

## 2016 Development Cost Charges Bylaw Update

Development Cost Charges (DCC's) are levies collected by local governments to assist in financing the costs of infrastructure and parks expenditures required to service new growth. Section 559 of the Local Government Act provides the authority for municipalities to collect DCC's through its DCC bylaw. The City of North Vancouver is currently undertaking a review and update of its Development Cost Charges program, which was last updated in 1997. The DCC update has been prepared following Provincial legislation and best practices developed by the Ministry of Community, Sport and Cultural Development. The DCC Bylaw requires review and approval by the Ministry before it can be adopted by City Council.

The proposed Bylaw received first reading from Council on March 7, 2016 and the City is now consulting with key stakeholders and the community to receive input prior to second and third readings in April/May 2016. Final bylaw adoption is anticipated in summer, 2016.

If you have any comments on the proposed DCC Bylaw, please forward them to [finance@cnv.org](mailto:finance@cnv.org) before 4:00 pm on April 15, 2016.

Background information:

- [Proposed Development Cost Charges Bylaw, 2016, No. 8471](#)
- [Report to Council dated March 2, 2016 – Development Cost Charge Review and Update](#)
- [Background Report - 2016 Development Cost Charge Review](#)
- Current DCC schedule of fees: <http://www.cnv.org/Property-and-Development/Building-and-Development/Development-Cost-Charges>

### Proposed DCC Rates Will Not Apply to “In-Stream” Applications

The new DCC rates will be in force immediately following adoption of “Development Cost Charges Bylaw, 2016, No 8471”. However, the *Local Government Act* (LGA) provides special protection from rate increases for development applications that are submitted prior to the adoption date.

In-stream protection applies to both building permit and subdivision applications received prior to the adoption of the new DCC Bylaw. Protection is also extended to rezoning and development permit applications that are submitted prior to the adoption of the new DCC Bylaw and that result in an issued building permit within 12 months of the adoption of the Bylaw. Sections 511 and 568 of the LGA outline the criteria that must be met in order for an application to qualify for in-stream protection.

If an application meets the required criteria and is submitted prior to the adoption of the new DCC Bylaw, it will be provided protection from rate increases for a period of twelve months after the adoption date. Note that existing DCC waivers, including the waiver for non-profit housing and reduced DCCs for rental housing will continue to apply under the proposed changes.

For further information or clarification, please contact Navin Chand at [nchand@cnv.org](mailto:nchand@cnv.org) or 604.983.7320.

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8471

### A Bylaw to Impose Development Cost Charges for the City of North Vancouver

**WHEREAS** pursuant to the *Local Government Act*, the Council of The Corporation of The City of North Vancouver may, by Bylaw, impose development cost charges for the purpose of providing funds to assist the municipality in paying for the capital cost of providing, constructing, altering, or expanding sewage, water, drainage, highway facilities, for acquiring park land or providing specified improvements on park land or any of them, in order to serve, directly or indirectly, the development in respect of which the charges are imposed;

**WHEREAS** in fixing development cost charges imposed by this bylaw the Council has taken into consideration future land use patterns and development, the phasing of works and services and the provision of park land described in an official community plan and whether the charges:

- a. are excessive in relation to the capital cost of prevailing standards of service in the municipality;
- b. will deter development in the municipality; and,
- c. will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality;

**AND WHEREAS** in the opinion of the Council the charges imposed by this bylaw are related to capital costs attributable to projects involved in the capital expenditure program of the municipality;

**NOW THEREFORE** the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charges Bylaw, 2016, No. 8471**”.
2. In this Bylaw:

“**Apartment**” means a building divided into not less than three dwelling units with each dwelling unit having its principal access from a finished grade level entrance common to all dwelling units. When combined with a commercial use where permitted in this Bylaw, a building containing fewer than three dwelling units is an apartment, provided that it complies with the rest of this definition.

“**Building permit**” means any permit required by the City that authorizes the construction, alteration or extension of a building or structure.

“**City**” means The Corporation of the City of North Vancouver.

“**Commercial**” means any commercial use as permitted under the authority of the City’s Zoning Bylaw.

“**Council**” means the Council of the City of North Vancouver.

**“Dwelling Unit”** means a Dwelling Unit as defined in the City’s Zoning Bylaw.

**“Duplex”** means a Two-Unit Residential Use as defined in the City’s Zoning Bylaw.

**“Gross Floor Area”** means the Gross Floor Area of a building or structure, as defined in the City’s Zoning Bylaw.

**“Industrial”** means any industrial use as permitted under the authority of the City’s Zoning Bylaw.

**“Single Family Residential”** means a One-Unit Residential Use as defined in the City’s Zoning Bylaw, and includes an accessory coach house or secondary suite.

**“Subdivision”** means a subdivision of land into two or more parcels, whether by plan, apt descriptive words or otherwise, under the *Land Title Act* or the *Strata Property Act*.

**“Townhouse”** means a building divided into not less than three dwelling units with each dwelling unit having direct access to finished grade level.

**“Zoning Bylaw”** means the City of North Vancouver Zoning Bylaw, 1995, No. 6700, as amended.

3. Every person who obtains:
  - A. Approval of a subdivision approval of a subdivision of a parcel of land under the *Land Title Act* or the *Strata Property Act*, or
  - B. A building permit authorizing the construction or alteration of a building or structure; including a building permit that authorizes the construction or alteration of a building or part of a building that will, after the construction or alteration, contain one or more self-contained dwelling units;

shall pay to the City, prior to the approval of the subdivision or the issuance of the building permit, as the case may be, the applicable development cost charges as set out in Schedule “A” hereto attached.

4. No development cost charge is payable where:
  - A. The building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under the *Community Charter*;
  - B. The building permit authorizes the construction or alteration of a building where the value of the work authorized by permit does not exceed \$50,000;
  - C. The size of the dwelling unit is 29 square metres or less; or
  - D. A development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed on the City.

5. Pursuant to Section 561(6) of the *Local Government Act*, a Development Cost Charge is payable for construction, alteration or extension of a building that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units.
6. This bylaw shall come into full force and effect and be binding on persons as and from the date of final adoption of this bylaw.
7. "Development Cost Charges Bylaw, 1997, No. 6814", and all amending bylaws, are hereby repealed in their entirety.

READ a first time by the Council on the 7<sup>th</sup> day of March, 2016.

READ a second time by the Council on the <> day of <>, 2016.

READ a third time and passed by the Council on the <> day of <>, 2016.

RECEIVED APPROVAL FROM THE INSPECTOR OF MUNICIPALITIES ON THE <> DAY OF <>, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 2016.

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MAYOR

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CITY CLERK

**“Development Cost Charges Bylaw, 2016, No. 8471”**

**Schedule “A”**

Land Use	Transportation	Park Acquisition and Development	Water	Sanitary Sewer	Drainage	TOTAL
Single Family Residential	\$5,315	\$4,614	\$1,513	\$1,477	\$1,830	\$14,749 per lot
Duplex	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Townhouse	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Apartment	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Commercial	\$48.32	\$2.56	\$0.84	\$0.82	\$5.49	\$58.03 per m <sup>2</sup> gross floor area
Industrial	\$28.99	\$2.56	\$0.84	\$0.82	\$5.49	\$38.70 per m <sup>2</sup> gross floor area

**CERTIFIED RESOLUTION OF COUNCIL:**

I hereby certify that this is a true copy of a resolution passed by the Council of the City of North Vancouver at its Regular meeting of March 7, 2016:

Moved by Councillor Buchanan, seconded by Councillor Clark

**RECOMMENDATION:**

**"PURSUANT** to the report of the Deputy Director, Finance, dated March 2, 2016, entitled "Development Cost Charge Review and Update":

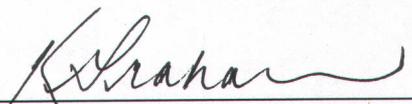
**THAT** "Development Cost Charges Bylaw, 2016, No. 8471", be given introduction and first reading;

**THAT** staff be directed to forward "Development Cost Charges Bylaw, 2016, No. 8471", to the Urban Development Institute for feedback and published on the City's website for public input;

**AND THAT** staff report back to Council on the input received.

CARRIED UNANIMOUSLY"

Dated at North Vancouver, BC, this  
8th day of March, 2016.

  
\_\_\_\_\_  
Karla D. Graham  
City Clerk



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

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To: Mayor Darrell R. Mussatto and Members of Council  
From: Navin Chand, Deputy Director of Finance  
SUBJECT: DEVELOPMENT COST CHARGE REVIEW AND UPDATE  
Date: March 2, 2016 File No: 05-1810-03-0001/2016

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*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Deputy Director of Finance, dated March 2, 2016, entitled "Development Cost Charge Review and Update;"

**THAT** the Development Cost Charges Bylaw, 2016, No. 8471 be given introduction and first reading;

**AND THAT** staff be directed to submit it to the Urban Development Institute for feedback and onto the City's website for public input;

**AND THAT** staff report back to Council on the input received.

**ATTACHMENTS:**

1. Draft Report - Development Cost Charge Review
2. Development Cost Charge Presentation by Urban Systems
3. Development Cost Charges Bylaw, 2016, No. 8471

**PURPOSE:**

This report accompanies Urban Systems report and presentation detailing the proposed revisions to the City's Development Cost Charge (DCC) program.

## **BACKGROUND:**

Development Cost Charges (DCC's) are levies collected by local governments to assist in financing the costs of infrastructure and parks expenditures required to service new growth. Section 559 of the Local Government Act provides the authority for municipalities to collect DCC's through its DCC bylaw. The intent of a DCC program is to ensure that new development pays their equitable share of growth related costs. DCC's are a dedicated source of funding and must be used to acquire or construct the works for which they were intended for. Any funds collected through DCCs must be retained in a separate reserve fund and, together with the earned interest, set aside for future DCC projects.

The City's existing DCC bylaw, Bylaw No. 6814, 1997, was adopted in 1997. The City currently collects both a Roads DCC and a Parks DCC under this bylaw.

## **DISCUSSION:**

The City has experienced a number of changes in land patterns, construction costs, population and density growth, as well as transportation and infrastructure expansion requirements since 1997. The implementation of a revised DCC program is timely with recent amendments to the Parks Master Plan, the Transportation Plan, and the revision of the Official Community Plan. The Ministry of Community, Sport and Cultural Development prepared the Development Cost Charge Best Practices Guide which recommends that DCC Bylaws be updated every 5 years.

Urban Systems was awarded the contract for the DCC review and update through a Request for Proposal process completed in 2013 and have enclosed a Development Cost Charge Review report and a presentation (**Attachment 1 and 2**).

This comprehensive DCC review spans City wide capital expenditure forecasts and reflects growth projections. This also provides the City with a structured Development Cost Program to assist in funding the cost of upgrading and expanding streets and parks infrastructure and developing parkland required to support new development. In addition, the DCC program has been expanded to include the water system, sanitary sewer system and drainage system.

### **Growth Projections**

The residential growth projections used in the DCC Review are based on the OCP and discussions with staff. The projection includes existing lands currently zoned but not developed or remaining lands in planned neighbourhoods where the type of land use is known. The commercial and industrial growth projections were based on trends of past years etc.

### **Project Cost Estimates**

Staff have reviewed the DCC Transportation, Parks, Water, Sanitary and Drainage Program and identified capital costs based on industry knowledge and experience. Regular assessment of project costs is suggested. Cost sharing funding options have

been integrated into the DCC program, whereby staff anticipate funding based on past funding strategies from certain agencies and other government programs.

Urban Systems' DCC Report (**Attachment 1**) discusses distinct factors that dictate DCC funding allocation for new projects related to new growth and project upgrades resulting from population increases. Appropriate allocation is determined by using two broad categories:

1. Projects that upgrade service levels or resolve existing deficiencies
2. Projects that are solely purposed to accommodate new growth

The proposed program considers these categories and assigns growth related percentages to each capital project, identifying the amount of DCC Recoverable costs to be allocated.

The City recognizes that project costs should be distributed equitably between new development and existing community where there is a mutual benefit. An allocation of 50% benefit to new growth and 50% benefit to the existing community has been used for all but acquisition of new parkland, which is seen as being fully attributable to new growth.

Additional factors considered in developing the DCC program include type of land use, projected developments, timelines for works and services, and the impact of DCC rates on development levels.

### **Assist Factor**

The Local Government Act requires that an assist factor be included as part of the DCC calculations. This factor represents the City's contribution towards the capital costs of the projects attributed to new development. The municipal assist factor is a discretionary value that is determined by the City; however, the Ministry requires a minimum allowance of 1% of the DCC Calculation. The proposed DCC amendments have included a 1% municipal assist factor.

### **Proposed New Transportation DCC**

The previous Transportation DCC program related to a single transportation project, the Lower Level Route connector road which has been constructed. The proposed DCC program includes projects principally focused on required multi-mode transportation such as bicycle routes, bridges, sidewalks etc. (**Attachment 1 – Appendix A**).

