

DET. COST CHARGE  
BY [signature]

1997

**DEVELOPMENT COST CHARGE BYLAW  
UPDATE PUBLIC WORKSHOP**

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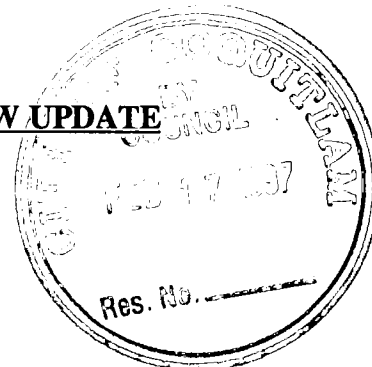
CITY OF

**C O Q U I T L A M**



Mayor L. Sekora

**MINUTES OF DEVELOPMENT COST CHARGE BYLAW UPDATE**  
**PUBLIC WORKSHOP**



**WEDNESDAY, FEBRUARY 26, 1997**

A Public Workshop to determine public opinion for a proposed increase in the development cost charges currently levied under City of Coquitlam Development Cost Charge Bylaw 2503, 1992 convened in the Main Hall at Place des Arts, 1120 Brunette Avenue, Coquitlam, BC on Wednesday, February 26, 1997 at 5:30 p.m.

Council Members Present: Mayor L. Sekora  
Councillor K. Becker  
Councillor J. Stangier  
Councillor D. Thorne

Council Members Absent: Councillor L. Hollington  
Councillor J. Kingsbury  
Councillor B. Melville

Staff Present: R. Hicks, Director of Finance, Chair  
N. Cook, City Manager  
D. Day, Director of Planning  
B. Elliott, Director of Leisure and Parks Services  
N. Nyberg, City Engineer  
K. Wright, Director of Permits and Licences  
T. Murphy, Supervisor - Traffic and Transportation Division  
M. Nihls, Assistant Director, Parks and Environmental Services  
J. Wilkie, Assistant Treasurer - Budgets

**ADVERTISING OF THE PUBLIC WORKSHOP**

The Hearing was advertised in the *Tri-City News* and *Coquitlam Now* Newspapers on 1997 February 19 and 23. A notification letter was distributed to all Ratepayers Associations, the Urban Development Institute and developers and builders in the City of Coquitlam.

*M*

The meeting was requested by City Council to determine public opinion to proposed increases in development cost charge (DCCs) levies and an expansion of the charge to include parkland development.

The Director of Finance made a presentation which outlined the mechanism to charge DCCs and summarized the methodology used to calculate the increase in the proposed DCCs.

The Supervisor - Traffic and Transportation Division made a presentation outlining the proposed ten year transportation plan which form the basis for the Transportation DCCs.

The Director of Leisure and Parks Services made a presentation of the parkland needs to support a growing population in support of the Parkland Acquisition and Development DCCs.

The Planning Director provided an overview of the application of the proposed DCC bylaw which forms the basis for the collection of DCCs.

Mr. B. Mason of Intracorp Development Ltd. asked whether it was intended to charge DCCs on illegal suites and commented that there are other sources of growth besides new development which the DCC model does not take into account.

Mr. Mason outlined the positive impact of the Pacific Reach development and stated that if the proposed DCCs were in place at the time of investment in Pacific Reach Industrial Park, the DCCs would have discouraged such a development.

Mr. D. Erickson of Parklane Homes noted that the DCC information package and presentation which compared current and proposed total DCCs in the City of Coquitlam to other jurisdictions did not take into account that other jurisdictions may charge sewer, water and drainage DCCs whereas Coquitlam only charges transportation and parkland.

Mr. Erickson noted that our current methodology was based on a single DCC levy for single family and duplex, regardless of size of the dwelling. He encouraged staff to explore a progressive DCC with which charges were based on size of the dwelling or density. He also noted that DCCs are a tax on the new home owner.

Mr. Erickson asked whether DCCs collected in an area are used for specific projects within that area.

It was explained that DCCs are not area specific and are used on growth related projects contained within the DCC Bylaw.

Ms. V. Symington of Club Aviva requested a comparison of current and proposed DCCs for both industrial and commercial in the City of Coquitlam with other jurisdictions.

Mr. D. Bullus of Wesbild asked why the proposed Transportation DCC is being doubled and asked what circumstances have initiated this change.

The City Engineer noted that the 1992 plan was for five years whereas the proposed transportation plan was for ten years.

Mr. B. Mason stated that if DCCs are charged at the proposed rate on use rather than zoning it would lead to confusion. He further stated that if the City is moving in that direction for the new Bylaw, staff should consider the use of a committee composed of various stakeholders to administer the Bylaw.

Mr. D. Bullus of Wesbild requested that the City provide a list of capital projects which have been financed by current DCCs.

Mayor Sekora stated that the City should publish a list of capital projects which have been financed by DCC funds on a semi-annual basis. He added that the use of progressive DCCs will deter the building of "monster" houses and asked if a mechanism exists to provide first time homeowners with some relief from DCCs.

Mayor Sekora further stated that the City will need to develop a standard to deal with application of DCCs to Pacific Reach and similar developments.

#### **ADJOURNMENT OF THE PUBLIC WORKSHOP**

The Chair declared the Public Workshop adjourned at 6:50 p.m.

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CHAIR

1997 Development Cost Charge Review

**PURPOSE OF MEETING**

- Review of D.C.C Mechanism
- Changes to Coquitlam's Current D.C.C.'s.
- Receive input from the public and development community.

1997 Development Cost Charge Review

**GROWTH**

The dilemma is how to finance City operations

- public demand for improved services (road, recreation, sewer, water, police, fire)
- where will the money come from
- just maintaining existing services stretches limits of existing revenue

1997 Development Cost Charge Review

**FIVE MAJOR SOURCES OF REVENUE**

- Taxes
- User Rates
- Borrowing
- Government Grants
- DCCs

**1997 Development Cost Charge Review**

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**DEFINITION OF DCCs**

Charges levied to assist the local government to pay capital costs associated with growth of:

- Roads
- Water
- Sanitary Sewer           MUNICIPAL ACT
- Drainage                 SECTIONS 983 TO 987
- Parkland Acquisitions
- Parkland Improvements

**1997 Development Cost Charge Review**

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**WHAT ARE THE OTHER COSTS OF GROWTH NOT COVERED BY DCCs AND FOR WHICH THE CITY IS RESPONSIBLE?**

- Library facilities
- Recreation facilities
- Fire halls
- Police Stations

**1997 Development Cost Charge Review**

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**DCC CRITERIA**

- **MECHANISM TO ALLOW GROWTH**
- Specific capital infrastructure associated with growth
- By Bylaw with Provincial Approval
- Same rate by development class
- Assist factor/municipal contribution necessary
- Paid at time of sub division or building permit

1997 Development Cost Charge Review

**METHODOLOGY**

- Forecast 10 year population
- Calculate Development Units
- For Transportation - average trip generation
- For Parkland - population densities
- Calculate E.D.U.'s per land use

1997 Development Cost Charge Review

**IDENTIFY PROJECTS REQUIRED TO SUPPORT THIS DEVELOPMENT**

- Project List for: Roads
  - Park Acquisition
  - Park Development
- Estimate Costs
- Differentiate portion attributable to growth

1997 Development Cost Charge Review

**CURRENT PLANS MINIMUM REQUIRED TO MAINTAIN STANDARDS**

	Identified Need	Program in DCC Bylaw	% Funded By DCC
Major Transportation Program	\$182,000,000	\$33,000,000	18 %
Parkland Acquisition	\$48,000,000	\$28,500,000	59 %
Parkland Development	\$17,000,000	\$5,000,000	29 %
	<u>\$247,000,000</u>	<u>\$66,500,000</u>	



1997 Development Cost Charge Review

TRANSPORTATION (SOUTH WEST & TOWN CENTRE)

Capital Transportation Plan 1997-2006	\$36,746,014
Anticipated grants	(225,500)
Benefit to existing properties (I)	(3,628,263)
Capital Cost eligible for D.C.C.'s	\$32,892,252
Less: 5% assist factor (I)	(1,644,613)
D.C.C. BASE	\$31,247,639
Less current fund balance	(1,979,618)
D.C.C. LEVY TOTAL	<u>\$29,268,021</u>

[Funding from general property tax base (I) \$5,272,876 = \$527,000 p.a.]

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PARKLAND - D.C.C. CAPITAL PROGRAM

Parkland Acquisition Program	\$28,479,000
Less: 5% assist factor	(1,423,950)
D.C.C. BASE	\$27,055,050
Less: current fund balance	(5,388,540)
D.C.C. LEVY TOTAL	<u>\$21,666,510</u>

(Funding from general property tax base \$1,424,000 = \$142,000 p.a.)

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PARKLAND - D.C.C. CAPITAL PROGRAM

Parkland Improvement Program 1997 - 2006	\$5,070,000
Less: 5% assist factor	(253,500)
D.C.C. LEVY TOTAL	<u>\$4,816,500</u>

(Funding from general property tax base \$254,000 = \$25,000 p.a.)

**1997 Development Cost Charge Review**

**SUMMARY OF DEVELOPMENT COST CHARGES  
EFFECTIVE JULY 6, 1993**

	Transportation		
	Coquitlam (excl. N.E.)	North East Coquitlam	Portland
Single Family	\$3,349	\$2,760	\$3,860
Townhouse	\$1,808	\$1,490	\$3,860
Apartment	\$2,009	\$1,655	\$2,200
Commercial space	\$20	\$16.50	\$23
Industrial space	\$6.70	N/A	\$8

**1997 Development Cost Charge Review**

**SUMMARY OF PROPOSED DEVELOPMENT COST  
CHARGES**

	Transportation		Portland	
	Coquitlam (excl. N.E.)	N.E. Coquitlam	Acquisition	Improvement
Single Family	\$7,800	\$2,760	\$4,050	\$900
Townhouse	4,800	1,490	3,200	700
Apartment	5,300	1,655	2,100	460
Commercial	25	16.50	17	4
Industrial	13	-	11	2
Institutional	20	-	12	3

1,2,3-D.C.C.s based on units

4,5,6-D.C.C.s based on sq.m. of gross floor area

**1997 Development Cost Charge Review**

**SUMMARY OF DEVELOPMENT COST  
CHARGES - SINGLE FAMILY RESIDENTIAL**

	Portland			Total
	Transportation	Acquisition	Improvement	
Current	\$3,349	\$3,860	-	\$7,209
N.E. Coquitlam	\$2,760	\$3,860	-	\$6,620
Proposed	\$7,800	\$4,050	\$900	\$12,750
N.E. Coquitlam	\$2,760	\$4,050	\$900	\$7,710

**1997 Development Cost Charge Review**

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**EXPLANATORY NOTES:**

In general, there will be both a transportation and parkland development cost charge applicable to each development occurring in Coquitlam.

There are a number of exceptions to this application in the following areas which are more specifically defined in the schedules to the Bylaw:

Westwood Plateau	excluded from all D.C.C.s
River Heights	excluded from all D.C.C.s
Eagle Ridge	excluded from the parkland D.C.C.

**1997 Development Cost Charge Review**

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**COMPARISON WITH OTHER MUNICIPALITIES**

	<b>Residential Lot</b>
Surrey	\$16,530
Langley Township	15,984
Port Coquitlam	15,932
Kelowna	15,200
Coquitlam - proposed	12,750
Maple Ridge	10,708
Coquitlam - current	7,209

**1997 Development Cost Charge Review**

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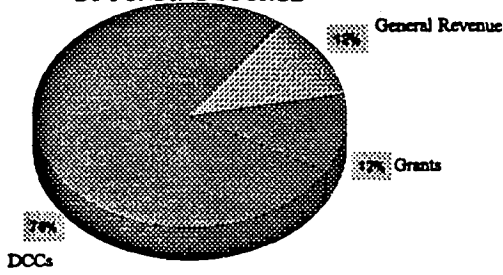
**DCC ARE AN INTEGRAL PART OF FINANCING STRATEGIES**

- Pay as you go
- Development Cost Charges
- Public Private Partnership  
Tennis Courts, Ice Rinks.
- Grants / Other Contributions  
Cultural Centre, Public safety Building, Heritage Square.
- User Fees  
Local Improvement, Soil removal fund, Recycling Projects.

