CONSOLIDATED DCC REPORT AFTER DCC BYLAW APPROVAL

PREPARED BY HEMSON CONSULTING FOR THE CITY OF NORTH VANCOUVER

DEVELOPMENT COST CHARGES (DCC) BACKGROUND STUDY

November 14, 2025

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Contents

Acronyms

BC	British Columbia
CNV	City of North Vancouver
DCC	Development Cost Charges
GFA	Gross Floor Area
IZ	Inclusionary Zoning
LGA	Local Government Act
OCP	Official Community Plan
PPU	Persons Per Unit
SSMUH	Small-Scale Multi-Unit Housing
TOA	Transit-Orientated Areas

EXECUTIVE SUMMARY

Hemson Consulting Ltd. was retained by the City of North Vancouver (CNV) to update its existing Development Cost Charges (DCC) Bylaw (Bylaw 8471) to reflect the servicing needs of new development across the City. This report presents the findings of the DCC Bylaw update.

A. LEGISLATIVE CONTEXT

The City's 2025 DCC Study and Bylaw Review (herein referred to as the "DCC Study") is presented as part of the process to lead to the approval of a new DC Bylaw in compliance with the Local Government Act (LGA). The study is prepared in accordance with the LGA and the Ministry of Housing and Municipal Affairs DCC Best Practices Guide dated March 2025.

B. ALL SERVICES WITH DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

The following City services have been included in the DCC analysis. Fire Services as well as Solid Waste and Recycling are new DCC services which are not currently included in the City's existing DCC Bylaw 8471.

- Water;
- Sewer;
- Drainage;
- Transportation (Highway Facilities);
- Park Acquisition and Improvements;
- Fire Services; and
- Solid Waste & Recycling.

C. APPROACH USED TO CALCUALTE DCCS

In accordance with the LGA, several key steps are required to calculate DCCs. These steps include:

- Establishing DCC Areas and Program Timeframe
- Creating a Development Forecast
- Developing a DCC Capital Program for Eligible Services
- Identifying the DCC Eligible Costs
- Calculating the DCC Rates

D. DEVELOPMENT FORECAST

A forecast of residential and non-residential development anticipated in the City has been included in this report for the purposes of the DCC rate calculations. The City's development forecast for the 10-year planning horizon from 2025 -2034, estimates that CNV will add approximately 8,000 new occupied dwelling units which will be accommodated by 16,100 people.

The employment forecast for the City is forecast to add approximately 2,800 new employees in the 10-year planning horizon. This results in the addition of roughly 117,150 square metres of new non-residential building space from 2025 – 2034.

E. DEVELOPMENT-RELATED CAPITAL PROGRAM

The development-related capital program for all services is based on a 10-year period from 2025 – 2034. The gross cost of the program amount to $394.8 million of which, $109.3 million is anticipated to be funded from DCCs. Details regarding the capital projects for each DCC service is provided in Appendix B of this report.

F. CALCUALTED DCCS

DCCs have been established under the parameters and limitations of the LGA. A municipal-wide uniform cost recovery approach is used to calculate DCCs for all services.

The table below provides the City-wide charges for residential and non-residential development based on residential unit types and commercial and industrial space per square metre.

Service	Residential Charge per Dwelling Unit based on Building Type				Commercial	Industrial
	Single Family	Multiple	Other Apartments	Apartment with 5+ Storeys	Charge per Square Metre of Gross Floor Area	Charge per Square Metre of Gross Floor Area
Fire Services	$1,098	$921	$779	$637	$8.56	$8.56
Sanitary	$1,101	$923	$781	$639	$8.58	$8.58
Water	$930	$780	$660	$540	$7.25	$7.25
Storm Drainage	$1,221	$1,024	$866	$709	$9.52	$9.52
Parkland & Park Improvement	$6,902	$5,789	$4,898	$4,008	$17.76	$17.76
Solid Waste & Recycling	$244	$205	$173	$142	$1.90	$1.90
Transportation (Highways)	$6,251	$5,242	$4,436	$3,629	$94.69	$56.80
Total Charge per Unit	**$17,747**	**$14,884**	**$12,593**	**$10,304**	**$148.26**	**$110.37**

The 2025 DCC Study has been prepared based on the best available information and is subject to change based on future capital plans presented to Council as part of the annual budgeting process.

1. INTRODUCTION & BACKGROUND

Hemson Consulting was retained by the City to update its existing DCC Bylaw (Bylaw 8471). This report provides the basis and background for updating the City's DCC rate calculations in order to help fund development-related capital infrastructure.

Anticipated development in the City between 2025 – 2034 will increase demand on services. The City wishes to continue implementing DCCs to fund development-related capital infrastructure so that development continues to be serviced in a fiscally responsible manner.

A. LEGISLATIVE BACKGROUND & GUIDANCE

i. Recent Legislative Changes

Division 19 of British Columbia's LGA provides the primary legal framework for the recovery of development-related costs. In particular, section 559 of the LGA provides the legislative authority to implement a DCC bylaw, which imposes charges on new development to help pay for the capital costs of off-site infrastructure required to accommodate growth.

The province recently passed legislation to amend the LGA to facilitate increased housing supply as part of the Province's *Homes for People Action Plan.* Such legislative changes include:

- Bill 44 – *2023 Housing Statutes (Residential Development) Amendment Act*
- Bill 46 – *2023 Housing Statutes (Development Financing) Amendment Act*
- Bill 47 – *2023 Housing Statutes (Transit-Oriented Areas) Amendment Act*
- Bill 16 – *2024 Housing Statutes Amendment Act*

These changes require local governments to increase permitted residential densities and provide new financial and policy tools to fund infrastructure and amenities that support growth. For example, local governments are now also required to:

- Plan for 20 years of housing needs;
- Permit small-scale multi-unit housing (SSMUH); and
- Allow as-of-right densities in Transit-Oriented Areas (TOAs).

ii. DCC Best Practices Guide

The Ministry of Housing and Municipal Affairs released the DCC Best Practices Guide in March 2025 which outlines key objectives for DCCs which include:

- Encouraging local governments to adopt a standard practice for creating and administering DCC bylaws while allowing flexibility depending on local circumstances; and,
- Provide industry best practices and guidance on how DCCs should be calculated and administered throughout the Province.

This study process, including the bylaw development and approval process, align with the DCC Best Practices Guide as well as the legislative requirements outlined in the LGA.

B. WHAT ARE DCCS AND WHAT CAN THEY FUND?

DCCs are fees imposed on development to fund capital cost required to service the needs of growth. Legislation originally limited DCCs to the following service categories: sewage, water, drainage, transportation (highway facilities), and the acquisition and improvement of parkland. Following the passage of Bill 46, local governments are now able to collect DCCs for fire protection, police as well as solid waste and recycling facilities.

Table 1 provides a summary of eligible DCC services and the eligible capital costs.

Table 1: Summary of DCC Eligible Costs

DCC Service	Eligible Costs
Water	Water distribution, water rights-of-way and easement acquisition, trick/grid watermains, facility oversizing, booster pump stations, etc.
Sewer	Master sewerage planning, sanitary rights-of-way and easement acquisition, trunk sanitary sewer, relief sewers, facility oversizing, sewage lift stations, and sewage treatment facilities.
Drainage	Master stormwater management plans, drainage rights-of-way and easement acquisition, large diameter storm sewer, major culvert crossings, pumping stations, etc.
Transportation (Highway Facilities)	Master transportation planning work, roads, sidewalks and pedestrian facilities, traffic signals and controls, curb and

DCC Service	Eligible Costs
	gutter, land acquisition related to eligible facilities, design, etc.
Park Acquisition and Improvements	Fencing, landscaping, drainage, irrigation, trails, restrooms, changing rooms, as well as playground and playfield equipment.
Fire Services	Facilities Master Plans, detachment buildings, firehalls, training facilities, municipal jails, cells, and holding facilities, staff quarters, apparatus bays, dispatches, etc.
Solid Waste & Recycling	Solid waste master planning, landfills, transfer stations, recycling depots and processing facilities, compost facilities, and land acquisition related to eligible facilities.

All capital projects under DCC categories must directly or indirectly service new development and the charges are only eligible for capital assets owned or controlled by a local government. Capital costs included in a new or amended DCC bylaw should be based on the local government's Official Community Plan (OCP), financial plan, service plans and long-term capital plans.

C. THE DCC STUDY FORMS PART OF THE CITY'S DEVELOPMENT FINANCE UPDATE

This report presents the results of the updated DCC calculations, which form part of a broader initiative to update the City's development finance tools.

The last comprehensive update of the City's DCCs was completed in 2016. At that time, DCCs were calculated for services related to Transportation, Park Acquisition and Development, Water, Sanitary Sewer, and Drainage. The 2025 DCC update continues to include these services and introduces new eligible DCC services of Protective Services (Fire) as well as Solid Waste and Recycling.

D. CONSULTATION PROCESS

While not a statutory requirement of the LGA, consultation with the development industry and the public is strongly encouraged in the DCC Best Practices Guide. As part of the CNV's DCC update, a consultation framework was developed to support this principle. The framework provided opportunities for Council, the development industry, and the general

public to review and provide input on the proposed DCC rates and associated policies outlined in the draft DCC Bylaw.

i. Stakeholder Meetings

Table 2 provides a summary of the consultation and approval process undertaken as part of the DCC Bylaw approval process. Following the release of the DCC Study, consultation continued with stakeholders prior to the first, second and third reading of the DCC Bylaw on July 14, 2025, prior to being submitted to the Inspector of Municipalities for approval.

Table 2: Timeline of Consultation and Approval Process

Description	Targeted Date
Information Session with the Development Industry #1	November 18, 2024
Notice of Public Meeting	May 2025
Public Release of DCC Study & Draft Bylaw	June 9, 2025
Public Engagement – CNV Let**'s Talk** Page	Week of June 9, 2025
Council Information Session	June 23, 2025
Information Session with the Development Industry #2	June 12, 2025
First, Second and Third Reading of DCC Bylaw	July 14, 2025
DCC Bylaw Submitted to Inspector of Municipalities	July 15, 2025
DCC Bylaw Final Approval by Council	Summer 2025

ii. Consultation with Council

At the Council Workshop on June 23, 2025, a memorandum was made available to Council to summarize the findings of this DCC report as well as describe their role as elected officials. A copy of this document is provided as Appendix C to this report.

iii. Key Themes Heard Throughout the Engagement Process

As part of the engagement process, City staff and Hemson heard from various stakeholders using different engagement platforms. For example, verbal feedback was provided at the consultation session with the development industry, outreach meetings were held with three developers and written submissions were received from four developers.

Key themes heard from throughout the engagement process included:

- Developers' margins are very thin, and any increase in fees could deter development.
- Developers do not accept the conclusions of the analysis prepared by Mulholland & Parker, Land Economists (MPLE) regarding the cumulative impacts of DCCs, ACCs and Inclusionary Zoning requirements that determined DCCs would not deter development. The industry dose not agree with the methodology prescribed for the Provincially mandated deterrence test.
    - CNV shared the modelling assumptions used by MPLE. The industry commented that the assumptions are considered "general" and would vary depending on the specific site conditions, like soil conditions, trade availability, permit processing requirements, etc.
    - One noted that sharing the full calculations is not common practice in other jurisdictions.
- Almost all considered moving to a per unit rate would not drive development away from small units, and the change would be outweighed by other markets and cost factors.
    - The majority felt benefits of increased certainty and administrative simplicity were more important
- Suggested CNV increase threshold for apartment category from 5+ stories to 6+ storeys
    - 6 storeys are typically wood frames, higher is concrete, therefore is the natural place to change tiers

Other themes heard throughout the consultation process were that developers would like to see the DCC collections occur at a later date in the development process (e.g. occupancy). They also asked that CNV help to reduce permit processing times and that the City accept surety bonds.

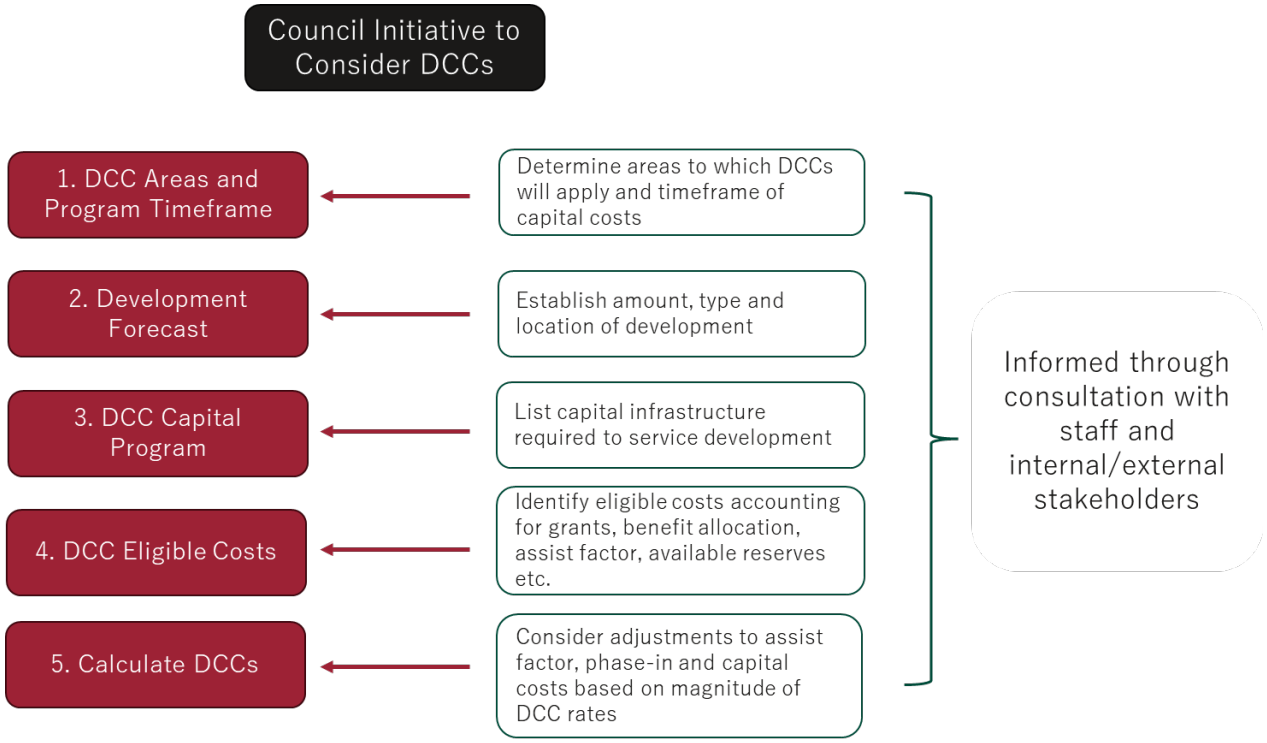
2. DCC Calculation Methodology

This chapter describes the methodology used to calculate the DCC rates including the program timeframes, development forecast, eligible capital costs and allocation between residential and non-residential land uses.

A. KEY STEPS IN DETERMINING DCCS FOR DEVELOPMENT-RELATED INFRASTRUCTURE

Several key steps are required in calculating development charges for future development-related projects. These steps are shown in Figure 1 and are described in the following sections.

Figure 1: Key Steps in Determining DCCs



B. DCC AREAS AND PROGRAM TIMEFRAME

i. Municipal-Wide versus Area-Specific Charges

DCCs can be charged on a municipal-wide basis (meaning that the same DCC rate is applied across a municipality regardless of location) or based on geographic areas or zones within a municipality as defined in the municipality's OCP or Zoning Bylaw. In determining whether or not DCC rates should be calculated on a municipal-wide or area-specific basis, the following should be considered:

- The relationship between those who will pay DCCs and who will benefit from the infrastructure;
- Whether the areas benefitting from the projects can be clearly defined;
- Equitable and fair distribution of costs; and
- Administration of charges and cash flow considerations.

ii. Determining the Appropriate Program Timeframe

When developing a DCC capital program, municipalities must choose an appropriate timeframe. Typically, either a short to medium term (5 – 10 years) or a build out planning horizon, which aligns with infrastructure master plans or the OCP are used. When determining the appropriate timeframe, municipalities must ensure that only the projects required to service development expected within the timeframe should be included.

C. DEVELOPMENT FORECAST

To calculate DCCs, a development forecast must be undertaken to forecast the amount, type, and location of development that would be subject to DCC charges. Residential forecasts typically involve forecasting population, employees, households, and housing by unit types. Whereas non-residential forecasts are based on the forecasts of employment and new non-residential land and building space anticipated over the planning horizon.

Development forecasts are based on background documents such as OCPs, zoning bylaws, housing needs reports, housing targets, BC Stats, BC Assessment, Statistic Canada Census data, etc. Additional details on the development forecast for CNVs 2025 DCC Study can be found in Appendix A.

D. CAPITAL PROGRAM AND DCC ELIGIBLE COSTS

i. Developing a DCC Capital Program

The 10-year DCC capital program should be grounded in the City's financial plan, Official Community Plan (OCP), capital plan, and supporting master plans. Capital cost estimates for eligible projects should be as accurate as possible, recognizing that DCC calculations are a point-in-time analysis based on the best available information when the study is undertaken.

Development and redevelopment of land generate the need for expanded infrastructure and municipal services. The type and scale of capital investment required are influenced by various factors, including the amount, type, and location of growth. In identifying infrastructure needs, local governments must also consider their approach to growth management and service provision. This includes accounting for service standards and levels of service, regulatory requirements, site-specific conditions such as topography, the timing and phasing of development, existing servicing capacity, and evolving demographic and socio-economic trends.

Once the capital projects and gross costs have been identified, various deductions must be made as outlined in sections ii-vi below.

ii. Deduction of Approved Grants, Subsidies and Other Recoveries

Approved grant funding is deducted from the total capital costs of a project before any adjustments for the benefit allocation and municipal assist factor can be made. Shares of projects expected to be funded from developers should not be included in the DCC capital program.

iii. Allocation of Benefit

The benefit allocation determines how much a project will service growth with the remaining share considered ineligible for DCC funding. The benefit allocation is determined on a project-by-project basis and considers the scope of work and anticipated benefit to future development and the existing community. For example, a net new road segment would be fully attributed to future growth whereas a road widening, which includes the replacement of existing lanes, would reflect that a share of the project will benefit the existing community.

iv. Municipal Assist Factor

DCCs are intended to "assist" local governments with funding infrastructure for certain eligible services, meaning that not all of the development-related costs can be charged to new development.

As per the DCC Best Practices Guide, local government have discretion to set the municipal assist factor, however it must be equal to or greater than 1%. The assist factor can vary between categories of DCC eligible services, but it must be consistent for all capital projects within a given DCC service category.

Additionally, local governments may use the assist factor to reduce or phase-in the calculated DCC rates if the rates are found to deter development.

v. Available DCC Reserves Are Deducted from Eligible Costs

Available DCC reserve balances (if in a surplus position) are reduced from the DCC eligible costs. For new eligible services, such as Fire Services and Solid Waste & Recycling, no reserve fund balances exists because DCCs have not yet been collected for these services.

Importantly, local governments may utilize "inter-fund borrowing" which allows DCC reserve funds to be borrowed when there are insufficient monies available to fund a capital project in one DCC reserve (e.g. Sanitary) and there are funds in another DCC reserve (e.g. Stormwater Drainage). However, if a local government uses inter-fund borrowing, then the monies must be paid back to the original reserve fund account with interest before the money is required to fund projects in the original reserve fund.

vi. Post-Time Frame Benefits Deducted from Eligible Costs

Any capital costs that are deemed to benefit growth beyond the planning horizon of the DCC analysis will be allocated as a "post-time frame benefit". These shares of projects will be considered for recovery in the DCC rate calculations in subsequent updates to the DCC rate calculation when the planning horizon is extended.

vii. Establishing DCC Eligible Costs

The DCC eligible costs are then reduced by any committed/uncommitted reserve balances. If the development-related costs exceed the DCC revenue to maintain the prevailing service standard, the costs may potentially be excessive. However, the DCCs may be justified if the service standard was approved by Council (e.g. higher design or construction standard for new buildings), or the service standard is a recognized municipal benchmark. This is done

to ensure that DCCs fund infrastructure costs that are reasonably consistent with existing service standards for residents and employees. As noted above, in the event that the DCC service standard is found excessive, mitigating measures such as reducing the list of projects or increasing the assist factor may be used.

E. CALCULATING THE DCC RATES

Once the development forecast has been estimated and the DCC capital program has been completed, the DCC rates can be calculated.

i. Allocate Costs to Residential and Non-Residential Land Uses

In allocating costs between land uses, local governments should consider the "demand for services" within each category. For example, how much demand will a single-family home place on municipal services compared to an apartment unit or even a commercial building. The simplest way to assess this demand is to allocate costs based on anticipated shares of population and employment growth. This allows the demand for services to be expressed as an amount per capita and per employee which can be factored into the DCC rate calculation.