The proposed costs assigned to the Transportation DCC program is \$35.15 million, of which \$6.70 million is funded by grants, \$14.08 million is DCC recoverable, with the remaining \$14.37 million funded by other municipal programs.

### **Proposed New Parks DCC**

The proposed Parks DCC program includes acquisition of park land and prescribed parks works that include development of parks, trails, and greenways throughout the City (**Attachment 1 – Appendix B**).

The proposed costs assigned to the Parks DCC program is \$40.72 million, of which \$50,000 is funded by grants, \$31.76 million is DCC recoverable, with the remaining \$8.91 million funded by other municipal programs.

### Proposed Water DCC

The proposed Water DCC includes the expansion of our existing water infrastructure (**Attachment 1 – Appendix C**) to accommodate new growth.

The proposed costs assigned to the Water DCC program is \$6.54 million, of which \$3.24 million is DCC recoverable, with the remaining \$3.30 million to be funded by annual water utility rates/reserves.

### Proposed Sanitary DCC

The proposed Sanitary DCC includes the expansion of our existing sanitary sewer infrastructure (**Attachment 1 – Appendix D**) to accommodate new growth.

The proposed costs assigned to the Sanitary DCC program is \$6.38 million, of which \$3.16 million is DCC recoverable, with the remaining \$3.22 million to be funded by annual sewer utility rates/reserves.

### Proposed Drainage DCC

The proposed Drainage DCC includes the expansion of our existing drainage infrastructure (**Attachment 1 – Appendix E**) to accommodate new growth.

The proposed costs assigned to the Drainage DCC program is \$1.49 million, of which \$740K is DCC recoverable, with the remaining \$750K to be funded by drainage levy.

### DCC Rates Summary

The following table presents a comparison of the existing and proposed DCC rates.

Land Use	Unit	Existing DCC rates	Proposed DCC Rates
Single Family*	Per lot	\$12,821	\$14,749
Duplex	Per m <sup>2</sup> of building	\$49.29	\$62.17
Townhouse	Per m <sup>2</sup> of building	\$49.29	\$62.17
Apartments	Per m <sup>2</sup> of building	\$49.29	\$62.17
Commercial	Per m <sup>2</sup> of building	\$57.35	\$58.03
Industrial	Per m <sup>2</sup> of building	\$16.82	\$38.70

*\* It is important to note that under the existing DCC Bylaw that the Single Family DCC Rate is charged on a square metered basis. However the new proposed DCC Bylaw charges Single Family on a per lot basis which is consistent with the other municipalities.*

The proposed DCC Rates are higher than the existing rates since the DCC Program has been expanded to include three new categories (Water, Sewer and Drainage). In addition, the proposed Transportation and Parks DCC Programs are much more comprehensive than the original bylaw approved in 1997. Note that DCC's apply to the net increase in demand. Where an existing building is being demolished (within two years) and replaced by a larger building or the use is changing, DCC's will be calculated

by giving credit to the existing building being demolished. This credit is based on the size of the building at the DCC value for its former use. However, it is important to note that despite the proposed increase in the DCC rates, the City's Rates would be in line with most municipalities in the Metro Vancouver Region.

The City's largest projected source of residential DCC collection is from the Apartment category. The proposed DCC Bylaw would increase the Apartment DCC rate by approximately 26% which is equivalent to an annual compounded rate increase of 1.23% since 1997. A comparison of the City's proposed Apartment DCC Rates with some of the other Metro Vancouver municipalities is provided below:



It is also important to note on the above graph the change in distribution from a Parks DCC collection focus under the existing City Bylaw to a more comprehensive program which includes transportation, water, sewer and drainage.

A comparison of the City's proposed DCC Rates by Single Family, Townhouse, Apartment, Commercial, and Industrial compared to other Metro Vancouver municipalities can be found in the Urban Systems power point (**Attachment 2 – slides 17 to 21**).

The following table presents a comparison of the City's proposed DCC rates and the District of North Vancouver's (DNV) existing DCC Rates:

Land Use	Unit	City Proposed DCC Rates	DNV Existing DCC Rates
Single Family	Per lot	\$14,749	\$15,709
Duplex	Per m <sup>2</sup> of building	\$62.17	\$93.11
Townhouse	Per m <sup>2</sup> of building	\$62.17	\$93.11
Apartments	Per m <sup>2</sup> of building	\$62.17	\$98.60
Commercial	Per m <sup>2</sup> of building	\$58.03	\$58.83
Industrial	Per m <sup>2</sup> of building	\$38.70	\$43.18

Note that the proposed City DCC Rates are lower than the existing DNV Rates. The DNV adopted their existing DCC Bylaw on April 29, 2013 which became effective November 1, 2013.

### **Public participation process**

The Local Government Act does not require a public participation process; however, the British Columbia Best Practices Guide suggests that the public be engaged in the development of the DCC program. Although Developments Cost Charges are a useful mechanism for financing new growth, the impact of DCC revisions should be considered to ensure that the proposed rates are not excessive or discourage development. With this in mind, staff recommends submitting the proposed DCC program to the Urban Development Institute for their feedback and onto the City's website for public input prior to adoption of the program.

If Council directs staff to proceed, the DCC Amendment process is noted below:

- Council endorses first reading of the DCC amendment bylaw and rates and directs staff submit it to the Urban Development Institute for feedback and onto the City's website for public input
- Staff receive feedback from the Urban Development Institute and the public and make any necessary adjustments
- Council endorses the second and third reading of the DCC Amendment bylaw at one council meeting
- DCC bylaw and background report are sent to the Inspector of Municipalities for approval
- DCC bylaw with Ministry approval receives fourth reading by City council
- New DCC bylaw becomes effective after council gives fourth reading
- The Local Government Act protects in-stream subdivision and building permit applications from the new DCC rates for a period of one year. Any new subdivision and building permit applications will be subject to the new rates immediately.

### **Ongoing DCC Updates**

Periodic review of the Development Cost Charge program is recommended to ensure the DCC program remains consistent with City development plans and reflects updated construction costs.

### **FINANCIAL IMPLICATIONS:**

The 2016-2025 Project Plan has factored the proposed DCC bylaw as a source of funds. Should the program not be approved, additional funding sources will be required and some projects may be delayed as a result.

## **INTER-DEPARTMENTAL IMPLICATIONS:**

This review is the result of a coordinated effort between Urban Systems and City Staff representatives from Community Development, Engineering, Parks and Environment, and Finance.

This report was endorsed by the Major Projects Committee on March 1, 2016.

## **STRATEGIC PLAN IMPLICATIONS**

The proposed DCC revisions would support a broad number of goals in the City's Strategic Plan including balancing social and economic needs of the community, providing a prescribed program for current and future DCC capital works, establishing adequate DCC reserves to assist in funding the cost of upgrading and expanding infrastructure and acquiring and developing parkland required to support new development.

RESPECTFULLY SUBMITTED:



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Navin Chand  
Deputy Director of Finance



CITY OF NORTH VANCOUVER

2016

# Development Cost Charge Review

Draft Report  
March 2016





**DCC REVIEW**  
Draft Report

**Prepared by:**

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March 2016  
USL File: 1308.0031.01



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Appendix F	Existing City of North Vancouver Development Cost Charge Bylaw No. 6814, 1995
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Appendix H	Public Consultation Materials (to follow)

## EXECUTIVE SUMMARY

This report presents proposed Development Cost Charges (DCCs) that reflect growth projections and DCC capital programs for the City of North Vancouver. The report consists of the following parts.

- **Part 1** of the report outlines the purpose of the DCC review and includes information on the legislation enabling DCCs, DCCs levied by other jurisdictions, and the use of the DCC Best Practices Guide.
- In **Part 2**, the public consultation process is reviewed.
- **Part 3** outlines the guiding principles used to develop the DCC program and identify DCC recoverable costs. This part discusses the time frame for the DCC program, the explanation for applying DCCs on a community-wide or area-wide basis, the allocation of costs between existing and new development, the municipal assist factor, grant assistance and interim financing.
- In **Part 4**, growth projections for the City of North Vancouver are presented. Based on the projected growth identified in the OCP and discussions with staff, the growth for the different land uses is forecast.
- **Parts 5 to 9** summarize the costs of each DCC program (i.e. transportation, water, sanitary sewer, drainage, park acquisition and improvement). The total capital costs for each service and the total DCC program costs are as follows:

**Table 1**  
**Total DCC Program Recoverable Costs**

Service	Total Capital Costs	Grants	DCC Recoverable Program Costs	Municipal Costs <sup>(1)</sup>
Transportation	\$35.2 M	\$6.7 M	\$14.1 M	\$14.4 M
Park Acquisition & Development	\$40.7 M	\$50,000	\$31.8 M	\$8.9 M
Water	\$6.5 M	\$ -	\$3.2 M	\$3.3 M
Sanitary Sewer	\$6.4 M	\$ -	\$3.2 M	\$3.2 M
Drainage	\$1.5 M	\$ -	\$736,560	\$751,440
<b>Total</b>	<b>\$90.3 M</b>	<b>\$6.7 M</b>	<b>\$53 M</b>	<b>\$30.6 M</b>

Note: <sup>(1)</sup> Includes municipal assist factor

Parts 5 to 9 also show how the DCC rates are calculated using the information from Parts 3 and 4. The proposed DCC rates are shown in Table 2.

- **Part 10** includes information on implementation issues such as exemptions to the bylaw, grace periods, DCC rebates and credits, as well as suggestions for monitoring and accounting related to the DCC bylaw.

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Table 2  
City of North Vancouver  
Proposed DCC Rate Summary

	Transportation	Park Acquisition & Development	Water	Sanitary	Drainage	Total Development Cost Charge	
Single Family	\$5,315	\$4,614	\$1,513	\$1,477	\$1,830	\$14,749	per lot
Duplex	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Townhouse	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Apartment	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Commercial	\$48.32	\$2.56	\$0.84	\$0.82	\$5.49	\$58.03	per m <sup>2</sup> of gross floor area
Industrial	\$28.99	\$2.56	\$0.84	\$0.82	\$5.49	\$38.70	per m <sup>2</sup> of gross floor area

## PART 1. BACKGROUND

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### Points Covered

- Purpose of this Review
- Legislative and Regulatory Background
- Recent Legislative Changes
- DCCs Levied by Other Authorities
- DCC Best Practices Guide

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### 1.1 Background and Purpose of this Review

The last review of the City of North Vancouver Development Cost Charge (DCC) programs and rates was completed in 1997. The City deleted a specified area component of the DCC bylaw in 2002 and in 2010 added text to allow for the reduction of DCCs for not-for-profit rental housing and for-profit affordable rental housing. This DCC review is meant to be a major DCC bylaw update. A number of infrastructure studies have been completed and the City has amended the Official Community Plan (OCP) and Zoning Bylaw. Capital costs for all projects have been updated to reflect current construction costs.

The current DCC bylaw levies DCCs for transportation, park acquisition and improvement. The current DCCs are levied community-wide and apply to residential, commercial and industrial land uses. Currently, most engineering infrastructure required to support growth is provided on a project by project basis as development is approved by the City of North Vancouver. The engineering infrastructure developers are required to build is specific to meet their unique needs and satisfy municipal regulations.

The 1997 DCC bylaw has a single DCC rate for all residential land uses including single family, townhouse and apartments. The residential DCC is collected at building permit. The commercial and industrial DCCs are collected at building permit. The current DCCs are levied based on the actual gross floor area of the building collected at the time the building permit is issued. For residential subdivisions a covenant is placed on the properties and the DCC is payable at the time of issuance of the building permit.

The proposed programs ensure that the people who will use and benefit from the services provided pay their share of the costs in a fair and equitable manner. The proposed DCC programs create certainty by providing stable charges to the development industry and by allowing the orderly and timely construction of infrastructure.

It should be noted that the material provided in the background report is meant for information only. Reference should be made to the current Bylaw No. 6814, 1997 and subsequent amendments (Bylaw No. 7388, 2002 and Bylaw No. 8130, 2010) for the specific DCC rate for all development within the City until the City Council has adopted a new DCC bylaw.

### 1.2 Legislative and Regulatory Background

Development cost charges are special charges collected by local governments to help pay for infrastructure expenditures required to service growth. The *Local Government Act (LGA)* provides the authority for municipalities to levy DCCs. The purpose of a DCC is to assist the municipality with accommodating development by providing a dedicated source of funding for the capital costs of:

- Providing, constructing, altering or expanding sewage, water, drainage and transportation facilities (other than off-street parking); and

- Providing and improving parkland.

Municipalities wanting to collect DCCs must adopt a DCC bylaw that specifies the amount of the DCCs that will be collected. The charges may vary with respect to:

- Different zones or different defined or specific areas;
- Different uses;
- Different capital costs as they relate to different classes of development; and
- Different sizes or different numbers of lots or units in a development.