**1997 Development Cost Charge Review**

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**DEVELOPMENT COST CHARGE PROJECTS  
- BY FUNDING SOURCE**



**1997 Development Cost Charge Review**

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**TOTAL 5 YEAR CAPITAL EXPENDITURE  
PROGRAM.....\$113,000,000**

Development Cost Charges	\$46,000,000	41%
Pay as You Go	\$36,000,000	32%
Contributions from Others	\$5,000,000	4%
Debtenture Financing	\$500,000	6%
Internal Financing (reserves)	\$19,500,000	17%

**1997 Development Cost Charge Review**

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**PAY AS YOU GO**

**Contributions to Capital from General Revenue**

1992	\$195,700
1993	\$288,500
1994	\$525,000
1995	\$2,822,000
1996	\$4,221,281
1997	\$4,221,000
1998	\$4,471,000
1999	\$4,971,000

1997 Development Cost Charge Review

**WHY IS THIS REVIEW NECESSARY ?**

- Current rates based on 1992 costs/data
- Transportation Plan was for 5 year period 1992-1997
- Revised development forecasts/ revised OCPS
- Some projects now inappropriate
- Costs outdated

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# Development Cost Charges

## Update 1997

February 25, 1997

**CITY OF COQUITLAM  
DEVELOPMENT COST CHARGE PRELIMINARY REVIEW**

**GENERAL SYNOPSIS:**

**1. Current Background:**

Coquitlam is in the process of updating their current Development Cost Charge Bylaw and rates. Periodic revisions to the DCC program are necessary due to changes in our official community plans, development and growth forecasts and capital expenditure plans which reflect identified infrastructure needs.

The levying of development cost charges is one component of the Cities overall financial strategy for funding of large capital expenditure program. Other sources of financing capital include:

- contributions from general revenue (pay as you go approach),
- grants and contributions from others,
- debenture financing
- public / private partnerships; and
- internal use of City reserves.

The City of Coquitlam currently has in place two Development Cost Charge Bylaws as mechanisms for levies on development to raise financing which will assist in the payment of the infrastructure necessary or associated with that development:

- Bylaw No. 2503, 1992 which establishes Development Cost Charges ("DCCs") for transportation (excluding the Northeast Coquitlam) and parkland capital programs; and
- Bylaw No. 2538, 1993 which establishes Development Cost Charges for transportation expenditures (bridge design) in the Northeast Sector of Coquitlam.

It is proposed that Bylaw No. 2503, 1992 be amended to bring DCCs up to date with increases in population, changes in development priorities, densities and projections, and updated infrastructure needs. Further, it is proposed that Council lower the current assist factors in the ~~Bylaws~~ Bylaws, which currently consist of

15% and 25.6% for transportation and parkland respectively, to a 5% assist factor.

One other change in the revised DCC charges is the introduction of a levy for Institutional land use.

2. *Elements of Growth:*

Population projections for the Lower Mainland over the next 20 years have put a great deal of pressure on communities, particularly in the outlying areas to accommodate this growth. Public opinion is fairly strong in terms of managing growth and minimizing the impact to existing residents, both quantitatively and qualitatively. Growth management includes many facets, however, it is critical that the City strategically plan and recognize the demands and challenges to our infrastructure. *Financing growth is one of the many challenges facing communities in the coming decades.*

One of the directions of City Vision and the draft business plan is growth management. The concept of development cost charges is consistent with the direction of City Vision, namely:

- *the City will ensure that a fair share of the costs of new growth is borne by the benefiting land owners, developers and new residents; and*
- *the City will plan ahead for the consequences of growth, including longer term financing of necessary works and facilities, so that these can be completed in a timely way.*

*What are the elements included in the cost of growth?*

Growth impacts a community in a number of ways. There are many costs associated with growth, both monetary and non-monetary; direct and indirect; operating and capital. To support significant increases in population - both residential and business, there are many servicing demands and associated costs which the City and the Region must deal with:

- infrastructure - local roads, water, sewer, drainage;
- increased school populations;
- protective services (fire and police);
- recreational services and demands for these services;
- environmental impact and damage mitigation on air, water, and soil quality;
- alternative methods of transportation;
- major transportation routes, traffic congestion and safety.



To what extent can Development Cost Charges be expected to offset these costs?

Development cost charges are generally accepted as a potential revenue source to finance infrastructure costs. In general, DCCs are imposed to assist local government in paying the capital costs of offsite trunk municipal services which are directly or indirectly affected by the development of lands and alteration/extension of buildings. The basic principle of development cost charges is to allow new development to *assist* in the financing for the infrastructure needed to support these development. There are certain fundamental principles associated with DCCs:

- DCCs can only be charged for *growth related capital expenditures*. They cannot be used to make up past deficiencies in infrastructure;
- DCCs can only be levied for the purpose of providing funds *to assist in paying the capital costs* of providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off street parking facilities, and providing and improving parkland; and
- DCCs should be used to finance works and services which are of *general benefit* as opposed to those which benefit only specific properties (which are generally addressed through the sub-division control bylaw, planning requirements or local improvements).

3. Recent Provincial and Regional Developments

There are two recent Provincial initiatives and one Regional initiative which expand DCC application.

Improvement of Parkland

In the past, DCC - principal could only be used for the acquisition of parkland sites and not for development thereon. Consequently the City used interest earned on the DCC funds to provide for parkland improvement within specific legislated parameters. Legislation has now changed to allow parkland improvements to be incorporated in the capital program base from which DCCs are calculated, however, we understand that large increases in DCCs to provide for improvement will not be approved by the Ministry of Municipal Affairs.

At the DCC workshop held previously with Council, Council recommended that a DCC levy of \$450 be proposed to assist in financing parkland development.

A further increase of \$450 was recommended during the Finance Committee deliberations of the 1997 Provisional Budget. The \$900 levy for residential land use will contribute approximately \$4.8 million over ten years. These program has been incorporated into the provisional five year capital plan. Details of the specific parkland development will be forwarded to Council in the near future.

#### School Site Acquisition

Recent provincial legislation allows, through a mutual agreement between municipality and school district, a levy on subdivision for school site acquisition. The mechanism for this is through the 5% parkland obligation which can now be increased up to 10% to accommodate a contribution for specific school site acquisition. A report on the "*Draft Joint Agreement Discussions Between Staff of School District 43 and City of Coquitlam*" was provided to Council on December 16, 1996. Council determined at that special Council meeting on December 16 not to proceed with implementation of the school site acquisition provisions of S. 992.1 of the Municipal Act.

#### Regional Development Cost Charges

The Greater Vancouver Sewer and Drainage District (GVS&DD) recently implemented a regional DCC for sewer growth charges to take effect January 1, 1997, which replace the current system whereby all users, new and established, share in the cost of growth. This DCC raises funds to assist in financing the costs of sewer treatment and expansion projects built by the GVS&DD to service new growth. The GVS&DD Administrative Board gave final reading and adoption of the Bylaw in December. A copy of GVS&DD Bylaw 187, 1996 is attached together with a GVRD interpretation bulletin.

#### 4. City Review of Development Cost Charge Program:

Periodic revisions to the DCC calculations are necessary due to changes in our official community plans and capital expenditure plans which reflect identified infrastructure needs, resulting in inclusion of new projects and deletion of projects which are completed or no longer required. A review of updated costs of the infrastructure projects due to changes in market conditions and inflation is also necessary.

This review of the DCC rates and procedures has been a lengthy and thorough process which consisted of:

- commissioning a review by a consultant, UMA Engineering Ltd., to review the methodology and administration of our current DCC calculations;

- review of our current transportation and parkland acquisition plans in light of revised development projections and patterns;
- review of the structure, and clarity of our current bylaw; and
- a workshop with Council on October 15, 1996 to review the DCC process and receive direction as to changes in the capital plans and corresponding DCC rates.

### Methodology

The calculation of DCCs is tied closely to future development plans and anticipated capital costs. The calculation of the proposed development cost charges is based on the methodology recommended by the consultants and as outlined in their reports. These reports outline in detail the methodology used for the DCC calculations within this analysis. Differences in calculated DCCs in the consultant's study, are due to refinements made to the transportation and parks capital expenditure program by staff as part of the overall review of DCCs.

The methodology used is outlined as follows:

- in order to distribute the cost of services amongst new development, *projections of development* are made with respect to:
  - net projected residential development based on population growth, after removing the Westwood Plateau which is excluded due to an existing Comprehensive Development Agreement.;
  - commercial, industrial and institutional floor area projections forecasted for the next ten years.
- units of development are *transformed into Equivalent Dwelling Units (EDU)* by multiplying them by a standard unit of measure which is statistically derived. This is a way to compare the impact on the services by different developments on a common footing. For example, under the transportation calculation, total traffic generation from all land uses is estimated by using standard traffic generation rates. The need for parks and open space is based on the relative impact of each land use according to equivalent population demand;
- *capital needs for the next ten years are forecast* as set out in the five and ten year capital expenditure program, and which are consistent with the various Official Community Plans adopted by the City;
- the plans are then reviewed to determine *the proportion of costs attributable to the new growth* and current population. *DCCs can only finance the cost of growth related capital projects;* and

- determine an assist factor. The legislation requires municipalities to *assist* in the cost of growth. While the legislation omits explicit reference to an assist factor, *development cost charges are one method to assist in the cost of financing growth related capital*. The assist factor is separate from any allocation of cost made between new development and existing users. Legislation does not specify the magnitude of the assist factor. Currently the City assists, with 15% on the growth component of the transportation plan and 25.6% on parkland acquisition.

#### Approach to North East Coquitlam

The City is currently in the process of preparing a comprehensive, long range official community plan for Northeast Coquitlam. The plan process includes developing and evaluating a series of alternative land use and servicing options (including transportation and parks). The planning process also includes a detailed financial assessment of the necessary infrastructure and facilities to serve the projected population growth in the area. The draft official community plan, and an accompanying financial assessment, including a review of DCCs for Northeast Coquitlam, will be presented to Council in mid-1997. For this reason, the transportation plan excludes any transportation requirements or projects in the Northeast sector. The parkland acquisition plan has considered only minimal acquisition in the Northeast, and this plan will be modified in conjunction with the official community plan planning process.

#### 5. Transportation Plan:

##### Transportation Capital Expenditure Program

Development in Coquitlam continues to manifest itself in chronic overloading of the current transportation network. Coupled with a large backlog maintenance problem within our existing infrastructure, the capital requirements in this area are enormous. Long range financial planning requires the City to address and plan for not only the replacement of existing infrastructure, but also for new or improved roads as a result of growth.

Recognizing that DCCs can only fund projects or a portion of those projects required due to demands of growth, the projects targeted to be funded by DCCs relate to capacity enhancing projects. Capacity enhancing projects are those projects which increase capacity and include additional lanes or extensions, and traffic control. Those elements of the projects which simply replace existing components of fixed traffic capacity are deemed to benefit the existing community and thus are not eligible for DCC collection. This distribution, illustrates some of the costs of providing new traffic infrastructure which are

attributable to new residential, commercial and industrial development which generates increased traffic.

The following statistics may be useful for purposes of illustrating the trends in transportation.

Projected population increase in next ten years	24,380
Person trips (AM peak) - 1991	390,000
Person trips (AM peak) - 1996	442,000
Estimated person trips (AM peak) - 2006	545,000
Average life of a road	25 years
Average maintenance costs associated with a road	5-6% of capital cost
Reserve for replacement of roads required	4% of capital cost
Value of backlog maintenance (approx.)	\$9,000,000
Ten year transportation plan	\$52,000,000
Ten year transportation plan funded by DCCs	\$31,000,000
Balance in the DCC Transportation reserve at Dec 31/96	\$3,472,554
Projects funded by reserve since last DCC review	0

The scope of road construction and upgrading eligible for DCCs is outlined in the Capital Transportation Plan for the ten year period 1997- 2006. The technical descriptions of the projects, the assumptions made and the estimates have been done and are available to Council at any time.

