

# Considered at the Regular Council Meeting Held on July 23, 2019

Council Agenda Information  
 Regular Council July 23, 2019

Item 9.3



## City of Port Moody Report/Recommendation to Council

Date: July 12, 2019 File No. 08-3150-03/Vol 01  
Submitted by: Engineering and Operations Department – Engineering Division  
Subject: Proposed DCC Bylaw – Third Reading

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### Purpose

To present an updated Development Cost Charges Bylaw for third reading, and seek approval to forward the Bylaw to the Province for their approval prior to adoption.

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### Recommended Resolutions

**THAT City of Port Moody Development Cost Charges Bylaw, 2019, No. 3054 be read a third time as amended, attached to, and recommended in the report dated July 12, 2019 from the Engineering and Operations Department – Engineering Division regarding Proposed DCC Bylaw – Third Reading.**

**THAT staff be directed to submit Bylaw No. 3054 and related background report to the Ministry of Municipal Affairs and Housing for review and approval;**

**AND THAT feedback from the DCC Information Session held on June 26, 2019 be received for information.**

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### Executive Summary

Port Moody's existing Development Cost Charges (DCC) Bylaw was adopted by Council in 1986. DCC rates listed in the Bylaw were reviewed several times since adoption but did not need adjustment as they were appropriate for the growth-related development in the City. As most of the capital projects associated with the 1986 rates are either now complete or no longer required, the DCC program needs to be updated with a new bylaw and rates.

Draft Development Cost Charge Bylaw, 2017, No. 3054 was considered by Council on July 25, 2017 and received two readings. Since that time, staff have brought the Bylaw forward to Council for updates on January 8, 2019 and on January 29, 2019.

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At the January 29, 2019 meeting, staff received direction from Council to make the following revisions to the proposed DCC Bylaw:

- set the DCC timeline to 2018 to 2028;
- set the Municipal Assist Factor to 1%; and
- set the Parkland Acquisition Ratio for Parkland Acquisition to 2.5 hectares/1,000 people.

Based on the input provided above by Council, staff brought forward revised rates to Council on March 19, 2019. The DCC rates derived are shown in Table 1 and are based on Land Use category.

The proposed updated Bylaw is based on growth outlined in the approved 2014 Official Community Plan including Coronation Park and Moody Centre TOD amendments, but excludes the Flavelle amendment. Based on a 10-year horizon (2018-2028), the DCC program includes \$43.5 million in capital projects for sanitary sewer, drainage, roads, parkland acquisition, and parkland improvements.

Table 1: Proposed DCC Rates

Land Use	Unit of Measure	Water	Sanitary Sewer	Drainage	Roads	Parks	Total Rate
<b>Laneway Houses</b>	Dwelling unit	\$0	\$14.17	\$568	\$904	\$8,804	<b>\$10,290</b>
<b>Single-Family and Duplex</b>	Lot	\$0	\$54.44	\$2,924	\$3,478	\$26,998	<b>\$33,453</b>
<b>Multi-Residential Townhouses</b>	m <sup>2</sup>	\$0	\$0.20	\$5.79	\$6.95	\$130.86	<b>\$143.80</b>
<b>Multi-Residential up to six (6) storeys</b>	m <sup>2</sup>	\$0	\$0.15	\$3.32	\$9.05	\$105.29	<b>\$117.81</b>
<b>Multi-Residential TOD greater than six (6) storeys</b>	m <sup>2</sup>	\$0	\$0.17	\$4.91	\$7.30	\$120.03	<b>\$132.41</b>
<b>Commercial General/Institutional</b>	m <sup>2</sup>	\$0	\$0.16	\$6.74	\$40.47	\$ -	<b>\$47.37</b>
<b>Commercial TOD*</b>	m <sup>2</sup>	\$0	\$0.22	\$7.65	\$26.24	\$ -	<b>\$34.12</b>
<b>Industrial</b>	m <sup>2</sup>	\$0	\$0.25	\$29.93	\$10.67	\$ -	<b>\$40.85</b>

\*TOD = Transit Oriented Development

At the March 19 meeting, staff received endorsement of the proposed rates and Council directed staff to hold a DCC information session.

An information session was held on June 26, 2019 at City Hall. Invitations were sent to instream applicants, frequent developers in the City, Urban Development Institute (UDI), Home Builders Association Vancouver (HAVAN), and the general public. Feedback was collected at the session and online.

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With this report, staff are requesting third reading of the Development Cost Charges Bylaw, No. 3054, and direction from Council to forward the Bylaw and associated supporting documents to the Province. If approved by the Province, the Bylaw is tentatively scheduled to be adopted by late 2019.

A separate report with a draft DCC fee waiver bylaw for not-for-profit rental housing and for for-profit affordable rental housing projects will be brought forward at a future date.

## **Background**

The City of Port Moody's current Development Cost Charges (DCC) Bylaw is outdated given that:

- the capital projects associated with the 1986 rates are either now complete or no longer required;
- the City has updated information on infrastructure needs based on population growth; and
- the City has a new capital projects list to service the growth with estimated capital costs of the projects.

The update to the City's DCC Bylaw is based on a 10-year growth projection according to the 2014 Official Community Plan (OCP), including two of its amendments (Coronation Park and Moody Centre TOD), and involves the following:

- updates to the growth projections;
- updates to the eligible list of projects and costs; and
- consultation via an information session with Urban Development Institute (UDI), Greater Vancouver Home Builders' Association (GVHBA), frequent developers in the Port Moody Area, instream applicants including any small lot developers and the general public.

The City's DCC program is consistent with the following legislation, best practices guides, master plans, and over-arching studies:

- *Local Government Act* (2019);
- City of Port Moody Official Community Plan (2018);
- Development Cost Charges Best Practices Guide;
- City of Port Moody Master Transportation Plan (2017);
- City of Port Moody Sanitary Sewer Draft Master Plan (2015);
- City of Port Moody Water Draft Master Plan (2015);
- City of Port Moody Parks and Recreation Plan (2016);
- Chines Integrated Stormwater Management Plan (2016); and
- Development Cost Charges Bylaw (1993).

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Staff presented a draft DCC Bylaw to Council for first and second readings at the July 25, 2017 Regular Council meeting and the following resolutions were passed:

### RC17/295 to 298

THAT City of Port Moody Development Cost Charge Bylaw, 2017, No. 3054 be read a first time as recommended in the report dated July 6, 2017 from Engineering and Operations Department – Engineering Division regarding Proposed New Development Cost Charge Bylaw.

THAT Bylaw No. 3054 be read a second time;

AND THAT staff be directed to meet with the Urban Development Institute and the Greater Vancouver Homebuilder's Association to discuss their concerns as noted in their letter dated October 24, 2016 regarding the draft DCC Bylaw as recommended in the report dated July 6, 2017 from Engineering and Operations Department – Engineering Division regarding Proposed New Development Cost Charge Bylaw.

THAT staff report back on options for lower rates for rental housing, laneway houses, and secondary suites.

Staff presented an amended draft Development Cost Charge Bylaw for third reading at the January 8, 2019 Regular Council meeting and the following resolutions were carried:

### RC19/010

THAT consideration of City of Port Moody Development Cost Charge Bylaw, 2017, No. 3054 be postponed until staff report back.

### RC19/011

THAT staff report back on growth targets, the rationale for using a ten-year target for parkland acquisition, previous years' fees, the rationale for low-density residential development fees, the inclusion of Coronation Park in the ten-year projections, how the charges would change if a parkland acquisition strategy were in place, and greater detail on the projected anticipated number of units.

At the January 29, 2019 Special Council (Committee of the Whole) meeting, staff gave two presentations to Council: An Overview of Development Cost Charges and Additional Information on Proposed DCC Bylaw. These presentations were to provide information and clarity on items pertaining to the City's DCC program that had been requested by Council. The following resolutions were passed:

### CW19/014

THAT the parkland acquisition method of 9.27ha @ \$20.4 million (2018-2028) based on 2.5ha/1,000 people be endorsed;

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AND THAT staff be directed to report back on DCC scenarios with the parkland acquisition ratio based on 2.5ha/1,000 people applied to all existing parkland within Port Moody.