Equivalency factors, trip generation rates and run-off coefficients are other methods used to allocate costs for certain DCC services and reflect the demand on infrastructure from each of the land use.

ii. DCC Rate Structure Options

Typically, residential DCC rates are calculated based on a "per lot/per unit approach" or a "square footage approach". A benefit of using the per unit approach is it can be easily informed by available Statistics Canada Census data on building types (e.g. single, rows, apartments) and occupancy patterns. This information can be used to allocate costs between unit types recognizing that a single-family home typically has a larger occupancy than an apartment unit.

Non-residential DCC rates can be broken down by category such as commercial, industrial and institutional to account for differences in servicing demand. DCC rates are typically calculated based on gross floor area, expressed as a rate per square foot or square metre of building space, or based on land area.

iii. Calculate DCC Rates

Once costs are allocated between the residential and non-residential land uses, the DCC rates are then calculated either on a per unit, per area (square foot or square metre) or land area basis.

3. DEVELOPMENT FORECAST

This section summarizes the development forecast used to calculate the DCC charges for CNV. Appendix A contains additional material related to the growth forecast and the City's demographics.

The development forecast is an important input to the DCC rate calculation and establishes the amount, type and location of development throughout the City. The forecast used for the purposes of the DCC rate calculations have been informed by historical development trends, the 2024 Interim Housing Needs Report, HAF's Housing Supply Growth Target and discussions with staff.

For the purposes of the DCC rate calculations, a 10-year planning horizon of 2025 – 2034 has been used. As such, a development forecast has been prepared for the same period.

A. ANTICIPATED 10-YEAR GROWTH IN CITY OF NORTH VANCOUVER

i. Residential Forecast

The 2025 DCC Study is proposing to charge DCCs based on unit type. Therefore, for the residential forecast, a projection of both the population growth as well as the population in new units is required.

- The population growth determines the need for additional facilities and provides the foundation for the development-related capital program for residential land uses.
- When calculating DCCs, however, the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which DCCs will be collected.

Table 3 provides a summary of the residential forecast for the 10-year planning horizon from 2025 – 2034. Over the planning horizon, the total number of new residential units will increase by approximately 8,000, which translates into a population in these new units of approximately 16,100. The population in new units was derived using data from Statistics Canada analyzing household sizes in recently constructed units.

ii. Non-Residential Forecast

DCCs are levied on non-residential development as a charge per square metre of GFA. As with the residential forecast, the non-residential forecast requires both a projection of employment as well as a projection of the employment growth associated with new floorspace in CNV. As shown in Table3, the non-residential forecast projects an increase of approximately 2,800 employees to 2034, which will be accommodated in 117,154 square metres of new non-residential building space.

TABLE 3

CITY OF NORTH VANCOUVER
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT FORECAST

Development Forecast	2024 Estimate	2025 - 2034	
		Growth	Total at 2034
Residential			
Total Occupied Dwellings	29,679	8,000	37,679
Population			
Population in New Dwellings		16,106	
Non-Residential			
Employment	28,778	2,832	31,610
Non-Residential Building Space (sq.m.)		117,154	

4. SUMMARY OF THE DCC CAPITAL PROGRAM

Based on the development forecasts summarized in Section 3 and detailed in Appendix A, City staff, in collaboration with the consultants, created a development-related capital program which identifies projects required to service anticipated development over a medium 10-year term from 2025 – 2034.

The DCC capital projects outlined in this report are based on the cost estimates, scope, and timing available at the time of completing this study. It is expected that future capital budgets and forecasts will continue to include the development-related projects identified here, in alignment with ongoing development in the CNV. However, it is understood that the details of these capital projects may change as part of the City's regular capital budgeting process.

The DCC capital projects are informed based on the City's 10-year capital forecast, financial plan, master plans and related analysis, as well as the OCP. All projects identified in the capital program are owned and controlled by CNV.

A. SUMMARY OF GROSS DCC CAPITAL PROGRAM COSTS

The capital program incorporates projects identified as being related to development anticipated over the next 10 years and is summarized in Table 4. Further details on the capital projects for each DCC service category are available in Appendix B.

The development-related capital program for all DCC eligible services total a gross cost of $394.8 million. No grants have been identified; therefore, the net municipal capital costs amount to $394.8 million.

B. CAPITAL PROGRAM DEDUCTIONS REQUIRED AS PER THE LOCAL GOVERNMENT ACT

It is not implied that all costs are to be recovered from new development by way of DCCs. Portions of the capital program which benefit the existing community or are related to the municipal assist factor are removed from the DCC eligible costs. In total, $186.5 million is deemed to be City's costs and will need to be funded from non-DCC revenues.

Available DCC reserve balances are also reduced from the total eligible costs and amount to $29.0 million. A further $70.0 million is identified as benefitting development occurring

beyond the 10-year planning horizon and is removed from the DCC eligible shares included in the rate calculations. The $70.0 million related to post-time frame benefits will be considered for recovery as part of subsequent DCC Bylaw updates.

C. 10-YEAR ELIGIBLE COSTS BY DCC SERVICE

In total, $109.3 million is identified as DCC eligible capital costs over the 10-year planning horizon from 2025 – 2034. In this respect:

- Of the $109.3 million in 10-year DCC eligible capital costs, $43.3 million (40%) is related to the providing of **Transportation (Highways)** including the mobility program, city lighting program, master transportation planning work, etc.

- Approximately 35% or $37.9 million of the DCC eligible capital costs relate to the provision of **Parkland & Park Improvement** including future parkland acquisition, the greenways program, future new parks/plazas, sports field conversions, etc.

- The **Storm Drainage** capital program focuses on storm utility main replacement and upgrades, storm infill, future land acquisition, etc. The 10-year DCC eligible costs for this program amount to $7.5 million.

- **Fire Services** plans to redevelop the existing fire hall and acquire land for the redevelopment. The program includes $6.7 million in 10-year DCC eligible costs.

- Both **Sanitary** and **Water** combined contribute 10% – $6.7 million and $5.7 million, respectively – to the 10-year DCC eligible costs. The **Sanitary** capital program includes works related to sewer utility main replacement and upgrades, a Utilities Master Plan, pump station upgrades, and flow monitoring station install. The **Water** capital program includes the watermain replacement and upgrades as well as a Utilities Master Plan.

- The portion of CNV's capital program which relates to the provision of **Solid Waste & Recycling** represents 1% of the total 10-year DCC eligible costs and amounts to $1.5 million. This service includes a Solid Waste Master Plan and spoil site/transfer station expansion.

TABLE 4

CITY OF NORTH VANCOUVER
SUMMARY OF GROWTH-RELATED CAPITAL PROGRAM
FOR ALL SERVICES (2025 - 2034)

Service	A Gross Cost ($000)	B Grants/ Subsidies ($000)	C = A - B Net Municipal Cost ($000)	D Benefit Allocaiton ($000)	E Assist Factor ($000)	F Total Municipal Costs ($000)	G = D - E Total DCC Eligible Costs ($000)	H Available DCC Reserves ($000)	I = G - H - J 2025 - 2034 DCC Eligible Costs ($000)	J Post-Time Frame Benefits ($000)
1.0 Fire Services	$34,119.0	$0.0	$34,119.0	$6,774.0	$67.7	$27,412.8	$6,706.2	$0.0	$6,706.2	$0.0
2.0 Sanitary	$31,012.8	$0.0	$31,012.8	$16,897.0	$169.0	$14,284.7	$16,728.1	$1,541.2	$6,725.4	$8,461.4
3.0 Water	$30,828.1	$0.0	$30,828.1	$15,454.1	$154.5	$15,528.6	$15,299.5	$1,600.7	$5,681.9	$8,016.9
4.0 Storm Drainage	$39,843.9	$0.0	$39,843.9	$14,907.8	$149.1	$25,085.1	$14,758.8	$1,385.0	$7,457.9	$5,915.8
5.0 Parkland & Park Improvement	$115,486.9	$0.0	$115,486.9	$106,820.6	$1,068.2	$9,734.5	$105,752.4	$21,464.1	$37,941.2	$46,347.1
6.0 Solid Waste & Recycling	$5,250.0	$0.0	$5,250.0	$2,750.0	$27.5	$2,527.5	$2,722.5	$0.0	$1,490.1	$1,232.4
7.0 Transportation (Highways)	$138,248.8	$0.0	$138,248.8	$57,951.0	$11,590.2	$91,888.0	$46,360.8	$3,058.6	$43,302.2	$0.0
TOTAL - 10 YEAR FOR ALL SERVICES	**$394,789.5**	**$0.0**	**$394,789.5**	**$221,554.5**	**$13,226.2**	**$186,461.2**	**$208,328.3**	**$29,049.6**	**$109,304.9**	**$69,973.7**

5. CALCULATED DCC RATES

This section summarizes the calculation of the new DCC rates and a comparison to the existing rates.

A. CITY-WIDE DCC RATES ARE PROPOSED

In accordance with the DCC Best Practices Guide, local governments have the ability to differentiate DCC rates by different zones or specified areas, known as an area-specific DCC approach. In contrast, local governments may implement a jurisdictional-wide DCC approach, meaning that DCCs are applied uniformly across a municipality.

For all DCC-eligible services provided by CNV, the full range of capital facilities and land is accessible to residents and employees across the entire city. As a result, it is standard practice to distribute the capital costs of these services across all new development expected within the municipal boundary. Thus, it is recommended that city-wide DCC rates be applied to all eligible services.

B. ALLOCATION OF COSTS BETWEEN RESIDENTIAL AND NON-RESIDENTIAL LAND USES

Capital costs have been allocated between residential and non-residential land uses based on the anticipated demand for services. Table 5 provides a summary of the approach used to allocate costs for each DCC service. Additional details are provided in Appendix B.

Table 5: Cost Allocation Methodology by DCC Eligible Service

DCC Eligible Service	Cost Allocation Methodology
Fire Services	▪ Shares of population and employment growth over the 10-year planning horizon
Sanitary	▪ Shares of population and employment growth over the 10-year planning horizon
Water	▪ Shares of population and employment growth over the 10-year planning horizon
Storm Drainage	▪ Shares of population and employment growth over the 10-year planning horizon
Parkland & Park Improvement	▪ Shares of population and employment growth over the 10-year planning horizon

DCC Eligible Service	Cost Allocation Methodology
	▪ One employee is equivalent to 1/3 of a resident (see Appendix B for additional details)
Solid Waste & Recycling	▪ Shares of population and employment growth over the 10-year planning horizon
Transportation (Highways)	▪ Trip generation rates by land use type

C. CALCULATION OF DCC RATES

The DCC rates for residential unit types are calculated using a per unit. Unit types are defined in the 2025 DCC Bylaw and further details on the calculation of the DCC rates can be found in Appendix B. The following residential unit types are used, as supported by available Statistics Canada Census occupancy data by various unit types:

- single-family units,
- multiple units including townhouses, rows, and single-family units with a basement suite,
- other apartments including small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings than have less than 5 storeys; and
- apartments with 5 or more storeys.

Non-residential rates are calculated per square metre of GFA for commercial and industrial land uses. The 2025 DCC Bylaw defines “industrial” land uses as having the same meaning as the City’s OCP. All other non-residential land uses fall under the definition of “commercial”. For all services with the exception of Transportation (Highway), a uniform non-residential rate has been calculated. For the purposes of Transportation (Highway), separate commercial and industrial DCC rates are calculated, consistent with the approach used in CNVs current 2016 DCC Bylaw.

Table 6 summarizes the results for the residential DCC rates. Residential City-wide DCC charges are proposed to vary by dwelling unit type to reflect their different occupancy factors and resulting demand for services. The calculated residential rates range from $17,747 for single-family dwellings, to $10,304 for apartment units with 5 or more storeys. The calculated charge for multiple dwellings is $14,884 and $12,593 for other apartments.

The calculated non-residential DCC rates are presented in Table 7. The calculated rate for commercial land uses is $148.26 per square metre, whereas industrial DCCs are $110.37 per square metre.

TABLE 6

CITY OF NORTH VANCOUVER
CITY-WIDE DEVELOPMENT COST CHARGES
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

Service	Residential Charge per Dwelling Unit based on Building Type				% of Charge
	Single Family	Multiple	Other Apartments	Apartment with 5+ Storeys	
Fire Services	$1,098	$921	$779	$637	6%
Sanitary	$1,101	$923	$781	$639	6%
Water	$930	$780	$660	$540	5%
Storm Drainage	$1,221	$1,024	$866	$709	7%
Parkland & Park Improvement	$6,902	$5,789	$4,898	$4,008	39%
Solid Waste & Recycling	$244	$205	$173	$142	1%
Transportation (Highways)	$6,251	$5,242	$4,436	$3,629	35%
Total Charge per Unit	**$17,747**	**$14,884**	**$12,593**	**$10,304**	**100%**
(1) Based on Persons Per Unit Of:	3.1	2.6	2.2	1.8	

TABLE 7

CITY OF NORTH VANCOUVER
CITY-WIDE DEVELOPMENT COST CHARGES
NON-RESIDENTIAL DEVELOPMENT CHARGES BY TYPE

Service	Commercial	Industrial	
	Charge per Square Metre of Gross Floor Area	Charge per Square Metre of Gross Floor Area	% of Charge
Fire Services	$8.56	$8.56	8%
Sanitary	$8.58	$8.58	8%
Water	$7.25	$7.25	7%
Storm Drainage	$9.52	$9.52	9%
Parkland & Park Improvement	$17.76	$17.76	16%
Solid Waste & Recycling	$1.90	$1.90	2%
Transportation (Highways)	$94.69	$56.80	51%
Total Charge per Square Metre	**$148.26**	**$110.37**	**100%**

D. COMPARISON OF CURRENT AND CALCULATED DCC RATES

i. Proposed Changes to Current DCC Rate Structure

For residential developments, CNV currently collects DCCs on a per lot basis for single-family dwellings and on a square metre basis for townhouses (multiples) and apartment units. For non-residential developments, a square metre DCC rate is applied to commercial and industrial land uses.

As part of the 2025 DCC rate calculations, changes are proposed to the residential rate structure. Table 8 summarizes the changes which includes moving to a per unit approach for all residential unit types and differentiating apartments between "other apartments" and "apartments with 5 or more storeys". This change aligns with the rate structures imposed by other municipalities, including:

- District of West Vancouver,
- City of Pitt Meadows,
- District of North Vancouver,
- City of Burnaby, and
- City of Coquitlam.

The benefits of levying residential DCCs by unit type include:

- Removal of ambiguity with the gross floor area (GFA) calculations under the current 2016 DCC Bylaw, thereby creating administrative efficiencies for developers and CNV staff, increasing transparency;
- Alignment to the per unit approach used by regional agencies and other North Shore municipalities, creating more consistency for developers;
- Alignment with available Statistics Canada census data on building types (e.g. single, row, apartment) and occupancy patterns, thereby increasing credibility; and
- Stronger linkages between the application of DCCs and the related demand for services.

No changes are proposed to CNV's current non-residential rate structure.

Table 8: Current versus Proposed DCC Rate Structure

Current Rate Structure	Proposed Rate Structure
Residential ▪ Single-Family Dwellings – per lot ▪ Townhouse – per square metre ▪ Apartment – per square metre **Non-Residential** ▪ Commercial – per square metre ▪ Industrial – per square metre	**Residential** ▪ Single-Family Dwellings – per unit ▪ Townhouse/Row – per unit ▪ Apartment 5+ Storeys – per unit ▪ Other Apartment – per unit **Non-Residential** ▪ Commercial – per square metre ▪ Industrial – per square metre

ii. The Calculated DCCs Represent an Increase Over the Current Rates

Table 9 and 10 present a comparison of the newly calculated residential and non-residential DCCs with the current imposed rates.

Table 9 shows that the calculated residential DCC charge for a single-family unit increases by $2,998 over the current charge of $14,749 a unit. Townhouses/rows are increasing by $6,242 and apartments over 5 storeys DCC rates are increasing by $6,263 per unit. As CNV currently levies DCCs on a per square metre basis for townhouses and apartments, the rate increases shown in Table 9 below are estimates based on an average townhouse size of 139 square metres (1,500 square feet) and 65 square metres for apartments (700 square feet).

Table 9: Residential DCC Rates: Current vs. Calculated

Residential Unit Type	Current Charge Per Unit	Calculated Charge Per Unit	Difference ($)
Single Family	$14,749	$17,747	$2,998
Townhouse / Row* (Multiple)	$8,642	$14,884	$6,242
Other Apartment*	$4,041	$12,593	$8,552
Apartment 5+ Storeys*	$4,041	$10,304	$6,263

*Based on average townhouse of 139 m^2 and apartment of 65 m^2.

The comparison of calculated non-residential DCC rates with current rates are shown in Table 10. Commercial DCC rates are proposed at $148.26 per square metre which is a $90.23 increase per square metre from the current DCC rates. Industrial DCC rates are anticipated to increase by $71.67 per square metre to $110.37.

Table 10: Non-Residential DCC Rates: Current vs. Calculated

Non-Residential Type	Current Charge $/m²	Calculated Charge $/m²	Difference ($)
Commercial	$58.03	$148.26	$90.23
Industrial	$38.70	$110.37	$71.67

iii. Reasons for DCC Rate Increases

It is important to note that the CNV has not undertaken a comprehensive update of its DCC rates since 2016. As a result, the newly calculated rates are higher, reflecting significant increases in construction costs, the introduction of new development standards, and the inclusion of additional DCC-eligible services that are not covered under the current 2016 DCC Bylaw. CNV is also experiencing strong growth, which necessitates further investment in infrastructure to support the development of a complete and livable community.

6. Policy Considerations & Decisions

This section provides a summary of policy items considered when developing the DCC Bylaw with supporting rationale. The findings of the financial feasibility analysis are also discussed. Further details on the proposed policies are provided in the 2025 DCC Bylaw.

A. EXEMPTIONS ARE PROPOSED AS PART OF THE 2025 DCC BYLAW

i. Statutory Exemptions are Provided in Accordance with the LGA

The LGA requires that local governments exempt certain uses from the payment of DCCs. These uses include places of worship, developments which have already paid DCCs, developments that do not impose any new capital cost burdens, buildings containing less than four dwelling units, self-contained dwelling units less than 29 square metres, and buildings with a construction value of less than $50,000.

Local governments have some discretion when imposing these exemptions. For example, a municipality may choose to impose DCCs on buildings containing less than four dwellings, can increase the size threshold of self-contained dwelling units or increase the construction value of buildings which qualify for the exemption.

Based on discussions with staff, the following exemptions are recommended for CNV and are included in the draft DCC Bylaw:

- Places of worship
- Buildings with a construction value of less than $100,000
- A development which has previously paid DCCs
- Self-contained dwelling units which are 29 square metres or less
- The construction or alteration of a building with four or less self-contained dwelling units

ii. Discretionary Exemptions

Local governments have the option to impose additional exemptions for not-for-profit rental housing, for profit affordable rental housing and a subdivision of small lots designed to result in low greenhouse gas emissions.

Consideration should be given as to whether or not a DCC exemption would make an application viable or if it would help fulfil local government objectives. Revenue implications are also an important consideration, recognizing that municipalities must fund the foregone DCCs revenues through other sources such as property taxes.

CNV currently has a Bylaw (Bylaw No. 8130) to waive 100% of DCCs owing for non-profit rental housing. No changes are proposed to this Bylaw as part of this process.

At this time, no additional discretionary exemptions are recommended for CNV. However, should the City wish to provide an exemption for one or more of the aforementioned uses, enabling policy could be established in a separate bylaw, similar to Bylaw No. 8130. This bylaw could be enacted by Council at any time and does not require approval from the Inspector of Municipalities.

B. OTHER REQUIREMENTS OF THE LEGISLATION AND DCC GUIDE

The LGA and DCC Best Practices Guide provides additional direction and guidance on the implementation of the DCC rates. The following describes key policy areas and administrative requirements to be considered by CNV once the new DCC Bylaw is approved and implemented.

i. Payments and Installments

Developers are permitted to pay DCCs in installments if certain requirements are met. This only applies to developments where charges exceed $50,000 (unless otherwise identified by Council in a bylaw). The total charge must be paid within two years of subdivision approval or building permit and no interest is charged so long as the payments are made on time. To ensure payment, the developer must provide a form of security at the time of the first installment.

In July 2025, the Province of BC introduced legislative changes to defer the payment of DCCs. As of January 1, 2026, 25% of the DCCs calculated for a development will be paid at the time of permit approval and the remaining 75% will be paid at occupancy or within four years, whichever comes first.