#### Impact on DCCs of revised Capital Expenditure Program

The assumption for distribution of the DCC recoverable transportation capital costs amongst new development units is based upon traffic volumes generated by the various land uses within those developments - i.e., residential single family, duplex, townhouses, apartments, commercial, industrial and institutional. The comparison of the traffic generation rates of various land uses was based on the average vehicle trip index (AVTE) on weekdays as developed by the Institute of Transportation Engineers (1991). A traffic distribution factor of 0.20 is applied to Equivalent Dwelling Units to recognize the fact that commercial and industrial traffic generation in South Coquitlam is heavily dependent on inter-municipal highways. This has the impact of reducing the commercial and industrial allocation by a factor of 80%. The following two tables outline these calculations.

DCC CALCULATIONS FOR TRANSPORTATION FOR SOUTH WEST AND TOWN CENTRE					
		ASSIST FACTORS			
		1%	5%	15%	25%
DCC Eligible Expenditures		32,892,252	32,892,252	32,892,252	32,892,252
Assist Factor		328,923	1,644,613	4,933,838	8,223,063
Net DCC Recoverable for 10 Year Period		32,563,329	31,247,639	27,958,414	24,669,189
Add Prorated Study Costs		15,000	15,000	15,000	15,000
Deduct Current Transportation DCC Fund		(1,994,618)	(1,994,618)	(1,994,618)	(1,994,618)
Net Amount to be paid by DCCs		30,583,711	29,268,021	25,978,796	22,689,571
DCC per Trip		862	825	733	640

PROPOSED TRANSPORTATION DCCs						
		ASSIST FACTORS				CURRENT
		1%	5%	15%	25%	DCC CHARGES
Single Family/ Duplex (Per Unit)		\$8,232	\$7,800	\$7,000	\$6,112	\$3,349
Townhouse (Per Unit)		\$5,051	\$4,800	\$4,295	\$3,750	\$1,808
Apartment (Per Unit)		\$5,577	\$5,300	\$4,743	\$4,141	\$2,009
Commercial (per sq. meter of gross floor area)		\$26	\$25	\$22	\$19	\$20
Industrial (per sq. meter of gross floor area)		\$14	\$13	\$12	\$10	\$7
Institutional (per sq. meter of gross floor area)		\$21	\$20	\$18	\$15	NA

Review of bylaw changes from 1992 to 1996

A reconciliation between the 1992 transportation plan which formed the basis for the current DCC charges to the 1996 proposed transportation plan has been prepared. Based on the 1992 DCC transportation program, a number of projects have been removed, as they are either completed or not considered as a priority or required in the 1996 plan. Remaining projects from the 1992 program have been re-estimated accounting for any changes in sizes, quantities or scope of project.

Other long-term financing strategies

The proposed transportation plan outlined in this report projects increases in all categories of transportation DCCs, with the magnitude dependent upon the assist factor selected. However, DCCs are only one method of financing these projects. Other options include debt, or general revenue. The use of development cost charges is necessary for the City to be able to afford the transportation plan required to deal with the traffic congestion, both now and in the future. It should be noted that DCCs cannot be used for maintenance and repair of the transportation network. Road maintenance has not kept pace with the expansion.

6. Parkland Acquisition Plan

Active Parkland Standards

In October 1992, Council endorsed a Parkland Acquisition Needs Assessment and set an active parkland standard of 12.5 acres per 1000 population. At this time, the actual amount was 10.96 acres per 1,000 residents. The report concluded that the City had been lagging behind in its acquisition of parkland, and combined with unprecedented growth, an extremely large existing park deficit had resulted. Further, rectifying the deficit would require funds in excess of available sources.

*It is important to note that DCCs cannot be used to make up past deficiencies in parkland.* For example, the DCC fund can not be used to acquire parkland in an older area of a municipality which is not experiencing growth, except if it provides a City-wide benefit derived as a result of population growth experience throughout the City. This fund can be used however, to acquire parkland in older areas experiencing re-development, such as the conversion of single family dwellings to multi-family developments.

Some statistics relating to park land acquisitions:

Projected population increase in next ten years	24,380
Active parkland Council endorsed standard (acres per 1,000 population)	12.5
Existing parkland inventory - 1996 (acres per 1,000 population)	9.76
Forecasted parkland inventory - 2005 (acres per 1,000 population)	9.47

Current balance in the DCC Parkland reserve	\$7,504,450
Contributions received since the last DCC review	\$4,781,050
Projects funded by reserve since last DCC review	\$2,295,000

Currently, both the Southwest and Northeast official community plan reviews and a parkland master planning process are in progress and modifications to this parkland acquisition plan may be made as part of these projects. However, the acquisition plan focuses on parkland needs predominantly in the Southwest section of Coquitlam as a result of forecasted densification.

Further, a new levy for parkland development is being proposed at a rate of \$900. The parkland development plan is currently being updated to take into account directions received by Council on October 15th and December 9th. The \$900 levy for residential land use will contribute approximately \$4.8 million over ten years.

Impact on DCCs of revised Parkland Acquisition Program

Parkland provides economic and quality of life benefits to all sectors in the City - residential, commercial and industrial. Significant parks are also proposed adjacent to commercial and industrial areas. Employees in these areas will be able to access the park facilities during work days. As a result parkland DCCs were calculated for residential, commercial, industrial and institutional land uses.

As people generate the need for parks and open space, DCCs were based on the relative impact of each land use according to equivalent population demands.

DCC CALCULATIONS FOR PARK LAND ACQUISITIONS					
		ASSIST FACTORS			
		1%	5%	15%	25%
Parkland acquisition program		28,479,000	28,479,000	28,479,000	28,479,000
Deduct Assist factor		(284,790)	(1,423,950)	(4,271,850)	(7,119,750)
Add Prorated Study Costs		15,000	15,000	15,000	15,000
Deduct Current Park land DCC Fund		(5,403,540)	(5,403,540)	(5,403,540)	(5,403,540)
Net Amount to be paid by DCCs		22,805,670	21,666,510	18,818,610	15,970,710
DCC per Equivalent Population unit		1,292	1,228	1,066	905

PROPOSED PARKLAND ACQUISITION DCCS						
		ASSIST FACTORS				CURRENT
	1%	5%	15%	25%	DCC CHARGES	
Single Family/ Duplex (Per Unit)	\$4,260	\$4,050	\$3,515	\$2,983	\$3,860	
Townhouse (Per Unit)	\$3,357	\$3,200	\$2,769	\$2,350	\$3,860	
Apartment (Per Unit)	\$2,195	\$2,100	\$1,811	\$1,537	\$2,200	
Commercial (per sq. meter of gross floor area)	\$18	\$17	\$15	\$13	\$23	
Industrial (per sq. meter of gross floor area)	\$12	\$11	\$10	\$8	\$8	
Institutional (per sq. meter of gross floor area)	\$13	\$12	\$11	\$9	NA	

Impact on DCCs of revised Parkland Improvement Program

In the past, DCC - principal could only be used for the acquisition of parkland sites and not for development thereon. Consequently the City used interest earned on the DCC funds to provide for parkland improvement within specific legislated parameters. Legislation has now changed to allow parkland improvements to be incorporated in the capital program base from which DCCs are calculated. At Council direction, staff is developing a parkland improvement plan to finance allowable improvements.



DCC CALCULATIONS FOR PARK LAND IMPROVEMENTS					
		ASSIST FACTORS			
		1%	5%	15%	25%
Parkland improvement program	5,070,000	5,070,000	5,070,000	5,070,000	5,070,000
Deduct Assist factor	(50,700)	(253,500)	(760,500)	(1,267,500)	
Deduct Current Park land DCC Fund	0	0	0	0	0
Net Amount to be paid by DCCs	5,019,300	4,816,500	4,309,500	3,802,500	
DCC per Equivalent Population unit	284	273	244	215	

PROPOSED PARKLAND IMPROVEMENT DCCS	ASSIST FACTORS				CURRENT
	1%	5%	15%	25%	DCC CHARGES
Single Family/ Duplex (Per Unit)	\$937	\$900	\$805	\$710	\$0
Townhouse (Per Unit)	\$738	\$700	\$634	\$559	\$0
Apartment (Per Unit)	\$483	\$460	\$415	\$366	\$0
Commercial (per sq. meter of gross floor area)	\$4	\$4	\$3	\$3	\$0
Industrial (per sq. meter of gross floor area)	\$3	\$3	\$2	\$2	\$0
Institutional (per sq. meter of gross floor area)	\$3	\$3	\$2	\$2	\$0

Review of bylaw changes from 1992 to 1996

The Executive Summary of the 1992 Parkland Needs Assessment Report suggested that staff pursue the following strategies related to parkland Acquisition:

- Acquisition priorities must place the purchase of active parkland above the purchase of open space/passive parkland;
- Open space should, whenever, possible, be protected by means other than outright acquisition; and
- Crown lands having potential as active parkland should be identified and early negotiations with the Crown established.

In keeping with this approach of protecting and negotiating rights-of-ways over environmentally sensitive private lands, staff have modified the proposed Parkland Acquisition schedule as part of this report by deleting the 111.2 acres of land with a value of approximately \$6,162,000, which in 1992 we had assumed would be purchased. It is important to note that in some cases it will still be necessary to acquire such property as a last resort, and in such cases, staff would recommend paying from the 5% fund or other reserves, not from DCCs.

## 7. Implementation Issues

### Public Consultation

This meeting is the second of two planned meetings to inform interested parties; residents, developers, land owners, etc. All comments will be forwarded to Council for their consideration as part of the final report.

### Legislative Approvals

Any change to our Development Cost Charges require approval by the Ministry of Municipal Affairs. The Ministry has reviewed the appropriateness of the methodology used by the consultants, UMA, which forms the basis for our recommendations.

The Municipal Act requires that Council take into account several factors when deciding on the level of DCCs. Section 984(2) states that *Council shall take 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:*

1. *are excessive in relation to the capital cost of prevailing standards of service;*
2. *will deter development, or*
3. *will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land*

### Is there a definite relationship to prevailing levels of standards?

For both the transportation and parkland recommendations, units of development are *transformed into Equivalent Dwelling Units (EDU)* by multiplying them by a standard unit of measure which is statistically derived. This is a way to compare the impacts on the services by different developments on a common footing.

In the transportation analysis, the EDU relates growth to traffic impact. Municipal roads identified in the 10 year plan are fully utilized with no residual capacity. The standard to be achieved is the standard formerly enjoyed by the community prior to development.

The Parkland plan is based on the Council endorsed standard, and the proposed acquisition plan falls short of the 12.5 standard. The additional acreage acquired under this plan achieves a standard of only 8.06 acres per 1,000.

Will the charge deter development in the City?

One test for reasonableness is a comparison with neighboring and growth municipalities with the following DCCs

Municipality	Residential lot	Commercial complex <sup>1</sup>
Surrey (no parkland dedication)	\$16,530	\$106,303
Langley	\$15,984	\$37,048
Port Coquitlam	\$15,932	\$189,520
Kelowna	\$15,200	\$126,967
<b>Coquitlam - proposed</b>	<b>\$12,750</b>	<b>\$76,120</b>
Maple Ridge	\$10,708	
Coquitlam - current	\$7,209	\$74,370

The comparison indicates that Coquitlam's proposed charge is unlikely to deter development, taking into account relative location and available land for residential development. However, a direct comparison is not possible because municipalities have:

- different terrain;
- more or less mature transportation systems;
- different distributions and patterns of growth;
- marginally different road and parkland standards;
- a greater or lesser parkland inventory;

Will the charge discourage servicing and construction of reasonably priced lots and housing in Coquitlam?

The Municipal Act does not define reasonably priced. In the absence of comprehensive data for selling prices of newly constructed units, we look to the average value of a Coquitlam home used in our tax analysis during the Annual Budget process in May. At that time it was estimated that the average assessed value in Coquitlam of a single family residence was approximately \$250,000. The proposed DCC charges levied by the City are approximately 4.9% of the cost.

