4,659 and 125, respectively, for a total growth of 4,784 people and employees. Based on the Sanitary Sewer Capacity Study, the anticipated flow per person is equal to the anticipated flow per employee. This provides for a net cost of \$850 per capita/employee. This information is summarized in the following table:

| Description | 2025 \$ |
|--|------------------|
| Gross Costs of Wastewater Infrastructure: | 5,440,000 |
| Total Growth-Related Costs | 4,067,100 |
| Growth in Population | 4,659 |
| Growth in Non-Residential Equivalent Population* | 125 |
| Total Equivalent Population: | 4,784 |
| Growth-Related Cost per capita/employee | \$850 |

**Non-residential floor space per worker is 500 sq.ft. based on the Town's 2025 D.C. Background Study*

For residential development, the cost per capita is then multiplied by the persons per unit associated with each unit type to calculate the D.C. With respect to non-residential development, the cost per sq.ft. is calculated by dividing the \$850 cost per population/employee by the assumed floor space per worker for commercial



employment (500 sq.ft. per employee). The calculation of the non-residential charge is presented below:

| | |
|--|---------------|
| Cost per capita/employee | \$850 |
| Commercial Floor Space per Worker Assumption in sq.ft. | 500 |
| D.C. per sq.ft. of G.F.A. | \$1.70 |

A summary of the calculated D.C.s for residential and non-residential development in the Town Centre Sanitary Service area is presented in the following table:

| D.C. By Residential Unit Type/G.F.A.: | P.P.U. | D.C. per Unit/sq.ft. |
|--|---------------|-----------------------------|
| Single and Semi-Detached Dwelling | 3.295 | \$2,801 |
| Other Multiples | 2.117 | \$1,800 |
| Apartments - 2 Bedrooms + | 1.957 | \$1,664 |
| Apartments - Bachelor and 1 Bedroom | 1.351 | \$1,149 |
| Special Care/Special Dwelling Units | 1.100 | \$935 |
| Non-Residential G.F.A. (sq.ft.) | N/A | \$1.70 |



Table 5-3
Infrastructure Cost Included in the Development Charges Calculation
Wastewater Services – Town Centre Sanitary Service Area

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Total |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|-----------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | |
| | 2025 to Wastewater Urban Buildout | | | | | | | | |
| 1 | Pump Station #13 Upgrades | 2030+ | 900,000 | - | | 900,000 | 346,200 | | 553,800 |
| 2 | North Woodmont Sewer Upsizing (250 mm PVC to 375 mm PVC) | 2030+ | 800,000 | - | | 800,000 | 173,600 | | 626,400 |
| 3 | Orford Sewer Upsizing (200 mm PVC to 250 mm PVC) | 2030+ | 969,000 | - | | 969,000 | 270,400 | | 698,600 |
| 4 | Normandy Sewer Upsizing (250 mm PVC to 525 mm PVC) | 2030+ | 97,000 | - | | 97,000 | 15,000 | | 82,000 |
| 5 | Normandy Sewer (375 mm PVC to 525 mm PVC) | 2030+ | 2,616,000 | - | | 2,616,000 | 567,700 | | 2,048,300 |
| 6 | Flow Diversion (internal weir/gate) | 2030+ | 58,000 | - | | 58,000 | - | | 58,000 |
| | | | | | | | | | |
| | | | | | | | | | |
| | Total | | 5,440,000 | | - | 5,440,000 | 1,372,900 | - | 4,067,100 |



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

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 *Services Related to a Highway*

LaSalle owns and maintains 43 km of collector roads, 22 km of arterial roads, 18.3 km of greenway trails, as well as 39.1 km of collector and arterial trails and pathways. Based on the level of service provided over the historical 15-year period, the average level of service is 2.00 km of roads and 1.77 km of active transportation per 1,000 population. This equates to an investment of \$13,994 per capita, resulting in a D.C.-eligible recovery amount of approximately \$546.34 million over the buildout forecast period.

With respect to future needs, the identified service related to highway program was reviewed with staff and totals approximately \$219.63 million. These capital projects include various works related to adding capacity to the highway system including road improvements/expansions, intersection improvements, additional active transportation greenway trails and complete street additions and modifications. Benefit to existing development amounts have been reviewed on a project specific basis. These deductions total approximately \$64.80 million. Additionally, deductions totalling approximately \$9.22 million have been made with respect to the share of specific projects which are recovered through the County of Essex. The total growth-related costs have been reduced by approximately \$12.02 million to reflect the balance in the reserve fund. The resultant growth-related capital costs of approximately \$133.60 million are included in the D.C. calculations and are to be recovered over the forecast period (2025 to buildout).

The residential/non-residential capital cost allocation for all services related to a highway is 83% residential and 17% non-residential based on the incremental growth in population to employment for the buildout forecast period.



Table 5-4
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|--------------|--|------------------|--|------------------------|---------------------|---------------------|---------------------------------------|---|---------------------------------|-----------------------------|-------------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 83% | Non- Residential Share 17% |
| | 2025 to Buildout | | | | | | | | | | |
| | <u>North-South: Collector/Arterial</u> | | | | | | | | | | |
| | Malden | | | | | | | | | | |
| 1 | Malden Road Improvements: Normandy - Cahill Drain | 2026-2027 | 2,880,000 | - | | 2,880,000 | 806,300 | 238,000 | 1,835,700 | 1,523,631 | 312,069 |
| 2 | Malden Road Improvements: Cahill Drain - Reaume Road | 2026-2027 | 8,942,000 | - | | 8,942,000 | 1,353,400 | 1,400,000 | 6,188,600 | 5,136,538 | 1,052,062 |
| 3 | Malden Road Improvements: Reaume Road to Meghan Street | 2030-2040 | 12,845,000 | - | | 12,845,000 | 1,942,600 | 2,020,000 | 8,882,400 | 7,372,392 | 1,510,008 |
| | Huron Church | | | | | | | | | | |
| 4 | Road: Cousineau - Sandwich West | 2030-2040 | 5,449,000 | - | | 5,449,000 | 991,300 | 700,000 | 3,757,700 | 3,118,891 | 638,809 |
| 5 | Road: Sandwich West - Laurier | 2030-2040 | 14,044,000 | - | | 14,044,000 | 2,347,800 | 1,680,000 | 10,016,200 | 8,313,446 | 1,702,754 |
| 6 | Road: Laurier - Broderick | 2030-2040 | 8,753,000 | - | | 8,753,000 | 1,588,500 | 1,141,000 | 6,023,500 | 4,999,505 | 1,023,995 |
| | Matchette | | | | | | | | | | |
| 7 | Road: Sprucewood - Reaume | 2030-2040 | 13,408,000 | - | | 13,408,000 | 4,137,000 | | 9,271,000 | 7,694,930 | 1,576,070 |
| 8 | Bridge - Matchette - Turkey Creek | 2030-2040 | 6,250,000 | - | | 6,250,000 | 3,125,000 | | 3,125,000 | 2,593,750 | 531,250 |
| 9 | Road: Reaume - Laurier | 2030-2040 | 7,786,000 | - | | 7,786,000 | 2,402,100 | | 5,383,900 | 4,468,637 | 915,263 |
| | D'Amore | | | - | | - | - | | - | - | - |
| | North Woodmont | | | | | | | | | | |
| 10 | Road: Sprucewood - Orford | 2030-2040 | 563,000 | - | | 563,000 | - | | 563,000 | 467,290 | 95,710 |
| | Mayfair | | | | | | | | | | |
| 11 | Road: Huron - Laurier | 2035+ | 1,144,000 | - | | 1,144,000 | 178,100 | | 965,900 | 801,697 | 164,203 |
| 12 | Road: Mayfair - International | 2035+ | 2,114,000 | - | | 2,114,000 | 329,300 | | 1,784,700 | 1,481,301 | 303,399 |
| 13 | Road: Dunn - Gary | 2035+ | 2,188,000 | - | | 2,188,000 | 340,600 | | 1,847,400 | 1,533,342 | 314,058 |
| 14 | Road: Mayfair South - Victory | 2035+ | 2,263,000 | - | | 2,263,000 | 352,500 | | 1,910,500 | 1,585,715 | 324,785 |
| 15 | Road: Gary - Victory | 2035+ | 1,127,000 | - | | 1,127,000 | - | | 1,127,000 | 935,410 | 191,590 |
| | Ellis | | | | | | | | | | |
| 16 | Road: Suzanne - Sandwich West | 2030-2040 | 5,677,000 | - | | 5,677,000 | 1,173,800 | | 4,503,200 | 3,737,656 | 765,544 |
| 17 | Road: Sandwich West - Bouffard | 2030-2040 | 648,000 | - | | 648,000 | - | | 648,000 | 537,840 | 110,160 |



Table 5-4 (cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|-----------------------|---------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 83% | Non-Residential Share 17% |
| | 2025 to Buildout | | | | | | | | | | |
| | <u>East-West: Collector/Arterial</u> | | | | | | | | | | |
| | Sprucewood | | | | | | | | | | |
| 18 | Road: Matchette - Malden | 2030-2040 | 18,222,000 | - | | 18,222,000 | 4,107,900 | 2,037,000 | 12,077,100 | 10,023,993 | 2,053,107 |
| | Reaume/Sandwich West | | | | | | | | | | |
| 19 | Road: Malden - Disputed | 2030-2040 | 15,513,000 | - | | 15,513,000 | 7,756,500 | | 7,756,500 | 6,437,895 | 1,318,605 |
| | Laurier | | | | | | | | | | |
| 20 | Road: Malden - Disputed | 2030-2040 | 20,048,000 | - | | 20,048,000 | 5,120,000 | | 14,928,000 | 12,390,240 | 2,537,760 |
| 21 | Road: Disputed - Huron Church | 2030-2040 | 5,627,000 | - | | 5,627,000 | 1,016,200 | | 4,610,800 | 3,826,964 | 783,836 |
| 22 | Road: Huron Church - Howard | 2030-2040 | 9,372,000 | - | | 9,372,000 | 1,692,400 | | 7,679,600 | 6,374,068 | 1,305,532 |
| | Leptis Magna | | | | | | | | | | |
| | <u>Intersection Improvements:</u> | | | | | | | | | | |
| | Malden | | | | | | | | | | |
| 23 | Intersection Improvements: Malden - Reaume/Sandwich West | 2026 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 24 | Intersection Improvements: Malden - Bouffard | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 25 | Intersection improvements: Malden - Laurier | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Huron Church | | | | | | | | | | |
| 26 | Intersection Improvements: Huron Church - Broderick | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 27 | Intersection Improvements: Huron Church - Sandwich West | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Matchette | | | | | | | | | | |
| 28 | Intersection Improvements: Matchette - Reaume | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 29 | Intersection Improvements: Matchette - Laurier | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 30 | Intersection Improvements: Matchett - Morton | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |



Table 5-4 (cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|-----------------------|---------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 83% | Non-Residential Share 17% |
| | 2025 to Buildout | | | | | | | | | | |
| | East-West: Collector/Arterial | | | | | | | | | | |
| | Sprucewood | | | | | | | | | | |
| | Front | | | | | | | | | | |
| 31 | Intersection Improvements: Front - Reaume | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 32 | Intersection Improvements: Front - Bouffard | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 33 | Intersection Improvements: Front - Victory | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 34 | Intersection Improvements: Front - Laurier | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 35 | Intersection Improvements: Front - Martin | 2025-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Howard | | | | | | | | | | |
| 36 | Intersection improvements: Howard - Laurier (approach only) | 2030-2040 | 700,000 | - | | 700,000 | - | | 700,000 | 581,000 | 119,000 |
| 37 | Intersection Improvements: Howard - Sixth Concession | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | D'Amore | | | | | - | | | - | - | - |
| 38 | Intersection Improvements: D'Amore - Sixth Concession | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Sprucewood | | | | | - | | | - | - | - |
| 39 | Intersection Improvements: Sprucewood - North Woodmont | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Sandwich West | | | | | - | | | - | - | - |
| 40 | Intersection Improvements: Sandwich West - Heritage | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 41 | Intersection Improvements: Sandwich West - D'Amore | 2025 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 42 | Intersection Improvements: Sandwich West - Ellis | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |
| 43 | Intersection Improvements: Sandwich West - LaSalle Woods | 2030-2040 | 1,875,000 | - | | 1,875,000 | 937,500 | | 937,500 | 778,125 | 159,375 |



Table 5-4 (cont'd)
Infrastructure Cost Included in the Development Charges Calculation
Services Related to a Highway - Roads

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|--------------------|---------------------------------|---|---------------------------------|-----------------------|---------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 83% | Non-Residential Share 17% |
| | 2025 to Buildout | | | | | | | | | | |
| | Laurier | | | | | - | | | - | - | - |
| 44 | Intersection Improvements: Laurier - Diotte | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 45 | Intersection Improvements: Laurier - Leptis Magna | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 46 | Intersection Improvements: Laurier - LaSalle Woods | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 47 | Intersection Improvements: Laurier - D'Amore | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| 48 | Intersection Improvements: Laurier - Meo | 2030-2040 | 1,250,000 | - | | 1,250,000 | 625,000 | | 625,000 | 518,750 | 106,250 |
| | Active Transportation | | | | | | | | | | |
| 49 | Future Greenway Trails | 2025-2040 | 12,443,000 | - | | 12,443,000 | 6,221,500 | | 6,221,500 | 5,163,845 | 1,057,655 |
| | | | | | | | - | | | | |
| 50 | Urban Boundary - provision | 2045-2051 | 6,000,000 | - | | 6,000,000 | - | | 6,000,000 | 4,980,000 | 1,020,000 |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | | | | | 12,019,792 | | (12,019,792) | (9,976,427) | (2,043,365) |
| | | | | | | | | | | | |
| | Total | | 219,631,000 | - | - | 219,631,000 | 76,815,092 | 9,216,000 | 133,599,908 | 110,887,924 | 22,711,984 |



5.5.2 Water Services

Similar to wastewater, the Town of LaSalle is responsible for the linear water infrastructure (i.e. distribution system) and purchase 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 additional linear distribution capacity, several trunk watermain in the East and Central areas of the Town, oversizing cost for the trunk watermain in the West area, as well as provisional needs to service future employment lands. In total, the gross capital cost estimate for these works is approximately \$42.46 million. A deduction of \$1.80 million has been provided for the share of costs that benefit existing development. Further, approximately \$2.06 million has been included in the calculations to reflect the existing water reserve fund deficit. The resultant net growth-related capital costs of approximately \$42.72 million 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 83% allocation to residential development and an 17% allocation to non-residential development.



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

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|--------------|---|------------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| | | | | | | | | | | | |
| | 2025 to Buildout | | | | | | | | | 83% | 17% |
| 1 | Distribution Capacity (linear) | 2025-2030 | 20,000,000 | - | | 20,000,000 | - | | 20,000,000 | 16,600,000 | 3,400,000 |
| 2 | Trunk Watermain - East | 2030-2040 | 8,220,000 | - | | 8,220,000 | - | | 8,220,000 | 6,822,600 | 1,397,400 |
| 3 | Trunk Watermain - Central | 2030-2040 | 9,240,000 | - | | 9,240,000 | - | | 9,240,000 | 7,669,200 | 1,570,800 |
| 4 | Trunk Watermain - West - Oversizing costs only | 2030-2040 | 3,000,000 | - | | 3,000,000 | 1,800,000 | | 1,200,000 | 996,000 | 204,000 |
| 5 | Urban Boundary - provision | 2045-2051 | 2,000,000 | - | | 2,000,000 | - | | 2,000,000 | 1,660,000 | 340,000 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | 2,057,685 | - | | 2,057,685 | - | | 2,057,685 | 1,707,879 | 349,806 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 44,517,685 | - | - | 44,517,685 | 1,800,000 | - | 42,717,685 | 35,455,679 | 7,262,006 |



5.5.3 Land – Buildout Forecast Period

Land costs are considered a class of service under the D.C.A. and comprises land acquisition costs related to D.C. eligible services.

The land costs in this subsection are related to D.C.-eligible services which are not restricted to a 10-year forecast period. The land costs included herein are related to services related to a highway.

Land costs related to new roads/road widenings have been identified in the capital listing in Table 5-6 (note: these land costs are in addition to what is anticipated to be dedicated through land dedications under the *Planning Act*). The total land acquisition costs for the aforementioned service are \$74.60 million. A deduction of approximately \$16.99 million has provided for the share of costs that benefit existing development. As a result, the total D.C.-recoverable cost to be included in the calculations is \$57.61 million.

The growth-related costs have been allocated between residential and non-residential development based on the incremental ratio of population to employment growth over the buildout forecast period. This results in an 83% allocation to residential development and a 17% allocation to non-residential development.



Table 5-6
Infrastructure Cost Included in the Development Charges Calculation
Land – Buildout Capital Costs

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|---------------------------------|-----------------------|---------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 83% | Non-Residential Share 17% |
| | 2025 to Buildout | | | | | | | | | | |
| | Malden | | | | | | | | | | |
| 1 | Malden Road Improvements: Normandy - Cahill Drain | 2026-2027 | 439,000 | - | | 439,000 | 134,000 | | 305,000 | 253,150 | 51,850 |
| 2 | Malden Road Improvements: Cahill Drain - Reaume Road | 2026-2027 | 2,580,000 | - | | 2,580,000 | 463,000 | | 2,117,000 | 1,757,110 | 359,890 |
| 3 | Malden Road Improvements: Reaume Road to Meghan Street | 2030-2040 | 3,723,000 | - | | 3,723,000 | 668,100 | | 3,054,900 | 2,535,567 | 519,333 |
| | Huron Church | | | | | | | | | | |
| 4 | Road: Cousineau - Sandwich West | 2030-2040 | 5,449,000 | - | | 5,449,000 | 1,137,400 | | 4,311,600 | 3,578,628 | 732,972 |
| 5 | Road: Sandwich West - Laurier | 2030-2040 | 14,044,000 | - | | 14,044,000 | 2,666,800 | | 11,377,200 | 9,443,076 | 1,934,124 |
| 6 | Road: Laurier - Broderick | 2030-2040 | 8,753,000 | - | | 8,753,000 | 1,826,700 | | 6,926,300 | 5,748,829 | 1,177,471 |
| | Matchette | | | | | | | | | | |
| 7 | Road: Sprucewood - Reaume | 2030-2040 | 4,092,000 | - | | 4,092,000 | 1,262,600 | | 2,829,400 | 2,348,402 | 480,998 |
| 8 | Bridge - Matchette - Turkey Creek | 2030-2040 | - | - | | - | - | | - | - | - |
| 9 | Road: Reaume - Laurier | 2030-2040 | 2,350,000 | - | | 2,350,000 | 725,000 | | 1,625,000 | 1,348,750 | 276,250 |
| | D'Amore | | | - | | - | - | | - | - | - |
| | North Woodmont | | | | | | | | | | |
| 10 | Road: Sprucewood - Orford | 2030-2040 | 1,032,000 | - | | 1,032,000 | - | | 1,032,000 | 856,560 | 175,440 |
| | Mayfair | | | | | | | | | | |
| 11 | Road: Huron - Laurier | 2035+ | 361,000 | - | | 361,000 | 56,200 | | 304,800 | 252,984 | 51,816 |
| 12 | Road: Mayfair - International | 2035+ | 697,000 | - | | 697,000 | 108,600 | | 588,400 | 488,372 | 100,028 |
| 13 | Road: Dunn - Gary | 2035+ | 722,000 | - | | 722,000 | 112,400 | | 609,600 | 505,968 | 103,632 |
| 14 | Road: Mayfair South - Victory | 2035+ | 748,000 | - | | 748,000 | 116,500 | | 631,500 | 524,145 | 107,355 |
| 15 | Road: Gary - Victory | 2035+ | 2,064,000 | - | | 2,064,000 | - | | 2,064,000 | 1,713,120 | 350,880 |
| | Ellis | | | | | | | | | | |
| 16 | Road: Suzanne - Sandwich West | 2030-2040 | 1,883,000 | - | | 1,883,000 | 389,300 | | 1,493,700 | 1,239,771 | 253,929 |
| 17 | Road: Sandwich West - Bouffard | 2030-2040 | 1,187,000 | - | | 1,187,000 | - | | 1,187,000 | 985,210 | 201,790 |
| | Sprucewood | | | | | | | | | | |
| 18 | Road: Matchette - Malden | 2030-2040 | 3,754,000 | - | | 3,754,000 | 952,800 | | 2,801,200 | 2,324,996 | 476,204 |
| | Reaume/Sandwich West | | | | | | | | | | |
| 19 | Road: Malden - Disputed | 2030-2040 | 6,649,000 | - | | 6,649,000 | 3,324,500 | | 3,324,500 | 2,759,335 | 565,165 |
| | Laurier | | | | | | | | | | |
| 20 | Road: Malden - Disputed | 2030-2040 | 6,770,000 | - | | 6,770,000 | 1,729,000 | | 5,041,000 | 4,184,030 | 856,970 |
| 21 | Road: Disputed - Huron Church | 2030-2040 | 2,722,000 | - | | 2,722,000 | 491,600 | | 2,230,400 | 1,851,232 | 379,168 |
| 22 | Road: Huron Church - Howard | 2030-2040 | 4,577,000 | - | | 4,577,000 | 826,500 | | 3,750,500 | 3,112,915 | 637,585 |
| | Total | | 74,596,000 | - | - | 74,596,000 | 16,991,000 | - | 57,605,000 | 47,812,150 | 9,792,850 |



5.6 Service Levels and 26-Year Capital Costs for LaSalle's D.C. Calculation

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

5.6.1 Public Works – Facilities and Fleet

As noted in 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 \$14.45 million. The inventory provided over the previous 15-year period equates to a per capita standard of \$405. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is approximately \$6.44 million.

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 15-year period is 1.898 sq.ft. per capita which equates to an investment of \$573 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the 26-year forecast period of approximately \$9.09 million.

In total, the D.C.-eligible amount for recovery for Public Works services is approximately \$15.53 million.

Three projects have been identified for inclusion in the D.C. These are the expansion of the shop and office, and purchases of six new pickup trucks and one new plow. The total estimated capital cost of the projects identified is approximately \$13.66 million. No deductions for benefit to existing development and/or post-period benefit have been identified. The costs have been reduced by \$20,528 to reflect the balance in the reserve fund. As a result, the net growth-related cost included in the D.C. is approximately \$13.64 million.



The residential/non-residential capital cost allocation for public works is based on an 80%/20% split which is based on the incremental growth in population to employment for the 26-year forecast period.



Table 5-7
Infrastructure Cost Included in the Development Charges Calculation
Public Works – Facilities and Vehicles

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|---------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 80% | Non-Residential Share 20% |
| 1 | Expand shop and office | 2029-2035 | 12,700,000 | - | | 12,700,000 | - | | 12,700,000 | 10,160,000 | 2,540,000 |
| 2 | New Pickups (6) | 2026-2051 | 618,000 | - | | 618,000 | - | | 618,000 | 494,400 | 123,600 |
| 3 | New Plow | 2035 | 340,000 | - | | 340,000 | - | | 340,000 | 272,000 | 68,000 |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | - | - | | - | 20,528 | | (20,528) | (16,422) | (4,106) |
| | | | | | | | | | | | |
| | Total | | 13,658,000 | - | - | 13,658,000 | 20,528 | - | 13,637,472 | 10,909,978 | 2,727,494 |



5.6.2 Fire Protection Services

LaSalle currently operates its fire services from 40,700 sq.ft. of facility space. The facility space provided over the historical 15-year period provides for an average level of service of 708.2 sq.ft. per 1,000 population or \$386 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of approximately \$6.13 million. 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 approximately \$3.29 million, based on an average level of service of \$207 per capita. The fire department provides 55 items of equipment and gear for use in fire services. Based on the service provided over the historical 15-year period, the calculated average level of service is \$42 per capita, providing for a D.C.-eligible amount over the forecast period of approximately \$0.66 million for small equipment and gear.

