

Attachment # 2

Development Cost Charge Bylaw 2022 Background Report

CITY OF NEW WESTMINSTER

DEVELOPMENT COST CHARGE BYLAW 2022

DRAFT REPORT

MAY 3, 2022

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EXECUTIVE SUMMARY

In 2020, the City of New Westminster initiated the process of updating their Development Cost Charge (DCC) Bylaw. The DCC Bylaw was developed with growth information from the 2020 OCP and based on infrastructure needed to service growth identified through recently completed master plans and studies.

The development of this DCC bylaw included the following:

- Review and update residential and non-residential growth estimates in the DCC program
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations
- Review and adjust equivalencies to reflect new demand information

The proposed DCC program reflect a 1% municipal assist factor across all DCC program in both Mainland and Queensborough. Proposed DCC rates are provided in Tables ES-1 and ES-2.

Table ES 1: Proposed DCC Rates, Mainland

Land Use	Unit of Charge	Transportation	Water	Drainage	Sanitary Sewer	Parks	Draft Development Cost Charges
Single Detached	m ² parcel area	\$8.73	\$2.49	\$4.16	\$3.58	\$18.61	\$37.57
Townhouse	m ² GFA	\$15.00	\$4.77	\$6.51	\$6.86	\$40.78	\$73.92
Apartment	m ² GFA	\$21.39	\$6.55	\$6.70	\$9.42	\$35.40	\$79.46
Commercial – Retail	m ² GFA	\$31.80	\$3.16	\$4.95	\$4.55	\$0.00	\$44.46
Commercial – Office	m ² GFA	\$31.80	\$2.68	\$4.95	\$3.85	\$0.00	\$43.28
Industrial	m ² GSA	\$3.31	\$1.09	\$3.48	\$1.57	\$0.00	\$9.45
Institutional	m ² GFA	\$6.36	\$2.68	\$4.68	\$3.85	\$0.00	\$17.53

Table ES 2: Proposed DCC Rates, Queensborough

Land Use	Unit of Charge	Transportation	Water	Drainage	Sanitary Sewer	Parks	Draft Development Cost Charges
Single Detached	m ² parcel area	\$21.96	\$0.00	\$11.13	\$2.87	\$25.07	\$61.03
Townhouse	m ² GFA	\$39.98	\$0.00	\$18.45	\$5.83	\$50.46	\$114.72
Apartment	m ² GFA	\$38.75	\$0.00	\$12.91	\$5.44	\$47.02	\$104.12
Commercial – Retail	m ² GFA	\$133.38	\$0.00	\$13.24	\$3.65	\$0.00	\$150.27
Commercial – Office	m ² GFA	\$133.38	\$0.00	\$13.24	\$3.09	\$0.00	\$149.71
Industrial	m ² GSA	\$6.94	\$0.00	\$9.31	\$1.26	\$0.00	\$17.51
Institutional	m ² GFA	\$13.34	\$0.00	\$12.41	\$3.09	\$0.00	\$28.84

1.0 BACKGROUND

The City of New Westminster last updated its DCC bylaw in 2015, which was adopted in 2017 with revisions completed in 2020. Since then, the City has updated its Official Community Plan (2020) and various master servicing plans. These documents provide new information on anticipated growth and infrastructure needed to service growth, and cost estimates and the City is in a strong position to update its DCC Bylaw.

This DCC bylaw update involved the following:

- Review and update residential and non-residential growth estimates in the DCC program
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations
- Review and adjust equivalencies to reflect new demand information

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

- *Local Government Act*
- Development Cost Charges Best Practices Guide
- City of New Westminster Development Cost Charge Bylaw No. 7311, 2015
- City of New Westminster 2020 Official Community Plan
- City of New Westminster master plans and technical studies

The proposed DCC program focuses on the City's transportation, water, drainage, and sanitary infrastructure for both the Mainland and the Queensborough areas. The City is not updating the Parks component until the completion of a new Parks & Recreation Comprehensive Plan – which is anticipated to be completed in 2 years.

It should be noted that the material provided in the background report is meant for information only. Reference should be made to Bylaw No. 7311, 2015 for the specific DCC rates until a new DCC Bylaw has been adopted.

2.0 DCC KEY ELEMENTS

The Development Cost Charge Best Practice Guide (prepared by the Ministry of Municipal Affairs and Housing) stipulates key elements that should be considered when determining DCC rates. Table 1 outlines the key elements, decisions and supporting rationale used in this update. The table also indicates whether the approach aligns with the Best Practices Guide.

Table 1: DCC Key Elements

Key Element	City 2022 DCC Update	Rationale	Aligns with Best Practices Guide?
Time Horizon	20 Years	<ul style="list-style-type: none"> Aligns with recent master plans and infrastructure planning studies. 	✓
City-wide or area-specific charge	Area-specific charge	<ul style="list-style-type: none"> DCC projects are components of specific areas and have been allocated according to the area-specific infrastructure. 	✓
Grant Assistance	None	<ul style="list-style-type: none"> No identified DCC projects include grant assistance. 	✓
Developer Contribution	None	<ul style="list-style-type: none"> No identified DCC projects include a developer contribution. 	✓
Financing	No	<ul style="list-style-type: none"> No identified DCC projects include financing. 	✓
Benefit Allocation	13-100%	<ul style="list-style-type: none"> For projects where both new and existing residents will benefit, benefit has been calculated based on modelling, the ratio of new population to total population, or rule of thumb (for some studies). 100% benefit is allocated to projects required only to increase capacity due to growth or to service growth. 	✓
Municipal Assist Factor	1%	<ul style="list-style-type: none"> The City is contributing 1% across both Mainland and Queensborough. 	✓

Key Element	City 2022 DCC Update	Rationale	Aligns with Best Practices Guide?
Units of charge	Per square meter lot size, per square meter gross floor area, and per square meter gross site area	<ul style="list-style-type: none"> • <i>Per square meter of lot size</i> for single detached dwelling, at time of subdivision. • <i>Per square meter of gross floor area</i> for townhouse, apartment, commercial, and institutional uses as impact on infrastructure is expected to correlate most closely with floor space. • <i>Per square meter of gross site area</i> for industrial uses as impact on infrastructure is expected to correlate most closely with site area. 	✓

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3.0 GROWTH PROJECTIONS AND EQUIVALENCIES

3.1 RESIDENTIAL GROWTH PROJECTIONS

The City's 2020 Official Community Plan (OCP) estimates a total population of 103,871 New Westminster residents by 2041. As per the OCP, land use and other policies are designed to accommodate lower or higher growth. Based on discussions with City staff, this DCC update reflects the OCP growth estimates, extrapolated to a total population of 103,781 residents by approximately 2041.

Residential growth in the City is expected to occur in both Mainland and Queensborough. Persons per unit assumptions have been updated to reflect OCP modelling and recent trends in the City. Residential growth projections by density type for the 20-year time horizon are shown below in Tables 2 and 3.

Table 2: Residential Growth by Dwelling Type, Mainland (20 years)

Dwelling Type	Number of New Units	Persons per Unit	New Population
Single Detached Dwelling	92	3.8	350
Townhouse	386	2.7	1,042
Apartment	11,196	1.8	20,153
Total	11,674	-	21,545

Table 3: Residential Growth by Dwelling Type, Queensborough (20 years)

Dwelling Type	Number of New Units	Persons per Unit	New Population
Single Detached Dwelling	198	3.8	752
Townhouse	693	2.7	1,871
Apartment	541	1.8	974
Total	1,432	-	3,597

3.2 NON-RESIDENTIAL GROWTH PROJECTIONS

Growth projections for commercial, industrial, and institutional uses are based on recent office, retail, and service commercial studies completed through the OCP and neighbourhood plans.

The non-residential growth projections used in this DCC update are shown in Tables 4 and 5.

Table 4: Non-Residential Growth by Land Use, Mainland (20 years)

Land Use	New Development	Units
Commercial – Retail	38,664	m ² total floor area
Commercial – Office	135,121	m ² total floor area
Industrial	22	ha gross site area
Institutional	29,275	m ² total floor area

Table 5: Non-Residential Growth by Land Use, Queensborough (20 years)

Land Use	New Development	Units
Commercial – Retail	7,495	m ² total floor area
Commercial – Office	14,663	m ² total floor area
Industrial	20	ha gross site area
Institutional	8,260	m ² total floor area

3.3 EQUIVALENCIES

The equivalencies used to calculate DCC rates have been reviewed in detail in this update and revised based on current information to reflect changes in expectations regarding relative impact and to align with DCC best practices.

Table 6: Equivalencies, Mainland

Land Use	Transportation (weighted trip ends)	Drainage (Imperviousness)	Water /Sewer (pop.)
Single Detached (per parcel / dwelling unit)	1.02	1.00	3.80
Townhouse (per dwelling unit)	0.65	0.58	2.70
Apartment (per dwelling unit)	0.45	0.29	1.80
Commercial - Retail (per sq. m.)	0.010	0.003	0.0013
Commercial - Office (per sq. m.)	0.010	0.003	0.011
Industrial (per ha)	10.400	22.500	45.000
Institutional (per sq. m.)	0.002	0.003	0.011

Table 7: Equivalencies, Queensborough

Land Use	Transportation (weighted trip ends)	Drainage (Imperviousness)	Water /Sewer (pop.)
Single Detached (per parcel / dwelling unit)	1.22	1.00	3.80
Townhouse (per dwelling unit)	0.78	0.58	2.70
Apartment (per dwelling unit)	0.54	0.29	1.80
Commercial - Retail (per sq. m.)	0.020	0.003	0.0013
Commercial - Office (per sq. m.)	0.020	0.003	0.011
Industrial (per ha)	10.400	22.500	45.000
Institutional (per sq. m.)	0.002	0.003	0.011

Transportation

For transportation projects, the cost of development is distributed based on the trips generated by each land use. Trip ends are based on the ITE Trip Generation Manual, 10th Edition.

Drainage

In general terms, the impact on the storm drainage system of developing a parcel of land is expressed as the amount of stormwater run-off that must be accommodated by the system. The accepted parameter for expressing imperviousness in stormwater run-off calculations is the “run-off coefficient”. The run-off coefficient reflects the ratio between the impervious area on a parcel and the total area of the parcel. Run-off coefficients are then used to calculate drainage equivalencies per dwelling unit for residential uses and per square metre of gross floor area and hectare for non-residential uses.

Sanitary and Water

For residential demand, occupancy rates can be used to project demands for water and sanitary services. For non-residential land uses, equivalent populations per square metre, or hectare, are established.

4.0 DCC COSTS AND PROJECTS

4.1 DCC COSTS

DCC rates are determined by applying the key elements, growth projections and equivalencies described earlier in this report to projects that are DCC eligible and expected to be built within the specified DCC timeframe. The full DCC program and calculations are included in Appendix A. An overview of the DCC costs by infrastructure type is provided below.

Table 8: DCC Program Overview and Capital Costs, Mainland

Service	Total Capital Costs	Benefit Allocation	Municipal Assist Factor	DCC Recoverable (Millions)	Municipal Contribution (Millions) ⁽¹⁾
Transportation	84.0	13-50%	1%	26.7	57.3
Water	7.6	100%	1%	7.5	0.08
Drainage	9.8	50-100%	1%	7.7	2.1
Sanitary Sewer	10.2	100%	1%	10.1	0.1
Parks – Mainland ⁽²⁾	10.1	100%	1%	7.7	2.3
Parks – City-Wide ⁽²⁾	28.3	100%	1%	28.0	0.3
Total ⁽³⁾	\$150.0 M			\$87.7 M	\$62.2 M

⁽¹⁾ Includes municipal assist factor and portion allocated to existing development.

⁽²⁾ Parkland Acquisition and Development are not being updated, the program details are carried over from the 2015 update.

⁽³⁾ Figures may not add to due rounding.

Table 9: DCC Program Overview and Capital Costs, Queensborough

Service	Total Capital Costs	Benefit Allocation	Municipal Assist Factor	DCC Recoverable (Millions)	Municipal Contribution (Millions) ⁽¹⁾
Transportation	11.8	50-100%	1%	11.6	0.2
Water	0.3	100%	1%	0.3	0.003
Drainage	11.2	25-100%	1%	5.4	5.8
Sanitary Sewer	2.5	50-100%	1%	2.2	0.3
Parks – Queensborough ⁽²⁾	39.2	100%	1%	31.9	7.3
Parks – City-Wide ⁽²⁾	28.3	100%	1%	28.0	0.3
Total ⁽³⁾	\$93.3 M			\$79.4 M	\$13.9 M

⁽¹⁾ Includes municipal assist factor and portion allocated to existing development.

⁽²⁾ Parkland Acquisition and Development are not being updated, the program details are carried over from the 2015 update.

⁽³⁾ Figures may not add to due rounding.

4.2 INTEREST ON LONG-TERM DEBT

No interest on long-term debt is included in changes reflected by this Major Update.