It is recommended that CNV provide payments and installments to qualifying developments measures in accordance with section 3.2 of the DCC Best Practices Guide as well as the recent legislative changes introduced by the Province.

ii. In-Stream Protection

In accordance with the requirements of the LGA, developments with a complete application accepted for processing by the City and for which the application fee has been paid are protected from any DCC rate increases introduced under the new bylaw for a period of one year. If the application is denied or the conditional approval has lapsed during the one-year in-stream protection period, the new DCC rates would apply.

In-stream protection measures are automatically applied to all developments in CNV. It is recommended that CNV provide in-stream protection measures in accordance with section 3.5 of the DCC Best Practices Guide.

iii. Administrative Requirements

The LGA requires that municipalities create separate reserve accounts for each DCC eligible service. Local governments are required to publicly report on the amount of DCCs received, any expenditures from the DCC reserve funds, the opening and closing reserve balances and any waivers/reductions from DCCs before June 30th of each calendar year.

DCC reserve funds are intended to be used to pay for capital infrastructure related to each eligible service. However, municipalities can borrow between DCC reserve funds (on a temporary basis) if there are insufficient monies in a given reserve.

It is recommended that CNV follow the administrative guidance for reporting on DCC reserves and intra-reserve fund borrowing in accordance with sections 3.3 and 3.4 of the DCC Best Practices Guide.

iv. DCC Credits

DCC credits can be provided to developers who “front end” infrastructure on behalf of the municipality. Credits can also be provided for the redevelopment and expansion of existing land uses.

It is recommended that CNV allow credits for “front ended” infrastructure in accordance with section 3.6.1 of the DCC Best Practices Guide. With respect to credits for redevelopment, CNV should provide credits in accordance with section 3.6.1 of the DCC Best Practices Guide relating to the redevelopment and expansion of existing land uses.

v. Indexing DCC Rates

Under BC Regulation 130/2010 — *Development Cost Charge Amendment Bylaw Approval Exemption Regulation* — municipalities are permitted to index DCC rates annually to account for inflation without the need for a formal bylaw amendment, for a period of up to four years. The annual rate of indexation must not exceed the Consumer Price Index (CPI) for the previous 12-month period. This does not require approval from the Inspector of Municipalities.

It is recommended that CNV index the DCC rates on an annual basis in accordance with the latest 12-month CPI data over a four-year period.

vi. DCC Monitoring

With respect to monitoring and tracking DCC projects, CNV has a well established system in place. Individual reserve funds existing for each DCC service and collected DCCs are allocated to these accounts appropriate.

Every project in CNV's Capital Plan has a history of what each reserve dollar was appropriated from. DCC reserve reporting is done as a part of our "Bill 27 Report" to Council each June which is consistent with the requirements of the LGA. For the new DCC services being introduced as part of this process, new DCC reserve funds will be created this summer for Solid Waste and Protective Services along with updated tracking MS-Excel files for each of the DCC project listings.

It is recommended that CNV continue its current practice relating to DCC monitoring and tracking of projects.

vii. Regular Review and Update of the DCC Bylaw

It is recommended that CNV complete a comprehensive review and update of its DCC Bylaw every 5-years. However, the City may require a minor DCC Bylaw amendment for one or more DCC eligible services within 5-years should there be a need to reflect significant changes in anticipated construction costs or confirmation of government grants.

C. FINANCIAL FEASBILITY ASSESSMENT

As per the LGA, local governments must consider whether the DCC charges will deter development or discourage the construction of reasonably priced housing or serviced land.

According to the DCC Best Practices Guide, factors that impact the financial feasibility assessment include:

- if DCCs are being introduced for the first time,
- the magnitude of proposed rate changes, and
- local housing market and land supply conditions.

Engaging with developers and having a thorough consultation process ensures that the DCC rates are fair and transparent. If the DCC rates are not financially feasible, then a local government may consider adjusting the assist factor, remove or cancel projects in the capital program, and phase-in the fully calculated DCC rates by reducing the assist factor over a predetermined period.

Recognizing that the City's DCC rates have not been updated since 2016 and that the proposed rate increases were anticipated to be significant, staff and Hemson Consulting met several times over the course of the project to review and make changes to the draft calculated DCC rates. To ensure development would not be deterred or result in the construction of reasonably priced housing being discouraged, over $60 million in DCC eligible 10-year eligible infrastructure costs were removed from the DCC rate calculations. The rates contained in this report and proposed in the draft DCC Bylaw reflect these changes and will allow CNV to remain competitive with DCCs imposed by neighbouring municipalities.

In addition to retaining Hemson Consulting, CNV retained Mulholland & Parker, Land Economists (MPLE) to complete a cumulative impact assessment of DCCs, ACCs and Inclusionary Zoning requirements. MPLE performed analysis on 196 hypothetical development scenarios on 14 sites in the city. In all scenarios, MPLE determined that proposed changes do not deter development. Conclusions from a draft report entitled *Draft Financial Analysis for Amenity Cost Charge and Inclusionary Zoning Bylaws* was shared at the June 23, 2025 Council Workshop Meeting related to the City's 2025 DCC Review and Update.

Recognizing that the newly calculated DCC rates are being brought forward in advance of the ACC rates, Hemson was asked to comment on whether the calculated DCCs would deter development. The following provides our opinion on the matter.

- A sound rationale was used in the *Draft Financial Analysis for Amenity Cost Charge and Inclusionary Zoning Bylaws* report and is consistent with one of the approaches outlined in the DCC and ACC Best Practices Guide.

- It is our understanding that the MPLE analysis is based on a comprehensive development proforma approach that accurately reflects current market costs and conditions (e.g. construction costs, labour, government-imposed charges, availability and price of land etc.) in CNV. Furthermore, the analysis is applied against a wide range of development types and densities, reflective of the development experienced in CNV.

- The analysis illustrates that the calculated DCC rates would not deter development. It is important to recognize that there are many other factors which influence development proformas and viability and these factors are constantly changing. In addition, the overall economy, influenced by U.S. and global policy changes, changing interest rates, as well as significant change in immigration policies and levels significantly impact the rate and quantity of housing development.

- It is important to note that the Province of BC recently announced changes to the *Development Cost Charge and Amenity Cost Charge (Instalments) Regulation* allowing developers to pay DCCs and ACCs in instalments with 25% owed at permit approval and the remaining 75% to be paid at occupancy or within four years (whichever is first). Deferring the payment of DCCs and ACCs to occupancy will further help the financial viability of development projects.

D. DCC RATE COMPARISON

The figures below provide a comparison of DCC rates in other municipalities and CNV's calculated rates. It is important to note that rate comparisons are a point in time analysis and the comparisons presented below represent the best information available at the time of completing this analysis. It is also very challenging to compare municipalities as each jurisdiction has unique servicing needs, rates of growth and geographies which impact how the rates are calculated.

Figure 2 - Single Family Unit DCC Rate Comparison

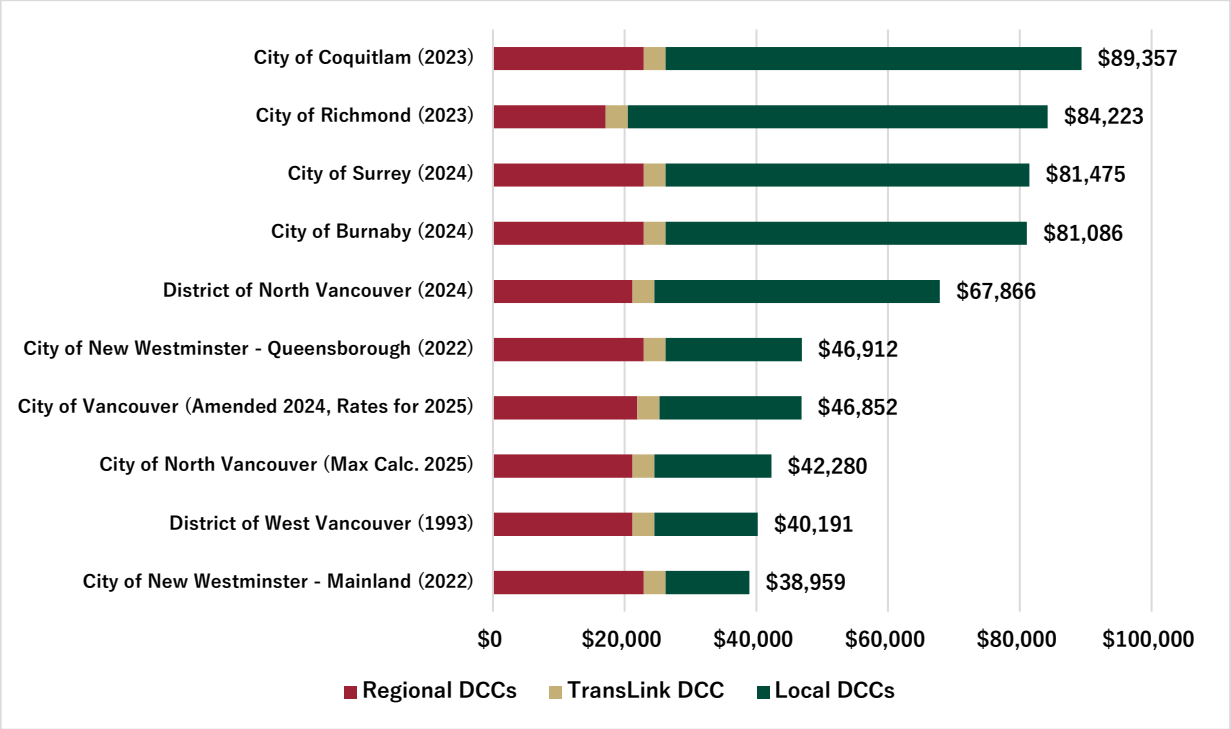


Figure 3 - Multiples DCC Rate Comparison

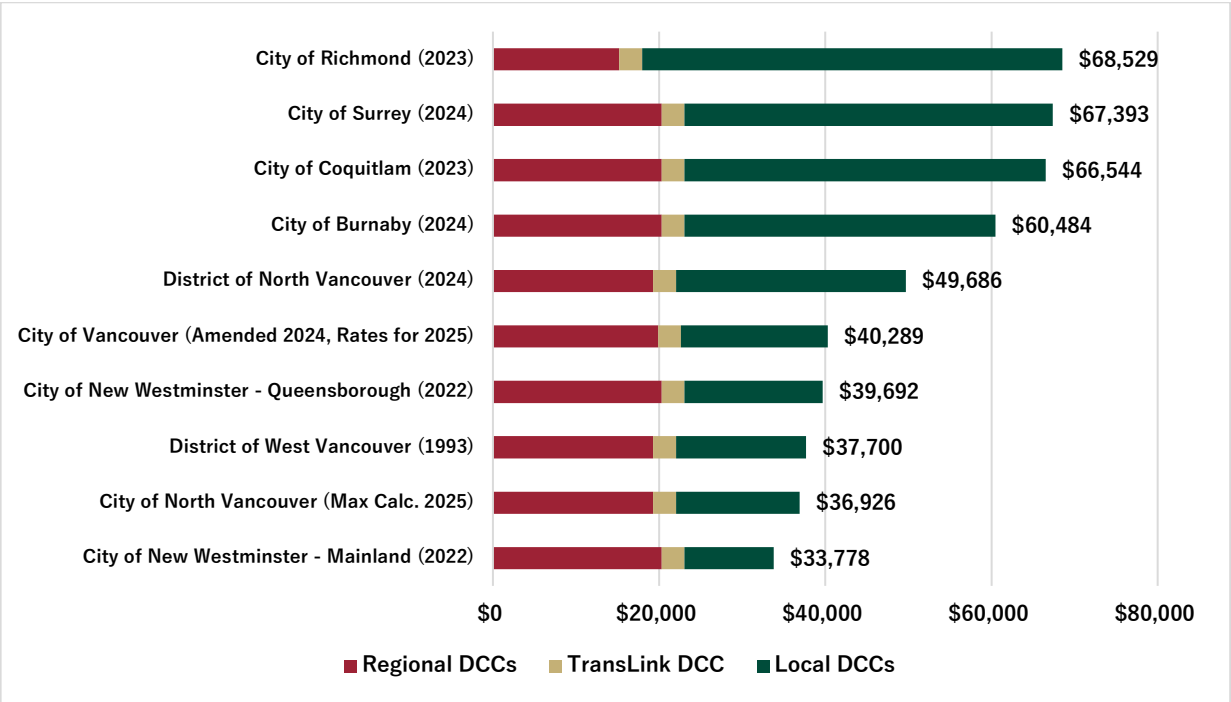
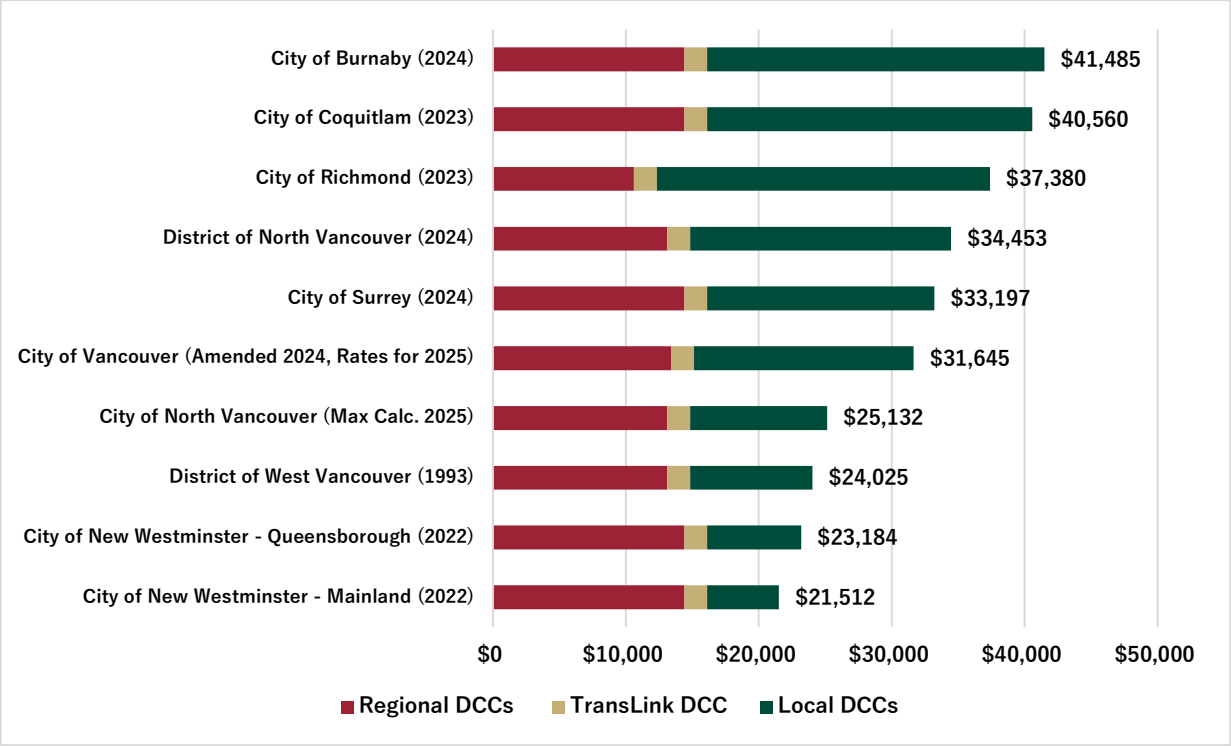


Figure 4 - Apartments DCC Rate Comparison*



**CNV 2025 rate is based on the "Apartments 5+ Storeys"*

Figure 5 - Commercial DCC Rate Comparison

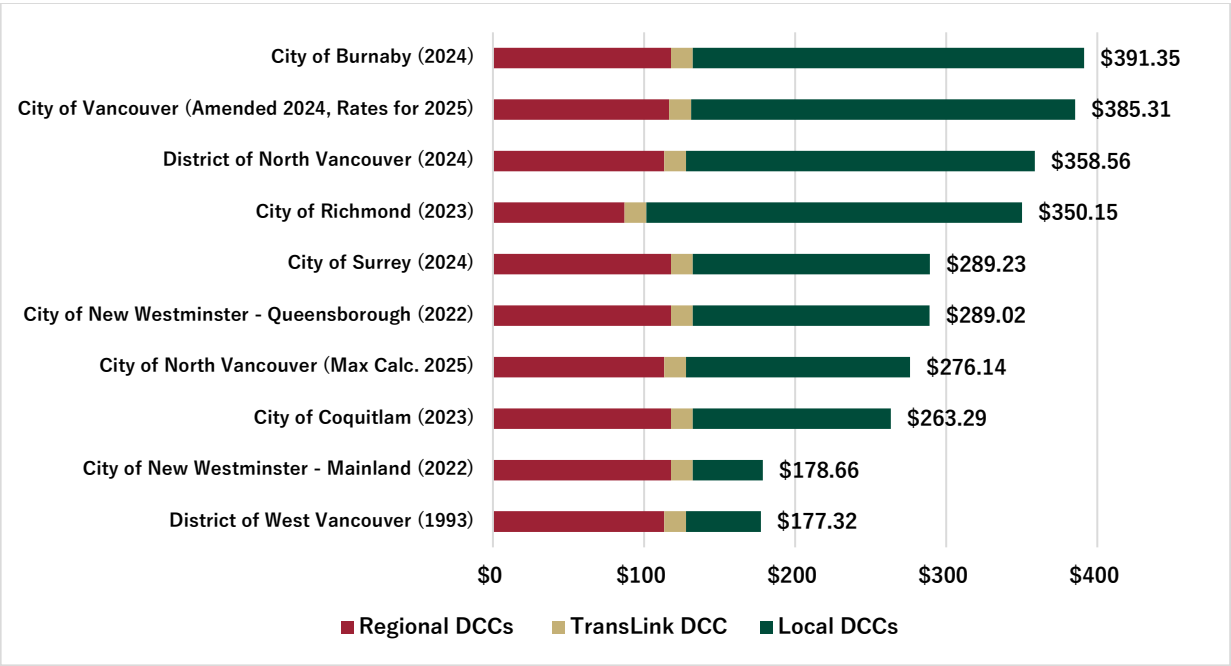
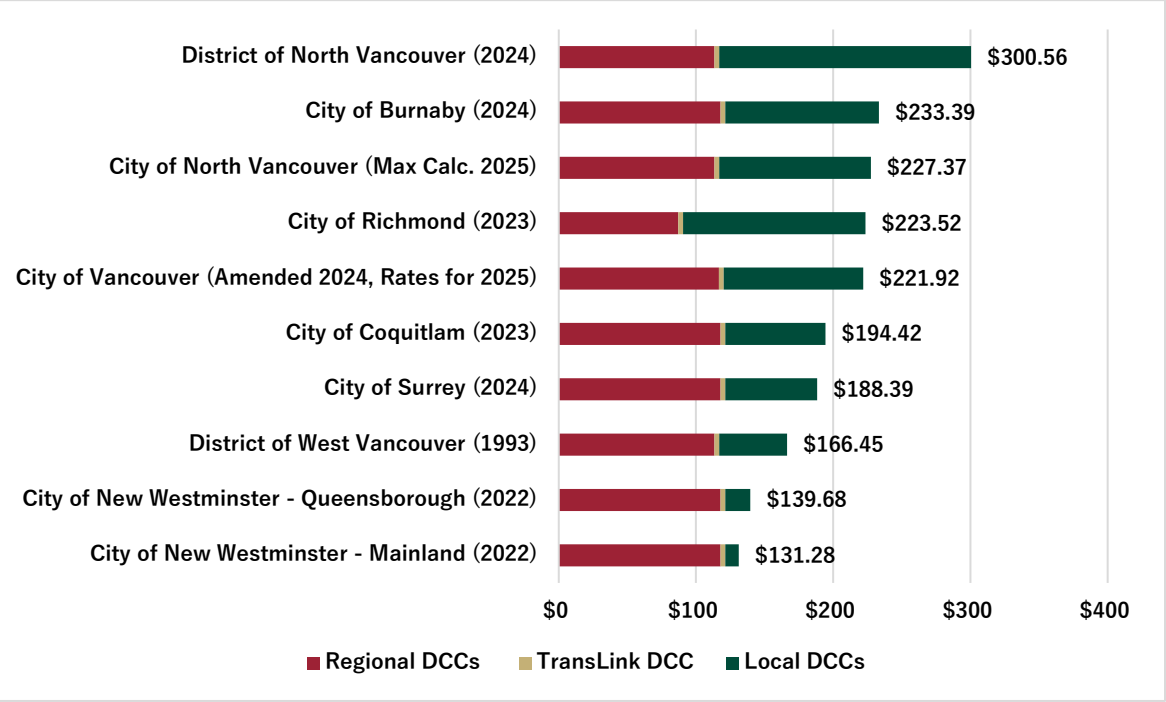


Figure 6 - Industrial DCC Rate Comparison



APPENDIX A

DEVELOPMENT FORECAST

APPENDIX A – CITY-WIDE DEVELOPMENT FORECAST

This appendix provides the details of the development forecast that informs CNVs 2025 DCC rate calculations. The methodology used to establish the development forecast aligns with the DCC Best Practices Guide.