In total, the D.C.-eligible amount for fire services is approximately \$10.08 million.

Based on the anticipated growth over the forecast period, the Town has identified the need for a new headquarter station, additional vehicles, and additional equipment for new firefighters. The Town has also identified debenture payments related to the Satellite Station which was built in 2024. In total, the gross estimated cost of these works is approximately \$32.81 million. Deductions for benefit to existing have been made totaling approximately \$4.50 million. A further deduction in the amount of approximately \$16.77 million has been made for the share of the costs that benefit growth post-2051. The costs have been reduced by \$122,546 to reflect the balance in the reserve fund. The resulting net growth-related capital cost included in the D.C. calculations is approximately \$11.41 million. This is comprised of \$10.05 million in direct capital costs and \$1.36 million in financing (interest) costs.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 80% being allocated to residential development and 20% being allocated to non-residential development.



Table 5-8
Infrastructure Cost Included in the Development Charges Calculation
Fire Protection Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|---------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 80% | Non-Residential Share 20% |
| 1 | New HQ Station | 2039 | 17,500,000 | 13,650,000 | | 3,850,000 | - | | 3,850,000 | 3,080,000 | 770,000 |
| 2 | Satellite Station Debenture Payment (Principal) | 2025-2045 | 9,000,000 | - | | 9,000,000 | 3,600,000 | | 5,400,000 | 4,320,000 | 1,080,000 |
| 3 | Satellite Station Debenture Payment (Discounted Interest) | 2025-2045 | 2,261,359 | - | | 2,261,359 | 904,500 | | 1,356,859 | 1,085,487 | 271,372 |
| 4 | Firefighter (Personnel) Equipment | 2025-2040 | 44,000 | - | | 44,000 | - | | 44,000 | 35,200 | 8,800 |
| 5 | New Pumper | 2039-2040 | 1,200,000 | 936,000 | | 264,000 | - | | 264,000 | 211,200 | 52,800 |
| 6 | New Aerial | 2039-2040 | 2,600,000 | 2,028,000 | | 572,000 | - | | 572,000 | 457,600 | 114,400 |
| 7 | General Equipment | 2039-2040 | 200,000 | 156,000 | | 44,000 | - | | 44,000 | 35,200 | 8,800 |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | | | | | 122,546 | | (122,546) | (98,037) | (24,509) |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 32,805,359 | 16,770,000 | - | 16,035,359 | 4,627,046 | - | 11,408,313 | 9,126,650 | 2,281,663 |



5.6.3 Policing Services

The LaSalle police service operates from 21,500 sq.ft. of building area. The inventory provided by the Town over the historical 15-year period results in a per capita average level of service of 0.61 sq.ft. This equates to an investment of \$417 per capita and provides the Town with a maximum D.C.-eligible amount for recovery over the 26-year forecast period of approximately \$6.63 million.

The police service has a fleet of 17 vehicles with an average replacement cost of \$74,000 per vehicle. The average level of service for the previous 15-year period equates to \$32 per capita, providing for a D.C.-eligible amount over the forecast period of approximately \$0.50 million.

The police department utilizes police equipment and gear with a total replacement cost of approximately \$1.71 million. Over the historical 15-year period the Town provided an average level of investment of \$46 per capita. This results in a D.C.-eligible amount of approximately \$0.73 million for small equipment and gear over the 26-year forecast period.

Based on the above, the total D.C.-eligible amount for policing services over the 26-year forecast period is approximately \$7.86 million.

The Town has identified growth-related needs related to an expansion of the police headquarters along with additional officer equipment. The total gross capital cost for the projects is approximately \$7.43 million. No deductions for benefit to existing development and/or post-period benefit have been identified. The reserve fund deficit of \$385,904 has been added to the calculations. The total growth-related cost, after the inclusion of the reserve fund adjustment is approximately \$7.82 million. This amount has been included in the D.C. calculations.

The costs for the LaSalle police service are shared 80%/20% between residential and non-residential based on the population to employment ratio over the 26-year forecast period.



Table 5-9
Infrastructure Cost Included in the Development Charges Calculation
Policing Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|--------------------------|------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 80% | Non-Residential Share 20% |
| 1 | Police HQ Expansion | 2039 | 7,200,000 | - | | 7,200,000 | - | | 7,200,000 | 5,760,000 | 1,440,000 |
| 2 | Police Officer Equipment | 2025-2039 | 234,000 | - | | 234,000 | - | | 234,000 | 187,200 | 46,800 |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | 385,904 | | | 385,904 | | | 385,904 | 308,723 | 77,181 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 7,819,904 | | - | 7,819,904 | - | - | 7,819,904 | 6,255,923 | 1,563,981 |



5.6.4 Parks and Recreation Services

The Town currently has 377 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 15-year period, the Town has provided an average of 10.9 acres of parkland, and 2.7 parkland amenity items per 1,000 population. Including parkland, and parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, pickleball courts, picnic shelters, etc.), the level of service provided is \$1,675 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of approximately \$26.60 million.

With respect to recreation facilities, the Town currently owns approximately 172,000 sq.ft. of community centre space along with concessions and washrooms. The average historical level of service for the historical 15-year period equates to approximately 4.50 sq.ft. of space per capita or an investment of \$4,116 per capita. This service standard provides a D.C.-eligible amount of approximately \$65.35 million for the 26-year forecast period.

In total, the historical 15-year service standard for parks and recreation services equates to a D.C.-eligible amount of approximately \$91.95 million.

Based on the projected growth over the 26-year forecast period, the Town has identified approximately \$72.57 million in future growth capital costs for parkland development and various additional amenities and facilities. These projects were identified through discussions with staff and informed by the draft findings of the Town's ongoing parks and recreation master plan. The following provides a summary of how the costs were estimated:

- **Provision for Parkland Development** – approximately 61.28 acres of parkland are required to accommodate growth and development, much of which is anticipated in the Howard Bouffard Secondary Plan.
- **Provision for Parkland Amenities** – based on draft findings of the parks and recreation master plan. Includes amenities such as outdoor fitness, sports fields and courts, and additional playground equipment.
- **Provision for Trails** - based on the previous D.C. background study, inflated to current dollars.



- **Indoor Facilities and Amenities** - based on draft findings of the parks and recreation master plan. Includes provision for an ice pad, lap pool, gymnasium, and expansion of the fitness centre.

While the above provides estimates identified in the draft parks and recreation master plan, Town Council will consider the master plan subsequent to the release of the D.C. background study. Should Council consider changes to the capital needs identified in the master plan, the D.C. background study may be amended.

No deductions for benefit to existing development and/or post-period benefit have been identified. A deduction of approximately \$2.15 million has been made to the calculations to reflect the reserve fund balance, resulting in a net growth capital cost of approximately \$70.42 million. 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.



Table 5-10
Infrastructure Cost Included in the Development Charges Calculation
Parks and Recreation Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|-------------------|---------------------------------|---|---------------------------------|-------------------|-----------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| | 2025 to 2051 | | | | | | | | | 95% | 5% |
| | Outdoor Facilities & Amenities | | | | | | | | | | |
| 1 | Provision for Parkland Development | 2025-2051 | 6,300,000 | - | | 6,300,000 | - | | 6,300,000 | 5,985,000 | 315,000 |
| 2 | Provision for Parkland Amenities | 2025-2051 | 5,900,000 | - | | 5,900,000 | - | | 5,900,000 | 5,605,000 | 295,000 |
| 3 | Provision for Trails | 2025-2051 | 370,000 | - | | 370,000 | - | | 370,000 | 351,500 | 18,500 |
| | Indoor Facilities & Amenities | | | | | | | | | | |
| 4 | Indoor Facilities & Amenities | 2025-2051 | 60,000,000 | - | | 60,000,000 | - | | 60,000,000 | 57,000,000 | 3,000,000 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Reserve Fund Adjustment | | | | | | 2,154,854 | | (2,154,854) | (2,047,111) | (107,743) |
| | | | | | | | | | | | |
| | Total | | 72,570,000 | - | - | 72,570,000 | 2,154,854 | - | 70,415,146 | 66,894,389 | 3,520,757 |



5.6.5 Land – 2051 Services

Land related to D.C. eligible services is considered a class of service under the D.C.A., similar to growth-related studies.

The land costs included in this subsection are related to the anticipated capital costs for services that are restricted to 26 years (i.e. public works, fire protection services, policing services, and parks and recreation services). The Town has identified the need for land acquisition related to the new headquarter station for fire protection services. The estimated cost for this land is \$800,000. A deduction of \$624,000 has been made to account for the benefit to growth outside of the 26-year forecast period. As a result, the net D.C.-recoverable cost to be included in the calculations is \$176,000.

The residential/non-residential capital cost allocation for land is 80% residential and 20% non-residential based on the incremental growth in population to employment for the 26-year forecast period. This share is consistent with the allocation utilized for fire protection services.



Table 5-11
Infrastructure Cost Included in the Development Charges Calculation
Land – 2051 Services Capital Costs

| Proj. No. | Increased Service Needs Attributable to Anticipated Development 2025 to 2051 | Timing (year) | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--------------------------------------|---------------------|------------------|------------------|---------------------------------|---|---------------------------------|------------------------------|----------------------------------|
| | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share 80% | Non-Residential Share 20% |
| | Fire Services | | | | | | | | | | |
| 1 | New HQ Station - Land Only | 2039 | 800,000 | 624,000 | | 176,000 | - | | 176,000 | 140,800 | 35,200 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Total | | 800,000 | 624,000 | - | 176,000 | - | - | 176,000 | 140,800 | 35,200 |



5.7 Service Levels and 10-Year Capital Costs for LaSalle's D.C. Calculation

This section evaluates the development-related capital requirements for services with 10-year capital costs. Each service component is evaluated on two format sheets: the average historical 15-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.

5.7.1 Transit Services

The Town has entered into a contract with Transit Windsor to provide transit service in LaSalle. This service operates two routes with two buses from Monday to Saturday, 7:00am to 7:00pm.

As part of the 2020 D.C. background study, the Town had proposed that two buses would be required over the 20 year period, with one of the buses being added for non-growth purposes. This non-growth bus has been added to LaSalle's current inventory. The Town still anticipates the need for one additional bus over the 20-year forecast period. Using the 2024 transit data, the following provides a calculation of the current trips per capita:

| Current Bus Route Data | 2024 |
|-----------------------------------|-------------|
| Current Trips | 31,268 |
| Population | 35,153 |
| Trips per Capita (rounded) | 0.90 |

Based on the addition of one bus, we can assess the utilization of the bus capacity based on trips per capita (approximately 0.9 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 | 6,614 | 5,953 |
| 20-year | 12,400 | 11,160 |



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 (31,268). The same calculation is provided for the 20-year trips:

| Utilization of Bus Capacity | % |
|-----------------------------|-------|
| 10-year Utilization | 21.2% |
| 20-year Utilization | 39.7% |

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 53.3% and a post-period share of 46.7%.

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

The gross capital cost estimate of the lease for one additional bus is approximately \$120,000 per year, for a total for \$1.2 million over the 10-year forecast period. A post-period benefit amount of \$559,900 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. The total cost has been reduced by \$44,374 to reflect the existing reserve fund balance. As a result, the total growth-related capital cost included in the D.C. calculations is approximately \$0.60 million.

The growth costs have been allocated 79% residential and 21% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



Table 5-12
Infrastructure Cost Included in the Development Charges Calculation
Transit Services

[illegible]



5.7.2 Library Services

The Town provides 12,000 sq.ft. in library space. Over the past fifteen years, the average level of service was 0.31 sq.ft. of space per capita or an investment of \$218 per capita. Based on the service standard over the past fifteen years, the Town would be eligible to collect a total of approximately \$1.44 million from D.C.s for library services.

The Town has not identified any growth-related capital projects over the 10-year forecast period. However, a cost of \$116,273 has been included in to reflect the existing reserve fund deficit. As a result, \$116,273 has been included 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.



Table 5-13
Infrastructure Cost Included in the Development Charges Calculation
Library Services

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|--------------|---|---|---------------------------|---------------------|---------------------|---------------------------------------|---|---------------------------------|----------------------|------------------------------|
| | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non- Residential Share |
| | 2025 to 2034 | | | | | | | | 95% | 5% |
| | | | | | | | | | | |
| | Reserve Fund Adjustment | 116,273 | | | 116,273 | - | | 116,273 | 110,459 | 5,814 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | Total | 116,273 | | - | 116,273 | - | - | 116,273 | 110,459 | 5,814 |



5.7.3 Growth Studies

Growth studies would be considered a class of service under the D.C.A. and is comprised of studies related to D.C. eligible services. The Town has identified the need for various studies over the forecast period related to Water, Sanitary, and Transportation Master Plans, a D.C. study, an Official Plan review, and a Secondary Plan Front Road District.

The total capital costs of these studies are approximately \$1.50 million. Deductions of \$281,900 and \$67,500 have been made to account for the share of the studies that benefit existing development and benefit non-D.C.-eligible services (for the Official Plan and Secondary Plan), respectively. In addition, a deduction of \$591,261 was made to reflect the existing reserve fund balance. As a result of these deductions, the net D.C.-recoverable cost to be included in the calculations is approximately \$0.56 million.

These costs are shared between residential and non-residential growth based on the population to employment ratio over the forecast period, resulting in 79% being allocated to residential development and 21% being allocated to non-residential development.



Table 5-14
Infrastructure Cost Included in the Development Charges Calculation
Growth Studies

| Proj. No. | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Service to Which Project Relates | Gross Capital Cost Estimate (2025\$) | Post Period Benefit | Other Deductions (to recognize benefit to non-D.C. services) | Net Capital Cost | Less: | | Potential D.C. Recoverable Cost | | |
|-----------|---|---------------|--|--------------------------------------|---------------------|--|------------------|---------------------------------|---|---------------------------------|-------------------|-----------------------|
| | | | | | | | | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development | Total | Residential Share | Non-Residential Share |
| | 2025 to 2034 | | | | | | | | | | 79% | 21% |
| 1 | Development Charges Study | 2025 | All D.C. Eligible Services | 52,100 | - | | 52,100 | - | | 52,100 | 41,159 | 10,941 |
| 2 | Official Plan Review | 2028-2029 | Services Related to a Highway, Fire Protection Services, Parks and Recreation Services, Wastewater Services, Water Services, Policing Services, Transit Services | 150,000 | - | 22,500 | 127,500 | 31,900 | | 95,600 | 75,524 | 20,076 |
| 3 | Water master plan | 2025-2030 | Water Services | 300,000 | - | | 300,000 | 75,000 | | 225,000 | 177,750 | 47,250 |
| 4 | Wastewater master plan | 2025-2029 | Wastewater Services | 300,000 | - | | 300,000 | 75,000 | | 225,000 | 177,750 | 47,250 |
| 5 | Transporation Master Plan | 2025-2029 | Services Related to a Highway | 400,000 | - | | 400,000 | 100,000 | | 300,000 | 237,000 | 63,000 |
| 6 | Secondary Plan Front Road District | 2026-2030 | Services Related to a Highway, Fire Protection Services, Parks and Recreation Services, Wastewater Services, Water Services, Policing Services, Transit Services | 300,000 | - | 45,000 | 255,000 | - | | 255,000 | 201,450 | 53,550 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | Reserve Fund Adjustment | | | | | | | 591,261 | | (591,261) | (467,096) | (124,165) |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | Total | | | 1,502,100 | - | 67,500 | 1,434,600 | 873,161 | - | 561,439 | 443,537 | 117,902 |



Chapter 6

D.C. Calculation



6. D.C. Calculation

Table 6-1 calculates the proposed uniform D.C.s to be imposed on anticipated development in the Town for wastewater services over the urban-area buildout forecast period. Table 6-2 calculates the proposed uniform D.C.s for services related to a highway and water services over the Town-wide buildout forecast period. Table 6-3 calculates the proposed uniform D.C. to be imposed on anticipated development in LaSalle for Town-wide services over the 26-year forecast period from 2025 to 2051. 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 from 2025 to 2034.

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, multiples, apartments 2+ bedrooms, apartments studio and 1 bedroom, and special care/special dwelling units). The non-residential D.C. has been calculated on a per sq.ft. of G.F.A. 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 plus the anticipated incline in existing units). The cost per capita is then multiplied by the average occupancy (also referred to as P.P.U.) of the new units (Appendix A, Schedule 4) 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 the 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 life of the by-law.



The area-specific D.C. calculations for the Reaume Sanitary Service Area have been provided in Section 5.3 of Chapter 5 and the calculations for the Town Centre Sanitary Service Area have been provided in Section 5.4 of Chapter 5.



Table 6-1
Town of LaSalle
Development Charge Calculation
2025 to Wastewater Urban-Area Buildout

| SERVICE/CLASS | 2025\$ D.C.-Eligible Cost | | 2025\$ D.C.-Eligible Cost | |
|--|---------------------------|---------------------|---------------------------|---------------|
| | Residential | Non-Residential | S.D.U. | per sq.ft. |
| 1 <u>Wastewater Services</u> | \$ | \$ | \$ | \$ |
| 1.1 Treatment plants & Sewers | 66,041,273 | 13,526,526 | 5,351 | 2.24 |
| | 66,041,273 | 13,526,526 | 5,351 | 2.24 |
| | | | | |
| TOTAL | \$66,041,273 | \$13,526,526 | \$5,351 | \$2.24 |
| D.C.-Eligible Capital Cost | \$66,041,273 | \$13,526,526 | | |
| Urban-Area Buildout Gross Population/GFA Growth (sq.ft.) | 40,663 | 6,050,000 | | |
| Cost Per Capita/Non-Residential GFA (sq.ft.) | \$1,624.11 | \$2.24 | | |
| By Residential Unit Type | P.P.U. | | | |
| Single and Semi-Detached Dwelling | 3.295 | \$5,351 | | |
| Other Multiples | 2.117 | \$3,438 | | |
| Apartments - 2 Bedrooms + | 1.957 | \$3,178 | | |
| Apartments - Bachelor and 1 Bedroom | 1.351 | \$2,194 | | |
| Special Care/Special Dwelling Units | 1.100 | \$1,787 | | |

Table 6-2
Town of LaSalle
Development Charge Calculation
2025 to Town-wide Buildout

| SERVICE/CLASS OF SERVICE | 2025\$ D.C.-Eligible Cost | | 2025\$ D.C.-Eligible Cost | |
|---|---------------------------|-------------------|---------------------------|---------------|
| | Residential | Non-Residential | S.D.U. | per sq.ft. |
| 2. <u>Services Related to a Highway</u> | \$ | \$ | \$ | \$ |
| 2.1 Roads and Related | 110,887,924 | 22,711,984 | 8,968 | 3.75 |
| | 110,887,924 | 22,711,984 | 8,968 | 3.75 |
| | | | | |
| 3. <u>Water Services</u> | | | | |
| 3.1 Treatment, storage and distribution systems | 35,455,679 | 349,806 | 2,867 | 0.06 |
| | 35,455,679 | 349,806 | 2,867 | 0.06 |
| | | | | |
| 4. <u>Land - Buildout Services</u> | | | | |
| 4.1 Land | 47,812,150 | 9,792,850 | 3,867 | 1.62 |
| | 47,812,150 | 9,792,850 | 3,867 | 1.62 |
| | | | | |
| TOTAL | 194,155,752 | 32,854,641 | \$15,702 | \$5.43 |
| D.C.-Eligible Capital Cost | \$194,155,752 | \$32,854,641 | | |
| Town-Wide Buildout Gross Population/GFA Growth (sq.ft.) | 40,742 | 6,050,000 | | |
| Cost Per Capita/Non-Residential GFA (sq.ft.) | \$4,765.49 | \$5.43 | | |
| By Residential Unit Type | P.P.U. | | | |
| Single and Semi-Detached Dwelling | 3.295 | \$15,702 | | |
| Other Multiples | 2.117 | \$10,089 | | |
| Apartments - 2 Bedrooms + | 1.957 | \$9,326 | | |
| Apartments - Bachelor and 1 Bedroom | 1.351 | \$6,438 | | |
| Special Care/Special Dwelling Units | 1.100 | \$5,242 | | |



Table 6-3
Town of LaSalle
Development Charge Calculation
2025 to 2051

| SERVICE/CLASS | 2025\$ D.C.-Eligible Cost | | 2025\$ D.C.-Eligible Cost | |
|--|---------------------------|-------------------|---------------------------|---------------|
| | Residential | Non-Residential | S.D.U. | per sq.ft. |
| 5. <u>Public Works (Facilities and Fleet)</u> | \$ | \$ | \$ | \$ |
| 5.1 Public Works (Facilities and Fleet) | 10,909,978 | 2,727,494 | 2,085 | 0.92 |
| | 10,909,978 | 2,727,494 | 2,085 | 0.92 |
| 6. <u>Fire Protection Services</u> | | | | |
| 6.1 Fire facilities, vehicles & equipment | 9,126,650 | 2,281,663 | 1,744 | 0.77 |
| | 9,126,650 | 2,281,663 | 1,744 | 0.77 |
| 7. <u>Policing Services</u> | | | | |
| 7.1 Facilities, vehicles and equipment, small equipment and gear | 6,255,923 | 1,563,981 | 1,196 | 0.53 |
| | 6,255,923 | 1,563,981 | 1,196 | 0.53 |
| 8. <u>Parks and Recreation Services</u> | | | | |
| 8.1 Parks and Recreation Services | 66,894,389 | 3,520,757 | 12,783 | 1.19 |
| | 66,894,389 | 3,520,757 | 12,783 | 1.19 |
| 9. <u>Land - 2051 Services</u> | | | | |
| 9.1 Land | 140,800 | 35,200 | 27 | 0.01 |
| | 140,800 | 35,200 | 27 | 0.01 |
| TOTAL | 93,327,740 | 10,129,095 | \$17,835 | \$3.42 |
| D.C.-Eligible Capital Cost | \$93,327,740 | \$10,129,095 | | |
| 26-Year Gross Population/GFA Growth (sq.ft.) | 17,242 | 2,963,900 | | |
| Cost Per Capita/Non-Residential GFA (sq.ft.) | \$5,412.81 | \$3.42 | | |
| <u>By Residential Unit Type</u> | <u>P.P.U.</u> | | | |
| Single and Semi-Detached Dwelling | 3.295 | \$17,835 | | |
| Other Multiples | 2.117 | \$11,459 | | |
| Apartments - 2 Bedrooms + | 1.957 | \$10,593 | | |
| Apartments - Bachelor and 1 Bedroom | 1.351 | \$7,313 | | |
| Special Care/Special Dwelling Units | 1.100 | \$5,954 | | |