4.3 DCC PROJECTS

The revised DCC program was developed by reviewing recent master plans and studies. Additionally, the existing DCC program was reviewed to update the project status and update the cost estimates. The types of projects included in the DCC program are as follows:

- Road improvements
- Water main upgrades
- Storm main upgrades
- Pump station upgrades
- Sewer trunk main upgrades
- Studies

A complete list of detailed projects and cost estimates is provided in Appendix A.

5.0 DCC RATES

A comparison of existing and proposed rates is provided in Tables 10 and 11. Detailed proposed DCC rates are included in Tables 12 and 13.

Table 10: DCC Rate Comparison, Mainland

Land Use	Unit of Charge	Existing Rate (2015)	Proposed Rate (2022)	% Change
Single Detached ⁽¹⁾	Per m ² parcel area	\$29.91	\$37.57	26%
Townhouse ⁽²⁾	Per m ² gross floor area	\$63.59	\$73.92	16%
Apartment ⁽³⁾	Per m ² gross floor area	\$55.42	\$79.46	43%
Commercial – Retail	Per m ² gross floor area	\$55.41	\$44.46	-20%
Commercial – Office	Per m ² gross floor area	\$22.17	\$43.28	95%
Industrial	Per m ² gross site area	\$5.17	\$9.45	83%
Institutional	Per m ² gross floor area	\$0.00	\$17.53	N/A

⁽¹⁾ Assumes an average Single Detached lot size of 372 m²

⁽²⁾ Assumes an average Townhouse unit size of 138 m²

⁽³⁾ Assumes an average Apartment unit size of 67 m²

Table 11: DCC Rate Comparison, Queensborough

Land Use	Unit of Charge	Existing Rate (2015)	Proposed Rate (2022)	% Change
Single Detached ⁽¹⁾	Per m ² parcel area	\$45.41	\$61.03	34%
Townhouse ⁽²⁾	Per m ² gross floor area	\$95.01	\$114.72	21%
Apartment ⁽³⁾	Per m ² gross floor area	\$88.23	\$104.12	18%
Commercial – Retail	Per m ² gross floor area	\$139.45	\$150.27	8%
Commercial – Office	Per m ² gross floor area	\$62.09	\$149.71	141%
Industrial	Per m ² gross site area	\$11.08	\$17.51	58%
Institutional	Per m ² gross floor area	\$0.00	\$28.84	N/A

⁽¹⁾ Assumes an average Single Detached lot size of 372 m²

⁽²⁾ Assumes an average Townhouse unit size of 130 m²

⁽³⁾ Assumes an average Apartment unit size of 93 m²

Table 12: Proposed DCC Rates, Mainland

Land Use	Unit of Charge	Transportation	Water	Drainage	Sanitary Sewer	Parks	Draft Development Cost Charges
Single Detached	m ² parcel area	\$8.73	\$2.49	\$4.16	\$3.58	\$18.61	\$37.57
Townhouse	m ² GFA	\$15.00	\$4.77	\$6.51	\$6.86	\$40.78	\$73.92
Apartment	m ² GFA	\$21.39	\$6.55	\$6.70	\$9.42	\$35.40	\$79.46
Commercial – Retail	m ² GFA	\$31.80	\$3.16	\$4.95	\$4.55	\$0.00	\$44.46
Commercial – Office	m ² GFA	\$31.80	\$2.68	\$4.95	\$3.85	\$0.00	\$43.28
Industrial	m ² GSA	\$3.31	\$1.09	\$3.48	\$1.57	\$0.00	\$9.45
Institutional	m ² GFA	\$6.36	\$2.68	\$4.68	\$3.85	\$0.00	\$17.53

Table 13: Proposed DCC Rates, Queensborough

Land Use	Unit of Charge	Transportation	Water	Drainage	Sanitary Sewer	Parks	Draft Development Cost Charges
Single Detached	m ² parcel area	\$21.96	\$0.00	\$11.13	\$2.87	\$25.07	\$61.03
Townhouse	m ² GFA	\$39.98	\$0.00	\$18.45	\$5.83	\$50.46	\$114.72
Apartment	m ² GFA	\$38.75	\$0.00	\$12.91	\$5.44	\$47.02	\$104.12
Commercial – Retail	m ² GFA	\$133.38	\$0.00	\$13.24	\$3.65	\$0.00	\$150.27
Commercial – Office	m ² GFA	\$133.38	\$0.00	\$13.24	\$3.09	\$0.00	\$149.71
Industrial	m ² GSA	\$6.94	\$0.00	\$9.31	\$1.26	\$0.00	\$17.51
Institutional	m ² GFA	\$13.34	\$0.00	\$12.41	\$3.09	\$0.00	\$28.84

6.0 CONSULTATION AND DCC RATES

6.1 STAKEHOLDER CONSULTATION

The public and the development community were first informed of the City's intention to review the DCC Bylaw in October 2021. Draft DCC rates were presented to Council on December 13, 2021. Council recommended staff proceed to holding an information session for the stakeholders.

The development community was then invited to a virtual Information Session, which included a presentation on the draft DCC rates and program. Twenty-three (23) representatives attended the information session which was held on January 19, 2022. Participants were invited to ask questions and provide feedback to the City at the meeting and through written comments between January 19, 2022, through February 18, 2022.

Feedback from the stakeholder discussions listed above provided some insights to the project team. Key feedback from the development industry stakeholders who participated in the feedback sessions on the City's website included the following:

- An understanding that DCC rate increases are necessary to ensure the timely provision of infrastructure to support the growth identified in the OCP;
- Proposed rate increases are substantial and in alignment with legislation and the DCC Best Practices Guide;
- Request for delayed Implementation; and
- Institutional developers request they be exempted from the newly proposed institutional DCC rates or for the implementation to be delayed.

The City responded to several of the development industry's comments and has raised the option of a delaying the implementation of the proposed DCC program with Council. This is still being discussed to understand the financial situation and sustainability for the City.

7.0 DCC IMPLEMENTATION

7.1 BYLAW EXEMPTIONS

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

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

- The building permit is for a place of public worship as per the Community Charter; or
- The value of the work authorized by the building permit does not exceed \$50,000 or a higher amount as prescribed by bylaw; or
- Unit size is no larger than 29 sq. m. and only for residential use.

Changes to the legislation allow local governments at building permit to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units, if such a charge is provided for in the local government's DCC bylaw. The City charges DCCs on fewer than four self-contained dwelling units at building permit.

7.2 DCC WAIVERS AND REDUCTIONS

The *Local Government Act* provides local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. The DCC program must remain whole, and any waivers or reductions provided must be compensated through other funds. Waivers and reductions are typically defined in a DCC Waivers and Reduction Bylaw, separate from the DCC Bylaw. At this time, the City has not identified any waivers or reductions for DCCs for any types of development.

7.3 COLLECTION OF CHARGES – BUILDING PERMIT

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. Of the two possible collection times, subdivision approval occurs earlier in the process. The City will collect DCCs for properties zoned with single detached dwelling as a primary use at time of subdivision approval. Collection of DCCs for townhouses and apartment uses will be collected at time of building permit when the final number and size of units is known. Collecting DCCs early in the process allows the City timely provision of infrastructure and services. Non-residential land uses will also be levied DCCs at time of building permit when total floor area will be known.

7.4 COLLECTION OF DCCS ON REDEVELOPED OR EXPANDED DEVELOPMENTS

When an existing building or development undergoes an expansion or redevelopment there is usually a need for additional DCC related infrastructure. The new developer / builder should pay the applicable DCCs based on the additional floor area for commercial, industrial, or institutional land uses at the DCC

rates in the current DCC bylaw. In essence, the City is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/ building area.

If a single detached dwelling unit is replaced by another single detached dwelling unit, then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single detached dwelling units, then DCCs are payable on the one additional single detached dwelling parcel.

7.5 IN-STREAM APPLICATIONS

The new DCC rates will be in force in the summer of 2022, as per the effective date in the Development Cost Charge Bylaw when it is adopted; however, the Local Government Act (LGA) provides special protection from rate increases for development applications that are submitted prior to the adoption date. There are two ways a developer can qualify for exclusion from the new DCC rates:

1. Pursuant to section 511 of the LGA (subdivision).

If the new DCC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new DCC Bylaw has no application to the subdivision for 12 months after the DCC Bylaw is adopted. As such, if the subdivision is approved during the 12 months' in-stream period, the previous DCC rates apply. This only applies in cases where DCCs are levied at subdivision.

OR

2. Pursuant to section 568 of the LGA (building permits).

The new DCC Bylaw is not applicable to a construction, alteration, or extension if: (a) a building permit is issued within 12 months of the new DCC Bylaw adoption, AND (b) either a building permit application, a development permit application or a rezoning application associated with the construction (defined as "precursor application") is in stream when the new DCC Bylaw is adopted, and the applicable application fee has been paid. The development authorized by the building permit must be entirely within the area subject to the precursor application.

The above is a summary of sections 511 and 568 of the LGA and not an interpretation or an explanation of these sections. Developers are responsible for complying with all applicable laws and bylaws and seeking legal advice as needed.

Note: One-year in-stream protection is based on the adoption date of the DCC bylaw, not the effective date. The City will be adopting the DCC bylaw on the same day as the effective date.

7.6 CONTINUOUS IMPROVEMENT RECOMMENDATIONS

7.6.1 REBATES AND CREDITS

The City should establish a policy to guide staff in the collection of DCCs and the use of DCC credits and rebates as stipulated in the LGA and referenced in the DCC Best Practice Guide. There may be situation in which it is not in the best interests of the City to allow an owner to build DCC services outside their subdivision or development. Building such services may start or accelerate development in areas where the City is not prepared to support, or DCC reserves are not sufficient. Policies for DCC credits, rebates and latecomer agreements are often drafted to assist staff in development financing.

7.6.2 DCC MONITORING AND ACCOUNTING

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

7.6.3 DCC REVIEWS

To keep the DCC program as current as possible, the City should review its program annually. Based on its annual review, the City may make minor amendments to the DCC rates. The City should apply a CPI inflation factor, as permitted by legislation, annually (to a maximum of four years). Typically, a major amendment to the DCC program and rates is recommended every five years. All DCC Bylaw amendments require approval from the Ministry.



APPENDIX A

DCC Program and Calculations

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**CITY OF NEW WESTMINSTER
MAINLAND TRANSPORTATION DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
MLT1	Cumberland St/ 6th Ave Intersection Improvements	\$359,375	50%	\$179,688	\$1,797	\$177,891	\$181,484
MLT2	East Columbia St Great Street (E. Columbia St to Cumberland St)	\$12,218,750	50%	\$6,109,375	\$61,094	\$6,048,281	\$6,170,469
MLT3	East Columbia St Great Street (Keary St to Sherbrooke St)	\$2,875,000	50%	\$1,437,500	\$14,375	\$1,423,125	\$1,451,875
MLT4	Queens Ave Greenway (1st St to 12th St)	\$1,983,750	50%	\$991,875	\$9,919	\$981,956	\$1,001,794
MLT5	Ninth Street Greenway (Queens Ave through Moody Park to 7th Ave)	\$388,125	50%	\$194,063	\$1,941	\$192,122	\$196,003
MLT6	Uptown Greenway (5th St, 4th St, 3rd St from 7th Ave (at 5th St) to Royal Ave (at 3rd St))	\$3,593,750	50%	\$1,796,875	\$17,969	\$1,778,906	\$1,814,844
MLT7	First St / Second St Greenway (1st St & 2nd St, from Agnes St (at 1st St) to 10th Ave (at 2nd St))	\$610,938	50%	\$305,469	\$3,055	\$302,414	\$308,523
MLT8	McBride Blvd Improvements (Royal Ave to 10th Ave)	\$4,600,000	50%	\$2,300,000	\$23,000	\$2,277,000	\$2,323,000
MLT9	McInness Pedestrian Overpass (Canarvon St to K DE K Crt)	\$3,593,750	50%	\$1,796,875	\$17,969	\$1,778,906	\$1,814,844
MLT10	Uptown Streetscape Improvements (Belmont St, 6th St, & 6th Ave)	\$7,187,500	50%	\$3,593,750	\$35,938	\$3,557,813	\$3,629,688
MLT11	Q to Q Pedestrian and Bicycle Bridge (Quayside to Queensborough) ⁽¹⁾	\$40,000,000	13%	\$5,000,000	\$50,000	\$4,950,000	\$35,050,000
MLT12	Agnes Greenway - Phase 2 (Douglas Collage to Waterfront to NW Station)	\$3,593,750	50%	\$1,796,875	\$17,969	\$1,778,906	\$1,814,844
MLT13	Eight St. Complete Street (Columbia to Royal Ave)	\$1,566,875	50%	\$783,438	\$7,834	\$775,603	\$791,272
MLT14	Canarvon Complete Street (8th St to 10th St)	\$1,164,375	50%	\$582,188	\$5,822	\$576,366	\$588,009
MLT15	Master Transportation Plan Update (Citywide)	\$287,500	50%	\$143,750	\$1,438	\$142,313	\$145,188
TOTALS		\$84,023,438		\$27,011,719	\$270,117	\$26,741,602	\$57,281,836

Notes:

(1) Subject to senior government funding.

