

## BACKGROUND REPORT

# Town of Gibsons

## Development Cost Charge Review



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## **APPENDICES**

Appendix A Existing Town of Gibsons Development Cost Charge Bylaw No. 670

## EXECUTIVE SUMMARY

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

- **Part 1** of the report outlines the purpose of the DCC review and includes information on the enabling legislation, DCCs levied by other authorities, and the use of the DCC Best Practices Guide.
- In **Part 2**, the public consultation process is reviewed.
- **Part 3** outlines the guiding principles used to develop the DCC program and identify DCC recoverable costs. This part discusses the time frame for the DCC program, the explanation for applying DCCs on a Town-wide basis, the allocation of costs between existing and new development, the municipal assist factor, and units of charge.
- In **Part 4**, growth projections for the Town are presented. Based on the Town's Official Community Plan and confirmation of projections with staff, the growth for the different land uses is forecast.
- **Parts 5 through 8** summarize the costs of each DCC program (i.e. transportation, water, sanitary sewer, and drainage). The total capital costs for each service and the total DCC program costs are as follows:

**Table E.1**  
**Total DCC Program Costs**

Service	Total Capital Costs	DCC Recoverable Program Costs	Municipal Costs <sup>(1)</sup>
Transportation	\$25,578,078	\$20,245,963	\$5,332,115
Water	\$7,027,482	\$4,125,052	\$2,902,430
Sanitary Sewer	\$6,767,416	\$4,938,864	\$1,828,552
Drainage	\$6,632,088	\$6,565,878	\$66,210
<b>Total</b>	<b>\$46,005,064</b>	<b>\$35,875,757</b>	<b>\$10,129,307</b>

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

Parts 5 to 8 also show how the DCC rates are calculated using the information from Parts 3 and 4. The proposed DCC rates are shown in Table E.2 on the following page.

- **Part 9** includes information on implementation issues such as exemptions to the bylaw, grace periods, DCC rebates and credits, as well as suggestions for monitoring and accounting related to the DCC bylaw.

**Table E.2**  
**Town of Gibsons Proposed DCC Rate Summary**

Land Use	Transportation	Drainage	Water	Sanitary Sewer	Total	Units	When Payable
Single-Detached Dwelling	\$9,939.89	\$3,324.73	\$2,242.41	\$2,462.20	\$17,969.23	per lot/ per dwelling unit	Subdivision approval (or if subdivision is not required, then at building permit issue) <sup>(e)</sup>
Duplex	\$6,431.70	\$1,928.34	\$1,949.92	\$2,141.04	\$12,451.00	per dwelling unit	Building permit issue (or at subdivision approval if lot is solely for duplex use)
Townhouse / Cluster Residential <sup>(a)</sup>	\$49.47	\$14.83	\$15.00	\$16.47	\$95.78	per m <sup>2</sup> floor space	Building permit issue
Apartment <sup>(b)</sup>	\$65.38	\$13.89	\$18.51	\$20.33	\$118.10	per m <sup>2</sup> floor space	Building permit issue
Commercial or Institutional <sup>(c)</sup>	\$77.96		\$4.87	\$5.35	\$88.19	per m <sup>2</sup> gross building floor space	Building permit issue
		\$106,391.29			plus \$106,391.29	per net hectare	
Industrial <sup>(d)</sup>	\$27.29		\$5.12	\$5.62	\$38.02	per m <sup>2</sup> gross building floor space	Building permit issue
		\$66,494.56			plus \$66,494.56	per net hectare	

(a) Townhouse and cluster residential development to be charged on a per m<sup>2</sup> floor space basis up to a maximum of \$17,969 per dwelling unit.

(b) Apartment development to be charged on a per m<sup>2</sup> floor space basis up to a maximum of \$12,451 per dwelling unit.

(c) For commercial and institutional uses, the total DCCs payable is the sum of transportation, drainage, water, and sanitary sewer DCCs.

(d) For industrial uses, the total DCCs payable is the sum of transportation, drainage, water, and sanitary sewer DCCs.

(e) Collection of single-detached dwelling DCCs would only occur at time of building permit if DCCs were not previously collected at time of subdivision (e.g. for a comprehensive development)

# **PART 1: BACKGROUND**

## **Points Covered**

- Purpose of this Review
- Legislative and Regulatory Background
- Bill 27
- DCCs Levied by Other Authorities
- DCC Best Practices Guide



## 1.1 Purpose of this Review

The Town's current Development Cost Charges (DCCs) are levied in accordance with the provisions of Bylaw No. 670 (Town of Gibsons Development Cost Charges Bylaw). Bylaw No. 670 levies DCCs for transportation (roads), water, sanitary sewer, and drainage. DCCs are levied on a Town-wide (as opposed to area-specific) basis.

Although there have been minor amendments to Bylaw No. 670 in recent years, the Town's last comprehensive DCC review occurred in 2007. This 2015/16 update builds upon the 2007 program to reflect updated growth projections, the addition of new DCC projects where applicable, the application of construction cost increases to projects that are maintained within the program, and the removal of certain completed projects from the DCC program.

The updated DCC program is designed to reflect various recent planning initiatives, such as:

- 2015 Official Community Plan update;
- 2015 Water Supply Strategy Update;
- 2008 Wastewater Collection Strategic Plan and Financial Plan;
- 2014 Planning for Prowse Road Pump Station Upgrade and 2015 Planning for Wastewater Treatment Plant Upgrade; and,
- 2010 Integrated Stormwater Management Plan.

Throughout the DCC review, the Town has worked to ensure consistency between the proposed DCC program and the Town's overall planning and financial objectives.

The proposed DCC program is designed to ensure that the people who will use and benefit from the services provided pay their share of the costs in a fair and equitable manner. A review of the growth potential for residential and non-residential development was completed as part of this DCC update. The proposed DCC program creates certainty by providing stable charges to the development industry and by allowing the orderly and timely construction of infrastructure.

It should be noted that the material provided in the background report is meant for information only. Reference should be made to the current DCC Bylaw that is adopted and in force, in order to determine the appropriate, currently applicable DCC rates for each land use category and infrastructure type.

## 1.2 Legislative and Regulatory Background

Development cost charges are special charges collected by local governments to help pay for infrastructure expenditures required to service growth. The *Local Government Act* provides the

authority for municipalities to levy DCCs. The purpose of DCCs is to assist the municipality with accommodating development by providing a dedicated source of funding for the capital costs of:

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

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

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

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

### **1.3 Bill 27**

On May 29, 2008 the Provincial Government enacted new legislation pertaining to DCCs. The legislative changes include the option for municipalities to exempt or waive DCCs for the following classes of “eligible development”:

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

If the Town of Gibsons wishes to provide DCC waivers or reductions, it must adopt a DCC bylaw that establishes definitions for each class of “eligible development,” corresponding rates of reduction, and requirements that must be met in order to obtain a waiver or reduction. Council,



however, is not obligated to adopt any of these new provisions. To make up for any foregone DCC revenue, the Town would have to secure alternate revenue sources.

The Town could consider providing waivers for affordable housing. However, affordable housing would still have impacts on infrastructure, and other strategies exist to support the development of affordable housing. For example, the Town could provide grants-in-aid through its Affordable Housing Reserve Fund.

Furthermore, low impact or green development practices are not expected to have an impact on the Town's DCC program at this time (i.e. these practices are not expected to reduce the need for identified DCC projects). Therefore, providing DCC waivers or reductions for this type of development would not likely reflect a decreased impact on infrastructure.

#### **1.4 DCCs Levied by Other Authorities**

An SCRD regional water system provides service to a portion of Upper Gibsons, through a bulk water agreement between the SCRD and the Town of Gibsons. For developing properties in this area, the Town collects equivalent DCC payments, payable at time of subdivision or building permit. These payments are currently:

- \$2,450 per additional lot created through residential subdivision;
- \$2,450 per dwelling unit for a residential building with more than three self-contained units, charged at time of building permit; and,
- \$2,450 per 500 square meters of floor area or portion thereof for non-residential uses, charged at time of building permit.

It is our understanding that the School District does not have a school site acquisition charge in the Town of Gibsons.

#### **1.5 Use of DCC Best Practices Guide**

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

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

## **PART 2: PUBLIC PARTICIPATION**

### **Points Covered**

- Public Participation Process

## 2.1 Public Participation Process

Although the *Local Government Act* does not require a public participation process, the Best Practices Guide does suggest that an opportunity for public participation be included as part of the DCC program update. The purpose of such a process is to allow those who are interested or affected by the proposed DCCs to offer comments and input. The Best Practices Guide does not set a recommended format to be followed for public participation; instead, the municipality is to determine the optimal form of public participation.

As part of this DCC review, staff held a January 2016 meeting with the development community and other interested stakeholders to provide highlights of the draft DCC program. Key topics included the modest increase in rates, the municipal contribution, the consistency of the DCC program with the Town's Asset Management policy, and the consistency of the DCC program with the Town's Eco-Asset Strategy (e.g. the DCC stormwater projects for the Upper Gibsons Neighbourhood are based on using natural methods of stormwater conveyance).

## **PART 3: DEVELOPING THE DCC PROGRAM & COSTS – GUIDING PRINCIPLES**

### **Points Covered**

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

### 3.1 Relationship to Other Municipal Documents

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

- *Local Government Act*
- Development Cost Charges Best Practices Guide
- Town of Gibsons Development Cost Charges Bylaw No. 670
- Town of Gibsons Official Community Plan Bylaw No. 985
- Town of Gibsons Population Projections (confirmed by Town staff)
- Town of Gibsons Water Supply Strategic Plan
- Town of Gibsons Wastewater Collection Strategic Plan and Financial Plan
- Town of Gibsons Integrated Stormwater Management Plan
- Various capital planning programs and cost estimates – transportation, water, sanitary sewer, and drainage

### 3.2 DCC Time Frame

The first step in determining DCC costs is to set a time frame for the DCC program. The time frame for the Gibsons DCC program is based on growth to a population of approximately 8,600 people.<sup>1</sup> This growth horizon includes build-out of the Harbour Area Plan, Upper Gibsons Neighbourhood Plan, and additional infill development within existing neighbourhoods, consistent with the Official Community Plan. Part 4 of this report provides further detail on the specific growth projections for these areas. The associated capital expenditure forecasts include all of the DCC projects that need to be constructed to allow for anticipated development to this projected future population and within these neighbourhoods. The Town's updated DCC program does not include potential longer term growth or capital projects associated with the Gospel Rock neighbourhood.