Table 6-4
Town of LaSalle
Development Charge Calculation
2025 to 2034

| SERVICE/CLASS | 2025\$ D.C.-Eligible Cost | | 2025\$ D.C.-Eligible Cost | |
|--|---------------------------|------------------|---------------------------|---------------|
| | Residential | Non-Residential | S.D.U. | per sq.ft. |
| 10. <u>Transit Services</u> | \$ | \$ | \$ | \$ |
| 10.1 Transit facilities, vehicles and other infrastructure | 470,624 | 125,102 | 229 | 0.09 |
| | 470,624 | 125,102 | 229 | 0.09 |
| 11. <u>Library Services</u> | | | | |
| 11.1 Library facilities, materials and vehicles | 110,459 | 5,814 | 54 | - |
| | 110,459 | 5,814 | 54 | - |
| 12. <u>Growth Studies</u> | | | | |
| 12.1 Growth Studies | 443,537 | 117,902 | 216 | 0.09 |
| | 443,537 | 117,902 | 216 | 0.09 |
| | | | | |
| TOTAL | \$1,024,620 | \$248,818 | \$499 | \$0.18 |
| D.C.-Eligible Capital Cost | \$1,024,620 | \$248,818 | | |
| 10-Year Gross Population/GFA Growth (sq.ft.) | 6,771 | 1,354,100 | | |
| Cost Per Capita/Non-Residential GFA (sq.ft.) | \$151.32 | \$0.18 | | |
| <u>By Residential Unit Type</u> | <u>P.P.U.</u> | | | |
| Single and Semi-Detached Dwelling | 3.295 | \$499 | | |
| Other Multiples | 2.117 | \$320 | | |
| Apartments - 2 Bedrooms + | 1.957 | \$296 | | |
| Apartments - Bachelor and 1 Bedroom | 1.351 | \$204 | | |
| Special Care/Special Dwelling Units | 1.100 | \$166 | | |



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

| | 2025\$ D.C.-Eligible Cost | | 2025\$ D.C.-Eligible Cost | |
|--|---------------------------|-------------------|---------------------------|--------------|
| | Residential | Non-Residential | S.D.U. | per sq.ft. |
| | \$ | \$ | \$ | \$ |
| Wastewater Services/Classes Urban Buildout | 66,041,273 | 13,526,526 | 5,351 | 2.24 |
| Town-wide Services/Classes Buildout | 194,155,752 | 32,854,641 | 15,702 | 5.43 |
| Town-wide Services/Classes 26 Year | 93,327,740 | 10,129,095 | 17,835 | 3.42 |
| Town-wide Services/Classes 10 Year | 1,024,620 | 248,818 | 499 | 0.18 |
| TOTAL | 354,549,385 | 56,759,080 | 39,387 | 11.27 |



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

| Service/Class | Total Gross Cost | Sources of Financing | | | | | |
|--|----------------------|-----------------------------------|---------------------|--------------------|--------------------------|----------------------|---------------------|
| | | Tax Base or Other Non-D.C. Source | | | Post D.C. Period Benefit | D.C. Reserve Fund | |
| | | Other Deductions | Benefit to Existing | Other Funding | | Residential | Non-Residential |
| 1. Wastewater Services 1.1 Treatment plants & Sewers | 36,887,529 | - | 4,400,000 | - | - | 26,964,649 | 5,522,880 |
| 2. Services Related to a Highway 2.1 Roads and Related | 111,582,625 | - | 34,514,313 | 5,427,000 | - | 59,462,289 | 12,179,023 |
| 3. Water Services 3.1 Treatment, storage and distribution systems | 30,230,000 | - | 900,000 | - | - | 24,343,900 | 4,986,100 |
| 4. Land - Buildout Services 4.1 Land | 36,511,500 | - | 8,597,150 | - | - | 23,168,911 | 4,745,440 |
| 5. Public Works (Facilities and Fleet) 5.1 Public Works (Facilities and Fleet) | 11,099,637 | - | - | - | - | 8,879,710 | 2,219,927 |
| 6. Fire Protection Services 6.1 Fire facilities, vehicles & equipment | 5,390,052 | - | 2,145,000 | - | - | 2,596,042 | 649,010 |
| 7. Policing Services 7.1 Facilities, vehicles and equipment, small equipment and gear | 156,000 | - | - | - | - | 124,800 | 31,200 |
| 8. Parks and Recreation Services 8.1 Parks and Recreation Services | 27,911,538 | - | - | - | - | 26,515,962 | 1,395,577 |
| 9. Land - 2051 Services 9.1 Land | - | - | - | - | - | - | - |
| 10. Transit Services 10.1 Transit facilities, vehicles and other infrastructure | 1,200,000 | - | - | - | 559,900 | 505,679 | 134,421 |
| 11. Library Services 11.1 Library facilities, materials and vehicles | - | - | - | - | - | - | - |
| 12. Growth Studies 12.1 Growth Studies | 1,502,100 | 67,500 | 281,900 | - | - | 910,633 | 242,067 |
| Total Expenditures & Revenues | \$262,470,981 | \$67,500 | \$50,838,363 | \$5,427,000 | \$559,900 | \$173,472,574 | \$32,105,645 |



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

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 subsection 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 modifications and consideration for the changes to the D.C.A. (see Appendix G for details on legislative changes that have occurred since the Town’s previous D.C. background study was completed).



7.2 D.C. By-law Structure

It is recommended that:

- 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 and Town Centre Sanitary Service Area;
- wastewater services be imposed on the urban service areas of the Town identified in Schedule C of the by-law;
- area-specific wastewater services for the Reaume Sanitary Service Area be imposed on the area identified in Schedule D of the by-law;
- area-specific wastewater services for the Town Centre Sanitary Service Area be imposed on the area identified in Schedule E of the by-law; and
- one municipal D.C. by-law be used for all services.

7.3 D.C. By-law Rules

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 last 25 years. Costs allocated to non-residential uses will be assigned based on the number of square feet of G.F.A. 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 wastewater services an 83% residential/17% non-residential allocation has been made based on population vs. employment growth over the wastewater urban-area buildout forecast period;
 - For wastewater services in the 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;
 - For wastewater services in the Town Centre Sanitary Service Area, the costs have been allocated based on the population and employee growth relative to the total growth in the area;
 - For services related to a highway and water services, an 83% residential/17% non-residential allocation has been made based on a population vs. employment growth ratio over the buildout forecast period;
 - For fire protection, police, and public works services, an 80% residential/20% non-residential allocation has been made based on a population vs. employment growth ratio over the 26-year forecast period;
 - For transit services and growth studies, an 79% residential/21% non-residential calculation has been made based on the anticipated population and employment growth the 10-year forecast period;



- For parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
- With respect to land (i.e. class of D.C.-eligible service), the residential/non-residential allocation is based on the allocation identified above for the D.C. eligible service (e.g. fire protection related land acquisition costs would be based on an 80% residential/20% non-residential allocation based on the above).

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

As a result of the redevelopment of land, a building or structure existing on the same land within five (5) years prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s 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 D.C. in the by-law by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s in the by-law by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

7.3.4 Exemptions (full or partial)

- a) Statutory exemptions:



- industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions that exceed 50% of the existing G.F.A., 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);
- the addition of up to 2 apartments in an existing or new detached, semi-detached, or rowhouse (including in an ancillary structure);
- one additional unit or 1% of existing units in an existing rental residential building;
- a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario;
- affordable units;
- attainable units (to be in force at a later date);
- affordable inclusionary zoning units;
- non-profit housing;
- long-term care homes; and
- discount for rental housing units based on bedroom size (i.e. three or more bedrooms – 25% reduction, two bedrooms – 20% reduction, and all others – 15% reduction).

7.3.5 Timing of Collection

The D.C.s for all services and classes are payable upon issuance of a 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.

D.C.s payable for residential development (other than rental housing, which are subject to payment in instalments) are payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied.

Rental housing and institutional developments will pay D.C.s in six (6) equal annual payments commencing at occupancy.

The D.C. amount for all developments occurring within 18 months of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the lower of the D.C. in effect on the day the applicable Site Plan or Zoning By-law Amendment application was submitted (as a



complete application), including interest, and the D.C. at current rates at the time the D.C. is payable.

Payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges. The maximum interest rate the Town can impose is the average prime rate plus 1%.

7.3.6 The Applicable Areas

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

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

7.3.7 Indexing

Rates shall be adjusted, without amendment to the By-law, annually on January 1, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02).¹

7.4 Other D.C. By-law Provisions

It is recommended that:

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



7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The Town's D.C. collections are currently separated into twelve (12) reserve funds: Services Related to a Highway, Public Works, Fire Protection Services, Policing Services, Parks and Recreation Services, Library Services, Transit Services Wastewater Services, Reaume Sanitary Service Area, Town Centre Sanitary Service Area, Water Services, and Administration. It is recommended that the Town rename Administration to Growth Studies and continue the use of the existing reserve funds. Furthermore, separate reserve funds will need to be established for land as a class of service.

Appendix D outlines the reserve fund policies that the Town is required to follow as per the D.C.A.

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 what the Bank of Canada rate is on the day the by-law comes into force updated on the first business day of every January, April, July and October (as per section 11 of O. Reg. 82/98).

7.4.4 Area Rating

The D.C.A. requires that Council must consider the use of area specific charges:

1. Section 2 (9) of the D.C.A. 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.

Currently, the Town's by-law does provide for area-rating with respect to wastewater. All other Town services are recovered based on a uniform, Town-wide basis. There have been several reasons why area-rating has not been imposed on these services, including:

1. All Town services, with the exception of water and wastewater, require that the average 15-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds that 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. Expanding 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 D.C.s 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 provided (roads, parks and recreation facilities, etc.) 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 an urban area basis for wastewater while all other services be charged on a uniform Town-wide basis

7.5 Other Recommendations

It is recommended that Council:

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

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

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

“Continue the D.C. approach to calculate the charges on an urban-area basis for wastewater services;”

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

“Continue the D.C. approach to calculate the Town Centre 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 December 22, 2025, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated December 22, 2025, including the Local Service Policy as set out in Appendix E;”

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

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



Chapter 8

By-law Implementation



8. By-law Implementation

8.1 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.

8.1.1 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 Ontario Land Tribunal (OLT) (formerly the Local Planning Appeal Tribunal (LPAT)).

8.1.2 Other Consultation Activity

There are three broad groupings of the public who are generally the most concerned with municipal 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 municipal 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 municipal D.C. policy. Their primary concern is frequently with the quantum of the charge, G.F.A. exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

8.2 Anticipated Impact of the Charge on Development

The establishment of sound 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 housing prices and can impact project feasibility in some cases (e.g., rental apartments).

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



8.3 Implementation Requirements

8.3.1 *Introduction*

Once the Town has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters. These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections that follow present an overview of 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 that 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 OLT, 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 OLT hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the OLT 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 conducting 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 OLT.

8.3.6 Credits

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a municipality 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 municipality 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 that provides for the costs of a project that 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 *Development Charges Act*, 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 municipality 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 municipal 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 that 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



Schedule 1 Town of LaSalle Residential Growth Forecast Summary

| Year | | Population (Including Census Undercount) ^[1] | Excluding Census Undercount | | | Housing Units | | | | | | Person Per Unit (P.P.U.) |
|-------------|-------------------------|--|-----------------------------|--------------------------|---|-------------------------|-----------------------------------|---------------------------|-------|------------------|-------------------------------------|-----------------------------------|
| | | | Population | Institutional Population | Population Excluding Institutional Population | Singles & Semi-Detached | Multiple Dwellings ^[2] | Apartments ^[3] | Other | Total Households | Equivalent Institutional Households | Total Population/Total Households |
| Historical | Mid 2011 | 29,800 | 28,643 | 243 | 28,400 | 9,179 | 186 | 525 | 11 | 9,901 | 221 | 2.893 |
| | Mid 2016 | 31,400 | 30,180 | 290 | 29,890 | 9,865 | 235 | 575 | 10 | 10,685 | 264 | 2.825 |
| | Mid 2021 | 34,040 | 32,721 | 241 | 32,480 | 10,700 | 240 | 695 | 5 | 11,640 | 219 | 2.811 |
| Forecast | Mid 2025 | 37,380 | 35,933 | 265 | 35,668 | 11,037 | 273 | 1,540 | 5 | 12,855 | 241 | 2.795 |
| | Mid 2035 | 44,260 | 42,547 | 313 | 42,234 | 12,281 | 820 | 2,349 | 5 | 15,455 | 285 | 2.753 |
| | Mid 2051 | 53,900 | 51,810 | 382 | 51,428 | 14,160 | 1,735 | 3,605 | 5 | 19,505 | 347 | 2.656 |
| | Buildout ^[4] | 78,000 | 74,976 | 552 | 74,424 | 17,528 | 3,884 | 7,847 | 5 | 29,264 | 502 | 2.562 |
| Incremental | Mid 2011 - Mid 2016 | 1,600 | 1,537 | 47 | 1,490 | 686 | 49 | 50 | -1 | 784 | 43 | |
| | Mid 2016 - Mid 2021 | 2,640 | 2,541 | -49 | 2,590 | 835 | 5 | 120 | -5 | 955 | -45 | |
| | Mid 2021 - Mid 2025 | 3,340 | 3,212 | 24 | 3,188 | 337 | 33 | 845 | 0 | 1,215 | 22 | |
| | Mid 2025 - Mid 2035 | 6,880 | 6,614 | 49 | 6,565 | 1,244 | 547 | 809 | 0 | 2,600 | 44 | |
| | Mid 2025 - Mid 2051 | 16,520 | 15,877 | 117 | 15,760 | 3,123 | 1,462 | 2,065 | 0 | 6,650 | 106 | |
| | Mid 2025 - Buildout | 40,620 | 39,043 | 288 | 38,755 | 6,491 | 3,611 | 6,307 | 0 | 16,409 | 261 | |

^[1] Population includes the Census undercount estimated at approximately 4.0% and has been rounded.

^[2] Includes townhouses and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

^[4] The buildout forecast is based on direction from Town of LaSalle staff to plan for a population of 74,980 (78,000 including the Census undercount) for water and wastewater servicing capacity needs.

Notes:

Numbers may not add due to rounding.

Source: Derived from Essex County Growth Analysis Report (October 5, 2022) and County of Essex Official Plan (October 2024) High Scenario forecast for the Town of LaSalle, and discussions with Town staff regarding land supply and servicing capacity by Watson & Associates Economists Ltd.



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 ⁽¹⁾ | Apartments ⁽²⁾ | Total Residential Units | Gross Population In New Units | Existing Unit Population Change | Net Population Increase, Excluding Institutional | Institutional Population | Net Population Including Institutional |
|----------------------|-----------------|------------------------|--------------------------|---------------------------|-------------------------|-------------------------------|---------------------------------|--|--------------------------|--|
| Water & Wastewater | 2025 - 2035 | 1,238 | 547 | 809 | 2,594 | 6,702 | (139) | 6,563 | 49 | 6,612 |
| | 2025 - 2051 | 3,106 | 1,462 | 2,065 | 6,633 | 17,069 | (1,209) | 15,859 | 117 | 15,976 |
| | 2025 - Buildout | 6,467 | 3,611 | 6,307 | 16,385 | 40,375 | (1,505) | 38,869 | 288 | 39,157 |
| Water Only | 2025 - 2035 | 6 | 0 | 0 | 6 | 20 | (18) | 2 | 0 | 2 |
| | 2025 - 2051 | 17 | 0 | 0 | 17 | 56 | (156) | (100) | 0 | (100) |
| | 2025 - Buildout | 24 | 0 | 0 | 24 | 79 | (194) | (115) | 0 | (115) |
| Town of LaSalle | 2025 - 2035 | 1,244 | 547 | 809 | 2,600 | 6,722 | (157) | 6,565 | 49 | 6,614 |
| | 2025 - 2051 | 3,123 | 1,462 | 2,065 | 6,650 | 17,125 | (1,365) | 15,760 | 117 | 15,877 |
| | 2025 - Buildout | 6,491 | 3,611 | 6,307 | 16,409 | 40,454 | (1,699) | 38,755 | 288 | 39,042 |

⁽¹⁾ Includes townhouses and apartments in duplexes.

⁽²⁾ Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Notes:

Numbers may not add due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 3
Town of LaSalle
Current Year Growth Forecast
Mid-2021 to Mid-2025

| | | Population |
|---|--------------------------------------|------------|
| Mid 2021 Population | | 32,721 |
| Occupants of New Housing Units, Mid 2021 to Mid 2025 | Units (2) | 1,215 |
| | multiplied by P.P.U. (3) | 2,148 |
| | gross population increase | 2,610 |
| Occupants of New Equivalent Institutional Units, Mid 2021 to Mid 2025 | Units | 22 |
| | multiplied by P.P.U. (3) | 1,100 |
| | gross population increase | 24 |
| Change in Housing Unit Occupancy, Mid 2021 to Mid 2025 | Units (4) | 11,640 |
| | multiplied by P.P.U. change rate (5) | 0.050 |
| | total change in population | 578 |
| Population Estimate to Mid 2025 | | 35,933 |
| Net Population Increase, Mid 2021 to Mid 2025 | | 3,212 |

(1) 2021 population based on Statistics Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed, Mid-2021 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 ^[1] (P.P.U.) | % Distribution of Estimated Units ^[2] | Weighted Persons Per Unit Average |
|------------------------------------|---|---|--------------------------------------|
| <i>Singles & Semi Detached</i> | 3.201 | 28% | 0.888 |
| <i>Multiples (6)</i> | 2.088 | 3% | 0.057 |
| <i>Apartments (7)</i> | 1.730 | 70% | 1.203 |
| Total | | 100% | 2.148 |

^[1] Based on 2021 Census custom database.

^[2] Based on Building permit/completion activity.

(4) 2021 households taken from Statistics Canada Census.

(5) Change 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
10-Year Growth Forecast
Mid-2025 to Mid-2035**

| | | | Population |
|---|--------------------------------------|--------|------------|
| Mid 2025 Population | | | 35,933 |
| Occupants of New Housing Units, Mid 2025 to Mid 2035 | Units (2) | 2,600 | |
| | multiplied by P.P.U. (3) | 2.585 | |
| | gross population increase | 6,722 | 6,722 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Mid 2035 | Units | 44 | |
| | multiplied by P.P.U. (3) | 1.100 | |
| | gross population increase | 49 | 49 |
| Change in Housing Unit Occupancy, Mid 2025 to Mid 2035 | Units (4) | 12,855 | |
| | multiplied by P.P.U. change rate (5) | -0.012 | |
| | total change in population | -157 | -157 |
| Population Estimate to Mid 2035 | | | 42,547 |
| Net Population Increase, Mid 2025 to Mid 2035 | | | 6,614 |

(1) Mid 2025 Population based on:

2021 Population (32,721) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period $(1,215 \times 2.148 = 2,610) + (22 \times 1.1 = 24) + (11,640 \times 0.05 = 578) = 35,933$

(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 ^[1] (P.P.U.) | % Distribution of Estimated Units ^[2] | Weighted Persons Per Unit Average |
|------------------------------------|---|---|--------------------------------------|
| <i>Singles & Semi Detached</i> | 3.295 | 48% | 1.576 |
| <i>Multiples (6)</i> | 2.117 | 21% | 0.445 |
| <i>Apartments (7)</i> | 1.811 | 31% | 0.564 |
| <i>one bedroom or less</i> | 1.351 | | |
| <i>two bedrooms or more</i> | 1.957 | | |
| Total | | 100% | 2.585 |

^[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (11,640 units) + Mid 2021 to Mid 2025 unit estimate (1,215 units) = 12,855 units.

(5) Change 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
Longer-Term Growth Forecast
Mid-2025 to Mid-2051**

| | | Population |
|---|---|----------------------|
| Mid 2025 Population | | 35,933 |
| Occupants of New Housing Units, Mid 2025 to Mid 2051 | <i>Units (2)</i> | 6,650 |
| | <i>multiplied by P.P.U. (3)</i> | 2,575 |
| | <i>gross population increase</i> | 17,125 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Mid 2051 | <i>Units</i> | 106 |
| | <i>multiplied by P.P.U. (3)</i> | 1,100 |
| | <i>gross population increase</i> | 117 |
| Change in Housing Unit Occupancy, Mid 2025 to Mid 2051 | <i>Units (4)</i> | 12,855 |
| | <i>multiplied by P.P.U. change rate (5)</i> | -0.106 |
| | <i>total change in population</i> | -1,365 |
| Population Estimate to Mid 2051 | | 51,810 |
| <i>Net Population Increase, Mid 2025 to Mid 2051</i> | | <i>15,877</i> |

(1) Mid 2025 Population based on:

2021 Population (32,721) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period (1,215 x 2.148 = 2,610) + (22 x 1.1 = 24) + (11,640 x 0.05 = 578) = 35,933

(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 ^[1] (P.P.U.) | % Distribution of Estimated Units ^[2] | Weighted Persons Per Unit Average |
|------------------------------------|---|---|--------------------------------------|
| <i>Singles & Semi Detached</i> | 3.295 | 47% | 1.547 |
| <i>Multiples (6)</i> | 2.117 | 22% | 0.465 |
| <i>Apartments (7)</i> | 1.811 | 31% | 0.562 |
| <i>one bedroom or less</i> | 1.351 | | |
| <i>two bedrooms or more</i> | 1.957 | | |
| Total | | 100% | 2.575 |

^[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (11,640 units) + Mid 2021 to Mid 2025 unit estimate (1,215 units) = 12,855 units.

(5) Change 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
Buildout Growth Forecast
Mid-2025 to Buildout**

| | | Population |
|---|---|---------------|
| Mid 2025 Population | | 35,933 |
| Occupants of New Housing Units, Mid 2025 to Buildout | <i>Units (2)</i> | 16,409 |
| | <i>multiplied by P.P.U. (3)</i> | 2,465 |
| | <i>gross population increase</i> | 40,454 |
| | | 40,454 |
| Occupants of New Equivalent Institutional Units, Mid 2025 to Buildout | <i>Units</i> | 261 |
| | <i>multiplied by P.P.U. (3)</i> | 1,100 |
| | <i>gross population increase</i> | 288 |
| | | 288 |
| Change in Housing Unit Occupancy, Mid 2025 to Buildout | <i>Units (4)</i> | 12,855 |
| | <i>multiplied by P.P.U. change rate (5)</i> | -0.132 |
| | <i>total change in population</i> | -1,699 |
| | | -1,699 |
| Population Estimate to Buildout | | 74,976 |
| Net Population Increase, Mid 2025 to Buildout | | 39,043 |

(1) Mid 2025 Population based on:

2021 Population (32,721) + Mid 2021 to Mid 2025 estimated housing units to beginning of forecast period (1,215 x 2.148 = 2,610) + (22 x 1.1 = 24) + (11,640 x 0.05 = 578) = 35,933

(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 ^[1] (P.P.U.) | % Distribution of Estimated Units ^[2] | Weighted Persons Per Unit Average |
|------------------------------------|---|---|--------------------------------------|
| <i>Singles & Semi Detached</i> | 3.295 | 40% | 1.303 |
| <i>Multiples (6)</i> | 2.117 | 22% | 0.466 |
| <i>Apartments (7)</i> | 1.811 | 38% | 0.696 |
| <i>one bedroom or less</i> | 1.351 | | |
| <i>two bedrooms or more</i> | 1.957 | | |
| Total | | 100% | 2.465 |

^[1] Persons per unit based on adjusted Statistics Canada Custom 2021 Census database.