**CITY OF NEW WESTMINSTER
MAINLAND TRANSPORTATION
DCC RATE CALCULATION**

A: Traffic Generation Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends	% Trip Ends
Single Detached	92	dwelling units	1.02	94	1%
Townhouse	386	dwelling units	0.65	251	3%
Apartment	11,196	dwelling units	0.45	5,038	68%
Commercial Retail Office	38,664	m2 total floor area	0.010	387	5%
	135,121	m2 total floor area	0.010	1,351	18%
Industrial	22	ha gross site area	10.400	233	3%
Institutional	29,275	m2 total floor area	0.002	59	1%
Total Trip Ends				7,413 (a)	100%
B: Unit Road DCC Calculation					
Net Road DCC Program Recoverable			\$26,741,602 (b)		
Existing DCC Reserve Monies	\$	3,169,483 (c)			
Net Amount to be Paid by DCCs			\$23,572,119 (d) = (b) - (c)		
DCC per Trip End			\$3,179.93 (e) = (d) / (a)		
C: Resulting Road DCCs					DCC Revenue Estimates
Single Detached			\$3,244.00 per dwelling unit \$8.73 per sq. m. (parcel area)	(e) x Col. (3)	\$298,448
Townhouse			\$2,067.00 per dwelling unit \$15.00 per sq. m. (gross floor area)	(e) x Col. (3)	\$797,862
Apartment			\$1,431.00 per dwelling unit \$21.39 per sq. m. (gross floor area)	(e) x Col. (3)	\$16,021,476
Commercial Retail Office			\$31.80 per m2 total floor area	(e) x Col. (3)	\$1,229,504
			\$31.80 per m2 total floor area	(e) x Col. (3)	\$4,296,845
Industrial			\$33,071.27 per ha gross site area	(e) x Col. (3)	\$742,357
			\$3.31 per sq. m. (gross site area)	(e) x Col. (3)	
Institutional			\$6.36 per m2 total floor area	(e) x Col. (3)	\$186,190

Notes

- (1) Assumes an average Single Detached lot size of 372 m²
- (2) Assumes an average Townhouse unit size of 138 m²
- (3) Assumes an average Apartment unit size of 67 m²
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
MAINLAND WATER DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
MLW1	6th Ave Watermain - from 12th St to 20th St	\$3,318,011	100%	\$3,318,011	\$33,180	\$3,284,831	\$33,180
MLW2	Lorne St Watermain - from Canarvon St to Clarkson St	\$167,365	100%	\$167,365	\$1,674	\$165,691	\$1,674
MLW3	Rickman Pl Watermain - from Cumberland to lane West of York st	\$204,530	100%	\$204,530	\$2,045	\$202,485	\$2,045
MLW4	8th Ave Watermain - from Devoy St to Buchanan Ave	\$1,329,124	100%	\$1,329,124	\$13,291	\$1,315,833	\$13,291
MLW5	3rd St Watermain - from Royal Ave to Queens Ave	\$382,971	100%	\$382,971	\$3,830	\$379,141	\$3,830
MLW6	Queens Ave Watermain - 10th St to Mowat St	\$269,507	100%	\$269,507	\$2,695	\$266,812	\$2,695
MLW7	20th St Watermain - Marine Way to River Dr	\$429,242	100%	\$429,242	\$4,292	\$424,950	\$4,292
MLW8	Eleventh St Watermain - 3rd Ave to 4th Ave	\$807,536	100%	\$807,536	\$8,075	\$799,461	\$8,075
MLW9	Royal Ave at 6th st - Intersection Connections Upgrades	\$151,250	100%	\$151,250	\$1,513	\$149,738	\$1,513
MLW10	8th Ave at Richmond St - Intersection Connections Upgrades	\$103,125	100%	\$103,125	\$1,031	\$102,094	\$1,031
MLW11	Pier Park Water loop Rail Crossing (Front St at Merrivale)	\$178,750	100%	\$178,750	\$1,788	\$176,963	\$1,788
MLW12	Future Servicing Study - Mainland	\$143,000	100%	\$143,000	\$1,430	\$141,570	\$1,430
MLW13	Hydrants	\$110,000	100%	\$110,000	\$1,100	\$108,900	\$1,100
TOTALS		\$7,594,411		\$7,594,411	\$75,944	\$7,518,467	\$75,944

**CITY OF NEW WESTMINSTER
MAINLAND WATER
DCC RATE CALCULATION**

A: Waterworks DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent	
Single Detached	92	dwelling units	3.80	350	1%	
Townhouse	386	dwelling units	2.70	1,042	4%	
Apartment	11,196	dwelling units	1.80	20,153	81%	
Commercial Retail Office	38,664	m2 total floor area	0.013	503	2%	
	135,121	m2 total floor area	0.011	1,486	6%	
Industrial	22	ha gross site area	45.000	1,010	4%	
Institutional	29,275	m2 total floor area	0.011	322	1%	
Total Equivalent Population				24,866 (a)	100%	
B: Unit Waterworks DCC Calculation						
Net Road DCC Program Recoverable			\$7,518,467 (b)			
Existing DCC Reserve Monies		\$	1,470,555 (c)			
Net Amount to be Paid by DCCs			\$6,047,911 (d) = (b) - (c)			
DCC per Person			\$243.22 (e) = (d) / (a)			
C: Resulting Waterworks DCCs						DCC Revenue Estimates
Single Detached			\$924.00 per dwelling unit \$2.49 per sq. m. (parcel area)	(e) x Col. (3)	\$85,008	
Townhouse			\$657.00 per dwelling unit \$4.77 per sq. m. (gross floor area)	(e) x Col. (3)	\$253,602	
Apartment			\$438.00 per dwelling unit \$6.55 per sq. m. (gross floor area)	(e) x Col. (3)	\$4,903,848	
Commercial Retail Office			\$3.16 per m2 total floor area	(e) x Col. (3)	\$122,177	
			\$2.68 per m2 total floor area	(e) x Col. (3)	\$362,124	
Industrial			\$10,944.90 per ha gross site area \$1.09 per sq. m. (gross site area)	(e) x Col. (3)	\$245,682	
Institutional			\$2.68 per m2 total floor area	(e) x Col. (3)	\$78,457	

Notes

- (1) Assumes an average Single Detached lot size of 372 m²
- (2) Assumes an average Townhouse unit size of 138 m²
- (3) Assumes an average Apartment unit size of 67 m²
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
MAINLAND DRAINAGE DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
MLD1	Storm main - Quayside Dr. at Reliance Ct.	\$343,200	100%	\$343,200	\$3,432	\$339,768	\$3,432
MLD2	Drainage Outfall - Fourth Ave.	\$155,485	100%	\$155,485	\$1,555	\$153,930	\$1,555
MLD3	Storm main - Quayside Dr. at Tenth St. near McInnes St. Overpass	\$699,339	100%	\$699,339	\$6,993	\$692,345	\$6,993
MLD4	Future Servicing Study	\$93,500	100%	\$93,500	\$935	\$92,565	\$935
MLD5	Storm main & Outfall - 12th St	\$614,367	100%	\$614,367	\$6,144	\$608,224	\$6,144
MLD5	Storm main & Outfall - 12th St	\$116,398	100%	\$116,398	\$1,164	\$115,234	\$1,164
MLD5	Storm main & Outfall - 12th St	\$1,868,245	50%	\$934,122	\$9,341	\$924,781	\$943,464
MLD6	Storm main & Outfall - Church St	\$64,125	50%	\$32,063	\$321	\$31,742	\$32,383
MLD6	Storm main & Outfall - Church St	\$70,538	50%	\$35,269	\$353	\$34,916	\$35,621
MLD6	Storm main & Outfall - Church St	\$534,161	50%	\$267,081	\$2,671	\$264,410	\$269,751
MLD7	Storm main & Outfall - 16th St	\$108,373	50%	\$54,186	\$542	\$53,644	\$54,728
MLD7	Storm main & Outfall - 16th St	\$131,698	50%	\$65,849	\$658	\$65,190	\$66,507
MLD7	Storm main & Outfall - 16th St	\$680,918	50%	\$340,459	\$3,405	\$337,055	\$343,864
MLD7	Storm main & Outfall - 16th St	\$332,983	100%	\$332,983	\$3,330	\$329,653	\$3,330
MLD8	Columbia St Storm main - Church St to Elliot St	\$753,381	100%	\$753,381	\$7,534	\$745,847	\$7,534
MLD8	Columbia St Storm main - Church St to Elliot St	\$720,025	100%	\$720,025	\$7,200	\$712,825	\$7,200
MLD8	Columbia St Storm main - Church St to Elliot St	\$385,892	100%	\$385,892	\$3,859	\$382,033	\$3,859
MLD8	Columbia St Storm main - Church St to Elliot St	\$334,708	100%	\$334,708	\$3,347	\$331,361	\$3,347
MLD8	Columbia St Storm main - Church St to Elliot St	\$143,775	100%	\$143,775	\$1,438	\$142,337	\$1,438
MLD8	Columbia St Storm main - Church St to Elliot St	\$107,544	100%	\$107,544	\$1,075	\$106,468	\$1,075
MLD8	Columbia St Storm main - Church St to Elliot St	\$270,621	50%	\$135,311	\$1,353	\$133,957	\$136,664
MLD8	Columbia St Storm main - Church St to Elliot St	\$356,318	50%	\$178,159	\$1,782	\$176,377	\$179,940
MLD9	Brunette Ave Storm main - Sherbrooke St to Rousseau St	\$282,766	100%	\$282,766	\$2,828	\$279,938	\$2,828
MLD10	4th St Storm main - Victoria/Dickenson St to Clarkson St	\$128,965	100%	\$128,965	\$1,290	\$127,675	\$1,290
MLD11	4th St Storm main - Clarkson St to Columbia	\$38,497	100%	\$38,497	\$385	\$38,112	\$385
MLD11	4th St Storm main - Clarkson St to Columbia	\$80,629	100%	\$80,629	\$806	\$79,822	\$806
MLD11	4th St Storm main - Clarkson St to Columbia	\$85,910	100%	\$85,910	\$859	\$85,051	\$859
MLD12	Storm main & Outfall - McBride Blvd	\$283,302	100%	\$283,302	\$2,833	\$280,469	\$2,833
MLD12	Storm main & Outfall - McBride Blvd	\$17,550	100%	\$17,550	\$175	\$17,374	\$175
TOTALS		\$9,803,212		\$7,760,714	\$77,607	\$7,683,107	\$2,120,105

**CITY OF NEW WESTMINSTER
MAINLAND DRAINAGE
DCC RATE CALCULATION**

A: Storm Drainage DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalence Factor	Multiple	% Population Equivalent
Single Detached	92	dwelling units	1.00	92	2%
Townhouse	386	dwelling units	0.58	224	5%
Apartment	11,196	dwelling units	0.29	3,247	69%
Commercial	38,664	m2 total floor area	0.003	124	3%
	135,121	m2 total floor area	0.003	432	9%
Industrial	22	ha gross site area	22.500	505	11%
Institutional	29,275	m2 total floor area	0.003	88	2%
Total Equivalent Population				4,712 (a)	100%
B: Unit Drainage DCC Calculation					
Net Road DCC Program Recoverable			\$7,683,107 (b)		
Existing DCC Reserve Monies		\$ 396,297 (c)			
Net Amount to be Paid by DCCs			\$7,286,809 (d) = (b) - (c)		
DCC per Equivalent Drainage Unit			\$1,546.53 (e) = (d) / (a)		
C: Resulting Drainage DCCs					DCC Revenue Estimates
Single Detached			\$1,547.00 per dwelling unit \$4.16 per sq. m. (parcel area)	(e) x Col. (3)	\$142,324
Townhouse			\$897.00 per dwelling unit \$6.51 per sq. m. (gross floor area)	(e) x Col. (3)	\$346,242
Apartment			\$448.00 per dwelling unit \$6.70 per sq. m. (gross floor area)	(e) x Col. (3)	\$5,015,808
Commercial			\$4.95 per m2 total floor area	(e) x Col. (3)	\$191,385
			\$4.95 per m2 total floor area	(e) x Col. (3)	\$668,849
Industrial			\$34,796.93 per ha gross site area \$3.48 per sq. m. (gross site area)	(e) x Col. (3)	\$781,093
Institutional			\$4.64 per m2 total floor area	(e) x Col. (3)	\$135,836

Notes

- (1) Assumes an average Single Detached lot size of 372 m²
- (2) Assumes an average Townhouse unit size of 138 m²
- (3) Assumes an average Apartment unit size of 67 m²
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
MAINLAND SANITARY SEWER DCC PROGRAM**

Project No.	Project Name	Col. (2) Cost Estimate (2021\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
MLS1	Sewer Separation Allocation ⁽¹⁾	\$10,084,924	100%	\$10,084,924	\$100,849	\$9,984,074	\$100,849
MLS2	Future Servicing Study	\$93,500	100%	\$93,500	\$935	\$92,565	\$935
TOTALS		\$10,178,424		\$10,178,424	\$101,784	\$10,076,639	\$101,784