### CW19/015

THAT the timeline be moved to 2018-2028 and include Coronation Park.

### CW19/016

THAT the municipal assist factor remain at 1%.

### CW19/017-018

THAT staff be directed to prepare a bylaw to waive DCCs for:

- not-for-profit rental housing, including supportive living housing;
- subdivision of small lots that is designed to result in low greenhouse gas emissions;
- development that is less than four units;
- development that is designed to result in a low environmental impact; and
- for-profit affordable rental housing.

Accordingly, staff updated the DCC rate per the above resolutions and a report was presented to Council on March 19, 2019. The following resolutions were passed:

### CW19/050

THAT the proposed Development Cost Charges (DCC) rates be endorsed as outlined in the report dated March 8, 2019 from the Engineering and Operations Department – Engineering Division regarding Proposed DCC Bylaw Revised Rates.

### CW19/054

THAT this item be postponed until staff report back on waivers pertaining to the DCC bylaw, with implications for waivers for one unit and waivers for zero units.

Per CW19/054, staff brought a report on waivers to Council on May 28, 2019 and the following resolutions were passed:

### RC19/247a

THAT draft Development Cost Charges Bylaw, No. 3054 be revised to replace the clause,

“A development cost charge is not payable in relation to a development authorized by a building permit that authorizes the construction, alteration, or extension of a building that will, after the construction, alteration, or extension, contain fewer than four (4) self-contained dwelling units”

with:

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“Development Cost Charges are payable for a development authorized by a building permit that authorizes the construction, alteration, or extension of a building that will, after construction, alteration, or extension, contain one (1) or more self-contained dwelling units”.

### RC19/248

THAT for purposes of public consultation, DCC reduction rates for the following categories be set tentatively as follows:

- Not-For-Profit Rental Housing including supportive living housing: 50%; and
- For-Profit Affordable Rental Housing: 25%.

### RC19/247c

THAT staff be directed to hold an Open House to communicate the changes in Development Cost Charges to the development community, the Urban Development Institute, the Home Builders' Association Vancouver, and the general public.

### RC19/247d

THAT a tentative implementation date for Bylaw No. 3054 be set at November 4, 2019.

### RC19/247e

THAT staff be directed to report back to Council after the Open House with a summary of feedback and recommendation for third reading of Development Cost Charges Bylaw, No. 3054.

Accordingly, staff held a DCC information session on June 26, 2019 to communicate the Council endorsed rates to developers, UDI, HAVAN, and the general public.

## Discussion

### Proposed DCC Rates

#### *Input to DCC Program – Population Projection*

For population estimates, staff reviewed the development projections and estimated the number of units based on specific areas expected to be built in the ten-year time span. These projections, coupled with Census 2016 data (per Metro Vancouver Regional Planning Publication), result in a projected population growth of 4,058. In summary, for DCC rate calculation purposes, the City estimates a 4,058 population increase based on projected development to 2028 in all areas except the 215A Levy Area (**Attachment 1**) and the Flavelle site.

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Table 2: Estimated Population (2018-2028)

Land Use	Projected Units	Population per Unit per Metro Vancouver Regional Population Projection	New Population
Residential Single-Family (SF) and Duplex	140	4.6*	644
Residential Laneway (LW)	160	1.5	240
Residential Townhouse	518	2.9	618
Multi-Residential (up to 6 storeys)	213	2.0	1,036
Residential Transit Oriented Development (TOD) (>6 storeys)	800	1.9	1,520
<b>Total</b>	<b>1,831</b>		<b>4,058**</b>

\*4.6 population per unit is based on 3.1 population per unit for SF plus 1.5 population per unit for secondary suite

\*\* Population excludes 215A Levy Area

### *Input to DCC Program – Infrastructure and Parkland Improvement Projects*

Once the expected growth for the DCC program is determined, a list of infrastructure and parkland improvement projects, consistent with the City's infrastructure master plans and eligible under the DCC program, was compiled. A full list of DCC projects can be found in **Attachment 2**.

### *Input to DCC Program – Parkland Acquisition*

Per resolution [CW19/014](#), parkland acquisition costs are based on the ratio of 2.5 hectares per 1,000 population. For a population growth of 4,058 people in the ten-year period of 2018-2028, 8.9 hectares of parkland is required to be funded by DCCs while 1.2 hectares of neighbourhood parks will be acquired through negotiations during the development process. To arrive at the parkland acquisition cost, staff applied an average purchase cost of \$2.5 million per hectare.

### *Total DCC Program Cost*

Table 3 shows the total DCC program cost per infrastructure category. The proposed Bylaw includes \$43.5 million in capital projects for sanitary sewer, drainage, roads, parkland acquisition, and parkland improvements. Of this total, \$28.0 million can be funded by DCCs and the remaining \$9.1 million would need to be funded by the City through other sources.

Table 3: DCC Capital Project Costs

Category	Total Cost	DCC Reserves	City Cost	DCC Recoverable Cost
Water	\$947,900	\$1,942,273	\$219,152	\$-
Sanitary Sewer	\$98,800	\$-	\$57,698	\$41,102
Drainage	\$3,125,000	\$407,818	\$1,141,808	\$1,575,374
Roads	\$11,278,000	\$2,939,939	\$5,809,211	\$2,528,850
Parkland Acquisition	\$22,317,350	\$2,380,050	\$223,174	\$19,714,126
Parkland Improvement	\$5,731,500	\$-	\$1,630,871	\$4,100,630
<b>Total</b>	<b>\$43,498,550</b>	<b>\$7,670,080</b>	<b>\$9,081,913</b>	<b>\$27,960,082</b>

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### Proposed DCC Rates

Based on the projected growth and the estimated cost of the program, staff determined the DCC Rates as shown in Table 4 below. These rates were endorsed by Council at the March 19 meeting.

Table 4: Proposed DCC Rates

Land Use	Unit of Measure	Water	Sanitary Sewer	Drainage	Roads	Parks	Total Rate
<b>Laneway Houses</b>	Dwelling unit	\$0	\$14.17	\$568	\$904	\$8,804	<b>\$10,290</b>
<b>Single-Family and Duplex</b>	Lot	\$0	\$54.44	\$2,924	\$3,478	\$26,998	<b>\$33,453</b>
<b>Multi-Residential Townhouses</b>	m <sup>2</sup>	\$0	\$0.20	\$5.79	\$6.95	\$130.86	<b>\$143.80</b>
<b>Multi-Residential up to six (6) storeys</b>	m <sup>2</sup>	\$0	\$0.15	\$3.32	\$9.05	\$105.29	<b>\$117.81</b>
<b>Multi-Residential TOD greater than six (6) storeys</b>	m <sup>2</sup>	\$0	\$0.17	\$4.91	\$7.30	\$120.03	<b>\$132.41</b>
<b>Commercial General/Institutional</b>	m <sup>2</sup>	\$0	\$0.16	\$6.74	\$40.47	\$ -	<b>\$47.37</b>
<b>Commercial TOD*</b>	m <sup>2</sup>	\$0	\$0.22	\$7.65	\$26.24	\$ -	<b>\$34.12</b>
<b>Industrial</b>	m <sup>2</sup>	\$0	\$0.25	\$29.93	\$10.67	\$ -	<b>\$40.85</b>

\*TOD = Transit Oriented Development

The DCC charges for typical sizes of laneway house, single-family, low-rise, and high-rise land use categories are shown below in Table 5. For the purposes of comparison, staff have used an average townhome size of 172m<sup>2</sup> to represent the low-rise land use designation and an average apartment size of 93m<sup>2</sup> to represent a high-rise land use designation. The DCCs shown are consistent with DCC practices in that a single-family home is expected to be charged a higher DCC than a townhome or apartment due to an increased servicing level required per household unit. For example, more linear metres of pipe will be required to service a single-family home than an apartment unit.