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

(4) Mid 2025 households based upon 2021 Census (11,640 units) + Mid 2021 to Mid 2025 unit estimate (1,215 units) = 12,855 units.

(5) Change 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
Housing Units in Active Development Applications

| Stage of Development | Density Type | | | |
|--------------------------|-------------------------|--------------------------|---------------------------|--------------|
| | Singles & Semi-Detached | Multiples ^[1] | Apartments ^[2] | Total |
| | | | | |
| Registered Not Built | 581 | 343 | 166 | 1,090 |
| <i>% Breakdown</i> | <i>53%</i> | <i>31%</i> | <i>15%</i> | <i>100%</i> |
| | | | | |
| Draft Plans Approved | 120 | 44 | 1,350 | 1,514 |
| <i>% Breakdown</i> | <i>8%</i> | <i>3%</i> | <i>89%</i> | <i>100%</i> |
| | | | | |
| Application Under Review | 971 | 750 | 1,388 | 3,109 |
| <i>% Breakdown</i> | <i>31%</i> | <i>24%</i> | <i>45%</i> | <i>100%</i> |
| | | | | |
| Total | 1,672 | 1,137 | 2,904 | 5,713 |
| <i>% Breakdown</i> | <i>29%</i> | <i>20%</i> | <i>51%</i> | <i>100%</i> |

^[1] Includes townhouses and apartments in duplexes.

^[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Derived from Town of LaSalle data by Watson & Associates Economists Ltd.



Schedule 7
Town of LaSalle
Historical Residential Building Permits
Years 2015 to 2024

| Year | Residential Building Permits | | | |
|------------------------------|------------------------------|--------------------------|---------------------------|------------|
| | Singles & Semi Detached | Multiples ^[1] | Apartments ^[2] | Total |
| 2015 | 180 | 27 | 0 | 207 |
| 2016 | 256 | 24 | 0 | 280 |
| 2017 | 220 | 18 | 6 | 244 |
| 2018 | 222 | 3 | 136 | 361 |
| 2019 | 161 | 3 | 0 | 164 |
| Sub-total | 1,039 | 75 | 142 | 1,256 |
| Average (2015 - 2019) | 208 | 15 | 28 | 251 |
| % Breakdown | 82.7% | 6.0% | 11.3% | 100.0% |
| 2020 | 156 | 0 | 68 | 224 |
| 2021 | 92 | 0 | 254 | 346 |
| 2022 | 81 | 0 | 240 | 321 |
| 2023 | 72 | 18 | 168 | 258 |
| 2024 | 87 | 15 | 183 | 285 |
| Sub-total | 488 | 33 | 913 | 1,434 |
| Average (2020 - 2024) | 98 | 7 | 183 | 287 |
| % Breakdown | 34.0% | 2.3% | 63.7% | 100.0% |
| 2015 - 2024 | | | | |
| Total | 1,527 | 108 | 1,055 | 2,690 |
| Average | 153 | 11 | 106 | 269 |
| % Breakdown | 56.8% | 4.0% | 39.2% | 100.0% |

^[1] Includes townhouses and apartments in duplexes.

^[2] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Historical housing activity derived from building permit data for the Town of LaSalle, by Watson & Associates Economists Ltd.



Schedule 8a
Town of LaSalle
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of Dwelling | Singles and Semi-Detached | | | | | | 25 Year Average | 25 Year Average Adjusted ^[1] |
|-----------------|---------------------------|--------------|--------------|--------------|--------------|--------------|-----------------|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | | |
| 1-5 | - | - | 1.727 | 3.305 | 4.571 | 3.201 | | |
| 6-10 | - | - | 1.895 | 3.422 | 4.520 | 3.388 | | |
| 11-15 | - | - | - | 3.086 | 4.091 | 3.157 | | |
| 16-20 | - | - | 1.750 | 3.277 | 4.000 | 3.268 | | |
| 21-25 | - | - | 2.357 | 3.100 | 4.170 | 3.217 | 3.246 | 3.295 |
| 26-30 | - | - | - | 2.975 | 3.515 | 2.984 | | |
| 30+ | 0.333 | 1.722 | 1.935 | 2.585 | 3.571 | 2.520 | | |
| Total | 0.435 | 1.727 | 1.946 | 2.900 | 4.009 | 2.896 | | |

| Age of Dwelling | All Density Types | | | | | |
|-----------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | - | 1.780 | 3.261 | 4.571 | 2.969 |
| 6-10 | - | - | 1.833 | 3.312 | 4.520 | 3.192 |
| 11-15 | - | - | 1.963 | 2.953 | 3.913 | 2.891 |
| 16-20 | - | - | 1.838 | 3.261 | 4.000 | 3.058 |
| 21-25 | - | - | 1.829 | 3.095 | 4.063 | 3.053 |
| 25-30 | - | - | 1.647 | 2.936 | 3.515 | 2.925 |
| 30+ | - | 1.441 | 1.772 | 2.570 | 3.500 | 2.474 |
| Total | - | 1.362 | 1.803 | 2.872 | 3.953 | 2.789 |

^[1] Adjusted based on 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 6b
County of Essex Census Division
Person Per Unit by Age and Type of Dwelling
(2021 Census)

| Age of Dwelling | Multiples ^[1] | | | | | | 25 Year Average | 25 Year Average Adjusted ^[3] |
|-----------------|--------------------------|--------------|--------------|--------------|--------------|--------------|-----------------|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | | |
| 1-5 | - | - | 1.843 | 2.520 | - | 2.088 | | |
| 6-10 | - | - | 1.787 | 2.353 | - | 2.051 | | |
| 11-15 | - | - | 1.779 | 2.520 | - | 2.128 | | |
| 16-20 | - | - | 1.693 | 2.458 | - | 2.105 | | |
| 21-25 | - | 1.500 | 1.804 | 2.423 | - | 2.101 | 2.095 | 2.117 |
| 26-30 | - | - | 2.016 | 3.060 | - | 2.578 | | |
| 30+ | 1.121 | 1.377 | 1.883 | 2.969 | 3.632 | 2.351 | | |
| Total | 1.333 | 1.366 | 1.850 | 2.817 | 3.556 | 2.285 | | |

| Age of Dwelling | Apartments ^[2] | | | | | | 25 Year Average | 25 Year Average Adjusted ^[3] |
|-----------------|---------------------------|--------------|--------------|--------------|----------|--------------|-----------------|---|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total | | |
| 1-5 | - | 1.410 | 1.772 | 3.273 | - | 1.730 | | |
| 6-10 | - | - | 1.933 | - | - | 1.875 | | |
| 11-15 | - | 1.667 | 1.933 | 2.750 | - | 1.992 | | |
| 16-20 | - | 1.261 | 1.807 | 3.625 | - | 1.836 | | |
| 21-25 | - | 1.416 | 1.676 | 2.905 | - | 1.684 | 1.823 | 1.811 |
| 26-30 | - | 1.226 | 1.815 | 3.476 | - | 1.660 | | |
| 30+ | 1.112 | 1.211 | 1.796 | 2.757 | - | 1.512 | | |
| Total | 1.091 | 1.226 | 1.794 | 2.877 | - | 1.563 | | |

| Age of Dwelling | All Density Types | | | | | |
|-----------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | < 1 BR | 1 BR | 2 BR | 3/4 BR | 5+ BR | Total |
| 1-5 | - | 1.516 | 1.914 | 3.225 | 4.465 | 2.927 |
| 6-10 | - | 1.667 | 1.959 | 3.225 | 4.707 | 3.218 |
| 11-15 | - | 1.625 | 1.931 | 3.170 | 4.443 | 3.023 |
| 16-20 | - | 1.700 | 1.882 | 3.187 | 4.401 | 3.031 |
| 21-25 | - | 1.537 | 1.812 | 3.025 | 4.257 | 2.874 |
| 26-30 | - | 1.279 | 2.007 | 2.949 | 3.852 | 2.737 |
| 30+ | 1.288 | 1.269 | 1.818 | 2.646 | 3.843 | 2.304 |
| Total | 1.397 | 1.300 | 1.842 | 2.803 | 4.140 | 2.508 |

^[1] Includes townhouses and apartments in duplexes.

^[2] Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

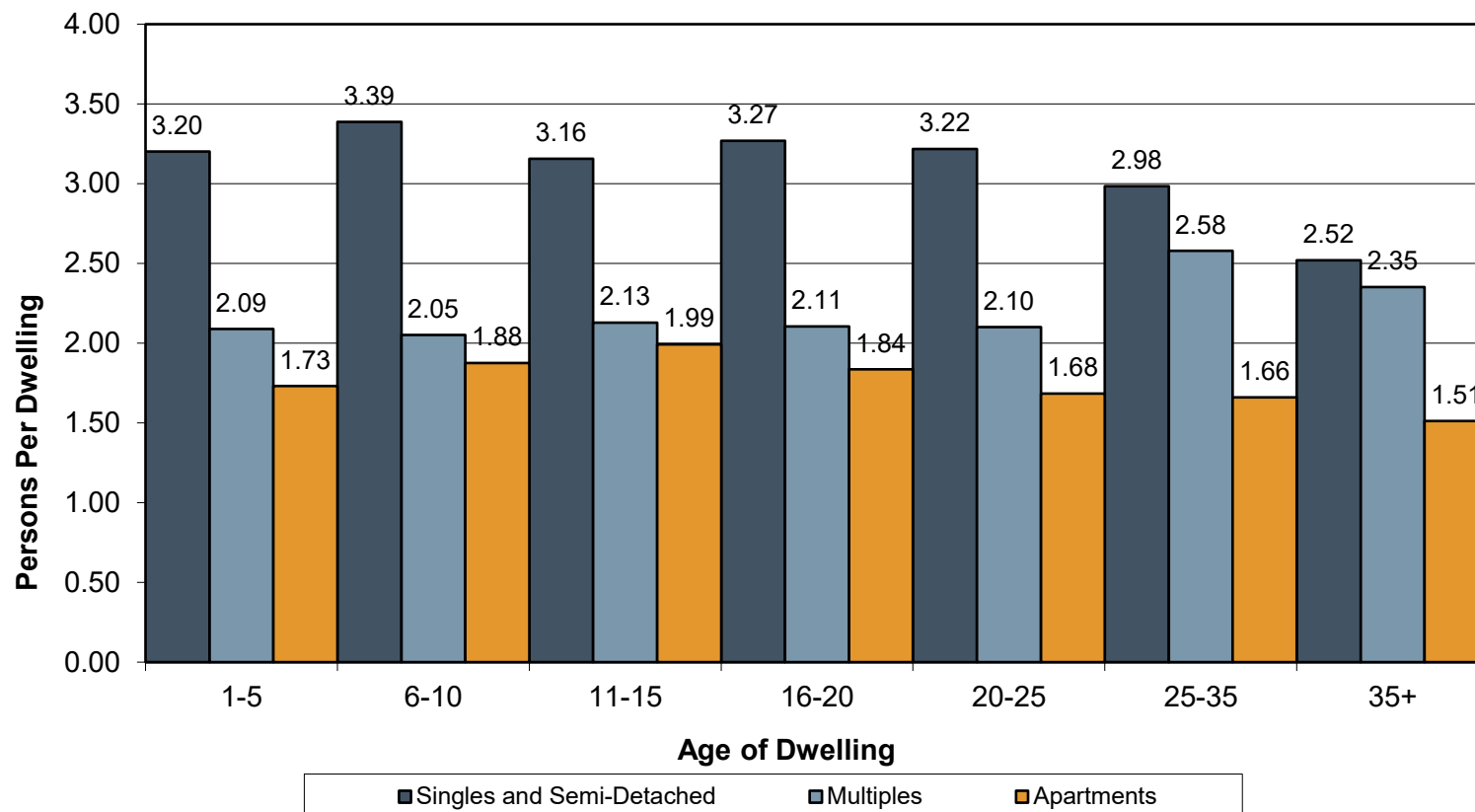
^[3] Adjusted based on historical trends.

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
Person Per Unit Structural Type and Age of Dwelling
(2021 Census)



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



Schedule 10a Town of LaSalle Employment Forecast, 2025 to Buildout

| Period | Population | Activity Rate | | | | | | | | Employment | | | | | | | | Employment Total (Excluding Work at Home and N.F.P.O.W.) |
|---------------------|------------|---------------|-----------------|------------|--------------------------------------|---------------|--------|---------------------------|----------------------------------|------------|-----------------|------------|--------------------------------------|---------------|--------|---------------------------|--|---|
| | | Primary | Work at Home | Industrial | Commercial/ Population Related | Institutional | Total | N.F.P.O.W. ^[1] | Total Including N.F.P.O.W. | Primary | Work at Home | Industrial | Commercial/ Population Related | Institutional | Total | N.F.P.O.W. ^[1] | Total Employment (Including N.F.P.O.W.) | |
| Mid 2011 | 28,643 | 0.002 | 0.015 | 0.041 | 0.060 | 0.043 | 0.161 | 0.039 | 0.200 | 60 | 430 | 1,187 | 1,718 | 1,220 | 4,615 | 1,120 | 5,735 | 4,185 |
| Mid 2016 | 30,180 | 0.001 | 0.019 | 0.048 | 0.067 | 0.041 | 0.176 | 0.038 | 0.214 | 35 | 575 | 1,450 | 2,010 | 1,240 | 5,310 | 1,150 | 6,460 | 4,735 |
| Mid 2025 | 35,933 | 0.001 | 0.028 | 0.044 | 0.062 | 0.037 | 0.172 | 0.043 | 0.215 | 35 | 992 | 1,586 | 2,229 | 1,347 | 6,189 | 1,532 | 7,721 | 5,197 |
| Mid 2035 | 42,547 | 0.002 | 0.028 | 0.048 | 0.074 | 0.041 | 0.192 | 0.043 | 0.235 | 65 | 1,192 | 2,061 | 3,129 | 1,727 | 8,174 | 1,837 | 10,011 | 6,982 |
| Mid 2051 | 51,810 | 0.002 | 0.027 | 0.050 | 0.079 | 0.044 | 0.203 | 0.044 | 0.247 | 100 | 1,400 | 2,600 | 4,100 | 2,300 | 10,500 | 2,300 | 12,800 | 9,100 |
| Buildout | 74,976 | 0.002 | 0.027 | 0.050 | 0.079 | 0.044 | 0.203 | 0.044 | 0.247 | 145 | 2,026 | 3,763 | 5,933 | 3,328 | 15,195 | 3,328 | 18,523 | 13,169 |
| Incremental Change | | | | | | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 1,537 | -0.0009 | 0.0040 | 0.0066 | 0.0066 | -0.0015 | 0.0148 | -0.0010 | 0.0138 | -25 | 145 | 263 | 292 | 20 | 695 | 30 | 725 | 550 |
| Mid 2016 - Mid 2025 | 5,753 | 0.000 | 0.009 | -0.004 | -0.005 | -0.004 | -0.004 | 0.005 | 0.001 | 0 | 417 | 136 | 219 | 107 | 879 | 382 | 1,261 | 462 |
| Mid 2025 - Mid 2035 | 6,614 | 0.001 | 0.000 | 0.004 | 0.012 | 0.003 | 0.020 | 0.001 | 0.020 | 30 | 200 | 475 | 900 | 380 | 1,985 | 305 | 2,290 | 1,785 |
| Mid 2025 - Mid 2051 | 15,877 | 0.001 | -0.001 | 0.006 | 0.017 | 0.007 | 0.030 | 0.002 | 0.032 | 65 | 408 | 1,014 | 1,871 | 953 | 4,311 | 768 | 5,079 | 3,903 |
| Mid 2025 - Buildout | 39,043 | 0.001 | -0.001 | 0.006 | 0.017 | 0.007 | 0.030 | 0.002 | 0.032 | 110 | 1,034 | 2,177 | 3,704 | 1,981 | 9,006 | 1,796 | 10,802 | 7,972 |
| Annual Average | | | | | | | | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 307 | 0.000 | 0.001 | 0.001 | 0.001 | 0.000 | 0.003 | 0.000 | 0.003 | -5 | 29 | 53 | 58 | 4 | 139 | 6 | 145 | 110 |
| Mid 2016 - Mid 2025 | 639 | 0.000 | 0.001 | 0.000 | -0.001 | 0.000 | 0.000 | 0.001 | 0.000 | 0 | 46 | 15 | 24 | 12 | 98 | 42 | 140 | 51 |
| Mid 2025 - Mid 2035 | 661 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.002 | 0.000 | 0.002 | 3 | 20 | 48 | 90 | 38 | 199 | 31 | 229 | 179 |
| Mid 2025 - Mid 2051 | 529 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.001 | 0.000 | 0.001 | 3 | 16 | 34 | 53 | 24 | 96 | 30 | 195 | 150 |

^[1] 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 workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

Note: Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.

Note: The buildout forecast is based on direction from Town of LaSalle staff to plan for a population of 74,980 (78,000 including the Census undercount) for water and wastewater servicing capacity needs. The employment forecast to buildout is largely based on the activity rate method. It is important to note the employment forecast exceeds the amount of jobs that can be accommodated on currently vacant designated employment areas in the Town. For the purposes of the D.C., Town staff have identified areas outside of the existing urban boundary to accommodate employment area growth to buildout for water and waste-water servicing capacity needs.

Source Derived from Essex County Growth Analysis Report (October 5, 2022) and County of Essex Official Plan (October 2024) High Scenario forecast for the Town of LaSalle, and discussions with Town staff regarding land supply and servicing capacity by Watson & Associates Economists Ltd.



Schedule 10b
Town of LaSalle
Employment and Gross Floor Area (G.F.A.) Forecast, 2025 to Buildout

| Period | Population | Employment | | | | | Gross Floor Area in Square Feet (Estimated) ^[1] | | | | |
|---------------------------|------------|------------|------------|--------------------------------------|------------------------------|--------|--|------------|---------------------------------------|------------------------------|-----------|
| | | Primary | Industrial | Commercial/ Population Related | Institutional ^[3] | Total | Primary ^[2] | Industrial | Commercial / Population Related | Institutional ^[3] | Total |
| Mid 2011 | 28,643 | 60 | 1,187 | 1,718 | 1,220 | 4,185 | | | | | |
| Mid 2016 | 30,180 | 35 | 1,450 | 2,010 | 1,240 | 4,735 | | | | | |
| Mid 2025 | 35,933 | 35 | 1,586 | 2,229 | 1,347 | 5,197 | | | | | |
| Mid 2035 | 42,547 | 65 | 2,061 | 3,129 | 1,704 | 6,959 | | | | | |
| Mid 2051 | 51,810 | 100 | 2,600 | 4,100 | 2,246 | 9,046 | | | | | |
| Buildout | 74,976 | 145 | 3,763 | 5,933 | 3,194 | 13,035 | | | | | |
| Incremental Change | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 1,537 | -25 | 263 | 292 | 20 | 550 | | | | | |
| Mid 2016 - Mid 2025 | 5,753 | 0 | 136 | 219 | 107 | 462 | | | | | |
| Mid 2025 - Mid 2035 | 6,614 | 30 | 475 | 900 | 357 | 1,762 | 90,000 | 570,000 | 450,000 | 244,100 | 1,354,100 |
| Mid 2025 - Mid 2051 | 15,877 | 65 | 1,014 | 1,871 | 899 | 3,849 | 195,000 | 1,216,800 | 935,500 | 616,600 | 2,963,900 |
| Mid 2025 - Buildout | 39,043 | 110 | 2,177 | 3,704 | 1,847 | 7,838 | 330,000 | 2,612,400 | 1,852,000 | 1,255,600 | 6,050,000 |
| Annual Average | | | | | | | | | | | |
| Mid 2011 - Mid 2016 | 307 | -5 | 53 | 58 | 4 | 110 | | | | | |
| Mid 2016 - Mid 2025 | 639 | 0 | 15 | 24 | 12 | 51 | | | | | |
| Mid 2025 - Mid 2035 | 661 | 3 | 48 | 90 | 36 | 176 | 9,000 | 57,000 | 45,000 | 24,410 | 135,410 |
| Mid 2025 - Mid 2051 | 529 | 3 | 39 | 72 | 35 | 148 | 7,500 | 46,800 | 35,981 | 23,715 | 113,996 |

^[1] Square Foot Per Employee Assumptions

| | |
|-------------------------------|-------|
| Primary | 3,000 |
| Industrial | 1,200 |
| Commercial/Population-Related | 500 |
| Institutional | 680 |

^[2] Primary industry includes agriculture and resource related employment.

^[3] Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

*Reflects Mid-2025 to Buildout forecast period.

Note: Numbers may not add up precisely due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 10c
Town of LaSalle
Estimate of the Anticipated Amount, Type and Location of
Non-Residential Development for Which Development Charges Can Be Imposed

| Development Location | Timing | Primary G.F.A. S.F. ^{[1],[2]} | Industrial G.F.A. S.F. ^[1] | Commercial G.F.A. S.F. ^[1] | Institutional G.F.A. S.F. ^{[1],[3]} | Total Non- Residential G.F.A. S.F. | Employment Increase ^[4] |
|----------------------|-----------------|---|--|--|---|--|---------------------------------------|
| Water & Wastewater | 2025 - 2035 | 90,000 | 570,000 | 450,000 | 244,100 | 1,354,100 | 1,762 |
| | 2025 - 2051 | 195,000 | 1,216,800 | 935,500 | 616,600 | 2,963,900 | 3,849 |
| | 2025 - Buildout | 330,000 | 2,612,400 | 1,852,000 | 1,255,600 | 6,050,000 | 7,838 |
| Water Only | 2025 - 2035 | - | - | - | - | - | - |
| | 2025 - 2051 | - | - | - | - | - | - |
| | 2025 - Buildout | - | - | - | - | - | - |
| Town of LaSalle | 2025 - 2035 | 90,000 | 570,000 | 450,000 | 244,100 | 1,354,100 | 1,762 |
| | 2025 - 2051 | 195,000 | 1,216,800 | 935,500 | 616,600 | 2,963,900 | 3,849 |
| | 2025 - Buildout | 330,000 | 2,612,400 | 1,852,000 | 1,255,600 | 6,050,000 | 7,838 |

^[1] Square Foot Per Employee Assumptions

| | |
|-------------------------------|-------|
| Primary | 3,000 |
| Industrial | 1,300 |
| Commercial/Population-Related | 500 |
| Institutional | 675 |

^[2] Primary industry includes agriculture and resource related employment.

^[3] Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

^[4] Employment Increase does not include No Fixed Place of Work.

*Reflects Mid-2025 to buildout forecast period.

Note: Numbers may not add up precisely due to rounding.

Source: Watson & Associates Economists Ltd.