Notes:

(1) Dollar value of sanitary main upsized projects required due to growth. Total cost is ~\$47M per Gsulem 2022-01-17. Projects alleviated due to Sewer Separation projects. (As per 2015 utilities master plan)

**CITY OF NEW WESTMINSTER
MAINLAND SANITARY SEWER
DCC RATE CALCULATION**

A: Sanitary Sewer DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent	
Single Detached	92	dwelling units	3.80	350	1%	
Townhouse	386	dwelling units	2.70	1,042	4%	
Apartment	11,196	dwelling units	1.80	20,153	81%	
Commercial Retail Office	38,664	m2 total floor area	0.013	503	2%	
	135,121	m2 total floor area	0.011	1,486	6%	
Industrial	22	ha gross site area	45.000	1,010	4%	
Institutional	29,275	m2 total floor area	0.011	322	1%	
Total Equivalent Population				24,866 (a)	100%	
B: Unit Sanitary Sewer DCC Calculation						
Net Road DCC Program Recoverable			\$10,076,639 (b)			
Existing DCC Reserve Monies		\$	1,376,149 (c)			
Net Amount to be Paid by DCCs			\$8,700,490 (d) = (b) - (c)			
DCC per Person			\$349.90 (e) = (d) / (a)			
C: Resulting Sanitary Sewer DCCs						DCC Revenue Estimates
Single Detached			\$1,330.00 per dwelling unit \$3.58 per sq. m. (parcel area)	(e) x Col. (3)	\$122,360	
Townhouse			\$945.00 per dwelling unit \$6.86 per sq. m. (gross floor area)	(e) x Col. (3)	\$364,770	
Apartment			\$630.00 per dwelling unit \$9.42 per sq. m. (gross floor area)	(e) x Col. (3)	\$7,053,480	
Commercial Retail Office			\$4.55 per m2 total floor area	(e) x Col. (3)	\$175,920	
			\$3.85 per m2 total floor area	(e) x Col. (3)	\$520,216	
Industrial			\$15,745.50 per ha gross site area \$1.57 per sq. m. (gross site area)	(e) x Col. (3)	\$353,442	
Institutional			\$3.85 per m2 total floor area	(e) x Col. (3)	\$112,709	

Notes

- (1) Assumes an average Single Detached lot size of 372 m²
- (2) Assumes an average Townhouse unit size of 138 m²
- (3) Assumes an average Apartment unit size of 67 m²
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH TRANSPORTATION DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
QBT1	Salter Avenue - Gifford Street to Pembina St	\$4,226,040	100%	\$4,226,040	\$42,260	\$4,183,780	\$42,260
QBT2	Gifford Street - Salter Street to Ewen Ave	\$1,016,400	100%	\$1,016,400	\$10,164	\$1,006,236	\$10,164
QBT3	Pembina Street - Salter Street to Ewen Ave	\$887,040	100%	\$887,040	\$8,870	\$878,170	\$8,870
QBT4	Duncan Street - Boyd Street to Stanley St	\$429,240	100%	\$429,240	\$4,292	\$424,948	\$4,292
QBT5	Duncan Street - Stanley Street to Mercer St	\$858,480	100%	\$858,480	\$8,585	\$849,895	\$8,585
QBT6	Duncan Street - Mercer Street to Furness St	\$854,560	100%	\$854,560	\$8,546	\$846,014	\$8,546
QBT7	Boyd Street - Johnston Street to Howes St	\$641,925	100%	\$641,925	\$6,419	\$635,506	\$6,419
QBT8	Boyd Street at Duncan St	\$216,379	100%	\$216,379	\$2,164	\$214,215	\$2,164
QBT9	Queensborough Transportation Plan	\$100,000	100%	\$100,000	\$1,000	\$99,000	\$1,000
QBT10	Master Transportation Plan Update ⁽¹⁾	\$287,500	50%	\$143,750	\$1,438	\$142,313	\$145,188
QBT11	DCC Reserve Borrowing ^{(2) (3)}	\$2,318,753	100%	\$2,318,753	\$0	\$2,318,753	\$0
TOTALS		\$11,836,317		\$11,692,567	\$93,738	\$11,598,829	\$237,488

Notes:

- (1) Master Transportation Plan. Shared cost between ML and QB Transportation.
- (2) This DCC reserve borrowed from other DCC reserve on 2016 to fund the construction of Ewen Avenue.
- (3) There is no MAF required on Reserve Borrowing.

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH TRANSPORTATION
DCC RATE CALCULATION**

A: Traffic Generation Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends	% Trip Ends
Single Detached	198	dwelling units	1.22	242	14%
Townhouse	693	dwelling units	0.78	541	31%
Apartment	541	dwelling units	0.54	292	17%
Commercial Retail Office	7,495	m2 total floor area	0.020	150	9%
	14,663	m2 total floor area	0.020	293	17%
Industrial	20	ha gross site area	10.400	205	12%
Institutional	8,260	m2 total floor area	0.002	17	1%
Total Trip Ends				1,739 (a)	100%
B: Unit Road DCC Calculation					
Net Road DCC Program Recoverable			\$11,598,829 (b)		
Existing DCC Reserve Monies			\$0 (c)		
Net Amount to be Paid by DCCs			\$11,598,829 (d) = (b) - (c)		
DCC per Trip End			\$6,668.85 (e) = (d) / (a)		
C: Resulting Road DCCs					DCC Revenue Estimates
Single Detached			\$8,163.00 per dwelling unit \$21.96 per sq. m. (parcel area)	(e) x Col. (3)	\$1,616,274
Townhouse			\$5,202.00 per dwelling unit \$39.98 per sq. m. (gross floor area)	(e) x Col. (3)	\$3,604,986
Apartment			\$3,601.00 per dwelling unit \$38.75 per sq. m. (gross floor area)	(e) x Col. (3)	\$1,948,141
Commercial Retail Office			\$133.38 per m2 total floor area	(e) x Col. (3)	\$999,619
			\$133.38 per m2 total floor area	(e) x Col. (3)	\$1,955,814
Industrial			\$69,356.04 per ha gross site area	(e) x Col. (3)	\$1,364,067
			\$6.94 per sq. m. (gross site area)	(e) x Col. (3)	
Institutional			\$13.34 per m2 total floor area	(e) x Col. (3)	\$110,188

Notes

- (1) Assumes an average Single Detached lot size of 372 m2
- (2) Assumes an average Townhouse unit size of 130 m2
- (3) Assumes an average Apartment unit size of 93 m2
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH WATER DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
QBW1	Duncan St Watermain - Boyd St to Mercer St	\$272,900	100%	\$272,900	\$2,729	\$270,171	\$2,729
QBW2	Future Servicing Study - Queensborough	\$35,750	100%	\$35,750	\$358	\$35,393	\$358
TOTALS		\$308,650		\$308,650	\$3,087	\$305,564	\$3,087

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**CITY OF NEW WESTMINSTER
QUEENSBOROUGH WATER
DCC RATE CALCULATION**

A: Waterworks DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent	
Single Detached	198	dwelling units	3.80	752	16%	
Townhouse	693	dwelling units	2.70	1,871	39%	
Apartment	541	dwelling units	1.80	974	20%	
Commercial Retail Office	7,495	m2 total floor area	0.013	97	2%	
	14,663	m2 total floor area	0.011	161	3%	
Industrial	20	ha gross site area	45.000	885	18%	
Institutional	8,260	m2 total floor area	0.011	91	2%	
Total Equivalent Population				4,832 (a)	100%	
B: Unit Waterworks DCC Calculation						
Net Road DCC Program Recoverable			\$305,564 (b)			
Existing DCC Reserve Monies			\$600,079 (c)			
Net Amount to be Paid by DCCs			\$0 (d) = (b) - (c)			
DCC per Person			\$0.00 (e) = (d) / (a)			
C: Resulting Waterworks DCCs						DCC Revenue Estimates
Single Detached			\$0.00 per dwelling unit	(e) x Col. (3)		\$0
Townhouse			\$0.00 per dwelling unit	(e) x Col. (3)		\$0
Apartment			\$0.00 per dwelling unit	(e) x Col. (3)		\$0
Commercial Retail Office			\$0.00 per m2 total floor area	(e) x Col. (3)		\$0
			\$0.00 per m2 total floor area	(e) x Col. (3)		\$0
Industrial			\$0.00 per ha gross site area	(e) x Col. (3)		\$0
Institutional			\$0.00 per m2 total floor area	(e) x Col. (3)		\$0

Notes

- (1) Assumes an average Single Detached lot size of 372 m2
- (2) Assumes an average Townhouse unit size of 130 m2
- (3) Assumes an average Apartment unit size of 93 m2
- (4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH DRAINAGE DCC PROGRAM**

Project No.	Project Name	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
		Cost Estimate (2021\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
QBD1	Salter St Storm main - Jardine St to Hampton St	\$571,725	60%	\$343,035	\$3,430	\$339,605	\$232,120
QBD2	Salter St Storm main - Cater St to Viscount Pl	\$702,900	60%	\$421,740	\$4,217	\$417,523	\$285,377
QBD3	Campbell St Storm main - Ota Ave to Salter St	\$883,575	60%	\$530,145	\$5,301	\$524,844	\$358,731
QBD4	Ota Ave Storm main - Campbell St to Wood St	\$571,725	60%	\$343,035	\$3,430	\$339,605	\$232,120
QBD5	Drainage Canal - (con't of Ota Ave) from Wood St to Fenton St, then to Derwent way	\$201,143	60%	\$120,686	\$1,207	\$119,479	\$81,664
QBD6	Pump Station Upgrade - Boundary Pump Station	\$4,000,000	25%	\$1,000,000	\$10,000	\$990,000	\$3,010,000
QBD7	Drainage Canal - Wood St Canal, from Boyd to Wood St Pump Station	\$500,000	60%	\$300,000	\$3,000	\$297,000	\$203,000
QBD8	Storm Main - East of Rennie Pl, from Wood St to Johnstone St	\$2,612,500	60%	\$1,567,500	\$15,675	\$1,551,825	\$1,060,675
QBD9	Drainage Canal - Stanley St, from Ewen Ave to South Dyke Rd / Salter St	\$719,257	60%	\$431,554	\$4,316	\$427,239	\$292,018
QBD10	Drainage Study - Stanley Street Area	\$278,438	100%	\$278,438	\$2,784	\$275,653	\$2,784
QBD11	Beach St from Stanley St to Mercer St	\$103,370	60%	\$62,022	\$620	\$61,402	\$41,968
QBD12	Future Servicing Study	\$23,375	100%	\$23,375	\$234	\$23,141	\$234
TOTALS		\$11,168,008		\$5,421,530	\$54,215	\$5,367,314	\$5,800,693

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH DRAINAGE
DCC RATE CALCULATION**

A: Storm Drainage DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Equivalence Factor	Multiple	% Population Equivalent	
Single Detached	198	dwelling units	1.00	198	15%	
Townhouse	693	dwelling units	0.58	402	31%	
Apartment	541	dwelling units	0.29	157	12%	
Commercial Retail Office	7,495	m2 total floor area	0.003	24	2%	
	14,663	m2 total floor area	0.003	47	4%	
Industrial	20	ha gross site area	22.500	443	34%	
Institutional	8,260	m2 total floor area	0.003	25	2%	
				Total Equivalent Population	1,295 (a)	100%
B: Unit Drainage DCC Calculation						
Net Road DCC Program Recoverable			\$5,367,314 (b)			
Existing DCC Reserve Monies			\$8,757 (c)			
Net Amount to be Paid by DCCs			\$5,358,557 (d) = (b) - (c)			
DCC per Equivalent Drainage Unit			\$4,137.77 (e) = (d) / (a)			
C: Resulting Drainage DCCs						DCC Revenue Estimates
Single Detached			\$4,138.00 per dwelling unit \$11.13 per sq. m. (parcel area)	(e) x Col. (3)		\$819,324
Townhouse			\$2,400.00 per dwelling unit \$18.45 per sq. m. (gross floor area)	(e) x Col. (3)		\$1,663,200
Apartment			\$1,200.00 per dwelling unit \$12.91 per sq. m. (gross floor area)	(e) x Col. (3)		\$649,200
Commercial Retail Office			\$13.24 per m2 total floor area	(e) x Col. (3)		\$99,227
			\$13.24 per m2 total floor area	(e) x Col. (3)		\$194,144
Industrial			\$93,099.83 per ha gross site area	(e) x Col. (3)		\$1,831,050
			\$9.31 per sq. m. (gross site area)	(e) x Col. (3)		
Institutional			\$12.41 per m2 total floor area	(e) x Col. (3)		\$102,507

- Notes**
(1) Assumes an average Single Detached lot size of 372 m2
(2) Assumes an average Townhouse unit size of 130 m2
(3) Assumes an average Apartment unit size of 93 m2
(4) Assumes 10,000 m2 in 1 ha