Funds collected through DCCs must be deposited in separate reserve accounts. These funds may only be used to pay for the capital costs of the works and short-term financing costs of a debt incurred for capital works identified in the DCC program. The costs for capital works include not only the actual construction of the works but also the planning, engineering and legal costs which are directly related to the works, as well as improving parkland if a parkland acquisition and improvement DCC is established.

### 1.3 Recent Legislative Changes

In 2008 the Provincial Government revised the legislation pertaining to DCCs, which provided the option for municipalities to exempt or waive DCCs for the following classes of “eligible development”:

- Not-for-profit rental housing, including supportive living housing (similar provisions were in the previous legislation, but did not require a bylaw to waive or reduce DCCs for not-for-profit rental housing);
- For-profit affordable rental housing;
- Subdivisions of small lots designed to result in low greenhouse gas emissions; and
- Developments designed to result in a low environmental impact.

North Vancouver currently provides a 100% waiver of DCCs for not-for-profit rental housing, and reduces DCCs by 50% for for-profit rental housing. The DCC bylaw does not include exemptions or waivers related to other types of “eligible development”. Low impact/green development practices are not expected to have a significant impact on the City’s DCC program at this time (i.e., these practices are not expected to reduce the need for identified DCC projects); therefore, providing DCC waivers or reductions for this type of development would not likely result in a decreased impact on infrastructure. Providing DCC waivers or reductions may not be effective incentives for development in North Vancouver. In general, DCC costs are typically a fairly small portion of development costs, which have historically been driven by land costs.

More recently, in 2014, the *Local Government Act* was amended to provide “in-stream” protection to applicants at time of building permit, to provide developers with 12 months’ protection from increases to DCCs. The same level of protection currently exists for “in-stream” subdivision applications with a similar protection period of 12 months. In addition, the legislation also protects “precursor applications” for rezoning and/or development permits which are linked to building permits, with the same 12-month protection period.

**1.4 DCCs Levied by Other Authorities**

In addition to the DCCs levied by the municipality, developers are often also required to pay regional DCCs. In North Vancouver, the City is required to collect regional DCCs on behalf of the Greater Vancouver Regional District. Currently, the Greater Vancouver Regional District charges DCCs for sewerage and drainage (Table 3).

**Table 3  
Greater Vancouver Sewerage and Drainage DCCs**

Land Use	Rate
Single Detached Residential Use (per unit)	\$1,291
Townhouse Residential Use (per unit)	\$1,129
Apartment Residential Use (per unit)	\$807
Non-Residential Use (per sq. ft. of floor area)	\$0.605

\*Source: Greater Vancouver Regional District, Development Cost Charge Bylaw No. 254.

**1.5 Use of DCC Best Practices Guide**

The Ministry of Community, Sport and Cultural Development (the “Ministry”) has prepared a Development Cost Charge Best Practices Guide (the “Best Practices Guide”). The purpose of this document is to outline an accepted process to develop a DCC program. Municipalities that follow this recommended process qualify for streamlined Ministry review of their DCC program.

This report was developed in consideration of the Best Practices Guide.

## PART 2. PUBLIC PARTICIPATION

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### Points Covered

- Consultation Process

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## 2.1 Public Participation Process

Although the *LGA* does not require a public participation process, the Best Practices Guide does suggest that an opportunity for public participation be included as part of the formulation of the DCC program. The purpose of such a process is to allow those who are interested in or affected by the proposed DCCs to offer comments and input. The Best Practices Guide does not set a recommended format to be followed for public participation; instead, the type of public participation to be used is decided by the municipality itself.

(This section will be completed following any public engagement in 2016. The City proposes to send a referral letter to the Urban Development Institute for comment, and to post information on the proposed DCC Bylaw to the City's website.)

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## PART 3. DEVELOPING THE DCC PROGRAM AND COSTS - GUIDING PRINCIPLES

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### Points Covered

- Relationship to Other Municipal Documents
- DCC Time Frame
- Community-Wide and Area-Specific DCCs
- Recoverable Costs
- Grant Assistance
- Interim Financing
- Allocation of Costs
- Municipal Assist Factor
- Units of Charge

### 3.1 Relationship to Other Municipal Documents

This DCC program has been developed to be consistent with the following legislation, plans, and policy guides:

- Local Government Act
- Development Cost Charges Best Practices Guide
- City of North Vancouver Development Cost Charge Bylaw No. 6814, 1997
- City of North Vancouver Development Cost Charge Bylaw No. 7388, 2002
- City of North Vancouver Development Cost Charge Waiver Bylaw No. 8130, 2010
- City of North Vancouver Official Community Plan, 2014
- City of North Vancouver Zoning Bylaw No. 6700, 1995
- City of North Vancouver Five Year Financial Plan
- City of North Vancouver DCC Reserves

### 3.2 DCC Time Frame

The first step in determining DCC costs is to set a time frame for the DCC program. The time frame for the City of North Vancouver DCC program is to 2025. The capital expenditure forecasts include all of the DCC projects that need to be constructed to allow for anticipated development within this time frame.

### 3.3 Community-Wide and Area-Specific DCC Charges

In a community-wide DCC, the same DCC rate is applied for each land use deemed to generate a similar or same capital cost burden regardless of the location of the development. An area-specific DCC typically divides the community into different areas according to geographic or other distinctive areas based on technical reasons. For example, it would be appropriate to establish an area-specific DCC for an area that is uniquely serviced by a series of specific water works, which can only service that particular area due to the unique location and circumstances of the area.

The questions contemplated in concluding that a community-wide DCC is the best alternative for the City of North Vancouver DCC include the following:

1. What does the Provincial DCC Best Practise Guide (BPG) recommend?
2. How is the existing DCC bylaw applied?
3. Who benefits from the capital works in a direct or indirect manner?
4. Is a community-wide DCC a fair manner to distribute the costs in relationship to the development of land throughout the City?

5. What are the cash flow implications of collecting area-specific DCCs vs. community-wide DCCs on a community the size of City of North Vancouver with the City's specific DCC capital program? How will the manner of DCC collection affect the City's ability to get the DCC program built?
6. What are the typical complexities and costs of establishing the community-wide vs. area-specific DCC?
7. Does a community-wide DCC support growth throughout the City in a more cost effective manner?

The answers to the questions above led to the conclusion that a community-wide DCC rate structure is the best alternative to implement the DCC capital program.

The community-wide DCCs give the City the most flexibility in terms of accumulating and spending DCC revenues. Area-specific DCCs can limit the amount of DCCs available to fund works throughout the City by having multiple DCC reserves with a small amount in different reserves. This can result in long time frames to collect a significant amount of DCCs to build any works in a timely manner.

Having DCCs collected community-wide for capital works gives the City the flexibility to construct DCC works anywhere in the City. This can be beneficial should development shift from one area in the City to another area over time. If all areas develop in a slow manner the DCCs available in a community-wide DCC program will allow the City to respond to changes in development patterns throughout the City.

Having a community-wide DCC can reduce the complexity of collecting the DCC and cost of administering the DCC reserves. A community-wide DCC bylaw is often a simpler document to apply by front counter staff as well and can reduce the staff time required to assess, collect and expend the DCCs. We believe the reduced administration effort from having a community-wide DCC can be significant.

### **3.4 DCC Recoverable Costs**

As specified by the *Local Government Act*, the DCC recoverable costs for the projects include construction costs, contingency, engineering and administration. The capital costs included in this report do not include charges for interim financing.

As stated in the Ministry's *Development Cost Charge Best Practices Guide*, the Inspector of Municipalities will consider allowing interest costs in relation to:

- Fixed-capacity infrastructure;
- Out-of-sequence projects; and
- Greenfield development.

At this time the City of North Vancouver has not identified any projects that require long-term debt financing that meet the Ministry guidelines.

### 3.5 Grant Assistance

Twelve of the transportation projects will be partially funded through grants. The details are provided in the Transportation Program (Appendix A) in the column entitled "Cost Sharing". Cost sharing is anticipated from Translink, BC Transit and the Ministry of Transportation and Infrastructure. The projects identified are consistent with past funding strategies of these government agencies and major provincial infrastructure programs. Due to the size, nature and type of projects these major transportation projects all require grants for the works to proceed in a timely manner.

### 3.6 Interim Financing

The capital costs shown in the report do not include interim financing.

### 3.7 Allocation of Costs

For each proposed infrastructure project, costs are allocated between the existing development and new growth. To determine the proper allocation for each project, individual projects can be divided into two broad categories:

1. Projects that upgrade the level of service or resolve existing deficiencies; and
2. Projects that are required solely to accommodate new growth.

Projects in the first category provided some benefit to existing development, but they also benefit new growth. In order to allocate the degree of benefit equitably between the existing population and new growth, only a portion of project costs are allocated to new growth. For projects in this category, the benefit to growth is 50%.

Projects in the second category benefit new growth only. In other words, they would not be contemplated if no new growth were forecasted. One hundred percent (100%) of the benefit and cost of each project in this category has been allocated to new growth.

As for new projects in the first category, the City considers the following factors when determining what percentage to allocate to new growth:

- Current standards of servicing required by the City.

- Whether the work on the project is primarily for upgrading deficiencies and upkeep of the system or whether it is primarily for increasing capacity.
- A comparison of what the size of the project would be if the project was for the existing population, versus what the size of the project would be if the project was expanded to accommodate the new growth as well.
- The proximity of the project in relation to where development is anticipated to occur within the City and the degree to which the development depends on the project in order to ensure that development occurs.

The following table indicates, in general terms, the percentage of the costs that are attributable to new growth according to the type of service. Numbers less than 100% indicate category one projects that benefit both new growth and the existing population. The number 100% indicates category two projects that benefit new growth alone.

**Table 4**  
**Allocation of Costs Attributable to New Growth**

DCC Type	Benefit Factors %
Transportation	50%
Park Acquisition & Development	50 - 100%
Water	50%
Sanitary	50%
Drainage	50%

In each of the DCC programs (Appendix A - E), the exact percentage of the benefit that can be attributed to new growth is indicated in the column entitled "Benefit Factor". That factor is applied to the estimated costs to arrive at the amount that can be recovered by DCCs before the municipal assist factor is applied. That information can be found in the column entitled "Benefit to New Development" in all of the DCC programs.

### 3.8 Municipal Assist Factor

The *LGA* recognizes that it would be unfair to impose on new development all of the costs that are attributable to new development. As such, the *LGA* stipulates that an assist factor will be included as part of the calculation of the DCCs. An assist factor represents the City's contribution towards the capital costs for the projects that are attributed to new development. This contribution is in addition to the costs that were allocated in the calculations to the existing population and that are to be paid by the City. The portion

of the costs that the City will have to cover because of the assist factor will have to be financed through other means available to the City, such as utility fund revenue.

The actual level of the assist factor is determined by the City. While the City can have a different assist factor for *each type of capital works*, i.e. water and sanitary, the City cannot have a municipal assist factor that varies for *different land uses* within the City, i.e. single detached dwelling residential, townhouse residential, commercial, etc.

According to the *LGA*, the City should consider the following factors when setting DCC rates:

- Future land use patterns and development;
- The phasing of works and services;
- Whether the charges are excessive in relation to the capital costs of prevailing standards of service;
- Whether the costs will deter development; or
- Whether the charges will discourage the construction of reasonably-priced housing or the provision of reasonably-priced serviced land.

In consideration of all of the above matters, the assist factor has been set at the following rates for each type of DCC:

**Table 5  
Municipal Assist Factor by DCC Type**

DCC Type	Municipal Assist Factor
Transportation	1%
Park Acquisition & Development	1%
Water	1%
Sanitary	1%
Drainage	1%

### 3.9 Units of Charge

Single family dwelling DCCs will be levied at subdivision or in the case of redevelopment at the time of building permit based on the number of lots created by subdivision. Duplex, townhouse, apartment, commercial and industrial land uses will be levied the DCC at the building permit stage of development.

Duplex, townhouse, apartment, commercial and industrial DCCs will be levied per square metre of gross floor area.

It is most efficient to collect the single family DCCs at the time of subdivision. Collecting the DCC at this point ensures the DCC is collected as early as possible in the development process to help in funding needed infrastructure.

In multiple-family dwelling developments, the size and number of townhouses or apartments is often not known at the time of subdivision nor are there any guarantees as to the exact number of units that will be built. Therefore collection of the multiple dwelling DCCs at the building permit stage is more accurate in assessing the impact of the development not only because the number of units is known, but also because the unit size is known, which ultimately corresponds to the occupancy rate.

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## PART 4. GROWTH PROJECTIONS

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### Points Covered

- Residential
- Commercial
- Industrial

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#### 4.1 Residential

As shown on Table 6, the City is expected to grow by approximately 4,052 residential units by 2025. The projected growth is based on the development potential of existing areas that will most likely develop and a 10-year portion of the long term estimate has been used in the DCC program. The growth projections are based on the OCP and discussions with staff. The projection includes existing lands currently zoned but not developed or remaining lands in planned neighbourhoods where the type of land use is known. The total number of 4,052 units is allocated as follows: 26 units are expected to be single family dwelling; 134 units are expected to be duplex dwellings, 580 units are expected to be townhouse dwelling; 3,312 units to be apartment dwellings.