Schedule 11
Town of LaSalle
Employment Categories by Major Employment Sector

| NAICS | Employment by industry | Comments |
|--------------|--|--|
| | <u>Primary Industry Employment</u> | |
| 11 | <i>Agriculture, forestry, fishing and hunting</i> | Categories which relate to local land-based resources |
| 21 | <i>Mining and oil and gas extraction</i> | |
| | <u>Industrial and Other Employment</u> | |
| 22 | <i>Utilities</i> | Categories which relate primarily to industrial land supply and demand |
| 23 | <i>Construction</i> | |
| 31-33 | <i>Manufacturing</i> | |
| 41 | <i>Wholesale trade</i> | |
| 48-49 | <i>Transportation and warehousing</i> | |
| 56 | <i>Administrative and support</i> | |
| | <u>Population Related Employment</u> | |
| 44-45 | <i>Retail trade</i> | Categories which relate primarily to population growth within the municipality |
| 51 | <i>Information and cultural industries</i> | |
| 52 | <i>Finance and insurance</i> | |
| 53 | <i>Real estate and rental and leasing</i> | |
| 54 | <i>Professional, scientific and technical services</i> | |
| 55 | <i>Management of companies and enterprises</i> | |
| 56 | <i>Administrative and support</i> | |
| 71 | <i>Arts, entertainment and recreation</i> | |
| 72 | <i>Accommodation and food services</i> | |
| 81 | <i>Other services (except public administration)</i> | |
| | <u>Institutional</u> | |
| 61 | <i>Educational services</i> | |
| 62 | <i>Health care and social assistance</i> | |
| 91 | <i>Public administration</i> | |

Note: Employment is classified by North American Industry Classification System (NAICS) Code.

Source: Watson & Associates Economists Ltd.



Appendix B

Level of Service



Appendix B: Level of Service

| SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED | | | | | | | |
|---|---|----------------------------------|-----------------------|-----------------------------------|----------------------|--------------|---------------------|
| Service Category | Sub-Component | 15 Year Average Service Standard | | | | | Maximum Ceiling LOS |
| | | Cost (per capita) | Quantity (per capita) | | Quality (per capita) | | |
| Service Related to a Highway | Services Related to a Highway - Roads | \$13,462.13 | 0.0020 | km of roadways | 6,731,065 | per km | 525,588,479 |
| | Active Transportation | \$531.40 | 1.7715 | Linear Metres of Paths and Trails | 300 | per linear m | 20,746,919 |
| Public Works | Public Works - Facilities | \$572.84 | 1.8980 | sq.ft. of building area | 302 | per sq.ft. | 9,094,981 |
| | Public Works - Vehicles & Equipment | \$405.38 | 0.0022 | No. of vehicles and equipment | 184,264 | per vehicle | 6,436,218 |
| Fire Protection | Fire Protection Services - Facilities | \$385.84 | 0.7082 | sq.ft. of building area | 545 | per sq.ft. | 6,125,982 |
| | Fire Protection Services - Vehicles & Equipment | \$207.14 | 0.0004 | No. of vehicles | 517,850 | per vehicle | 3,288,762 |
| | Fire Protection Services - Small Equipment and Gear | \$41.71 | 0.0014 | No. of equipment and gear | 29,793 | per item | 662,230 |
| Policing | Policing Services - Facilities | \$417.40 | 0.6110 | sq.ft. of building area | 683 | per sq.ft. | 6,627,060 |
| | Policing Services - Vehicles | \$31.72 | 0.0004 | No. of vehicles and equipment | 79,300 | per vehicle | 503,618 |
| | Policing Services - Small Equipment and Gear | \$45.92 | 0.0012 | No. of equipment and gear | 38,267 | per item | 729,072 |
| Parks & Recreation | Parkland Development | \$1,114.37 | 0.0109 | Acres of Parkland | 102,236 | per acre | 17,692,852 |
| | Parkland Amenities | \$560.82 | 0.0027 | No. of parkland amenities | 207,711 | per amenity | 8,904,139 |
| | Recreation Facilities | \$4,116.29 | 4.5012 | sq.ft. of building area | 914 | per sq.ft. | 65,354,336 |
| Library | Library Services - Facilities | \$218.03 | 0.3146 | sq.ft. of building area | 693 | per sq.ft. | 1,442,050 |



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 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/km) |
|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------------------|
| Collector Roads | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | \$6,000,000 |
| Arterial Roads | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | \$8,100,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0023 | 0.0023 | 0.0023 | 0.0022 | 0.0022 | 0.0022 | 0.0022 | 0.0007 | 0.0021 | 0.0020 | 0.0020 | 0.0020 | 0.0019 | 0.0019 | 0.0018 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0020 |
| Quality Standard | \$6,731,065 |
| Service Standard | \$13,462 |

| D.C. Amount (before deductions) | Buildout |
|---------------------------------|---------------|
| Forecast Population | 39,042 |
| \$ per Capita | \$13,462 |
| Eligible Amount | \$525,588,479 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Active Transportation
Unit Measure: Linear Metres of Paths and Trails

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/ Linear Metre) |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------------------------|
| Greenway Trails | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | 18,300 | \$300 |
| Collector and Arterial Trails and Pathways | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | 39,100 | \$300 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | 57,400 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 2.03 | 2.00 | 1.99 | 1.97 | 1.95 | 1.93 | 1.90 | 0.63 | 1.83 | 1.79 | 1.77 | 1.75 | 1.71 | 1.67 | 1.63 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 1.7715 |
| Quality Standard | \$300 |
| Service Standard | \$531 |

| D.C. Amount (before deductions) | Buildout |
|---------------------------------|--------------|
| Forecast Population | 39,042 |
| \$ per Capita | \$531 |
| Eligible Amount | \$20,746,919 |



Town of LaSalle
Service Standard Calculation Sheet

Class of Service: Public Works - Facilities
Unit Measure: sq.ft. of building area

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Bld'g Value (\$/sq.ft.) | Value/sq.ft. with land, site works, etc. |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------------------------|---|
| C&R Shop (post 2003) | 3,600 | 3,600 | 3,600 | - | - | - | - | - | - | - | - | - | - | - | - | \$304 | \$335 |
| C&R Storage Area | 3,000 | 3,000 | 3,000 | - | - | - | - | - | - | - | - | - | - | - | - | \$140 | \$154 |
| C&R Office Area | 1,500 | 1,500 | 1,500 | - | - | - | - | - | - | - | - | - | - | - | - | \$494 | \$545 |
| ES Shop | 15,000 | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | \$304 | \$335 |
| ES Office | 5,000 | 5,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | \$494 | \$545 |
| ES Storage | 1,000 | 1,000 | 1,000 | - | - | - | - | - | - | - | - | - | - | - | - | \$87 | \$96 |
| PW Office | - | - | - | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | \$494 | \$545 |
| PW Shop | - | - | - | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | \$304 | \$335 |
| PW Storage | - | - | - | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | \$140 | \$154 |
| PW Salt Shed | - | - | - | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | \$200 | \$221 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Total | 29,100 | 29,100 | 29,100 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | 71,000 | | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 1.0283 | 1.0160 | 1.0107 | 2.4373 | 2.4178 | 2.3855 | 2.3526 | 0.7818 | 2.2654 | 2.2152 | 2.1953 | 2.1699 | 2.1125 | 2.0616 | 2.0197 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 1.8980 |
| Quality Standard | \$302 |
| Service Standard | \$573 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$573 |
| Eligible Amount | \$9,094,981 |



Town of LaSalle
Service Standard Calculation Sheet

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/Vehicle) |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Road Grader | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$737,600 |
| Backhoe | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | \$221,300 |
| Bucket Truck | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | \$295,000 |
| Bull Dozer | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$368,800 |
| Communication (Radios) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$73,800 |
| Dump & Landscape Truck | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | \$184,400 |
| Dump Truck | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | \$339,300 |
| Excavator | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$516,300 |
| Mini Excavator | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$368,800 |
| General Equipment | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$604,900 |
| Loader | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | \$443,000 |
| Mower | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | \$37,000 |
| Pickup Trucks & Vans / light duty | 19 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 27 | 29 | 31 | 32 | 36 | 39 | \$103,000 |
| Tractor/Trailer | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$516,000 |
| Float Trailer | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$74,000 |
| Tractors | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | \$130,000 |
| Trailers | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | \$22,000 |
| Zamboni | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | \$221,000 |
| Sweeper Truck | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | \$679,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 64 | 70 | 70 | 71 | 71 | 71 | 71 | 71 | 71 | 73 | 71 | 73 | 74 | 79 | 84 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0023 | 0.0024 | 0.0024 | 0.0024 | 0.0024 | 0.0024 | 0.0024 | 0.0008 | 0.0023 | 0.0023 | 0.0022 | 0.0022 | 0.0022 | 0.0023 | 0.0024 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0022 |
| Quality Standard | \$184,264 |
| Service Standard | \$405 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$405 |
| Eligible Amount | \$6,436,218 |



Town of LaSalle
Service Standard Calculation Sheet

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Bld'g Value (\$/sq.ft.) | Value/sq.ft. with land, site works, etc. |
|---------------------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------------|--|
| Headquarter Station | 2,000 | 8,200 | 8,200 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | 20,700 | \$541 | \$625 |
| Training Facility | 1,500 | 1,500 | 1,500 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | 5,600 | \$200 | \$231 |
| Substation | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14,400 | \$541 | \$625 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Total | 3,500 | 9,700 | 9,700 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 26,300 | 40,700 | | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.1237 | 0.3387 | 0.3369 | 0.9028 | 0.8956 | 0.8836 | 0.8714 | 0.2896 | 0.8392 | 0.8206 | 0.8132 | 0.8038 | 0.7825 | 0.7637 | 1.1578 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.7082 |
| Quality Standard | \$545 |
| Service Standard | \$386 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$386 |
| Eligible Amount | \$6,125,982 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Fire Protection Services - Vehicles & Equipment
Unit Measure: No. of vehicles

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/Vehicle) |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Pumper | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | \$1,200,000 |
| Aerial | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$2,600,000 |
| Rescue Boat - Aluminium | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$26,000 |
| Rescue Boat - 25' | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$173,000 |
| Small Response Vehicle | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | \$104,000 |
| Emergency Trailer | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$103,000 |
| Public Education Trailer | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$74,000 |
| Command Vehicles | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | \$77,000 |
| Live Fire Trailer | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$280,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0001 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0004 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0004 |
| Quality Standard | \$517,850 |
| Service Standard | \$207 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$207 |
| Eligible Amount | \$3,288,762 |



Town of LaSalle
Service Standard Calculation Sheet

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/item) |
|------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------|
| Full Time Firefighters - Equipment | 8 | 8 | 10 | 10 | 10 | 10 | 10 | 10 | 11 | 11 | 11 | 14 | 14 | 15 | 15 | \$11,000 |
| Volunteer Firefighters - Equipment | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 34 | 34 | 37 | 37 | 37 | \$11,000 |
| General Firefighting Equipment | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$550,000 |
| Breather Air Compressor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$130,000 |
| Communication - Radios, Pagers | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | \$130,000 |
| Communication - Radios, Pagers | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$220,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 41 | 41 | 43 | 43 | 43 | 43 | 43 | 43 | 44 | 44 | 48 | 51 | 54 | 55 | 55 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0014 | 0.0014 | 0.0015 | 0.0015 | 0.0015 | 0.0014 | 0.0014 | 0.0005 | 0.0014 | 0.0014 | 0.0015 | 0.0016 | 0.0016 | 0.0016 | 0.0016 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0014 |
| Quality Standard | \$29,793 |
| Service Standard | \$42 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-----------|
| Forecast Population | 15,877 |
| \$ per Capita | \$42 |
| Eligible Amount | \$662,230 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Policing Services - Facilities
Unit Measure: sq.ft. of building area

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 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 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | \$600 | \$693 |
| Storage & Car Port | 1,500 | 1,500 | 1,500 | - | - | - | - | - | - | - | - | - | - | - | - | \$100 | \$116 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Total | 14,000 | 14,000 | 14,000 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | 21,500 | | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.4947 | 0.4888 | 0.4862 | 0.7381 | 0.7321 | 0.7224 | 0.7124 | 0.2367 | 0.6860 | 0.6708 | 0.6648 | 0.6571 | 0.6397 | 0.6243 | 0.6116 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.6110 |
| Quality Standard | 683 |
| Service Standard | \$417 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$417 |
| Eligible Amount | \$6,627,060 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Policing Services - Vehicles
Unit Measure: No. of vehicles and equipment

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/Vehicle) |
|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------------------|
| Police Vehicles | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 | 15 | 16 | 17 | 17 | \$74,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 | 15 | 16 | 17 | 17 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0005 | 0.0005 | 0.0005 | 0.0004 | 0.0004 | 0.0004 | 0.0004 | 0.0001 | 0.0004 | 0.0004 | 0.0004 | 0.0005 | 0.0005 | 0.0005 | 0.0005 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0004 |
| Quality Standard | \$79,300 |
| Service Standard | \$32 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-----------|
| Forecast Population | 15,877 |
| \$ per Capita | \$32 |
| Eligible Amount | \$503,618 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Policing Services - Small Equipment and Gear
Unit Measure: No. of equipment and gear

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/item) |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------|
| Officer Equipment | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 39 | 41 | 42 | 46 | \$9,000 |
| Communication Equip (2006-2013) | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | \$610,000 |
| Communication Equip (post 2013) | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$1,300,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 40 | 42 | 43 | 47 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0013 | 0.0013 | 0.0013 | 0.0013 | 0.0013 | 0.0013 | 0.0013 | 0.0004 | 0.0012 | 0.0012 | 0.0012 | 0.0012 | 0.0012 | 0.0012 | 0.0013 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0012 |
| Quality Standard | \$38,267 |
| Service Standard | \$46 |

| D.C. Amount (before deductions) | 26 Years |
|---------------------------------|-----------|
| Forecast Population | 15,877 |
| \$ per Capita | \$46 |
| Eligible Amount | \$729,072 |



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 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/Acre) |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Community and Neighbourhood Park | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 354.00 | 359.00 | 364.00 | 369.00 | 377.00 | \$102,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 349.10 | 354.00 | 359.00 | 364.00 | 369.00 | 377.00 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0123 | 0.0122 | 0.0121 | 0.0120 | 0.0119 | 0.0117 | 0.0116 | 0.0038 | 0.0111 | 0.0109 | 0.0109 | 0.0110 | 0.0108 | 0.0107 | 0.0107 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0109 |
| Quality Standard | \$102,236 |
| Service Standard | \$1,114 |

| D.C. Amount (before deductions) | 10 Year |
|---------------------------------|--------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$1,114 |
| Eligible Amount | \$17,692,852 |



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 | 2021 | 2022 | 2023 | 2024 | 2025 Value (\$/item) |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------|
| Outdoor Pool and Change Room | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$5,500,000 |
| Baseball Diamonds | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | \$300,000 |
| Volleyball Courts | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | \$50,000 |
| Tennis Courts | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 8 | 8 | \$300,000 |
| Soccer Pitches | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | \$87,000 |
| Vollmer Soccer Pitches | 22 | 22 | 22 | 22 | 22 | 22 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | \$129,800 |
| Playground Equipment | 23 | 23 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 28 | 28 | 28 | 28 | 29 | \$100,000 |
| Picnic Shelters | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | \$80,000 |
| Basketball Courts | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 7 | 7 | \$50,000 |
| Boat Ramp | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$433,700 |
| Pavillions | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | \$200,000 |
| Pickleball Courts | - | - | - | - | - | - | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 11 | \$200,000 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total | 80 | 81 | 83 | 83 | 83 | 83 | 87 | 87 | 88 | 90 | 94 | 95 | 95 | 100 | 107 | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.0028 | 0.0028 | 0.0029 | 0.0028 | 0.0028 | 0.0028 | 0.0029 | 0.0010 | 0.0028 | 0.0028 | 0.0029 | 0.0029 | 0.0028 | 0.0029 | 0.0030 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.0027 |
| Quality Standard | \$207,711 |
| Service Standard | \$561 |

| D.C. Amount (before deductions) | 10 Year |
|---------------------------------|-------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$561 |
| Eligible Amount | \$8,904,139 |



Town of LaSalle
Service Standard Calculation Sheet

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

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Bld'g Value (\$/sq.ft.) | Value/sq.ft. with land, site works, etc. |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------------------|--|
| Youth Centre | 1,000 | 1,000 | 1,000 | 1,000 | - | - | - | - | - | - | - | - | - | - | - | \$260 | \$287 |
| Vollmer Centre | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 | \$900 | \$992 |
| Riverdance | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | \$500 | \$551 |
| Concessions & Washrooms | - | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | \$300 | \$331 |
| Event Centre | - | - | - | - | - | - | - | - | - | - | - | - | 30,000 | 30,000 | 30,000 | \$500 | \$551 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Total | 130,000 | 140,000 | 140,000 | 140,000 | 139,000 | 139,000 | 142,000 | 142,000 | 142,000 | 142,000 | 142,000 | 142,000 | 172,000 | 172,000 | 172,000 | | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 4.5938 | 4.8878 | 4.8625 | 4.8060 | 4.7334 | 4.6702 | 4.7051 | 1.5635 | 4.5308 | 4.4304 | 4.3906 | 4.3397 | 5.1175 | 4.9943 | 4.8929 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 4.5012 |
| Quality Standard | \$914 |
| Service Standard | \$4,116 |

| D.C. Amount (before deductions) | 10 Year |
|---------------------------------|--------------|
| Forecast Population | 15,877 |
| \$ per Capita | \$4,116 |
| Eligible Amount | \$65,354,336 |



Town of LaSalle
Service Standard Calculation Sheet

Service: Library Services - Facilities
Unit Measure: sq.ft. of building area

| Description | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 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 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | \$600 | \$693 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Total | 6,000 | 6,000 | 6,000 | 6,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | | |

| | | | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Population | 28,299 | 28,643 | 28,792 | 29,130 | 29,366 | 29,763 | 30,180 | 90,820 | 31,341 | 32,051 | 32,342 | 32,721 | 33,610 | 34,439 | 35,153 |
| Per Capita Standard | 0.2120 | 0.2095 | 0.2084 | 0.2060 | 0.4086 | 0.4032 | 0.3976 | 0.1321 | 0.3829 | 0.3744 | 0.3710 | 0.3667 | 0.3570 | 0.3484 | 0.3414 |

| 15 Year Average | 2010 to 2024 |
|-------------------|--------------|
| Quantity Standard | 0.3146 |
| Quality Standard | \$693 |
| Service Standard | \$218 |

| D.C. Amount (before deductions) | 10 Year |
|---------------------------------|-------------|
| Forecast Population | 6,614 |
| \$ per Capita | \$218 |
| Eligible Amount | \$1,442,050 |



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 *Development Charges Act, 1997*, as amended, under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the development charge. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings 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 2024 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 lifecycle cost. By definition, lifecycle 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 lifecycle 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:



Table C-1
Town of LaSalle
Lifecycle Cost Factors and Average Useful Lives

| Asset | Lifecycle Cost Factors | |
|-------------------------------------|------------------------|-------------|
| | Average Useful Life | Factor |
| Water and Wastewater Infrastructure | 80 | 0.005160705 |
| Facilities | 50 | 0.01182321 |
| Services Related to a Highway | 50 | 0.01182321 |
| Parkland Development | 40 | 0.016555748 |
| Vehicles | 20 | 0.041156718 |
| Small Equipment & Gear | 7 | 0.134511956 |

Table C-2 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-2
Town of LaSalle
Operating and Capital Expenditure Impacts for Future Capital Expenditures

| SERVICE/CLASS OF SERVICE | VALUE OF EXISTING INFRASTRUCTURE | GROSS COST LESS BENEFIT TO EXISTING | SHARE OF GROWTH RELATED CAPITAL TO ASSETS IN PLACE | CURRENT OPERATING EXPENDITURE | ANNUAL OPERATING EXPENDITURES | ANNUAL LIFECYCLE EXPENDITURES | TOTAL ANNUAL EXPENDITURES |
|---|----------------------------------|-------------------------------------|--|-------------------------------|-------------------------------|-------------------------------|---------------------------|
| 1. Wastewater Services | | | | | | | |
| 1.1 Treatment plants & Sewers | 189,873,056 | 79,567,799 | 42% | 3,407,273 | 1,427,844 | 1,783,432 | 3,211,276 |
| 1.2 Treatment plants & Sewers (Reaume Sanitary Service Area) | | 6,700,000 | 4% | 286,909 | 10,124 | 168,577 | 178,701 |
| 1.3 Treatment plants & Sewers (Town-Centre Sanitary Service Area) | | 4,067,100 | 2% | 174,162 | 3,731 | 106,021 | 109,752 |
| 2. Services Related to a Highway | | | | | | | |
| 2.1 Roads and Related | 453,420,000 | 142,815,908 | 31% | 6,212,467 | 1,956,771 | 4,493,403 | 6,450,174 |
| 3. Water Services | | | | | | | |
| 3.1 Treatment, storage and distribution systems | 138,835,960 | 42,717,685 | 31% | 15,983,088 | 4,917,750 | 972,716 | 5,890,466 |
| 4. Land - Buildout Services | | | | | | | |
| 4.1 Land | | 57,605,000 | | - | - | - | - |
| 5. Public Works (Facilities and Fleet) | | | | | | | |
| 5.1 Public Works (Facilities and Fleet) | 35,427,000 | 13,637,472 | 38% | 435,512 | 167,648 | 489,631 | 657,279 |
| 6. Fire Protection Services | | | | | | | |
| 6.1 Fire facilities, vehicles & equipment | 31,921,100 | 28,178,313 | 88% | 4,110,642 | 3,628,664 | 827,004 | 4,455,668 |
| 7. Policing Services | | | | | | | |
| 7.1 Facilities, vehicles and equipment, small equipment and gear | 17,871,500 | 7,819,904 | 44% | 10,638,480 | 4,655,003 | 265,277 | 4,920,280 |
| 8. Parks and Recreation Services | | | | | | | |
| 8.1 Parks and Recreation Services | 207,730,900 | 70,415,146 | 34% | 8,995,385 | 3,049,192 | 2,032,050 | 5,081,242 |
| 9. Land - 2051 Services | | | | | | | |
| 9.1 Land | - | 800,000 | | - | - | - | - |
| 10. Transit Services | | | | | | | |
| 10.1 Transit facilities, vehicles and other infrastructure | - | 1,155,626 | 0% | 762,616 | - | 133,590 | 133,590 |
| 11. Library Services | | | | | | | |
| 11.1 Library facilities, materials and vehicles | 8,316,000 | 116,273 | 1% | - | - | - | - |
| 12. Growth Studies | | | | | | | |
| 12.1 Growth Studies | - | 628,939 | | - | - | - | - |
| Total | 1,083,395,516 | 456,225,165 | | 51,006,534 | 19,816,728 | 11,271,701 | 31,088,429 |



Appendix D

D.C. Reserve Fund Policy



Appendix D: D.C. Reserve Fund Policy

D.1 Legislative Requirements

The *Development Charges Act, 1997*, as amended (D.C.A.) requires development charge (D.C.) collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the D.C.A. 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; subsection 7 (1), 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 D.C. 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 to 8).
- 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 used as an interim financing source for capital undertakings for which D.C.s 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 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.

Subsection 43 (2) and O. Reg. 82/98 prescribe 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 asset's 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 D.C.s, 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 the beginning of the year, given in the year, and outstanding at the end of the year by the 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.

Recent changes arising from Bill 109 (More Homes for Everyone Act, 2022) provide that the Council shall make the statement available to the public by posting the statement on the website or, if there is no such website, in the municipal office. In addition, Bill 109 introduced the following requirements which shall be included in the treasurer's statement.

- For each service for which a development charge is collected during the year
 - whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law, and
 - if the answer to subparagraph i is no, the amount the municipality now expects to incur and a statement as to why this amount is expected;



- For any service for which a development charge was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.