**CITY OF NEW WESTMINSTER
QUEENSBOROUGH SANITARY SEWER DCC PROGRAM**

Project No.	Project Name	Col. (2) Cost Estimate (2021\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
QBS1	Pump Station at Stanley St. & Ewen Ave. (Frontender)	\$270,000	100%	\$270,000	\$2,700	\$267,300	\$2,700
QBS2	Sanitary main - Stanley St, from Ewen St to Salter St	\$893,772	100%	\$893,772	\$8,938	\$884,834	\$8,938
QBS3	Stanley St. area north of Ewen Ave. (Frontender) (Stanley St Sewer Main, Duncan St to Ewen Ave. Blackley St Sewer Main, Stanley St to Mercer St)	\$602,930	100%	\$602,930	\$6,029	\$596,901	\$6,029
QBS4	Mercer St Sewer Main, Ewen Ave to Duncan St (Frontender)	\$127,580	100%	\$127,580	\$1,276	\$126,304	\$1,276
QBS5	Future Servicing Study	\$23,375	100%	\$23,375	\$234	\$23,141	\$234
QBS6	Boyd St Pump Station	\$600,000	50%	\$300,000	\$3,000	\$297,000	\$303,000
TOTALS		\$2,517,657		\$2,217,657	\$22,177	\$2,195,480	\$322,177

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**CITY OF NEW WESTMINSTER
QUEENSBOROUGH SANITARY SEWER
DCC RATE CALCULATION**

A: Sanitary Sewer DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent	
Single Detached	198	dwelling units	3.80	752	16%	
Townhouse	693	dwelling units	2.70	1,871	39%	
Apartment	541	dwelling units	1.80	974	20%	
Commercial Retail	7,495	m2 total floor area	0.013	97	2%	
Office	14,663	m2 total floor area	0.011	161	3%	
Industrial	20	ha gross site area	45.000	885	18%	
Institutional	8,260	m2 total floor area	0.011	91	2%	
Total Equivalent Population				4,832 (a)	100%	
B: Unit Sanitary Sewer DCC Calculation						
Net Road DCC Program Recoverable			\$2,195,480 (b)			
Existing DCC Reserve Monies			\$838,290 (c)			
Net Amount to be Paid by DCCs			\$1,357,190 (d) = (b) - (c)			
DCC per Person			\$280.88 (e) = (d) / (a)			
C: Resulting Sanitary Sewer DCCs						DCC Revenue Estimates
Single Detached			\$1,067.00 per dwelling unit \$2.87 per sq. m. (parcel area)	(e) x Col. (3)	\$211,266	
Townhouse			\$758.00 per dwelling unit \$5.83 per sq. m. (gross floor area)	(e) x Col. (3)	\$525,294	
Apartment			\$506.00 per dwelling unit \$5.44 per sq. m. (gross floor area)	(e) x Col. (3)	\$273,746	
Commercial Retail			\$3.65 per m2 total floor area	(e) x Col. (3)	\$27,355	
Office			\$3.09 per m2 total floor area	(e) x Col. (3)	\$45,310	
Industrial			\$12,639.60 per ha gross site area \$1.26 per sq. m. (gross site area)	(e) x Col. (3)	\$248,591	
Institutional			\$3.09 per m2 total floor area	(e) x Col. (3)	\$25,523	

Notes

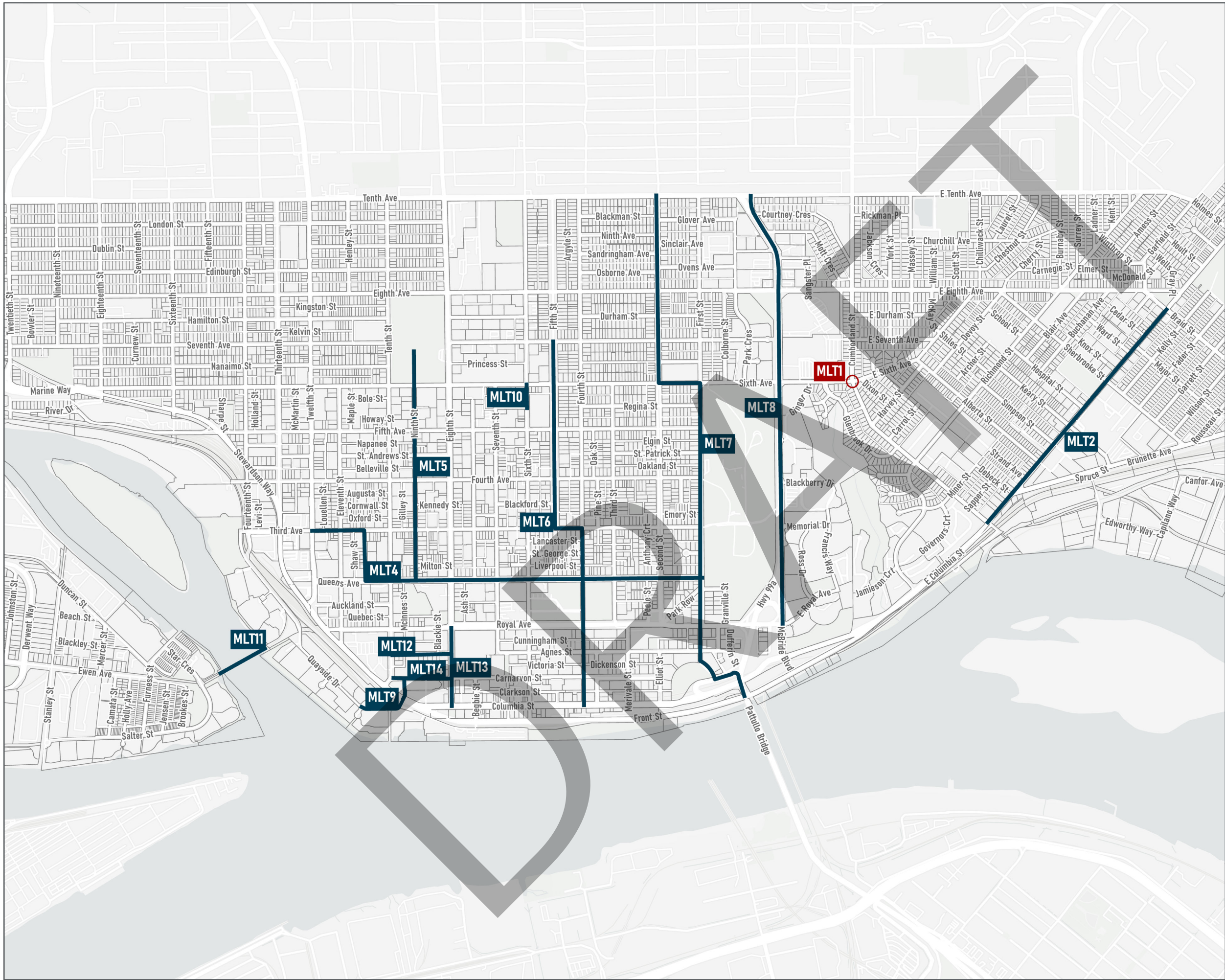
- (1) Assumes an average Single Detached lot size of 372 m2
- (2) Assumes an average Townhouse unit size of 130 m2
- (3) Assumes an average Apartment unit size of 93 m2
- (4) Assumes 10,000 m2 in 1 ha



APPENDIX B

DCC Maps

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The City of New Westminster Mainland Transportation DCC Program

- Intersection Improvement
- Transportation DCC 2021 Program**
- MLT1 - Cumberland St/ 6th Ave Intersection Improvements
- ▬ MLT2 - East Columbia St Great Street (E. Columbia St to Cumberland St)
- ▬ MLT3 - East Columbia St Great Street (Keary St to Sherbrooke St)
- ▬ MLT4 - Queens Ave Greenway (1st St to 12th St)
- ▬ MLT5 - Ninth Street Greenway (Queens Ave through Moody Park to 7th Ave)
- ▬ MLT6 - Uptown Greenway (5th St, 4th St, 3rd St from 7th Ave (at 5th St) to Royal Ave (at 3rd St))
- ▬ MLT7 - First St / Second St Greenway (1st St & 2nd St, from Agnes St (at 1st St) to 10th Ave (at 2nd St))
- ▬ MLT8 - McBride Blvd Improvements (Royal Ave to 10th Ave)
- ▬ MLT9 - McInness Pedestrian Overpass (Carnarvon St to K DE K Crt)
- ▬ MLT10 - Uptown Streetscape Improvements (Belmont St, 6th St, & 6th Ave)
- ▬ MLT11 - Q to Q Pedestrian and Bicycle Bridge (Quayside to Queensborough)*
- ▬ MLT12 - Agnes Greenway - Phase 2 (Douglas Collage to Waterfront to NW Station)
- ▬ MLT13 - Eight St. Complete Street (Columbia to Royal Ave)
- ▬ MLT14 - Carnarvon Complete Street (8th St to 10th St)
- ▬ MLT15 - Master Transportation Plan Update (Citywide)**

*Subject to senior government funding
 **not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

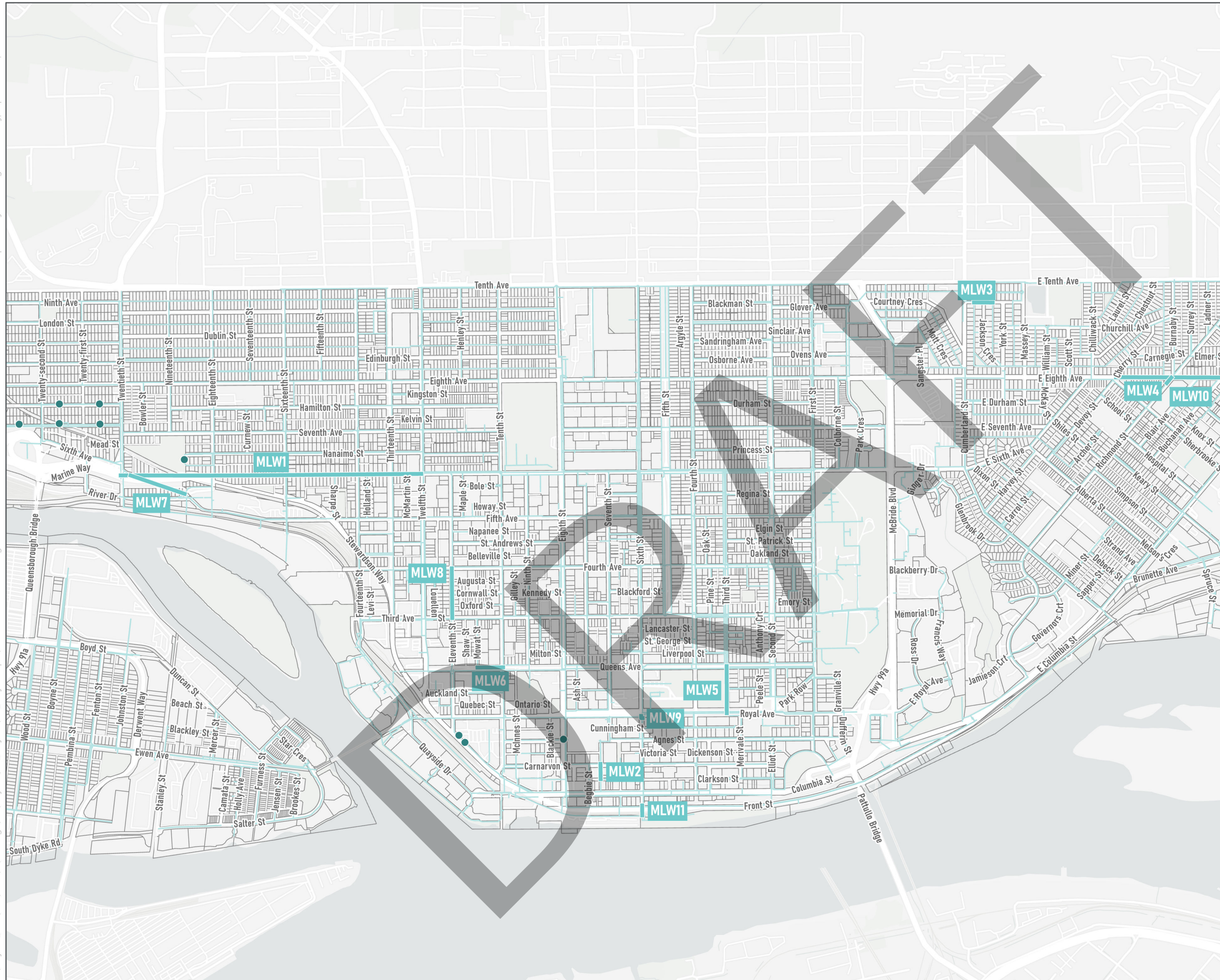


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 Scale: 1:16,500 (When plotted at 11"x17")

Data Sources:
 - Data provided by City of New Westminster, ESRI Basemaps

Project #: 1274.0040.01
 Author: BB
 Checked: JW
 Status: **Status**
 Revision: A
 Date: 2022 / 1 / 17