**8. Conclusion:**

This report has only dealt with two components or costs of growth - transportation and parkland. Further, it has only looked at the capital costs

<sup>1</sup> Based on a commercial use facility with square footage of approximately 1730 sq. meters

associated with maintaining the same service level currently enjoyed. It has not dealt with the future operating and maintenance costs which go along with the added infrastructure, nor has it dealt with the many other costs; capital and operating, direct and indirect, associated with growth.

The transportation plan and parkland acquisition plans presented to Council as part of this process are the essential components required to accommodate the growth and maintain the same service level or standards currently enjoyed by the citizens of Coquitlam. There are really only two options, or a combination of the two:

- redefine our service levels and standards which are currently in place, or;
- develop a long range financing strategy to deal with the additional requirements placed on the community due to growth. This financing strategy must deal with not only the capital cost of an expanded transportation network system to deal with the congestion due to growth, but must also recognize the cost of repairing the existing road system. There already exists a large backlog of streets and roads requiring upgrading as well as repair. A reduction of service levels for transportation could have severe repercussions.

**SCHEDULE "B"**  
**to**  
**Development Cost Charges Bylaw No. 3092**

**Transportation DCC**

<b>#</b>	<b><u>PROJECT DESCRIPTION</u></b>	<b><u>1997-2006</u></b>
1	Como Lake: Montrose/Mariner	
2	Mariner: Como Lake/Austin	
3	Brunette: Laurentian/Cape Horn	
4	Winslow Transit Loop	
5	Westwood: Anson/Guilford	
6	Pipeline: Robson/David	
7	Alderson: Lougheed/Blue Mountain	
8	Cape Horn: Brunette/Mariner	
9	Schoolhouse: Austin/Como Lake	
10	Mundy: Austin/Cape Horn	
11	Robinson: Como/Foster	
12	Hillcrest: Austin/Foster	
13	Thermal: Como/Brookmount	
14	Clarke/Como Lake Intersection	
15	Clarke/Kemsley Left Turn Bay and Signal	
16	Guildford/Falcon Left Turn Bays	
17	Guildford/Lansdowne Left Turn Bays	
18	Austin/Schoolhouse Left Turn Bays	
19	Austin/Poirier Left Turn Bay	
20	Blue Mountain/Foster Left Turn Bays	
21	Johnson: Barnet/Guildford	
22	Como Lake/Robinson Left Turn Bays	
23	Como Lake/Porter Left Turn Bays	
24	Traffic Management Plant	

(4) Where a local government proposes to amend a land use contract under subsection (2)(a) respecting any matter in it relating to density or use of an area covered by the contract, sections 956 to 959 apply.

(5) A bylaw of a regional district amending a land use contract shall not be adopted until it has been approved by the minister.

(6) Subsection (5) does not apply if the land affected by the amendment is in an area that is subject to an official community plan or an official settlement plan under section 809 (3) of this Act before that section was repealed by section 4 of the *Municipal Amendment Act, 1985*.

(6.1) The minister may make regulations

(a) defining areas for which and describing circumstances in which subsection (5) does not apply, and

(b) providing that an exception under paragraph (a) is to be subject to terms and conditions specified by the minister.

(7) Where a land use contract is amended by bylaw or by a development variance permit or a development permit, the local government shall register the amendment in the land title office in accordance with the *Land Title Act*.

(8) On registration under subsection (7), the registrar may require

(a) that a certified copy of the bylaw under this section be registered together with the amendment to the land use contract, and

(b) that a certified copy of the development variance permit or development permit be registered together with the land use contract as amended by it.

(9) The registrar is not required to inquire whether the land use contract amendment has been made in accordance with this Part or whether it is a valid amendment before permitting registration of an amendment under subsection (7).

1985-79-8, 1987-14-39, 1994-52-113.

#### Division (6) — Development Costs Recovery

##### Development cost charges generally

983. (1) In this Division

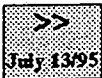
(a) "development" means those items in subsection (2) (c) and (d) for which a development cost charge may be imposed, and

(b) a reference to local government includes a greater board other than the Board of the Greater Vancouver Sewerage and Drainage District.

(2) A local government may, by bylaw, for the purpose of providing funds to assist the local government to pay the capital costs of

(a) providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off-street parking facilities, and

**Next page: 253**



(b) providing and improving park land  
to service, directly or indirectly, the development for which the charge is being imposed, impose development cost charges on every person who obtains

(c) approval of a subdivision, or

(d) a building permit authorizing the construction, alteration or extension of a building or structure.

(3) No charge is payable under a bylaw made under subsection (2) 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 section 398 (1)(h),

(b) the building permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension,

(i) contain less than 4 self-contained dwelling units, and

(ii) be put to no other use other than the residential use in those dwelling units, or

(c) the value of the work authorized by the permit does not exceed \$50 000 or any other amount the minister may, by regulation, prescribe.

(4) A development cost charge that is payable under a bylaw under this section shall be paid at the time of the approval of the subdivision or the issue of the building permit, as the case may be.

(5) Notwithstanding subsection (4), the minister may, in respect of all or different classes of developments, by regulation authorize the payment of development cost charges in instalments and prescribe conditions under which the instalments may be paid.

(6) A development cost charge is not payable where

(a) the development does not impose new capital cost burdens on the municipality, regional district or greater board, or

(b) 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 municipality, regional district or greater board.

(c) *Repealed.* [1987-14-40]

(7) Notwithstanding a bylaw under subsection (2), where a local government has imposed a charge or made a requirement under

(a) section 642,

(b) Division (7), or

(c) section 729 before the repeal of that section became effective,

for park land or for specific works and services outside the boundaries of land being subdivided or developed, that are included in the calculations used to determine the amount of a development cost charge, the amount of the charge imposed or the value of the requirement made under section 642, Division (7) or section 729, as the case may be, shall be deducted from those classes of development cost charges which are applicable to the types of works and services or the park land for which the charge was imposed or the requirement was made.

(8) Notwithstanding a bylaw under subsection (2), where an owner has, with the approval of the local government, provided or paid the cost of providing specific works and services outside the boundaries of land being subdivided or developed, that are included in the calculations used to determine the amount of a development cost charge, the cost of the works and services shall be deducted from those classes of development cost charges which are applicable to the works and services.

(9) *Repealed.* [1987-14-40]

(10) Where a board or greater board has the responsibility of providing a work, service or park land referred to in subsection (2) in a participating municipality, the board or greater board may by bylaw under subsection (2), impose a development cost charge that is applicable within that municipality.

(11) Where a board or greater board had, before this section came into force, adopted a bylaw that it would have been empowered to adopt had this section been in force at the time the bylaw was adopted, that bylaw is conclusively deemed by this subsection to have been validly adopted at the time that it was adopted.

(12) The municipality shall collect and remit the development cost charge imposed under subsection (10) to the regional district or greater board in the manner provided for in the bylaw.

1985-79-8, 1987-14-40, 1989-59-17, 1990-32-8, 1995-53-30, 1996-16-3.

**Fixing of development cost charges**

984. (1) A bylaw that imposes a development cost charge shall specify the amount of the charge in a schedule or schedules of development cost charges, and the charges may vary with respect to

- (a) different zones or different defined or specified areas,
- (b) different uses,
- (c) different capital costs as they relate to different classes of development, and
- (d) different sizes or different numbers of lots or units in a development,

but the charges in the schedule shall be similar for all developments that impose similar capital cost burdens on the local government.

(2) In fixing development cost charges in a bylaw under section 983 (2), the local government shall take 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,
- (b) will deter development, or
- (c) will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land

in the municipality or regional district.

(3) The local government shall make available to the public, on request, the considerations, information and calculations used to determine the schedule referred to in subsection (1), but any information respecting the contemplated acquisition costs of specific properties need not be provided.

1985-79-8.

**Use of development cost charges**

985. (1) A development cost charge paid to a local government shall be deposited by the local government in a separate special development cost charge reserve fund established for each purpose for which the local government imposes the development cost charge.

(2) Sections 382 and 387 apply to a fund established under subsection (1) of this section, subject to the restriction that a bylaw under section 382 authorizing the transfer of an amount from the fund must receive the approval of the minister.

(3) Money in development cost charge reserve funds, together with interest on it, shall be used only to

- (a) pay the capital costs of providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off-street parking, that relate directly or indirectly to the development in respect of which the charge was collected,

(a.1) pay the capital costs of

- (i) acquiring park land or reclaiming land as park land, or
  - (ii) providing fencing, landscaping, drainage and irrigation, trails, restrooms, changing rooms and playground and playing field equipment on park land,
- subject to the restriction that the capital costs must relate directly or indirectly to the development in respect of which the charge was collected, or

- (b) pay principal and interest on a debt incurred by a local government as a result of an expenditure under paragraph (a) or (a.1),

and for the purposes of this subsection "capital costs" includes planning, engineering and legal costs directly related to the work for which a capital cost may be incurred under this section.

(4) Authority to make payments under subsection (3) shall be authorized by bylaw.

1985-79-8; 1987-14-41; 1993-59-39; 1994-52-114; 1995-53-31.

**Acquisition and development of park land**

986. (1) If a development cost charge bylaw provides for a charge to acquire or reclaim park land, the charge may be paid in whole or in part by providing land in accordance with subsection (1.1).

(1.1) Land to be provided for the purposes of subsection (1) must

- (a) have a location and character acceptable to the local government, and
- (b) on the day the charge is payable, have a market value that is at least equal to the amount of the charge.



>>  
Sept. 17/93

(2) If the owner and the local government are not able to agree on the market value for the purposes of subsection (1.1)(b), the market value must be determined in accordance with the regulations under section 992 (7).

(3) Where partial payment of a development cost charge for park land in the form of land is made, the remainder shall be paid in accordance with a bylaw under section 983 (2).

(4) Section 992 (12) applies to land provided under subsection (1).

>>  
July 13/95

(5) Notwithstanding section 985 (3), interest earned on money in the park land development cost charge reserve fund may be used by the local government to provide for fencing, landscaping, drainage and irrigation, trails, restrooms and changing rooms, playground and playing field equipment on park land owned by the local government or owned by the Crown and managed by the local government.

1985-79-8; 1987-14-42; 1993-59-40; 1995-53-32.

#### Adoption procedures

987. (1) A bylaw that imposes a development cost charge shall not be adopted until the inspector has approved it, and the inspector may refuse to grant approval where he determines that

(a) the development cost charge is not related to capital costs attributable to projects included in a capital expenditure bylaw under sections 266 and 815 (2), or

(b) the local government has not properly considered the matters referred to in section 984 (2).

(2) The inspector may revoke an approval made under subsection (1) in respect of all or part of a bylaw that imposes a development cost charge, and, where he revokes his approval, the part of the bylaw in respect of which the revocation applies has no effect until the local government amends the bylaw and obtains the inspector's approval of the amendment.

(3) The inspector may require a municipality, regional district or greater board to provide him with a report on the status of development cost charge collections, expenditures and proposed expenditures for a time period he may specify.

(4) After reviewing the report, the inspector may order the transfer of funds from a development cost charge reserve fund under section 985 (1) to a capital works reserve fund established under section 378 (1)(a).

1985-79-8; 1990-60-26.

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Oct. 23/92

#### Fees related to applications and inspections

988. (1) A local government may, by bylaw, impose one or more of the following types of fees:

(a) application fees for

(i) an application to initiate changes to the provisions of a plan or bylaw under Division (1), (2), (4) or (7) of this Part or under Part 30,

(ii) the issue of a local government permit under Division (5) of this Part or a permit under section 1027,

(iii) an amendment to a land use contract or to a heritage revitalization agreement under section 1021, or

(iv) an application to a board of variance;

(b) fees to cover the costs of administering and inspecting works and services under this Part that are costs additional to those related to fees under paragraph (a);

(c) subdivision application fees, which may vary with the number, size and type of parcels involved in a proposed subdivision.

(2) A fee imposed under subsection (1) must not exceed the estimated average costs of processing, inspection, advertising and administration that are usually related to the type of application or other matter to which the fee relates.