Additionally, as per subsection 35(3) of the D.C.A.:

35(3) If a service is prescribed for the purposes of this subsection, beginning in the first calendar year that commences after the service is prescribed and in each calendar year thereafter, a municipality shall spend or allocate at least 60 per cent of the monies that are in a reserve fund for the prescribed service at the beginning of the year.

All D.C.-eligible services are prescribed for the purposes of this section. Therefore, as of 2023, a municipality shall spend or allocate at least 60 percent of the monies in the reserve fund at the beginning of the year. There are generally two (2) ways in which a municipality may approach this requirement:

- a) Include a schedule as part of the annual treasurer's statement; or
- b) Incorporate the information into the annual budgeting process.

Recent regulatory changes to *Ontario Regulation 82/98* also require the following with respect to the Treasurer's Statement:

- The amount from each reserve fund that was committed to a project, but had not been spent, as of the end of the year;
- The amount of debt that had been issued for a project as of the end of the year; and
- Identify where in the D.C. background study the project's capital costs were estimated.

This would not apply in circumstances where a municipality uses a unique identifier in both the background study and treasurer's statement to identify each project.

Based upon the above, Figure 1 and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided. Attachment 3 provides for the schedule for allocating reserve fund balances to projects.

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 D.C. may be spent.



Figure D-1
Town of LaSalle
Annual Treasurer's Statement of Development Charge Reserve Funds

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

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

² See Attachment 1 for details

³ See Attachment 2 for details

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



Figure D-2a
Town of LaSalle
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Capital Fund Transactions

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



Figure D-2b
Town of LaSalle
Attachment 1
Annual Treasurer's Statement of Development Charge Reserve Funds
Amount Transferred to Capital (or Other) Funds – Operating Fund Transactions

| Operating Fund Transactions | Annual Debt Repayment Amount | D.C. Reserve Fund Draw | | Post D.C. Forecast Period | | | Non-D.C. Recoverable Cost Share | | |
|--|------------------------------|------------------------|------------|---------------------------|------------|--------|---------------------------------|------------|--------|
| | | Principal | Interest | Principal | Interest | Source | Principal | Interest | Source |
| <u>Services Related to a Highway</u> | | | | | | | | | |
| Capital Cost J | | | | | | | | | |
| Capital Cost K | | | | | | | | | |
| Capital Cost L | | | | | | | | | |
| Sub-Total - Services Related to a Highway | \$0 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$0 | |
| <u>Water Services</u> | | | | | | | | | |
| Capital Cost M | | | | | | | | | |
| Capital Cost N | | | | | | | | | |
| Capital Cost O | | | | | | | | | |
| Sub-Total - Water | \$0 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$0 | |
| <u>Wastewater Services</u> | | | | | | | | | |
| Capital Cost P | | | | | | | | | |
| Capital Cost Q | | | | | | | | | |
| Capital Cost R | | | | | | | | | |
| Sub-Total - Wastewater | \$0 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$0 | |



Figure D-3
Town of LaSalle
Attachment 2
Annual Treasurer's Statement of Development Charge Reserve Funds
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 | | | | | |



Figure D-4
Town of LaSalle
Attachment 3
Annual Treasurer's Statement of Development Charge Reserve Funds
Statement of Reserve Fund Balance Allocations

| | |
|--|-------|
| Service: | Water |
| Balance in Reserve Fund at Beginning of Year: | |
| 60% of Balance to be Allocated (at a minimum): | |

Projects to Which Funds Will be Allocated

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year |
|---------------------|----------------|--|--|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total | | \$0 | \$0 | \$0 |

| | |
|--|------------|
| Service: | Wastewater |
| Balance in Reserve Fund at Beginning of Year: | |
| 60% of Balance to be Allocated (at a minimum): | |

Projects to Which Funds Will be Allocated

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year |
|---------------------|----------------|--|--|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total | | \$0 | \$0 | \$0 |

| | |
|--|-------------------------------|
| Service: | Services Related to a Highway |
| Balance in Reserve Fund at Beginning of Year: | |
| 60% of Balance to be Allocated (at a minimum): | |

Projects to Which Funds Will be Allocated

| Project Description | Project Number | Total Growth-related Capital Cost Remaining to be Funded | Share of Growth-related Cost Allocated to Date | Share of Growth-related Cost Allocated - Current Year |
|---------------------|----------------|--|--|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total | | \$0 | \$0 | \$0 |



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, and Parkland Development

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

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles, and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated, and maintained to accommodate all ages, abilities and travel modes. This approach enables pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The Town of LaSalle Transportation Master Plan (2020) emphasizes the designing of a well-integrated and accessible transportation system with full consideration



given to pedestrians, cyclists, transit users, and motorists. The associated infrastructure to achieve this concept shall include, but is not limited to: design, environmental assessments, required studies, construction, inspection and certification of works including road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; accessible design; gateway features; street furniture and transit amenities; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise attenuation systems; railings and safety barriers, tactile plates, pavement markings, etc. as provided in the Town's Development Standards Manual.

- 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 or Construction of New Roads external to development - Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

2. Traffic Signals and Control Systems

- 2.1. Traffic signalization external to a development - include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- 2.2. Traffic signalization internal to a development – Direct development responsibility under s.59 of D.C.A. (as a local service)

3. Intersection Improvements, including Roundabouts

- 6.5 Intersection improvements external to a development – include in the D.C. calculations to the extent permitted under s.5(1) of the D.C.A.
- 6.6 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)

- 6.7 Intersections with County roads and provincial highways - include in D.C. calculation to the extent that they are Town responsibility.

4. Streetlights

- 4.1 Streetlights external to a development - include in D.C. (linked to road funding source in Section 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 and required for a specific development, - Direct developer responsibility as a local service provision (under s.59 of D.C.A.)
- 5.3 Sidewalks on roads external to development not required for a specific development, included in the D.C. calculation.

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, signalized pedestrian crossings, and Trail Bridges/underpasses external to development - Include in D.C. calculation.
- 6.2. Off-road bike routes, bike lanes, bike paths, multi-use trails, naturalized walkways, signalized pedestrian crossings, and Trail Bridges/underpasses , internal to development - Direct developer responsibility under s.59 of the D.C.A. (as a local service),

7. Noise Abatement Measures



7.1. Internal to or within the area of the development - Direct developer responsibility through local service provisions (s.59 of D.C.A.).

7.2 External to development, include in the D.C. calculation.

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).

8.3 Where land acquisition is required external to a development, included in the D.C. calculations.

8.4 Land required for Right-of-ways internal to a development to be required as a local service.

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 and Conveyance

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 and conveyance works for development external to the development that benefits multiple developments will be subject to negotiations and cost sharing agreements between affected private landowners.



- 11.3 Land required for stormwater management and conveyance, direct developer responsibility as required under the *Planning Act*.

12. Water

- 12.1. Water storage, pumping stations and associated works to be included. - within the D.C. calculations
- 12.2. Watermains external to a development 300 mm and larger included in the D.C.
- 12.3. Watermains internal to a development up to and including 300mm in diameter required as a local service if needed for a specific development.
- 12.4. Watermains internal to a development that are oversized to accommodate other development; the marginal costs above what is required to be included in the D.C. calculation.
- 12.5. 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 D.C. calculations
- 13.2. Sanitary trunk sewers specific to the Reaume/Sandwich West Parkway area shall be included in the Reaume/Sandwich West Parkway area specific D.C. and recovered.
- 13.3. Sanitary infrastructure specific to the Town Centre area shall be included in the Town Centre area specific D.C.
- 13.4. Oversizing of sanitary infrastructure (including pump stations) for development external to the development that benefits multiple developments will be subject to negotiations and cost sharing agreements between affected private landowners.
- 13.5. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.



14. Parkland Development

Land for parks is generally acquired through dedications required under a by-law passes pursuant to section 42 of the *Planning Act*, as a condition of approval of a draft plan of subdivision under section 51.1 of the *Planning Act*, as a condition of a consent under section 53 of the *Planning Act*, or from the expenditure of funds collected in lieu of a required dedication under one of those sections.

14.1 Parkland Development for Signature Parks, Community Parks, Neighbourhood Parks and Parkettes conveyed to the Town in connection with a development is a direct developer responsibility under s.59 of the D.C.A. (as a local service). This work includes, but is not limited to, the following:

- Servicing – water, hydro, stormwater, sanitary, electrical, fibre/phone, meter and meter boxes connected to a point just inside the property line;
- Catch basins, culverts, manholes and other drainage structures;
- Clearing and grubbing;
- Topsoil stripping and stockpiling (topsoil or any fill or soils shall not be stockpiled on parkland without the approval of the Town);
- Any other associated infrastructure (minor bridges and abutments, guard and hand rails, retaining walls);
- Rough grading, supply and placement of topsoil and engineered fill to required depths and fine grading;
- Sodding;
- Temporary perimeter fencing where there is no permanent fence to prevent illegal dumping;
- Temporary park sign(s) advising future residents that the site is a future park; and



- Permanent perimeter fencing to Town standard to all adjacent land uses (residential and non-residential) as required by the Town or other approval authority.

14.2 Program facilities within parkland and all other associated site works beyond the works set out in Section 14.1, included in the D.C. calculation

15. Landscape Buffer Blocks, Features, Cul-De-Sac Islands, Round-About Islands and Berms

15.1 The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, round-about islands, berms grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the Town shall be a direct developer responsibility as a local service under s.59 of the D.C.A. Such costs include, but are not limited to:

- Pre-grading, sodding or seeding, supply and installation of amended topsoil, (to the Town's required depth), landscape features, perimeter fencing and amenities and all planting;
- Restoration planting and landscaping requirements (as required by the Town or authorities having jurisdiction) as a result of impact of the development including related restoration projects to enhance the natural heritage system; and
- Perimeter fencing to the Town standard or approved equivalent located on the public property side of the property line adjacent land uses as directed by the Town or other approval authority.

16. Growth-related Studies

16.1 Studies that are required for the specific development and/or are prepared using Town-wide studies as the basis for the analysis shall be a local service.

16.2 Growth-related studies that benefit the Town, or an area of the Town such as transportation master plans, water and wastewater master plans, etc. will be included in the D.C. calculations.



Appendix F

Asset Management Plan



Appendix F: Asset Management Plan

The recent changes to the Development Charges Act, 1997, as amended (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:

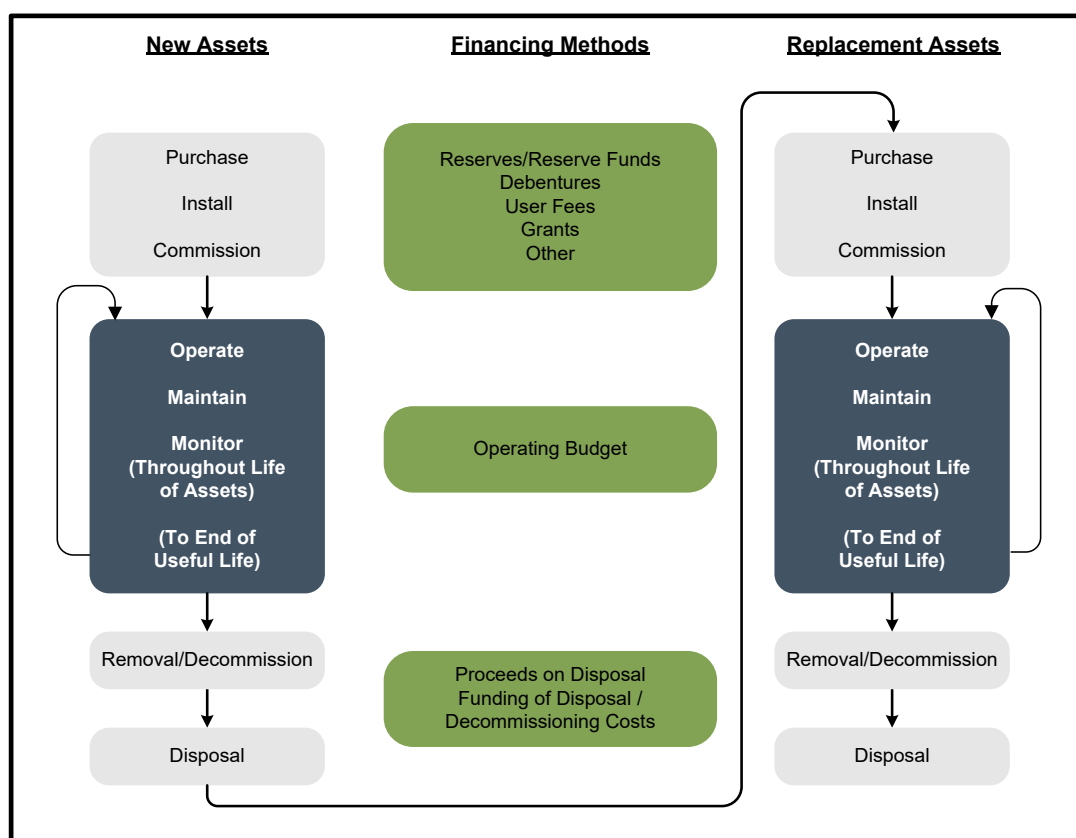
“The asset management plan shall,

- (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 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 in 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 throughout 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 were to be completed by 2022 for core municipal services and 2024 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 2025 for its existing assets; however, it did not take into account future growth-related assets for all services included in the D.C. calculations. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition of the schematic above, the following table (presented in 2025 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. 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 that will require financing from municipal financial resources (i.e., taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2025 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are approximately \$38.91 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 approximately \$30.84 million. This amount, totaled with the existing operating revenues of approximately \$106.03 million, provides annual revenues of approximately \$136.87 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
2025\$

| Asset Management - Future Expenditures and Associated Revenues | Sub-Total | 2051 (Total) |
|--|---------------------|----------------------|
| Expenditures (Annualized) | | |
| Annual Debt Payment on Non-Growth Related Capital ¹ | | 5,236,644 |
| Annual Debt Payment on Post Period Capital ² | | 1,275,164 |
| Lifecycle: | | |
| Annual Lifecycle - Municipal-wide Services | \$10,997,103 | |
| Annual Lifecycle - Area-specific Services ³ | \$274,598 | |
| Sub-Total - Annual Lifecycle | \$11,271,701 | \$11,271,701 |
| | | |
| Incremental Operating Costs (for D.C. Services) | | \$19,816,728 |
| | | |
| Total Expenditures | | \$37,600,237 |
| | | |
| Revenue (Annualized) | | |
| Total Existing Revenue ⁴ | | \$106,025,576 |
| Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.) | | \$30,840,934 |
| Total Revenues | | \$136,866,510 |

¹ Non-Growth Related component of Projects

² Interim Debt Financing for Post Period Benefit

³ All infrastructure costs included in Area Specific by-laws have been included

⁴ As per Sch. 10 of FIR

Transit Services

As noted above, the Town completed an Asset Management Plan in 2025 for all services, however, transit services were excluded from the Plan. 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> <ul style="list-style-type: none"> 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, ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares, <ul style="list-style-type: none"> A. life cycle costs, B. all other relevant direct and indirect costs and benefits. and C. the risks associated with the potential options, iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly) <ul style="list-style-type: none"> A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities, iv. discusses the procurement measures that are intended to achieve the proposed level of service, and v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks. | <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> |
| Ontario Regulation 82/98, as amended subsection 8(3) Requirements | Compliance |
| <p>4. A financial strategy that:</p> <ul style="list-style-type: none"> i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, <ul style="list-style-type: none"> A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities, 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, iii. gives a breakdown of yearly revenues by source, iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and 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>See Feasibility Study, Chapter 5 and 6, and A.M.P., Financing Strategy</p> <p>See Figure below for 2024 data</p> <p>See Figure below for 2024 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, 2025".

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
2024 Transit Data

Section 5. Operating Expense Statistics

5.1 Transportation Operations Expenses

| | | | |
|---|-----------|----------------|------------|
| Salaries and Wages | \$ | - | 484 |
| Fringe Benefits | \$ | - | 485 |
| Uniforms or Uniform Allowances | \$ | - | 486 |
| Licences and Vehicle Registration | \$ | - | 487 |
| Fleet Insurance Premiums | \$ | - | 488 |
| Purchased Services | \$ | 455,377 | 489 |
| Other (specify): bus lease agreement and interest | \$ | 118,572 | 490 |
| Recoveries / Rebates | \$ | - | 491 |
| TOTAL TRANSPORTATION OPERATIONS EXPENSES | \$ | 573,950 | 492 |

5.2 Fuel and Energy Expenses for Vehicles

| | | | |
|---------------------------------------|-----------|----------------|------------|
| Fuel Expenses | \$ | 128,896 | 493 |
| Fuel Taxes | \$ | - | 494 |
| Electric Power Expenses | \$ | - | 495 |
| Other (specify): | \$ | - | 496 |
| Recoveries / Rebates | \$ | - | 497 |
| TOTAL FUEL AND ENERGY EXPENSES | \$ | 128,896 | 498 |

5.3 Vehicle Maintenance Expenses

| | | | |
|---|-----------|----------|------------|
| Salaries and Wages | \$ | - | 499 |
| Fringe Benefits | \$ | - | 500 |
| Parts, Materials and Supplies | \$ | - | 501 |
| Purchased Services | \$ | - | 502 |
| Other (specify): | \$ | - | 503 |
| Recoveries / Rebates | \$ | - | 504 |
| TOTAL VEHICLE MAINTENANCE EXPENSES | \$ | - | 505 |

5.4 Premises and Plant Maintenance Expenses

| | | | |
|--|-----------|----------|------------|
| Salaries and Wages | \$ | - | 506 |
| Fringe Benefits | \$ | - | 507 |
| Utilities | \$ | - | 508 |
| Parts, Materials, and Supplies | \$ | - | 509 |
| Purchased Services (specify): | \$ | - | 510 |
| Shelter Maintenance | \$ | - | 511 |
| Municipal or Property Taxes | \$ | - | 512 |
| Other (specify): | \$ | - | 513 |
| Recoveries / Rebates | \$ | - | 514 |
| TOTAL PREMISES AND PLANT MAINTENANCE EXPENSES | \$ | - | 515 |



5.5 General and Administration Expenses

| | | | |
|--|-----------|---------------|-----|
| Salaries and Wages | \$ | - | 516 |
| Fringe Benefits | \$ | - | 517 |
| Other Liability Expenses and Insurance Premiums | \$ | - | 518 |
| Advertising, Promotion and Marketing | \$ | 4,180 | 519 |
| Office Supplies | \$ | - | 520 |
| Communication | \$ | - | 521 |
| Other (specify): tickets/passes | \$ | 7,360 | 522 |
| Recoveries / Rebates | \$ | - | 523 |
| TOTAL GENERAL AND ADMINISTRATION EXPENSES | \$ | 11,540 | 524 |

5.6 Total Direct Operating Expenses

| | | | |
|---|-----------|----------------|-----|
| Total Transportation Operation Expenses | \$ | 573,950 | |
| Total Fuel and Energy Expenses | \$ | 128,896 | |
| Total Vehicle Maintenance Expenses | \$ | - | |
| Total Premises and Plant Maintenance Expenses | \$ | - | |
| Total General and Administration Expenses | \$ | 11,540 | |
| TOTAL DIRECT OPERATING EXPENSE | \$ | 714,385 | 525 |

5.7 Auxiliary Service Operation Expenses

| | | | |
|---|-----------|----------|-----|
| School Contracts | \$ | - | 526 |
| Local Charters | \$ | - | 527 |
| Inter-city Charters | \$ | - | 528 |
| Cross-boundary Service to Adjacent Municipalities | \$ | - | 529 |
| Rental / Lease Charges | \$ | - | 530 |
| Debt Service Payments | \$ | - | 531 |
| Depreciation | \$ | - | 532 |
| Other (specify): | \$ | - | 533 |
| TOTAL AUXILIARY SERVICE OPERATION EXPENSES | \$ | - | 534 |

5.8 Total Operating Expense

| | | | |
|--|-----------|----------------|-----|
| Total Direct Operating Expense | \$ | 714,385 | |
| Total Auxiliary Service Operation Expenses | \$ | - | |
| TOTAL OPERATING EXPENSE | \$ | 714,385 | 535 |



Section 6. Operating Revenue Statistics

6.1 Regular Service Passenger Revenue

| | | | |
|--|-----------|---------------|-----|
| Cash | \$ | 25,029 | 536 |
| Tickets, Tokens, Multi-ride Cards | \$ | 8,111 | 537 |
| Monthly Passes | \$ | - | 538 |
| Other Passes | \$ | - | 539 |
| Contract Revenues | \$ | - | 540 |
| Sale of ID Cards | \$ | - | 541 |
| Other Regular Service Passenger Revenue | \$ | - | 542 |
| TOTAL REGULAR SERVICE PASSENGER REVENUE | \$ | 33,140 | 543 |

6.2 Other Operating Revenue

| | | | |
|-------------------------------------|----|-------|-----|
| School Contracts | \$ | - | 544 |
| Local Charters | \$ | - | 545 |
| Advertising | \$ | 2,420 | 546 |
| Parking Lot Revenues | \$ | - | 547 |
| Other Operating Revenues (specify): | \$ | - | 548 |

6.3 Total Operating Revenue

| | | | |
|---|-----------|---------------|-----|
| Total Regular Service Passenger Revenue | \$ | 33,140 | |
| School Contracts | \$ | - | |
| Local Charters | \$ | - | |
| Advertising | \$ | 2,420 | |
| Parking Lot Revenues | \$ | - | |
| Other Operating Revenues (specify): | \$ | - | |
| TOTAL OPERATING REVENUE | \$ | 35,560 | 549 |



6.4 Non-Operating Revenues

| | | |
|--|------|-----|
| Passenger Revenues from Cross-boundary Services to Adjacent Municipalities | \$ - | 550 |
| Other Revenues from Cross-boundary Services to Adjacent Municipalities | \$ - | 551 |
| Inter-city Charters | \$ - | 552 |
| Non-Transit Revenue | \$ - | 553 |
| Other Non-Operating Revenue | \$ - | 554 |

6.5 Total Revenue

| | | |
|--|------------------|-----|
| Total Operating Revenue | \$ 35,560 | |
| Passenger Revenues from Cross-boundary Services to Adjacent Municipalities | \$ - | |
| Other Revenues from Cross-boundary Services to Adjacent Municipalities | \$ - | |
| Inter-city Charters | \$ - | |
| Non-Transit Revenue | \$ - | |
| Other Non-Operating Revenue (specify): | \$ - | |
| TOTAL REVENUE | \$ 35,560 | 555 |

6.6 Net Operating Cost

| | | |
|---------------------------|-------------------|-----|
| Total Operating Expense | \$ 714,385 | |
| Total Revenue | \$ 35,560 | |
| NET OPERATING COST | \$ 678,825 | 556 |

6.7 Operating Funding

| | Source | Amount | |
|--|-------------------------|------------|-----------|
| Federal Operating Contribution (specify): | | \$ - | 557 - 558 |
| Federal contribution towards debt servicing | | \$ - | 559 |
| Provincial operating contribution (specify): | Provincial Gas Tax | \$ 281,000 | 560 - 561 |
| Provincial contribution towards debt servicing | | \$ - | 562 |
| Municipal operating contribution (specify): | Operating Budget and tr | \$ 397,825 | 563 - 564 |
| Municipal contribution towards debt servicing | | \$ - | 565 |
| Other Operating Contribution (specify): | 0 | \$ - | 566 - 567 |



Appendix G

Changes to the D.C.A.