The Gibsons Official Community Plan projects a 1.2 percent compound annual growth rate, although it notes that actual growth will fluctuate in response to macro-economic conditions. Based on a 1.2 percent growth rate, the Town's DCC program would have a timeframe of approximately fifty years. However, if the Town experienced a higher 2 percent annual growth rate, the Town's DCC program would have a timeframe of approximately 30 years.

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<sup>1</sup> According to BC Stats, the 2014 Town of Gibsons population was 4,552 people.

The Town's current DCC program (established in 2007) anticipated projects for a future population of 10,000. However, given the extended timeframe that would be anticipated to reach this population, it is recommended that the Town use the identified 30 to 50 year time frame for its program, with the associated capital projects for a future population of 8,600. This approach will help to ensure that the Town collects sufficient DCC revenue to assist in funding growth-related capital projects in the Harbour Area, Upper Gibsons, and additional infill development within existing neighbourhoods.

### **3.3 Town-Wide DCC Charges**

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

This DCC update proposes the continued use of a Town-wide DCC structure. This conclusion was reached through a review of the following questions:

1. What does the Provincial DCC Best Practice Guide (BPG) recommend?
2. How is the existing DCC bylaw applied?
3. Who benefits from the capital works in a direct or indirect manner?
4. Is a Town-wide DCC a fair manner to distribute the costs in relationship to the development of land throughout the Town?
5. What are the cash flow implications of collecting area-specific DCCs vs. Town-wide DCCs on a community the size of Gibsons with the specific Gibsons DCC capital program? How will the manner of DCC collection affect the Town's ability to get the DCC program built?
6. What are the typical complexities and costs of establishing the Town-wide vs. area-specific DCC?
7. Does a Town-wide DCC support growth throughout the Town in a more cost effective manner?

The provincial Best Practices Guide recommends that the transportation, water, sanitary sewer, and drainage DCCs be established on community-wide basis unless there is a significant disparity between those who pay the DCCs and those who benefit. The DCC infrastructure program will benefit all areas of growth throughout the Town. Certain infrastructure and services such as roads are accessible and potentially available for all to use. Our experience is that there is little data to show the benefit of area specific DCCs for these services unless there are geographic constraints that absolutely prohibit movement around a community. For water, sanitary sewer, and storm sewers, the DCC program will benefit users in all parts of the Town. These programs are currently based on Town wide impacts. There are no significant technical or topographic constraints that justify establishing these utilities on an area-specific basis in Gibsons.

In theory the Town could consider area-specific water DCCs to account for different investments required in pressure zones 1 and 2 (i.e. lower elevations) versus pressure zone 3 (i.e. portions of Upper Gibsons). In pressure zone 3, an equivalent DCC payment is also required in relation to the bulk water agreement that the Town has with the SCRD. Nevertheless, the water system is interconnected, and since the water distribution infrastructure is owned by the Town, the Town's water DCC is also applicable in relation to water capital projects (including projects within pressure zone 3).<sup>2</sup> To ensure that the Town has sufficient DCC revenue to construct capital projects in all areas, continuation of the Town-wide DCC is recommended.

The existing DCC bylaw is applicable throughout the Town. This model gives the Town the most flexibility in terms of accumulating and spending DCC revenues. Area-specific DCCs can limit the amount of DCCs available to fund works by having multiple DCC reserves with small amounts in different reserves. This approach can result in long time frames to collect a significant amount of DCCs to build any works in a timely manner.

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

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<sup>2</sup> Additionally, within zone 4 (the area largely comprised of properties that became part of the Town during the 2010 boundary extension to the west of Pratt and Payne), water is provided directly by the SCRD and water infrastructure is owned by the SCRD. Therefore, no water DCCs will be payable within pressure zone 4.



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

### **3.4 DCC Recoverable Costs**

As specified by the *Local Government Act*, the DCC recoverable costs for the projects include construction costs, contingency, engineering, administration and net GST. The capital costs included in this report do not include charges for interim financing or interest on long-term debt financing. However, the outstanding principal balance is included for three recent water DCC projects that required debt financing.

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

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

Typically the Ministry requests that municipalities seek approval to include interest costs in the DCC program when borrowing is undertaken for a DCC project. In these cases, local governments or developers are required to front-end the cost of the growth-related infrastructure, and recover their costs through DCCs as growth occurs. However, the Ministry continues to encourage local governments to adopt DCC programs that limit the need for borrowing to exceptional cases.

### **3.5 Grant Assistance**

We have not identified any grant assistance for the Town's DCC program, as it is a best practice to only include confirmed future grant amounts. In the DCC program, all costs identified are funded from DCCs or other Town contributions. However, the Town may pursue grant funding for certain eligible DCC projects (particularly in cases where a portion of the benefit is to existing development).

### **3.6 Interim Financing**

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

### 3.7 Allocation of Costs

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

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

Projects in the first category provided some benefit to existing development, but they also benefit new growth. In order to allocate the degree of benefit equitably between the existing population and the new growth, the new growth is expressed as a percentage factor (e.g. amount of new growth divided by total future population), which was then applied to the estimated costs of the projects in order to determine how much benefit would be attributed to new growth. For projects in this category, the benefit to growth is typically 47%.

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

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

**Table 3.1**  
**Allocation of Costs Attributable to New Growth**

DCC Type	Benefit Factors %
Transportation	47%, 100%
Water	47%, 50%, 100%
Drainage	100%
Sanitary Sewer	47%, 100%

In each of the DCC programs (Sections 5 through 8), the exact percentage of the benefit that can be attributed to new growth is indicated in the column entitled “Benefit Factor %”. That factor is applied to the estimated costs to arrive at the amount that can be recovered by DCCs before the municipal assist factor is applied. That information can be found in the column entitled “Benefit to New Development” in all of the DCC programs.

### 3.8 Municipal Assist Factor

The *Local Government Act* recognizes that it would be unfair to impose on new development all of the costs that are attributable to new development. As such, the *Act* stipulates that an assist factor will be included as part of the calculation of the DCCs. An assist factor represents the Town's contribution towards the capital costs for the projects that are attributed to new development. This contribution is in addition to the costs that were allocated in the calculations to the existing population and that are to be paid by the Town. The portion of the costs that the Town will have to cover because of the assist factor will have to be financed through other means available to the Town, such as utility fund revenue and general tax revenue.

The actual level of the assist factor is determined by the Town. While the Town can have a different assist factor for *each type of capital works* (e.g. sanitary sewer and roads), the Town cannot have a municipal assist factor that varies for *different land uses* within the Town (e.g. single family residential, townhouse residential, commercial).

According to the *Local Government Act*, the Town should consider the following factors when setting DCC rates:

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

In consideration of all of the above matters, the Town's updated DCC program uses a municipal assist factor of one percent. This approach is consistent with many communities, and it is reflective of the municipal assist factor used in the Town's current (2007) DCC program. Use of a one percent assist factor helps to ensure that new development pays for the majority of its growth-related infrastructure costs. Nevertheless, Council may review and modify the municipal assist factor if it so chooses.

**Table 3.2**  
**Municipal Assist Factor by DCC Type**

DCC Type	Municipal Assist Factor
Transportation	1%
Water	1%
Drainage	1%
Sanitary Sewer	1%

### 3.9 Units of Charge

Single family residential DCCs will be levied at subdivision based on the number of lots created by subdivision. Collecting the DCCs at this point ensures that revenue is provided as early as possible in the development process to help in funding needed infrastructure.

The other residential land uses (e.g. duplexes, townhouses and apartments), commercial land uses, institutional land uses, and industrial land uses will be levied the DCC at the building permit stage of development. DCCs for duplexes will be levied at time of building permit, based on the number of dwelling units.<sup>3</sup> The DCCs for townhouse and apartment uses will be levied on a square metre of floor space basis. Commercial, institutional, and industrial DCCs will be levied based on the gross building floor space of the building permit for all DCCs except for drainage, which will be levied on net hectare of site area.

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

For townhouses and apartments, DCC rates based on floor space were derived by converting a DCC rate per dwelling unit to a rate per square metre of floor space. The conversions were based on an average townhouse size of 130 m<sup>2</sup> (1400 ft<sup>2</sup>) and an average apartment size of 79 m<sup>2</sup> (850 ft<sup>2</sup>). The total proposed DCC for townhouses is \$12,635.00 per dwelling unit, which translates into a DCC of \$97.19 per square metre of floor space. The total DCC for apartments is \$9,463.12 per dwelling unit, which translates into a DCC of \$119.79 per square metre of floor

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<sup>3</sup> Note that the current DCC bylaw levies DCCs on duplexes based on square metre of floor space. A change to a DCC per unit will provide for greater ease of administration.

space. The apartment rate per square metre of floorspace is greater than the rate for townhouses because of the following reasons:

- DCC costs are allocated based on relative infrastructure impacts, which are estimated on a per dwelling unit basis (e.g., for sanitary and water services, impact is measured by the number of people per dwelling unit) – with the data available, it is impractical to estimate relative impacts on infrastructure by square metre of floor space. Therefore, DCC costs are not allocated to townhouses or apartments in a linear fashion. For example, a townhouse that is twice the size of an apartment is not expected to generate twice the impact on the water system. This is because the townhouse is not expected to house twice the number of people that would live in the smaller apartment.
- The average apartment size is 79 m<sup>2</sup>. Since the size of the average apartment is significantly lower than the size of the average townhouse (130 m<sup>2</sup>) and the relationship between infrastructure impact and floorspace is not linear, even though the DCC rate per dwelling unit is lower for apartments than townhouses, once the conversion is completed, the rate per square metre of floorspace for apartments is larger than the rate for townhouses.

Consistent with approach in the 2007 DCC review, in order to ensure townhouse developments do not pay more than single-family homes, townhouse DCCs will be levied on a per square metre basis up to a maximum of \$17,969 per dwelling unit. Similarly, to ensure that apartment developments do not pay more than townhouse developments, apartment DCCs will be levied on a per square metre basis up to a maximum of \$12,635 per dwelling unit.

## **PART 4: GROWTH PROJECTIONS**

### **Points Covered**

- Residential
- Commercial and Industrial
- Institutional

## 4.1 Residential

Based on the timeframe for this DCC program, the Town is projected to grow by a population of approximately 4,000 new residents, from a 2014 population estimate of 4,600 to a population of 8,600. As indicated previously, the growth timeframe would be approximately 50 years based on a compound annual growth rate of 1.2 percent (as noted in the Town's Official Community Plan), or approximately 30 years based on a compound annual growth rate of 2 percent. This growth is projected to occur within the Harbour Area, Upper Gibsons, and within existing infill areas, consistent with the policy direction provided in the Official Community Plan. Longer term residential growth is also expected in the Gospel Rock area. However, Gospel Rock growth and capital projects are assumed to be beyond the horizon of this DCC program.