(3) The minister may make regulations

(a) that the minister considers necessary or advisable respecting the imposition of fees under subsection (1), and

(b) prescribing fees for applications referred to in subsection (1)(c).

(4) A regulation under subsection (3) prevails over a bylaw under subsection (1) to the extent of any conflict.

(5) No other fee, charge or levy shall be imposed in addition to a fee under subsection (1) as a condition of the matter referred to in that subsection to which the fee relates.

(6) A local government, the City of Vancouver or an approving officer shall not

(a) impose a fee, charge or levy, or

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Oct. 28/94

**MUNICIPAL ACT**  
**DEVELOPMENT COST CHARGE**  
**(INSTALMENTS) REGULATION**  
*[Regulation of the Minister of Municipal Affairs]*

1. In this regulation

"charge" means a development cost charge imposed under section 719 of the Municipal Act for a subdivision approval or grant of a building permit;

"developer" means every person on whom a charge is imposed.

2. A developer liable to pay a charge may elect to pay it by instalments, subject always to the conditions set out in sections 3 to 7.

3. Section 2 does not apply where the charge is under \$50 000 unless the council has by bylaw authorized that all charges under \$50 000 imposed within its jurisdiction may be paid by instalments in accordance with this regulation.

4. The developer shall pay the charge in full within 2 years after the date that the subdivision is approved or the building permit is granted by paying not less than

(a) 1/3 of the total charge at the time of the approval of the subdivision or granting of the permit, and

(b) 1/2 of the balance within one year after the date of the approval of the subdivision or granting of the permit.

5. Where a developer elects to pay the charge by instalments and fails to pay an instalment within any time required for payment by section 4, the total balance of the charge becomes due and payable immediately.

6. No interest is payable on the unpaid balance of a charge until it becomes due and payable, but when it does, it is a condition of election under section 2 that interest is payable from that date until payment at the rate or rates prescribed under section 11 (3) of the *Taxation (Rural Area) Act* for the period of non-payment.

7. A developer electing to pay a charge by instalments must deposit with the treasurer at the same time as he pays the first instalment

(a) an irrevocable letter of credit or undertaking from a bank, credit union or a trust company registered under the *Trust Company Act*, or

(b) a bond of a surety licensed under the *Insurance Act*, or

(c) a security duly assigned

which ensures to the satisfaction of the treasurer that upon default the balance of the unpaid charge will be recoverable from the person, the bank, the surety or from the proceeds of the realization of the security, as the case may be.

[am. B.C.Reg. 58/85.]

[Provisions of the *Municipal Act* relevant to the enactment of this regulation: section 719].

**CITY OF COQUITLAM**

**BY-LAW NO. 2503, 1992**

**A Bylaw to impose Development Cost Charges pursuant to the provisions of the Municipal Act, R.S.B.C., 1979 c.290, as amended**

**WHEREAS** pursuant to Section 983(2) of the Municipal Act, the Council may impose development cost charges under the terms and conditions of Sections 983 and 984;

**AND WHEREAS** the development cost charges may be imposed for the sole purpose of providing funds to assist the municipality in providing, constructing, altering or expanding sewage, water, drainage and highway facilities and for providing park land, in order to service, directly or indirectly, the development for which the charges are imposed;

**AND WHEREAS** in fixing development cost charges imposed by this Bylaw, Council has taken into consideration future land use patterns and growth, the phasing of the works and services and the provision of park land and has deemed these charges:

- (a) are not excessive in relation to the capital cost of prevailing standards of service in the municipality;
- (b) will not deter development;
- (c) will not 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:

- (a) related to capital costs attributable to projects included in the capital expenditure program of the municipality and;
- (b) related to capital projects consistent with the Official Community Plans of the municipality;

**NOW THEREFORE**, the Council of the City of Coquitlam, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as the "Development Cost Charge Bylaw No. 2503, 1992".
2. The "Development Cost Charge Bylaw No. 847, 1978" and all amendments thereto are hereby repealed.
3. Every person who obtains:
  - (a) approval of a subdivision of a parcel of land under the Land Title Act, R.S.B.C. 1979, c.219, as amended or the Condominium Act, R.S.B.C. 1979, c.61, as amended or
  - (b) a building permit authorizing construction, alteration or extension of a building or structure;

shall be liable to the municipality for payment of the development cost charges as set out on the following schedules and sector map attached hereto and forming part of this Bylaw, namely:

- Schedule A:      Transportation Development Cost Charge Schedule
- Schedule B:      Public Park Land Development Cost Charge Schedule
- Schedule C:      Transportation and Public Park Sector Map.

4. The development cost charges imposed shall be paid to the municipality:
  - (a) for a residential subdivision, prior to the approval of the subdivision, at the rates applicable to the date of the approval of the subdivision; and
  - (b) for all other types of development, prior to the issuance of a building permit, at the rates applicable on the date of issuance of the building permit.
4. No development cost charges shall be required to be paid where:
  - (a) the value of the work authorized by a building permit does not exceed \$50,000 or any other amount the Minister of Municipal Affairs for the Province of British Columbia may prescribe,

- (b) a building permit authorizes the construction, alteration or extension of a building that will after this work:
    - (i) contain less than four self contained dwelling units; and
    - (ii) be put to no other use than residential use in those dwelling units;
  - (c) a subdivision or development does not impose any new capital cost burden on the municipality;
  - (d) a development cost charge has previously been paid for the same subdivision or development, unless as a result of a further subdivision or development new capital cost burdens will be imposed on the municipality;
  - (e) a building permit authorizes the construction, alteration, extension to a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under section 398(h) of the Municipal Act.
6. This bylaw shall come into full force and effect and be binding on all persons as and from March 1, 1993, or the date of adoption of the bylaw if later.

READ A FIRST TIME this 21st day of December, 1992

READ A SECOND TIME this 21st day of December, 1992

READ A THIRD TIME this 21st day of December, 1992

RECONSIDERED, FINALLY PASSED AND ADOPTED and the Seal of the Corporation affixed this 5th day of July, 1993.

I hereby certify the foregoing By-Law to be a True and Correct copy of the

Development Cost Charge

By-Law No. 2503, 1992" as

adopted by the Council of the City of Coquitlam in accordance with the provisions of the Municipal Act on the

5th day of July, 1993

Date of Certification

July 7, 1993

City Clerk  
City of Coquitlam

MAYOR

CLERK

**Schedule "A" to City of Coquitlam**  
**"Development Cost Charge Bylaw No. 2503, 1992"**

**Development Cost Charges for Transportation in Coquitlam**

1. These charges shall apply within the geographic area identified on Schedule "C".
2. The municipal assist factor shall be 15%.
3. The schedule of charges is as follows:

<u>Class</u>	<u>DCC Charge</u>	<u>Unit</u>
<i>Residential</i> One Family and Two Family Residential	\$3,349	1
Townhousing (multiple Family/ units which have individual at grade access)	\$1,808	1
Apartments (multiple family units with no individual at grade access)	\$2,009	1
Commercial	\$20	sq. metre of gross floor area
Industrial	\$6.70	sq. metre of gross floor area.
<i>Institutional</i>		





**Schedule "B" to City of Coquitlam**  
**"Development Cost Charge Bylaw No. 2503, 1992"**

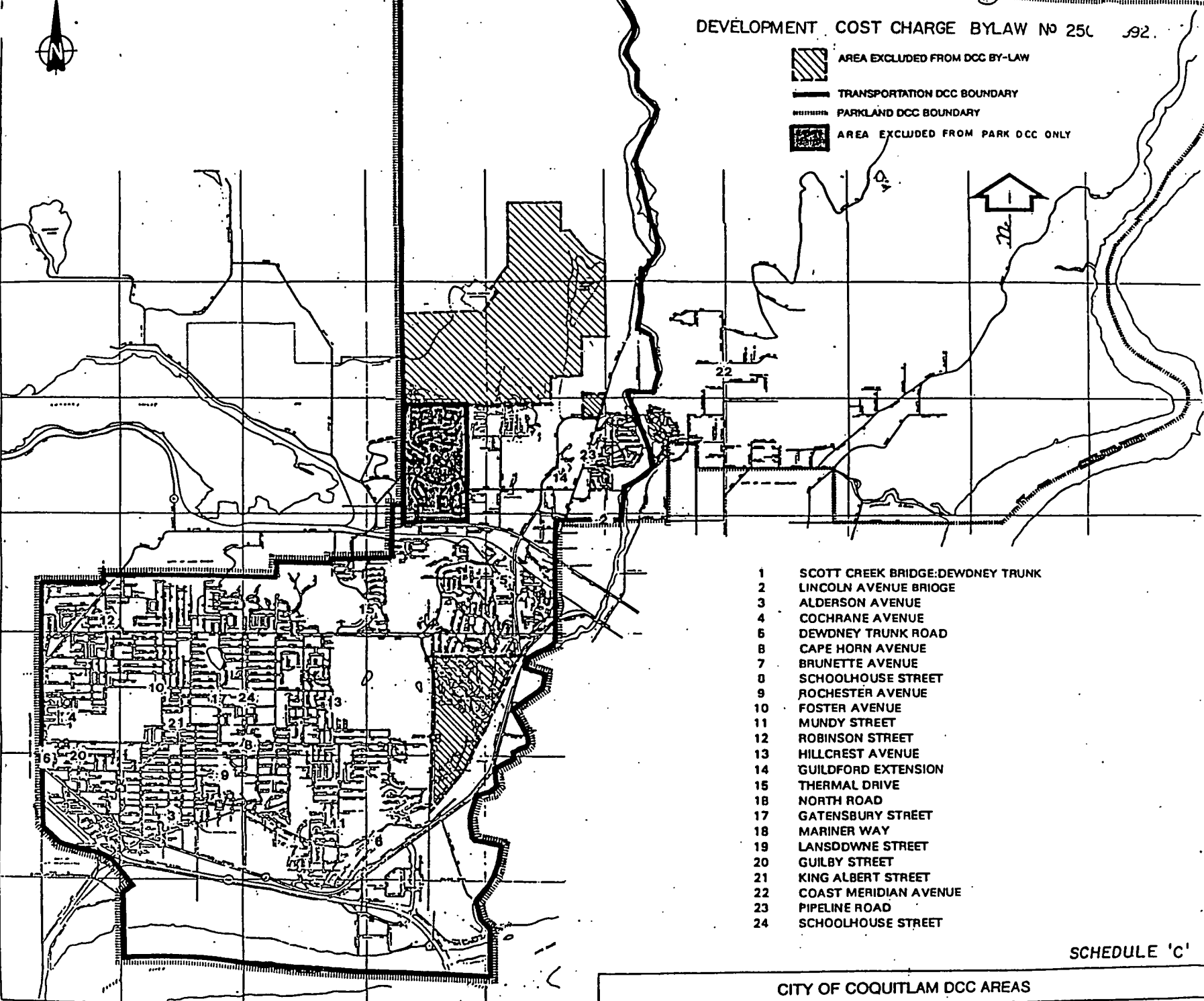
**Development Cost Charges for Public Park Land in Coquitlam**

1. These charges shall apply within the geographic area specified on Schedule "C".
2. The municipal assist factor shall be 25.6%.
3. The schedule of charges is as follows:

<u>Class</u>	<u>DCC Charge</u>	<u>Unit</u>
One Family and Two Family Residential	\$3,860	1
Townhousing (multiple Family/ units which have individual at grade access)	\$3,860	1
Apartments (multiple family units with no individual at grade access)	\$2,200	1
Commercial	\$23	sq. metre of gross floor area
Industrial	\$8	sq. metre of gross floor area



-  AREA EXCLUDED FROM DCC BY-LAW
-  TRANSPORTATION DCC BOUNDARY
-  PARKLAND DCC BOUNDARY
-  AREA EXCLUDED FROM PARK DCC ONLY