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Table 5: DCC Rates Comparisons for Residential Land Use Categories

Land Use	Unit of Measure	Typical Size*	Estimated DCC Fee per Unit
Residential Laneway (LW)	\$10,290 per Dwelling Unit	Laneway Home 90m <sup>2</sup> (968ft <sup>2</sup> )	\$10,290
Residential Single-Family (SF) and Duplex	\$33,453 per Lot	Small Lot SF Home 223m <sup>2</sup> (2,400ft <sup>2</sup> ) Infill SF Home 353m <sup>2</sup> (3,800ft <sup>2</sup> )	\$33,453
Low-Density Residential	\$143.80 per m <sup>2</sup>	Townhome 172m <sup>2</sup> (1,850ft <sup>2</sup> )	\$24,734
High-Density Residential	\$132.41 per m <sup>2</sup>	Apartment 93m <sup>2</sup> (1,000ft <sup>2</sup> )	\$12,314

\*Typical size of homes provided by Planning and Bylaws Divisions

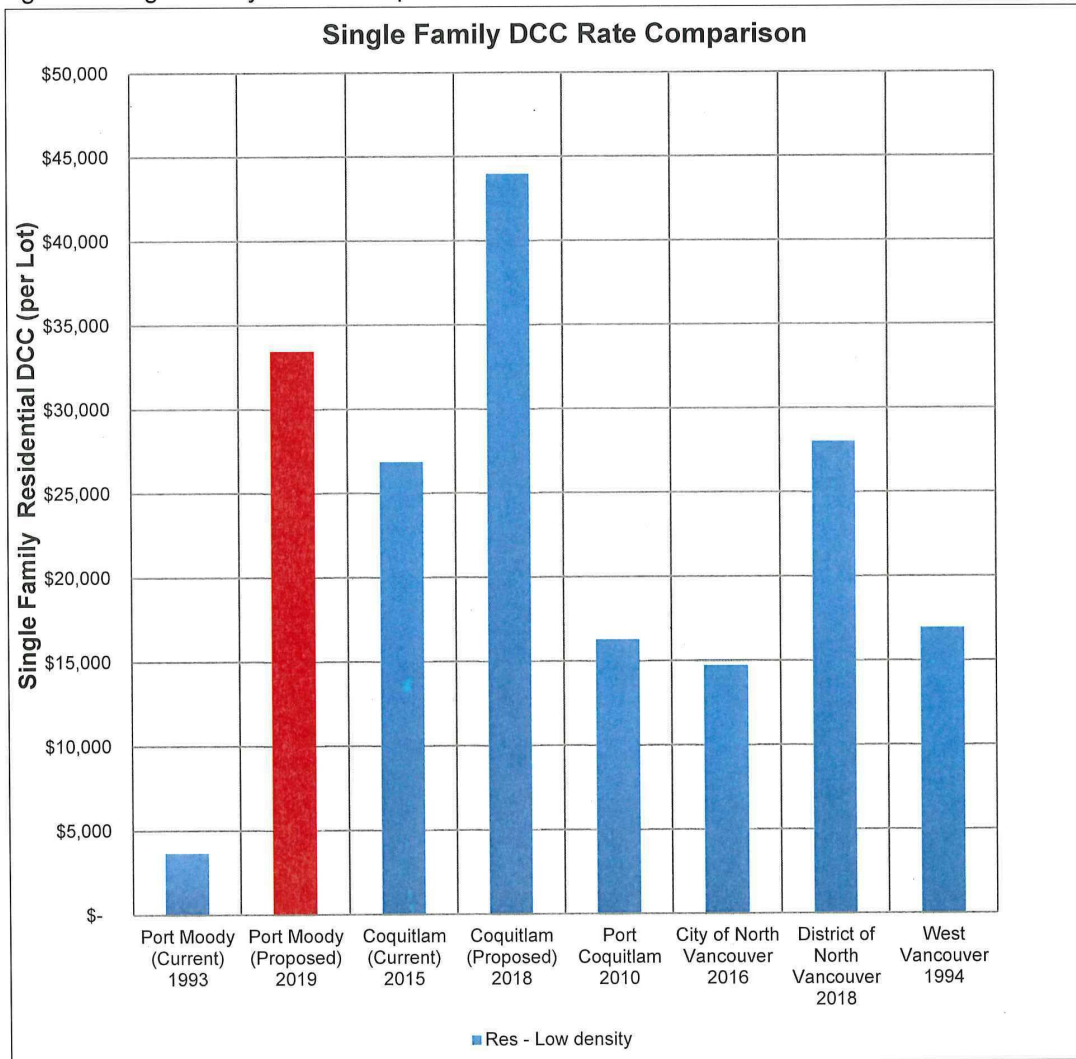
Comparison of DCCs Across Municipalities

A comparison between neighbouring municipalities was conducted. While a comparison shows the City's competitiveness for attracting development, it is important to note that DCCs are highly dependent on the anticipated level and type of development and the associated growth-related infrastructure required, which are unique to each individual municipality.

Comparison of Single-Family Residential DCCs is shown in Figure 1. Comparison of Low-Density DCCs is shown in Figure 2. Finally, comparison of High-Density DCCs is shown in Figure 3. In general, the proposed rates are generally in line with other comparable municipalities.

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Figure 1: Single Family DCCs Comparison

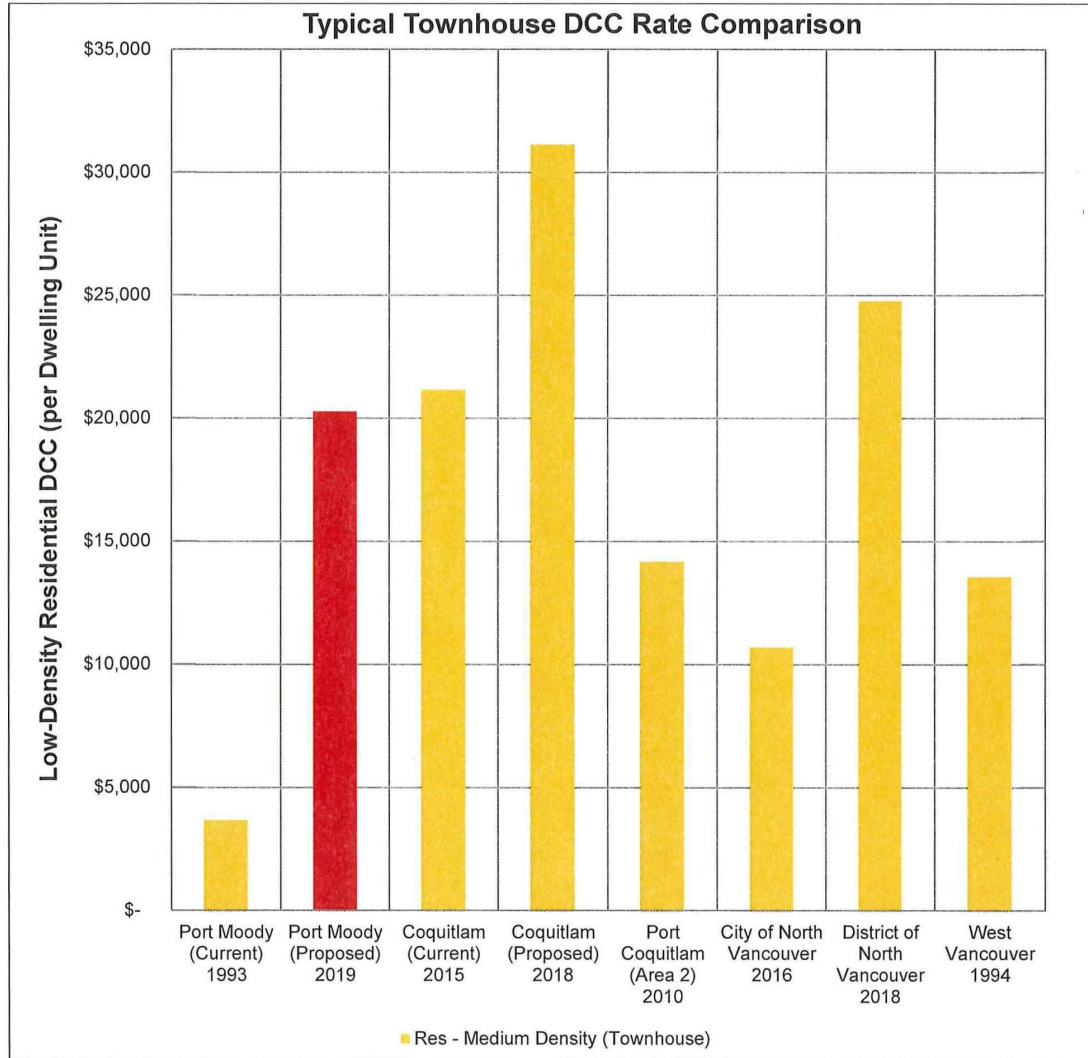


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Figure 2: Typical Townhouse DCCs Comparison

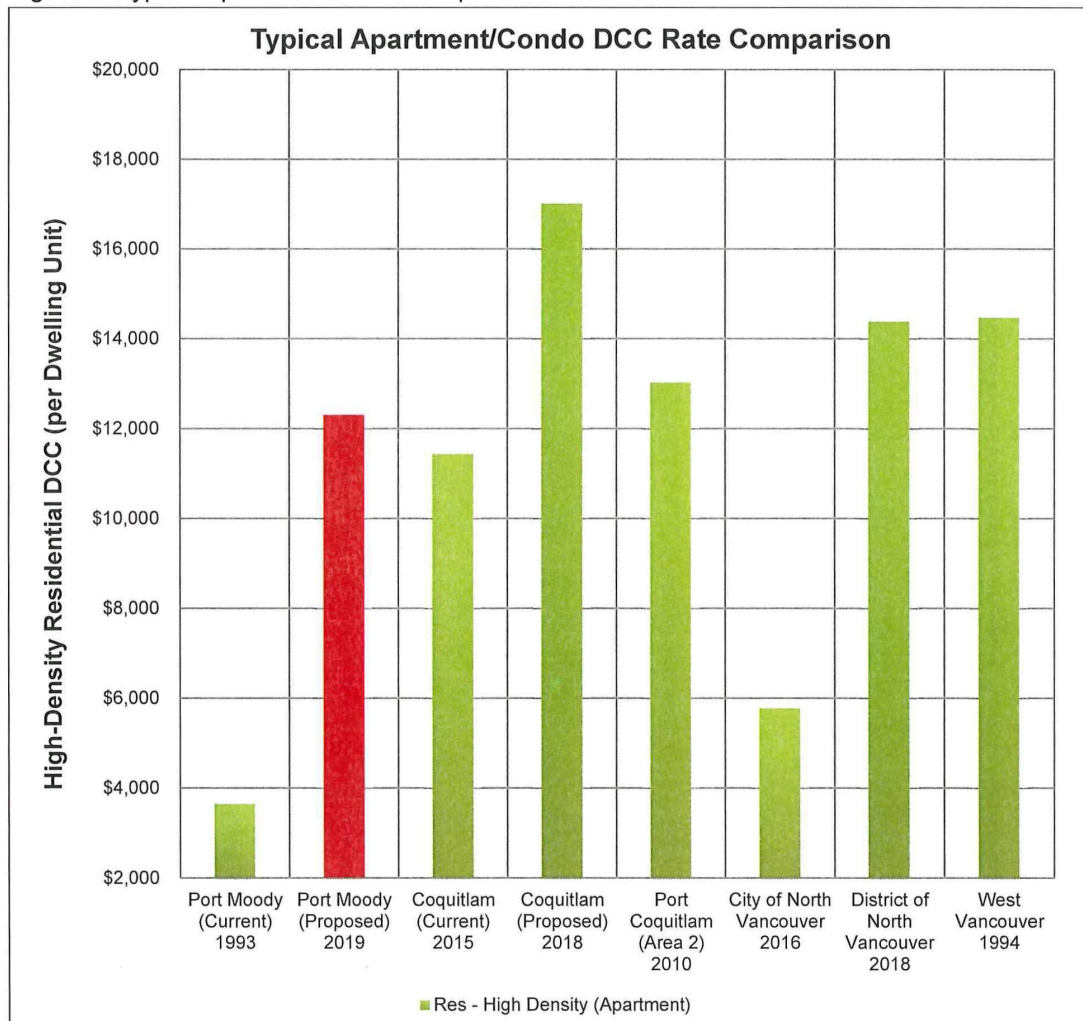


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Figure 3: Typical Apartment DCCs Comparison



DCC Waiver/Reductions

Per resolution [RC19/248](#), Council indicated the desire to reduce DCCs for the following types of developments allowable under the *Local Government Act*:

- not-for-profit rental housing, including supportive living housing (50% reduction of DCCs); and
- for-profit affordable rental housing (25% reduction of DCCs).

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As noted to Council previously, waiving or subsidizing any DCCs for the above categories will result in the City shouldering the burden of these costs in addition to the \$9.1 million that the City must fund as part of its contribution to the \$43.5 million DCC capital projects program. Funding would need to be provided through other sources such as general taxation. Note that, per provincial legislation, these costs cannot be re-distributed to other land use categories (e.g. Single-Family Residential to High-Density Residential) to recover the potential loss of revenue through waivers.

Any reductions or waivers for DCCs can be administered through a separate DCC waiver bylaw which does not require provincial approval. With the direction that Council provided on DCC waivers, staff will bring a DCC waiver bylaw for Council review. The aim is to have this waiver bylaw adopted at the same time as the DCC bylaw.

### DCC Information Session

Two information sessions were held on June 26, 2019 at City Hall. Invitations were sent to instream applicants, frequent developers in the City (Attachment 3), Urban Development Institute (UDI), Home Builders Association Vancouver (HAVAN), and the general public. All attendees were given a DCC information handout and feedback form.

A total of 20 people attended the information session including representatives from UDI and HAVAN. The feedback at the information sessions carried the following themes:

- requests to provide a list of projects listed in the DCC program;
- comments on single-family and duplex DCC rates and how they may encourage/discourage choice between sub-dividing or building larger homes;
- timelines for implementation of the new rates and waiver/reduction bylaw;
- whether phasing in the rates over a longer period of time can be considered;
- the question of charging for single-family and duplex homes on a square metre basis rather than by lot – the larger the home, the higher the DCC charge;
- questions about parkland acquisition inclusion in the DCC rates; and
- the question of possibility of providing waivers or incentives for heritage homes.

To date, four feedback forms have been received. A summary of the submitted feedback can be found in **Attachment 4**.

### DCC Bylaw

With this report, staff are seeking third reading of the Development Cost Charges Bylaw, No. 3054 and direction from Council to forward the Bylaw and associated supporting documents to the Province. The proposed bylaw can be found in **Attachment 6**. The current bylaw is included for reference as **Attachment 5**.

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Material changes from the draft bylaw first and second readings are summarized below:

Item	Rationale for Change
DCC Rate fee structure changed	Inputs on population growth, development projection, parkland acquisition, and list of capital projects; rates endorsed by Council.
Removed exemption for “three or less units”	Council direction.
CPI removed	CPI increases are not permitted per DCC Best Practices Guide. Any proposed inflation adjustment methodologies need pre-approval by the Ministry.
Added clarity on the Single Family category regarding Secondary Suites	Land Use category changed to “Single Detached Residential or Duplex, whether or not including Secondary Suites”.
Effective Date changed from November 4, 2019 to Date of Bylaw Adoption	Ensure bylaw does not need further changes in case provincial review takes longer than expected.

## Other Options

THAT staff be directed to revise City of Port Moody Development Cost Charges Bylaw, 2019, No. 3054 as directed by Council.

## Financial Implications

An up-to-date DCC Bylaw has significant financial benefits by enabling the City to collect a fair share of the cost of new infrastructure from new developments. It should be noted that only a portion of DCC-eligible projects can be funded through DCCs. The cost of projects that benefit both existing and future populations are proportioned to the new population under DCC rules.

The proposed Bylaw includes \$43.5 million in capital projects for sanitary sewer, drainage, roads, parkland acquisition, and parkland improvements. Of this total, \$28.0 million can be funded by DCCs and the remaining \$9.1 million would need to be funded by other sources, which could include general taxation, density bonus revenue, or community amenity contributions. The City's share of capital costs should be included in the Financial Plan, as noted in the Province's DCC Best Practices Guide.

## Communications / Civic Engagement

The feedback received from the information session held on June 26, 2019 has been compiled and can be found in **Attachment 4**. The information session was attended by developers, UDI, HAVAN, and the general public. The total count of attendees was 20 people in both sessions. These information sessions satisfy the requirement set forth in the DCC Best Practices Guide.

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## **Council Strategic Plan Objectives**

The recommendations in this report align with Council's 2019-2022 Strategic Plan of Economic Prosperity: Foster an environment where the City's financial position is sustainable; and of Community Evolution: Ensure City assets are optimized, maintained, and funded for current and future needs.

## **Attachments:**

1. Map of 215A Area.
2. List of DCC Projects.
3. List of Developers.
4. Information from Feedback Forms (Online/Hardcopy).
5. Current Development Cost Charges Bylaw No. 1801 and Amendment Bylaw, No. 2142.
6. Proposed City of Port Moody Development Cost Charges Bylaw, 2019, No. 3054

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<p><b>Prepared by:</b></p>    <hr/> <p>Shashi Bandara, EIT Project Engineer</p>	<p><b>Reviewed by:</b></p>   <hr/> <p>Kim Law, P.Eng. Manager of Project Delivery Services</p>  <hr/> <p>Jeff Moi, P.Eng. PMP General Manager of Engineering and Operations</p>
<p><b>Reviewed for Form and Content / Approved for Submission to Council:</b></p>	
<p><i>City Manager's Comments</i></p>    <hr/> <p>Tim Savoie, MCIP, RPP City Manager</p>	
<p><b>Corporate Review</b></p>	
Communications and Engagement	Initials 
Finance and Technology (Financial Services, Information Services)	
Planning and Development	
Environment and Parks	

Per

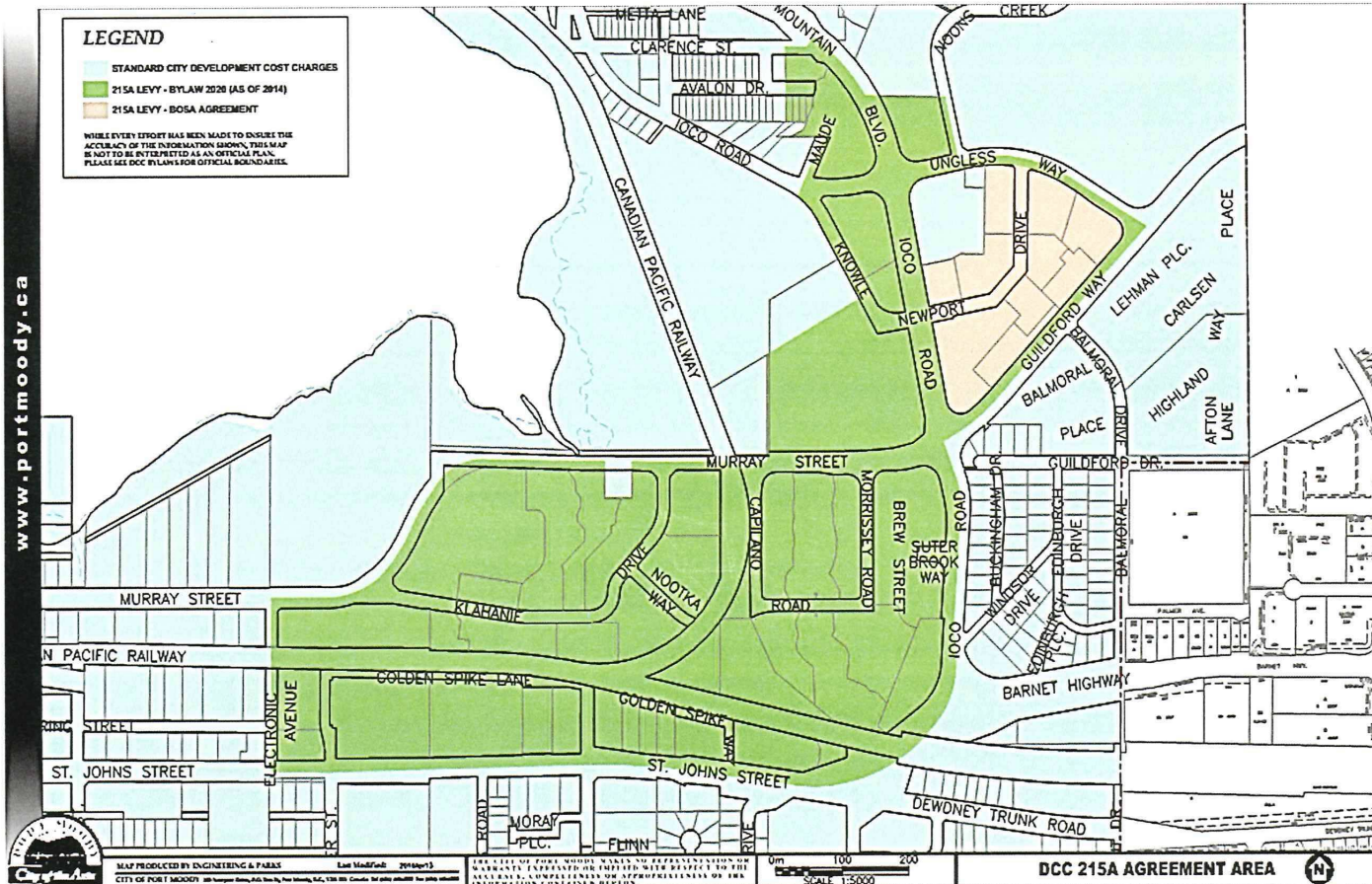


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Attachment 1

Attachment 1: Map of 215A Area



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Attachment 2

## Attachment 2: List of DCC Projects

Name	Total Cost	Project Timing
109m HGL Pressure Zone Split Feasibility Study	\$30,000	2019
Water Quality Improvement Study	\$30,000	2019
Pipe upgrade along Charles Street from Clarke Street to end of cul-de-sac	\$86,400	2023
Pipe upgrade along Clarke Street from Barnet Highway to end of Clarke Street	\$130,500	2024
Pipe upgrade south along Balmoral Drive and west along Edinburgh Drive to Edinburgh Place	\$181,700	2025
Pipe upgrade along Clarke Road (north side) from Tuxedo Drive to St. Andrews Street	\$241,900	2026
Pipe upgrade along St. Johns Street (south side) from Hugh Street to Moody Street	\$71,400	2027
Install two additional hydrants off the British America line to strengthen system redundancy	\$32,000	2022
Install flow meter on the BA line at the Dewdney source	\$124,000	2022
Add a water sampling station on BA line at Dewdney source	\$2,000	2022
Determine if the BA line is connected to the City's 109 zone at Queens Street and Spring Street	\$18,000	2022
Flow Monitoring Program in MV trunk sewers	\$30,500	2019
Flow Monitoring Program in Port Moody Trunk Sewers	\$18,300	2019
Sanitary Sewer System upgrade	\$3,000	2019
Pipe upgrade along Columbia Street	\$47,000	2022
North Shore Integrated Stormwater Management Plan (1)	\$250,000	2019
Moody Centre Drainage Study (2)	\$75,000	2019
Develop Rainwater Management Guidelines	\$50,000	2019
Develop Source Control Education and Outreach Program	\$100,000	2020
Dallas Creek Daylighting Study	\$50,000	2021
Chines groundwater monitoring study	\$200,000	2022
Chines Environmental Enhancements	\$600,000	2023
Upgrade Minor and Major Pipe Systems in Chines Lowlands	\$1,800,000	2027
Hugh Street-St. Georges to Spring Street	\$75,000	2019
Henry Street- East of Terra Vista Place to Buller Street	\$45,000	2022
Moody Street-Henry Street to St. George Street	\$45,000	2026
Douglas Street-Spring Street to St. George Street	\$42,000	2019
Moody Street-St. Johns Street to Clarke Street	\$140,000	2020
loco Road-Newport Drive To Murray Street	\$160,000	2021
Clarke Road-St. George Street to St. Johns Street	\$300,000	2022
Dewdney Trunk Road-St. Johns Street to Coquitlam	\$42,000	2023
St. Johns Street-Moody Street to Dewdney Trunk Road	\$480,000	2024
Clarke Road-Moody Street to Barnet Highway	\$620,000	2025
Moody Street-St. John Street to St. George Street	\$20,000	2026
St. Johns Street Design Works	\$100,000	2027
St. Johns Street at Moray Street Capacity Improvements	\$84,000	2019
Moody Street at Clarke Road Detection System	\$70,000	2023
Clarke Street and Grant Street	\$490,000	2027
Barnet Highway at loco Road	\$560,000	2020
Clarke Street and Elgin Street	\$100,000	2023
Murray Street and Electronic Avenue	\$490,000	2026
OP: Williams Street-Murray Street	\$5,600,000	2022

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Attachment 2

Name	Total Cost	Project Timing
Clarke Road and Seaview Drive New Half Signal	\$315,000	2022
St. Johns Street-Barnet Highway (west of Moody Street)	\$1,500,000	2028
City Park acquisition	\$12,173,100	Ongoing
Community Park acquisition	\$10,144,250	Ongoing
Rocky Point Park	\$1,000,000	2020
Park Upgrades – Kyle	\$250,000	2019
Park Upgrades – Old Orchard	\$450,000	2019
Park Upgrades – Westhill	\$250,000	2020
Park Upgrades – Inlet	\$3,181,500	2019
Park – development of new parks	\$600,000	2022
<b>Total</b>	<b>\$43,498,550</b>	

# Considered at the Regular Council Meeting Held on July 23, 2019

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Item 9.3  
Attachment 3

## **Attachment 3: List of Developers**

1. Onni Group of Companies
2. Polygon Homes Ltd.
3. Bosa Development
4. ParkLane Homes Ltd.
5. Mosaic
6. Appia Developments
7. Woodbridge Homes Ltd
8. BOLD Properties
9. Anthem Properties
10. Centro Properties Group
11. PC Urban

## Considered at the Regular Council Meeting Held on July 23, 2019

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Attachment 4

### Attachment 4: Information from Feedback Forms (Online/Hardcopy)

Date	I am a	Comment
July 2, 2019	Developer	I would like to clarify that DCC's are not paid by Developers. Like most other costs in new development, DCC's are flow-through costs that are paid by the end-user such as home-buyers, renters and commercial.
July 4, 2019	Port Moody Resident	Why is there a delay in implementing the bylaw and when will the new DCC rates take effect? Please provide a written overview on the website on the reasons for the long interval between the old and new rates for the benefit of those who did not attend the information sessions. There is a dialog out in the community that this delay is due to incompetence on the part of staff or previous councils and that as a result of the lengthy delay the city has lost many millions of \$\$\$ of revenue for infrastructure. The narrative should be included in the website to set the record clear regarding the history of the OCP and DCC changes.
July 5, 2019	Developer	Does the city have specific park acquisition sites planned for as is required by the provincial best practices guidelines?
July 5, 2019	Port Moody Resident	I am in support of the new DCC rates, however since the rates have not been increased for over 30 years, the burden now on new development will be that much higher.

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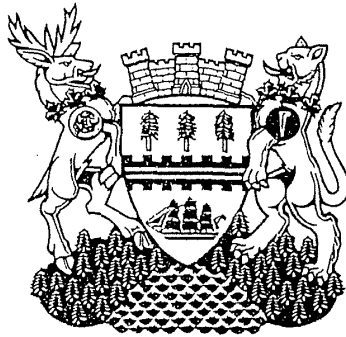
Item 9.3  
Attachment 5

**CITY OF PORT MOODY**  
**DEVELOPMENT COST CHARGES BYLAW, 1986**  
**NO. 1801**

**AND**

**AND AMENDMENT BYLAW**  
**NO. 2142**

**CONSOLIDATED FOR CONVENIENCE**



**JUNE, 1993**

# Considered at the Regular Council Meeting Held on July 23, 2019

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Item 9.3  
Attachment 5  
Bylaw No. 1801

- 2 -

**NOW THEREFORE** the Council of the City of Port Moody in open session assembled enacts as follows:

## **1. TITLE**

This Bylaw may be cited for all purposes as "City of Port Moody Development Cost Charges Imposition Bylaw, 1986" No. 1801.

## **2. REPEAL**

The following Bylaws are hereby repealed:

- 2.1 Bylaw No. 1595 - "City of Port Moody Development Cost Charges Imposition Bylaw, 1983"
- 2.2 Bylaw No. 1656 - "City of Port Moody Development Cost Charges Imposition Bylaw 1983, Amendment Bylaw No. 1, 1983"
- 2.3 Bylaw No. 1727 - "City of Port Moody Development Cost Charges Amendment Bylaw, 1984"

## **3 LEGISLATION**

3.1 Every person who obtains:

- 3.1.1 Approval of the subdivision of a parcel of land under the land title legislation or the Condominium Act: or
- 3.1.2 a building permit authorizing the construction or alteration of buildings or structures for any purpose other than the construction of three (3) or less self-contained dwelling units: or
- 3.1.3 a building permit authorizing construction, alteration, or extension of a building or structure, other than a building or portion of it used for residential purposes, where the value of the work exceeds Fifty Thousand Dollars (\$50,000.00) or another amount that the Minister may prescribe.

shall pay at the time of the approval of the subdivision or the issue of the building permit, as the case may be, to the municipality, the applicable development cost charges as set out in Schedule "A" hereto for the Lands within the different areas defined in Schedule "B" hereto, which said schedules are hereby incorporated with and made part of this Bylaw.

**SCHEDULE 'A' REPLACED BY AMENDMENT  
BYLAW NO. 2142 AS FOLLOWS**

**SCHEDULE "A"**

SCHEDULE OF DEVELOPMENT COST CHARGES IMPOSED UPON THOSE AREAS  
DEFINED BY THE PLAN WHICH IS SCHEDULE "B" TO BYLAW NO. 2142

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<b>PURPOSES</b>	<b>CHARGE</b>	<b>UNIT CHARGE</b>
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**1. HIGHWAY FACILITIES**

- |                 |          |  |
|-----------------|----------|--|
| (A) Residential | \$1,796. | For each self-contained dwelling unit, including self-contained dwelling units in mixed use structures, permitted by the applicable zoning at the time of subdivision or allowed by the building permit.   |
| (B) Commercial  | \$1,796. | For each 214 M <sup>2</sup> and portion thereof of gross floor area defined as the total area of all the floors, measured to the extreme outer limits of the building including all areas such as corridors, hallways, landings, foyers, staircases, stairwells, enclosed balconies, mezzanines, enclosed porches or verandas, elevators, shafts and accessory buildings, except those used for parking permitted by the applicable zoning at time of subdivision or allowed by the building permit. |
| (C) Industrial  | \$1796.  | For each 450 M <sup>2</sup> and portion thereof of the area of the parcel proposed to be subdivided or built upon.   |



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Item 9.3  
Attachment 5  
Bylaw No. 1801

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<b>PURPOSES</b>	<b>CHARGE</b>	<b>UNIT CHARGE</b>
<b><u>4. DRAINAGE</u></b>		
(A) Residential	\$ 201.	For each self-contained dwelling unit, including self-contained dwelling units in mixed use structures, permitted by the applicable zoning at the time of subdivision or allowed by the building permit.
(B) Commercial	\$ 201.	For each 214 M <sup>2</sup> and portion thereof of gross floor area defined as the total area of all the floors, measured to the extreme outer limits of the building including all areas such as corridors, hallways, landings, foyers, staircases, stairwells, enclosed balconies, mezzanines, enclosed porches or verandas, elevators, shafts and accessory buildings, except those used for parking permitted by the applicable zoning at time of subdivision or allowed by the building permit.



# City of Port Moody

## Bylaw No. 3054

**WHEREAS** Council of the City of Port Moody (Council), as authorized under the *Local Government Act*, RSBC 2015, Chapter 1, section 559 may, by bylaw, impose Development Cost Charges for the purpose of providing funds to assist the City of Port Moody (City) to pay 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 park land to service, directly or indirectly, developments for which the charges are being imposed;

**AND WHEREAS** in setting Development Cost Charges, Council has taken into consideration future land use patterns and development; the phasing of works and services; the provision of park land described in City of Port Moody Official Community Plan Bylaw, 2014, No. 2955; how development designed to result in low environmental impact may affect the capital costs of infrastructure (sewer, water, drainage, highway facilities other than off-street parking, and park land); and considers that the charges:

- are not excessive in relation to the capital cost of prevailing standards of service in the City;
- will not deter development;
- will not discourage the construction of reasonably priced housing or of reasonably priced serviced land; and
- will not discourage development designed to result in a low environmental impact;

**AND WHEREAS** Council considers that the Development Cost Charges to be imposed by this Bylaw are related to capital costs attributable to projects included in the City's financial plan, and are consistent with City of Port Moody Official Community Plan Bylaw, 2014, No. 2955;

**NOW THEREFORE** the Council of the City of Port Moody enacts as follows:

### 1. Citation

1.1 This Bylaw may be cited as "City of Port Moody Development Cost Charges Bylaw, 2019, No. 3054."

### 2. Repeal

2.1 Development Cost Charges Imposition Bylaw, 1986, No. 1801 and all amendments thereto are hereby repealed.

### 3. Definitions

#### 3.1 In this Bylaw,

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

**City** means the City of Port Moody;

**Commercial, General** means a use providing for the sale of goods and services, including retail, personal services, and entertainment uses;

**Commercial, TOD** means a use providing for the sale of goods and services within an area designated as a Transit-Oriented Development area;

**Development** means:

- (a) a subdivision and a proposed subdivision; or
- (b) the construction, alteration, or extension, and a proposed construction, alteration, or extension of a building or structure for which a building permit is required;

**Duplex (Semi-Detached Residential)** means a residential use in which a building on a lot is used for two (2) independent dwelling units in a variety of configurations, neither of which is a Detached Accessory Dwelling Unit (DADU) or Secondary Suite;

**Effective Date** means the date on which this Bylaw is adopted by Council for the City;

**Excluded Area**, in respect of Development, means the area identified as Excluded Area in Schedule "B" of this Bylaw;

**Industrial** includes both industrial use and light industrial use as defined in the Zoning Bylaw;

**Institutional** means a use providing for a public function or civic purpose, including:

- (a) federal, provincial, and local government offices, courts, jails, and correctional facilities;
- (b) public schools, colleges, hospitals, libraries, and museums;
- (c) public parks, playgrounds, and cemeteries;
- (d) municipal community centres, swimming pools, and public works yards; fire, police, ambulance stations; and
- (e) cultural, artistic, or heritage facilities or services, but does not include a commercial or industrial use;

**Laneway House** (Detached Accessory Dwelling Unit) means a dwelling unit in the rear yard of a single detached residential lot that is separate from and subordinate in scale to the principal dwelling unit on the lot and which may not be stratified;

**Major Change** means a change to the scope of work authorized by a building permit which results in either:

- (a) an increase by five percent (5%) or more in the cumulative total footprint of the dwelling units, the building area, the number of dwelling units within a building or on a lot, or the developed area of a lot; or
- (b) a change to the zone or land use on which the development cost charges was based;

**Minor Change** means a change to the scope of work authorized by a building permit which results in an increase by less than five percent (<5%) in the cumulative total footprint of the dwelling units, the building area, the number of dwelling units within a building or on a lot, or the developed area of a lot;

**Multi-Residential** means a residential use in a building divided into not less than three (3) dwelling units, including triplex, quadplex, townhouse, and apartment forms;

**Multi-Family TOD** means a Multi-Residential development within an area designated as a Transit-Oriented Development area;

**Residential** means a use providing for the accommodation and home life of a person or persons, and the activities customarily accompanying and subordinate to that use including incidental horticulture, recreation, enclosed storage, and the keeping of household pets where such animals are normally kept within a Dwelling Unit;

**Secondary Suite** means one additional Dwelling Unit that is located within and is accessory to a Single Detached Residential building or a Duplex that is the principal dwelling on the same lot in accordance with the Zoning Bylaw;

**Single Detached Residential Unit** has the same meaning as defined in the Zoning Bylaw;

**Transit Oriented Development** or **TOD** means a development within the Moody Centre Station Area TOD or the Inlet Centre Station TOD Area as designated in City of Port Moody Official Community Plan Bylaw, 2014, No. 2955; and

**Zoning Bylaw** means City of Port Moody Zoning Bylaw, 2018, No. 2937.

- 3.2 Except as otherwise defined, words and phrases in this Bylaw have the same meanings as in the *Local Government Act*, the *Community Charter*, the Zoning Bylaw, and the *Interpretation Act*, as the context and circumstances require. A reference to a statute refers to a statute of British Columbia, and a reference to any statute, regulation, bylaw, or other enactment refers to that enactment as it may be amended or replaced from time to time.

3.3 If any portion of this Bylaw is held to be invalid by a court of competent jurisdiction, that portion is severed and the remainder of this Bylaw remains in force and effect.

#### 4. Development Cost Charges Payable

4.1 The development cost charges established in this Bylaw apply to every Development in the City that is not within the Excluded Area.

4.2 Subject to section 7, every person who obtains:

- (a) approval of a subdivision under the *Land Title Act* or *Strata Property Act*; or
- (b) a Building Permit authorizing the construction, alteration, or extension of a building or other structure

must pay to the City, at the time of approval of the subdivision or the issue of the Building Permit, as the case may be, the applicable development cost charge established in Schedule A.

4.3 Without limiting the generality of subsection 4.2, development cost charges apply to a Building Permit that authorizes the construction, alteration, or extension of a building that will, after the construction, alteration or extension, contain one (1) or more self-contained residential Dwelling Units other than a Building Permit for a Secondary Suite within an existing Single Detached Residential Unit or a Duplex.

4.4 Subject to the *Local Government Act* sections 511 and 568, as applicable, development cost charges under this Bylaw are assessed and payable at the following times:

- (a) in the case of a Residential subdivision other than for a Multi-Residential building, at the time the application for subdivision is complete on its face and submitted, along with applicable fees, in a form acceptable to the approving officer for the City for processing approval; and
- (b) in other circumstances, at the time a building permit is issued,

but may be paid by way of instalments in accordance with the *Development Cost Charge (Instalments) Regulation*, B.C. Reg. 166/84.

#### 5. Calculation of Charges

5.1 Development cost charges shall be calculated in accordance with Schedule "A" based on the use or combination of uses within the Development.

5.2 For a mixed-use Development, the applicable development cost charges will be calculated separately for each portion of the Development contained in the Building Permit or subdivision application in accordance with the zoning and land uses identified in Schedule "A".

## 6. Changes to Work Authorized by a Building Permit

- 6.1 For a Minor Change to a Building Permit, development cost charges will be recalculated to include the increase in building area, developed area, or dwelling units. The difference between the original development cost charge amount and the recalculated cost charge amount shall be paid to the City prior to the issuance of the revised permit.
- 6.2 For a Major Change to a Building Permit, development cost charges will be recalculated for the entire project. The difference between the original development cost charge amount and the recalculated cost charge amount shall be paid to the City prior to the issuance of the revised permit.

## 7. Exemptions

7.1 Section 4 does not apply:

- (a) 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) or section 224(2)(f) of the *Community Charter [places of public worship]*;
- (b) in relation to the construction, alteration, or extension of self-contained dwelling units in a building authorized under a Building Permit if each unit is no larger in area than 29 square metres and is used only for residential use; or
- (c) to a 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.

## 8. Effective Date

8.1 This Bylaw will come into force on the Effective Date.

## 9. Attachments and Schedules

9.1 Schedules "A" and "B" are attached to and form part of this Bylaw.

**Read a first time** this 25<sup>th</sup> day of July, 2017.

**Read a second time** this 25<sup>th</sup> day of July, 2017.

**Read a third time as amended** this \_\_\_ day of \_\_\_\_\_, 2019

**Reviewed and Approved by the Inspector of Municipalities** this \_\_\_ day of \_\_\_\_\_, 2019

**Adopted** this \_\_\_ day of \_\_\_\_\_, 20

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Acting Mayor

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D. Shermer  
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3054 of the City of Port Moody.

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D. Shermer  
Corporate Officer

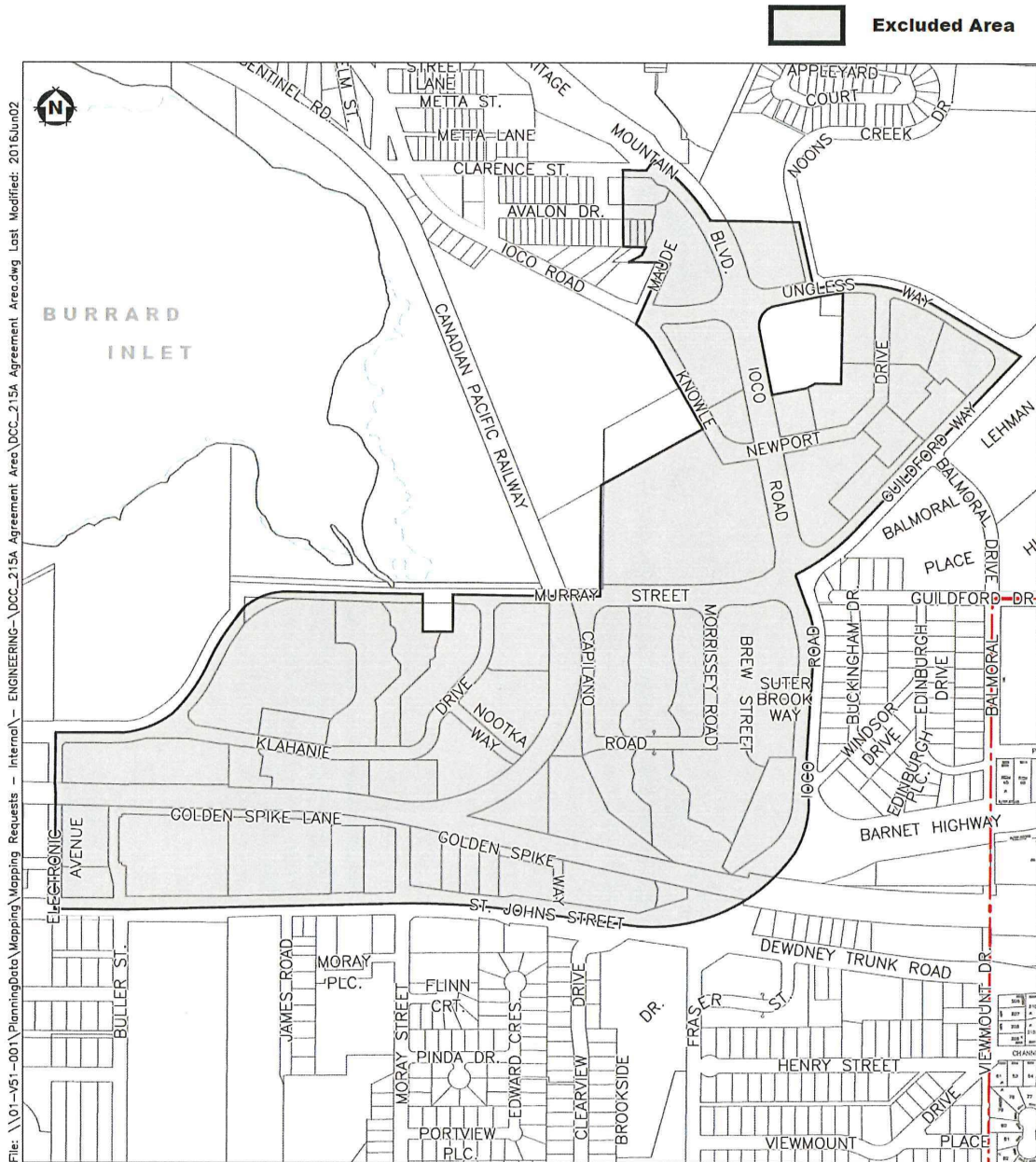
**SCHEDULE "A"**  
**to Development Cost Charges Bylaw, 2019, No. 3054**

The following Development Cost Charges apply to Development within all areas except those shown on Schedule "B":

<b>Land Use</b>	<b>Measure</b>	<b>Water</b>	<b>Sanitary Sewer</b>	<b>Drainage</b>	<b>Roads</b>	<b>Parks</b>	<b>Total</b>
<b>Laneway Houses</b>	Dwelling unit	\$0	\$ 14.17	\$ 568.00	\$ 904.00	\$ 8,804.00	<b>\$ 10,290.00</b>
<b>Single Detached Residential or Duplex, whether or not including Secondary Suites</b>	Lot	\$0	\$ 54.44	\$ 2,924.00	\$ 3,478.00	\$ 26,998.00	<b>\$ 33,453.00</b>
<b>Multi-Residential Townhouses</b>	Square metre	\$0	\$ 0.20	\$ 5.79	\$ 6.95	\$ 130.86	<b>\$ 143.80</b>
<b>Multi-Residential (Up to 6 storeys)</b>	Square metre	\$0	\$ 0.15	\$ 3.32	\$ 9.05	\$ 105.29	<b>\$ 117.81</b>
<b>Multi-Residential TOD greater than 6 storeys</b>	Square metre	\$0	\$ 0.17	\$ 4.91	\$ 7.30	\$ 120.03	<b>\$ 132.41</b>
<b>Commercial General/Institutional</b>	Square metre	\$0	\$ 0.16	\$ 6.74	\$ 40.47	\$ -	<b>\$ 47.37</b>
<b>Commercial TOD</b>	Square metre	\$0	\$ 0.22	\$ 7.65	\$ 26.24	\$ -	<b>\$ 34.12</b>
<b>Industrial</b>	Square metre	\$0	\$ 0.25	\$ 29.93	\$ 10.67	\$ -	<b>\$ 40.85</b>



**SCHEDULE "B"**  
**to Development Cost Charges Bylaw, 2019, No. 3054**



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