Table 6  
Distribution of Population Growth by Dwelling Type

Dwelling Type	New Units	Persons per Unit	New Population
Single Family	26	3.60	94
Duplex	134	3.04	407
Townhouse	580	2.50	1,450
Apartment (up to 6 storeys)	1,894	1.77	3,352
Apartment (taller than 6 storeys)	1,418	1.56	2,212
Total Residential Growth (to 2025)			7,515

#### 4.2 Commercial

To estimate future commercial and industrial development potential the trends of past years were reviewed. City staff anticipates the amount of available commercial and industrial space available for development will be 92,903 (1,000,000 sq. ft.) square metres. Based on past trends and available land the breakdown of the 92,903 square metres will be 95% commercial and 5% industrial lands. As shown on Table 7, 88,258 square metres of new commercial floor space is expected to be developed by 2025.

#### 4.3 Industrial

Like the commercial growth projections, the industrial growth projections were based on information provided by City staff. As shown on Table 7, the City is expected to experience 4,645 square metres of new industrial floor area over the DCC program timeframe.

**Table 7**  
**Non-Residential Growth Projections**

Land Use	New Development (square metres total floor area)
Commercial	88,258
Industrial	4,645

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## PART 5. TRANSPORTATION DCCS

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### Points Covered

- Transportation DCC Program
- Traffic Generation and Calculation of Roads Impact
- Transportation DCC Calculation

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### 5.1 Transportation DCC Program

The Transportation DCC program includes a variety of capital works including: traffic signals, pedestrian/bike corridor improvements, sidewalk and street improvements, bridges, bike lanes and intersection upgrades. The program and calculations are shown in Appendix A.

The Transportation DCC Program identifies the proportion of the costs attributable to future growth and to the existing residents for each project. A municipal assist factor of 1% was applied to that amount in order to determine the amount recoverable by DCCs.

**Table 8**  
Transportation DCC Program Costs

Total Capital Costs	Grants	DCC Recoverable Program Costs	Municipal Costs
\$35 M	\$6.7 M	\$14 M	\$14 M

The total cost of the transportation projects is approximately \$35 million, of which \$6.7 million is funded by grants and \$14 million is DCC recoverable. These costs include the construction of new transportation infrastructure plus engineering, contingency, project administration, interest and land costs where applicable.

### 5.2 Traffic Generation and Calculation of Road Impact

For transportation works, the cost of development is distributed based on the trips generated by each land use. Relative impacts and equivalent units have been calculated as follows:

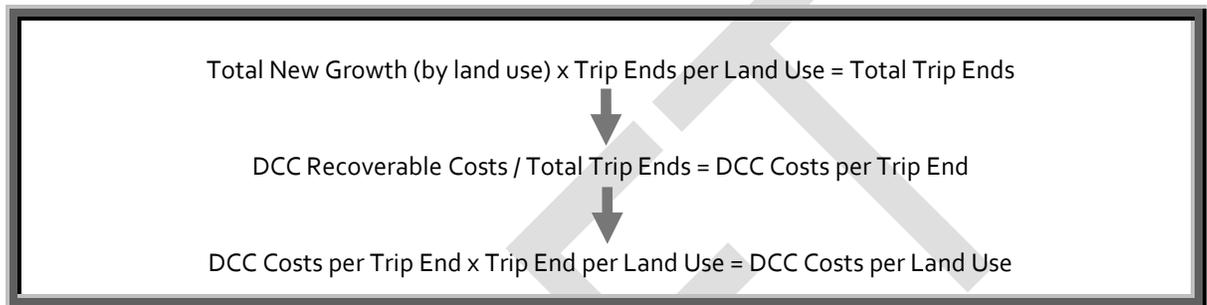
**Table 9**  
Equivalent Units for Transportation

Land Use	Base Unit	Weighted Trip Rate
Single Family	Lot	1.10
Duplex	Per unit	0.70
Townhouse	Per unit	0.65
Apartment (up to 6 storeys)	Per unit	0.50
Apartment (taller than 6 storeys)	Per unit	0.35
Commercial	Per m <sup>2</sup> of gross floor area	0.010
Industrial	Per m <sup>2</sup> of gross floor area	0.006

### 5.3 Transportation DCC Calculation

The Transportation DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 1.

**Equation 1**  
**Transportation DCC Calculation**



The proposed Transportation DCC rates are shown in Table 10. The detailed Transportation DCC calculations are included in Appendix A.

**Table 10**  
**Proposed Transportation DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$5,315	Per lot
Duplex	\$20.89	Per m <sup>2</sup> of gross floor area
Townhouse	\$20.89	Per m <sup>2</sup> of gross floor area
Apartment	\$20.89	Per m <sup>2</sup> of gross floor area
Commercial	\$48.32	Per m <sup>2</sup> of gross floor area
Industrial	\$28.99	Per m <sup>2</sup> of gross floor area

## PART 6. PARK ACQUISITION AND DEVELOPMENT DCCS

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### Points Covered

- Park Acquisition & Development DCC Program
- Park Acquisition & Development Equivalent Units
- Park Acquisition & Development DCC Calculation

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**6.1 Park Acquisition and Development DCC Program and Rates**

The Park Acquisition and Development DCC program includes acquiring and developing parkland for neighbourhood parks, trails, linear parks and greenway throughout the City. The program and calculations are shown in Appendix B.

**Table 11  
Park Acquisition & Development DCC Program Costs**

Total Capital Costs	Funding by Others	DCC Recoverable Program Costs	Municipal Costs
\$40.7 M	\$50,000	\$31.8 M	\$8.9 M

The total cost of the park acquisition and development projects is approximately \$41 million, of which \$50,000 is funded by others and \$8.9 million is DCC recoverable.

**6.2 Calculation of Equivalent Units for Park Acquisition**

In general terms, the need for new parkland is determined by population increases. Therefore, the impact on parkland is expressed in terms of population equivalents. New residential uses imply population increases, and, therefore, increased parkland requirements. Commercial and industrial land uses have been shown to increase the need for new parkland acquisition in the City and therefore are levied park acquisition and development DCCs. This is consistent with the current DCC bylaw.

**Table 12  
Equivalent Units for Park Acquisition**

Land Use	Base Unit	Equivalent Population Per Base Unit
Single Family	Lot	3.60
Duplex	Per unit	3.04
Townhouse	Per unit	2.50
Apartment (up to 6 storeys)	Per unit	1.77
Apartment (taller than 6 storeys)	Per unit	1.56
Commercial	Per m <sup>2</sup> of gross floor area	0.002
Industrial	Per m <sup>2</sup> of gross floor area	0.002

### 6.3 Park Acquisition and Development DCC Calculation

The Park Acquisition DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 2.

**Equation 2**  
**Park Acquisition & Development DCC Calculation**

Total New Growth (by unit or sq. m.) x Equivalent Unit (per unit or sq. m.) = Total Equivalent Unit

↓

DCC Recoverable Costs / Total Equivalent Units = DCC Costs per Equivalent Unit

↓

DCC Costs per Equivalent Unit x Equivalent Units (per unit, lot or sq. m.) = DCC Costs per Unit, Lot or sq. m.

The proposed Park Acquisition and Development DCC rates are shown in Table 13. The detailed Park Acquisition DCC calculations are included in Appendix B.

**Table 13**  
**Proposed Park Acquisition & Development DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$4,614	Per lot
Duplex	\$21.48	Per m <sup>2</sup> of gross floor area
Townhouse	\$21.48	Per m <sup>2</sup> of gross floor area
Apartment	\$21.48	Per m <sup>2</sup> of gross floor area
Commercial	\$2.56	Per m <sup>2</sup> of gross floor area
Industrial	\$2.56	Per m <sup>2</sup> of gross floor area

## PART 7. WATER DCCS

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### Points Covered

- Water DCC Program
- Water Demand and Calculation of Equivalent Population
- Water DCC Calculation

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**7.1 Water DCC Program**

The Water DCC Program includes: new and upgraded water mains, new water pump stations and new reservoirs. The program and calculations are shown in Appendix C.

The Water DCC Program identifies the proportion of the costs attributable to future growth and to the existing residents for each project. A municipal assist factor of 1% was applied to that amount in order to determine the amount recoverable by DCCs.

**Table 14  
Water DCC Program Costs**

Total Capital Costs	DCC Recoverable Program Costs	Municipal Costs
\$6.5 M	\$3.2 M	\$3.3 M

The total cost of the improvements is approximately \$6.5 million, of which approximately \$3.2 million is DCC recoverable, leaving approximately \$3.3 million in municipal responsibility. These costs include the construction of new water infrastructure plus engineering, contingency, project administration, interest and land costs where applicable.

**7.2 Water Demand and Calculation of Equivalent Population**

The Water DCC is based on the need for additional services to meet the demands of population growth. For residential demand, occupancy rates can be used to project demands for water services. For non-residential land uses, an equivalency is used. Typically the equivalency is based on a population per gross area. These are based on average population densities. For the DCC calculation, equivalent populations per square metre are established.

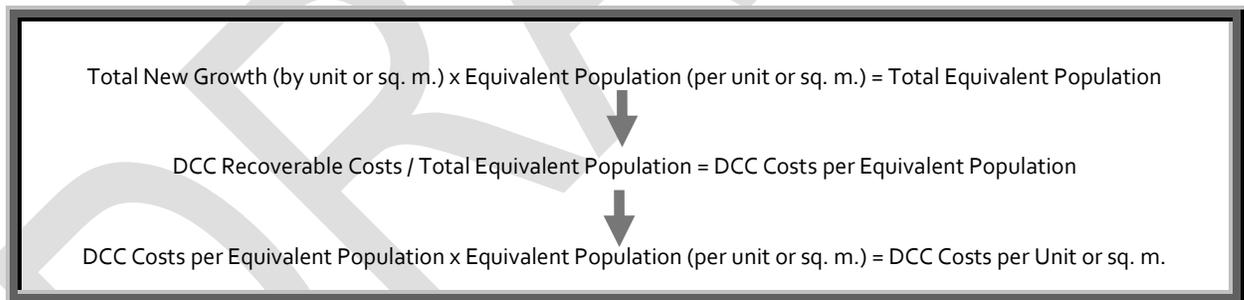
**Table 15**  
**Equivalent Units for Water**

Land Use	Base Unit	Equivalent Population Per Base Unit
Single Family	Lot	3.60
Duplex	Per unit	3.04
Townhouse	Per unit	2.50
Apartment up to six storeys	Per unit	1.77
Apartment taller than six storeys	Per unit	1.56
Commercial	Per m <sup>2</sup> of gross floor area	0.002
Industrial	Per m <sup>2</sup> of gross floor area	0.002

### 7.3 Water DCC Calculation

The Water DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 3.

**Equation 3**  
**Water DCC Calculation**



The proposed Water DCC rates are shown in Table 16. The detailed Water DCC calculations are included in Appendix C.

Table 16  
Proposed Water DCC Rates

Land Use	DCC Rate	Unit
Single Family	\$1,513	Per lot
Duplex	\$7.04	Per m <sup>2</sup> of gross floor area
Townhouse	\$7.04	Per m <sup>2</sup> of gross floor area
Apartment	\$7.04	Per m <sup>2</sup> of gross floor area
Commercial	\$0.84	Per m <sup>2</sup> of gross floor area
Industrial	\$0.84	Per m <sup>2</sup> of gross floor area

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## PART 8. SANITARY SEWER DCCS

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### Points Covered

- Sanitary Sewer DCC Program
- Sanitary Sewer Demand and Calculation of Equivalent Population
- Sanitary Sewer DCC Calculation

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**8.1 Sanitary Sewer DCC Program**

The Sanitary Sewer DCC Program includes upgraded sewer mains. The program and calculations are shown in Appendix D.

The Sanitary Sewer DCC Program identifies the proportion of the costs attributable to future growth and to the existing residents for each project. A municipal assist factor of 1% was applied to that amount in order to determine the amount recoverable by DCCs.

**Table 17**  
**Sanitary Sewer DCC Program Costs**

Total Capital Costs	Grants	DCC Recoverable Program Costs	Municipal Costs
\$6.4 M	\$-	\$3.2 M	\$3.2 M

The total cost of the improvements is approximately \$6.4 million, of which \$3.2 million is DCC recoverable, leaving approximately \$3.2 million in municipal responsibility. These costs include the construction of new sewer infrastructure plus engineering, contingency, and project administration.