The City of New Westminster Mainland Water DCC Program

- Proposed Hydrant
- Existing Water Main

Water DCC 2021 Program

- MLW1 – 6th Ave Watermain - from 12th St to 20th St
- MLW2 – Lorne St Watermain - from Canarvon St to Clarkson St
- MLW3 – Rickman Pl Watermain - from Cumberland to lane West of York st
- MLW4 – 8th Ave Watermain - from Devoy St to Buchanan Ave
- MLW5 – 3rd St Watermain - from Royal Ave to Queens Ave
- MLW6 – Queens Ave Watermain - 10th St to Mowat St
- MLW7 – 20th St Watermain - Marine Way to River Dr
- MLW8 – Eleventh St Watermain - 3rd Ave to 4th Ave
- MLW9 – Royal Ave at 6th st - Intersection Connections Upgrades
- MLW10 – 8th Ave at Richmond St - Intersection Connections Upgrades
- MLW11 – Pier Park Water Loop Rail Crossing (Front St at Merrivale)

- MLT12 – Future Servicing Study (Mainland)*
- MLT13 – Hydrants (shown on map at various locations)

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

0 100 200 300



Meters

Coordinate System:

NAD 1983 UTM Zone 10N

Data Sources:

- Data provided by
City of New Westminster, ESRI Basemaps



Scale: 1:16,500
(When plotted at 11"x17")

Project #: 1274.0040.01
 Author: BB
 Checked: JW
 Status: **Status**
 Revision: A
 Date: 2022/1/14





The City of New Westminster Mainland Drainage DCC Program

- Existing Storm Main
- Storm DCC 2021 Program**
- MLD1 - Storm main - Quayside Dr. at Reliance Ct.
- MLD2 - Drainage Outfall - Fourth Ave.
- MLD3 - Storm main - Quayside Dr. at Tenth St. near McInnes St. Overpass
- MLD5 - Storm Main and Outfall - 12th St
- MLD6 - Storm main and Outfall - Church St
- MLD7 - Storm main and Outfall - 16th St
- MLD8 - Columbia St Storm main - Church St to Elliot St
- MLD9 - Brunette Ave Storm main - Sherbrooke St to Rousseau St
- MLD10 - 4th St Storm main - Victoria/ Dickenson St to Clarkson St
- MLD11 - 4th St Storm main - Clarkson St to Columbia
- MLD12 - Storm main & Outfall - McBride Blvd

MLD4 - Future Servicing Study*

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

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Meters



Coordinate System:

NAD 1983 UTM Zone 10N

Scale: 1:16,000
(When plotted at 11"x17")

Data Sources:

- Data provided by
City of New Westminster, ESRI Basemaps

Project #: 1274.0040.01
 Author: BB
 Checked: JW
 Status: **Status**
 Revision: A
 Date: 2022 / 1 / 12





The City of New Westminster Mainland Sewer DCC Program

- Pump Station Improvement
- Existing Sanitary Main

Sewer DCC 2021 Program

MLS1 - Sewer Separation Allocation*

MLS2 - Future Servicing Study*

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

0 100 200 300



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Coordinate System:

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Data Sources:

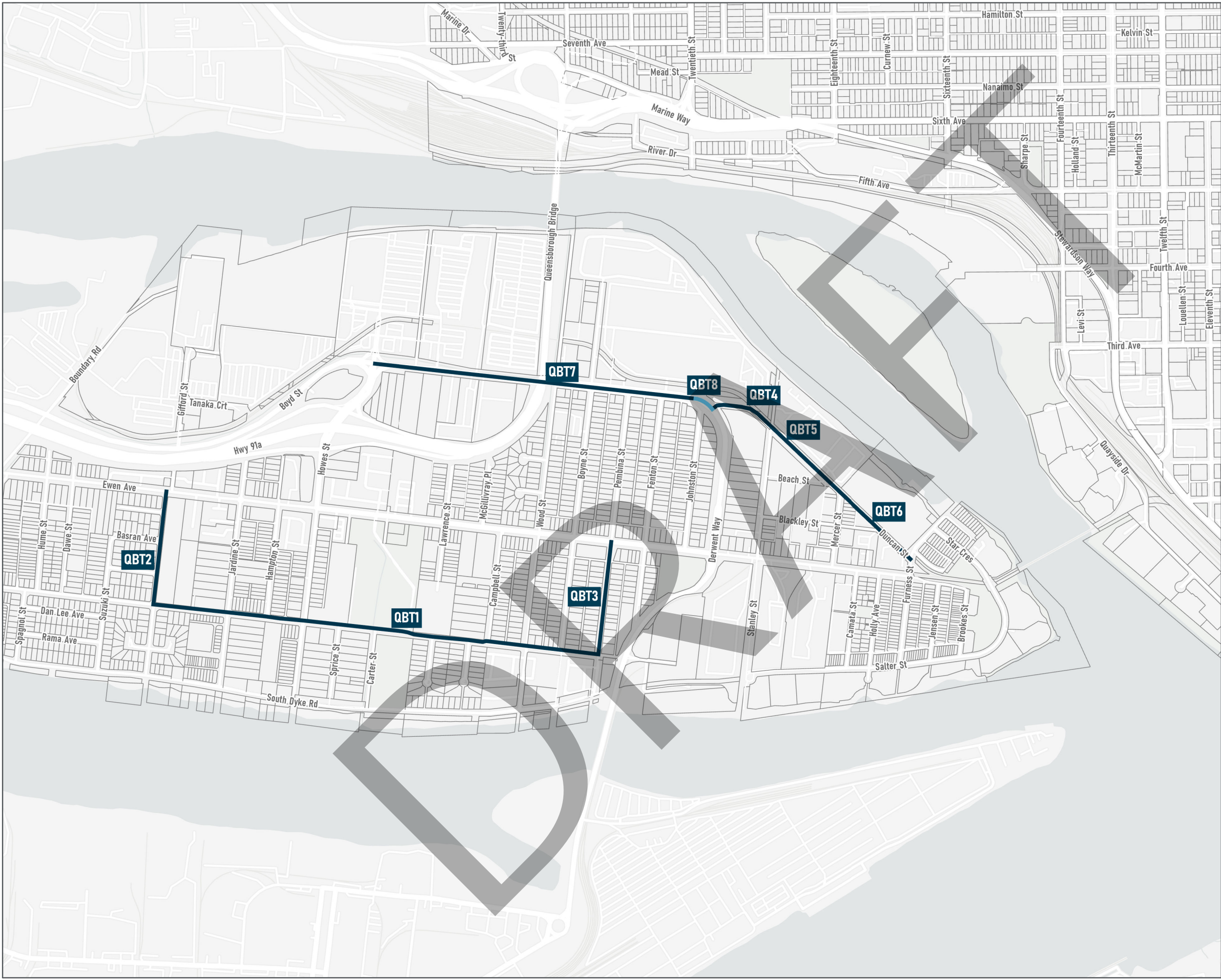
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City of New Westminster, ESRI Basemaps



Scale: 1:16,500
(When plotted at 11"x17")

Project #: 1274.0040.01
 Author: BB
 Checked: JW
 Status: **Status**
 Revision: A
 Date: 2022/1/14





The City of New Westminster Queensborough Transportation DCC Program

- Collector Road Improvements
 - Pedestrian Improvements
 - Traffic Signal
- Transportation DCC 2021 Program**
- QBT1 - Salter Avenue (Gifford St to Pembina St)
 - QBT2 - Gifford Street (Salter St to Ewen Ave)
 - QBT3 - Pembina Street (Salter St to Ewen Ave)
 - QBT4 - Duncan Street (Boyd St to Stanley St)
 - QBT5 - Duncan Street (Stanley St to Mercer St)
 - QBT6 - Duncan Street (Mercer St to Furness St)
 - QBT7 - Boyd Street (Johnston St to Howes St)
 - QBT8 - Boyd Street at Duncan St

- QBT10 - Queensborough Transportation Plan*
- QBT11 - Master Transportation Plan Update*
- QBT12 - DCC Reserve Borrowing*

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

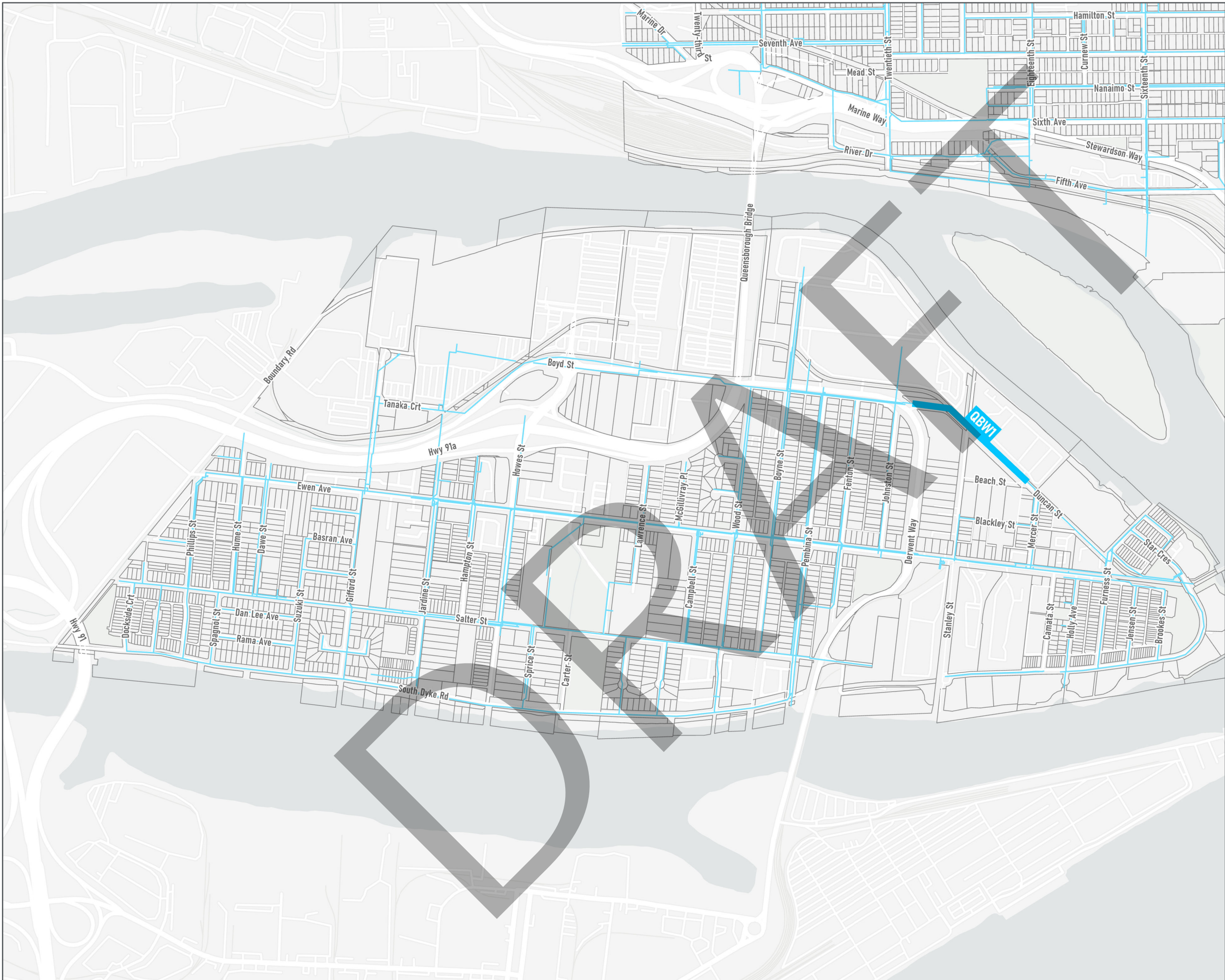


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Data Sources:
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Project #: 1274.0040.01
 Author: BB
 Checked: JW
 Status: **Status**
 Revision: A
 Date: 2022/1/14



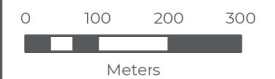


The City of New Westminster Queensborough Water DCC Program

- Existing Water Main
- Water DCC 2021 Program**
- QBW1 - Duncan St Watermain (Boyd St to Mercer St)
- QBW2 - Future Servicing Study (Queensborough)*