Appendix G: Changes to the D.C.A.

Since the passage of the Town's previous D.C. by-law, there have been a number of changes to the D.C.A. This appendix summarizes the changes.

G.1 Changes to the D.C.A.: *Bill 213 and Bill 109*

G.1.1 Bill 213: Better for People, Smarter for Business Act, 2020

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the Ministry of Training, Colleges and Universities Act by introducing a new section that would exempt the payment of D.C.s for developments of land intended for use by a university that receives operating funds from the Government. As a result, this mandatory exemption will be included in the D.C. by-law.

G.1.2 Bill 109: More Homes for Everyone Act, 2022

On April 14, 2022, Bill 109 received Royal Assent. One of the changes of the Bill and Ontario Regulation (O. Reg.) 438/22 that took effect upon Royal Assent included amending the D.C.A. and O. Reg. 82/98 related to the requirements for the information which is to be included in the annual Treasurer's statement on D.C. reserve funds and the requirement for publication of the statement.

- The following additional information must be provided for each D.C. service being collected for during the year:
 - a. whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law; and
 - b. if the answer to a) is no, the amount the municipality now expects to incur and a statement as to why this amount is expected; and
- For any service for which a D.C. was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.



The changes to the D.C.A. has also been amended to now require that the annual Treasurer's statement be made available to the public on the website of the municipality or, if there is no such website, in the municipal office.

G.2 Changes to the D.C.A. – *Bill 23: More Homes Built Faster Act, 2022*

On November 28, 2022, Bill 23 received Royal Assent. This Bill amended a number of pieces of legislation including the *Planning Act* and D.C.A. The following provides a summary of the changes to the D.C.A.:

G.2.1 *Additional Residential Unit Exemption*

The rules for these exemptions are now provided in the D.C.A., rather than the regulations and are summarized as follows:

- Exemption for residential units in existing rental residential buildings – For rental residential buildings with four or more residential units, the greater of one unit or 1% of the existing residential units will be exempt from D.C.
- Exemption for additional residential units in existing and new residential buildings
 - The following developments will be exempt from a D.C.:
 - A second unit in a detached, semi-detached, or rowhouse if all buildings and ancillary structures cumulatively contain no more than one residential unit;
 - A third unit in a detached, semi-detached, or rowhouse if no buildings or ancillary structures contain any residential units; and
 - One residential unit in a building or structure ancillary to a detached, semi-detached, or rowhouse on a parcel of urban land, if the detached, semi-detached, or rowhouse contains no more than two residential units and no other buildings or ancillary structures contain any residential units.

G.2.2 *Removal of Housing as an Eligible D.C. Service*

Housing is removed as an eligible service as of November 28, 2022. Municipalities with by-laws that include a charge for housing services can no longer collect for this service. It is noted that the charge for housing services is still applicable where rates have been frozen for the purposes of instalment payments under the D.C.A.



G.2.3 New Statutory Exemption for Non-Profit Housing

Non-profit housing units are exempt from D.C.s and D.C. instalment payments due after November 28, 2022.

G.2.4 New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units

Affordable units, attainable units, and inclusionary zoning units (affordable) are exempt from the payment of D.C.s, as follows:

- Affordable Rental Units: Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- Affordable Owned Units: Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.

Note: As discussed in Section G.2.13, the definitions above of an Affordable Rental Unit and Affordable Owned Unit have been modified through Bill 134.

- Attainable Units: Excludes affordable units and rental units; will be defined as prescribed development or class of development and sold to a person who is at “arm’s length” from the seller.

Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.

Note: the above Affordable Owned and Rental Unit exemptions came into force as of June 1, 2024. At the time of writing, it is not known when the exemption for Attainable Units will be in force.

- Inclusionary Zoning Units: Affordable housing units required under inclusionary zoning by-laws are exempt from a D.C.



G.2.5 Historical Level of Service Extended to 15-Year Period Instead of the Historical 10-Year Period

Prior to Bill 23, the increase in need for service was limited by the average historical level of service calculated over the 10-year period preceding the preparation of the D.C. background study. This average is now extended to the historical 15-year period.

G.2.6 Revised Definition of Capital Costs

The definition of capital costs has been revised to remove studies. Further, the regulations to the Act may prescribe services for which land or an interest in land will be restricted. As at the time of writing, no services have been prescribed.

G.2.7 Mandatory Phase-in of a D.C.

For all D.C. by-laws passed after January 1, 2022, the charge must be phased-in annually over the first five years the by-law is in force, as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

G.2.8 D.C. By-law Expiry

A D.C. by-law now expires 10 years after the day it comes into force (unless the by-law provides for an earlier expiry date). This extends the by-law's life from five (5) years, prior to Bill 23.

G.2.9 Installment Payments

Non-profit housing development has been removed from the instalment payment section of the Act (section 26.1), as these units are now exempt from the payment of a D.C.

G.2.10 Rental Housing Discount

The D.C. payable for rental housing development will be reduced based on the number of bedrooms in each unit as follows:



- Three or more bedrooms – 25% reduction;
- Two bedrooms – 20% reduction; and
- All other bedroom quantities – 15% reduction.

G.2.11 Maximum Interest Rate for Instalments and Determination of Charge for Eligible Site Plan and Zoning By-law Amendment Applications

No maximum interest rate was previously prescribed. As per Bill 23, the maximum interest rate is set at the average prime rate plus 1%. This maximum interest rate provision would apply to all instalment payments and eligible site plan and zoning by-law amendment applications occurring after November 28, 2022.

G.2.12 Requirement to Allocate Funds Received

Annually, beginning in 2023, municipalities are required to spend or allocate at least 60% of the monies in a reserve fund at the beginning of the year for water, wastewater, and services related to a highway. Other services may be prescribed by the regulation.

G.2.13 Bill 134: Affordable Homes and Good Jobs Act, 2023

The exemption for affordable residential units was included in the More Homes Built Faster Act (Bill 23), enacted by the Province on November 28, 2022. Under this legislation, affordable residential units were defined within subsection 4.1 of the D.C.A. and exemptions for D.C.s were provided in respect of this definition. While the legislation was enacted in November 2022, the ability for municipalities to implement the exemptions is based on the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin” published by the Minister of Municipal Affairs and Housing. This bulletin informs the average market rent and purchase price to be used in determining which developments qualify as affordable residential units. This bulletin was published on April 5, 2024.

Bill 134 received Royal Assent on December 4, 2023 and provides for a modification to the affordable residential unit definition by:

- Introducing an income-based test for affordable rent and purchase price; and
- Increasing the threshold for the market test of affordable rent and purchase price.



This change provides the exemption based on the lesser of the two measures. Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- The tenant and purchaser transacting the affordable unit being at arm's length;
- The intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- Exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides a comparison of the definitions provided through Bill 23 and those provided through Bill 134 (underlining added for emphasis).

| Item | Bill 23 Definition | Bill 134 Definition (Current D.C.A. Definition) |
|---|---|---|
| Affordable residential unit rent (subsection 4.1 (2), para. 1) | The rent is no greater than <u>80 per cent of the average market rent</u> , as determined in accordance with subsection (5). | The rent is no greater than <u>the lesser of</u> , <ul style="list-style-type: none">i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), andii. the <u>average market rent</u> identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1 | The <u>average market rent for the year in which the residential unit is occupied by a tenant</u> , as identified in the bulletin entitled the "Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin." | The Minister of Municipal Affairs and Housing shall, <ul style="list-style-type: none">(a) determine the <u>income of a household</u> that, in the Minister's opinion, is <u>at the 60th percentile of gross annual incomes for renter households in the applicable local municipality</u>; and(b) identify the <u>rent</u> that, in the Minister's opinion, is |



| Item | Bill 23 Definition | Bill 134 Definition (Current D.C.A. Definition) |
|---|--|--|
| | | <u>equal to 30 per cent of the income of the household</u> referred to in clause (a). |
| Affordable residential unit ownership (subsection 4.1 (3), para. 1) | The price of the residential unit is no greater than <u>80 per cent of the average purchase price</u> , as determined in accordance with subsection (6). | The price of the residential unit is no greater than <u>the lesser of</u> , <ul style="list-style-type: none">i. the <u>income-based affordable purchase price</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), andii. <u>90 per cent of the average purchase price</u> identified for the residential unit set out in the Affordable Residential Units bulletin. |
| Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1 | The <u>average purchase price for the year in which the residential unit is sold</u> , as identified in the bulletin entitled the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin,” as it is amended from time to time, that is published by the Minister of Municipal Affairs and Housing on a website of the Government of Ontario. | The Minister of Municipal Affairs and Housing shall, <ul style="list-style-type: none">(a) determine the <u>income of a household</u> that, in the Minister’s opinion, is at the <u>60th percentile of gross annual incomes for households in the applicable local municipality</u>; and(b) identify the <u>purchase price</u> that, in the Minister’s opinion, <u>would result in annual accommodation costs equal to 30 per cent of the income of the household</u> referred to in clause (a) |

Note: the Affordable Unit exemption came into force on June 1, 2024.



G.3 Bill 185: *Cutting Red Tape to Build More Homes Act*

On April 10, 2024, the Province released Bill 185: *Cutting Red Tape to Build More Homes Act*. The Bill received Royal Assent on June 6, 2024. This Bill reversed many of the key changes that were implemented through Bill 23. The following sections provide a summary of the changes.

G.3.1 *Revised Definition of Capital Costs*

Bill 185 reversed the capital cost amendments of Bill 23 by reinstating studies as an eligible capital cost. The following paragraphs were added to subsection 5(3) of the D.C.A.:

5. *Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.*
6. *Costs of the development charge background study required under section 10.*

G.3.2 *Removal of the Mandatory Phase-in*

As noted in Section G.2 above, Bill 23 required the phase-in of charges imposed in a D.C. by-law over a five-year term for any by-laws passed after January 1, 2022. Bill 185 removed this mandatory phase-in. This change is effective for any D.C. by-laws passed after Bill 185 came into effect.

For site plan and zoning by-law amendment applications that were made prior to Bill 185 receiving Royal Assent, the charges payable will be the charges that were in place on the day the planning application was made (i.e., including the mandatory phase-in).

G.3.3 *Process for Minor Amendments to D.C. By-laws*

Section 19 of the D.C.A. requires that a municipality must follow sections 10 through 18 of the D.C.A. (with necessary modifications) when amending D.C. by-laws. Sections 10 through 18 of the D.C.A. generally require the following:

- Completion of a D.C. background study, including the requirement to post the background study 60 days prior to passage of the D.C. by-law;
- Passage of a D.C. by-law within one year of the completion of the D.C. background study;



- A public meeting, including notice requirements; and
- The ability to appeal the by-law to the Ontario Land Tribunal.

Bill 185 allows municipalities to undertake minor amendments to D.C. by-laws for the following purposes without adherence to the requirements noted above (with the exception of the notice requirements):

1. To repeal a provision of the D.C. by-law specifying the date the by-law expires or to amend the provision to extend the expiry date (subject to the 10-year limitations provided in the D.C.A.);
2. To impose D.C.s for studies, including the D.C. background study; and
3. To remove the provisions related to the mandatory phase-in of D.C.s.

Minor amendments related to items 2 and 3 noted above may be undertaken only if the D.C. by-law being amended was passed after November 28, 2022, and before Bill 185 took effect. Moreover, the amending by-law must be passed within six months of Bill 185 coming into effect.

Notice requirements for these minor amending by-laws are similar to the typical notice requirements, with the exception of the requirement to identify the last day for appealing the by-law (as these provisions do not apply).

G.3.4 Reduction of D.C. Rate Freeze Timeframe

Bill 108 provided for the requirement to freeze the D.C.s imposed on developments subject to a site plan and/or a zoning by-law amendment application. The D.C. rate for these developments is “frozen” at the rates that were in effect at the time the site plan and/or zoning by-law amendment application was submitted (subject to applicable interest). Once the application is approved by the municipality, if the date the D.C. is payable is more than two years from the approval date, the D.C. rate freeze would no longer apply. Bill 185 reduced the two-year timeframe to 18 months.

G.3.5 Modernizing Public Notice Requirements

The D.C.A. sets out the requirements for municipalities to give notice of public meetings and of by-law passage. These requirements are prescribed in sections 9 and 10 of O. Reg. 82/98 and include giving notice in a newspaper of sufficiently general circulation in



the area to which the by-law would apply. The regulatory changes modernized public notice requirements by allowing municipalities to provide notice on a municipal website if a local newspaper is not available.

G.4 Bill 17: *Protect Ontario by Building Faster and Smarter Act, 2025*

On May 12, 2025, the Province released *Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025*. The Bill received Royal Assent on June 5, 2025. This Bill introduces some additional exemptions, changes to the timing of payment for residential D.C.s, and provides regulatory authority to make future changes. The following subsections provide a summary of the changes:

G.4.1 *Deferral of Residential D.C. Payments to Occupancy*

Changes to section 26.1 of the D.C.A. provide that a D.C. payable for residential development (other than rental housing developments, which are subject to payment in instalments) are payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied. Only under circumstances prescribed in the regulations may the municipality require a financial security. As such, the prescribed circumstances may allow for securities when no occupancy permit is required.

Municipalities shall not impose interest on the deferral of D.C. payment to occupancy.

G.4.2 *Removal of Interest for Legislated Instalments*

Changes to section 26.1 of the Act remove the ability to charge interest on instalments for rental housing and institutional development. This also applies to future instalments for existing deferrals.

G.4.3 *Early Payment for Residential/Institutional*

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



G.4.4 Exemption for Long-term Care Homes

Before this change, long-term care homes were subject to the instalment payment provisions of the D.C.A. As of June 5, 2025, Long-term care homes are exempt from D.C.s, as well as all future instalment payments, where applicable.

G.4.5 Revised Definition of Capital Costs

Section 5(3) of the D.C.A. provides for a definition of capital costs that are eligible for inclusion in the D.C. calculations. The changes introduced by Bill 17 added the following wording to the beginning of the section: “Subject to the regulations”. As such, the Province may make changes to limit the definition of capital costs via changes to the D.C. regulations.

G.4.6 Expanded Simplified D.C. By-law Amendment Process

In addition to the reason for the simplified process set out in Section H.3.3, a D.C. by-law may now also be amended through the simplified amendment process to repeal the indexing provision or decrease the D.C. for one or more types of development.

G.4.7 Lower Charge – Current vs. Rate Freeze

This change provides that the municipality must charge the lower of the D.C. calculated with the rate freeze (including interest) and the D.C. at current rates at the time the D.C. is payable. This change assists where municipalities reduce their D.C. and therefore can impose the reduced D.C. in cases where the rate freeze applies.

G.4.8 Grouping of Services for the Purposes of Using Credits

This change provides the Province with the ability to make changes through the regulations to group D.C. services together for the purposes of applying D.C. credits.

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

The Provincial government introduced Bill 60, Fighting Delays, Building Faster Act, 2025 and Regulatory Proposals MMAH2018 and 25MMAH030 on October 23, 2025. The Bill received Royal Assent November 27, 2025. The following subsections provide a summary of the changes:



G.5.1 Addition of Class of Service for Land Acquisition

The legislative change provides for land acquisition as a separate class of service¹. Anticipated land acquisition capital needs are to be grouped together for the purposes of the D.C. calculations. Land acquisition capital needs are also to be excluded from the historical Level of Service calculations.

The anticipated capital costs for land are restricted to 10 years for all services except the following:

- Water;
- Wastewater;
- Stormwater;
- Service related to a Highway;
- Electrical;
- Transit;
- Police; and
- Fire.

As land acquisition is considered a class of service, municipalities are required to establish a separate reserve fund for these capital costs. As such, funds are to be segregated for this purpose only and used solely for land costs. Similar to other reserve funds, monies in this reserve fund can be borrowed and repaid, with interest. With respect to credits, municipalities need to ensure appropriate accounting of credits for land separately from credits for other applicable services.

Section 35 of the D.C.A. is amended to add an exception to the use of monies in established reserve funds. This section states that monies in a reserve fund can be used for land acquisition, however, they cannot be used for land acquisition if those costs are to be paid for with the reserve fund established for land acquisition.

G.5.2 Required Timelines for the Annual Treasurer's Statement

Section 43(1) of the Act has been amended to require the Treasurer's statements to be completed by June 30 of each year (previously based on a date determined by Council).

¹ Section 7 of the D.C.A. states that a class of service may be established for the purposes of a D.C. by-law that is a combination of D.C. eligible services or a subset of a D.C. eligible service.



Further, Section 43(3) of the Act is amended to require a copy of the Treasurer's statement to be submitted to the Minister by July 15 of each year.

G.5.3 Addition of Requirements for Local Service Policies

Subsections 59(2.2) through 59(2.11) of the Act generally set out the following:

- A Local Service Policy is required for all D.C. eligible services to which a D.C. by-law imposes a charge and where some part of the service will be provided as a local service;
- A Local Service Policy is required to impose a condition of local services on development and only to the extent it has been identified in the Local Service Policy. That is, a municipality could not require a work or classes of work to be provided as a local service if it is not identified as such in the Local Service Policy;
 - This does not apply where a municipality does not impose a D.C. for that service;
 - This applies the day a municipality establishes the Local Services Policy or 18 months after Bill 60 received Royal Assent;
- Required content for a Local Service Policy:
 - Works or classes of works related to development that are intended to be required as a Local Service
- Optional content for a Local Service Policy:
 - Works or classes of works that are not intended to be required as a Local Service;
 - Works or classes of works that are partially required as a Local Service;
- The municipality shall give a copy of the Local Service Policy to the Minister of Municipal Affairs and Housing upon request, by the date requested; and
- The Local Service Policy must be reviewed, requiring a resolution of Council declaring if a revision is needed. The Resolution shall be passed at the time of passing any D.C. by-law or when a revision to the policy is required.

G.5.4 Requirement to Provide Documents to the Minister

Changes to Section 10 and Section 13 of the D.C.A. require municipalities to provide copies of documents to the Minister upon request, by the date requested.



In addition, section 59(2.8) of the Act requires a copy of the Local Service Policy to be provided to the Minister upon request, by the date requested.

G.5.5 Regulatory Changes

Bill 60 also provided for regulatory changes to *Ontario Regulation 82/98*. These changes are with respect to the following matters:

Merging of Credits

This change merges water supply services and wastewater services for the purposes of credits. As provided in subsection 2 (4) of the D.C.A., the D.C.-eligible services of water supply and wastewater include distribution and treatment, and sewers and treatment, respectively.

Transparency of B.T.E. Calculations

Regulatory changes require municipalities to provide greater details with respect to how capital costs are determined and how the growth-related and non-growth-related shares of the costs are determined. This appears to be required for each service, rather than on a project-by-project basis.

Details of Land Acquisition

Section 8 of Ontario Regulation 82/98 has been amended to require land acquisition costs to be included in the D.C. background presentation of:

- The total of the estimated capital costs relating to the service;
- The allocation of the total of the estimated costs between costs that would benefit new development and costs that would benefit existing development;
- The total of the estimated capital costs relating to the service that will be incurred during the term of the proposed development charge by-law;
- The allocation of the costs incurred during the term of the proposed by-law between costs that would benefit new development and costs that would benefit existing development; and
- The estimated and actual value of credits that are being carried forward relating to the service.



Information Accessibility

The changes increase reporting requirements for the Annual Treasurer's Statements to include:

- The amount from each reserve fund that was committed to a project, but had not been spent, as of the end of the year;
- The amount of debt that had been issued for a project as of the end of the year; and
- Identify where in the D.C. background study the project's capital costs were estimated.

This does not apply in circumstances where a municipality uses a unique identifier in both background studies and treasurer's statements to identify each project.



Appendix H

Capital Cost and Benefit to Existing Methodology



Appendix H: Capital Cost and Benefit to Existing Methodology

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



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

| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|-------------------------------|--|---|
| Fire Protection Services | <ul style="list-style-type: none">• Facilities: the total size of the new HQ facility is based on the land area required (i.e approximately 2 acres). Based on 30% lot coverage, this provides a facility size of approximately 26,000 sq.ft. This was multiplied by the replacement cost for fire facilities from the level of service analysis. The new satellite station is to be funded with debt. The \$9 million is the estimated cost based on completed design work.• Vehicles & Equipment: New vehicles and equipment needed have been identified assuming 1 pumper and 1 aerial would be required at the new station and equipment related to 4 new fire fighters. Cost estimates are based on current replacement costs used in the level of service analysis. | <ul style="list-style-type: none">• Facilities: The new HQ facility included in the D.C. calculation is required to accommodate new development in the Town, therefore no B.T.E. deduction was applied. With respect to the satellite station, a 60% B.T.E. deduction was made to reflect the share of the new facility that is replacing existing space.• Vehicles & Equipment: all of the vehicles and equipment are identified for the new HQ facility, therefore, no B.T.E. deduction has been made as they are new and required to accommodate the development. |
| Policing Services | <ul style="list-style-type: none">• Facilities: The cost of the police HQ expansion was determined based on maintaining the existing level of service over the forecast period. At \$600 per sq.ft., this equates to a facility size of approximately 12,000 sq.ft.• Equipment: New equipment needs are based on the assumption of 26 new police officers multiplied by the replacement costs to equip those officers from the level of service calculations. | <ul style="list-style-type: none">• Facilities: given that all of the facility space included in the D.C. calculation would be required to accommodate the growth forecast, no B.T.E. deduction has been applied.• Equipment: similarly, all of the equipment identified for inclusion in the D.C. calculation is new (i.e. not replacing any existing items). These new equipment items are required to accommodate new growth within the forecast period, therefore no B.T.E. has been applied. |
| Services Related to a Highway | <ul style="list-style-type: none">• Cost estimates were developed by the Town's engineering consultant based on a detailed review of the work anticipated for each project (e.g. total kilometres to be constructed, structures, design costs, other special considerations, etc.).• Unit costs related to the works are based on a detailed review of recent construction tender costs. | <ul style="list-style-type: none">• The B.T.E. for road projects has been identified based on the required components of the works.<ul style="list-style-type: none">○ Mill and Pave or reconstruct existing 2 lanes – 100%○ Storm sewer upsize – 50%○ Storm sewer enhancement – 25%○ Sidewalks replacement on one side and new one side – 50%○ Trails, streetlights, street trees, traffic signals, and roundabouts – 50%• The B.T.E. for roads intersection improvements is 50% |
| Transit Services | <ul style="list-style-type: none">• Vehicles: Cost estimate for new transit bus is based on current cost estimates. | <ul style="list-style-type: none">• The vehicle is new to provide services for new growth and will not be replacing any existing items. As a result, a B.T.E. deduction has not been applied. |
| Public Works | <ul style="list-style-type: none">• Facilities: The expansion to the shop and office was estimated using areas identified by Town staff (18,000 sq.ft. for the office, 6,000 sq.ft. for the shop, and | <ul style="list-style-type: none">• Facilities: given that all of the facility space included in the D.C. calculation is new and required to accommodate development in the Town, there was no B.T.E. deduction applied to any of the facilities. |



| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|----------------------|--|---|
| | <p>10,000 sq.ft. for storage). These areas are multiplied by the respective replacement costs used in the level of service calculations.</p> <ul style="list-style-type: none">• Vehicles/Equipment: current costs for the new vehicles and equipment have been multiplied by the total growth-related need identified for each vehicle and equipment type. | <ul style="list-style-type: none">• Vehicles/Equipment: All vehicles and equipment are new to provide services for new growth and are not replacing any existing items. As a result, a B.T.E. deduction has not been applied. |
| Parks and Recreation | <ul style="list-style-type: none">• Parkland Development: The draft master plan identifies the need for 61.28 acres of parkland to meet the needs of the anticipated development. As such, this area is multiplied by the replacement costs used in the level of service analysis to estimate the costs.• Amenities: the new amenities to be added to new parks are based on the needs identified in the draft master plan. This includes new playgrounds, new play courts, etc. The replacement costs used in the level of services calculations were multiplied by the new items to estimate the costs.• Trails: a minor provision for trails was included based on the provision in the previous study, indexed to 2025 dollars.• Recreation facilities: the new recreation facilities to be added are based on the needs identified in the draft master plan. This includes a new arena, new lap pool, new gymnasium, and fitness centre expansion. The cost estimates are identified in the draft master plan. | <ul style="list-style-type: none">• All costs identified for this service were identified in the master plan to accommodate anticipated development. As a result, no B.T.E. deduction is applied. As specific projects advance in the future, if replacement of existing facility space or vehicles is required, B.T.E. deductions would be assessed as part of the annual budget process. |
| Library | <ul style="list-style-type: none">• Not applicable | <ul style="list-style-type: none">• Not applicable |
| Growth Studies | <ul style="list-style-type: none">• Cost estimates are determined based on a review of recent cost estimates for similar studies. | <ul style="list-style-type: none">• Non-growth-related shares for studies have been determined on a project-by-project basis through a review of the scope of each study. Based on this review, an allocation to account for the benefit to existing development is made. For example, although master plans are generally undertaken to identify the new capital projects that are required to accommodate new development, there is a benefit to the existing community wherein existing policies and practices are also reviewed through the study. As a result, a 25% allocation to account for the non-growth-related share of this project has been made. |
| Land | <ul style="list-style-type: none">• Cost estimates are based on the application of per acre land costs to the total acres of land required to be purchased for the new facilities. Land costs are based on recent appraisals and vary based on the anticipated location of the land to be purchased. | <ul style="list-style-type: none">• The land costs for the new fire station HQ have the same B.T.E. as the project (i.e. 0% deduction).• Land costs associated with road projects have a B.T.E. deduction applied based on the respective project to which it relates. |



| Service | Capital Cost Methodology | B.T.E. Calculation Methodology |
|------------|---|--|
| Wastewater | <ul style="list-style-type: none">• Facilities: costing is based on current estimated construction costs.• Linear Infrastructure: costing is based on recent estimates provided by the Town's engineering staff, in addition to current estimated construction costs. | <ul style="list-style-type: none">• Facilities:<ul style="list-style-type: none">○ a 40% B.T.E. deduction was applied to the upgrades to pump stations #18 and #19 to reflect the replacement of existing capacity.○ All other projects are required to accommodate new development.• Linear Infrastructure:<ul style="list-style-type: none">○ New sanitary sewers that are being built to accommodate new development are considered to be fully growth related, and as such, a B.T.E. deduction is not applied to these projects. |
| Water | <ul style="list-style-type: none">• Urban Boundary: provisional estimate is based on an estimate provided by staff to service potential future industrial lands.• Linear Infrastructure: costing is based on recent estimates provided by Town staff, in addition to current estimated construction costs. | <ul style="list-style-type: none">• Linear Infrastructure:<ul style="list-style-type: none">○ New watermains that are being built to accommodate new development are considered to be fully growth related, and as such, a B.T.E. deduction is not applied to these projects.○ A 60% B.T.E. deduction was applied to the oversizing costs related to the trunk watermain on the west side of the Town. The B.T.E. is to account for the existing watermain being near the end of its useful life. |



Appendix I

Proposed D.C. By-law



Appendix I: 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 a public meeting on February 10, 2026, 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) “Act” means the *Development Charges Act, 1997, S.O. 1997, c.27*, as amended, or any successor thereof;
- (2) “affordable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(2) or 4.1(3) of the Act;
- (3) “ancillary residential building” means a residential building that would be accessory to a detached dwelling, semi-detached dwelling or row dwelling;
- (4) “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 single-detached dwelling, semi-detached dwelling, or a townhouse dwelling ;
- (5) “attainable residential unit” means a residential unit that meets the criteria set out in subsection 4.1(4) of the Act;
- (6) “capital cost” means costs incurred or proposed to be incurred by the municipality or a local board thereof directly or by others on behalf of and as authorized by the municipality or local board,
 - a) to acquire land or an interest in land, including a leasehold interest;
 - b) to improve land;
 - c) to acquire, lease, construct or improve buildings and structures;
 - d) to acquire, lease, construct or improve facilities including,
 1. rolling stock with an estimated useful life of seven years or more,



2. furniture and equipment, other than computer equipment, and
 3. materials acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.. O. 1990, c. 57, and
- e) to undertake studies in connection with any of the matters referred to in clauses (a) to (d);
 - f) to complete the development charge background study required under section 10 of the Act;
 - g) interest on money borrowed to pay for costs in (a) to (d) above that are growth related;
- (7) "charitable dwelling" means a residential building, a part of a residential building or the residential portion of a mixed-use building maintained and operated by a corporation approved under the Charitable Institutions Act, R.S.O. 1990, c. C.9, for persons requiring residential, specialized or group care and charitable dwelling includes a children's residence under the Child and Family Services Act, R.S.O. 1990, c. C.11, a home or a joint home under the Homes for the Aged and Rest Homes Act, R.S.O. 1990, c. H.13, an institution under the Mental Hospitals Act, R.S.O. 1990, c. M.8, a nursing home under the Nursing Homes Act, R.S.O., 1990, c. N.7, and a home for special care under the Homes for Special Care Act, R.S.O. 1990, c. H.12;
 - (8) "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;
 - (9) "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;
 - (10) "Corporation" means the body corporate referred to as The Corporation of the Town of LaSalle;



- (11) "correctional group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof, and licensed, approved or supervised by the Province of Ontario as a detention or correctional facility under any general or special act and amendments or replacement thereto. A correction group home may contain an office provided that the office is used only for the operation of the correctional group home in which it is located. A correctional group home shall not include any detention facility operated or supervised by the Federal Government nor any correctional institution or secure custody and detention facility operated by the Province of Ontario;
- (12) "Council" means the Council of The Corporation of the Town of LaSalle;
- (13) "development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that the effect of increasing the size of usability thereof, and includes redevelopment;
- (14) "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.
- (15) "Development Charge Background Study" means the Development Charge Background Study, dated December 22, 2025, as amended;



- (16) "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;
- (17) "existing industrial building" means a building existing on land in the Town on the date of this by-law or the first building or buildings constructed on vacant land on or after the date of this by-law for which development charges were paid in full and such buildings are used for or in connection with an industrial use;
- (18) "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.
- (19) "group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit which may or may not be supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its



agency, or by public subscription or donation, or by any combination thereof and licensed, approved or supervised by the Province of Ontario for the accommodation of persons under any general or special act and amendments or replacements thereto. A group home may contain an office provided that the office is used only for the operation of the group home in which it is located;

- (20) "hospice" means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained and family members may be active participants in care;
- (21) "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";
- (22) "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.
- (23) "interest rate" means the annual rate of interest as set out in section 26.3 of the Act;
- (24) "local services" means those services, facilities or things which are under the jurisdiction of the Town of LaSalle and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under Sections 51 or 53 of the *Planning Act*, R.S.O. 1990, Chap. P.13, as amended, or any successor thereof;
- (25) "long-term care home" means development as defined in subsection 2(1) of the Fixing Long-Term Care Home Act, 2021
- (26) "multiple dwellings" means all dwellings other than single detached dwellings, semi-detached dwellings, apartment house dwellings and special care/special need dwellings;
- (27) "Non-profit housing development" means Development of a building or structure that meets the criteria set out in section 4.2 of the Act;
- (28) "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;
- (29) "nursing home" means a residential building or the residential portion of a mixed-use building licensed as a nursing home by the Province of Ontario;
- (30) "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;



- (31) "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;
- (32) "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;
- (33) "retirement home or lodge" means a residential building or the residential portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hall but where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;
- (34) "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;
- (35) "services" means services described in the Development Charge Background Study and as designated in section 6 of this by-law and includes classes of services;
- (36) "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;
- (37) "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;

- (38) "Town of LaSalle" means the geographic area known as the Town of LaSalle;
- (39) "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;
 - c) The Corporation of the County of Essex; or
 - d) Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would



otherwise be payable is intended to be occupied and used by the university.

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) Area-specific development charges for the Town Centre Sanitary Service Area are payable by the owner of the land at the time of the first building permit.
- (5) 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.
- (6) Notwithstanding 3(1) to 3(5), 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 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 18 months of building permit issuance, the Development Charges under Subsections 3(1) to 3(6) 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(6) shall be calculated on the rates, including interest (the maximum interest allowable under the Act), set out in Schedules "B" on the date of the later planning application, including interest.

- a) If the total development charge that would be calculated and payable on the date of building permit issuance is less than the total amount calculated as per section 3(7), including applicable interest, the development charges shall be calculated and payable based on the rates in effect at building permit issuance.
- (8) A development charge in respect of residential development, other than rental housing or institutional development, shall be paid in full on the earlier of:
- a) the day a permit is issued under the Building Code Act, 1992 authorizing occupation of the building; and
 - b) the day the building is first occupied.
 - c) The Town may require the person required to pay the development charge to provide an instrument to be used to secure the payment of the development charge, subject to any prescribed limitations.
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, 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) Land – Buildout Services;
- (4) Fire Protection Services;
- (5) Land – 2051 Services
- (6) Policing Services;
- (7) Parks and Recreation Services;
- (8) Transit Services;
- (9) Library Services;
- (10) Growth Studies;
- (11) Water Services;
- (12) Wastewater Services;
- (13) Wastewater – Reaume Sanitary Service Area; and
- (14) Wastewater – Town Centre Sanitary Service Area.

DEVELOPMENT CHARGES

7. Determination of the Charges



- (1) The Town-wide development charges as set out in Schedule "B" 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 "B" 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 "B" 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 "B" 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.
- (5) The Wastewater – Town Centre Sanitary Service Area area-specific development charges as set out in Schedule "B" to this by-law shall apply to and be imposed on the Town Centre Sanitary Service Area as defined by Schedule "E" to this by-law for residential uses on a per dwelling unit basis and for non-residential uses for each square foot of the gross floor area of the building.

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) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;
- (3) the creation of any of the following in new or existing houses:
 - a) A second residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the existing detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit.
 - b) A third residential unit in an existing detached house, semi-detached house or rowhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the existing detached house, semi-detached house or rowhouse contains any residential units.
 - c) One residential unit in a building or structure ancillary to an existing detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the existing detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the existing detached house, semi-detached house or rowhouse contains any residential units
- (4) 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
- (5) Non-profit Housing Residential Development;
- (6) Affordable housing units required pursuant to section 34 and 16(4) of the Planning Act (Inclusionary Zoning);
- (7) Affordable Residential Units;
- (8) Attainable Residential Units (when proclaimed as per section 4.1 of the Act)
- (9) Long-term Care Homes; and
- (10) The Commercial component of a mixed-use development where the project parcel size is 1 acre or more.

DISCOUNTS

- 9. The D.C. payable for rental housing developments, where the residential units are intended to be used as a rented residential premises will be reduced based on the number of bedrooms in each unit as follows:



- Three (3) or more bedrooms – 25% reduction;
- Two (2) bedrooms – 20% reduction; and
- Fewer than two (2) bedrooms – 15% reduction.

REMOVAL OF BUILDINGS

10. 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 10(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

11. 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

12. 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

13. Development charges imposed pursuant to this by-law shall be adjusted annually without amendment to this by-law, commencing on January 1st, 2026 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

14. 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

Schedule E: Map of Applicable Lands for Wastewater – Town Centre Sanitary Service Area Area-specific Development Charges

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

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



17. This by-law shall expire 10 years after the date it comes into force and takes effect, unless this by-law is repealed at an earlier date.
18. By-law 8501 of the Corporation, finally passed on December 8th, 2020, as amended, be and the same is hereby repealed.
19. By-law 8729 of the Corporation, finally passed on August 23rd, 2022, as amended, be and the same is hereby repealed.
20. This by-law may be referred to as the Town of LaSalle Development Charges By-law, 2026.

Read a first and second time and FINALLY PASSED this --th day of March 2026.

1st Reading- March --, 2026

2nd Reading- March --, 2026

3rd Reading - March --, 2026

Mayor

Clerk



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

Town-wide Services

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

Wastewater Services

Wastewater Plant & Sewers

Area-specific Services

- Wastewater Services
 - Reaume Sanitary Service Area
- Wastewater Services
 - Town Centre Sanitary Service Area

Town-wide Classes of Services

- Public Works
 - Facilities and Fleet
- Growth Studies
 - Growth Studies
- Land – Buildout Services
 - Services Related to a Highway
- Land – 2051 Services
 - Fire Protection Services

Urban Area Services

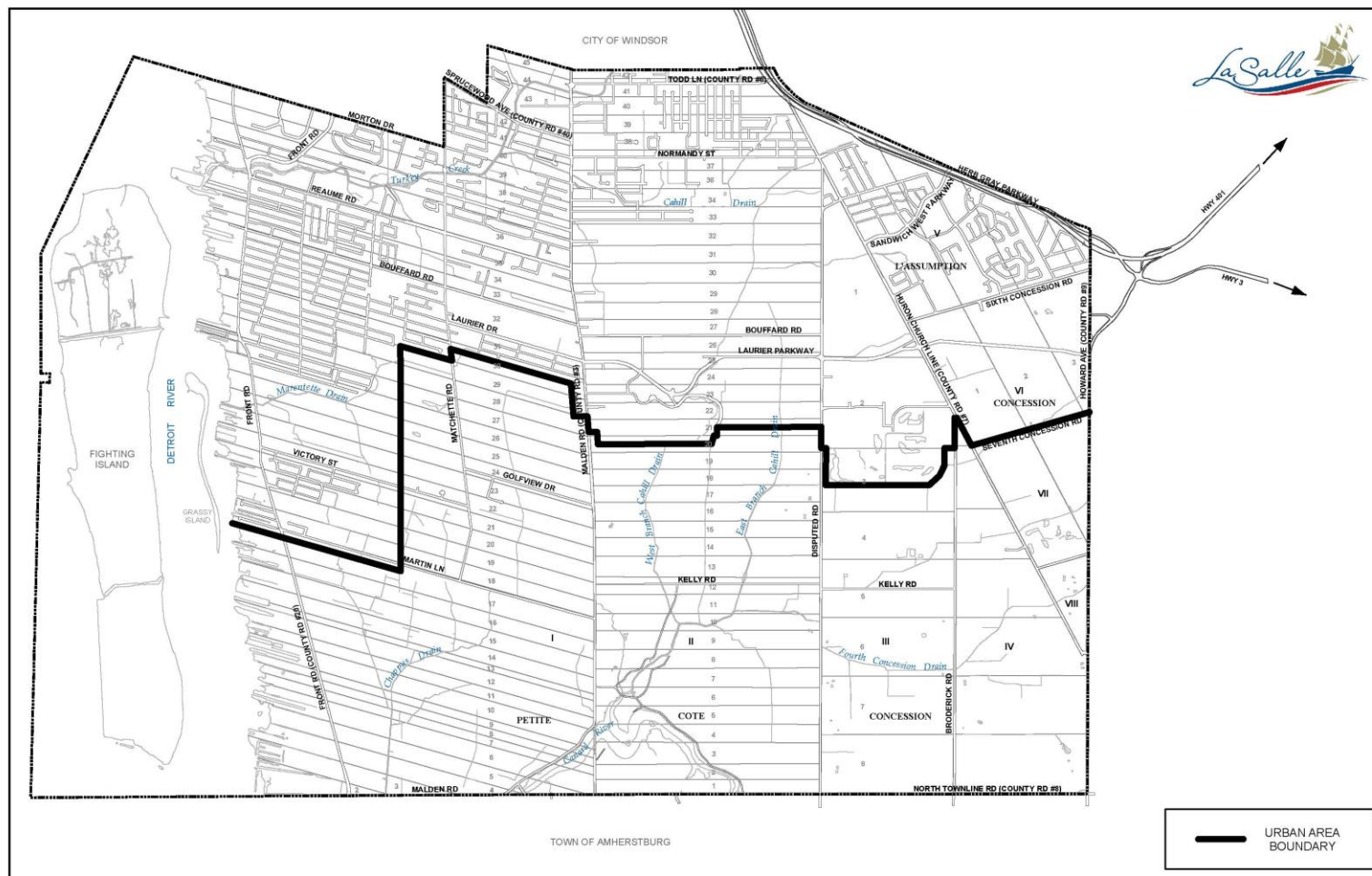


Schedule B
To By-law _____
Schedule of Development Charges

| 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 | |
| Town-Wide Services/Class of Services | | | | | | |
| Services Related to a Highway | 8,968 | 5,762 | 5,326 | 3,677 | 2,994 | 3.75 |
| Public Works (Facilities and Fleet) | 2,085 | 1,340 | 1,238 | 855 | 696 | 0.92 |
| Fire Protection Services | 1,744 | 1,121 | 1,036 | 715 | 582 | 0.77 |
| Policing Services | 1,196 | 768 | 710 | 490 | 399 | 0.53 |
| Parks and Recreation Services | 12,783 | 8,213 | 7,592 | 5,241 | 4,267 | 1.19 |
| Transit Services | 229 | 147 | 136 | 94 | 76 | 0.09 |
| Library Services | 54 | 35 | 32 | 22 | 18 | - |
| Growth Studies | 216 | 139 | 128 | 89 | 72 | 0.09 |
| Water Services | 2,867 | 1,842 | 1,703 | 1,176 | 957 | 0.06 |
| Land - Buildout Services | 3,867 | 2,485 | 2,297 | 1,586 | 1,291 | 1.62 |
| Land - 2051 Services | 27 | 17 | 16 | 11 | 9 | 0.01 |
| Sub-total Town-Wide Services/Class of Services | 34,036 | 21,869 | 20,214 | 13,956 | 11,361 | 9.03 |
| Urban Area Services | | | | | | |
| Wastewater Services | 5,351 | 3,438 | 3,178 | 2,194 | 1,786 | 2.24 |
| Sub-total Urban Area Services | 5,351 | 3,438 | 3,178 | 2,194 | 1,786 | 2.24 |
| Area-Specific Services | | | | | | |
| Wastewater - Reaume Sanitary Service Area | 4,311 | 2,759 | 2,543 | 1,768 | 1,423 | - |
| Wastewater - Town Centre Sanitary Service Area | 2,801 | 1,800 | 1,664 | 1,149 | 935 | 1.70 |
| Total - Town-wide | 34,036 | 21,869 | 20,214 | 13,956 | 11,361 | 9.03 |
| Total - Urban Area | 39,387 | 25,307 | 23,392 | 16,150 | 13,147 | 11.27 |
| Total - Reaume Sanitary Service Area | 43,698 | 28,066 | 25,935 | 17,918 | 14,570 | 11.27 |
| Total - Town Centre Sanitary Service Area | 42,188 | 27,107 | 25,056 | 17,299 | 14,082 | 12.97 |



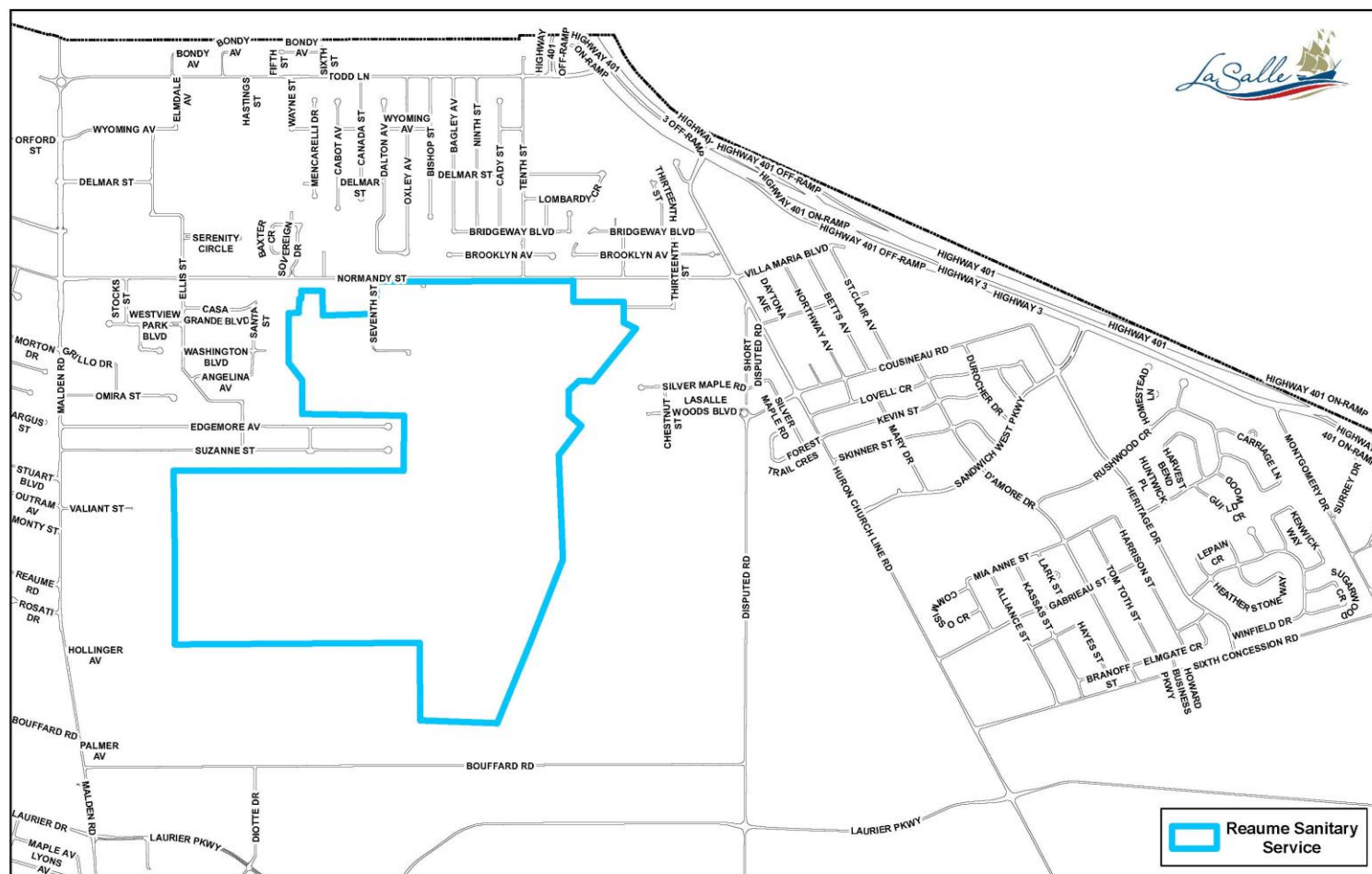
Schedule C
To By-law _____
Map of Urban Serviced Areas of the Town





Schedule D
To By-law _____

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





**Schedule E
To By-law ____**
**Map of Applicable Lands for Wastewater – Town Centre Area Area-Specific
Development Charge**