**8.2 Sanitary Sewer Demand and Calculation of Equivalent Population**

By using the estimated number of persons per unit for residential growth and equivalent population for non-residential growth, the relative degree of impact that the new development would have on the capital projects can be ascertained. For this purpose, the following table sets the equivalents that were used to determine the relative impact of each land use type.

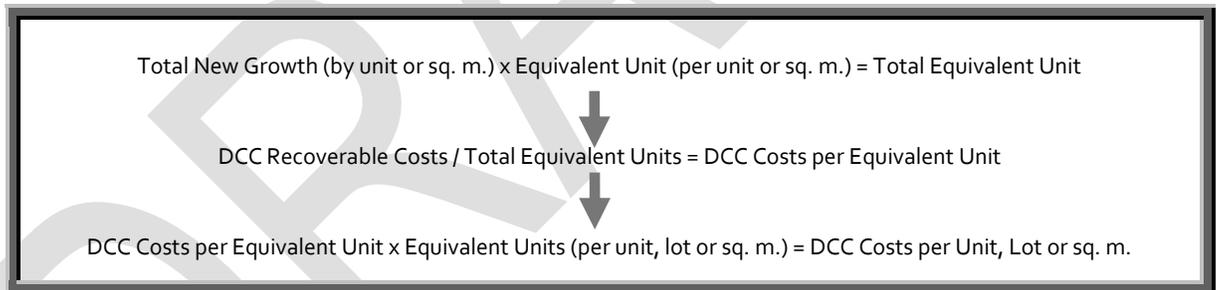
**Table 18**  
**Equivalent Units for Sanitary Sewer**

Land Use	Base Unit	Equivalent Population Unit Per Base Unit
Single Family	Lot	3.60
Duplex	Per unit	3.04
Townhouse	Per unit	2.50
Apartment (up to 6 storeys)	Per unit	1.77
Apartment (taller than 6 storeys)	Per unit	1.56
Commercial	Per m <sup>2</sup> of gross floor area	0.002
Industrial	Per m <sup>2</sup> of gross floor area	0.002

### 8.3 Sanitary Sewer DCC Calculation

The Sanitary Sewer DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 4.

**Equation 4**  
**Sanitary Sewer DCC Calculation**



The proposed Sanitary Sewer DCC rates are shown in Table 19. The detailed Sanitary Sewer DCC calculations are included in Appendix D.

**Table 19**  
**Proposed Sanitary Sewer DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$1,477	Per lot
Duplex	\$6.88	Per m <sup>2</sup> of gross floor area
Townhouse	\$6.88	Per m <sup>2</sup> of gross floor area
Apartment	\$6.88	Per m <sup>2</sup> of gross floor area
Commercial	\$0.82	Per m <sup>2</sup> of gross floor area
Industrial	\$0.82	Per m <sup>2</sup> of gross floor area

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## PART 9. DRAINAGE DCCS

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### Points Covered

- Drainage DCC Program
- Drainage Demand and Calculation of Equivalent Population
- Drainage DCC Calculation

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**9.1 Drainage DCC Program and Rates**

The Drainage DCC program includes storm sewer upgrades. The program and calculations are shown in Appendix E.

**Table 20  
Drainage DCC Program Costs**

Total Capital Costs	DCC Recoverable Program Costs	Municipal Costs
\$1.5 M	\$736,560	\$751,440

The total cost of the improvements is approximately \$1.5 million, of which \$736,560 is DCC recoverable, leaving \$751,440 in municipal responsibility. These costs include the construction of new drainage infrastructure plus engineering, contingency, project administration, interest and land costs where applicable.

**9.2 Calculation of Equivalent Units for Drainage**

In general terms, the impact on the storm drainage system of developing a parcel of land is expressed as the amount of stormwater run-off that must be accommodated by the system. The accepted parameter for expressing imperviousness in stormwater run-off calculations is the “run-off coefficient”. Generally speaking, the run-off coefficient reflects the ratio between the impervious area on a parcel and the total area of the parcel. Run-off coefficients are then used to determine equivalency factors necessary to develop Equivalent Drainage Units (EDUs), the basis for calculating drainage DCCs.

Equivalent drainage units are calculated based on the run-off coefficients and are shown in Table 21.

**Table 21  
Equivalent Units for Drainage**

Land Use	Base Unit	Equivalent Drainage Unit Per Base Unit
Single Family	Lot	1.0
Duplex	Per unit	0.60
Townhouse	Per unit	0.60
Apartment	Per unit	0.30
Commercial	Per m <sup>2</sup> of gross floor area	0.003
Industrial	Per m <sup>2</sup> of gross floor area	0.003

### 9.3 Drainage DCC Calculation

The Drainage DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 5.

**Equation 5  
Drainage DCC Calculation**

Total New Growth (by unit or sq. m.) x Equivalent Unit (per unit or sq. m.) = Total Equivalent Unit

↓

DCC Recoverable Costs / Total Equivalent Units = DCC Costs per Equivalent Unit

↓

DCC Costs per Equivalent Unit x Equivalent Units (per unit, lot or sq. m.) = DCC Costs per Unit, Lot or sq. m.

The proposed Drainage DCC rates are shown in Table 22. The detailed Drainage DCC calculations are included in Appendix E.

**Table 22  
Proposed Drainage DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$1,830	Per lot
Duplex	\$5.88	Per m <sup>2</sup> of gross floor area
Townhouse	\$5.88	Per m <sup>2</sup> of gross floor area
Apartment	\$5.88	Per m <sup>2</sup> of gross floor area
Commercial	\$5.49	Per m <sup>2</sup> of gross floor area
Industrial	\$5.49	Per m <sup>2</sup> of gross floor area

## PART 10. DCC RATES SUMMARY AND IMPLEMENTATION

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### Points Covered

- DCC Rates Summary
- Bylaw Exemptions
- Collection of Charges – Building Permit and Subdivision
- In-Stream Applications and Grace Periods
- DCC Rebates and Credits
- DCC Monitoring and Accounting
- DCC Reviews

### 10.1 Summary of Proposed DCC Rates

Table 23 summarizes the proposed City of North Vancouver DCC rates. The proposed DCC rates are levied per parcel for single family developments. Duplex, townhouse, apartment, commercial and industrial developments are levied per m<sup>2</sup> of gross floor area. The single family DCCs will be levied at subdivision. All other DCCs will be levied at building permit.

DCCs apply to the net increase in demand. For DCCs based on building permit (i.e. all development except single family residential), DCCs are calculated on the net amount of new development area. Where an existing building is being demolished (within two years) and replaced by a larger building or the use is changing, DCCs will be calculated by giving credit to the existing building being demolished. For example, if a 1,000 square metre existing development is replaced with a 5,000 square metre new development (multi-family, commercial, or industrial), the amount of DCCs is based on 4,000 square metres.

If a single family residential unit is replaced by another single family residential unit (including a secondary suite or carriage house), then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single family residential units, then DCCs are payable on the one additional single family residential lot.

### 10.2 Bylaw Exemptions

The *Local Government Act (LGA)* is quite clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the City, or if a DCC has already been paid in regard to the same development. However, if additional further expansion for the same development creates new capital cost burdens or uses up capacity, the DCCs can be levied for the additional costs.

The *LGA* further restricts the levying of the DCC at the time of application for a building permit if:

- The building permit is for a church or place of worship; and
- The value of the work authorized by the building permit does not exceed \$50,000 or an amount as prescribed by bylaw.

Changes to the legislation now allow local governments to charge DCCs on residential developments of four units or less, as long as such a charge is provided for in the local government's DCC bylaw. To enact this approach, the DCC bylaw must include a specific provision. In addition, changes to the *Local Government Act* in 2008, as discussed in Section 1.3, has given local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. The City of North Vancouver has adopted a "Development Cost Charge Waiver Bylaw, 2010, No. 8130" which provides a reduction in DCCs for non-profit rental housing (100% reduction) as well as for-profit rental housing (50% reduction).

Table 23  
City of North Vancouver  
Proposed DCC Rate Summary

	Transportation	Park Acquisition & Development	Water	Sanitary	Drainage	Total Development Cost Charge	
Single Family	\$5,315	\$4,614	\$1,513	\$1,477	\$1,830	\$14,749	per lot
Duplex	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Townhouse	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Apartment	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17	per m <sup>2</sup> of gross floor area
Commercial	\$48.32	\$2.56	\$0.84	\$0.82	\$5.49	\$58.03	per m <sup>2</sup> of gross floor area
Industrial	\$28.99	\$2.56	\$0.84	\$0.82	\$5.49	\$38.70	per m <sup>2</sup> of gross floor area

### 10.3 Collection of Charges – Building Permit and Subdivision

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. The City of North Vancouver will collect DCCs for single family at subdivision approval except for lots that have not been levied a DCC in the past and are being redeveloped. Of the two possible collection times, subdivision approval occurs earlier in the process. Collecting DCCs early will allow the City to ensure timely provision of infrastructure and services.

All other DCCs will be collected at building permit, which is when the size and number of buildings to be constructed will be known. Collecting DCCs based on this more accurate information will result in more equitable distribution of growth costs.

The DCC bylaw will specify when DCCs will be collected for different development types.

### 10.4 Collection of DCCs on Redeveloped or Expanded Developments

When an existing building or development undergoes an expansion or redevelopment there is usually a need for additional DCC related infrastructure. The new developer/ builder should pay the applicable DCCs based on the additional floor area for commercial land uses and additional developed area for industrial land uses at the DCC rates in the current DCC bylaw. In essence, the City is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/ building area.

### 10.5 In-Stream Applications and Grace Periods

The *LGA* requires that subdivision applications be provided a one-year protection from the proposed DCC rates, as long as the application is complete and application fees have been paid. These in-stream active subdivision applications will be exempted from any increase in DCCs for one year from the date of implementation of the new DCC bylaw.

Effective January 1, 2011, building permits are also given the same in-stream exemptions as subdivision applications under the *LGA*. Complete building permit applications will also be exempt from any increase in DCCs for one year from the date of implementation of the new DCC bylaw. The one-year protection also extends to “precursor applications”, meaning rezoning and development applications that will result in building permit applications within the year.

The City has not considered introducing a grace period in the new DCC bylaw at this time. If no grace period is included once the proposed DCC bylaw has been given fourth and final reading, the proposed DCC rates will be in effect. The *LGA* requirements will apply.

### 10.6 DCC Rebates and Credits

The *LGA* stipulates that should an owner pay for specific services inside or outside of the boundaries of the land being subdivided or developed and these services are included in the calculation to determine the DCC, and then the amount paid must be deducted from the class of DCC that is applicable to the service. In practice, if an owner were to build a transportation project outside their development and the project is in the DCC program, the City will provide a DCC credit the owner the cost of the project up to the transportation DCCs paid.

The City should establish a policy or practise to guide staff in the collection of DCCs and the use of DCC credits. There may be situations in which it is not in the best interests of the City to allow an owner to build DCC services outside of their subdivision or development. Building such services may start or accelerate development in areas where the City is not prepared to support.

The City may establish a DCC rebate policy to fund DCC works advanced by owners and developers prior to the City building such services. For example, an owner may be required to service their property to the local road standard but the City would request that this road be upsized to an arterial road. The incremental portion of costs beyond the local requirement may be offered as a DCC rebate from DCC reserves. Again, a City policy or practise is recommended to ensure consistent application of the DCC rebate principle. Often policies for DCC credits, rebates and latecomer agreements are drafted to assist staff in development financing.

### 10.7 DCC Monitoring and Accounting

In order to monitor the DCC Program, the City should enter all of the projects contained in the DCC program into its tracking system. The tracking system would monitor the status of the project from the conceptual stage through to its final construction. The tracking system would include information about the estimated costs, the actual construction costs, and the funding sources for the projects. The construction costs would be based on the tender prices received, and the land costs based on the actual price of utility areas and or other land and improvements required for servicing purposes. The tracking system would indicate when projects are completed, their actual costs, and would include new projects that are added to the program.

### 10.8 DCC Reviews

To keep the DCC program as current as possible, the City should review its program annually. Based on its annual review, the City may make minor amendments to the DCC rates. Minor amendments may include the deletion of completed projects, the addition of new projects, the deletion of estimated construction costs, with the inclusion of actual construction costs and time frame adjustments. This also requires a DCC bylaw amendment.

Major amendments of the DCC program and rates will occur when significant land use changes are made, when new servicing plans are prepared or when the information upon which the DCCs are calculated has become significantly outdated or requires significant revision. Based on experience, a major amendment to the DCC program and rates is needed every 2 to 5 years.