Forecasting the amount and type of development is the first step when calculating DCCs. The forecast includes projecting residential development including population, employment, households, residential unit types, and non-residential development. The development forecast is based on data sources and Council approved documents, including but not limited to, historical information from Statistics Canada, the 2024 Interim Housing Needs Report, the Provincial Housing Order, HAF's Housing Supply Growth Target and discussions with staff.

The forecast method and key assumptions are discussed, and the results of the forecasts are presented in the following tables.

Historical Development

Table 1 Historical Census Population & Housing Units
Table 2 Housing Units Historical Occupancy Data

Forecast Development

Table 3 Growth in Housing by Unit Types
Table 4 Growth in Population in New Housing Units
Table 5 Gross Floor Area (GFA) Forecast of Employment Type

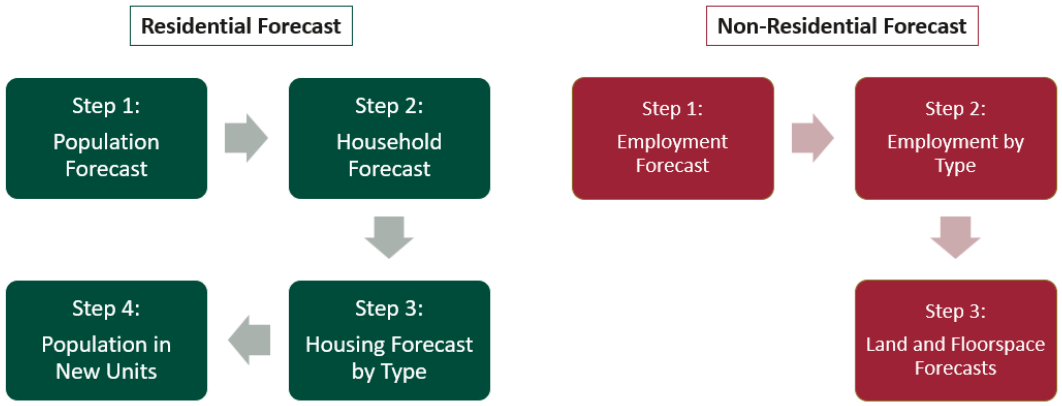
A. FORECAST APPROACH, KEY ASSUMPTIONS AND DEFINTIONS

The anticipated residential and non-residential development in CNV between 2025 to 2034 will increase demand on all municipal services. CNV utilizes DCCs as a key tool in funding growth-related infrastructure that is necessary to allow development to proceed in a fiscally responsible manner.

DCC calculations are rooted in a number of assumptions about the way in which a municipality is anticipated to grow. The first step in calculating a charge is to forecast the type and location of anticipated development against which the charges will apply. Figure 1

illustrates the steps required to forecast growth in residential development, as described in the DCC Best Practices Guide.

Figure 1: Methodology to Forecast Residential & Non-Residential Development



Source: Hemson Consulting, 2025

CNVs development forecast uses Statistics Canada data, Canada Mortgage and Housing Corporation (CMHC) housing completions, the 2024 Interim Housing Needs Report, HAF's Housing Supply Growth Target and municipal data on recent and anticipated development approvals. The DCC Best Practices Guide recommends that local governments source data to ensure consistency with provincial and federal DCC methodologies. For the purposes of the DCC update, this growth forecast uses a 10-year planning horizon of 2025 – 2034.

A 10-year development forecast, from 2025 to 2034, has been used for all DCC services. For the residential forecast, a projection of both the population growth as well as the population in new housing units is required.

- The population growth[1] determines the need for additional facilities and provides the foundation for the development-related capital program.
- When calculating DCCs, the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which DCCs will be collected.

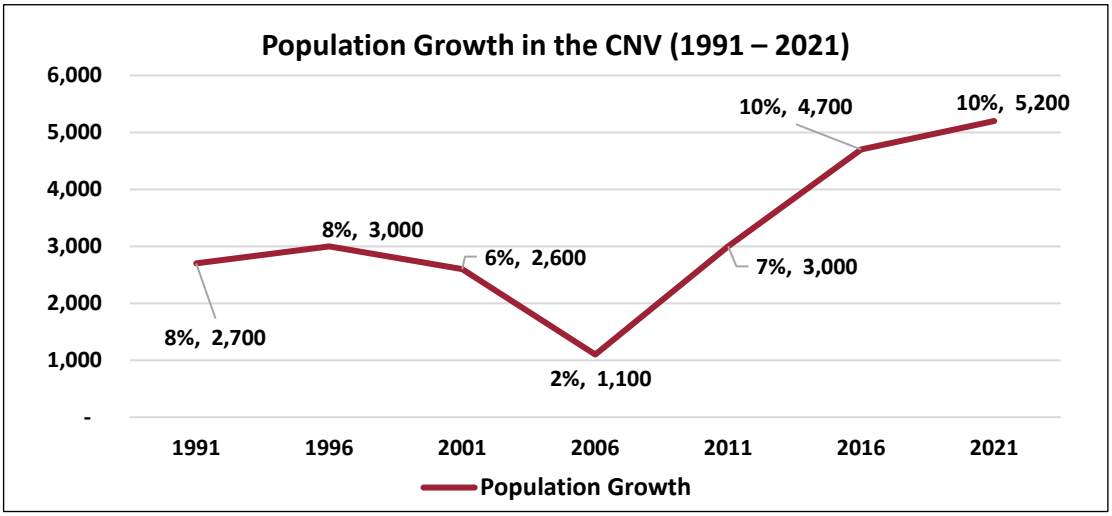
DCCs are levied on non-residential development as a charge per square metre of GFA. As with the residential forecast, the non-residential forecast requires both a projection of employment growth as well as a projection of the employment growth associated with new floorspace in CNV.

[1] Commonly referred to as "net population growth" in the context of DCCs.

B. HISTORICAL RESIDENTIAL DEVELOPMENT TRENDS IN CNV

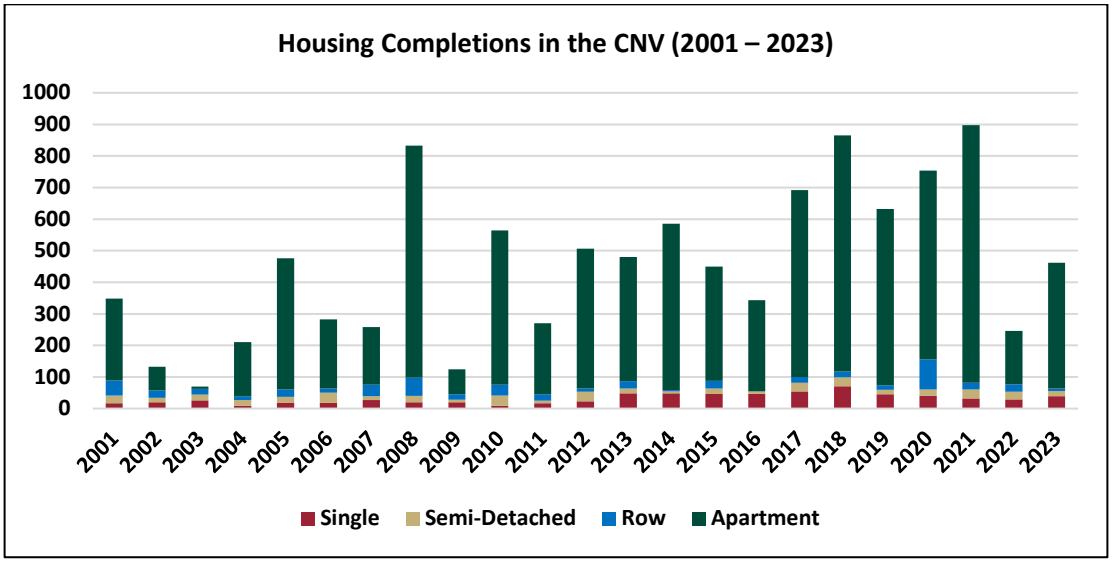
As shown in Figure 2, population growth in CNV has increased steadily since 2006. Since 2011, the population of CNV increased from 48,200 in 2011 to approximately 58,100 in 2021 – an increase of approximately 9,900 people. Total households increased by about 2,600 over the same period. Table 1 provides additional details on historical development trends in the City.

Figure 2: Historical Population Growth in CNV (1991-2021)



As shown in Figure 3, housing unit completions have also increased steadily. Recognizing that CNV is largely built out, most development occurs through redevelopment and intensification of existing land uses. As a result, the majority of recent development has involved higher-density built forms, such as apartment buildings.

Figure 3: Housing Unit Completions in CNV (2001-2023)



Census population estimates for 2022, 2023 and 2024 are based on Annual Demographic Estimates (ADE) prepared by Statistics Canada. The occupied housing units for the same years (2022, 2023 and 2024) have been informed by CMHC Housing Completions data for the 2021 – 2024 period.

Table 2 provides details on historical occupancy patterns, known as persons per unit (PPU), sourced from Statistics Canada Special Run Data for housing units in CNV. The overall average occupancy level in CNV is 2.08 PPU. Noting that the unit types are based on Census unit definitions and the PPUs align with the DCC residential unit types for CNV, for the purposes of the DCC rate calculation, the following unit types and PPUs have been identified:

- single-family units (3.1 PPU),
- multiple units include townhouses, rows, and single-family units with a basement suite (2.6 PPU),
- other apartments include small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings than have less than 5 storeys (2.2 PPU), and
- apartments with 5 or more storeys (1.8 PPU).

C. RESDIENTIAL DEVELOPMENT FORECAST

The population forecast is based on the number of new housing units to be added annually and the Census population that would reside in those units. In this respect:

- The short-term forecast to 2029 has been informed by the Provincial Housing Order which requires the City to have 3,320 net new housing units completed between July 1, 2024 and June 30, 2029. The City will also achieve the three-year HAF's Housing Supply Growth targets for building permit issuance from January 19, 2024 to January 18, 2027.

- The Interim Housing Needs Report dated December 2024, identified the need to construct an additional 21,300 housing units by 2041, bringing the total number of units in the City to approximately 48,600 by the end of that year. However, since the planning horizon used in the DCC rate calculations is based on a 10-year period, the full 21,300 units are not accounted for within this timeframe. It is anticipated that the City will continue progressing toward the 2041 target, with updates made as required by the province.

As shown in Table 3, households are forecast to increase by 8,000 over the same 10-year period or an average of 800 units constructed annually. The mix of housing growth over the

10-year planning horizon is anticipated to be 1% single family units, 15% rows/townhomes, 17% other apartments and 67% apartments with 5 or more storeys. Table 4 summarizes the forecast growth in population in new housing units over the 2025 to 2034 period is 16,100 and is based on the PPU assumptions identified in Table 2.

D. NON-RESIDENTIAL DEVELOPMENT FORECAST

Employment in CNV is forecast to increase steadily between 2025 and 2034. Similar to the residential forecast, the non-residential forecast includes a projection of new non-residential floor space that will be built in CNV by commercial and industrial employment types.

Table 6 outlines the anticipated employment and associated GFA forecast by employment type to 2034. The forecast multiplies the floorspace per worker by the employment growth expected over the 10-year period. CNV is expected to require an additional 2,754 employees in 110,149 sq.m. (1.2 million sq.ft.) of commercial space and 78 employees in 7,005 sq.m. (75,400 sq.ft.) of industrial space.

Table 1: Historical Census Census Population & Housing Units

Year	Census Population	Housing Units
2011	48,196	22,789
2016	52,898	24,645
2021	58,120	27,293
2022	62,867	28,068
2023	64,739	28,862
2024	67,308	29,679

Source: Statistics Canada, CMHC Housing Completions

Table 2: Housing Units Historical Occupancy Data

	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	2016-2021	Pre 2011	2011-2021	Total
Single Family Units														
Household Population	1,510	1,975	1,135	685	1,140	220	305	240	345	530	450	7,555	980	8,535
Households	515	720	405	210	360	95	100	80	105	150	170	2,590	320	2,910
Household Size	2.93	2.74	2.80	3.26	3.17	2.32	3.05	3.00	3.29	3.53	2.65	2.92	3.06	2.93
Rows/Townhouses														
Household Population	1,360	1,675	1,485	2,365	2,985	1,225	1,095	660	1,015	960	1,450	13,865	2,410	16,275
Households	540	655	555	845	1,125	455	435	240	375	340	595	5,225	935	6,160
Household Size	2.52	2.56	2.68	2.80	2.65	2.69	2.52	2.75	2.71	2.82	2.44	2.65	2.58	2.64
Apartments (No Duplex)														
Household Population	730	1,700	4,125	6,460	3,315	1,505	2,345	1,510	2,660	3,065	5,200	24,350	8,265	32,615
Households	410	925	2,380	3,850	1,845	830	1,340	865	1,395	1,750	2,610	13,840	4,360	18,200
Household Size	1.78	1.84	1.73	1.68	1.80	1.81	1.75	1.75	1.91	1.75	1.99	1.76	1.90	1.79
All Units														
Household Population	3,600	5,350	6,745	9,510	7,440	2,950	3,745	2,410	4,020	4,555	7,100	45,770	11,655	57,425
Households	1,465	2,300	3,340	4,905	3,330	1,380	1,875	1,185	1,875	2,240	3,375	21,655	5,615	27,270
Household Size	2.46	2.33	2.02	1.94	2.23	2.14	2.00	2.03	2.14	2.03	2.10	2.11	2.08	2.11

Source: Statistics Canada Special Run Census Data

Table 3: Growth in Housing by Unit Types

Year	Single Family Units	Growth	Rows/ Townhouses	Growth	Other Apartments	Growth	Apartments 5+ Storeys	Growth	Total	Growth
2021	2,935		3,080		13,495		7,785		27,295	
2022	2,964	29	3,128	48	13,602	107	8,374	589	28,068	773
2023	3,003	39	3,152	24	13,855	253	8,852	478	28,862	794
2024	3,044	41	3,212	60	14,284	429	9,139	287	29,679	817
2025	3,052	8	3,316	104	14,417	133	9,536	397	30,321	642
2026	3,060	8	3,423	107	14,551	134	9,943	407	30,977	656
2027	3,068	8	3,533	110	14,686	135	10,360	417	31,647	670
2028	3,076	8	3,647	114	14,823	137	10,785	425	32,331	684
2029	3,084	8	3,765	118	14,961	138	11,219	434	33,029	698
2030	3,092	8	3,886	121	15,100	139	11,851	632	33,929	900
2031	3,100	8	4,011	125	15,240	140	12,478	627	34,829	900
2032	3,108	8	4,140	129	15,382	142	13,149	671	35,779	950
2033	3,116	8	4,274	134	15,525	143	13,814	665	36,729	950
2034	3,124	8	4,412	138	15,670	145	14,473	659	37,679	950
Growth 2025-2034		**80**		**1,200**		**1,386**		**5,334**		**8,000**

Source: Hemson Consulting

Table 4: Population in New Housing Units

	Single Family Units	Multiples	Other Apartments	Apartments 5+ Storeys	Total
Unit Growth 2025-2034	80	1,200	1,386	5,334	8,000
Person Per Unit	3.06	2.58	2.22	1.82	
Population in New Units	**245**	**3,093**	**3,081**	**9,687**	**16,106**

Source: Hemson Consulting and Statistics Canada Special Run Census Data

Table 5: Gross Floor Area (GFA) Forecast by Employment Type

	Commercial	Industrial	Total
Floor Space Per Worker (square feet)	431	969	
10-Year Employment Growth	2,754	78	2,832
Total Square Feet	**1,186,855**	**75,421**	**1,262,276**
Floor Space Per Worker (square metres)	40	90	
10-Year Employment Growth	2,754	78	2,832
Total Square Metres	**110,149**	**7,005**	**117,154**

APPENDIX B

DCC SERVICES TECHNICAL CALCULATIONS

APPENDIX B – DCC SERVICES TECHNICAL CALCULATIONS

This appendix provides the detailed analysis undertaken to establish the DCC rates for each of the eligible services provided by CNV. DCCs for seven services have been calculated as part of this Study. The details of these calculations are provided in the following appendices.

Appendix B.1 Fire Services (Fire)

Appendix B.2 Sanitary

Appendix B.3 Water

Appendix B.4 Storm Drainage

Appendix B.5 Parkland & Park Improvement

Appendix B.6 Solid Waste & Recycling

Appendix B.7 Transportation (Highways)

Every sub-section contains a set of three tables. The tables provide the background data and analysis undertaken to arrive at the calculated DCC rates for that particular service. An overview of the content and purpose of each of the tables is provided below.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARDS

Table 1 presents the data used to determine the prevailing service standards as required by section 564 of the LGA. The prevailing service standard is as a base condition to calculate development-related infrastructure based on forecast population and employment growth, expressed as either a $/capita or $/capital and employee, over the planning period of the DCC calculations. This represents the DCC revenue required to "maintain" the prevailing service standards for each eligible service. To determine if development-related capital costs are excessive of the prevailing service standards, DCC revenues required to maintain this standard are compared to the development-related capital costs included in the DCC calculation. If the DCC service standard is considered excessive, mitigating measures such

as reducing the list of projects or increasing the assist factor may be used. However, an increase in service standards may be justified if:

- a higher standard has been previously approved by Council,
- there is a regulatory requirement to respond to the impacts of climate change, or
- there is a recognized service standard as part of a council approved plan.

The approach used to calculate service standards and whether development-related costs are excessive of the prevailing service standard has been determined in accordance with the steps outlined in the DCC Best Practices Guide. The specific steps to calculate prevailing service standards for CNV include the following:

- Hemson worked with staff to compile an inventory of capital assets for Fire Services, Parkland & Park Improvement, Solid Waste & Recycling. An inventory of capital assets was not prepared for Transportation (Highways) or utility services such as Sanitary, Water and Storm Drainage recognizing that these services are required to meet engineering and construction standards.

- A replacement cost expressed in $2025 dollars was applied to the inventory of capital assets based on conversations with CNV staff and the 2025 Altus Construction Guide to determine the total value of assets.

- A prevailing service standard was then calculated by dividing the total value of assets by CNVs population or population and employees as of 2024.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE OF PREVAILING SERVICE STANDARDS

i. Gross Project Costs

Hemson Consulting in collaboration with City staff have developed a development-related capital program which sets out the projects required to service anticipated growth over the 10-year period from 2025 to 2034. The projects in the capital program have been identified based on conversations with City staff, City's 10-year Capital Plan as well as capital cost analysis completed by external consultants.

ii. Grants, Subsidies and Other Recoveries

Grant funding is deducted from the total capital costs of a project. In accordance with the DCC Best Practices Guide, grants that have been approved are shown in the DCC capital program and are deducted from the total project before any adjustments.

Shares of projects expected to be funded from developers should not be included in the DCC capital program. At this time, no funding is anticipated from developers thus no adjustments have been made.

iii. Net Municipal Costs

To determine the share of the program that may be eligible for recovery through DCCs, the gross project costs are reduced by any grants, subsidies or other recoveries to determine the net municipal costs.

iv. Benefit Allocation

New infrastructure or extensions are needed to meet the needs arising from new development, whereas upgrades to existing assets may service existing development and residents. The benefit allocation determines how much a project will service growth, with the remaining share considered ineligible for DCC funding.

v. Municipal Assist Factor

The LGA allows DCCs to "assist" local governments in paying for infrastructure – the legislation does not allow 100% of the development-related costs to be included in the DCC rate calculation. As per the DCC Best Practices Guide, local government have discretion to set the municipal assist factor, however it must be equal to or higher than 1%. The assist factor can vary between categories of DCC eligible services, but it must be consistent for all capital projects within a given DCC service category. For the purposes of the CNVs DCC calculation, an assist factor of 1% has been applied to all services except for Transportation (Highways) which has an assist factor of 20%.

vi. Total Municipal Costs

The total municipal costs are to be funded by the municipality through non-DCC sources (e.g. ineligible shares and the municipal assist factor). The capital costs related to the ineligible DCC shares and the assist factor are funded from sources such as property taxes, utility or user fees.

vii. Total DCC Eligible Costs

The total DCC eligible costs are calculated by subtracting the municipal assist factor from the benefit allocation. These costs are eligible to be recovered through the DCCs.

viii. Reserve Balances

If applicable, committed reserve balances are identified for individual projects. In addition to the committed reserves, uncommitted reserve fund balances have been identified and have been deducted from the total DCC eligible costs within the 2025 – 2034 period.