As provided by Town staff, growth projections by neighbourhood are identified in Table 4.1. Staff compiled these projections based on the current Official Community Plan and Zoning Bylaw designations. The residential growth projections are the same across all DCC programs (i.e. all classes of infrastructure).

**Table 4.1**  
**Distribution of Population Growth by Dwelling Type**

Area	New Dwelling Unit Capacity (2014)	New Single Family Dwellings	New Townhouses	New Apartments
Harbour Area	700	308	274	118
Upper Gibsons	915	448	293	174
Other (Infill)	310	260	30	20
<b>Total</b>	<b>1,925</b>	<b>1,016</b>	<b>597</b>	<b>312</b>

While no growth estimates were provided for duplexes (i.e. two-family dwelling development), duplexes will be levied DCCs on a per unit basis, equivalent to the townhouse rate.

## 4.2 Commercial and Industrial

Based on the timeframe for this DCC program, the Town is projected to grow by 54,000 square metres of commercial building floor space and 16,000 square metres of industrial floor space. As with the residential projections, this growth is projected to occur in the Harbour Area, Upper Gibsons, and within existing infill areas, consistent with the policy direction provided in the Official Community Plan. Longer term commercial growth is also expected in the Gospel Rock area. However, Gospel Rock growth and capital projects are assumed to be beyond the horizon of this DCC program.



As provided by Town staff (based on OCP and Zoning Bylaw designations), commercial and industrial projections are identified in Table 4.2. The projected growth in relation to the water DCC is less than the projected growth for other infrastructure as it does not include development in water pressure zone 4, which is serviced exclusively by the SCRD water system, and therefore not subject to the Town of Gibsons water DCC.<sup>4</sup>

**Table 4.3**  
**Commercial and Industrial Growth Projections**

DCC	New Commercial Development	New Industrial Development
Transportation	54,000 m <sup>2</sup> gross building floor space	16,000 m <sup>2</sup> gross building floor space
Water	24,000 m <sup>2</sup> gross building floor space	16,000 m <sup>2</sup> gross building floor space
Drainage	7.2 hectares site area	2.2 hectares site area
Sanitary Sewer	54,000 m <sup>2</sup> gross building floor space	16,000 m <sup>2</sup> gross building floor space

### 4.3 Institutional

Given the unpredictable nature of institutional development, reliable estimates of future institutional development are not available. However, since institutional development is expected to impact infrastructure in much the same way as commercial development impacts infrastructure, institutional development will be levied DCCs equivalent to those levied on commercial uses.

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<sup>4</sup> Zone 4 is the term used for the area largely comprised of the properties that became part of the Town during the 2010 boundary expansion to the west of Pratt and Payne.

## **PART 5: TRANSPORTATION DCCS**

### **Points Covered**

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

## 5.1 Transportation DCC Program

The Transportation DCC program includes a variety of capital works including major road construction, road widening, intersection improvements, and pedestrian/cyclist infrastructure (see Map 1).

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

**Table 5.1**  
**Transportation DCC Program Costs**

Total Cost	DCC Recoverable	Municipal Responsibility (total cost – DCC recoverable)
\$25,578,078	\$20,245,963	\$5,332,115

The total cost of the transportation projects is approximately \$25.6 million, of which \$20.2 million is DCC recoverable, leaving approximately \$5.3 in municipal responsibility. These costs include the construction of new transportation infrastructure plus engineering, contingency, and project administration.

## 5.2 Traffic Generation and Calculation of Road Impact

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

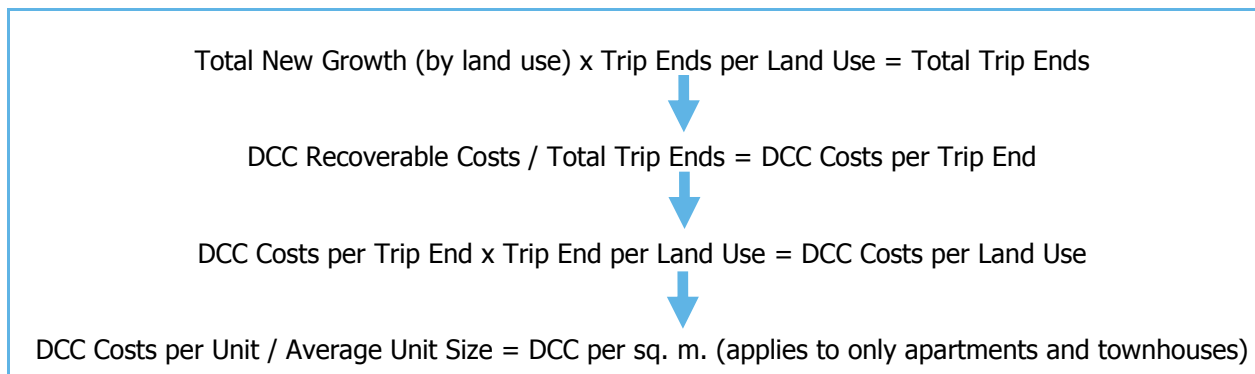
**Table 5.2**  
**Equivalent Units for Roads**

Land Use	Base Unit	Trip Rate
Single Family	Lot	1.02
Townhouse/Two-Family	Dwelling unit	0.66
Apartment	Dwelling unit	0.53
Commercial	Gross building floor space (m <sup>2</sup> )	0.008
Industrial	Gross building floor space (m <sup>2</sup> )	0.0028

### 5.3 Transportation DCC Calculation

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

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



The proposed Transportation DCC rates are shown in Table 5.3. The detailed Transportation DCC calculations are included in the Tables 5.4 and 5.5. Map 1 illustrates the location of identified Transportation DCC projects.

**Table 5.3**  
**Proposed Road DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$9,939.89	Per lot
Duplex	\$6,431.70	Per unit
Townhouse	\$49.47	Per m <sup>2</sup> floor space
Apartment	\$65.38	Per m <sup>2</sup> floor space
Commercial/Institutional	\$77.96	Per m <sup>2</sup> of gross building floor space
Industrial	\$27.29	Per m <sup>2</sup> of gross building floor space

The proposed DCC rates are levied per lot for single family dwellings, per unit for duplexes, and per square metre of floor space for multi-family (townhouses and apartments). Commercial, institutional, and industrial development are levied DCCs per square metre of gross building floor space.

**Table 5.4**  
**Transportation DCC Program**

Project No.	Column	Col. (1)	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Location	Description	Cost Estimate	Benefit Factor	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
	Project Name							
1	Pratt Road/Gibsons Way Intersection	Intersection improvements	\$25,000	100%	\$25,000	\$250	\$24,750	\$250
2	Shaw Road/Gibsons Way Intersection	Intersection improvements	\$25,000	100%	\$25,000	\$250	\$24,750	\$250
3	Sunnycrest Road & Woodsworth Road	Roundabout construction	\$354,000	100%	\$354,000	\$3,540	\$350,460	\$3,540
4	Park Road & Woodsworth Road	Roundabout construction	\$354,000	100%	\$354,000	\$3,540	\$350,460	\$3,540
5	North Road at Kiwanis	Crosswalk	\$20,000	100%	\$20,000	\$200	\$19,800	\$200
6	Gibsons Way - Pratt to 200m west	Upgrade to standard cross section, excluding street lights	\$390,000	47%	\$183,452	\$1,835	\$181,617	\$208,383
7	Gibsons Way - Pratt to School Road	Street lighting from Pratt to School and cross section improvements from east property line of 951 Gibsons Way to School Road	\$1,368,000	47%	\$643,493	\$6,435	\$637,058	\$730,942
8	Gibsons Way - North Road to Bals Lane	Upgrade to standard cross section	\$2,595,000	47%	\$1,220,661	\$12,207	\$1,208,455	\$1,386,545
9	Gibsons Way - Bals Lane to Gower Point Road	Curbing, multi-use pathway	\$410,000	47%	\$192,860	\$1,929	\$190,931	\$219,069
10	Payne Road - Gibsons Way to Reed	Upgrade to ultimate cross section	\$1,927,000	100%	\$1,927,000	\$19,270	\$1,907,730	\$19,270
11	O'Shea Road - Christenson Village DW to Mahan	Extension to the west	\$1,763,000	100%	\$1,763,000	\$17,630	\$1,745,370	\$17,630
12	Gower Point Road - Winn to Glassford	Upgrade to standard cross section	\$1,692,000	47%	\$795,899	\$7,959	\$787,940	\$904,060
13	Gower Point Road - S. Fletcher to Franklin	Upgrade to standard cross section	\$1,105,000	47%	\$519,781	\$5,198	\$514,583	\$590,417
14	North Road - Reed to Seacott	Sidewalks	\$78,000	100%	\$78,000	\$780	\$77,220	\$780
15	Reed Road - North to Payne	Includes 1/2 cost of full road to ultimate road standards	\$2,679,000	100%	\$2,679,000	\$26,790	\$2,652,210	\$26,790
16	Mahan Road - south PL 691 Mahan to Town boundary	Construct to standard cross section	\$1,175,000	100%	\$1,175,000	\$11,750	\$1,163,250	\$11,750
17	Shaw Road - Highway 101 to Inglis	Street lighting	\$394,000	47%	\$185,334	\$1,853	\$183,480	\$210,520
18	Kiwanis Way	Upgrade to collector standard (125m)	\$588,000	100%	\$588,000	\$5,880	\$582,120	\$5,880
19	Sunnycrest Road - Gibsons Way to GACC Entrance	Upgrade to collector standard (200m)	\$564,000	100%	\$564,000	\$5,640	\$558,360	\$5,640
20	Sunnycrest Road	Construct extension to collector standard (500m)	\$2,350,000	100%	\$2,350,000	\$23,500	\$2,326,500	\$23,500
21	Woodsworth Road	Construct extension to collector standard (1000m)	\$3,666,000	100%	\$3,666,000	\$36,660	\$3,629,340	\$36,660
22	Gower Point Road - Franklin Road to Town Boundary	Pedestrian improvements and Coastal Bike Route	\$1,459,000	47%	\$686,299	\$6,863	\$679,436	\$779,564
23	Park Road - Reed Road to Gibsons Way	Cycling facility improvements	\$40,000	47%	\$18,816	\$188	\$18,627	\$21,373
24	Marine Drive to Franklin Road	Coastal Bike Route	\$165,000	47%	\$77,614	\$776	\$76,838	\$88,162
25	Inglis Road	Charman Creek pedestrian and cycle crossing	\$70,000	47%	\$32,927	\$329	\$32,598	\$37,402
26	Woodsworth Road, off Payne	Outstanding Credits	\$322,078				\$322,078	\$0
<b>TOTAL</b>			<b>\$25,578,078</b>				<b>\$20,245,963</b>	<b>\$5,332,115</b>