- 1 SCOTT CREEK BRIDGE: DEWDNEY TRUNK
- 2 LINCOLN AVENUE BRIDGE
- 3 ALDERSON AVENUE
- 4 COCHRANE AVENUE
- 6 DEWDNEY TRUNK ROAD
- 8 CAPE HORN AVENUE
- 7 BRUNETTE AVENUE
- 9 SCHOOLHOUSE STREET
- 9 ROCHESTER AVENUE
- 10 FOSTER AVENUE
- 11 MUNDY STREET
- 12 ROBINSON STREET
- 13 HILLCREST AVENUE
- 14 GUILDFORD EXTENSION
- 15 THERMAL DRIVE
- 18 NORTH ROAD
- 17 GATENSBURY STREET
- 18 MARINER WAY
- 19 LANSDDWNE STREET
- 20 GUILBY STREET
- 21 KING ALBERT STREET
- 22 COAST MERIDIAN AVENUE
- 23 PIPELINE ROAD
- 24 SCHOOLHOUSE STREET

SCHEDULE 'C'

CITY OF COQUITLAM DCC AREAS



**CITY OF COQUITLAM**

**BY-LAW NO. 2538, 1993**

**A Bylaw to impose Development Cost Charges pursuant to the provisions of the Municipal Act, R.S.B.C. 1979 c.290, as amended**

**WHEREAS** pursuant to Section 983(2) of the Municipal Act, the Council may impose development cost charges under the terms and conditions of Sections 983 and 984;

**AND WHEREAS** the development cost charges may be imposed for the sole purpose of providing funds to assist the municipality in providing, constructing, altering or expanding sewage, water, drainage and highway facilities and for providing park land, in order to service, directly or indirectly, the development for which the charges are imposed;

**AND WHEREAS** in fixing development cost charges imposed by this Bylaw, Council has taken into consideration future land use patterns and growth, the phasing of the works and services and the provision of park land and has deemed these charges:

- (a) are not excessive in relation to the capital cost of prevailing standards of service in the municipality;
- (b) will not deter development;
- (c) will not 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:

- (a) related to capital costs attributable to projects included in the capital expenditure program of the municipality and;
- (b) related to capital projects consistent with the Official Community Plans of the municipality;

**NOW THEREFORE**, the Council of the City of Coquitlam, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as the "Development Cost Charge Bylaw No. 2538, 1993".
2. Every person who obtains:
  - (a) approval of a subdivision of a parcel of land under the Land Title Act, R.S.B.C. 1979, c.219, as amended or the Condominium Act, R.S.B.C. 1979, c.61, as amended or
  - (b) a building permit authorizing construction, alteration or extension of a building or structure;

shall be liable to the municipality for payment of the development cost charges as set out on the following schedules and sector map attached hereto and forming part of this Bylaw, namely:

Schedule A:       Transportation Development Cost Charge Schedule

Schedule B:       Transportation Sector Map

3. The development cost charges imposed shall be paid to the municipality:
  - (a) for a residential subdivision, prior to the approval of the subdivision, at the rates applicable to the date of the approval of the subdivision; and
  - (b) for all other types of development, prior to the issuance of a building permit, at the rates applicable on the date of issuance of the building permit.
4. No development cost charges shall be required to be paid where:
  - (a) the value of the work authorized by a building permit does not exceed \$50,000 or any other amount the Minister of Municipal Affairs for the Province of British Columbia may prescribe,
  - (b) a building permit authorizes the construction, alteration or extension of a building that will after this work:
    - (i) contain less than four self-contained dwelling units; and
    - (ii) be put to no other use than residential use in those dwelling units;

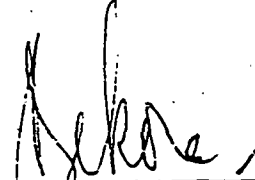
- (c) a subdivision or development does not impose any new capital cost burden on the municipality;
- (d) a development cost charge has previously been paid for the same subdivision or development, unless as a result of a further subdivision or development new capital cost burdens will be imposed on the municipality;
- (e) a building permit authorizes the construction, alteration, extension to a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under section 398(1)(h) of the Municipal Act.

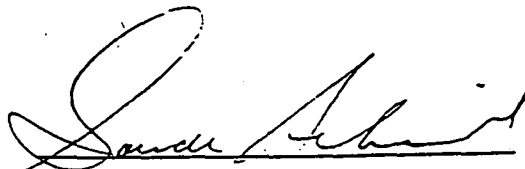
5. This Bylaw shall come into full force and effect and be binding on all persons as and from March 1, 1993, or the date of adoption of the Bylaw if later.

READ A FIRST TIME this 18<sup>TH</sup> day of January, 1993  
 READ A SECOND TIME this 18<sup>TH</sup> day of January, 1993  
 READ A THIRD TIME this 18<sup>TH</sup> day of January, 1993

RECONSIDERED, FINALLY PASSED AND ADOPTED and the City of Coquitlam affixed this 5<sup>th</sup> day of July, 1993.

I hereby certify the foregoing By-Law to be a True and Correct copy of the  
 "DEVELOPMENT COST CHARGE"  
 By-Law No. 2538, 1993 as adopted by the Council of the City of Coquitlam in accordance with the provisions of the Municipal Act on the 5<sup>TH</sup> day of July, 1993  
 Date of Certification July 7, 1993  
 City Clerk  
 City of Coquitlam

  
 \_\_\_\_\_  
 MAYOR

  
 \_\_\_\_\_  
 CLERK

Schedule "A" to City of Coquitlam  
"Development Cost Charge Bylaw No. 2538, 1993"

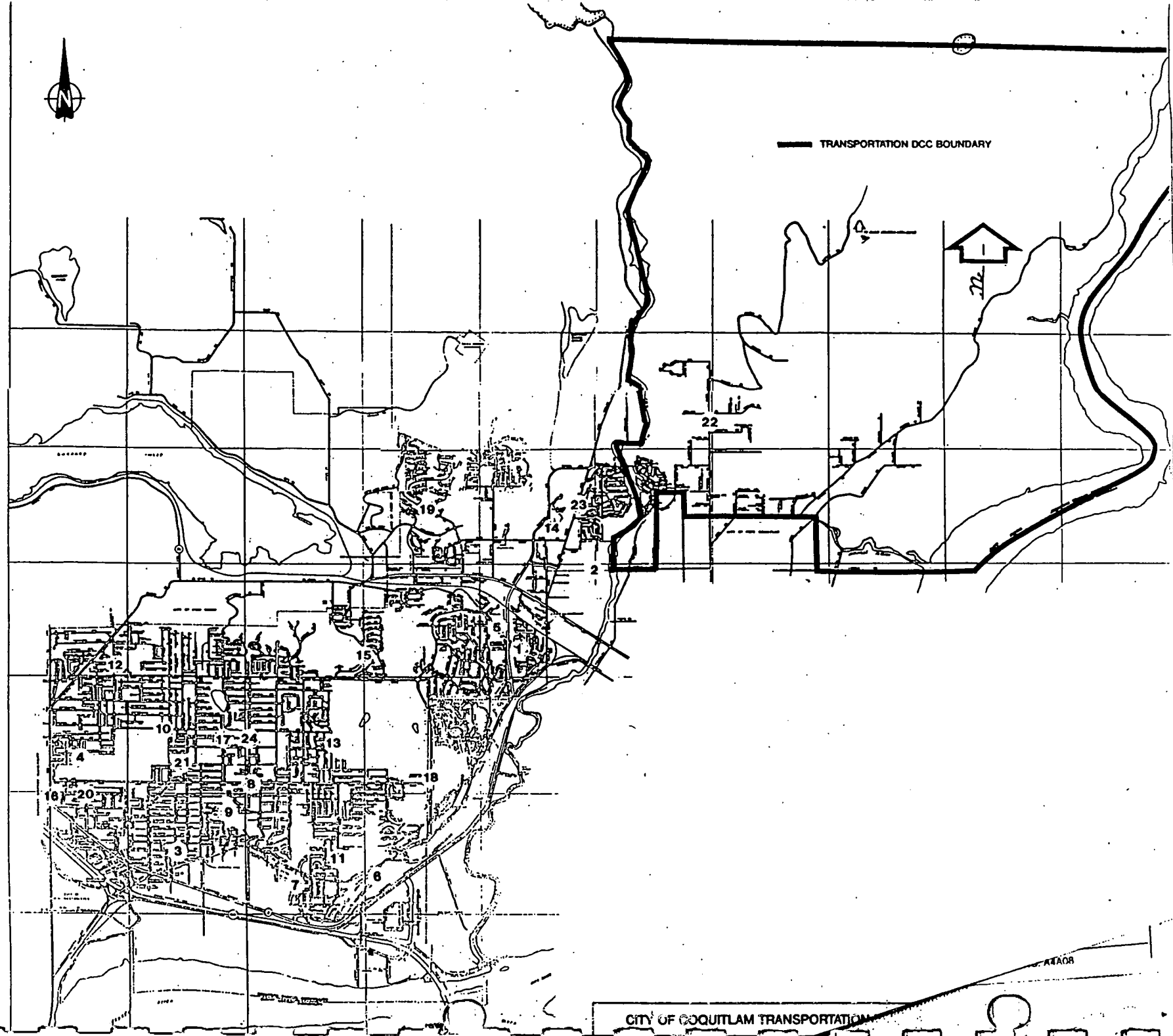
Development Cost Charges for Transportation in North East Coquitlam

1. These charges shall apply within the geographic area identified on Schedule "B"
2. The municipal assist factor shall be 15%
3. The schedule of charges is as follows:

<u>Class</u>	<u>DCC Charge</u>	<u>Unit</u>
One Family and Two Family Residential	\$2,760	1
Townhousing (multiple Family/ units which have individual at grade access)	\$1,490	1
Apartments (multiple family units with no individual at grade access)	\$1,655	1
Commercial	\$16.50	sq. metre of gross floor area.



— TRANSPORTATION DCC BOUNDARY



# A Regional Development Cost Charge for Sewers

## Who are we?

The Greater Vancouver Sewerage & Drainage District (GVS&DD) is a municipal body which owns and operates the sewer treatment plants and portions of the collection system on behalf of the member municipalities. Its membership and management are essentially the same as the Greater Vancouver Regional District.

## Questions?

Additional materials on the charge, including the applicable portions of the GVS&DD Act are available from the GVRD.

To obtain copies of these materials and for further information or clarification of the charge, please contact:

Office of the Treasurer,  
GVRD,  
4330 Kingsway,  
Burnaby, B.C. V5H 4G8.

Tel: 436-6830

Fax: 436-6860.

The Greater Vancouver Sewerage & Drainage District (GVS&DD) is implementing a development cost charge (DCC) to pay for sanitary sewerage works needed to service growth in the Lower Mainland. This charge could come into effect as early as January 1, 1997.

## What is the charge for?

Increasing population in the Lower Mainland means more facilities are needed to service growth. This development charge is designed to assist in funding sewerage and drainage projects, such as new trunk lines, expansion of pumping stations, and a portion of the costs of environmental upgrades at the Annacis Island and Lulu Island Wastewater Treatment Plants.

## How has it been developed and authorized?

The GVS&DD is governed by Provincial legislation which provides for the levying of development cost charges. Like the municipal development cost charge, there is a requirement for approval of any charge by the Inspector of Municipalities. A bylaw has been given third reading by the board of the GVS&DD, and after Provincial approval and final reconsideration by the board, could be implemented as early as January 1, 1997.

The charge has been developed in extensive consultation with the local municipalities, who will be responsible for its collection. Efforts have been made to minimize any additional administrative burden on all concerned, including developers and builders. Sessions have also been held with the Urban Development Institute and the Canadian Home Builders Association to explain the proposal and solicit comments.

## How is the DCC calculated?

The GVS&DD is divided into four service areas, which are shown on the map (over). These cover all the urban areas of the Lower Mainland, except for the villages of Anmore, Belcarra and Lions Bay. There are different rates for each area and for different types of development.

	Sewerage Area			
	Fraser	Lulu Island West	North Shore	Vancouver
Single Family Residential Use per Dwelling Unit	\$1,731	\$1,077	\$1,291	\$944
Townhouse Residential Use per Dwelling Unit	\$1,515	\$942	\$1,129	\$826
Apartment Residential Use per Dwelling Unit	\$1,082	\$673	\$807	\$590
Non-Residential Use per sq.ft. of Building	\$0.811	\$0.505	\$0.605	\$0.443

One of the unique features of this charge is that municipalities can choose to charge developments less than these posted rates, compensating the GVS&DD from other municipal revenue sources. Please consult your local municipality to see if this feature is applicable.