For new eligible services, such as Fire Services and Solid Waste & Recycling, no reserve fund balances exists because DCCs have not yet been collected for these services.

ix. 2025 – 2034 DCC Eligible Costs

The 10-year DCC eligible costs include the DCC eligible costs less any committed/uncommitted reserve balance and post-time frame benefits. These costs are included in the DCC rate calculation.

x. Post-Time Frame Benefits

Any capital costs that are deemed to benefit growth beyond the 2034 planning period will be allocated as a “post-time frame benefit”. These shares of projects will be considered for recovery in the DCC rate calculations in subsequent Study updates when the planning period is extended.

xi. Determination if DCC Eligible Capital Costs Exceeds Prevailing Standards of Service

The LGA requires local governments to determine if DCC eligible capital costs exceed the prevailing service standard. This is done to ensure that DCCs fund infrastructure costs that are reasonably consistent with existing service standards for residents and employees. As noted above, in the event that the DCC service standard is found excessive, mitigating measures such as reducing the list of projects or increase the assist factor may be used.

TABLE 3 CALCULATION OF THE DCC RATES

i. Allocation of Costs Between Land Uses

Table 3 displays the calculation of the DCC rates for each corresponding service. The first step in determining the rate is to allocate the 2025 – 2034 DCC eligible capital costs between the residential and non-residential sectors. For all services with the exception of Parkland & Park Improvement and Transportation (Highways), the development-related costs have been apportioned 85% residential and 15% non-residential. This apportionment is based on the anticipated shares of population growth in new units and employment growth in new space over the 10-year forecast period.

For Parkland & Park Improvement, it is recognized that the service is designed to provide infrastructure primarily to residential development and that employees within the city also enjoy the use of parks. Since non-residential land uses place demand on parks infrastructure, albeit to a lesser extent than residential development, for the purposes of the DCC calculation, it is assumed that one employee places an equivalent demand of 1/3 of a resident in CNV. Attributing capital costs to non-residential land uses for Parkland & Park Improvement is consistent with the approach used in the City's 2016 DCC calculation. This results in an allocation of 94.5% to the residential sector and 5.5% to the non-residential sector.

For Transportation (Highways), trip generation rates have been used to quantify the allocation of capital costs between residential and non-residential land uses. For non-residential land uses, distinct trip generation rates have been applied to commercial and industrial uses. The trip rates for each land use are consistent with each land use in the 2016 DCC Study. This results in an allocation of 75.0% to the residential sector, 0.9% to the industrial sector and 24.1% to the commercial sector.

ii. Residential DCC Calculation

The residential share of the 2025 – 2034 DCC eligible costs is then divided by the forecasted population growth in new dwelling units to arrive at an amount per capita. The DCC residential amount per capita is multiplied by the occupancy factor (person per unit) for the following unit types:

- single-family units,
- multiple units include townhouses, rows, and single-family units with a basement suite,

- other apartments include small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings than have less than 5 storeys; and
- apartments with 5 or more storeys.

Occupancy data is sourced from 2021 Statistics Canada Historical Occupancy Data by Unit Type.

iii. Non-Residential DCC Calculation

The non-residential development-related net capital costs are divided by the forecasted increase in non-residential gross floor area (GFA). This yields a charge per square metre of new non-residential development. All services with the exception of Transportation (Highways) have a uniform non-residential DCC charge which is applied to both commercial and industrial development. Non-residential DCC rates for Transportation (Highways) is broken down into two employment types: commercial and industrial.

APPENDIX B.1

FIRE SERVICES

APPENDIX B.1 FIRE SERVICES

Local governments are able to collect DCCs for FireServices which includes fire facilities but exclude costs related to vehicles and equipment. Fire services are independently operated by the North Vancouver City Fire Department (NVCFD).

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Protection Services prevailing service standard for buildings. Protection Services has a 21,395 square foot building located at 165 E 13th Street. The replacement costs for the building totals $26.7 million or $1,250 per square foot.

As of 2024, CNV had a population of 67,300 and an employment base of 28,780. This translates into 0.2 square feet of building space per person and employee (21,395 square feet divided by 96,100 people and employees).

The City is forecast to grow by approximately 19,100 persons and employees by 2034. In order to maintain the prevailing service standard by 2034, the city would need to add 4,250 square feet of Protection Services space (19,100 population and employment growth multiplied by 0.22 square feet per person and employee). A current replacement cost is $1,250 per square foot, this would require a capital investment of $5.3 million over the 10-year planning period.

It is recognized that Fire Service facilities are based on meeting targeted performance intervals and response times. In accordance with the DCC Best Practices Guide, a DCC may exceed the prevailing service standard calculation as outlined above if the infrastructure is required to meet a recognized municipal benchmark standard such as fire response times.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Fire Services.

- **Gross Project Costs** – The Fire Services capital program includes the redevelopment of the existing fire hall and future land acquisition with a total gross cost of $34.1 million.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.

- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $34.1 million.

- **Benefit Allocation** – Both the redevelopment of the existing fire hall and land acquisition have a 20% benefit allocation calculated based on the current size of the existing fire hall (21,395 square feet) and the estimated size of the future fire hall (26,695 square feet). The total benefit allocation associated with growth for Fire Services totals $6.8 million.

- **Municipal Assist Factor** – A 1% deduction of $67,700 has been removed from the DCC eligible costs.

- **Total Municipal Costs** – The total municipal costs associated with Fire Services totals $27.4 million and will need to be funded from non-DCC revenue sources.

- **Total DCC Eligible Costs** – The total DCC eligible costs is $6.7 million which is the benefit allocation of $6.8 million less the municipal assist factor of $67,700.

- **Committed Reserve Balance** – Since Fire Services is a new DCC eligible service, no committed or uncommitted reserve fund balances have been identified.

- **2025 – 2034 DCC Eligible Costs** – The DCC eligible costs of $6.7 million is expected to benefit growth within the planning period from 2025 to 2034.

- **Post-Time Frame Benefits** – The proposed infrastructure is required to service growth occurring over the 10-year planning period; therefore, no post-time frame benefits have been identified.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs of $6.7 million and does not exceed the prevailing service standard for new infrastructure.

TABLE 3 CALCULATION OF THE DCC RATE

The 2025 – 2034 DCC costs eligible for recovery amount to $6.7 million and is allocated 85% or $5.7 million to the residential sector and 15% or $1.0 million to the non-residential sector. Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$1,085
Rows/Townhouses	per unit	$913
Other Apartments	per unit	$787
Apartment 5+ Storeys	per unit	$643
Non-residential	per sq.m.	$8.56

TABLE 1

CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
FIRE SERVICES

Building Name	2024 Inventory			
	Year Constructed	Total Sq.ft.	Replacement Cost $/sq.ft.	Replacement Cost Per Facility
165 E 13th Street	1970	21,395	$1,250	$26,743,750
Total		**21,395**		**$26,743,750**
			Average Cost $/sq.ft.	***$1,250***

DEVELOPMENT COST CHARGES - FIRE SERVICES	
2024 Prevailing Service Standard Calculation	
Total Gross Floor Area (GFA)	21,395
2024 Population & Employment	96,086
Sq.Ft./Population & Employment	0.22
Potential Collections Based on Forecasted Growth	
2025 - 2034 Population & Employment Growth	19,091
Increased Need (sq.ft. of GFA)	4,251
Cost per sq.ft. of GFA	$1,250
Growth-Related Recoverable Costs*	**$5,313,476**

*Based on prevailing service standard

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025 2034	DCC Eligible Costs: Post Time Frame Benefits
1.0 FIRE SERVICES													
1.1 Redevelopment of Existing Fire Hall and Land Acquistion	2025 - 2034	$ 34,119,000	$ -	$ 34,119,000	20%	$ 6,773,954	1%	$ 67,740	$ 27,412,786	$ 6,706,214	$ -	$ 6,706,214	$ -
Subtotal		**$ 34,119,000**	**$ -**	**$ 34,119,000**		**$ 6,773,954**		**$ 67,740**	**$ 27,412,786**	**$ 6,706,214**	**$ -**	**$ 6,706,214**	**$ -**
Less: Available Uncommitted DCC Reserve Funds [1]												**$ -**	
Total		**$ 34,119,000**	**$ -**	**$ 34,119,000**		**$ 6,773,954**		**$ 67,740**	**$ 27,412,786**	**$ 6,706,214**	**$ -**	**$ 6,706,214**	**$ -**

(1) Protection Services (Fire & Police) is a new DCC service, therefore no reserve funds are available

Prevailing Service Level Standard Analysis	
Prevailing Service Level	$ 5,313,476
Service Level Exceeded?	No*

*Infrastructure needed to meet recognized municipal benchmark standard (response times)

Available DCC Reserves*	
Committed	$ -
Uncommitted	$ -
Total	**$ -**

*Protection Services is a new DCC service. Therefore, no DCC reserve funds are available.

TABLE 3
CALCULATION OF DCCS
FIRE SERVICES

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	85.0%	$5,703,489	$354
10-year Employee Growth	2,832	15.0%	$1,002,726	$354
Total	**18,937**	**100.0%**	**$6,706,214**	**$354**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$354	**$1,084.51**
$/Rows/Townhouses	2.58	$354	**$912.77**
$/Other Apartments	2.22	$354	**$787.27**
$/Apartments 5+ Storeys	1.82	$354	**$643.09**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$1,002,726	**$8.56**

APPENDIX B.2

SANITARY

APPENDIX B.2 SANITARY

The sanitary sewer system in CNV is an infrastructure system designed to collect and transport wastewater from homes and businesses within the City. Any wastewater collected is transported to facilities operated by Metro Vancouver.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Sanitary services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Sanitary Services.

- **Gross Project Costs** – The Sanitary capital program includes four projects with a total gross cost of $31.0 million. The capital program includes sewer utility main replacements, utilities master plan, pump station upgrades, and flow monitoring station install.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $31.0 million.
- **Benefit Allocation** – The total benefit allocation associated with growth for Sanitary totals $16.9 million which includes a 56% benefit allocation for sewer utility main projects as the works relate to the replacement and upgrades of existing infrastructure. A 90% benefit allocation has been applied to the Utilities Master Plan which is split 33% between sanitary, water and storm drainage services. A 17% benefit allocation has been applied to the major upgrades relating to the Sewer Utility Pump Station and the Flow Monitoring Station installation. The 17% benefit allocation for these two projects is

calculated based on the share of population and employment growth in CNV over the 10-year period from 2025 to 2034.

- **Municipal Assist Factor** – A 1% deduction of $169,000 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Sanitary is $14.3 million, which includes the non-DCC eligible costs ($14.1 million) and the municipal assist factor costs ($169,000).
- **Total DCC Eligible Costs** – The total DCC eligible costs is $16.7 million which is the benefit allocation of $16.9 million less the municipal assist factor of $169,000.
- **Committed Reserve Balance** – An uncommitted reserve balance of $1.5 million has been deducted from the 2025 to 2034 DCC eligible costs. No committed reserve balances have been identified for specific projects.
- **2025 – 2034 DCC Eligible Costs** – $6.7 million of the DCC eligible costs is expected to benefit growth within the planning period from 2025 to 2034.
- **Post-Time Frame Benefits** – Approximately $8.5 million for the sewer utility main replacement is anticipated to benefit growth beyond the 2034. Therefore, $8.5 million has not been included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATE

The 2025 – 2034 DCC costs eligible for recovery amount to $6.7 million and is allocated 85% or $5.7 million to the residential sector and 15% or $1.0 million to the non-residential sector.

Residential rates are calculated on a per unit bases whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$1,088
Rows/Townhouses	per unit	$915
Other Apartments	per unit	$790
Apartment 5+ Storeys	per unit	$645
Non-residential	per sq.m.	$8.58

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
2.0 SANITARY													
2.1 Sewer Utility Main Replacement and Upgrades	2025 - 2045	$ 29,412,759	$ -	$ 29,412,759	56%	$ 16,558,398	1%	$ 165,584	$ 13,019,945	$ 16,392,814	$ -	$ 7,931,393	$ 8,461,420
2.2 Utilities Master Plan (33%)	2025 - 2034	$ 100,000	$ -	$ 100,000	90%	$ 90,000	1%	$ 900	$ 10,900	$ 89,100	$ -	$ 89,100	$ -
2.3 Sewer Utility Pump Station Major Upgrades	2025 - 2034	$ 900,000	$ -	$ 900,000	17%	$ 149,175	1%	$ 1,492	$ 752,317	$ 147,683	$ -	$ 147,683	$ -
2.4 Flow Monitoring Station Install	2025 - 2034	$ 600,000	$ -	$ 600,000	17%	$ 99,450	1%	$ 994	$ 501,545	$ 98,455	$ -	$ 98,455	$ -
Subtotal		**$ 31,012,759**	**$ -**	**$ 31,012,759**		**$ 16,897,022**		**$ 168,970**	**$ 14,284,707**	**$ 16,728,052**	**$ -**	**$ 8,266,632**	**$ 8,461,420**
Less: Available DCC Reserve Funds												**$ 1,541,197**	
TOTAL SANITARY		**$ 31,012,759**	**$ -**	**$ 31,012,759**		**$ 16,897,022**		**$ 168,970**	**$ 14,284,707**	**$ 16,728,052**	**$ -**	**$ 6,725,434**	**$ 8,461,420**

Prevailing Service Level Standard Analysis	
Prevailing Service Level	N/A
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ -
Uncommitted	$ 1,541,197
Total	**$ 1,541,197**

TABLE 3
CALCULATION OF DCCS
SANITARY

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	85%	$5,719,835	$355
10-year Employee Growth	2,832	15%	$1,005,599	$355
Total	**18,937**	**100%**	**$6,725,434**	**$355**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$355	**$1,088**
$/Rows/Townhouses	2.58	$355	**$915**
$/Other Apartments	2.22	$355	**$790**
$/Apartments 5+ Storeys	1.82	$355	**$645**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$1,005,599	**$8.58**

APPENDIX B.3

WATER

APPENDIX B.3 WATER

CNVs Water is purchased from Metro Vancouver and is distributed to the residents and businesses residing in the City of North Vancouver.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Water services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Water.

- **Gross Project Costs** – The Water capital program includes six projects with a total gross cost of $30.8 million. The capital program watermain replacement, utilities master plan, and other related works.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $30.8 million.
- **Benefit Allocation** – The total benefit allocation associated with growth for Water totals $15.5 million which includes a 50% benefit allocation for Watermain Replacement and Upgrades and 90% benefit allocation for a Utilities Master Plan.
- **Municipal Assist Factor** – A 1% deduction of $154,500 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Water is approximately $15.5 million, which includes the non-DCC eligible costs ($15.4 million) and the municipal assist factor costs ($154,500).

- **Total DCC Eligible Costs** – The total DCC eligible costs is $15.3 million which is the benefit allocation of $15.5 million less the municipal assist factor of $154,500.

- **Committed Reserve Balance** – An uncommitted reserve balance of $1.6 million has been deducted from the 2025 – 2034 DCC eligible costs.

- **2025 – 2034 DCC Eligible Costs** – $5.7 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.

- **Post-Time Frame Benefits** – Approximately $8.0 million for the watermain replacement is anticipated to benefit growth beyond the 2034. Therefore, $8.0 million is not included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to $5.7 million and is allocated 85% or $4.8 million to the residential sector and 15% or $849,600 to the non-residential sector.

Residential rates are calculated on a per unit bases whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$919
Rows/Townhouses	per unit	$773
Other Apartments	per unit	$667
Apartment 5+ Storeys	per unit	$545
Non-residential	per sq.m.	$7.25

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
3.0 WATER													
3.1 Watermain Replacement & Upgrades	2025 - 2045	$ 30,728,100	$ -	$ 30,728,100	50%	$ 15,364,050	1%	$ 153,641	$ 15,517,691	$ 15,210,410	$ -	$ 7,193,493	$ 8,016,916
3.2 Utilities Master Plan (33%)	2025 - 2034	$ 100,000	$ -	$ 100,000	90%	$ 90,000	1%	$ 900	$ 10,900	$ 89,100	$ -	$ 89,100	$ -
Subtotal		**$ 30,828,100**	**$ -**	**$ 30,828,100**		**$ 15,454,050**		**$ 154,541**	**$ 15,528,591**	**$ 15,299,510**	**$ -**	**$ 7,282,593**	**$ 8,016,916**
Less: Available DCC Reserve Funds												**$ 1,600,662**	
TOTAL WATER		**$ 30,828,100**	**$ -**	**$ 30,828,100**		**$ 15,454,050**		**$ 154,541**	**$ 15,528,591**	**$ 15,299,510**	**$ -**	**$ 5,681,931**	**$ 8,016,916**

Prevailing Service Level Standard Analysis	
Prevailing Service Level	N/A
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ -
Uncommitted	$ 1,600,662
Total	**$ 1,600,662**

TABLE 3
CALCULATION OF DCCS
WATER

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	85%	$4,832,358	$300
10-year Employee Growth	2,832	15%	$849,573	$300
Total	**18,937**	**100%**	**$5,681,931**	**$300**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$300	**$919**
$/Rows/Townhouses	2.58	$300	**$773**
$/Other Apartments	2.22	$300	**$667**
$/Apartments 5+ Storeys	1.82	$300	**$545**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$849,573	**$7.25**

APPENDIX B.4

STORM DRAINAGE

APPENDIX B.4 STORM DRAINAGE

The City has more than 150 kilometres of storm drainage infrastructure. Metro Vancouver has a Liquid Waste Management Plan that requires CNV to have a holistic and integrated storm drainage system and plan.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Storm Drainage services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Storm Drainage.

- **Gross Project Costs** – The Storm Drainage capital program includes twelve projects with a total gross cost of $39.8 million. The capital program creek hazard management, flow monitoring station install, master servicing plan, future land acquisition, etc.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $39.8 million.
- **Benefit Allocation** – In total, approximately $14.9 million is anticipated to benefit growth. The benefit allocation for the Storm Drainage capital program is as follows:

Project Category	Benefit Allocation
Storm Utility Main Replacement & Upgrades	▪ 50% benefit allocation has been applied recognizing projects will replace and upgrade existing infrastructure.
Storm Infill	▪ 0% benefit allocation as the storm infill works is entirely related to servicing the existing community.
Mosquito Creek at Marine Drive Bridge In-Stream Works, Thain Creek Slope Stabilization, Creek Hazard Management & Flow Monitoring Station Install	▪ 17% benefit allocation has been applied based on the shares of population and employment growth expected over the 2025 – 2034 period.
Utilities Master Plan	▪ 90% benefit allocation recognizing that there will be some benefit to the existing community.
Future Land Acquisition	▪ 100% benefit allocation has been applied to future land acquisition as the works is entirely related to growth.

- **Municipal Assist Factor** – A 1% deduction of $149,100 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Storm Drainage is $25.1 million, which includes the non-DCC eligible costs and the municipal assist factor costs of $149,100.
- **Total DCC Eligible Costs** – The total DCC eligible costs is $14.8 million which is the benefit allocation of $14.9 million less the municipal assist factor of $149,100.
- **Committed Reserve Balance** – An uncommitted reserve balance of $1.4 million has been deducted from the 2025 – 2034 DCC eligible costs. No committed reserve balances have been identified.
- **2025 – 2034 DCC Eligible Costs** – The remaining $7.5 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – A share of $5.9 million for the storm utility main replacement and upgrades is anticipated to benefit growth beyond the 2034. Therefore, $5.9 million is not included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to $7.5 million and is allocated 85% or $6.3 million to the residential sector and 15% or $1.1 million to the non-residential sector.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$1,206
Rows/Townhouses	per unit	$1,015
Other Apartments	per unit	$876
Apartment 5+ Storeys	per unit	$715
Non-residential	per sq.m.	$9.52

TABLE 2

CITY OF NORTH VANCOUVER

DEVELOPMENT-RELATED CAPITAL PROGRAM ($2025)

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
4.0 STORM DRAINAGE													
4.1 Storm Utility Main Replacement & Upgrades	2025 - 2045	$ 18,001,402	$ -	$ 18,001,402	50%	$ 9,000,701		$ 90,007	$ 9,090,708	$ 8,910,694	$ -	$ 2,994,854	$ 5,915,840
4.2 Storm Infill	2025 - 2034	$ 11,812,500	$ -	$ 11,812,500	0%	$ -	1%	$ -	$ 11,812,500	$ -	$ -	$ -	$ -
4.3 Mosquito Creek at Marine Drive Bridge In-Stream Works	2025 - 2025	$ 900,000	$ -	$ 900,000	17%	$ 149,175	1%	$ 1,492	$ 752,317	$ 147,683	$ -	$ 147,683	$ -
4.4 Thain Creek Slope Stabilization	2025 - 2025	$ 2,900,000	$ -	$ 2,900,000	17%	$ 480,674	1%	$ 4,807	$ 2,424,133	$ 475,867	$ -	$ 475,867	$ -
4.5 Creek Hazard Management	2025 - 2034	$ 500,000	$ -	$ 500,000	17%	$ 82,875	1%	$ 829	$ 417,954	$ 82,046	$ -	$ 82,046	$ -
4.6 Flow Monitoring Station Install	2025 - 2034	$ 630,000	$ -	$ 630,000	17%	$ 104,422	1%	$ 1,044	$ 526,622	$ 103,378	$ -	$ 103,378	$ -
4.7 Utilities Master Plan (33%)	2025 - 2034	$ 100,000	$ -	$ 100,000	90%	$ 90,000	1%	$ 900	$ 10,900	$ 89,100	$ -	$ 89,100	$ -
4.8 Future Land Acquisition	2025 - 2034	$ 5,000,000	$ -	$ 5,000,000	100%	$ 5,000,000	1%	$ 50,000	$ 50,000	$ 4,950,000	$ -	$ 4,950,000	$ -
Subtotal		**$ 39,843,902**	**$ -**	**$ 39,843,902**		**$ 14,907,847**		**$ 149,078**	**$ 25,085,133**	**$ 14,758,769**	**$ -**	**$ 8,842,929**	**$ 5,915,840**
Less: Available DCC Reserve Funds												**$ 1,385,041**	
TOTAL STORM DRAINAGE		**$ 39,843,902**	**$ -**	**$ 39,843,902**		**$ 14,907,847**		**$ 149,078**	**$ 25,085,133**	**$ 14,758,769**	**$ -**	**$ 7,457,888**	**$ 5,915,840**

Prevailing Service Level Standard Analysis	
Prevailing Service Level	N/A
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ -
Uncommitted	$ 1,385,041
Total	**$ 1,385,041**

TABLE 3
CALCULATION OF DCCS
STORM DRAINAGE

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	85%	$6,342,770	$394
10-year Employee Growth	2,832	15%	$1,115,117	$394
Total	**18,937**	**100%**	**$7,457,888**	**$394**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$394	**$1,206**
$/Rows/Townhouses	2.58	$394	**$1,015**
$/Other Apartments	2.22	$394	**$876**
$/Apartments 5+ Storeys	1.82	$394	**$715**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$1,115,117	**$9.52**

APPENDIX B.5

PARKLAND & PARK IMPROVEMENT

APPENDIX B.5 PARKLAND & PARK IMPROVEMENT

CNV has an extensive parkland and park system with a number of facilities located throughout the City. Parks are integral to a community and can help improve quality of life for those who live and work in CNV.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Parkland & Park Improvement prevailing service standard for DCC eligible park amenities and park land. There are 14 park washrooms located throughout CNV which have a total square footage of 26,500 square feet. The total replacement costs for all park washrooms amounts to $13.2 million with an average replacement cost of $500 per square foot. For park land, CNV has 51 parks which total 167 hectares. The total replacement costs for parks amounts to $833.3 million with an average replacement cost of $5.0 million per hectare. Therefore, the replacement costs for park land and park washrooms totals $846.5 million.

As of 2024, CNV had a population of 67,300. This translates into approximately $12,600 of Park Improvements & Parkland per person ($846.5 million divided by 67,300 people). The City is forecast to grow by approximately 16,300 persons by 2034. In order to maintain the prevailing service standard by 2034, the City would need to fund $204.5 million over the 10-year planning period.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Parkland and Pak Improvement.

- **Gross Project Costs** – The Parkland and Park Improvement capital program includes park development greenways program, future park development enhancements, future new parks/plazas, sports fields conversions, playground expansions, playground and park features, park development related to the proposed Harry Jerome Community Recreation Centre (HJCRC), future parkland acquisition and road reallocation to parks. In total, gross project costs for the Parkland and Park Improvement capital program amount to $115.5 million.

- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.

- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $115.5 million.

- **Benefit Allocation** – the benefit allocation ranges on a project-by-project basis and range from 19% – 100% (see details in the table below). In total $106.8 million has been identified as the benefit allocation.

Project Category	Benefit Allocation
Park Development – Greenways Program	▪ 75% benefit allocation is used recognizing that some existing infrastructure will be replaced as part of this work.
Future Park Development Enhancements	▪ 99% benefit allocation recognizing that some parks enhancements will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development.
Future New Parks/Plazas	▪ 96% benefit allocation recognizing that some new parks/plazas will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development.
Sports Field Conversions	▪ 80% benefit allocation recognizing that the conversion of existing sports fields will create new capacity to service growth and programming.
City-wide Playground Expansions	▪ 75% benefit allocation recognizing that some playground expansions will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development.
Playground and Park Features	▪ 19% benefit allocation based on shares of population growth over 10-years. Existing infrastructure will be replaced and create some additional capacity to service growth.
Harry Jerome Community Recreation Centre (HJCRC) - Park Development	▪ 50% benefit allocation consistent with the allocation applied to the ACC eligible costs of the project (see ACC Study for details).
Road Reallocation to Park - Location TBD	▪ 100% benefit allocation as the reallocation will create a net new park.

Project Category	Benefit Allocation
Future Parkland Acquisition	▪ 100% benefit allocation as this relates to the acquisition of net new parkland.

- **Municipal Assist Factor** – A 1% deduction of $1.1 million has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Parkland & Park Improvement is $9.7 million, which includes the non-DCC eligible costs ($8.6 million) and the municipal assist factor costs ($1.1 million).
- **Total DCC Eligible Costs** – The total DCC eligible costs is $105.8 million which is the benefit allocation of $106.8 million less the municipal assist factor of $1.1 million.
- **Committed Reserve Balance** – A committed reserve balance of $1.2 million has been removed from HJCRC park development project and an uncommitted reserve balance of $20.2 million has been deducted from the 2025 – 2034 DCC eligible costs.
- **2025–2034 DCC Eligible Costs** – $37.9 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – A share of $1.8 million for the future park development enhancements and $44.5 million for the future parkland acquisition is anticipated to benefit growth beyond the 2034. Therefore, $46.3 million is not included in the 2025 – 2034 DCC eligible costs.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs is $37.9 million and does not exceed the prevailing service standard.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to $37.9 million and is allocated 94.5% or $35.9 million to the residential sector and 5.5% or $2.1 million to the non-residential sector. The allocation is based on anticipated population and employment growth over the 10-year planning horizon, assuming that one employee is equivalent to one-third of a resident. The rationale for the equivalent employment factor is that parkland and park improvements are primarily driven by population increase but recognizes that future employees within CNV may also use parks but not to the same extent as residents.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$6,819
Rows/Townhouses	per unit	$5,739
Other Apartments	per unit	$4,950
Apartment 5+ Storeys	per unit	$4,043
Non-residential	per sq.m.	$17.76

TABLE 1

CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
PARKLAND & PARK IMPROVEMENT

	2024 Inventory			
Building Name	**Year Constructed**	**Total Sq.ft.**	**Replacement Cost $/sq.ft.**	**Replacement Cost Per Facility**
Park Washrooms				
Mahon Park Grandstand - W 16th Street & Jones Avenue	2017	2,993	$500	$1,496,500
Kinsmen Park - W 19th Street & Jones Avenue	2017	1,782	$500	$891,000
Ray Perrault Park Change Room - 1405 Grand Boulevard	1950	1,254	$500	$627,000
Ray Perrault Park Washroom - 1405 Grand Boulevard	2015	720	$500	$360,000
Heywood Park Field House - 1645 Hamilton Avenue	1980	1,843	$500	$921,500
Heywood Park Restroom - 1645 Hamilton Avenue	1980	540	$500	$270,000
Loutet Park Fieldhouse - 1440 Rufus Avenue	1980	1,843	$500	$921,500
Loutet Park Restroom - 1440 Rufus Avenue	2012	542	$500	$271,000
Waterfront Park Restroom - 245 W Esplanade	1985	864	$500	$432,000
Kinsmen Washroom Bldg - W 19th Street & Jones Avenue	2001	676	$500	$338,000
Mahon Park Washroom Bldg - W 16th Street & Jones Avenue	2018	4,590	$500	$2,295,000
249 E 24th St - Lawn Bowling Club	2023	7,449	$500	$3,724,315
Moodyville Park Washroom Bldg - 759 E 3rd Street	2020	122	$500	$61,000
Ray Perrault Park Fieldhouse - 1405 Grand Boulevard	2013	1,254	$500	$627,000
Total		**26,472**		**$13,235,815**
			Average Cost $/sq.ft.	***$500***

TABLE 1

CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
PARKLAND & PARK IMPROVEMENT

Building Name	2024 Inventory			
	Year Constructed	Total Area (Hectares)	Replacement Cost $/ha	Replacement Cost Per Park
Park Land				
14th St Civic Plaza	N/A	0.28	$5,000,000	$1,422,448
Bewicke Park	N/A	0.07	$5,000,000	$358,229
Chief August Jack Park	N/A	0.09	$5,000,000	$448,705
Chief Dan George Park	N/A	0.13	$5,000,000	$635,385
Chief Mathias Joe Park	N/A	0.18	$5,000,000	$896,529
Chris Zuehlke Park	N/A	0.46	$5,000,000	$2,307,537
Crickmay Park	N/A	1.00	$5,000,000	$4,999,329
Derek Inman Park	N/A	0.37	$5,000,000	$1,848,735
Eastview Park	N/A	2.78	$5,000,000	$13,882,804
Emerald Park	N/A	0.42	$5,000,000	$2,103,302
Grand Boulevard	N/A	8.25	$5,000,000	$41,244,339
Greenwood Park	N/A	12.36	$5,000,000	$61,811,910
Hamersley Park	N/A	0.48	$5,000,000	$2,414,272
Heywood Park	N/A	13.46	$5,000,000	$67,293,805
High Place Park	N/A	2.18	$5,000,000	$10,888,380
Hyak Park	N/A	0.51	$5,000,000	$2,545,550
Jack Loucks Court	N/A	0.11	$5,000,000	$545,590
Kealy Woods Park	N/A	0.73	$5,000,000	$3,641,000
Kings Mill Walk Park	N/A	2.95	$5,000,000	$14,764,145
Larson Park	N/A	1.09	$5,000,000	$5,436,531
Lot 33, BLA, DL616	N/A	1.37	$5,000,000	$6,859,059
Lots 1-18, BL7, DL552	N/A	1.49	$5,000,000	$7,441,325
Lots 13/13, BL230A, DL546	N/A	0.08	$5,000,000	$412,270
Lots 21/22, BL237, DL546	N/A	0.07	$5,000,000	$373,200
Lots 24/W, BL9, DL272	N/A	0.15	$5,000,000	$769,577
Lots 8/9, BL21, DL547/548	N/A	0.14	$5,000,000	$704,984
Loutet Park	N/A	12.16	$5,000,000	$60,777,310
Lynnmouth Park	N/A	3.64	$5,000,000	$18,182,167
MacLeod Park	N/A	0.40	$5,000,000	$2,021,411
Mahon Park	N/A	25.57	$5,000,000	$127,865,865
McDougall Park	N/A	1.05	$5,000,000	$5,225,787
McEvoy Park	N/A	0.11	$5,000,000	$554,917
Moodyville Park	N/A	5.70	$5,000,000	$28,498,603
Mosquito Creek Park	N/A	16.43	$5,000,000	$82,147,289
North Vancouver Cemetery	N/A	24.76	$5,000,000	$123,800,084
Ottawa Gardens	N/A	0.52	$5,000,000	$2,606,174
Ray Perrault Park	N/A	3.35	$5,000,000	$16,725,706
Rey Sargent Park	N/A	0.17	$5,000,000	$844,358
Sam Walker Park	N/A	0.11	$5,000,000	$562,772
Semisch Park	N/A	0.32	$5,000,000	$1,588,622
St Andrews Park	N/A	0.32	$5,000,000	$1,596,267
St. Andrews Ave / E 28th St	N/A	0.12	$5,000,000	$618,970
Stella Jo Dean Plaza	N/A	0.13	$5,000,000	$649,627
Sunrise Park	N/A	6.10	$5,000,000	$30,514,938
Sutherland Ave / E 19th St	N/A	0.45	$5,000,000	$2,270,433
Tempe Heights Park	N/A	4.22	$5,000,000	$21,105,489
Victoria Park	N/A	2.76	$5,000,000	$13,789,322
W 19th St / Mahon Ave	N/A	0.26	$5,000,000	$1,323,694
Wagg Creek Park	N/A	3.13	$5,000,000	$15,639,612
Waterfront Park	N/A	2.78	$5,000,000	$13,886,016
Westview Park	N/A	0.88	$5,000,000	$4,423,344
Total		**167**		**$833,267,710**
			Average Cost $/ha	***$5,000,000***

DEVELOPMENT COST CHARGES - PARKLAND & PARK IMPROVEMENT	
2024 Prevailing Service Standard Calculation	
Total Value of Parkland & Park Improvements	$846,503,525
2024 Population	67,308
$/ Park & Park Improvements per person	$12,577
Potential Collections Based on Forecasted Growth	
2025 - 2034 Population Growth	16,259
$/ Park & Park Improvements per person	$12,577
Growth-Related Recoverable Costs*	**$204,482,392**

*Based on prevailing service standard

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
5.0 PARKLAND & PARK IMPROVEMENT													
5.1 Park Development - Greenways Program	2025 - 2034	$ 3,500,000	$ -	$ 3,500,000	75%	$ 2,800,000	1%	$ 28,000	$ 728,000	$ 2,772,000	$ -	$ 2,772,000	$ -
5.2 Future Park Development Enhancements	2025 - 2034	$ 17,415,617	$ -	$ 17,415,617	99%	$ 17,245,775	1%	$ 172,458	$ 342,300	$ 17,073,317	$ -	$ 15,226,196	$ 1,847,121
5.3 Future New Parks/Plazas	2025 - 2034	$ 26,347,423	$ -	$ 26,347,423	96%	$ 25,375,423	1%	$ 253,754	$ 1,225,754	$ 25,121,668	$ -	$ 25,121,668	$ -
5.4 Sports Field Conversions	2025 - 2034	$ 4,552,693	$ -	$ 4,552,693	80%	$ 3,642,155	1%	$ 36,422	$ 946,960	$ 3,605,733	$ -	$ 3,605,733	$ -
5.5 City-wide Playground Expansions	2025 - 2034	$ 3,600,000	$ -	$ 3,600,000	75%	$ 2,700,000	1%	$ 27,000	$ 927,000	$ 2,673,000	$ -	$ 2,673,000	$ -
5.6 Playground and Park Features	2030 - 2034	$ 1,976,840	$ -	$ 1,976,840	19%	$ 384,619	1%	$ 3,846	$ 1,596,067	$ 380,773	$ -	$ 380,773	$ -
5.7 Harry Jerome Community Recreation Centre (HJCRC) - Park Development	2025 - 2026	$ 6,843,350	$ -	$ 6,843,350	50%	$ 3,421,675	1%	$ 34,217	$ 3,455,892	$ 3,387,458	$ 1,234,272	$ 2,153,186	$ -
5.8 Road Reallocation to Park - Location TBD	2025 - 2034	$ 1,250,969	$ -	$ 1,250,969	100%	$ 1,250,969	1%	$ 12,510	$ 12,510	$ 1,238,459	$ -	$ 1,238,459	$ -
5.9 Future Parkland Acquisition		$ 50,000,000	$ -	$ 50,000,000	100%	$ 50,000,000		$ 500,000	$ 500,000	$ 49,500,000	$ -	$ 5,000,000	$ 44,500,000
Subtotal		**$ 115,486,893**	**$ -**	**$ 115,486,893**		**$ 106,820,615**		**$ 1,068,206**	**$ 9,734,484**	**$ 105,752,409**	**$ 1,234,272**	**$ 58,171,016**	**$ 46,347,121**
Less: Available DCC Reserve Funds												**$ 20,229,865**	
TOTAL PARKLAND & PARK IMPROVEMENT		**$ 115,486,893**	**$ -**	**$ 115,486,893**		**$ 106,820,615**		**$ 1,068,206**	**$ 9,734,484**	**$ 105,752,409**	**$ 1,234,272**	**$ 37,941,151**	**$ 46,347,121**

Prevailing Service Level Standard Analysis	
Prevailing Service Level	$ 204,482,392
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ 1,234,272.0
Uncommitted	$ 20,229,865
Total	**$ 21,464,137**

TABLE 3
CALCULATION OF DCCS
PARKLAND & PARK IMPROVEMENT

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	94.5%	$35,860,624	$2,227
10-year Employee Growth	2,832	5.5%	$2,080,526	$735
Total	**18,937**	**100.0%**	**$37,941,151**	**$2,004**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$2,227	**$6,819**
$/Rows/Townhouses	2.58	$2,227	**$5,739**
$/Other Apartments	2.22	$2,227	**$4,950**
$/Apartments 5+ Storeys	1.82	$2,227	**$4,043**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$2,080,526	**$17.76**

APPENDIX B.6

SOLID WASTE & RECYCLING

APPENDIX B.6 SOLID WASTE & RECYCLING

As part of the 2023 amendments to the Local Government Act (LGA), local governments are now able to collect DCCs for Solid Waste & Recycling. The City provides curbside collection for garbage, green cans and recycling to residents.

The City's existing transfer site is used to handle construction material from city building initiatives. Therefore, this service is related to both residential and non-residential land uses in the City.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Solid Waste & Recycling prevailing service standards for buildings. Solid Waste & Recycling for CNV operates out of one facility – North Shore Recycling & Waste Centre and has a value of $7.5 million.

As of 2024, CNV had a population of 67,300 and an employee base of 28,780. This translates into $78 of Solid Waste & Recycling infrastructure per person and employee ($7.5 million divided by 96,100 people and employees).

The City is forecast to grow by approximately 19,100 persons and employees by 2034. In order to maintain the prevailing service standard by 2034. A current replacement cost of $78 per person and employee would require a capital investment of $1.5 million over the 10-year planning period (19,100 persons and employees multiplied by $78).

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Solid Waste & Recycling.

- **Gross Project Cost** – The Solid Waste & Recycling capital program includes two projects with a total gross cost of $5.3 million. The capital program includes a Solid Waste Master Plan and a 2-hectare spoil site/transfer station expansion which have a gross cost of $250,000 and $5.0 million, respectively. The future expansion of the spoil site/transfer station will continue to be used to handle construction material from city building initiatives.

- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.

- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total $5.3 million.

- **Benefit Allocation** – The Solid Waste Master Plan is expected has a benefit allocation of 100%. However, the spoil site/transfer station expansion has a 50% benefit allocation recognizing that part of the existing facility would be replaced as part of the expansion. The total benefit allocation associated with growth for Solid Waste & Recycling totals approximately $2.8 million.

- **Municipal Assist Factor** – A 1% deduction of $27,500 has been removed from the DCC eligible costs.

- **Total Municipal Costs** – The total municipal costs associated with Solid Waste & Recycling totals $2.5 million and will need to be funded from non-DCC revenue sources.

- **Total DCC Eligible Costs** – The total DCC eligible costs is $2.7. Million which is the benefit allocation of $2.8 million less the municipal assist factor of $27,500.

- **Committed Reserve Balance** – Since Solid Waste & Recycling is a new DCC eligible service, no committed or uncommitted reserve fund balances have been identified.

- **2025 – 2034 DCC Eligible Costs** – The remaining $1.5 million DCC eligible costs is expected to benefit growth within the planning period from 2025 to 2034.