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

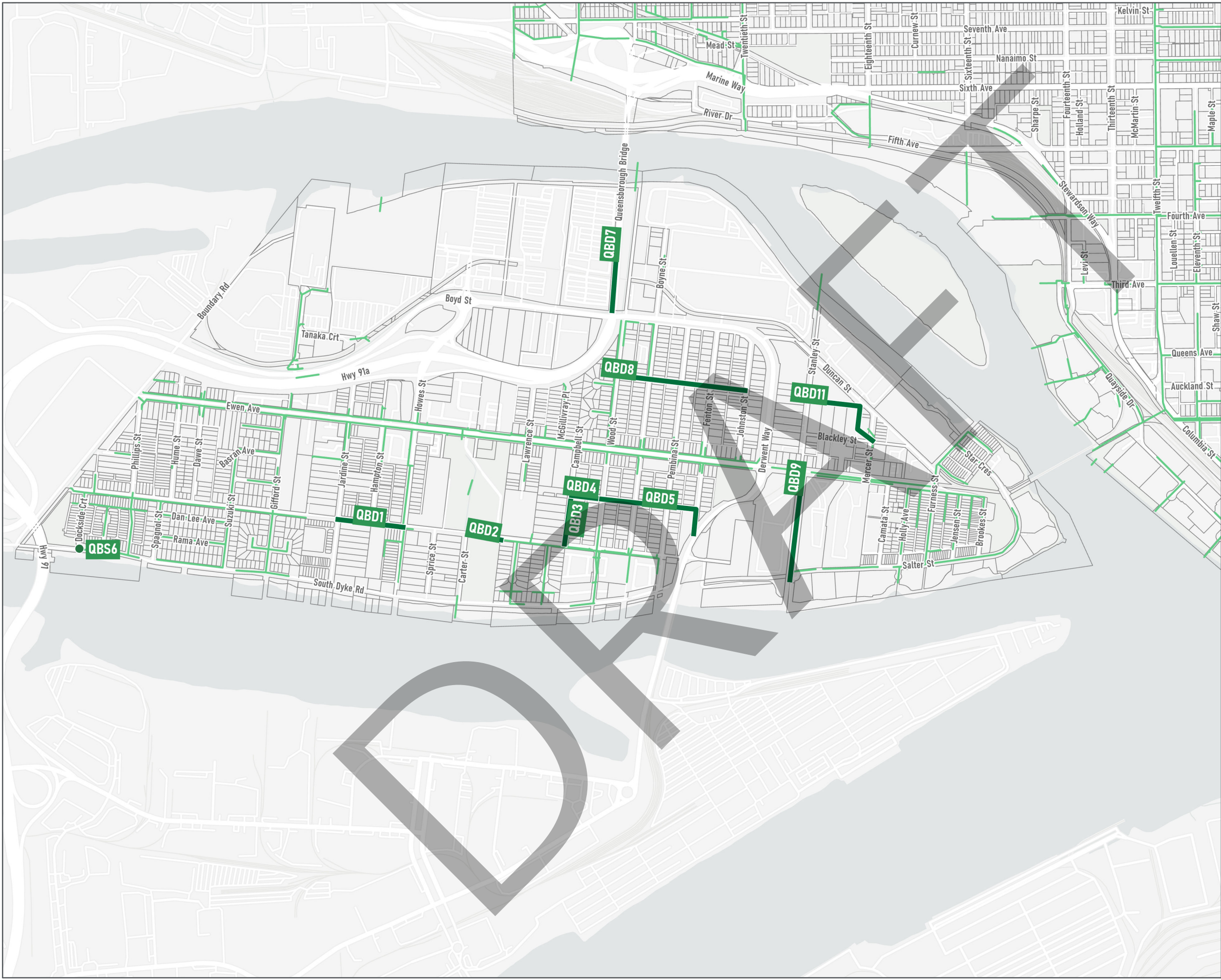


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Data Sources:
 - Data provided by City of New Westminster, ESRI Basemaps

Project #: 1274.0040.01
Author: BB
Checked: JW
Status: **Status**
Revision: A
Date: 2022/1/14





The City of New Westminster Queensborough Drainage DCC Program

- Pump Station Improvement
- Existing Storm Main
- Storm DCC 2021 Program**
- QBD1 - Salter St Storm main - Jardine St to Hampton St
- QBD2 - Salter St Storm main - Cater St to Viscount Pl
- QBD3 - Campbell St Storm main - Ota Ave to Salter St
- QBD4 - Ota Ave Storm main - Campbell St to Wood St
- QBD5 - Drainage Canal - (con't of Ota Ave) from Wood St to Fenton St, then to Derwent way
- QBS6, Pump Station Upgrade (Boundary Pump Station)
- QBD7 - Drainage Canal - Wood St Canal, from Boyd to Wood St Pump Station
- QBD8 - Storm Main - East of Rennie Pl, from Wood St to Johnston St
- QBD9 - Drainage Canal - Stanley St, from Ewen Ave to South Dyke Rd / Salter St
- QBD11 - Beach St from Stanley St to Mercer St

QBD10 - Drainage Study (Stanley Street Area)*
 QBD12 - Future Servicing Study*

*not shown on map

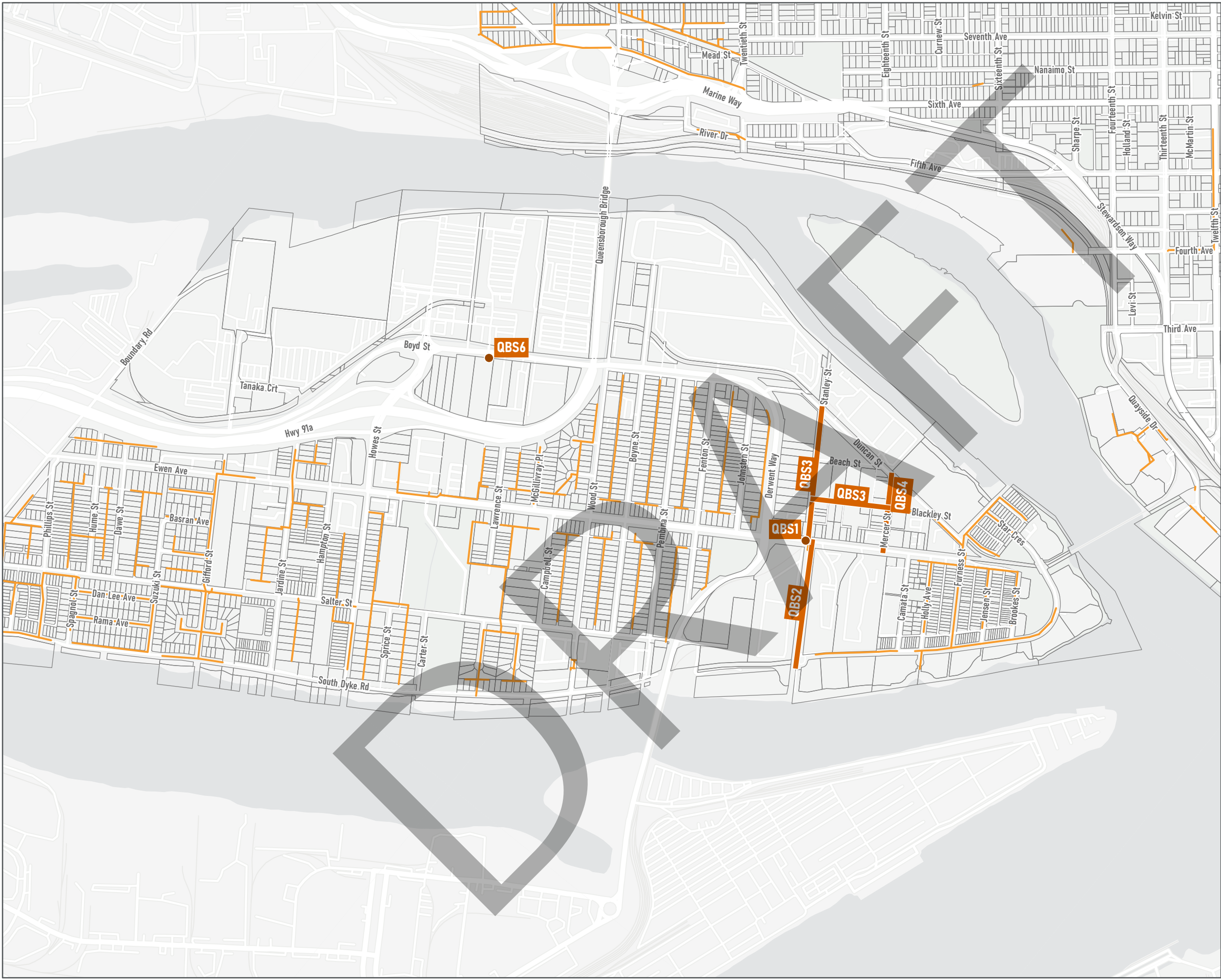
The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

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Coordinate System: NAD 1983 UTM Zone 10N
 Scale: 1:12,000 (When plotted at 11"x17")

Data Sources:
 - Data provided by City of New Westminster, ESRI Basemaps

Project #:	1274.0040.01	URBAN SYSTEMS
Author:	BB	
Checked:	JW	
Status:	Status	
Revision:	A	
Date:	2022 / 2 / 7	



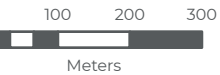
The City of New Westminster Queensborough Sewer DCC Program

- Pump Station Improvement
 - Existing Sanitary Main
- Sanitary DCC 2021 Program**
- QBS1 - Pump Station at Stanley St. & Ewen Ave. (Frontender)
 - QBS2 - Sanitary main - Stanley St, from Ewen St to Salter St
 - QBS3 - Stanley St. area north of Ewen Ave. (Frontender)
 (Stanley St Sewer Main, Duncan St to Ewen Ave. Blackley St Sewer Main, Stanley St to Mercer St)
 - QBS4 - Mercer St Sewer Main, Ewen Ave to Duncan St (Frontender)
 - QBS6 - Boyd St. Pump Station

QBS5 - Future Servicing Study*

*not shown on map

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.



Coordinate System: NAD 1983 UTM Zone 10N
Scale: 1:10,500 (When plotted at 11"x17")

Data Sources:
 - Data provided by City of New Westminster, ESRI Basemaps

Project #: 1274.0040.01
Author: BB
Checked: JW
Status: Status
Revision: A
Date: 2022 / 3 / 21





APPENDIX C

City of New Westminster
Development Cost Charge
Bylaw

DRAFT

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 8327, 2022

A Bylaw to Impose Development Cost Charges

WHEREAS the City Council of the corporation of the City of New Westminster (“Council”) under authority provided by the *Local Government Act* R.S.B.C. 2015, c. 1, as amended (the “*Local Government Act*”), in particular section 559 thereof and regulations passed pursuant thereto and the general provisions of the *Community Charter* S.B.C 2003, c. 26 (the “*Community Charter*”), may by bylaw impose development cost charges; and

WHEREAS the development cost charges may be imposed for the purpose of providing funds to assist the City of New Westminster (the “City”) to pay the capital costs of providing, constructing, altering or expanding transportation, water, drainage, sanitary, and providing and improving park land to service directly and indirectly the development for which the charge is being imposed; and

WHEREAS the development cost charges established by this Bylaw will be used for the recited purposes; and

WHEREAS Council has taken into consideration the provisions of section 560 of the *Local Government Act*; and

WHEREAS the charges imposed by this bylaw are related to capital costs attributable to projects included in the City’s capital expenditure program and are consistent with the City of New Westminster Official Community Plan Bylaw No. 7925, 2017, as amended from time to time;

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. General Provisions

- 1.1 This Bylaw may be cited as the "New Westminster Development Cost Charges Bylaw No. 8327, 2022".
- 1.2 The following schedules attached to this Bylaw form part of this Bylaw:
 - (a) Schedule A – The City of New Westminster Queensborough Transportation, Drainage, Water, Sanitary and Parkland DCC Boundary
 - (b) Schedule B – Queensborough Development Cost Charges
 - (c) Schedule C – The City of New Westminster Mainland Transportation, Drainage, Water, Sanitary and Parkland DCC Boundary

- (e) Schedule D – Mainland Development Cost Charges

2. Effective Date and Transitional Provisions

2.1 This Bylaw will come into force on the *Effective Date*.

2.2 New Westminster Development Cost Charges Bylaw No. 7311, 2009 and all amendments thereto shall be repealed on the *Effective Date* except to the extent that sections 511 and/or 568 of the Local Government Act apply to:

- (a) a *Precursor Application* which is *in-stream* on the *Adoption Date* and the associated Building Permit for the Precursor Application is issued within one-year after the *Adoption Date*; or
- (b) a *Subdivision Application* that is *in-stream* on the *Adoption Date* and is approved by the Approving Officer within one year after the *Adoption Date*; or
- (c) a Building Permit Application that is *in-stream* on the *Adoption Date* and is issued within one year after the *Adoption Date*.

3. Definitions

3.1 In this Bylaw italicized words will have the meanings attributed to them as follows:

ADOPTION DATE means the date of adoption of this bylaw by Council for the *City*.

APARTMENT RESIDENTIAL means a building or portion of a building divided into three or more *dwelling units* with common or shared entrances or interior passageways, which provide access to the outside and which does not include a townhouse.

BUILDING PERMIT means any permit authorizing the construction, alteration or extension of a building or structure in the *City*.

CITY means the City of New Westminster.

COMMERCIAL - OFFICE means a building or portion of building designed and intended for *office* use, excluding offices for trade contractors.

COMMERCIAL - RETAIL means a building or portion of a building providing for the sale or rental of goods or services to the end user or for the servicing and repair of goods.