# Town of Gibsons

2015/16 DCC Review

## Transportation Projects

— Existing Road  
- - - Future Road

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

Data Sources:  
Town of Gibsons

Project #: 1300.0099.01  
Author: SQ  
Checked: JK/SB  
Status: ~ DRAFT ~  
Revision: A  
Date: 2015 / 12 / 9

**URBAN**  
systems

MAP 1

### Projects

- #1 Pratt Road/Gibsons Way Intersection
- #2 Shaw Road/Gibsons Way Intersection
- #3 Sunnycrest Road & Woodsworth Road Roundabout
- #4 Park Road & Woodsworth Road Roundabout
- #5 North Road & Kiwanis Way Crosswalk
- #6 Gibsons Way - Upgrade Cross Section
- #7 Gibsons Way - Upgrade Cross Section & Street Lighting
- #8 Gibsons Way - Upgrade Cross Section
- #9 Gibsons Way - Upgrade Curb and Pathway
- #10 Payne Road - Upgrade Cross Section
- #11 O-Shea Road - Extension
- #12 Gower Point Road - Upgrade Cross Section
- #13 Gower Point Road - Upgrade Cross Section
- #14 North Road - Sidewalks
- #15 Reed Road - Upgrade Cross Section
- #16 Mahon Road - Upgrade Cross Section
- #17 Shaw Road - Street Lighting
- #18 Kiwanis Way - Upgrade Cross Section
- #19 Sunnycrest Road - Upgrade Cross Section
- #20 Sunnycrest Road - Construct Extension
- #21 Woodsworth Road - Construct Extension
- #22 Gower Point Road -Pedestrian & Coastal Bike Route
- #23 Park Road - Cycling Facilities
- #24 Marine to Franklin - Coastal Bike Route
- #25 Inglis - Charman Creek Pedestrian and Cycle Crossing

**Table 5.5**  
**Transportation DCC Rate Calculation**

<b>A: Traffic Generation Calculation - Not Including Gospel Rock</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends
Single Family Residential	1,016	Lots	1.02	1,036
Townhouse / Two-Family	597	Dwelling Units	0.66	394
Apartment	312	Dwelling Units	0.53	165
Commercial	54,000	Gross Building Floor Space (m2)	0.008	432
Industrial	16,000	Gross Building Floor Space (m2)	0.0028	45
			<b>Total Trip Ends</b>	2,073 (a)
<b>B: Unit Road DCC Calculation</b>				
Net Road DCC Program Recoverable		\$20,245,962.65	(b)	
Existing DCC Reserve Monies		\$49,465.00	(c)	
Net Amount to be Paid by DCCs		\$20,196,497.65	(d) = (b) - (c)	
DCC per Trip End		\$9,744.99	(e) = (d)/(a)	
<b>C: Resulting Road DCCs</b>				
Single Family Residential		\$9,939.89	per Lot	(e) x Col. (3)
Townhouse / Two-Family		\$6,431.70	per Dwelling Unit	(e) x Col. (3)
		\$49.47	per m <sup>2</sup> Floor Space	
Apartment		\$5,164.85	per Dwelling Unit	(e) x Col. (3)
		\$65.38	per m <sup>2</sup> Floor Space	
Commercial		\$77.96	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)
Industrial		\$27.29	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)

**Notes**

(1) DCC reserve balance from Town staff November 27, 2015



## **PART 6: WATER DCCS**

### **Points Covered**

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

## 6.1 Water DCC Program

The Water DCC Program includes several watermain upsizing projects and associated improvements such as a pressure reducing valve (see Map 2).

**Table 6.1**  
**Water DCC Program Costs**

Total Cost	DCC Recoverable	Municipal Responsibility (total cost – DCC recoverable)
\$7,027,482	\$4,125,052	\$2,902,430

The total cost of the improvements is approximately \$7.0 million, of which approximately \$4.1 million is DCC recoverable, leaving approximately \$2.9 million in municipal responsibility. These costs include the construction of new water infrastructure plus engineering, contingency, and project administration.

## 6.2 Water Demand and Calculation of Equivalent Population

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

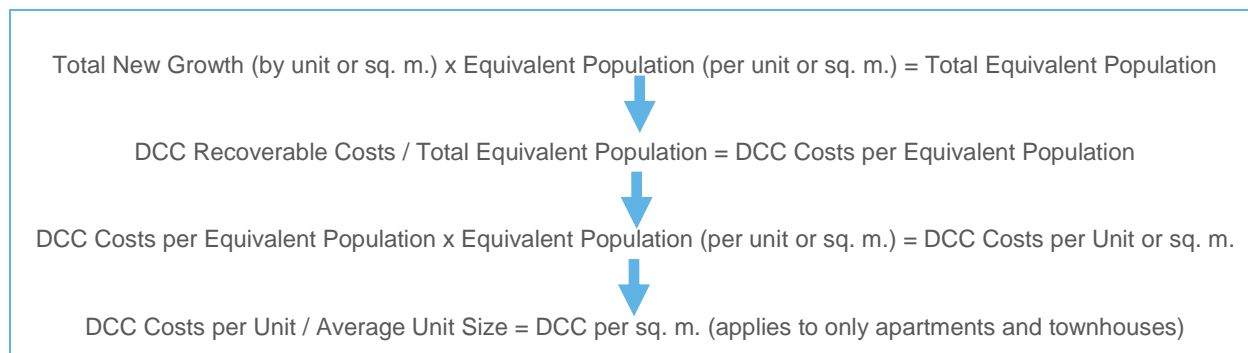
**Table 6.2**  
**Equivalent Units for Water**

Land Use	Base Unit	Equivalent Population Per Base Unit
Single Family	Lot	2.3
Townhouse/Two-Family	Dwelling unit	2.0
Apartment	Dwelling unit	1.5
Commercial	Gross building floor space (m <sup>2</sup> )	0.005
Industrial	Gross building floor space (m <sup>2</sup> )	0.00525

### 6.3 Water DCC Calculation

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

**Equation 2**  
**Water DCC Calculation**



The proposed Water DCC rates are shown in Table 6.3. The detailed Water DCC calculations are included in the Tables 6.4 and 6.5. Map 2 illustrates the location of identified Water DCC projects.

**Table 6.3**  
**Proposed Water DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$2,242.41	Per lot
Duplex	\$1,949.92	Per unit
Townhouse	\$15.00	Per m <sup>2</sup> floor space
Apartment	\$18.51	Per m <sup>2</sup> floor space
Commercial/Institutional	\$4.87	Per m <sup>2</sup> of gross building floor space
Industrial	\$5.12	Per m <sup>2</sup> of gross building floor space

The proposed DCC rates are levied per lot for single family dwellings, per unit for duplexes, and per square metre of floor space for multi-family (townhouses and apartments). Commercial, institutional, and industrial development are levied DCCs per square metre of gross building floor space.

**Table 6.4**  
**Water DCC Program**

Project Area	Column		Col.(1)	Col. (2)	Col. (3) =Col. (1) x Col. (2)	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col.(1) - Col. (5)
	Name	Description	Cost Estimate w/ Cont., Eng., & Admin.	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	Gibsons Way	North Rd to N. Fletcher Rd	\$390,605	47%	\$183,736.75	\$1,837	\$181,899	\$208,706
2	N. Fletcher Rd	Gibsons Way to School Rd	\$396,428	47%	\$186,475.52	\$1,865	\$184,611	\$211,817
3	North Rd	Celestial Pl to 685 North Rd	\$343,318	47%	\$161,493.35	\$1,615	\$159,878	\$183,440
4	Seamount Way and Venture Way	Industrial Way north and east to 1010 Venture Way	\$310,532	47%	\$146,070.98	\$1,461	\$144,610	\$165,922
5	Gower Point Rd	Winn Rd to Prowse Rd	\$211,633	47%	\$99,550.06	\$996	\$98,555	\$113,079
6	Winn Rd	S Fletcher Rd to Stewart Rd Through 464 Eaglecrest Dr to Inglis Rd with New PRV	\$590,627	47%	\$277,825.04	\$2,778	\$275,047	\$315,581
7	Gower Point Rd & Prowse Rd	Glassford Rd to Shore	\$193,402	47%	\$90,974.21	\$910	\$90,064	\$103,337
8	Georgia Dr	Skyline Dr to Park	\$87,037	47%	\$40,941.19	\$409	\$40,532	\$46,505
9	822 Gibsons Way	North Rd to Gibsons Way	\$246,142	47%	\$115,782.58	\$1,158	\$114,625	\$131,517
10	Marine Dr and Alley	School Road Up Jacks Lane to Alley End	\$448,721	47%	\$211,073.96	\$2,111	\$208,963	\$239,758
11	Gibsons Way and Alley	School Road Up Gibsons Way Along Alley Behind Seaview Road to Beach Ave	\$289,913	47%	\$136,372.13	\$1,364	\$135,008	\$154,905
12	Wyngaert Rd	Gibsons Way to Corlett Rd	\$140,695	47%	\$66,181.41	\$662	\$65,520	\$75,175
13	New Connection and School Reservoir	Connection Between Corlett Rd and Wildwood Cres and Connection to School Reservoir	\$143,469	47%	\$67,486.55	\$675	\$66,812	\$76,658
14	S Fletcher Rd	502 S Fletcher Rd to Gower Point Rd	\$519,862	47%	\$244,537.84	\$2,445	\$242,092	\$277,770
15	Park Rd	711 Park Rd to Gibsons Way	\$208,730	47%	\$98,184.41	\$982	\$97,203	\$111,527
16	North Rd	Reed Rd to 824 North Rd	\$103,715	47%	\$48,786.58	\$488	\$48,299	\$55,417
17	Allison Way and Shoal Lookout	362 Allison Way to Skyline Dr to 317 Shoal Lookout	\$182,726	47%	\$85,952.59	\$860	\$85,093	\$97,633
18	Bay Rd	Trueman Rd to End	\$36,605	47%	\$17,218.43	\$172	\$17,046	\$19,558
19	Farnham Rd	End to Gibsons Way	\$267,100	47%	\$125,641.16	\$1,256	\$124,385	\$142,715
20	Kiwanis Way	824 Kiwanis Way to North Rd	\$111,644	47%	\$52,516.24	\$525	\$51,991	\$59,653
21	Corlett Rd	Wyngaert Rd to End	\$94,787	47%	\$44,586.84	\$446	\$44,141	\$50,646
22	Miscellaneous Connections	Near 655 Gower Point Rd, Aldersprings Rd, Reed Road Reservoirs	\$38,894	47%	\$18,295.49	\$183	\$18,113	\$20,782
23	Payne Rd	Reed to Venture - Outstanding Credits	\$129,189				\$129,189	\$0
24	Woodsworth Rd	Payne to 275m east - Outstanding Credits	\$63,441				\$63,441	\$0
25	Reed Booster	Outstanding Credits	\$577,890				\$577,890	\$0
26	UGNP Zone 2 Trunk Extension (Payne Rd)	Outstanding DCC Debt (Principal)	\$80,660	50%	\$40,330.00	\$0*	\$40,330	\$40,330
27	UGNP Zone 2 Reservoir	Outstanding DCC Debt (Principal)	\$411,661	100%	\$411,661.44	\$0*	\$411,661	\$0
28	School Road	Outstanding DCC Debt (Principal)	\$408,054	100%	\$408,053.99	\$0*	\$408,054	\$0
	<b>TOTAL</b>		<b>\$7,027,482</b>				<b>\$4,125,052</b>	<b>\$2,902,430</b>

Notes

\*Municipal assist factor accounted for previously at time of borrowing.