- **Post-Time Frame Benefits** – A post-time frame share of $1.2 million has been identified to benefit growth beyond 2034 for the spoil site/transfer station expansion.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs is $1.5 million and does not exceed the prevailing service standard.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amounts to $1.5 million and is allocated 85% or $1.3 million to the residential sector and 15% or $223,100 to the non-residential sector.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$241
Rows/Townhouses	per unit	$203
Other Apartments	per unit	$175
Apartment 5+ Storeys	per unit	$143
Non-residential	per sq.m.	$1.90

TABLE 1

CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
SOLID WASTE & RECYCLING

Asset Type	2024 Inventory	
	Year Constructed	2024 Indexed Values
North Shore Recycling & Waste Centre (2.5 hectares)	N/A	$ 7,500,000
Total		**7,500,000**

DEVELOPMENT COST CHARGES - SOLID WASTE & RECYCLING	
2024 Prevailing Service Standard Calculation	
Total Value of Assets	$7,500,000
2024 Population & Employment	96,086
$/Population & Employment	$78.05
Potential Collections Based on Forecasted Growth	
2025 - 2034 Population & Employment Growth	19,091
Growth-Related Recoverable Costs*	**$1,490,108**

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
6.0 SOLID WASTE & RECYCLING													
6.1 Solid Waste Master Plan	2025 - 2034	$ 250,000	$ -	$ 250,000	100%	$ 250,000	1%	$ 2,500	$ 2,500	$ 247,500	$ -	$ 247,500	$ -
6.2 Spoil Site/Transfer Station Expansion (2 ha)	2025 - 2034	$ 5,000,000	$ -	$ 5,000,000	50%	$ 2,500,000	1%	$ 25,000	$ 2,525,000	$ 2,475,000	$ -	$ 1,242,608	$ 1,232,392
SUBTOTAL SOLID WASTE & RECYCLING		**$ 5,250,000**	**$ -**	**$ 5,250,000**		**$ 2,750,000**		**$ 27,500**	**$ 2,527,500**	**$ 2,722,500**	**$ -**	**$ 1,490,108**	**$ 1,232,392**
Less: Available DCC Reserve Funds [1]												**$ -**	
TOTAL SOLID WASTE & RECYCLING		**$ 5,250,000**	**$ -**	**$ 5,250,000**		**$ 2,750,000**		**$ 27,500**	**$ 2,527,500**	**$ 2,722,500**	**$ -**	**$ 1,490,108**	**$ 1,232,392**

(1) Solid Waste and Recycling is a new DCC service, therefore no reserve funds are available

Prevailing Service Level Standard Analysis	
Prevailing Service Level	$ 1,490,108
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ -
Uncommitted	$ -
Total	**$ -**

TABLE 3
CALCULATION OF DCCS
SOLID WASTE & RECYCLING

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Pop or Empl**
10-year Population Growth	16,106	85%	$1,267,304	$79
10-year Employee Growth	2,832	15%	$222,804	$79
Total	**18,937**	**100%**	**$1,490,108**	**$79**

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$79	**$241**
$/Rows/Townhouses	2.58	$79	**$203**
$/Other Apartments	2.22	$79	**$175**
$/Apartments 5+ Storeys	1.82	$79	**$143**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial or Industrial Development	117,154	$222,804	**$1.90**

APPENDIX B.7

TRANSPORTATION (HIGHWAYS)

APPENDIX B.7 TRANSPORTATION (HIGHWAYS)

DCCs can be applied for a wide range of highway infrastructure and eligible for recovery under Transportation (Highway)[1] services. Noting that off-street parking facilities are ineligible for DCC collections,

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Transportation (Highway) services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Transportation (Highways).

- **Gross Project Cost** – The Transportation (Highways) capital program includes a mobility programs, city lighting programs, transportation master planning work, major roads and related projects, pedestrian capacity improvements for sidewalks and traffic signals, streetscapes and public realm works. The gross project costs for Transportation (Highways) total $138.2 million.

- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.

- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs for Transportation (Highways) totals $138.2 million.

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[1] The City's Street and Traffic Bylaw defines "Highway" and the definition includes

a. "highways as defined in the *Motor Vehicles Act;*
b. highways defined in the *Community Charter*; and
c. every Street, Roadway, Boulevard, Lane, Alley, Sidewalk, walkway, pathway, bridge, viaduct, tunnel, bicycle path, or any other way used by or intended for use by the public."

- **Benefit Allocation** – In total, approximately $58.0 million is anticipated to benefit growth. The benefit allocation for Transportation (Highways) is as follows:

Project Category	Benefit Allocation
Mobility Program	▪ 75% benefit allocation recognizes that future growth will have a higher propensity to use mode shares other than vehicles (e.g. walking, cycling, transit) and that these projects are required to service future growth.
City Lighting Program	▪ 17% benefit allocation has been identified based on shares of population and employment growth over the 10-year forecasted period recognizing that the program will replace and upgrade existing infrastructure.
Transportation Master Planning Work	▪ 75% benefit allocation has been applied to the mobility strategy update and the transit studies (east/west and north/south). The benefit allocation is calculated on the basis that transit is located in high growth areas and significant development is proposed along main corridors in CNV. The allocation is consistent with the Mobility Program. ▪ 17% benefit allocation is applied to the two safety studies based on shares of population and employment growth over the 10-year forecasted period.
Major Roads and Related Projects	▪ 25% benefit allocation is applied to the Rapid Transit Implementation - East/West and Rapid Transit Implementation - North/South recognizing that these projects, in part, are required to service future growth. ▪ 7% benefit allocation has been applied to Marine Drive Bridge Replacement over Mackay Creek and Lynn Creek Bridge at Cotton Road - Widening and Replacement, recognizing that these projects are largely related to the replacement of existing assets but will provide some benefit to growth.
Pedestrian Capacity Improvements – Sidewalks	▪ 75% benefit allocation as these are net new sidewalk improvements.
Traffic Signals, Streetscapes & Public Realm	▪ 100% benefit allocation for net new traffic signals. ▪ 17% benefit allocation has been applied to the public realm improvements based on shares of population and

Project Category	Benefit Allocation
	employment growth over the 10-year forecasted period as there will be some benefit to future growth. ▪ 20% benefit allocation has been applied to the curbside parking and access plan as this work will create capacity to service future growth in the City.

- **Municipal Assist Factor** – A 20% deduction of $11.6 has been removed from the DCC eligible costs. The allocation of 20% represents anticipated grants that have not yet been received for projects.

- **Total Municipal Costs** – The total municipal costs associated with Transportation (Highways) totals $91.9 million and will need to be funded from non-DCC revenue sources.

- **Total DCC Eligible Costs** – The total DCC eligible costs is $46.4 million which is the benefit allocation of $58.0 million less the municipal assist factor of $11.6 million.

- **Committed Reserve Balance** – Approximately $3.1 million of uncommitted reserve fund balances have been identified.

- **2025 – 2034 DCC Eligible Costs** – $43.3 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.

- **Post-Time Frame Benefits** – The infrastructure is required to service growth occurring over the 10-year planning period; therefore, no post-time frame benefits have been identified.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amounts to $43.3 million and is allocated 75% ($32.5 million) to the residential sector, 0.9% ($397,900) to the industrial sector and 24.1% ($10.4 million) to the commercial sector based on trip rates.

The calculated DCC rates are summarized in the table below.

Rate Structure	Measure	DCC Rate
Single Family Unit	per unit	$6,175
Rows/Townhouses	per unit	$5,197
Other Apartments	per unit	$4,483
Apartment 5+ Storeys	per unit	$3,662
Commercial	per sq.m.	$94.69
Industrial	per sq.m.	$56.80

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
7.0 TRANSPORTATION (HIGHWAYS)													
7.1 Mobility Program													
7.1.1 Mobility Network Implementation	2025 - 2034	$ 42,402,591	$ -	$ 42,402,591	75%	$ 31,801,943	20%	$ 6,360,389	$ 16,961,036	$ 25,441,555	$ -	$ 25,441,555	$ -
		$ 42,402,591	$ -	$ 42,402,591		$ 31,801,943		$ 6,360,389	$ 16,961,036	$ 25,441,555	$ -	$ 25,441,555	$ -
7.2 City Lighting Program													
7.2.1 Pedestrian and Roadway Lighting Implementation	2025 - 2034	$ 4,050,000	$ -	$ 4,050,000	17%	$ 671,286	20%	$ 134,257	$ 3,512,971	$ 537,029	$ -	$ 537,029	$ -
		$ 4,050,000	$ -	$ 4,050,000		$ 671,286		$ 134,257	$ 3,512,971	$ 537,029	$ -	$ 537,029	$ -
7.3 Transportation Master Planning Work													
7.3.1 Mobility Strategy Update	2026 - 2029	$ 650,000	$ -	$ 650,000	75%	$ 487,500	20%	$ 97,500	$ 260,000	$ 390,000	$ -	$ 390,000	$ -
7.3.2 Transit Study - East/West	2026 - 2028	$ 250,000	$ -	$ 250,000	75%	$ 187,500	20%	$ 37,500	$ 100,000	$ 150,000	$ -	$ 150,000	$ -
7.3.3 Transit Study - North/South	2029 - 2034	$ 250,000	$ -	$ 250,000	75%	$ 187,500	20%	$ 37,500	$ 100,000	$ 150,000	$ -	$ 150,000	$ -
7.3.4 Safety Study	2026 - 2029	$ 100,000	$ -	$ 100,000	17%	$ 16,575	20%	$ 3,315	$ 86,740	$ 13,260	$ -	$ 13,260	$ -
7.3.5 Safety Study	2030 - 2034	$ 100,000	$ -	$ 100,000	17%	$ 16,575	20%	$ 3,315	$ 86,740	$ 13,260	$ -	$ 13,260	$ -
		$ 1,350,000	$ -	$ 1,350,000		$ 895,650		$ 179,130	$ 633,480	$ 716,520	$ -	$ 716,520	$ -
7.4 Major Roads and Related Projects													
7.4.1 Rapid Transit Implementation - East/West	2028 - 2030	$ 5,000,000	$ -	$ 5,000,000	25%	$ 1,250,000	20%	$ 250,000	$ 4,000,000	$ 1,000,000	$ -	$ 1,000,000	$ -
7.4.2 Rapid Transit Implementation - North/South	2030 - 2034	$ 10,000,000	$ -	$ 10,000,000	25%	$ 2,500,000	20%	$ 500,000	$ 8,000,000	$ 2,000,000	$ -	$ 2,000,000	$ -
7.4.3 Marine Drive Bridge Replacement over Mackay Creek	2029 - 2034	$ 16,000,000	$ -	$ 16,000,000	7%	$ 1,040,000	20%	$ 208,000	$ 15,168,000	$ 832,000	$ -	$ 832,000	$ -
7.4.4 Lynn Creek Bridge at Cotton Road - Widening and Replacement	2029 - 2034	$ 36,300,000	$ -	$ 36,300,000	7%	$ 2,359,500	20%	$ 471,900	$ 34,412,400	$ 1,887,600	$ -	$ 1,887,600	$ -
		$ 67,300,000	$ -	$ 67,300,000		$ 7,149,500		$ 1,429,900	$ 61,580,400	$ 5,719,600	$ -	$ 5,719,600	$ -

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Timing	Gross Project Cost $2025	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Benefit Allocation %	Benefit Allocation $	Municipal Assist Factor %	Municipal Assist Factor $	Total Municipal Costs	Total DCC Eligible Costs	DCC Eligible Costs: Committed Reserve Balance	DCC Eligible Costs: 2025-2034	DCC Eligible Costs: Post Time Frame Benefits
7.5 Pedestrian Capacity Improvements - Sidewalks													
7.5.1 Engineering: Parks & Public Spaces	2025 - 2029	$ 5,000,000	$ -	$ 5,000,000	75%	$ 3,750,000	20%	$ 750,000	$ 2,000,000	$ 3,000,000	$ -	$ 3,000,000	$ -
7.5.2 New Pedestrian Crossing Facilities	2025 - 2034	$ 3,500,000	$ -	$ 3,500,000	75%	$ 2,625,000	20%	$ 525,000	$ 1,400,000	$ 2,100,000	$ -	$ 2,100,000	$ -
7.5.3 Sidewalk Delivery Program	2025 - 2029	$ 6,536,284	$ -	$ 6,536,284	75%	$ 4,902,213	20%	$ 980,443	$ 2,614,514	$ 3,921,770	$ -	$ 3,921,770	$ -
7.5.4 Sidewalk Delivery Program	2030 - 2034	$ 4,429,970	$ -	$ 4,429,970	75%	$ 3,322,478	20%	$ 664,496	$ 1,771,988	$ 2,657,982	$ -	$ 2,657,982	$ -
		$ 19,466,254	$ -	$ 19,466,254		$ 14,599,691		$ 2,919,938	$ 7,786,502	$ 11,679,752	$ -	$ 11,679,752	$ -
7.6 Traffic Signals, Streetscapes & Public Realm													
7.6.1 New Traffic Signals	2025 - 2034	$ 2,640,000	$ -	$ 2,640,000	100%	$ 2,640,000	20%	$ 528,000	$ 528,000	$ 2,112,000	$ -	$ 2,112,000	$ -
7.6.2 Public Realm Improvements	2025 - 2034	$ 440,000	$ -	$ 440,000	17%	$ 72,930	20%	$ 14,586	$ 381,656	$ 58,344	$ -	$ 58,344	$ -
7.6.3 Curb Access and Parking Plan (CAP)	2025 - 2034	$ 600,000	$ -	$ 600,000	20%	$ 120,000	20%	$ 24,000	$ 504,000	$ 96,000	$ -	$ 96,000	$ -
		$ 3,680,000	$ -	$ 3,680,000		$ 2,832,930		$ 566,586	$ 1,413,656	$ 2,266,344	$ -	$ 2,266,344	$ -
Subtotal		**$ 138,248,845**	**$ -**	**$ 138,248,845**		**$ 57,951,000**		**$ 11,590,200**	**$ 91,888,045**	**$ 46,360,800**	**$ -**	**$ 46,360,800**	**$ -**
Less: Available DCC Reserve Funds												**$ 3,058,589**	
TOTAL TRANSPORTATION (HIGHWAYS)		**$ 138,248,845**	**$ -**	**$ 138,248,845**		**$ 57,951,000**		**$ 11,590,200**	**$ 91,888,045**	**$ 46,360,800**	**$ -**	**$ 43,302,211**	**$ -**

Prevailing Service Level Standard Analysis	
Prevailing Service Level	N/A
Service Level Exceeded?	No

Available DCC Reserves	
Committed	$ -
Uncommitted	$ 3,058,589
Total	**$ 3,058,589**

TABLE 3
CALCULATION OF DCCS
TRANSPORTATION (HIGHWAYS)

Trip Ends DCC Calculation				
	A	B	C	C = A * B
Land Use	**Trip Rate**	**Growth**	**Measure**	**Pop/Empl**
Residential				
Single Family Unit	1.10	80	Unit	88
Rows/Townhouses	0.65	1,200	Unit	780
Other Apartments	0.50	1,386	Unit	693
Apartments 5+ Storeys	0.35	5,334	Unit	1,867
Subtotal Residential Population				**3,428**
Non-Residential				
Commercial	0.010	110,149	square metres	1,101
Industrial	0.006	7,005	square metres	42
Subtotal Non-Residential Employment				**1,143**
Total Trip Ends				**4,571**
Total DCC Eligible Costs				**$43,302,211**
Total DCC Eligible Costs $/trip				**$9,473**

DCC Rates by Residential Unit Type and Square Metre of Employment GFA				
Measure	**2025-2034**	**Percentage**	**DCC Eligible Costs**	**$/Person**
10-year Residential Trips	3,428	75.0%	$32,474,290	$2,016
10-year Industrial Trips	42	0.9%	$397,876	
10-year Commercial Trips	1,101	24.1%	$10,430,045	
Total	**4,571**	**100.0%**	**$43,302,211**	

Residential Rates by Unit Type	Person Per Unit (A)	Rate per Pop (B)	$/Unit (C) = (A) * (B)
$/Single Family Unit	3.06	$2,016	**$6,175**
$/Rows/Townhouses	2.58	$2,016	**$5,197**
$/Other Apartments	2.22	$2,016	**$4,483**
$/Apartments 5+ Storeys	1.82	$2,016	**$3,662**

Non-Residential Rates by Employee Type	Total GFA (A)	Empl Costs (B)	$/Square Metre (C) = (A) * (B)
$/Square Metre of Commercial Development	110,149	$10,430,045	**$94.69**
$/Square Metre of Industrial Development	7,005	$397,876	**$56.80**

APPENDIX C

MEMO TO COUNCIL – SUMMARY OF DCC REPORT & ROLE OF ELECTED OFFICIALS

HEMSON
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416-593-5090 | hemson@hemson.com | www.hemson.com

MEMORANDUM

To: City of North Vancouver

From: Hemson Consulting

Date: June 4, 2025

Re: Summary of Development Cost Charges Report & Role of Elected Officials

Hemson Consulting Ltd. was retained by the City of North Vancouver (CNV) to update its existing Development Cost Charges (DCC) Bylaw (Bylaw 8471) to reflect the infrastructure and servicing needs associated with new development across the City. A comprehensive technical report, titled *Development Cost Charges Background Study* and dated May 29, 2025, outlines the methodology and key inputs used to calculate the proposed DCC rates.

This memorandum provides a high-level summary of the report's findings and discusses the role of elected officials in determining and administering the DCC rates.

A. LEGISLATIVE CONTEXT

The City's 2025 DCC Study and Bylaw Review is presented as part of the process to lead to the approval of a new DCC bylaw in compliance with the *Local Government Act* (LGA). The study is prepared in accordance with the LGA and the Ministry of Housing and Municipal Affairs DCC Best Practices Guide dated March 2025.

B. ALL SERVICES WITH DEVELOPMENT-RELATED COSTS ARE INCLUDED IN THE ANALYSIS

The following City services have been included in the DCC analysis. Fire Services and Solid Waste and Recycling are new DCC services which are not currently included in the City's existing DCC Bylaw 8471.

- Water;
- Sewer;
- Drainage;
- Transportation (Highway Facilities);
- Park Acquisition and Improvements;

- Fire Services; and
- Solid Waste & Recycling.

C. APPROACH USED TO CALCUALTE DCCS

In accordance with the LGA, several key steps are required to calculate DCCs. These steps include:

- Establishing DCC Areas and Program Timeframe
- Creating a Development Forecast
- Developing a DCC Capital Program for Eligible Services
- Identifying the DCC Eligible Costs
- Calculating the DCC Rates

D. DEVELOPMENT FORECAST

A forecast of residential and non-residential development anticipated in the City has been included in the DCC report for the purposes of the DCC rate calculations. The City's development forecast for the 10-year planning horizon from 2025 – 2034, estimates that CNV will add approximately 8,000 new occupied dwelling units which will be accommodated by 16,100 people.

The employment forecast for the City is forecast to add approximately 2,800 new employees in the 10-year planning horizon. This results in the addition of 75,400 square metres of new non-residential building space from 2025 – 2034.

E. DEVELOPMENT-RELATED CAPITAL PROGRAM

The development-related capital program for all services is based on a 10-year period from 2025 – 2034. The gross cost of the program amount to $394.8 million of which, $109.3 million is anticipated to be funded from DCCs. Details regarding the capital programs for each service is provided in Appendix B of the *Development Cost Charges Background Study*.

F. CALCUALTED DCCS

DCCs have been established under the parameters and limitations of the LGA. A municipal-wide uniform cost recovery approach is used to calculate DCCs for all services.

The table below provides the City-wide charges for residential and non-residential development based on residential unit types and commercial and industrial space per square metre.

Service	Residential Charge per Dwelling Unit based on Building Type				Commercial	Industrial
	Single Family	Multiple	Other Apartments	Apartment with 5+ Storeys	Charge per Square Metre of Gross Floor Area	Charge per Square Metre of Gross Floor Area
Fire Services	$1,098	$921	$779	$637	$8.56	$8.56
Sanitary	$1,101	$923	$781	$639	$8.58	$8.58
Water	$930	$780	$660	$540	$7.25	$7.25
Storm Drainage	$1,221	$1,024	$866	$709	$9.52	$9.52
Parkland & Park Improvement	$6,902	$5,789	$4,898	$4,008	$17.76	$17.76
Solid Waste & Recycling	$244	$205	$173	$142	$1.90	$1.90
Transportation (Highways)	$6,251	$5,242	$4,436	$3,629	$94.69	$56.80
Total Charge per Unit	**$17,747**	**$14,884**	**$12,593**	**$10,304**	**$148.26**	**$110.37**

The 2025 DCC Study is a point-in-time analysis based on the best available information and is subject to change based on future capital plans presented to Council as part of the annual budgeting process. It is also expected that CNV will complete regular updates of the DCC rates at least every five years.

G. PROPOSED CHANGES TO THE CURRENT DCC RATE STRUCTURE

Residential Development Cost Charges (DCC) rates are typically calculated using either a "per lot/per unit" approach or a "per square metre/square foot" approach**.** A key advantage of the per unit method is that it can be more easily informed by Statistics Canada Census data on building types (e.g., single-detached, townhouses, apartments) and occupancy patterns. This data supports a fair allocation of infrastructure costs between unit types, recognizing that single-detached units generally have higher occupancy levels than apartment units.

For non-residential development, DCC rates are commonly differentiated by land use categories — such as commercial and industrial — to reflect varying servicing demands. These rates are typically calculated based on either gross floor area (i.e., per square metre or square foot of building space) or land area**.**

Currently, the City of North Vancouver applies the following DCC rate structure:

Residential Land Uses:

- Single-family dwellings: per lot
- Townhouses (multiples) and apartments: per square metre

Non-Residential Land Uses:

- Commercial and industrial: per square metre

As part of the 2025 DCC update, changes are proposed to the residential rate structure, moving to a per unit approach for all residential unit types. Additionally, apartment units will be categorized into:

- Apartments with 5 or more storeys, and
- Other apartments (e.g., low- and mid-rise).