DEVELOPMENT means:

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

DEVELOPMENT COST CHARGES or **DCC** means the applicable rates prescribed in Schedules “B” and “D”.

DWELLING UNIT means one or more habitable rooms designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which a facility for cooking, sleeping facilities and a bathroom are provided for the exclusive use of such person or persons.

EFFECTIVE DATE means the date of adoption of this bylaw by Council for the *City*.

FLOAT HOME means a structure incorporating a flotation system, intended for use or being used or occupied for residential purposes, not primarily intended for, or usable in, navigation and does not include a water craft designed or intended for navigation.

GROSS FLOOR AREA means:

- (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 floor area of the building or structure that is used or is intended to be used for vehicular and bicycle parking, bicycle end-of-trip facilities, vehicular access, maneuvering aisles, elevators and stairs; 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 floor area of the building or structure that is used or is intended to be used for vehicular and bicycle parking, bicycle end-of-trip facilities, vehicular access, maneuvering aisles, elevators and stairs;

IMPROVED SITE AREA means the whole or a portion of the parcel to be improved for *industrial* purposes as part of the *development* authorized by a *building permit*, including all buildings, vehicular and pedestrian circulation areas,

loading, parking, storage, works, decorative areas and landscaped areas belonging to the *development*.

INDUSTRIAL means a lot used or intended to be used for *industrial* uses, including manufacturing, processing, treatment, assembly, disassembly, storage, utility, testing, wholesale, distribution, or servicing of goods and materials.

INSTITUTIONAL means:

- (a) a use providing for the gathering of persons for charitable, cultural, governance, philanthropic, religious, community recreation facilities, hospitals, mental health facilities, or educational purposes, or
- (b) Housing units for the accommodation of caretakers, staff, students and/or patients, provided that such housing units are part of the institutional complex and a restrictive covenant is registered against the title of the land in favour of the City to ensure that the housing units remain in the designated use.

IN-STREAM means an application submitted and accepted by the City as a legitimate application and all application fees have been paid, and where the application has not been declined or rejected by the City or withdrawn by the applicant.

LAND TITLE ACT means the Land Title Act, R.S.B.C 1996, c. 250, as amended.

MIXED-USE means a *development* in which the building or buildings are intended to be used for two or more uses.

PRECURSOR APPLICATION means:

- (a) an application for the issuance of a *Building Permit*, if
 - (i) the application has been submitted to the City as a complete and legitimate application, that includes completed application forms, submission of all required items, and payment of all applicable fees, or
- (b) an application for the issuance of a Development Permit if:
 - (i) the application has been submitted to the City as a complete and legitimate application, that includes a completed application form, submission of all required items, and payment of all applicable fees; and
 - (ii) the *development* authorized by the *Building Permit* is entirely within the area of land that is the subject of the application, or
- (c) an application for an amendment to the *Zoning Bylaw*, if

- (i) the application has been submitted by the City as a complete and legitimate application that includes a completed application form, submission of all required items, and payment of applicable fee, and
- (ii) the *development* authorized by the *building permit* is entirely within the area of land to which the application relates.

SINGLE DETACHED – RESIDENTIAL includes any dwelling unit which is or will be situated in a single building or structure containing one dwelling unit and no other principal uses, and which may include a secondary suite, carriage house, or laneway house that is constructed, altered or extended on a single parcel.

STRATA PROPERTY ACT means the Strata Property Act, S.B.C 1998, c. 43 as amended.

SUBDIVISION means the division of land into two or more parcels under the *Land Title Act* or the *Strata Property Act*.

SUBDIVISION APPLICATION means an application for *subdivision*, submitted and accepted by the *City* as a legitimate application, which includes a completed *subdivision application* form, submission of all required items, and payment of all applicable application fees.

TOWNHOUSE RESIDENTIAL means a building or portion of a building divided into two or more *dwelling units* where each *dwelling unit* has direct ground level access, or indirect ground level access by way of a staircase shared by not more than two *dwelling units* on the same storey, and each *dwelling unit* is attached to another *dwelling unit*.

ZONING BYLAW means Zoning Bylaw 6680, 2001 as amended or replaced from time to time.

4. Imposition of Development Cost Charges

4.1 Subject to Section 5, a person who obtains:

- (a) approval of *subdivision*; or
- (b) a *building permit* authorizing the construction, alteration or extension of a building or structure;

must pay to the *City* the applicable *development cost charges* set out in this Bylaw, at the time of the approval of the *subdivision* or the issuance of the *building permit*, as set out in Schedules “B” and “D”.

4.2 Where on Schedules “B” and “D” a *development cost charge* is described as being payable at either *subdivision approval* or *building permit* issuance, it shall be paid upon the earlier event.

5. Exemption from DCC

Development cost charges are not payable where:

- (a) exempted by statute and where 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 220(1)(h) [statutory exemption for places of worship] or Section 224(2)(f) [permissive exemptions in relation to places of public worship] of the *Community Charter*;
- (b) the *development* does not impose new capital cost burdens on the *City*;
- (c) *development cost charges* have been previously paid for the *development* unless, as a result of further development, new capital cost burdens will be imposed on the *City*;
- (d) a *dwelling unit* size is less than or equal to 29 square metres and each unit is used only for a residential use; or
- (e) the *development* authorized by a *building permit* if the value of the work authorized by the permit does not exceed \$50,000 or such other amount as may be prescribed by provincial regulation.

6. Calculation of DCC

- (a) *Development cost charges* imposed under this Bylaw shall be calculated in accordance with the rates prescribed in Schedules “B” and “D”.
- (b) Where a *development* for which a *development cost charge* applies contains two or more uses such as in *mixed-use developments*, the *development cost charge* to be paid will be calculated separately for each use within the *development* and the total *development cost charge* to be paid will be the sum of the *development cost charges* for all uses within the *development*.

7. Payment of DCC

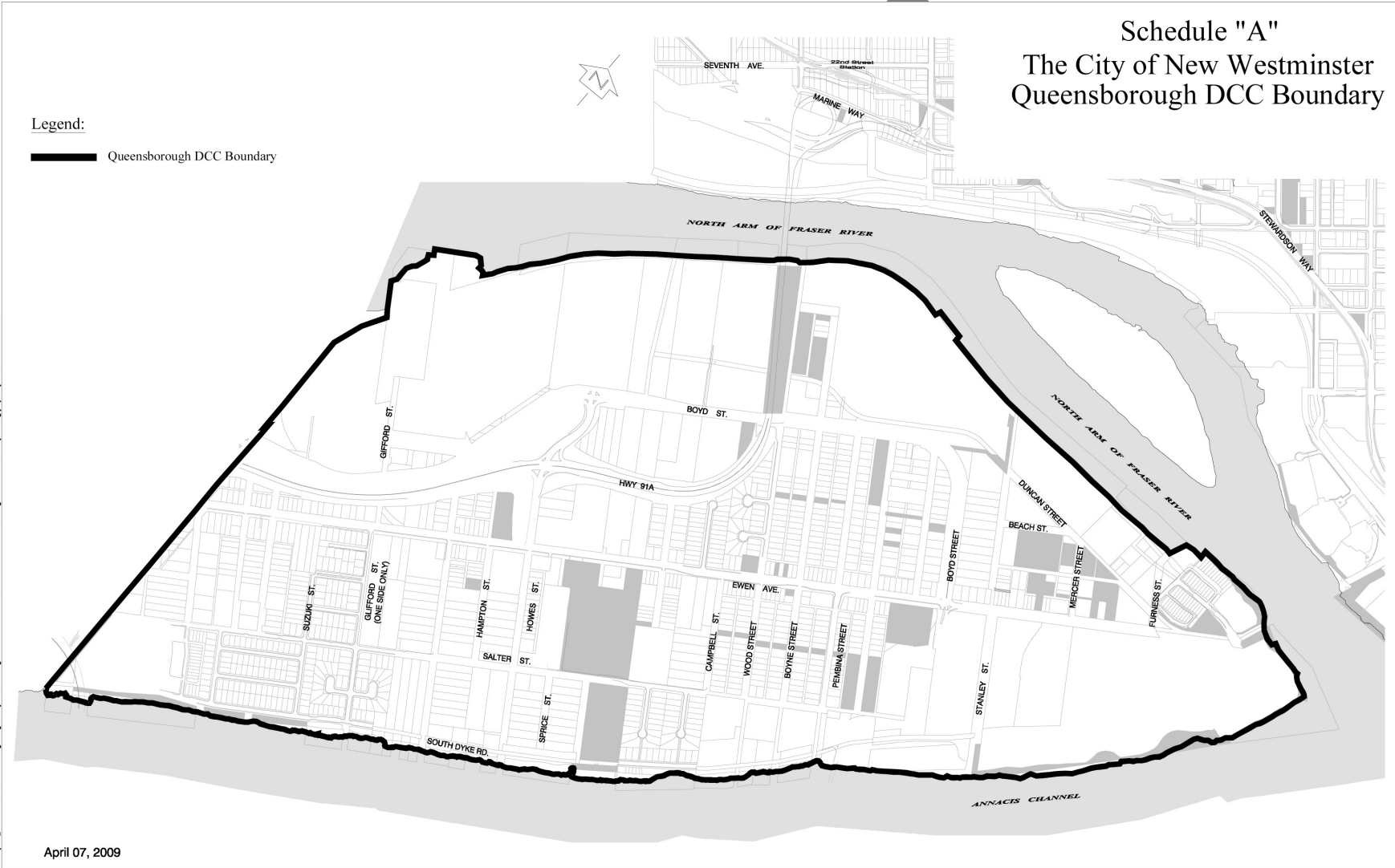
Development cost charges imposed under this Bylaw must be paid in full to the *City* as follows:

- (a) as a condition of the approval of the final plan of *subdivision* by the Approving Officer where the *subdivision* creates *Single-detached Residential* use parcels or bare land strata lots under the *Strata Property Act*; or
- (b) for all other types of *development* to which this Bylaw applies prior to the issuance of a *Building Permit* for the *Development*.

SCHEDULE "A"

Schedule "A" The City of New Westminster Queensborough DCC Boundary

Legend:
— Queensborough DCC Boundary



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April 07, 2009

SCHEDULE "B"

CITY OF NEW WESTMINSTER

QUEENSBOROUGH DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "A" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq. m.	Drainage by sq. m.	Water by sq. m.	Sanitary Sewer by sq. m.	Parkland Acquisition and Development by sq. m.	Total DCC by sq. m.
Queensborough								
Single Detached – Residential	Parcel Area	Subdivision Approval/ Building Permit Approval	\$21.96	\$11.13	\$0.00	\$2.87	\$25.07	\$61.03
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$39.98	\$18.45	\$0.00	\$5.83	\$50.46	\$114.72
Apartment Residential	Gross Floor Area	Building Permit Approval	\$38.75	\$12.91	\$0.00	\$5.44	\$47.02	\$104.12
Float Home	Gross Floor Area	Building Permit Approval	\$39.98	\$0.00	\$0.00	\$5.83	\$50.46	\$96.27
Commercial – Retail	Gross Floor Area	Building Permit Approval	\$133.38	\$13.24	\$0.00	\$3.65	\$0.00	\$150.27
Commercial – Office	Gross Floor Area	Building Permit Approval	\$133.38	\$13.24	\$0.00	\$3.09	\$0.00	\$149.71
Industrial	Improved Site Area	Building Permit Approval	\$6.94	\$9.31	\$0.00	\$1.26	\$0.00	\$17.51
Institutional	Gross Floor Area	Building Permit Approval	\$13.34	\$12.41	\$0.00	\$3.09	\$0.00	\$28.84

SCHEDULE "C"

Schedule "C" The City of New Westminster Mainland DCC Boundary



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SCHEDULE "D"
CITY OF NEW WESTMINSTER
MAINLAND DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "C" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq. m.	Drainage by sq. m.	Water by sq. m.	Sanitary Sewer by sq. m.	Parkland Acquisition and Development by sq. m.	Total DCC by sq. m.
Mainland								
Single Detached – Residential	Parcel Area	Subdivision Approval/ Building Permit Approval	\$8.73	\$4.16	\$2.49	\$3.58	\$18.61	\$37.57
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$15.00	\$6.51	\$4.77	\$6.86	\$40.78	\$73.92
Apartment Residential	Gross Floor Area	Building Permit Approval	\$21.39	\$6.70	\$6.55	\$9.42	\$35.40	\$79.46
Commercial – Retail	Gross Floor Area	Building Permit Approval	\$31.80	\$4.95	\$3.16	\$4.55	\$0.00	\$44.46
Commercial – Office	Gross Floor Area	Building Permit Approval	\$31.80	\$4.95	\$2.68	\$3.85	\$0.00	\$43.28
Industrial	Improved Site Area	Building Permit Approval	\$3.31	\$3.48	\$1.09	\$1.57	\$0.00	\$9.45
Institutional	Gross Floor Area	Building Permit Approval	\$6.36	\$4.64	\$2.68	\$3.85	\$0.00	\$17.53