# Town of Gibsons

2015/16 DCC Review

## Water Projects

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

Data Sources:  
Town of Gibsons

Project #: 1300.0099.01  
Author: SQ  
Checked: JK/SB  
Status: ~ DRAFT ~  
Revision: A  
Date: 2015 / 12 / 9

**URBAN**  
systems

MAP 2

### Projects

- #1 Gibsons Way - Upgrade to 200mm
- #2 N. Fletcher Road - Upgrade to 200mm
- #3 North Road - Upgrade to 200mm
- #4 Seamount Way and Venture Way - Upgrade to 200, 300mm
- #5 Gower Point Road - Upgrade to 250mm
- #6 Winn Rd - New 250mm, Upgrade 200, 250 mm
- #7 Prowse Rd - Upgrade to 200, 300mm
- #8 Georgia Dr - Upgrade to 150mm
- #9 North Rd - Upgrade to 200mm
- #10 McCall Lane - Upgrade to 150, 250mm
- #11 Gibsons Way & Killarney Lane - Upgrade to 150, 250mm
- #12 Wyngaert - Upgrade to 200mm
- #13 School Reservoir - New 200mm ,Upgrade to 250mm
- #14 S Fletcher - Upgrade to 200, 250mm
- #15 Park Road - Upgrade to 200mm
- #16 North Rd - Upgrade to 200mm
- #17 Allison Way and Shoal Lookout - Upgrade to 150, 200mm
- #18 Bay Road - Upgrade to 150mm
- #19 Farnham Rd - Upgrade to 200, 250mm
- #20 Kiwanis Way - Upgrade to 250mm
- #21 Corlett Road - Upgrade to 200mm
- #22a Reed Road - Upgrade to 350mm
- #22b Aldersprings Road - Upgrade to 150mm

**Table 6.5**  
**Water DCC Rate Calculation**

<b>A: Water DCC Calculation</b>				
<b>Land Use</b>	<b>Col. (1)</b>	<b>Col. (2)</b>	<b>Col. (3)</b>	<b>Col. (4) = (1) x (3)</b>
	<b>Estimated New Development</b>	<b>Unit</b>	<b>Person per unit (residential)/ Equivalent Population/hectare (other land uses)</b>	<b>Multiple</b>
Single Family Residential	1,016	Lots	2.3	2,337
Townhouse / Two-Family	597	Dwelling Units	2	1,194
Apartment	312	Dwelling Units	1.5	468
Commercial	24,000	Gross Building Floor Space (m2)	0.005	120
Industrial	16,000	Gross Building Floor Space (m2)	0.00525	84
			<b>Total Equivalent Population</b>	<b>4,203 (a)</b>
<b>B: Unit Water DCC Calculation</b>				
Net Waterworks DCC Program Recoverable		\$4,125,052.11	(b)	
Existing DCC Reserve Monies		\$27,494.00	(c)	
Net Amount to be Paid by DCCs		\$4,097,558.11	(d) = (b) - (c)	
DCC per person		\$974.96	(e) = (d)/(a)	
<b>C: Resulting Water DCCs</b>				
Single Family Residential		\$2,242.41	per Lot	(e) x Col. (3)
Townhouse / Two-Family		\$1,949.92	per Dwelling Unit	(e) x Col. (3)
		\$15.00	per m <sup>2</sup> Floor Space	
Apartment		\$1,462.44	per Dwelling Unit	(e) x Col. (3)
		\$18.51	per m <sup>2</sup> Floor Space	
Commercial		\$4.87	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)
Industrial		\$5.12	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)

**Notes**

(1) DCC reserve balance from Town staff November 27, 2015

## **PART 7: SANITARY SEWER DCCS**

### **Points Covered**

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



## 7.1 Sanitary Sewer DCC Program

The Sanitary Sewer DCC program includes the construction of new trunk sewers, a pump station, sewage treatment plant upgrades, and sewer outfall (see Map 3).

**Table 7.1**  
**Sanitary Sewer DCC Program Costs**

Total Cost	DCC Recoverable	Municipal Responsibility (total cost – DCC recoverable)
\$6,767,416	\$4,938,864	\$1,828,552

The total cost of the improvements is approximately \$6.7 million, of which \$4.9 is DCC recoverable, leaving approximately \$1.8 million in municipal responsibility. These costs include the construction of new water infrastructure plus engineering, contingency, and project administration.

## 7.2 Sewage Generation and Calculation of Equivalent Population

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

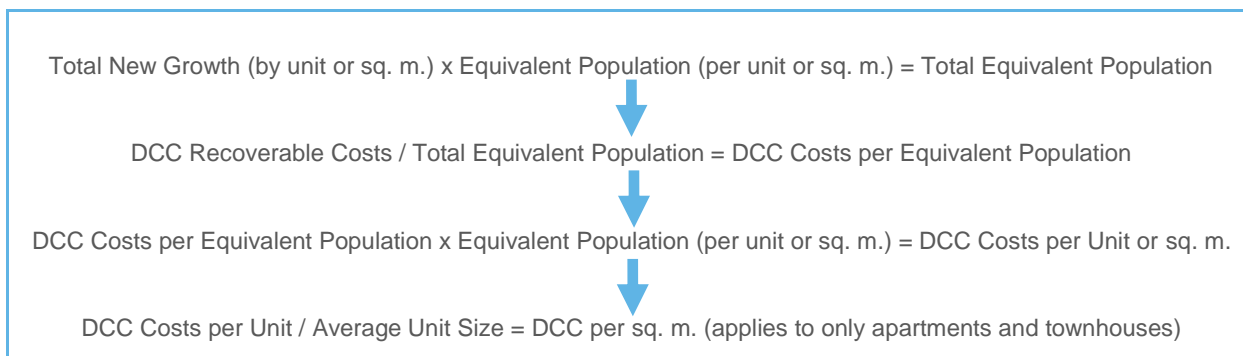
**Table 7.2**  
**Equivalent Units for Sanitary Sewer**

Land Use	Base Unit	Equivalent Population Per Base Unit
Single Family	Lot	2.3
Townhouse/Two-Family	Dwelling unit	2
Apartment	Dwelling unit	1.5
Commercial	Gross building floor space (m <sup>2</sup> )	0.005
Industrial	Gross building floor space (m <sup>2</sup> )	0.00525

### 7.3 Sanitary Sewer DCC Calculation

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

**Equation 3**  
**Sanitary Sewer DCC Calculation**



The proposed Sanitary Sewer DCC rates are shown in Table 7.3. The detailed Sanitary Sewer DCC calculations are included in the Tables 7.4 and 7.5. Map 3 illustrates the location of identified Sanitary Sewer DCC projects.

**Table 7.3**  
**Proposed Sanitary Sewer DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$2,462.20	Per lot
Duplex	\$2,141.04	Per unit
Townhouse	\$16.47	Per m <sup>2</sup> floor space
Apartment	\$20.33	Per m <sup>2</sup> floor space
Commercial/Institutional	\$5.35	Per m <sup>2</sup> of gross building floor space
Industrial	\$5.62	Per m <sup>2</sup> of gross building floor space

The proposed DCC rates are levied per lot for single family dwellings, per unit for duplexes, and per square metre of floor space for multi-family (townhouses and apartments). Commercial, institutional, and industrial development are levied DCCs per square metre of gross building floor space.

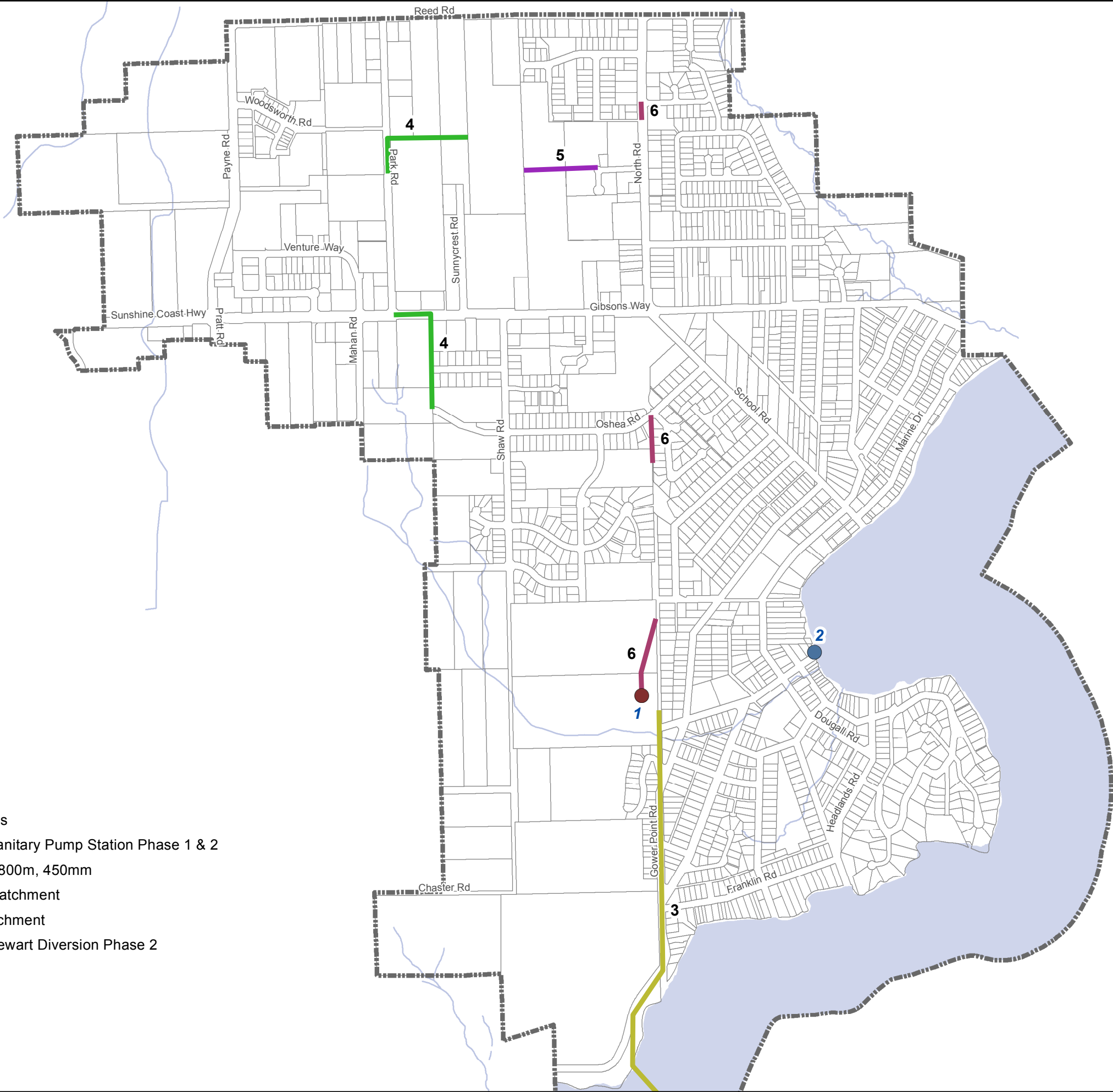
**Table 7.4**  
**Sanitary Sewer DCC Program**