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## APPENDIX A

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### Transportation Program and Calculations

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**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Project Name	comments	Construction Timeline	Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) X Col. (4)	Col. (6) = Col. (5) X 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col. (3) - Col. (7)
				Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
<i>Sustainable Transportation Program</i>											
1	Pedestrian/ Bike Signal at 3rd & St. David's	TransLink grant	2021	\$ 200,000	\$ 60,000	\$ 140,000	50%	\$ 70,000	\$ 700	\$ 69,300	\$ 70,700
2	Bicycle Route Improvements	annual program; TransLink grant	2017-2025	\$ 4,300,000	\$ 850,000	\$ 3,450,000	50%	\$ 1,725,000	\$ 17,250	\$ 1,707,750	\$ 1,742,250
3	West Keith Road Bike Facilities, Marine Drive to Chesterfield	reduced funding by others to reflect only possible TransLink's grant	2017	\$ 680,000	\$ 100,000	\$ 580,000	50%	\$ 290,000	\$ 2,900	\$ 287,100	\$ 292,900
<i>Safety/ Pedestrian Improvements Program</i>											
4	Pedestrian/Bicycle Signal at 4th and Lonsdale	TransLink grant	2019	\$ 210,000	\$ 80,000	\$ 130,000	50%	\$ 65,000	\$ 650	\$ 64,350	\$ 65,650
5	Traffic Signal at Keith and Hendry	reduced funding by others to reflect only possible TransLink's grant; the rest would come from DNV, borderline project	2018	\$ 250,000	\$ 50,000	\$ 200,000	50%	\$ 100,000	\$ 1,000	\$ 99,000	\$ 101,000
6	Lonsdale & W 23rd (W 23rd btwn Lonsdale & Chesterfield)	developer's funding that we already received	2018	\$ 360,000	\$ 90,000	\$ 270,000	50%	\$ 135,000	\$ 1,350	\$ 133,650	\$ 136,350
7	Keith and Brooksbank Active Transportation Improvements	this is the Ministry's project, total value about \$36 million. This funding includes initial project planning and administration costs, and possible pre-design costs.	2018	\$ 200,000		\$ 200,000	50%	\$ 100,000	\$ 1,000	\$ 99,000	\$ 101,000
<i>Cycling Improvements Program</i>											
8	Pedestrian/Bike Signal at 3rd & St. Andrews	the total cost doesn't include developer's funding that we already received - \$200k	2017	\$ 25,000		\$ 25,000	50%	\$ 12,500	\$ 125	\$ 12,375	\$ 12,625
9	Casano Loutet Overpass	includes federal/provincial/TransLink grants	2020	\$ 3,400,000	\$ 2,150,000	\$ 1,250,000	50%	\$ 625,000	\$ 6,250	\$ 618,750	\$ 631,250
<i>Streetscapes (street parking, crosswalk, sidewalks)</i>											
12	200 West 2nd Street Improvements		2016	\$ 15,000		\$ 15,000	50%	\$ 7,500	\$ 75	\$ 7,425	\$ 7,575
13	100 E 1st St - Streetscape Improvements	linked to re-development of lands, timing unknown	2021-2031	\$ 700,000		\$ 700,000	50%	\$ 350,000	\$ 3,500	\$ 346,500	\$ 353,500
14	200 E 2nd Parking Improvements	linked to re-development of lands, timing unknown	2021-2031	\$ 100,000		\$ 100,000	50%	\$ 50,000	\$ 500	\$ 49,500	\$ 50,500
15	100 E 2nd Parking & Streetscape Improvements	linked to re-development of lands, timing unknown	2021-2031	\$ 450,000		\$ 450,000	50%	\$ 225,000	\$ 2,250	\$ 222,750	\$ 227,250
16	100 W 14th St Median	developer's contribution	2016	\$ 50,000	\$ 25,000	\$ 25,000	50%	\$ 12,500	\$ 125	\$ 12,375	\$ 12,625
17	Lower Lonsdale - On-Street Parking Management	Parking Management Study to review and accommodate future growth		\$ 60,000		\$ 60,000	50%	\$ 30,000	\$ 300	\$ 29,700	\$ 30,300
<i>City Lighting Program</i>											
18	Pedestrian and Roadway Lighting Implementation	annual program to enhance safety and capacity	2017-2025	\$ 1,140,000		\$ 1,140,000	50%	\$ 570,000	\$ 5,700	\$ 564,300	\$ 575,700
<i>Planning</i>											
19	Transportation Plan Update		2020	\$ 150,000		\$ 150,000	50%	\$ 75,000	\$ 750	\$ 74,250	\$ 75,750
20	Pedestrian Plan Update		2016-2017	\$ 85,000		\$ 85,000	50%	\$ 42,500	\$ 425	\$ 42,075	\$ 42,925
<i>Major Projects</i>											
21	Mosquito Creek Bridge Replacement	TransLink's funding	2017 - 2022	\$ 4,000,000	\$ 700,000	\$ 3,300,000	50%	\$ 1,650,000	\$ 16,500	\$ 1,633,500	\$ 1,666,500
22	Marine Drive Bridge Replacement over Mackay Creek	TransLink's funding	2017 - 2027	\$ 4,000,000	\$ 700,000	\$ 3,300,000	50%	\$ 1,650,000	\$ 16,500	\$ 1,633,500	\$ 1,666,500
24	3rd Street Widening to facilitate rapid transit (Queensbury to Kennard)	TransLink's funding	2021-2031	\$ 2,400,000	\$ 200,000	\$ 2,200,000	50%	\$ 1,100,000	\$ 11,000	\$ 1,089,000	\$ 1,111,000
25	Lonsdale corridor - to support rapid transit	TransLink's funding	2021-2031	\$ 1,800,000	\$ 400,000	\$ 1,400,000	50%	\$ 700,000	\$ 7,000	\$ 693,000	\$ 707,000
26	Marine Dr/3rd St transit&cycling improvements	TransLink's funding	2021-2031	\$ 5,500,000	\$ 1,000,000	\$ 4,500,000	50%	\$ 2,250,000	\$ 22,500	\$ 2,227,500	\$ 2,272,500
27	Marine&Bewicke&Keith intersection improvements	TransLink's funding	2021-2031	\$ 2,000,000	\$ 300,000	\$ 1,700,000	50%	\$ 850,000	\$ 8,500	\$ 841,500	\$ 858,500
<i>Pedestrian Capacity Improvements - Sidewalks</i>											
28	Fell Avenue: 2nd - 3rd		2017-2026	\$ 103,500	\$ -	\$ 103,500	50%	\$ 51,750	\$ 518	\$ 51,233	\$ 52,268
29	Cotton Road: Gladstone - Brooksbank		2017-2026	\$ 284,657	\$ -	\$ 284,657	50%	\$ 142,329	\$ 1,423	\$ 140,905	\$ 143,752
30	Chesterfield Avenue: 20th to 21st		2017-2026	\$ 36,170	\$ -	\$ 36,170	50%	\$ 18,085	\$ 181	\$ 17,904	\$ 18,266
31	St. George's Avenue: 4th to 5th		2017-2026	\$ 32,459	\$ -	\$ 32,459	50%	\$ 16,230	\$ 162	\$ 16,067	\$ 16,392
32	Chesterfield Avenue: 22nd to 23rd		2017-2026	\$ 44,162	\$ -	\$ 44,162	50%	\$ 22,081	\$ 221	\$ 21,860	\$ 22,302
33	Larson Road/Crescent: 20th to 23rd		2017-2026	\$ 110,952	\$ -	\$ 110,952	50%	\$ 55,476	\$ 555	\$ 54,921	\$ 56,031
34	Mackay Road: 1st to Marine Drive (west side)		2017-2022	\$ 207,000	\$ -	\$ 207,000	50%	\$ 103,500	\$ 1,035	\$ 102,465	\$ 104,535
35	Jones Avenue: 16th to 17th + 18th to 23rd (east side)		2017-2022	\$ 198,958	\$ -	\$ 198,958	50%	\$ 99,479	\$ 995	\$ 98,484	\$ 100,474
36	East 15th Street: Moody - W. Grand Blvd		2017-2026	\$ 68,500	\$ -	\$ 68,500	50%	\$ 34,250	\$ 343	\$ 33,908	\$ 34,593
37	West 2nd Street: Bewicke - 3rd (north side)		2017-2022	\$ 41,037	\$ -	\$ 41,037	50%	\$ 20,519	\$ 205	\$ 20,313	\$ 20,724
38	West 1st Street: Hanes - Fell		2017-2022	\$ 129,479	\$ -	\$ 129,479	50%	\$ 64,740	\$ 647	\$ 64,092	\$ 65,387
39	St. George's Avenue: 23rd to 25th (Hwy 1)		2017-2026	\$ 67,749	\$ -	\$ 67,749	50%	\$ 33,875	\$ 339	\$ 33,536	\$ 34,213
40	West 23rd Street: Westview to Larson		2017-2026	\$ 120,051	\$ -	\$ 120,051	50%	\$ 60,026	\$ 600	\$ 59,425	\$ 60,626
41	Fell Avenue/Edgemont Boulevard: 19th to 23rd (west/south side)		2017-2022	\$ 233,236	\$ -	\$ 233,236	50%	\$ 116,618	\$ 1,166	\$ 115,452	\$ 117,784
42	Donaghy Avenue: 1st to 3rd		2017-2022	\$ 193,491	\$ -	\$ 193,491	50%	\$ 96,746	\$ 967	\$ 95,778	\$ 97,713
43	West Grand Boulevard: 17th to 19th		2017-2026	\$ 89,233	\$ -	\$ 89,233	50%	\$ 44,617	\$ 446	\$ 44,170	\$ 45,063

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Project Name	comments	Construction Timeline	Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) X Col. (4)	Col. (6) = Col. (5) X 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col. (3) - Col. (7)
				Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
44	West 3rd Street: Mackay to Hanes		2017-2022	\$ 147,462	\$ -	\$ 147,462	50%	\$ 73,731	\$ 737	\$ 72,994	\$ 74,468
45	East 13th Street: E. Grand Boulevard - Sutherland		2017-2026	\$ 49,082	\$ -	\$ 49,082	50%	\$ 24,541	\$ 245	\$ 24,296	\$ 24,786
46	Mackay Road: 17th to 22nd (west side)		2017-2026	\$ 211,421	\$ -	\$ 211,421	50%	\$ 105,711	\$ 1,057	\$ 104,653	\$ 106,768
47	Hanes Avenue: 1st to 3rd (east side)		2017-2022	\$ 98,792	\$ -	\$ 98,792	50%	\$ 49,396	\$ 494	\$ 48,902	\$ 49,890
48	West Keith Road: Mackay to City Boundary		2017-2026	\$ 104,067	\$ -	\$ 104,067	50%	\$ 52,034	\$ 520	\$ 51,513	\$ 52,554
49	Hamilton Avenue: Tobruck - 21st		2017-2026	\$ 462,435	\$ -	\$ 462,435	50%	\$ 231,218	\$ 2,312	\$ 228,905	\$ 233,530
50	West 17th Street: Mackay to City Boundary		2017-2022	\$ 42,857	\$ -	\$ 42,857	50%	\$ 21,429	\$ 214	\$ 21,214	\$ 21,643
<b>TOTALS</b>				<b>\$ 35,151,750</b>	<b>\$ 6,705,000</b>	<b>\$ 28,446,750</b>		<b>\$ 14,223,375</b>	<b>\$ 142,234</b>	<b>\$ 14,081,141</b>	<b>\$ 14,365,609</b>

Notes

- (1) Projects identified for construction over the next 10 years.
- (2) "Required Funds by Others" includes Translink Funding.