The non-residential rate structure is proposed to remain unchanged.

i. Rationale for Changing the Residential Rate Structure

The reasons for the change in the residential rate structure is as follows:

- **Administrative Ease and Efficiency** – Simplifies DCC calculations and improves transparency for both City staff and developers.
- **Regional Consistency** – Aligns with rate structures imposed by other municipalities, including District of West Vancouver, City of Pitt Meadows, District of North Vancouver, City of Burnaby, and City of Coquitlam as well as regional agencies such as Metro Vancouver and Translink.
- **Fair Cost Distribution** – Ensures a more equitable allocation of DCCs across different housing types, supported by census and demographic data.

ii. Addressing Concerns About Smaller Units

The move to a per unit rate structure is not expected to discourage the development of smaller units. Key considerations include:

- **Market Forces** – DCCs are only one factor influencing unit size. Market demand and pricing remain the primary determinants.
- **Current Development Trends** – Smaller units are a predominant housing type in CNV. Based on observations from Mulholland & Parker, Land Economists, large apartment units in CNV tend to be overpriced when compared to other communities. There is a greater shortage of larger units in the City than smaller units.

- **Experience from Other Jurisdictions** – Municipalities with per unit rate structures continue to see strong demand for smaller units as noted by Mulholland & Parker, Land Economists.

- **Certainty for Developers:** A per unit approach gives developers greater cost predictability, especially as unit size and configuration often change during the design and approval process.

H. CALCULATED DCC RATES WILL NOT DETER DEVELOPMENT

As per the LGA, local governments must consider whether the DCC charges will deter development or discourage the construction of reasonably priced housing or serviced land. According to the DCC Best Practices Guide, factors that impact the financial feasibility assessment include:

- if DCCs are being introduced for the first time,
- the magnitude of proposed rate changes, and
- local housing market and land supply conditions.

Engaging with developers and having a thorough consultation process ensures that the DCC rates are fair and transparent. If the DCC rates are not financially feasible, then a local government may consider adjusting the assist factor, remove or cancel projects in the capital program, and phase-in the fully calculated DCC rates by reducing the assist factor over a predetermined period.

Recognizing that the City's DCC rates have not been updated since 2016 and that the proposed rate increases were anticipated to be significant, staff and Hemson Consulting met several times over the course of the project to review and make changes to the draft calculated DCC rates. To ensure development would not be deterred or result in the construction of reasonably priced housing being discouraged, over $60 million in eligible DCC infrastructure costs were removed from the rate calculations. The rates contained in the draft DCC Bylaw reflect these changes and will allow CNV to remain competitive with DCCs imposed by neighbouring municipalities (see Section I below).

In addition to this work, the City is also undertaking a formal financial feasibility analysis to better understand the combined impacts of the newly calculated DCCs, ACCs and IZ requirements. This analysis will be discussed further in the ACC and IZ reports and mitigating measures will be introduced, where warranted.

I. COMPARISON OF CALCULATED DCC RATES WITH OTHER JURISDICTIONS

The figures below provide a comparison of DCC rates in other municipalities and CNV's calculated rates. It is important to note that such comparisons represent a point-in-time analysis based on the best available information. Direct comparisons are challenging, as each municipality has distinct servicing needs, growth patterns, and geographic characteristics that influence how DCC rates are determined.

Figure 1 - Single Family Unit DCC Rate Comparison

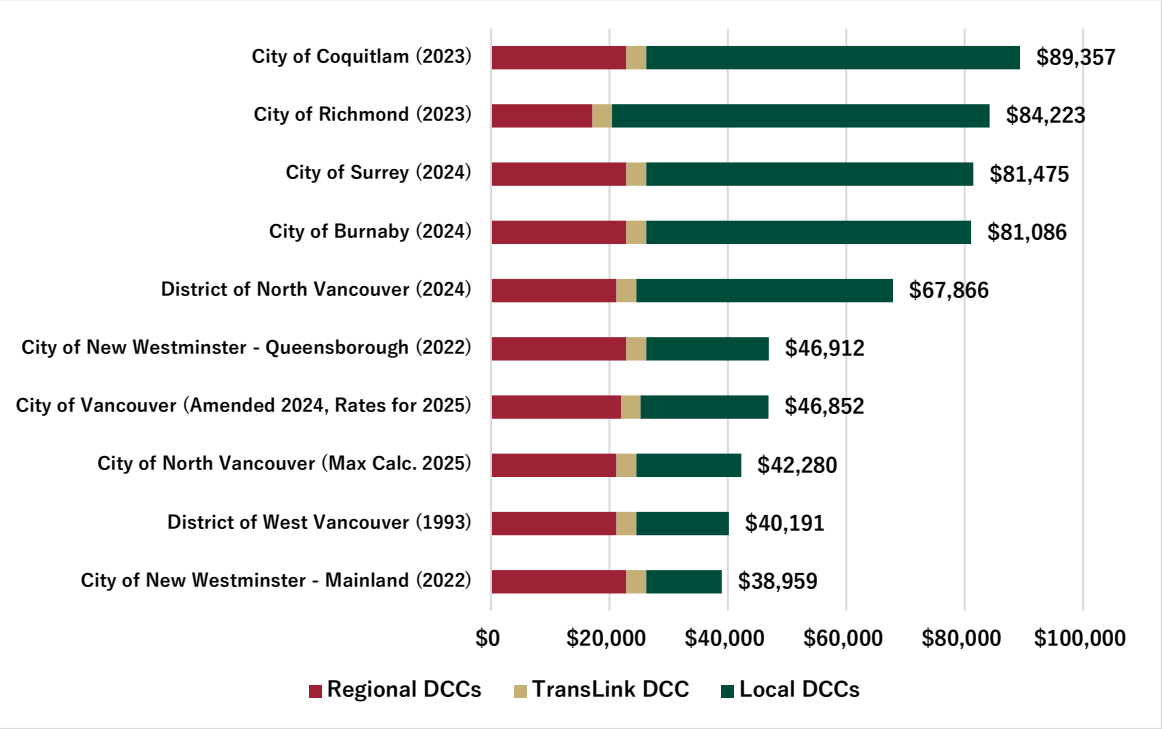


Figure 2 - Multiples DCC Rate Comparison

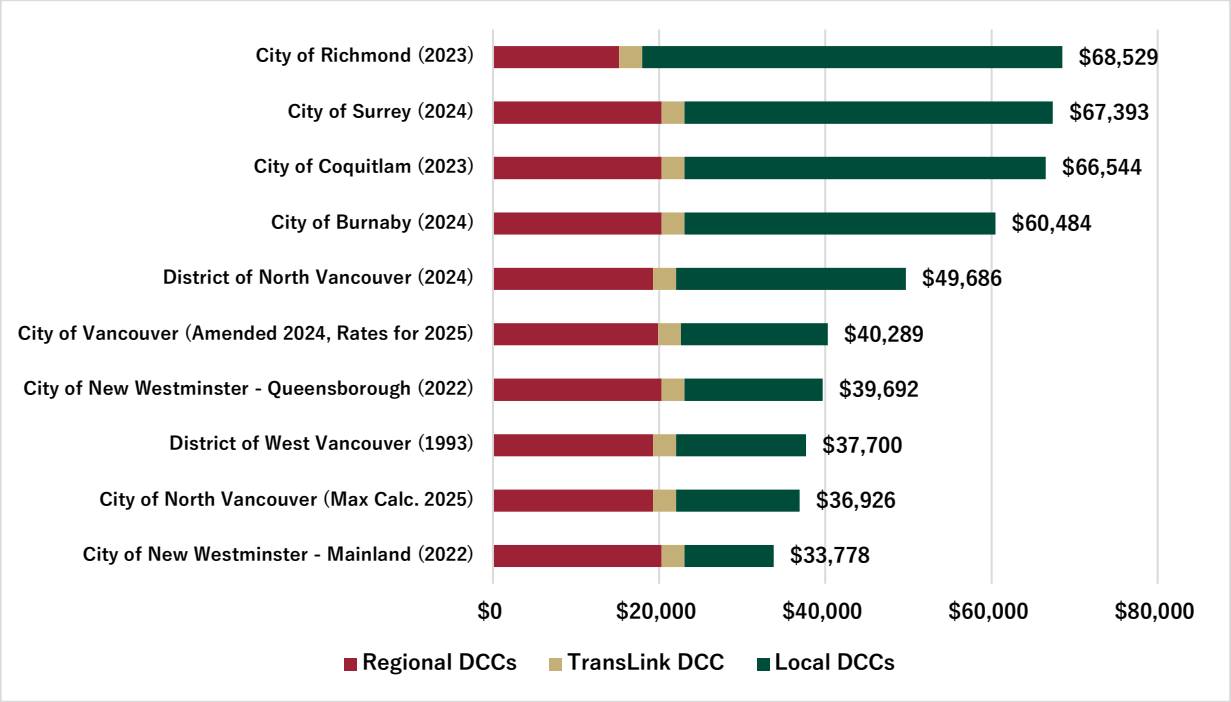
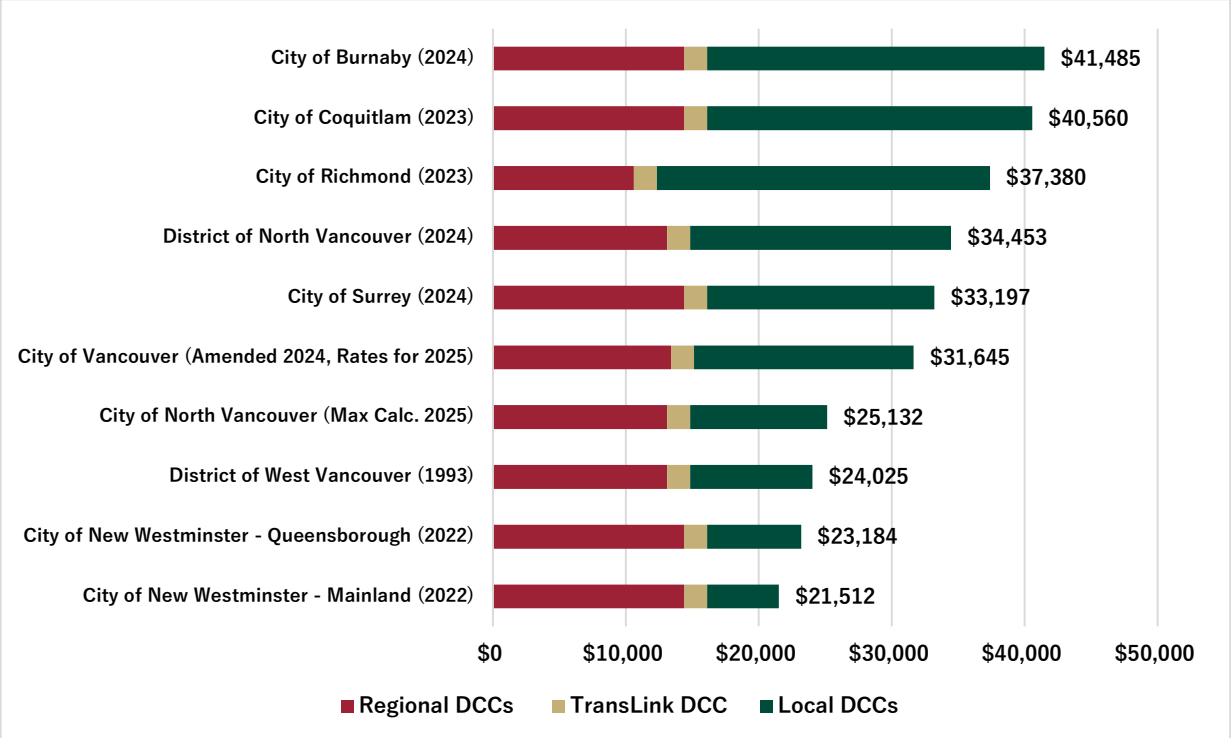


Figure 3 - Apartments DCC Rate Comparison*



**CNV 2025 rate is based on the "Apartments 5+ Storeys"*

Figure 4 - Commercial DCC Rate Comparison

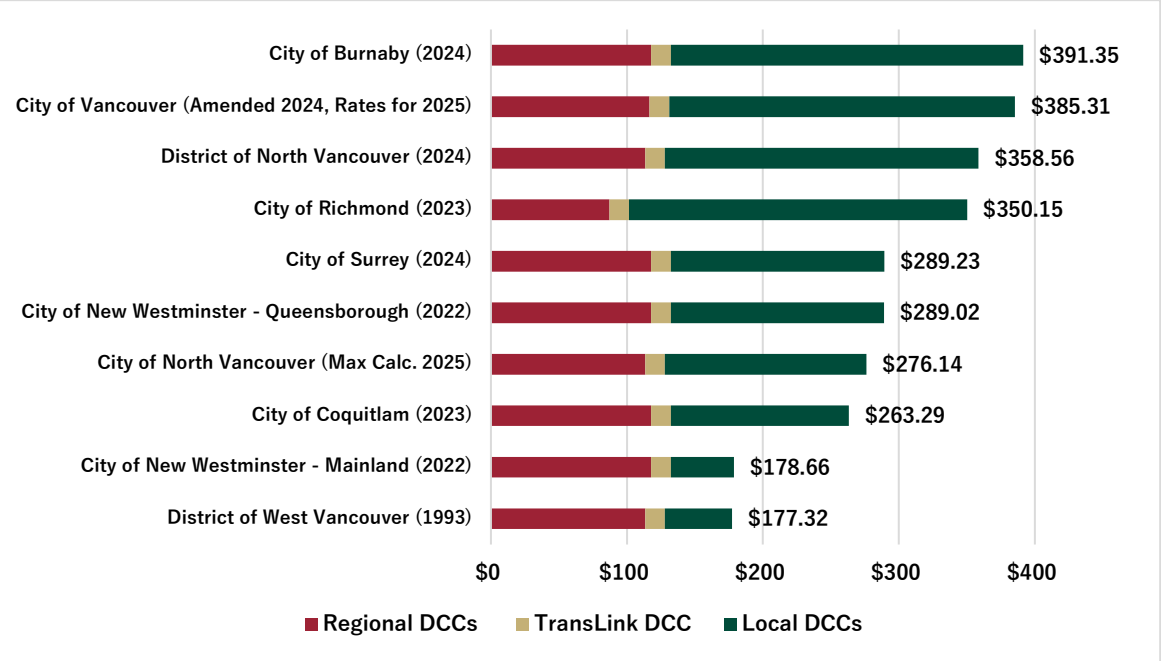
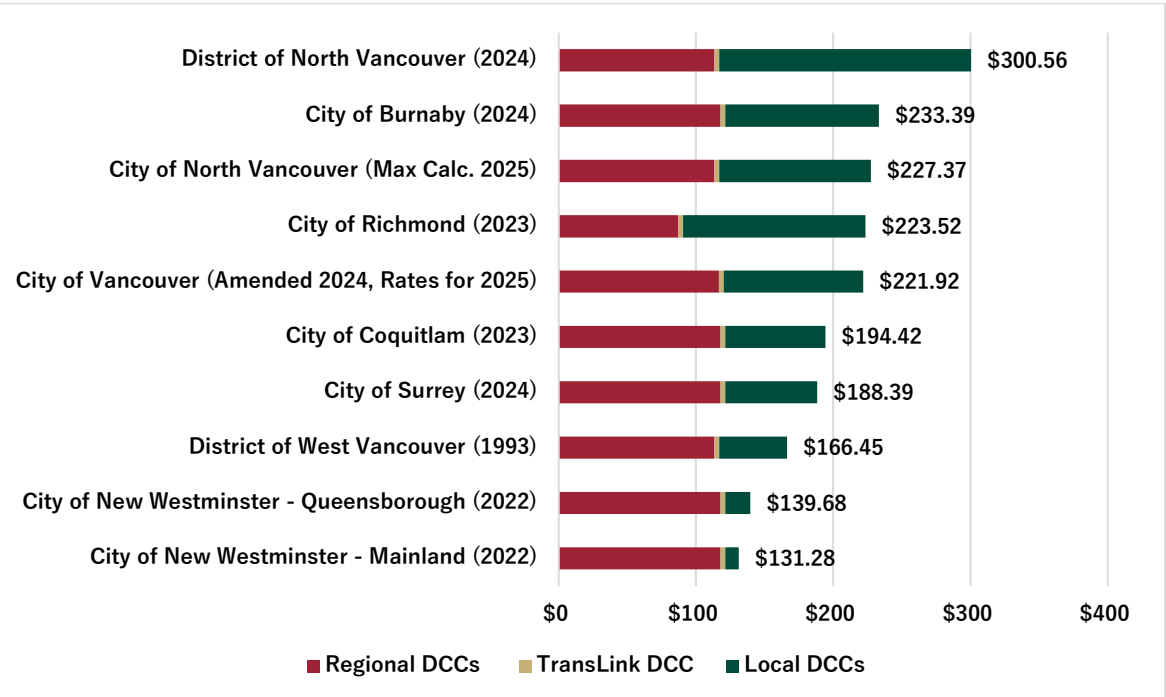


Figure 5 - Industrial DC Rate Comparison



J. ROLE OF ELECTED OFFICIALS – WHAT DECISIONS DO COUNCIL NEED TO MAKE?

Council has an important role to play in establishing DCC rates. The Province recently published the *Development Cost Charges Guide for Elected Officials* which was developed in collaboration with Hemson Consulting. The following outlines key tasks of the DCC calculation and Council's role and how they will be addressed through the DCC process.

KEY TASK	ROLE OF ELECTED OFFICIALS
Developing the DCC Background Report and Information	▪ Led by staff and consultants, with direction and input from elected officials. ▪ The *Development Cost Charges Background Study* and dated May 29, 2025, provides the details of the DCC rate calculations and assumptions. ▪ Council should review the report and ask questions of clarification, if required.
Drafting the DCC Bylaw	▪ Led by staff and consultants, with direction and input from elected officials. ▪ The draft DCC bylaw identifies which DCC services are included in the rate calculations, the area to which the bylaw applies, proposed rate structure (e.g. per unit and per square metre) as well as potential exemptions, waivers and reductions. ▪ Recommendations in CNV's draft DCC bylaw include: establishing city-wide charges to align with how infrastructure is planned for and delivered in CNV, using a residential rate structure based on unit type (as described in section G of this memorandum), statutory exemptions required by the LGA, waiver for developments where the cost of work does not exceed $100,000 (the LGA requires a minimum threshold of $50,000 but $100,000 is proposed due to rising costs of construction), rules with respect to redevelopment which allows for credits to be provided to developments that have already paid DCCs. ▪ Council should review the draft DCC bylaw and ask questions of clarification of staff and the consultants, if required. ▪ The LGA allows municipalities to waive or reduce DCCs for eligible developments such as not-for-profit housing, for profit affordable rental housing, subdivision of smalls lots designed to

KEY TASK	ROLE OF ELECTED OFFICIALS
	result in low GHG emissions, or developments that is designed to result in low impact development. Should Council wish to implement additional waivers and discounts, this can be established under a separate bylaw and does not require approval from the Inspector of Municipalities.
Public Consultation and Engagement	▪ Led by staff and consultants, with direction and input from elected officials. ▪ Engagement and consultation with the public and development industry is not a requirement of the LGA but it is recommended as it helps local governments demonstrate they have considered the impact of DCCs and whether the calculated rates will deter the construction of reasonably priced housing. ▪ Engagement sessions are proposed to be held with the public and development industry in person and online. An initial information session was held with the development industry in November 2024, virtual public engagement is anticipated to commence on June 9, 2025 on CNV's website, a second development industry meeting is scheduled for June 12, 2025 and an information session will be held with Council on June 23, 2025 where members of the public can also make representation on the proposed DCC rates. ▪ Council will be made aware of community feedback received on the proposed DCC rates. If required, Council may direct staff to make necessary adjustments to the rate calculations and/or bylaw policies.
Council Approval Process	▪ Staff will present proposed bylaw to Council. Council will provide feedback and make decisions prior to the bylaw being submitted to the Inspector of Municipalities for Approval. ▪ Key stages include First Reading, Second and Third Readings, submitting the DCC Bylaw to the Inspector of Municipalities and finally the adoption of the bylaw. ▪ First, Second and Third Reading of the bylaw is expected to occur on July 14, 2025, final approval of the bylaw will occur once it has been approved by the Inspector of Municipalities. ▪ Following the adoption of the bylaw, staff will monitor the implementation and report back to Council. Council's role will be to oversee the spending of DCC monies once they are collected

KEY TASK	ROLE OF ELECTED OFFICIALS
	and ensure they align with the broader financial and sustainability goals of the City.