## How will the DCC be collected?

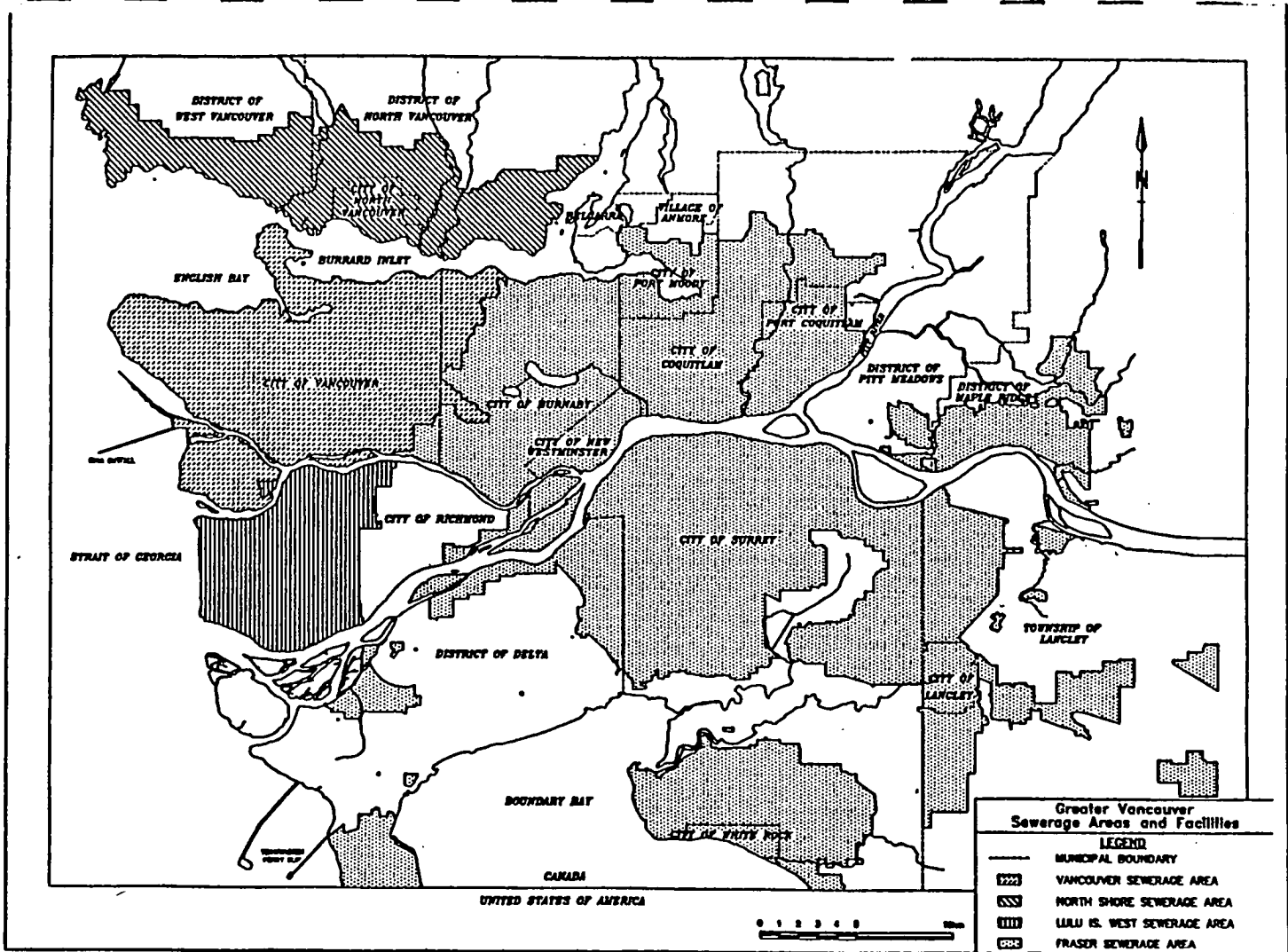
The charge is typically collected at the subdivision approval stage for single family residential developments and at the building permit stage for other types of development. It will be collected by the local municipality.

## What about exemptions?

There are some exemptions from the charge, which are very similar to the exemptions from municipal development charges. Please refer to Section 58.3(3) of the GVS&DD Act for details. (You can obtain a copy of the Act from the GVRD - see panel at left for address.)

over >

The four service areas of the Greater Vancouver Sewerage & Drainage District



Greater Vancouver Sewerage Areas and Facilities	
LEGEND	
—	MUNICIPAL BOUNDARY
[Stippled Box]	VANCOUVER SEWERAGE AREA
[Cross-hatched Box]	NORTH SHORE SEWERAGE AREA
[Vertical Lines Box]	LULU IS. WEST SEWERAGE AREA
[Horizontal Lines Box]	FRASER SEWERAGE AREA

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT**

**DEVELOPMENT COST CHARGE BY-LAW NO. 187, 1996**

**WHEREAS:**

- A.** The Corporation may, by by-law, impose development cost charges on the terms and conditions set out in Sections 58.2 and 58.4 of the *Greater Vancouver Sewerage and Drainage District Act*, S.B.C. 1956, c.59, as amended (the "Act");
- B.** The purpose for which development cost charges may be imposed under the Act is to provide funds to assist the Corporation in paying its capital costs incurred to provide, construct, alter or expand Sewerage Facilities to service development, excluding capital costs incurred before 1995 and excluding the portion of capital costs charged by the Corporation to Member Municipalities under Section 54 of the Act;
- C.** The Act provides that development cost charges are not payable in certain circumstances, which are set out in subsection 58.2 (3) of the Act;
- D.** The development cost charges imposed under this By-law will be collected by the Corporation's Member Municipalities on behalf of the Corporation;
- E.** The Corporation and a Member Municipality may enter into an agreement under Section 58.3 of the Act under which all, some or some portion of the development cost charges under this By-law that would otherwise apply are not required to be collected and remitted by the Member Municipality and the Member Municipality agrees to pay to the Corporation an amount equal to the development cost charges that the Member Municipality would have collected under this By-law but for such an agreement; and
- F.** In setting development cost charges under this By-law, the Corporation has considered future land use patterns and development and the phasing of works and services.

The Administration Board of the Corporation, in open meeting assembled, enacts as follows:



**PART 1.  
INTERPRETATION**

**1.1 Definitions.** In this By-law and in the Schedules to this By-law:

**"Apartment Residential Use"** includes any Dwelling Unit which is or will be situated in any building or structure that consists of or will consist of at least two floors containing four or more Dwelling Units, other than Dwelling Units that are Townhouse Residential Use;

**"Building Permit"** means any permit required by a Member Municipality that authorizes the construction, alteration or extension of a building or structure;

**"Combination Development"** includes any Development that comprises any two or more of the following uses: Apartment Residential Use, Single Family Residential Use, Townhouse Residential Use and Non-Residential Use;

**"Corporation"** means the Greater Vancouver Sewerage and Drainage District;

**"Development"** includes:

- (a) a Subdivision and a proposed Subdivision; and
- (b) the construction, alteration or extension and the proposed construction, alteration or extension of a building or structure for which a Building Permit is or will be required;

**"Dwelling Unit"** includes a room, a suite of rooms or a building or structure that is used or is intended to be used as an individual self-contained private residence which must contain cooking appliances, a sink, a toilet, a washbasin and a shower or bath, or facilities for the installation of same, whether such equipment or facilities are provided to each such room, suite of rooms, building or structure or are shared and includes accessory uses that are customary ancillary uses to such residences;

**"Effective Date"** has the meaning ascribed thereto in Section 1.3;

**"Fraser Sewerage Area"** means the area established from time to time by the Corporation under the Act as the Fraser Sewerage Area and shown outlined on the drawing attached as Schedule A to this By-law;

**"Lulu Island West Sewerage Area"** means the area established from time to time by the Corporation under the Act as the Lulu Island West Sewerage Area and shown

outlined on the drawing attached as Schedule A to this By-law;

**“Member Municipality”** means a municipality that is a member of the Corporation, including the City of Vancouver;

**“Municipal Charges”** includes both development cost charges and development cost levies assessed by a Member Municipality, under either the *Municipal Act* or the *Vancouver Charter*, as the case may be;

**“Non-Residential Use”** means any building or structure or any portion of any building or structure that is not Apartment Residential Use, Single Family Residential Use or Townhouse Residential Use but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the building or structure or solely by the occupants of the Dwelling Units in the building or structure;

**“North Shore Sewerage Area”** means the area established from time to time by the Corporation under the Act as the North Shore Sewerage Area and shown outlined on the drawing attached as Schedule A to this By-law;

**“Parcel”** means any lot, block or other area in which land is held or into which it is subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the *Condominium Act*;

**“Rate Schedules”** means the schedules of development cost charge rates for each Sewerage Area that are attached as Schedules B, C, D and E to this By-law;

**“Residential Use”** includes Apartment Residential Use, Single Family Residential Use and Townhouse Residential Use;

**“Sewerage Area”** means any of the Corporation’s four sewerage areas, being the Vancouver Sewerage Area, the North Shore Sewerage Area, the Lulu Island West Sewerage Area and the Fraser Sewerage Area;

**“Sewerage Facility”** means any work, service or plant for conveying, disposing or treating sewage or waste water;

**“Single Family Residential Use”** includes:

- (a) any Parcel resulting from any Subdivision which is used or may be used

for a single building or structure containing up to three Dwelling Units;  
and

- (b) any Dwelling Unit which is or will be situated in a single building or structure containing up to three Dwelling Units that is constructed, altered or extended on a single Parcel;

**"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 *Condominium Act*;

**"Townhouse Residential Use"** includes any Dwelling Unit which is or will be situated in any building or structure containing four or more Dwelling Units and which has a principal entrance which provides direct outdoor access at or from ground level;

**"Vancouver Sewerage Area"** means the area established from time to time by the Corporation under the Act as the Vancouver Sewerage Area and shown outlined on the drawing attached as Schedule A to this By-law.

**1.2 Title of By-Law.** This By-law may be cited as "Greater Vancouver Sewerage and Drainage District Development Cost Charge By-law No. 187, 1996".

**1.3 Transition.** This By-law will come into effect on January 1, 1997 (the "Effective Date"). This By-law will apply to all applications for Subdivision submitted to an approving officer and to all applications for issuance of a Building Permit. This By-law will not apply to any such application tendered together with all applicable fees and charges relating to the application, before the Effective Date, if the applicant receives either final approval of the Subdivision or the building permit within 12 months after the Effective Date.

**1.4 Schedules.** Schedules A, B, C, D and E, attached to this By-law, form an integral part of this By-law.

## PART 2. DEVELOPMENT COST CHARGES

**2.1 Application of Development Cost Charges.** Subject to Section 4.1, every person who obtains:

- (a) approval of a Subdivision from a Member Municipality; or
- (b) a Building Permit from a Member Municipality;

must pay, under Sections 2.3, 2.4 and 2.5, the applicable development cost charges set out in this By-law to that Member Municipality on behalf of the Corporation, prior to the approval of the Subdivision or the issuance of the Building Permit.

**2.2 Exemptions from Development Cost Charges.** Development cost charges are not payable under this By-law if:

- (a) the Development is not and will not be capable of being serviced by a Sewerage Facility of the Corporation or by a Sewerage Facility of a Member Municipality that is connected to a Sewerage Facility of the Corporation;
- (b) the Development will not impose an additional burden on a Sewerage Facility of the Corporation;
- (c) a development cost charge under the Act has previously been paid for the same Development unless, as a result of further Development, an additional burden is imposed on a Sewerage Facility of the Corporation;
- (d) the Building Permit authorizes the construction, alteration or extension of a building or structure or part of a building or structure that is, or will be, after the construction, alteration or extension, exempt from taxation under section 398(1)(h) of the *Municipal Act*;
- (e) the Building Permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension:
  - (i) contain fewer than four self-contained dwelling units; and
  - (ii) be put to no other use other than the residential use in those dwelling units; or
- (f) the value of the work authorized by the Building Permit does not exceed \$50,000 or another amount which the Minister of Municipal Affairs and Housing may prescribe by regulation.