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

<b>A: Transportation Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends
Single Family	26	Lot	1.10	29
Duplex	134	Unit	0.70	94
Townhouse	580	Unit	0.65	377
Apartment up to six storeys	1,894	Unit	0.50	947
Apartments taller than six storeys	1,418	Unit	0.35	496
Commercial	88,258	Sq.m. of Gross Floor Area	0.010	883
Industrial	4,645	Sq.m. of Gross Floor Area	0.006	28
			<b>Total Trip Ends</b>	<b>2853 (a)</b>
<b>B: Unit Roads DCC Calculation</b>				
Net Roads DCC Program Recoverable		<u>\$14,081,141</u>	(b)	
Existing DCC Reserve Monies		\$294,209	(c)	
Net Amount to be Paid by DCCs		\$13,786,932	(d) = (b) - (c)	
DCC per Trip End		\$4,832.18	(e) = (d) / (a)	
<b>C: Resulting Roads DCCs</b>				
Single Family		\$ 5,315.40	Per lot	(e) x Col. (3)
Duplex		\$ 20.89	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Townhouse		\$ 20.89	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartment up to six storeys		\$ 20.89	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartments taller than six storeys		\$ 20.89	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Commercial		\$ 48.32	Per sq.m. of Gross Floor Area	(e) x Col. (3)
Industrial		\$ 28.99	Per sq.m. of Gross Floor Area	(e) x Col. (3)

<b>Calculations for MF Average</b>	
Total MF Trip Ends	1,914
Total MF DCC Revenue	\$ 9,249,276
Total MF Units	4,026
MF DCC per Unit	\$ 2,297.39
Average MF Size (sq.m.)	110
MF DCC per Sq.m.	\$ 20.89

**APPENDIX B**

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**Park Acquisition & Development Program and Calculations**

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**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Column		Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) x Col. (4)	Col. (6) = Col. (5) x 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col.(3) - Col. (7)
	Name	Construction Timeline	Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
<b>Park Development</b>										
1	Sam Walker Park	2016	\$50,000		\$50,000	50%	\$25,000	\$250	\$24,750	\$25,250
2	St. Andrews Park Washrooms	2017	\$200,000		\$200,000	50%	\$100,000	\$1,000	\$99,000	\$101,000
<i>Greenways Program</i>										
3	Spirit Trail - Wayfinding	2016	\$50,000		\$50,000	50%	\$25,000	\$250	\$24,750	\$25,250
4	Green Necklace - Wayfinding	2016	\$30,000		\$30,000	50%	\$15,000	\$150	\$14,850	\$15,150
5	Spirit Trail - Shipyards	2016	\$250,000		\$250,000	50%	\$125,000	\$1,250	\$123,750	\$126,250
6	Spirit Trail - Park & Tilford - Sunrise Park to Lynnmouth Park / Main and Cotton	2016	\$1,350,000	\$50,000	\$1,300,000	50%	\$650,000	\$6,500	\$643,500	\$656,500
7	Green Necklace - E Keith Rd (St. Andrews to Grand Blvd)	2016	\$1,100,000		\$1,100,000	50%	\$550,000	\$5,500	\$544,500	\$555,500
8	Green Necklace - Grand Boulevard	2016	\$1,300,000		\$1,300,000	50%	\$650,000	\$6,500	\$643,500	\$656,500
9	Green Necklace - West 21st Street (Jones to Lonsdale)	2017	\$1,300,000		\$1,300,000	50%	\$650,000	\$6,500	\$643,500	\$656,500
10	Green Necklace - 21st St and Lonsdale to 19th St and Grand Blvd	2018	\$1,800,000		\$1,800,000	50%	\$900,000	\$9,000	\$891,000	\$909,000
11	Upper Levels Greenway - Lonsdale to Westview		\$1,050,000		\$1,050,000	50%	\$525,000	\$5,250	\$519,750	\$530,250
12	Upper Levels Greenway - Lonsdale to Lynn Valley Road		\$1,050,000		\$1,050,000	50%	\$525,000	\$5,250	\$519,750	\$530,250
13	St. David's Avenue Greenway Connection	2017	\$800,000		\$800,000	50%	\$400,000	\$4,000	\$396,000	\$404,000
14	Queensbury Avenue Greenway Connection	2018	\$700,000		\$700,000	50%	\$350,000	\$3,500	\$346,500	\$353,500
15a	Lower Lonsdale Park Expansion	2017	\$2,500,000		\$2,500,000	50%	\$1,250,000	\$12,500	\$1,237,500	\$1,262,500
16a	Central Lonsdale Neighbourhood Park	2018	\$1,200,000		\$1,200,000	50%	\$600,000	\$6,000	\$594,000	\$606,000
17a	Parkland development - citywide	2020	\$2,500,000		\$2,500,000	50%	\$1,250,000	\$12,500	\$1,237,500	\$1,262,500
<b>Park Acquisition</b>										
15b	Lower Lonsdale Parkland Acquisition	2019	\$4,000,000		\$4,000,000	100%	\$4,000,000	\$40,000	\$3,960,000	\$40,000
16b	Parkland acquisition - Central Lonsdale Neighbourhood Park	2017	\$8,000,000		\$8,000,000	100%	\$8,000,000	\$80,000	\$7,920,000	\$80,000
17b	Parkland acquisition (expanding park boundaries, creating linkages, etc.)	2020	\$11,493,000		\$11,493,000	100%	\$11,493,000	\$114,930	\$11,378,070	\$114,930
<b>Totals</b>			<b>\$40,723,000</b>	<b>\$50,000</b>	<b>\$40,673,000</b>		<b>\$32,083,000</b>	<b>\$320,830</b>	<b>\$31,762,170</b>	<b>\$8,910,830</b>

CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE

<b>A: Parks DCC Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Equivalent Population
Single Family	26	Lot	3.60	94
Duplex	134	Unit	3.04	407
Townhouse	580	Unit	2.50	1,450
Apartment up to six storeys	1,894	Unit	1.77	3,352
Apartments taller than six storeys	1,418	Unit	1.56	2,212
Commercial	88,258	Sq.m. of Gross Floor Area	0.002	177
Industrial	4,645	Sq.m. of Gross Floor Area	0.002	9
			<b>Total Equivalent Population</b>	7701 (a)
<b>B: Unit Park DCC Calculation</b>				
Net Park Development DCC Program Recoverable		\$31,762,170	(b)	
Existing DCC Reserve Monies		\$21,892,077	(c)	
Net Amount to be Paid by DCCs		\$9,870,093	(d) = (b) - (c)	
DCC per person		\$1,281.63	(e) = (d) / (a)	
<b>C: Resulting Park DCCs</b>				
Single Family		\$ 4,613.85	Per lot	(e) x Col. (3)
Duplex		\$ 21.48	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Townhouse		\$ 21.48	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartment up to six storeys		\$ 21.48	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartments taller than six storeys		\$ 21.48	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Commercial		\$ 2.56	Per sq.m. of Gross Floor Area	(e) x Col. (3)
Industrial		\$ 2.56	Per sq.m. of Gross Floor Area	(e) x Col. (3)

<b>Calculations for MF Average</b>	
Total MF Population	7,422
Total MF DCC Revenue	\$ 9,511,999
Total MF Units	4,026
MF DCC per Unit	\$ 2,362.64
Average MF Size (sq.m.)	110
MF DCC per Sq.m.	\$ 21.48

## APPENDIX C

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### Water Program and Calculations

DRAFT

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Column		Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) x Col. (4)	Col. (6) = Col. (5) x 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col.(3) - Col. (7)
	Name	Construction Timeline	Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
<b>Water</b>										
1	Lonsdale - 19th to Trans Canada Highway (300mm)	2018	\$1,312,500		\$1,312,500	50%	\$656,250	\$6,563	\$649,688	\$662,813
2	East 2nd St. - Lonsdale to Moody (300mm)	2019	\$2,712,500		\$2,712,500	50%	\$1,356,250	\$13,563	\$1,342,688	\$1,369,813
3	Fell Avenue: Copping to West 3rd (300mm)	2020	\$707,000		\$707,000	50%	\$353,500	\$3,535	\$349,965	\$357,035
4	Donaghy - 1st to 3rd St. (250mm)	2020	\$808,000		\$808,000	50%	\$404,000	\$4,040	\$399,960	\$408,040
5	Ridgeway - 2nd to 5th (250mm)	2017	\$740,000		\$740,000	50%	\$370,000	\$3,700	\$366,300	\$373,700
6	Moody - 3rd to 4th (250mm)	2021	\$260,000		\$260,000	50%	\$130,000	\$1,300	\$128,700	\$131,300
<b>Totals</b>			<b>\$6,540,000</b>	<b>\$0</b>	<b>\$6,540,000</b>		<b>\$3,270,000</b>	<b>\$32,700</b>	<b>\$3,237,300</b>	<b>\$3,302,700</b>

Notes

(1) Cost estimates provided by City of North Vancouver staff, includes 20% contingency.

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

<b>A: Water DCC Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Equivalent Population
Single Family	26	Lot	3.60	94
Duplex	134	Unit	3.04	407
Townhouse	580	Unit	2.50	1,450
Apartment up to six storeys	1,894	Unit	1.77	3,352
Apartments taller than six storeys	1,418	Unit	1.56	2,212
Commercial	88,258	Sq.m. of Gross Floor Area	0.002	177
Industrial	4,645	Sq.m. of Gross Floor Area	0.002	9
			<b>Total Equivalent Population</b>	<b>7701 (a)</b>
<b>B: Unit Water DCC Calculation</b>				
Net Water DCC Program Recoverable		<a href="#">\$3,237,300</a>	(b)	
Existing DCC Reserve Monies		\$0	(c)	
Net Amount to be Paid by DCCs		\$3,237,300	(d) = (b) - (c)	
DCC per person		\$420.36	(e) = (d) / (a)	
<b>C: Resulting Water DCCs</b>				
Single Family		\$ 1,513.30	Per lot	(e) x Col. (3)
Duplex		\$ 7.04	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Townhouse		\$ 7.04	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartment up to six storeys		\$ 7.04	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartments taller than six storeys		\$ 7.04	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Commercial		\$ 0.84	Per sq.m. of Gross Floor Area	(e) x Col. (3)
Industrial		\$ 0.84	Per sq.m. of Gross Floor Area	(e) x Col. (3)

<b>Calculations for MF Average</b>	
Total MF Population	7,422
Total MF DCC Revenue	\$ 3,119,848
Total MF Units	4,026
MF DCC per Unit	\$ 774.93
Average MF Size (sq.m.)	110
MF DCC per Sq.m.	\$ 7.04

## APPENDIX D

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### Sanitary Sewer Program and Calculations

DRAFT

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Column		Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) x Col. (4)	Col. (6) = Col. (5) x 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col.(3) - Col. (7)
	Name	Construction Timeline	Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
<b>Sanitary</b>										
1	13th St. - Forbes to St. Georges	2021	\$2,760,000		\$2,760,000	50%	\$1,380,000	\$13,800	\$1,366,200	\$1,393,800
2	Forbes - 13th to 2nd	2022	\$1,200,000		\$1,200,000	50%	\$600,000	\$6,000	\$594,000	\$606,000
3	Queensbury - 2nd to 4th	2021	\$238,000		\$238,000	50%	\$119,000	\$1,190	\$117,810	\$120,190
4	St. Davids - 1st to 3rd	2022	\$612,000		\$612,000	50%	\$306,000	\$3,060	\$302,940	\$309,060
5	Esplanade - 300 block	2017	\$161,500		\$161,500	50%	\$80,750	\$808	\$79,943	\$81,558
6	East 1st - Lonsdale to St. Patricks	2020	\$884,000		\$884,000	50%	\$442,000	\$4,420	\$437,580	\$446,420
7	East 2nd - Lonsdale to St. Andrews	2020	\$527,000		\$527,000	50%	\$263,500	\$2,635	\$260,865	\$266,135
<b>Totals</b>			<b>\$6,382,500</b>	<b>\$0</b>	<b>\$6,382,500</b>		<b>\$3,191,250</b>	<b>\$31,913</b>	<b>\$3,159,338</b>	<b>\$3,223,163</b>

Notes

(1) Cost estimates from City of North Vancouver June 2014, includes 20% contingency.

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

<b>A: Sanitary DCC Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Equivalent Population
Single Family	26	Lot	3.60	94
Duplex	134	Unit	3.04	407
Townhouse	580	Unit	2.50	1,450
Apartment up to six storeys	1,894	Unit	1.77	3,352
Apartments taller than six storeys	1,418	Unit	1.56	2,212
Commercial	88,258	Sq.m. of Gross Floor Area	0.002	177
Industrial	4,645	Sq.m. of Gross Floor Area	0.002	9
			<b>Total Equivalent Population</b>	<b>7701 (a)</b>
<b>B: Unit Sanitary DCC Calculation</b>				
Net Sanitary DCC Program Recoverable		<a href="#">\$3,159,338</a>	(b)	
Existing DCC Reserve Monies		\$0	(c)	
Net Amount to be Paid by DCCs		\$3,159,338	(d) = (b) - (c)	
DCC per person		\$410.24	(e) = (d) / (a)	
<b>C: Resulting Sanitary DCCs</b>				
Single Family		\$ 1,476.86	Per lot	(e) x Col. (3)
Duplex		\$ 6.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Townhouse		\$ 6.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartment up to six storeys		\$ 6.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartments taller than six storeys		\$ 6.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Commercial		\$ 0.82	Per sq.m. of Gross Floor Area	(e) x Col. (3)
Industrial		\$ 0.82	Per sq.m. of Gross Floor Area	(e) x Col. (3)

<b>Calculations for MF Average</b>	
Total MF Population	7,422
Total MF DCC Revenue	\$ 3,044,714
Total MF Units	4,026
MF DCC per Unit	\$ 756.26
Average MF Size (sq.m.)	110
MF DCC per Sq.m.	\$ 6.88

## APPENDIX E

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### Drainage Program and Calculations

DRAFT

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

Project No.	Column		Col. (1)	Col. (2)	Col. (3) = Col. (1) - Col. (2)	Col. (4)	Col. (5) = Col. (3) x Col. (4)	Col. (6) = Col. (5) x 0.01	Col. (7) = Col. (5) - Col. (6)	Col. (8) = Col.(3) - Col. (7)
	Name	Construction Timeline	Total Cost Estimate	Required Funding by Others	City Cost	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
<b>Drainage</b>										
1	Ridgeway - 2nd to 4th	2018	\$325,000		\$325,000	50%	\$162,500	\$1,625	\$160,875	\$164,125
2	St. Davids - Alder to 3rd	2017	\$572,000		\$572,000	50%	\$286,000	\$2,860	\$283,140	\$288,860
3	Moody - 3rd to 4th (with portion on 4th)	2020	\$442,000		\$442,000	50%	\$221,000	\$2,210	\$218,790	\$223,210
4	Queensbury - 3rd to 4th	2022	\$149,000		\$149,000	50%	\$74,500	\$745	\$73,755	\$75,245
<b>Totals</b>			<b>\$1,488,000</b>	<b>\$0</b>	<b>\$1,488,000</b>		<b>\$744,000</b>	<b>\$7,440</b>	<b>\$736,560</b>	<b>\$751,440</b>

Notes

(1) Cost estimates provided by City of North Vancouver staff, includes 20% contingency.

**CITY OF NORTH VANCOUVER  
DCC SUMMARY TABLE**

<b>A: Drainage DCC Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Equivalent Population
Single Family	26	Lot	1.00	26
Duplex	134	Unit	0.60	80
Townhouse	580	Unit	0.60	348
Apartment up to six storeys	1,894	Unit	0.30	568
Apartments taller than six storeys	1,418	Unit	0.30	425
Commercial	88,258	Sq.m. of Gross Floor Area	0.003	265
Industrial	4,645	Sq.m. of Gross Floor Area	0.003	14
			<b>Total Equivalent Population</b>	1727 (a)
<b>B: Unit Drainage DCC Calculation</b>				
Net Drainage DCC Program Recoverable		<u>\$3,159,338</u>	(b)	
Existing DCC Reserve Monies		\$0	(c)	
Net Amount to be Paid by DCCs		\$3,159,338	(d) = (b) - (c)	
DCC per person		\$1,829.69	(e) = (d) / (a)	
<b>C: Resulting Drainage DCCs</b>				
Single Family		\$ 1,829.69	Per lot	(e) x Col. (3)
Duplex		\$ 5.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Townhouse		\$ 5.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartment up to six storeys		\$ 5.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Apartments taller than six storeys		\$ 5.88	Per sq.m. of Gross Floor Area	See "Calculations for MF Average" above
Commercial		\$ 5.49	Per sq.m. of Gross Floor Area	(e) x Col. (3)
Industrial		\$ 5.49	Per sq.m. of Gross Floor Area	(e) x Col. (3)

<b>Calculations for MF Average</b>	
Total MF Population	1,422
Total MF DCC Revenue	\$ 2,601,815
Total MF Units	4,026
MF DCC per Unit	\$ 646.25
Average MF Size (sq.m.)	110
MF DCC per Sq.m.	\$ 5.88

## APPENDIX F

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Existing City of North Vancouver Development Cost Charge  
Bylaw No. 6814, 1997

DRAFT



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## **“Development Cost Charges Bylaw, 1997, No. 6814”**

**CONSOLIDATED FOR CONVENIENCE – January 7, 2002**

Amendment Bylaw, 7388, 2002	Deleting Schedule B-2 – Specified Area, Fullerton Fill
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## BYLAW NO. 6814

### A bylaw to impose Development Cost Charges for the City of North Vancouver.

**WHEREAS** pursuant to Subsection 983(2) of the Municipal Act, City Council may, by bylaw, impose development cost charges for the purpose of providing funds to assist the municipality in paying for the capital cost of providing, constructing, altering, or expanding sewage, water, drainage, highway facilities, for acquiring park land or providing specified improvements on park land or any of them, in order to serve, directly or indirectly, the development in respect of which the charges are imposed:

**AND WHEREAS** in fixing development cost charges imposed by this bylaw the Council has taken into consideration future land use patterns and development, the phasing of works and services and the provision of park land described in an official community plan and whether the charges:

- (a) are excessive in relation to the capital cost of prevailing standards or service in the municipality;
- (b) will deter development in the municipality;
- (c) will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality or regional district.

**AND WHEREAS** in the opinion of the Council the charges imposed by this bylaw are related to capital costs attributable to projects involved in the capital expenditure program of the municipality;

**NOW THEREFORE** the Council of 'Me Corporation of the City of North Vancouver in open meeting assembled enacts as follows:

1. This bylaw may be cited as "Development Cost Charges Bylaw, 1997, No. 6814".
2. Every person who obtains:
  - (a) approval of the subdivision of a parcel of land under the Land Title Act or the Condominium Act, or
  - (b) a building permit authorizing the construction or alteration of buildings or structures for a purpose other than the construction of three (3) or less self-contained dwelling units, or
  - (c) a building permit authorizing construction, alteration, or extension of a building or structure, other than a building or portion of it used for residential purposes, where the value of the work exceeds Fifty Thousand Dollars (\$50,000) or another amount that the Minister may prescribe,

shall pay to the municipality, at the time of issuance of a building permit, the applicable Development Cost Charges, (ALSC15cd as of the date of the 'Letter of Conditional Approval' for subdivision, or in the case of a building permit application, the date a building permit is issued), as set out in the schedules attached to and forming part of, this bylaw:

Schedule "A"	- Park Land Acquisition
Schedule "B-1"	- General - Road Projects

3. Definitions

In this bylaw;

- (a) "dwelling unit" means a self-contained suite of rooms which provides accommodation for not more than one family and which suite of rooms does not contain more than one set of cooking facilities.
- 4. DCC charges levied pursuant to this bylaw, shall apply to all subdivision and building permit applications received on or after April 29, 1997, or on the date the approval of the Inspector of Municipalities is received whichever is the latest.
- 5. Development Cost Charge Bylaw 1993, No. 6459, and Development Cost Charge Bylaw, 1993. No. 6", are hereby repealed.

READ a first time by the Council on the 27<sup>th</sup> day of January 1997.

READ a second time by the Council on the 27<sup>th</sup> day of January 1997.

READ a third time by the Council on the 7<sup>th</sup> day of April, 1997.

RECEIVED APPROVAL OF THE MINISTER OF MUNICIPAL AFFAIRS on the 18<sup>th</sup> day of April 1997;

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 28<sup>th</sup> day of April, 1997.

Signed by: Mayor John E. Loucks

Signed by: Bruce Hawkshaw, City Clerk

# Bylaw No. 6814

## Schedule "A" DEVELOPMENT COST CHARGES 1997

### Park Land Acquisition

Land Use	In the Case of Subdivision	In the Case of a Building Permit
	Per Square Metre Gross Floor Area	
(a) Residential	\$48.47 per m <sup>2</sup>  Payable under a registered Covenant, at time of building Permit issuance <sup>1</sup>	\$48.47 per m <sup>2</sup>
(b) Commercial	Not applicable	\$52.59 per m <sup>2</sup>
(c) Industrial	Not applicable	\$9.27 per m <sup>2</sup>

Lands referred to as "Fullerton Lands", and as shown within the blue shading on Drawing #B2/1, (attached), are excluded from Park DCCs as provided for in this Schedule A. This is in recognition that park land will be provided upon development, in lieu of paying Park DCCS.

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1

Actual payment will be calculated by multiplying the rate of \$48.47 per m<sup>2</sup> by the actual gross floor area of the building, for which the permit is being issued.

Bylaw No. 6814

Schedule "B-1"  
DEVELOPMENT COST CHARGES  
1997

General - Road Projects

Project	In the Case of Subdivision	In the Case of a Building Permit		
	Per Square Metre Gross Floor Area	Residential Per square Metre Gross Floor Area	Commercial Per Square Metre Gross Floor Area	Industrial Per Square Metre Gross Floor Area
Lower Level Route	\$0.82  Payable under a registered covenant, At time of building permit issuance. <sup>1</sup>	\$0.82	\$4.76	\$7.55

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<sup>1</sup> Actual payment will be calculated by multiplying the rate of \$0.82 per m<sup>2</sup> by the actual gross floor area of the building, for which the permit is being issued.

**APPENDIX G**

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Proposed City of North Vancouver Development Cost Charge

Bylaw No. 8471, 2016

DRAFT

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8471

### A Bylaw to Impose Development Cost Charges for the City of North Vancouver.

**WHEREAS** pursuant to the *Local Government Act*, the Council of The Corporation of The City of North Vancouver may, by Bylaw, impose development cost charges for the purpose of providing funds to assist the municipality in paying for the capital cost of providing, constructing, altering, or expanding sewage, water, drainage, highway facilities, for acquiring park land or providing specified improvements on park land or any of them, in order to serve, directly or indirectly, the development in respect of which the charges are imposed:

**AND WHEREAS** in fixing development cost charges imposed by this bylaw the Council has taken into consideration future land use patterns and development, the phasing of works and services and the provision of park land described in an official community plan and whether the charges:

- (a) are excessive in relation to the capital cost of prevailing standards of service in the municipality;
- (b) will deter development in the municipality; and,
- (c) will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality.

**AND WHEREAS** in the opinion of the Council the charges imposed by this bylaw are related to capital costs attributable to projects involved in the capital expenditure program of the municipality;

**NOW THEREFORE** the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charges Bylaw, 2016, No. 8471**”.

2. In this Bylaw:

“**Apartment**” means a building divided into not less than three dwelling units with each dwelling unit having its principal access from a finished grade level entrance common to all dwelling units. When combined with a commercial use where permitted in this Bylaw, a building containing fewer than three dwelling units is an apartment, provided that it complies with the rest of this definition.

“**Building permit**” means any permit required by the City that authorizes the construction, alteration or extension of a building or structure.

“**City**” means The Corporation of the City of North Vancouver.

“**Commercial**” means any commercial use as permitted under the authority of the City’s Zoning Bylaw.

“**Council**” means the Council of the City of North Vancouver.

“**Dwelling Unit**” means a Dwelling Unit as defined in the City’s Zoning Bylaw.

“**Duplex**” means a Two-Unit Residential Use as defined in the City’s Zoning Bylaw.

“**Gross Floor Area**” means the Gross Floor Area of a building or structure, as defined in the City’s Zoning Bylaw.

“**Industrial**” means any industrial use as permitted under the authority of the City’s Zoning Bylaw.

“**Single Family Residential**” means a One-Unit Residential Use as defined in the City’s Zoning Bylaw, and includes an accessory coach house or secondary suite.

“**Subdivision**” means a subdivision of land into two or more parcels, whether by plan, apt descriptive words or otherwise, under the *Land Title Act* or the *Strata Property Act*.

“**Townhouse**” means a building divided into not less than three dwelling units with each dwelling unit having direct access to finished grade level.

“**Zoning Bylaw**” means the City of North Vancouver Zoning Bylaw, 1995, No. 6700, as amended.

3. Every person who obtains:
  - A. Approval of a subdivision approval of a subdivision of a parcel of land under the *Land Title Act* or the *Strata Property Act*, or
  - B. A building permit authorizing the construction or alteration of a building or structure; including a building permit that authorizes the construction or alteration of a building or part of a building that will, after the construction or alteration, contain one or more self-contained dwelling units;

shall pay to the City, prior to the approval of the subdivision or the issuance of the building permit, as the case may be, the applicable development cost charges as set out in Schedule “A” hereto attached.

4. No development cost charge is payable where:
  - A. The building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under the *Community Charter*;
  - B. The building permit authorizes the construction or alteration of a building where the value of the work authorized by permit does not exceed \$50,000;
  - C. The size of the dwelling unit is 29 square metres or less; or
  - D. A development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed on the City.
5. Pursuant to S.561(6) of the *Local Government Act*, a Development Cost Charge is payable for construction, alteration or extension of a building that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units.

6. This bylaw shall come into full force and effect and be binding on persons as and from the date of final adoption of this bylaw.
7. Development Cost Charge Bylaw, 1997, No. 6814, as amended, is hereby repealed.

READ a first time by the Council on the <> day of <>, 20<>.

READ a second time by the Council on the <> day of <>, 20<>.

READ a third time by the Council on the <> day of <>, 20<>.

RECEIVED APPROVAL by the Inspector of Municipalities on the <> day of <>, 20<>.

RECONSIDERED AND FINALLY ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 20<>.

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MAYOR

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CITY CLERK

Development Cost Charges Bylaw, 2016, No. 8471

Schedule "A"

Land Use	Transportation	Park Acquisition and Development	Water	Sanitary Sewer	Drainage	TOTAL
Single Family Residential	\$5,315	\$4,614	\$1,513	\$1,477	\$1,830	\$14,749 per lot
Duplex	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Townhouse	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Apartment	\$20.89	\$21.48	\$7.04	\$6.88	\$5.88	\$62.17 per m <sup>2</sup> gross floor area
Commercial	\$48.32	\$2.56	\$0.84	\$0.82	\$5.49	\$58.03 per m <sup>2</sup> gross floor area
Industrial	\$28.99	\$2.56	\$0.84	\$0.82	\$5.49	\$38.70 per m <sup>2</sup> gross floor area

## APPENDIX H

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Public Consultation Materials

(to follow after open house)

DRAFT