Project Area	Column	Col.(1)	Col. (2)	Col. (3) =Col. (1) x Col. (2)	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col.(1) - Col. (5)
	Name	Cost Estimate w/ Cont., Eng., & Admin.	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	WWTP Upgrades	\$545,000	47%	\$256,362	\$2,564	\$253,799	\$291,201
2	Prowse Road Sanitary Pump Station Phase 1 and 2	\$2,814,000	47%	\$1,323,677	\$13,237	\$1,310,440	\$1,503,560
3	Sewage Outfall 800m, 450mm	\$2,210,000	100%	\$2,210,000	\$22,100	\$2,187,900	\$22,100
4	UGNP Centre Catchment	\$488,000	100%	\$488,000	\$4,880	\$483,120	\$4,880
5	UGNP East Catchment	\$217,000	100%	\$217,000	\$2,170	\$214,830	\$2,170
6	North/School/Stewart Diversion Phase 2	\$464,100	100%	\$464,100	\$4,641	\$459,459	\$4,641
7	UGNP West Catchment - Outstanding Credits	\$29,316				\$29,316	\$0
<b>TOTAL</b>		<b>\$6,767,416</b>				<b>\$4,938,864</b>	<b>\$1,828,552</b>

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Projects

-  #1 WWTP Upgrades
-  #2 Prowse Road Sanitary Pump Station Phase 1 & 2
-  #3 Sewage Outfall 800m, 450mm
-  #4 UGNP Centre Catchment
-  #5 UGNP East Catchment
-  #6 North/School/Stewart Diversion Phase 2



Town of Gibsons

2015/16 DCC Review

Sanitary  
Sewer Projects

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

Data Sources:  
Town of Gibsons

Project #: 1300.0099.01  
Author: SQ  
Checked: JK/SB  
Status: ~ DRAFT ~  
Revision: A  
Date: 2015 / 12 / 7



**Table 7.5**  
**Sanitary Sewer DCC Rate Calculation**

<b>A: Sanitary DCC Calculation</b>				
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Multiple
Single Family Residential	1,016	Lots	2.3	2,337
Townhouse / Two-Family	597	Dwelling Units	2	1,194
Apartment	312	Dwelling Units	1.5	468
Commercial	54,000	Gross Building Floor Space (m2)	0.005	270
Industrial	16,000	Gross Building Floor Space (m2)	0.00525	84
			<b>Total Equivalent Population</b>	<b>4,353 (a)</b>
<b>B: Unit Sanitary DCC Calculation</b>				
Net Sanitary DCC Program Recoverable		\$4,938,863.82	(b)	
Existing DCC Reserve Monies		\$279,095.00	(c)	
Net Amount to be Paid by DCCs		\$4,659,768.82	(d) = (b) - (c)	
DCC per person		\$1,070.52	(e) = (d)/(a)	
<b>C: Resulting Sanitary DCCs</b>				
Single Family Residential		\$2,462.20	per Lot	(e) x Col. (3)
Townhouse / Two-Family		\$2,141.04	per Dwelling Unit	(e) x Col. (3)
		\$16.47	per m <sup>2</sup> Floor Space	
Apartment		\$1,605.78	per Dwelling Unit	(e) x Col. (3)
		\$20.33	per m <sup>2</sup> Floor Space	
Commercial		\$5.35	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)
Industrial		\$5.62	per m <sup>2</sup> Gross Building Floor Space	(e) x Col. (3)

**Notes**

(1) DCC reserve balance from Town staff November 27, 2015

## **PART 8: DRAINAGE DCCS**

### **Points Covered**

- Drainage DCC Program
- Drainage Equivalent Units
- Drainage DCC Calculation

## 8.1 Drainage DCC Program and Rates

The Drainage DCC program comprises stormwater works including detention ponds, culverts, trunk mains, and creek upgrades (see Map 4).

**Table 8.1**  
**Drainage DCC Program Costs**

Total Cost	DCC Recoverable	Municipal Responsibility (total cost – DCC recoverable)
\$6,632,088	\$6,565,878	\$66,210

The total cost of the improvements is approximately \$6.6 million, of which \$6.6 million is DCC recoverable, leaving approximately \$66,000 in municipal responsibility. These costs include the construction of new drainage infrastructure plus engineering, contingency, and project administration.

## 8.2 Calculation of Equivalent Units for Drainage

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

Equivalent drainage units are calculated based on the run-off coefficients and are shown in Table 8.2.

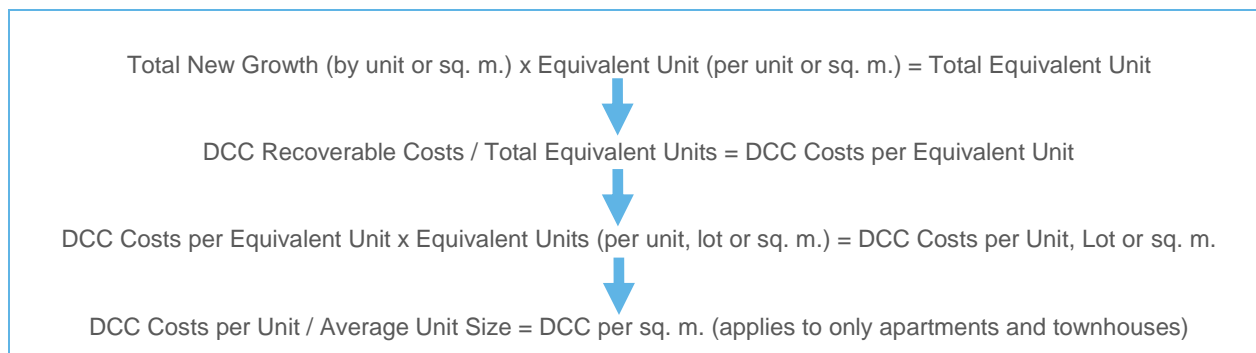
**Table 8.2**  
**Equivalent Units for Drainage**

Land Use	Base Unit	Equivalent Population Per Base Unit
Single Family	Lot	1
Townhouse/Two-Family	Dwelling unit	0.58
Apartment	Dwelling unit	0.33
Commercial	Site area (hectares)	32
Industrial	Site area (hectares)	20

### 8.3 Drainage DCC Calculation

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

**Equation 4**  
**Drainage DCC Calculation**



The proposed Drainage DCC rates are shown in Table 8.3. The detailed Drainage DCC calculations are included in the Tables 8.4 and 8.5. Map 4 illustrates the location of identified Drainage DCC projects.

**Table 8.3**  
**Proposed Drainage DCC Rates**

Land Use	DCC Rate	Unit
Single Family	\$3,324.73	Per lot
Duplex	\$1,928.34	Per unit
Townhouse	\$14.83	Per m <sup>2</sup> floor space
Apartment	\$13.89	Per m <sup>2</sup> floor space
Commercial/Institutional	\$106,391.29	Per hectare site area
Industrial	\$66,494.56	Per hectare site area

The proposed DCC rates are levied per lot for single family dwellings, per unit for duplexes, and per square metre of floor space for multi-family (townhouses and apartments). Commercial, institutional, and industrial development are levied DCCs per hectare of site area.



**Table 8.4**  
**Drainage DCC Program**

Project Area	Column	Col.(1)	Col. (2)	Col. (3) =Col. (1) x Col. (2)	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col.(1) - Col. (5)
	Name	Cost Estimate w/ Cont., Eng., & Admin.	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	Mahan Road Storm Sewer 300mm and 450mm	345,000	100.00%	\$345,000	\$3,450	\$341,550	\$3,450
2	150 m of 450 mm along Marine Drive in area of Beach	138,000	100.00%	\$138,000	\$1,380	\$136,620	\$1,380
3	Upgrade Park Road storm 600mm dia.	306,000	100.00%	\$306,000	\$3,060	\$302,940	\$3,060
4	Upgrade to 750mm dia. Gibsons Way and Park Road	34,000	100.00%	\$34,000	\$340	\$33,660	\$340
5	Whitetower Ponds and Detention Pond south of Curling Rink	3,188,000	100.00%	\$3,188,000	\$31,880	\$3,156,120	\$31,880
6	Goosebird Creek Upgrades and Habitat Upgrade	307,000	100.00%	\$307,000	\$3,070	\$303,930	\$3,070
7	Gibsons Way Upgrades and Daylighting	429,000	100.00%	\$429,000	\$4,290	\$424,710	\$4,290
8	Cochrane Road Upgrade	44,000	100.00%	\$44,000	\$440	\$43,560	\$440
9	Charman Creek Channel reconstruction in Lower Gibsons	1,224,000	100.00%	\$1,224,000	\$12,240	\$1,211,760	\$12,240
10	Stream flow monitoring program (only 1 station on Charman Creek, permanent installation)	36,000	100.00%	\$36,000	\$360	\$35,640	\$360
11	Charman Creek Culvert Replacements in Lower Gibsons	510,000	100.00%	\$510,000	\$5,100	\$504,900	\$5,100
12	ISMP (modelling and hydrogeological assessments for future growth)	60,000	100.00%	\$60,000	\$600	\$59,400	\$600
13	Storm Diversion and 525 Payne Road Upgrade - Outstanding Credits	\$11,088				\$11,088	\$0
<b>TOTAL</b>		<b>\$6,632,088</b>				<b>\$6,565,878</b>	<b>\$66,210</b>



Town of Gibsons

2015/16 DCC Review

Drainage Projects

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

Data Sources:  
Town of Gibsons

Project #: 1300.0099.01  
Author: SQ  
Checked: JK/SB  
Status: ~ DRAFT ~  
Revision: A  
Date: 2015 / 12 / 23

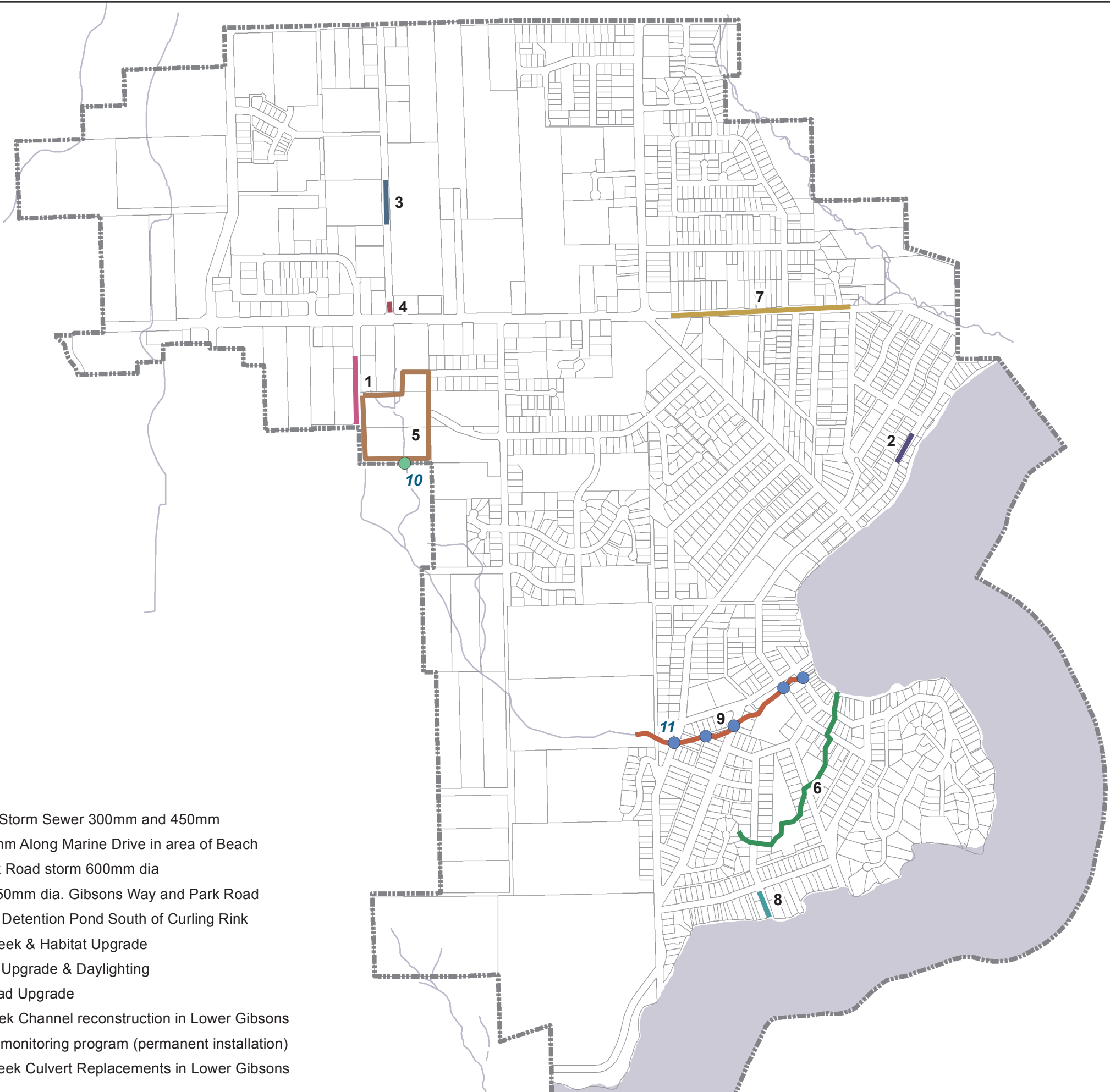
URBAN  
systems

MAP 4

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Projects

- #1 Mahan Road Storm Sewer 300mm and 450mm
- #2 150m of 450mm Along Marine Drive in area of Beach
- #3 Upgrade Park Road storm 600mm dia
- #4 Upgrade to 750mm dia. Gibsons Way and Park Road
- #5 Whitetower & Detention Pond South of Curling Rink
- #6 Goosebird Creek & Habitat Upgrade
- #7 Gibsons Way Upgrade & Daylighting
- #8 Cochrane Road Upgrade
- #9 Charman Creek Channel reconstruction in Lower Gibsons
- #10 Stream flow monitoring program (permanent installation)
- #11 Charman Creek Culvert Replacements in Lower Gibsons



**Table 8.5**  
**Drainage DCC Rate Calculation**

<b>A: Drainage DCC Calculation</b>				
<b>Land Use</b>	<b>Col. (1)</b>	<b>Col. (2)</b>	<b>Col. (3)</b>	<b>Col. (4) = (1) x (3)</b>
	<b>Estimated New Development</b>	<b>Unit</b>	<b>Equivalence Factor</b>	<b>Multiple</b>
Single Family Residential	1,016	Lots	1	1,016
Townhouse / Two-Family	597	Dwelling Units	0.58	346
Apartment	312	Dwelling Units	0.33	103
Commercial	7.2	Net Hectare Site Area	32	230
Industrial	2.2	Net Hectare Site Area	20	45
			<b>Total Equivalent Population</b>	1,740 (a)
<b>B: Unit Drainage DCC Calculation</b>				
Net Drainage DCC Program Recoverable		\$6,565,878.00	(b)	
Existing DCC Reserve Monies		\$779,455.00	(c)	
Net Amount to be Paid by DCCs		\$5,786,423.00	(d) = (b) - (c)	
DCC per person		\$3,324.73	(e) = (d)/(a)	
<b>C: Resulting Drainage DCCs</b>				
Single Family Residential		\$3,324.73	per Lot	(e) x Col. (3)
Townhouse / Two-Family		\$1,928.34	per Dwelling Unit	(e) x Col. (3)
		\$14.83	per m <sup>2</sup> Floor Space	
Apartment		\$1,097.16	per Dwelling Unit	(e) x Col. (3)
		\$13.89	per m <sup>2</sup> Floor Space	
Commercial		\$106,391.29	per Net Hectare	(e) x Col. (3)
Industrial		\$66,494.56	per Net Hectare	(e) x Col. (3)

**Notes**

(1) DCC reserve balance from Town staff November 27, 2015

## **PART 9: DCC RATES SUMMARY & IMPLEMENTATION**

### **Points Covered**

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

## 9.1 Summary of Proposed DCC Rates

Table 9.1 summarizes the proposed Town of Gibsons DCC rates. The proposed DCC rates are levied per lot for single family dwellings, per unit for duplexes, and per square metre of floor space for townhouses and apartments. Commercial, institutional, and industrial development are levied DCCs per square metre of gross building floor space for all infrastructure types except drainage, which is levied on the basis of net hectares of site area. The single family DCCs will be levied at subdivision. All other DCCs will be levied at building permit.

## 9.2 Bylaw Exemptions

The *Local Government Act* is quite clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the Town, 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 *Local Government Act* further restricts the levying of the DCC at the time of application for a building permit if:

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

Recent changes to the legislation allow local governments to charge DCCs on residential developments of less than four units (e.g. duplexes, townhouses with three units), as long as such a charge is provided for in the local government's DCC bylaw. The Town's current DCC bylaw provides for charges to developments of less than four units, and it is proposed that this approach be maintained.

## 9.3 Collection of Charges – Building Permit and Subdivision

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. The Town of Gibsons will collect DCCs for single family dwellings at subdivision approval. Of the two possible collection times, subdivision approval occurs earlier in the process. Collecting DCCs early will allow the Town to ensure timely provision of infrastructure and services.

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

The DCC bylaw will specify when DCCs will be collected for different development types. Where a development type has not been specified in the DCC bylaw, the DCC levied will be based on the rate of the most similar development type.

**Table 9.1**  
**Town of Gibsons Proposed DCC Rate Summary**

Land Use	Transportation	Drainage	Water	Sanitary Sewer	Total	Units	When Payable
Single-Detached Dwelling	\$9,939.89	\$3,324.73	\$2,242.41	\$2,462.20	\$17,969.23	per lot/ per dwelling unit	Subdivision approval (or if subdivision is not required, then at building permit issue) <sup>(e)</sup>
Duplex	\$6,431.70	\$1,928.34	\$1,949.92	\$2,141.04	\$12,451.00	per dwelling unit	Building permit issue (or at subdivision approval if lot is solely for duplex use)
Townhouse / Cluster Residential <sup>(a)</sup>	\$49.47	\$14.83	\$15.00	\$16.47	\$95.78	per m <sup>2</sup> floor space	Building permit issue
Apartment <sup>(b)</sup>	\$65.38	\$13.89	\$18.51	\$20.33	\$118.10	per m <sup>2</sup> floor space	Building permit issue
Commercial or Institutional <sup>(c)</sup>	\$77.96		\$4.87	\$5.35	\$88.19	per m <sup>2</sup> gross building floor space	Building permit issue
		\$106,391.29			plus \$106,391.29	per net hectare	
Industrial <sup>(d)</sup>	\$27.29		\$5.12	\$5.62	\$38.02	per m <sup>2</sup> gross building floor space	Building permit issue
		\$66,494.56			plus \$66,494.56	per net hectare	

- (a) Townhouse and cluster residential development to be charged on a per m<sup>2</sup> floor space basis up to a maximum of \$17,969 per dwelling unit.
- (b) Apartment development to be charged on a per m<sup>2</sup> floor space basis up to a maximum of \$12,451 per dwelling unit.
- (c) For commercial and institutional uses, the total DCCs payable is the sum of transportation, drainage, water, and sanitary sewer DCCs.
- (d) For industrial uses, the total DCCs payable is the sum of transportation, drainage, water, and sanitary sewer DCCs.
- (e) Collection of single-detached dwelling DCCs would only occur at time of building permit if DCCs were not previously collected at time of subdivision (e.g. for a comprehensive development)

#### **9.4 Collection of DCCs on Redeveloped or Expanded Developments**

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

DCCs will not be charged for new garden suites or secondary suites. DCCs for single detached developments are charged at time of subdivision as opposed to building permit. Future population associated with garden suites or secondary suites has been accounted for in the growth projections undertaken for this DCC review.

#### **9.5 In-Stream Applications and Grace Periods**

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

Effective January 1, 2011, building permits are also given the same in-stream exemptions as subdivision applications under the *Local Government Act*. Complete building permit applications are also exempt from any increase in DCCs for one year from the date of implementation of the new DCC bylaw.

The Town has not considered introducing a grace period in the new DCC bylaw at this time. If no grace period is included once the proposed DCC bylaw has been given fourth and final reading, the proposed DCC rates will be in effect. The *Local Government Act* requirements will apply (i.e. in-stream subdivision and building permit applications will be granted one-year protection from any rate adjustments).

#### **9.6 DCC Rebates and Credits**

The *Local Government Act* stipulates that should an owner pay for specific services inside or outside of the boundaries of the land being subdivided or developed and these services are included in the calculation to determine the DCC, then the amount paid must be deducted from the class of DCC that is applicable to the service. For instance, if an owner were to build a water main outside of his/her development and the water main is in the DCC program, the Town will credit the owner the cost of the watermain up to the amount of the water DCCs paid.



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

The Town may establish a DCC rebate policy or procedure to fund DCC works advanced by owners and developers prior to the Town building such services. For example, an owner may wish to advance the development of certain infrastructure identified in the Town's DCC program, and be provided with the option of entering into a DCC front-end agreement to access future DCC revenue in relation to the front-ended infrastructure. Again, a Town policy or procedure is recommended to ensure consistent application of DCC rebates or front-end agreements. Often policies for DCC credits, rebates, front-end agreements, and latecomer agreements are drafted to assist staff in development financing.

## **9.7 DCC Monitoring and Accounting**

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

## **9.8 DCC Reviews**

To keep the DCC program as current as possible, the Town should review its program annually. Based on its annual review, the Town may make minor amendments to the DCC rates. Minor amendments may include the deletion of completed projects, the addition of new projects, and the deletion of estimated construction costs, with the inclusion of actual construction costs and time frame adjustments. A DCC bylaw amendment and Ministry approval is required for minor updates.

Major amendments of the DCC program and rates will occur when significant land use changes are made, when new servicing plans are prepared or when the information upon which the DCCs are calculated has become significantly outdated or requires significant revision. Based on experience, a major amendment to the DCC program and rates is recommended every 4 to 5 years.

# APPENDIX A

EXISTING DEVELOPMENT COST CHARGE BYLAW NO. 670

# TOWN OF GIBSONS



## DEVELOPMENT COST CHARGES BYLAW NO. 670

**Adopted:** July 20<sup>th</sup>, 1993

Consolidated for convenience April 7<sup>th</sup>, 2015

This version of this bylaw is a consolidation of amendments to the original bylaw as of the date specified. This consolidation is done for the convenience of users and accurately reflects the status of the bylaw as of the specified date but must not be construed as the original bylaw and is not admissible in Court unless specifically certified by the Corporate Officer for the Town of Gibsons. Persons interested in the definitive wording of this bylaw and its amendments should view the original sealed bylaws at the Town of Gibsons.

### AMENDMENTS IN THIS CONSOLIDATION

NO.	BYLAW NO.	DATE	AMENDMENT
1.	800	June 4 <sup>th</sup> , 1996	<ul style="list-style-type: none"><li>• Subsection (c) (iv) definition for "Gross Building Floor Space" added.</li><li>• Matrix for Sewer Development Cost Charges replaced.</li></ul>
2.	882	September 15 <sup>th</sup> , 1998	<ul style="list-style-type: none"><li>• Schedule "A" replaced in its entirety.</li></ul>
3.	959	December 3 <sup>rd</sup> , 2002	<ul style="list-style-type: none"><li>• Schedule "A" replaced in its entirety.</li></ul>
4.	1056	April 17 <sup>th</sup> , 2007	<ul style="list-style-type: none"><li>• Delete Section 3 and Replace</li></ul>
5.	1067	December 18 <sup>th</sup> , 2007	<ul style="list-style-type: none"><li>• Section 2 "Definitions" replaced in its entirety.</li><li>• Schedule "A" replaced in its entirety.</li></ul>
6.	670-6	April 7 <sup>th</sup> , 2015	<ul style="list-style-type: none"><li>• Section 2 "Definitions" amended to add definitions for Two-Family Dwelling, Garden Suite and Cluster Residential.</li></ul>

## **TOWN OF GIBSONS**

### **BYLAW NO. 670**

A bylaw to impose development cost charges  
for water, sewer, drainage and roads

**WHEREAS** Council may by bylaw impose development cost charges;

**AND WHEREAS** the development cost charges may be imposed for the sole purpose of providing funds to assist the municipality in paying the capital cost of providing, altering or expanding water, sewage, drainage and highway facilities and for acquiring public open space or for any of them, in order to serve, directly or indirectly, the development in respect of which the charges are imposed;

**AND WHEREAS** in fixing the development cost charges imposed by this bylaw Council has taken into consideration future land use patterns and development, the phasing of works and services and determined that the charges:

- (a) are not excessive in relation to the capital cost of prevailing standards of services in the community;
- (b) will not deter development; and,
- (c) will not discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land;

**AND WHEREAS** a development cost charge is not payable where:

- (a) the development does not impose new capital cost burdens on the Town; or,
- (b) a development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed;

**NOW THEREFORE** the Council of the Town of Gibsons, in open meeting assembled, enacts as follows:

#### **CITATION**

1. This bylaw may be cited as Development Cost Charges Bylaw No. 670.

#### **DEFINITIONS**

2. In this bylaw

“dwelling unit” means a self-contained suite of rooms which provides accommodation for not more than one family and which suite of rooms does not contain more than one set of cooking facilities.

“single-family dwelling” means any detached building consisting of one dwelling unit.

“townhouse” means residential use of a building comprised of three or more dwelling units separated from one another by party walls extending from foundations to roof, with each dwelling having a separate direct entrance from grade.

“apartment” means the residential use of part or all of a building comprised of three or more dwelling units, but does not include townhouses.

“floor space” means the habitable space within each dwelling unit measured to the extreme outer limits of the building not including exterior hallways and stairways, common areas and parking.

“net hectare” means the remaining area of the land being subdivided or developed after deduction of the area to be transferred to the Town for road and park dedication.

“gross building floor space” means the total floor area in a principal building measured between the exterior faces of the exterior walls of the building at the level of each storey, below, at and/or above grade, excluding the area used for off-street unloading or parking.

“two-family dwelling” means a detached building consisting of two dwelling units, and does not include secondary suites.

“garden suite” means a detached dwelling unit located on the same lot as a single-family dwelling or a two-family dwelling.

“cluster residential” means multiple dwelling units on a single parcel zoned as Cluster Residential (RCL) in Zoning Bylaw 1065, 2007.

## **DEVELOPMENT COST CHARGE**

3. Every person who obtains:

(a) approval for subdivision under the *Land Title Act* or the *Strata Property Act*,

or

- (b) a building permit, including a permit authorizing 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 and be put to no other use than the residential use in those dwelling units,

shall pay to the Town at the time of approval of the subdivision or upon the issue of the building permit, as the case may be, the applicable development cost charges as set out in Schedule "A" attached to and forming part of this bylaw."

## **REPEAL**

4. Development Cost Charge Bylaws No. 363, 1983, No. 363-1, 1991 and No. 363-2, 1992 are hereby repealed.

**READ** a first time this 8<sup>th</sup> day of December 1992

**READ** a second time this 15<sup>th</sup> day of December 1992

**READ** a third time this 6<sup>th</sup> day of July 1993

**APPROVED** by Inspector of Municipalities this 14<sup>th</sup> day of July 1993

**RECONSIDERED** and adopted this 20<sup>th</sup> day of July 1993

\_\_\_\_\_  
"T. Eric Small"  
T. Eric Small – Mayor

\_\_\_\_\_  
"Dan Legg"  
Clerk

Certified a true copy of Development  
Cost Charges Bylaw No. 670.

\_\_\_\_\_  
Corporate Officer

## Schedule "A"

### Development Cost Charges

Land Use	Roads	Drainage	Water	Sanitary	Total	Units	When Payable
Single-Family Dwelling	\$8,656.31	\$4,205.78	\$2,337.93	\$2,038.27	\$17,238.29	per lot/per dwelling unit	Subdivision approval or if subdivision is not required, then at building permit issue
Townhouse/Two-Family/Garden Suite/Cluster Residential <sup>(a)</sup>	\$43.09	\$18.76	\$15.68	\$13.67	\$91.20	per m <sup>2</sup> floor space	Building permit issue
Apartment <sup>(b)</sup>	\$56.94	\$17.57	\$20.12	\$17.54	\$112.17	per m <sup>2</sup> floor space	Building permit issue
Commercial or Institutional <sup>(c)</sup>	\$67.89	n/a	\$5.42	\$4.73	\$78.04	per m <sup>2</sup> gross building floor space	Building permit issue
Commercial or Institutional <sup>(c)</sup>	n/a	\$134,584.91	n/a	n/a	\$134,584.91	per net hectare	Building permit issue
Industrial <sup>(d)</sup>	\$23.76	n/a	\$6.45	\$5.63	\$35.84	per m <sup>2</sup> gross building floor space	Building permit issue
Industrial <sup>(d)</sup>	n/a	\$84,115.57	n/a	n/a	\$84,115.57	per net hectare	Building permit issue

- (a) Townhouse/Two-Family/Garden Suite/Cluster Residential development to be charged on a per m<sup>2</sup> floor space basis up to a maximum of \$17,238.29 per dwelling unit.
- (b) Apartment development to be charged on a per m<sup>2</sup> floor space basis to a maximum of \$11,856.00 per dwelling unit.
- (c) For commercial and institutional uses, the total DCCs payable is the sum of roads, water, drainage, and sanitary DCCs.
- (d) For industrial uses, the total DCCs payable is the sum of roads, water, drainage, and sanitary DCCs.