**2.3 Calculation of Development Cost Charges.** Development cost charges imposed under this By-law will be calculated in accordance with the rates set out in the Rate Schedules. The rates set out in the Rate Schedules may be different in relation to one or more of the following:

- (a) different Sewerage Areas;

- (b) different classes of Sewerage Facilities;
- (c) different areas within a Sewerage Area;
- (d) different uses;
- (e) different capital costs as they relate to different classes of Development; or
- (f) different sizes or different numbers of lots or units in a Development.

**2.4 Combination Development.** Without restricting the generality of Section 2.3, the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each of Apartment Residential Use, Single Family Residential Use, Townhouse Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedules.

**2.5 Payment of Development Cost Charges.** Development cost charges imposed under this By-law must be paid to the Member Municipality of the Corporation approving the Subdivision or issuing the Building Permit, as the case may be, as follows:

- (a) at the same time as any Municipal Charges as may be levied on the Development under a by-law of the Member Municipality are payable to the Member Municipality; or
- (b) if no Municipal Charges will be levied on the Development under a by-law of the Member Municipality, as follows:
  - (i) where an application is made only for Subdivision, prior to the issuance of the approval of the Subdivision by the Member Municipality; or
  - (ii) where an application is made only for a Building Permit or for both Subdivision and for a Building Permit, prior to the issuance of the Building Permit by the Member Municipality.

**2.6 Payment of Development Cost Charges by Instalments.** The development cost charges imposed under this By-law may not be paid by instalments unless a regulation under either subsection 58.2(6) of the Act or subsection 983(5) of the *Municipal Act* applies to the Development.

**PART 3.**  
**COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES**

**3.1 Collection of Development Cost Charges by Member Municipalities.** Subject to Section 4.1, each Member Municipality must collect the development cost charges imposed on a Development under this By-law at the applicable time set out in Section 2.5. Member Municipalities must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this By-law have been paid in accordance with Section 2.5, subject only to Section 4.1.

**3.2 Separate Account.** Subject to Section 4.1, each Member Municipality must establish and maintain a separate account for the development cost charge monies collected under this By-law and deposit and hold these monies in that separate account, in trust for the Corporation, until the monies are remitted to the Corporation under Section 3.4.

**3.3 Remittance of Development Cost Charges by Municipalities.** Each Member Municipality, within 30 days after June 30, 1997 and December 31, 1997, and thereafter within 30 days after June 30 and December 31 of each subsequent year, must remit to the Corporation the total amount of development cost charges collected by the Member Municipality under this By-law during the six month period previous to such date, or an amount equal to such development cost charges if the Member Municipality did not collect development cost charges under this By-law, together with the statement referred to in Section 3.4.

**3.4 Statements.** Each Member Municipality must provide statements to the Corporation, in respect of each Sewerage Area within the Municipality, pursuant to Section 3.3, for the period from the Effective Date up to June 30, 1997 and for every six month period after June 30, 1997, setting out:

- (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied by it under this By-law;
- (b) the aggregate floor area of all Non-Residential Use buildings or structures on which development cost charges were levied by it under this By-law (calculated in accordance with the Rate Schedules);
- (c) the legal description and civic address of each Parcel on which development cost charges were levied by it under this By-law, whether such development cost charges were levied in respect of a Subdivision or a Building Permit;
- (d) the date and amount of each payment of development cost charges levied by it under this By-law and where Section 2.6 applies to permit development cost

charges levied under this By-law to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

- (e) the total amount of all development cost charges levied by it under this By-law and the total amount of all remaining instalment payments;
- (f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this By-law; and
- (g) the number and type of use of all Dwelling Units and the aggregate floor area of all Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedules) in respect of which Building Permits were required where no development cost charges were levied by it under this By-law.

**3.5 Records.** Each Member Municipality shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 3.3 and 3.4.

**3.6 Inspection and Review of Municipal Records.** The Corporation may, at any time, subject to first giving reasonable notice to any Member Municipality, inspect any and all records of the Member Municipality relating to the information required under Section 3.4, the calculation, collection and remittance by the Member Municipality of development cost charges levied under this By-law, and the calculation and remittance by the Member Municipality of any payments required under Part 4. Each Member Municipality shall permit any employee or agent of the Corporation to inspect the records referred to above and to make and take away copies of those records.

#### **PART 4. REPLACEMENT OF DEVELOPMENT COST CHARGES**

**4.1 Municipal Agreements.** Despite any other provision of this By-law, the Corporation may enter into an agreement or agreements with any Member Municipality under which:

- (a) all, some or some portion of the development cost charges under this By-law that would otherwise apply are not required to be collected and remitted by the Member Municipality; and
- (b) the Member Municipality agrees to pay to the Corporation an amount equal to the development cost charges that the Member Municipality would have collected under this By-law but for such an agreement, in the manner and at the

times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.

4.2 **Failure to Remit Development Cost Charges.** If a Member Municipality fails, for any reason, other than under an agreement under Section 4.1, to collect any development cost charges payable under this By-law or to remit to the Corporation any development cost charges collected by it, the Member Municipality must pay to the Corporation on demand an amount equal to the development cost charges that the Member Municipality should have collected or remitted under this By-law.

READ A FIRST TIME the 1st day of November, 1996.

READ A SECOND TIME the 1st day of November, 1996.

READ A THIRD TIME the 1st day of November, 1996.

Received the approval of the Inspector of Municipalities the      day of      , 1996.

Reconsidered and finally adopted the      day of      , 1996.

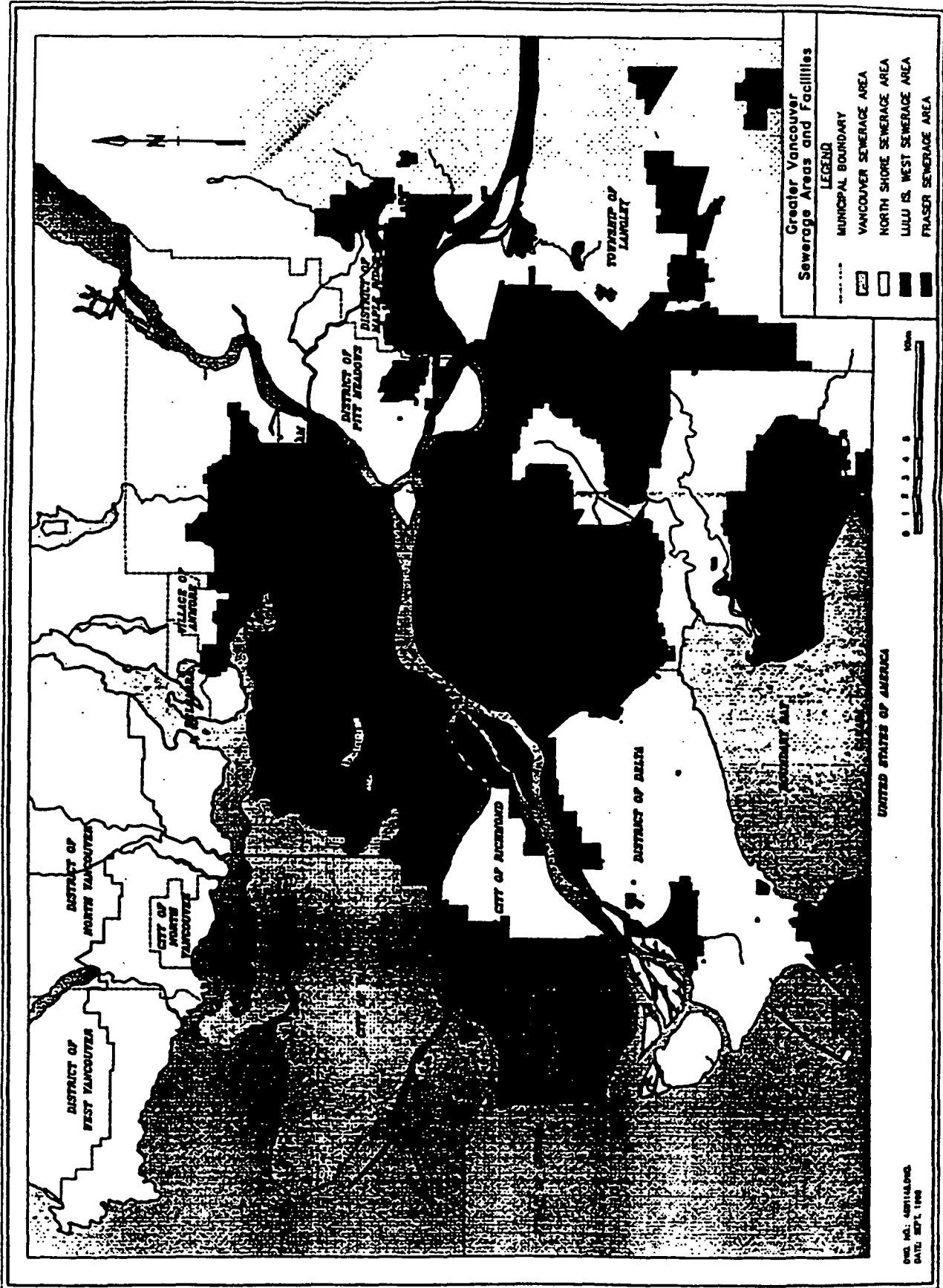
\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
SECRETARY

I hereby certify the above to be a true copy of By-law 187 as passed at three readings.

\_\_\_\_\_  
SECRETARY





**SCHEDULE B**

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
DEVELOPMENT COST CHARGE BY-LAW NO. 187  
NOVEMBER 1, 1996**

**FRASER SEWERAGE AREA - DEVELOPMENT COST CHARGE RATES**

	<u>Description</u>	<u>Rate</u>
1.	Single Family Residential Use	\$1,731 per Dwelling Unit
2.	Townhouse Residential Use	\$1,515 per Dwelling Unit
3.	Apartment Residential Use	\$1,082 per Dwelling Unit
4.	Non-Residential Use	\$0.811 multiplied by the number of square feet of:  (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or  (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles.

SCHEDULE C

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
DEVELOPMENT COST CHARGE BY-LAW NO. 187  
NOVEMBER 1, 1996

LULU ISLAND WEST SEWERAGE AREA - DEVELOPMENT COST CHARGE RATES

<u>Description</u>	<u>Rate</u>
1. Single Family Residential Use	\$1,077 per Dwelling Unit
2. Townhouse Residential Use	\$942 per Dwelling Unit
3. Apartment Residential Use	. \$673 per Dwelling Unit
4. Non-Residential Use	\$0.505 multiplied by the number of square feet of:  (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or  (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles.

**SCHEDULE D**

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
DEVELOPMENT COST CHARGE BY-LAW NO. 187  
NOVEMBER 1, 1996**

**NORTH SHORE SEWERAGE AREA - DEVELOPMENT COST CHARGE RATES**

	<u>Description</u>	<u>Rate</u>
1.	Single Family Residential Use	\$1,291 per Dwelling Unit
2.	Townhouse Residential Use	\$1,129 per Dwelling Unit
3.	Apartment Residential Use	\$807 per Dwelling Unit
4.	Non-Residential Use	\$0.605 multiplied by the number of square feet of:

(a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or

(b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles.

**SCHEDULE E**

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
DEVELOPMENT COST CHARGE BY-LAW NO. 187  
NOVEMBER 1, 1996**

**VANCOUVER SEWERAGE AREA - DEVELOPMENT COST CHARGE RATES**

<u>Description</u>	<u>Rate</u>
1. Single Family Residential Use	\$944 per Dwelling Unit
2. Townhouse Residential Use	\$826 per Dwelling Unit
3. Apartment Residential Use	\$590 per Dwelling Unit
4. Non-Residential Use	\$0.443 multiplied by the number of square feet of:  (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or  (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles.