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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

MEETING

Thursday, July 3, 2025
9:00 am
28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at https://www.metrovancouver.org

A G E N D A

A. ADOPTION OF THE AGENDA

1. July 3, 2025 Meeting Agenda
That the Regional Planning Committee adopt the agenda for its meeting scheduled for July 3, 2025 as circulated.

B. ADOPTION OF THE MINUTES

1. June 5, 2025 Meeting Minutes *pg. 5*
That the Regional Planning Committee adopt the minutes of its meeting held June 5, 2025 circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. Regional Parking Study – Final Report

pg. 11

Executive Summary

At its January 9, 2025 meeting, the Regional Planning Committee received the Regional Parking Study preliminary region-wide research findings. Discussion highlighted the importance of local context in parking data analysis and the limitations and challenges faced by municipalities after provincial legislation removed minimum parking requirements as a tool for regulating parking supply in many locations.

This report presents the Regional Parking Study – Final Report conducted by Bunt Engineering, and highlights key findings for off-street apartment parking utilization, development economics, and housing affordability. Municipal scale data is provided to support local analysis and policy development. Key findings of the Regional Parking Study include:

- Local context matters: parking utilization varies significantly across the region; Average parking occupancy across the region ranges from 57% to 75%.
- Distance to transit is a predictor of parking supply and occupancy. Near SkyTrain there is an average of 1.09 parking stalls per unit with an average occupancy rate of 64%; in areas without frequent transit there is an average of 1.47 stalls per unit with an average occupancy rate of 68%.
- Parking supply and occupancy are influenced by housing tenure. In strata buildings, an average of 1.3 stalls per unit are provided with an average occupancy of 65%; in market rental buildings, an average of 0.77 stalls per unit are provided with an average occupancy of 67%.
- Visitor parking is under-utilized across all geographic contexts and tenures.
- Parking supply remains market driven; developers provide parking based on demand. Buildings that have very low or no parking are feasible only in high-amenity, transit-oriented areas.
- For non-market housing, providing less parking can result in savings that may be realized in the form of lower rents and/or more capital available for new affordable housing projects.

Recommendation

That the MVRD Board:

a) receive for information the report dated June 9, 2025, titled “Regional Parking Study – Final Report”; and
b) forward a copy of the report dated June 9, 2025 titled “Regional Parking Study – Final Report” to member jurisdictions with an offer of a presentation to Council upon request.

2. Historic Regional Demographic Patterns *pg. 90*

Executive Summary

Metro Vancouver's long-range population, housing and employment projections continue to evolve due to shifting immigration patterns and demographic trends. This report highlights the historic data and regional demographic trends that influence model assumptions. Regional Planning staff now update projections annually to ensure that they reflect the most up to date conditions. The 2025 Projections Update will incorporate new federal immigration targets (2025-2027) and updated Statistics Canada estimates, and will be presented to the MVRD Board in Fall 2025.. The following findings, based on recent data and trends, will serve as the foundation for the upcoming update:

- **Population Growth**: Immigration remains the primary driver of growth, with most newcomers settling in Vancouver and Surrey. However, outmigration to other parts of the province has increased significantly, reducing net regional growth by 34% (2016-2021). Migration within Metro Vancouver continues to shift eastward and beyond the region.
- **Housing Trends**: Apartment inventory has grown by 41% since 2011, now comprising 43% of total regional housing.
- **Employment Shifts**: Metro Vancouver's employment grew 34% from 2001 to 2021, reaching 1.35 million jobs, though growth has slowed since 2006.

Recommendation

That the MVRD Board:

a) receive for information the report dated June 10, 2025, titled "Historic Regional Demographic Patterns"; and
b) forward a copy of the report dated June 10, 2025, titled "Historic Regional Demographic Patterns" to member jurisdictions with an offer of a presentation including local demographic profiles to Council upon request.

3. Best Practice Review & Proposed Updates for Development Cost Charge Categories *pg. 111*

Executive Summary

At its June 12, 2025 meeting, the Finance Committee received for information the report dated May 23, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories". This report is being presented to the Regional Planning Committee for information.

Recommendation

That the Regional Planning Committee receive for information the report dated June 25, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories".

4. Scope of Work – Regional Industrial Lands Inventory *pg. 302*

Executive Summary

Metro Vancouver prepares a Regional Industrial Lands Inventory every five years to monitor and track the quantity and quality of industrial land supply across the region. Given the critical shortage of industrial lands in the region and *pg. 119* influence on local jobs and economy, it is important to understand the supply, utilization, and changes over time. The last inventory was completed in 2020 and an update is planned in 2025 to support the implementation of Metro 2050 and the Regional Industrial Lands Strategy, as well as local planning and economic development efforts. The inventory will provide information on vacant and developed industrial lands (by type and activity), and compare to previous inventories to understand how industrial land is being used across the region and the trends, opportunities, and challenges that exist. This data can support member jurisdictions and the development industry with key policy, advocacy, and investment decisions.

Recommendation

That the Regional Planning Committee receive for information the report dated June 9, 2025, titled "Scope of Work – Regional Industrial Lands Inventory".

5. Manager's Report *pg. 306*

Recommendation

That the Regional Planning Committee receive for information the report dated June 10, 2025, titled "Manager's Report".

F. INFORMATION ITEMS

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

I. ADJOURNMENT

That the Regional Planning Committee adjourn its meeting of July 3, 2025.

Membership:

Woodward, Eric (C) – Langley Township
Hodge, Craig (VC) – Coquitlam
Bligh, Rebecca – Vancouver
Carreras, Korleen – Maple Ridge
Girard, Angela – North Vancouver City
Henderson, Tasha – New Westminster
Knight, Megan – White Rock
Kruger, Dylan – Delta
Lahti, Meghan – Port Moody
Lambur, Peter – West Vancouver
Locke, Brenda - Surrey
Loo, Alexa – Richmond
McEwen, John – Anmore
Santiago, Maita – Burnaby
West, Brad – Port Coquitlam

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 am on Thursday, June 5, 2025 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Eric Woodward, Langley Township
Vice Chair, Director Craig Hodge, Coquitlam
Director Rebecca Bligh, Vancouver
Councillor Korleen Carreras, Maple Ridge
Councillor Angela Girard, North Vancouver City
Councillor Tasha Henderson, New Westminster
Director Megan Knight, White Rock*
Director Dylan Kruger, Delta
Director Meghan Lahti, Port Moody
Councillor Peter Lambur, West Vancouver*
Director Brenda Locke, Surrey*
Director Alexa Loo, Richmond
Director John McEwen, Anmore
Director Brad West, Port Coquitlam*

*denotes electronic meeting participation as authorized by the *Procedure Bylaw*

MEMBERS ABSENT:
Councillor Maita Santiago, Burnaby

OTHERS PRESENT:
Matt Gemmel, Director, Policy and Public Affairs, Federation of Canadian Municipalities

STAFF PRESENT:
Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development
Hadir Ali, Legislative Services Coordinator, Board and Information Services
Laurel Cowan, Division Manager, Regional Land Use Policy, Regional Planning & Housing Services

A. ADOPTION OF THE AGENDA

1. June 5, 2025 Meeting Agenda

It was MOVED and SECONDED
That the Regional Planning Committee adopt the agenda for its meeting scheduled for June 5, 2025 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. April 3, 2025 Meeting Minutes

It was MOVED and SECONDED
That the Regional Planning Committee adopt the minutes of its meeting held April 3, 2025 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

1. Matt Gemmel, Director, Policy and Public Affairs, Federation of Canadian Municipalities

Subject: Canada's Infrastructure Gap

Matt Gemmel provided the committee with a presentation titled "Housing Enabling Infrastructure" outlining the work of the Federation of Canadian Municipalities (FCM) and highlighting the state of infrastructure across Canada and impacts of the current geopolitical climate. Members were informed that providing infrastructure to a new development in 2025 costs $126,000 per unit and that this does not include the costs of schools and social services. Given the high costs and Canada's infrastructure deficit, FCM is advocating for the modernization of municipal funding to pay for community development and for the Federal Government to acknowledge the importance of municipalities in solving the housing crisis.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region

Report dated May 6, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services seeking feedback and endorsement of the proposed scope of work for a project to estimate the order of magnitude level of infrastructure needs and corresponding investment required to support anticipated regional growth.

Jonathan Cote provided the committee with a verbal overview of the report noting that once a consultant is selected and a more detailed work program developed, the committee will be provided with a progress update on the work.

It was MOVED and SECONDED
That the MVRD Board endorse the proposed scope of work as presented in the report dated May 6, 2025, titled "Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region".

CARRIED

2. Industrial Lands Bring-to-Market Initiative – Maple Ridge/Kwantlen First Nation Study Results

Report dated May 12, 2025 from Laurel Cowan, Division Manager, Regional Land Use Policy, Regional Planning & Housing Services informing the Regional Planning Committee and MVRD Board of the findings of the Bring to Market Initiative.

Laurel Cowan provided the committee with a presentation titled "Industrial Lands Bring-to-Market Initiative" outlining a study that looked at utilization of vacant or underdeveloped industrial land in Maple Ridge/Kwantlen First Nation and the policy changes needed to support its further economic development.

It was MOVED and SECONDED
That the MVRD Board:

a) receive for information the report dated May 12, 2025, titled "Industrial Lands Bring-to-Market Initiative – Maple Ridge/Kwantlen First Nation Study Results"; and
b) direct staff to forward a copy of the report dated May 12, 2025, titled "Industrial Lands Bring-to-Market Initiative – Maple Ridge/Kwantlen First Nation Study Results" to member jurisdictions with an offer of a presentation to Council upon request.

CARRIED

3. 2025 Agriculture Awareness Grant Recommendations

Report dated May 2, 2025 from Carla Stewart, Senior Planner, Regional Planning and Housing Services recommending that the MVRD Board award $55,000 in agriculture awareness grants to 19 nonprofit organizations within the region.

It was MOVED and SECONDED

That the MVRD Board award the annual Agriculture Awareness Grants in the total amount of $55,000, as presented in the report dated May 2, 2025, titled "2025 Agriculture Awareness Grant Recommendations", to the following 19 non-profit organizations:

1. A.S.T.C. Science World Society, for "Agriculture Awareness: What's In Your Lunchbox?" in the amount of $2,000;
2. BC Agriculture Council, for "Speak Up Training – Punjabi Edition" in the amount of $4,000;
3. BC Agriculture in the Classroom Foundation, for "Take a Bite of BC!" in the amount of $3,000;
4. Delta Farmland and Wildlife Trust, for "Day At The Farm (DATF)" in the amount of $1,500;
5. Earthwise Society, for "Tomato Festival" in the amount of $2,000;
6. Elements Society for Environmental Education and Leadership (ELEMENTS), for "EcoCooks School Elementary Metro Vancouver" in the amount of $3,500;
7. Environmental Youth Alliance, for "Plant Gifts for Community Project" in the amount of $3,500;
8. Farm Folk / CityFolk, for "The Bitter Harvest: Bold Flavours of Chicories" in the amount of $4,500;
9. Fresh Roots Urban Farm Society, for "Sustainable Opportunities for Youth Leadership (SOYL)" in the amount of $2,500;
10. Grow Local Society, for "Gardening & Beyond" in the amount of $2,000;
11. Institute for Sustainable Horticulture, for "Cultivating Knowledge Book Series" in the amount of $3,000;
12. Langley Environmental Partners Society, for "Langley Eats Local" in the amount of $1,500;
13. Lower Mainland Sheep Producers Association, for "LMSPA Wool n' Ewe A-Fair" in the amount of $4,500;
14. Open Science Network Society, for "Microbes & Farming: The Hidden Helpers of Agriculture" in the amount of $2,500;
15. Poultry in Motion, for "PNE Attendance, Maple Ridge Country Fest, Day at the Farm Delta" in the amount of $3,000;
16. Public Health Association of BC, for "Community Garden Roots, Strong Roots, Strong Community" in the amount of $3,500;
17. Society Promoting Environmental Conservation (SPEC), for "Growing Together - Out of School Care Garden Clubs" in the amount of $3,500;

18. The Sharing Farm, for "14th Annual Garlic Fest" in the amount of $2,000; and
19. Village Vancouver Transition Society, for "Community Seed Libraries/Community Seed Literacy" in the amount of $3,000.

CARRIED

4. 2025 Update on Regional District Sustainability Innovation Fund Projects – Regional Planning

Report dated May 2, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development providing an update on the Regional Planning projects funded under the Regional District Sustainability Innovation Fund that are currently in progress or have been completed or discontinued since the last annual update to the designated Standing Committee.

It was MOVED and SECONDED

That the MVRD Board receive for information the report titled "2025 Update on Regional District Sustainability Innovation Fund Projects – Regional Planning", dated May 2, 2025.

5. Regional Planning Modelling Framework Report

Report dated May 12, 2025 from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services providing the Regional Planning Committee with an update on the Regional Planning Modelling Framework.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 12, 2025, titled "Regional Planning Modelling Framework Report".

CARRIED

6. Manager's Report

Report dated May 12, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, providing an update on the Regional Planning Committee's 2025 Work Plan and activities.

Members were informed of the release of TransLink's 2023 Trip Diary Survey which shows that transit-use, walking, and cycling have passed a 30% threshold in the region.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 12, 2025, titled "Manager's Report".

CARRIED

F. INFORMATION ITEMS

No items presented.

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

I. ADJOURNMENT

It was MOVED and SECONDED

That the Regional Planning Committee adjourn its meeting of June 5, 2025.

CARRIED

(Time: 9:50 am)

Hadir Ali,
Legislative Services Coordinator

Eric Woodward,
Chair

76821104

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: June 9, 2025 Meeting Date: July 3, 2025

Subject: **Regional Parking Study – Final Report**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated June 9, 2025, titled "Regional Parking Study – Final Report"; and
b) forward a copy of the report dated June 9, 2025 titled "Regional Parking Study – Final Report" to member jurisdictions with an offer of a presentation to Council upon request.

EXECUTIVE SUMMARY

At its January 9, 2025 meeting, the Regional Planning Committee received the Regional Parking Study preliminary region-wide research findings. Discussion highlighted the importance of local context in parking data analysis and the limitations and challenges faced by municipalities after provincial legislation removed minimum parking requirements as a tool for regulating parking supply in many locations.

This report presents the Regional Parking Study – Final Report conducted by Bunt Engineering, and highlights key findings for off-street apartment parking utilization, development economics, and housing affordability. Municipal scale data is provided to support local analysis and policy development. Key findings of the Regional Parking Study include:

- Local context matters: parking utilization varies significantly across the region; Average parking occupancy across the region ranges from 57% to 75%.
- Distance to transit is a predictor of parking supply and occupancy. Near SkyTrain there is an average of 1.09 parking stalls per unit with an average occupancy rate of 64%; in areas without frequent transit there is an average of 1.47 stalls per unit with an average occupancy rate of 68%.
- Parking supply and occupancy are influenced by housing tenure. In strata buildings, an average of 1.3 stalls per unit are provided with an average occupancy of 65%; in market rental buildings, an average of 0.77 stalls per unit are provided with an average occupancy of 67%.
- Visitor parking is under-utilized across all geographic contexts and tenures.
- Parking supply remains market driven; developers provide parking based on demand. Buildings that have very low or no parking are feasible only in high-amenity, transit-oriented areas.
- For non-market housing, providing less parking can result in savings that may be realized in the form of lower rents and/or more capital available for new affordable housing projects.

PURPOSE

To inform the Regional Planning Committee and MVRD Board of the findings of the Regional Parking Study.

BACKGROUND

The Regional Parking Study is part of the Regional Planning Committee's 2025 Work Plan, as directed by *Metro 2050* policy action 5.1.6: "Metro Vancouver will collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy."

At its January 9, 2025 meeting, the Regional Planning Committee received a summary of region-wide preliminary research findings. Discussion at that meeting included:

- the importance of geographic context in parking data analysis; and
- the limitations and challenges faced by municipalities after provincial legislation removed minimum parking requirements as a tool for regulating parking supply in many locations.

Given the shifting context with regard to minimum parking requirements, this report focuses on the Regional Parking Study (Attachment 1), and provides data that may be used by member jurisdictions, developers, and others to explore affordability considerations and context-specific parking needs.

PARKING UTILIZATION STUDY

Methodology

Bunt Engineering ("the consultant") was retained to undertake parking research, which included preparing a parking utilization database. This database was developed using two concurrent methods:

1. *Synthesis of available parking utilization data sources into a master regional database.*
   With the help of a Working Group comprised of member jurisdiction staff, the project team compiled available parking utilization data from municipal parking studies, building upon the baseline established in Metro Vancouver's 2018 apartment parking study. This additional data roughly doubled the available sample size, bringing the total sample to 217 buildings and over 33,000 individual parking stalls surveyed.

2. *Parking utilization survey of Metro Vancouver Housing (MVH) sites.*
   The project team surveyed 16 MVH sites across the region to collect parking utilization data for non-profit housing developments. This survey significantly increased the sample size for non-profit housing buildings, providing the first comprehensive estimate of parking utilization for non-profit housing developments in Metro Vancouver. Results from this survey are summarized below and are incorporated into the master regional database. They will also be used to inform parking supply and design considerations for MVH operations and future redevelopment and development projects.

Parking utilization surveys attempt to capture parking utilization during "peak" occupancy demand periods – i.e. the times at which parking is most heavily-utilized. The MVH surveys were conducted in late April and early May 2025 on weeknights (Tuesday, Wednesday or Thursday). Residential parking demand was counted between 11:00 pm and 1:00 am; visitor parking demand was surveyed between 6:00 pm and 8:00 pm. Both periods are intended to capture peak utilization for their respective parking types. The parking data in the regional database as a whole – provided by member jurisdictions – generally follows this industry best-practice methodology.

High Level Findings

The following section presents some key findings by municipality, and at the regional level by tenure and proximity to transit. Of course, there are many local and neighbourhood scale factors, as well as market factors, that influence the right amount of parking for different contexts. Further details are available in the attached report, and detailed data will be provided to member jurisdictions to further explore local supply and demand.

The study found that off-street residential apartment parking is generally underutilized across the studied areas, with average residential occupancy rates, at the municipal level, ranging from 57 percent to 75 percent (Table 1). Visitor parking occupancy averages 36 percent across the region.

Table 1: Parking supply and occupancy, by municipality

Municipality	Sample Sites[1]	Supplied Residential Stalls/Unit[2]	Average Occupancy	
			Residential	Visitor
Burnaby	15	1.14	68%	32%
Coquitlam	22	1.29	57%	29%
Delta	2	1.39	72%	47%
Langley City	1	1.27	75%	57%
Langley Township	4	1.37	63%	41%
Maple Ridge	1	1.63	69%	30%
New Westminster	4	1.08	75%	52%
North Vancouver City	8	1.26	71%	31%
North Vancouver District	4	1.07	61%	37%
Pitt Meadows	1	1.71	75%	n/a
Port Coquitlam	3	1.40	70%	42%
Port Moody	4	1.51	63%	20%
Richmond	10	1.21	64%	41%
Surrey	57	1.31	70%	40%
UBC	1	1.01	66%	n/a

[1] Apartment developments, some with multiple buildings. Some municipalities have a low number of samples; results should be interpreted with caution.
[2] For resident stalls only. Visitor stall supply data is available in the database.

Municipality	Sample Sites[3]	Supplied Residential Stalls/Unit[4]	Average Occupancy	
			Residential	Visitor
Vancouver	54	0.83	63%	41%
White Rock	2	1.80	59%	35%
Metro Vancouver	**193**	**1.21**	**65%**	**36%**

All of the occupancy numbers cited in this report represent simple utilization rates – i.e. the percentage of parking stalls that are occupied. The parking database contains numerous other data fields that allow for more detailed investigation – for example, expressing utilization on a per-unit basis, or exploring utilization rates of older vs. newer buildings.

Parking occupancy is lower near transit compared with areas away from the Frequent Transit Network (Table 2), suggesting that opportunities may exist to provide somewhat less parking in the most transit-oriented locations (especially near SkyTrain).

Table 2: Parking supply and occupancy, by distance to transit

Distance to Transit	Samples	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Within 800 m of rapid transit (SkyTrain)	77	1.09	64%	35%
Within 400 m of frequent bus only[5]	81	1.31	65%	37%
More than 400 m from frequent transit	35	1.47	68%	36%

Parking occupancy is higher for rental buildings than for strata buildings, suggesting that strata buildings, at an average of 1.30 stalls per unit, may be supplying more parking than is needed. Rental housing, on the other hand, has significantly less parking (0.77 stalls per unit) and greater occupancy.

Table 3: Parking supply and occupancy, by tenure

Tenure	Samples	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Strata	118	1.30	65%	34%
Market Rental	47	0.77	67%	50%
Non-Market Rental	16	1.30	64%	55%

[3] Apartment developments, some with multiple buildings. Some municipalities have a low number of samples; results should be interpreted with caution.
[4] For resident stalls only. Visitor stall supply data is available in the database.

[5] "Frequent bus" refers to bus services that are part of TransLink's Frequent Transit Network (FTN), a network of routes where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

Parking Economics and Housing Affordability

Bunt partnered with Liveable City consulting to conduct economic analysis of parking construction and its associated impacts on housing affordability. Deliverables include pro forma analysis, insights into commonly-asked questions about parking (e.g. is it "profitable" to build parking?) and qualitative interviews with developers.

A summary of key findings is below; detailed study results are contained in Attachment 1.

- Parking is more expensive than most people realize. According to pro forma modelling, the cost to provide a single underground parking stall in the region ranges from approximately $117,400 to $137,000.[6]
- To sell condos or to rent new apartments, developers must satisfy the minimum market demand for parking in a particular location as well as the minimum parking supply required by the municipality (if applicable). Developers are always motivated to right-size parking supply to the particular target market for their project.
- High parking requirements significantly impact project economics. They increase overall costs, not only in terms of higher construction expenses but also due to added costs in design, insurance, and other factors. These elevated costs can lower the price developers are able to pay for land, sometimes to the extent that landowners are unwilling to sell.
- Parking also has a significant cost for end users. The addition of one parking stall per unit could translate to a household needing to earn an additional $31,000 to $36,000 annually to qualify for the associated mortgage.[7] This added financial burden can substantially affect housing affordability for prospective buyers.
- For non-market housing:
    - As non-profit developers do not have a required profit margin, any reduction in construction costs, such as reducing parking, can improve affordability for tenants.
    - Savings from reduced parking in a non-profit model would be passed along to end-users in the form of lower rent, and/or capital to develop more affordable housing

Developer Interviews

- Developers identified two key factors informing the number of parking spaces in a development project: product type and proximity to transit, specifically SkyTrain stations.
- Relaxing or removing parking minimums provides developers with more freedom and avoids arbitrary oversupply, but the actual parking supply depends on market demand.
- Parking stalls are not directly used for profit. Developers aim to provide just enough parking to meet market or end-user demand. If parking supply falls short of what purchasers expect, it can impair the perceived value of a project and potentially jeopardize its viability. For example, luxury buildings targeted at higher-income buyers, who are more likely to own one

[6] Liveable City's pro forma modelling is based upon per-square-foot hard cost estimates sourced from the Altus Construction Cost Guide, scaled to a range of parkade sizes (and number of levels) representing different urban contexts, ranging from the most urban ("low" parking supply) to the most suburban ("high" parking supply). These hard costs are multiplied against soft costs that include design, insurance, finances, marketing, and taxes, among others.

[7] Liveable City's modelling assumes that the full cost of constructing parking will be included in the sale price of a condo. Based on a 25-year amortization period and a 5% interest rate, this translates to an additional $690 to $810 in monthly mortgage payments to cover the cost of one parking stall. This requires a higher household income to qualify for the mortgage.

or more vehicles, must include at least one stall per unit to remain competitive in that sub-market.
- There is no guarantee that homebuilders would pass on savings if parking requirements were reduced. The product is priced to the market, not based on development costs.

NEXT STEPS

The parking utilization data is available as an Excel database that allows for detailed analysis beyond that contained in this report. This data will be shared with member jurisdictions to support further local analysis of parking supply and demand. The work will also support complementary studies by TransLink focused on on-street parking and curb management, including potential spillover effects from off-street residential parking. Metro Vancouver staff will seek opportunities to share the Regional Parking Study work through various other channels, including posting resources on the Metro Vancouver web site and participating in webinars and conferences. Staff are available to present at member jurisdiction Councils upon request.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report dated June 9, 2025, titled "Regional Parking Study – Final Report"; and
   b) forward a copy of the report dated June 9, 2025 titled "Regional Parking Study – Final Report" to member jurisdictions with an offer of a presentation to Council upon request.

2. That the MVRD Board receive for information the report dated June 9, 2025, titled "Regional Parking Study – Final Report".

FINANCIAL IMPLICATIONS

This work was undertaken as part of Regional Planning's regular work program with a total consulting budget of $56,000, covered by the Board-approved 2024 and 2025 budgets. An additional $12,000 was provided by the Housing Planning & Policy budget for additional parking utilization surveys of MVH buildings. This data benefited the regional parking study and will support MVH with operational planning and future redevelopment and development planning.

CONCLUSION

This report presents the regional parking research study (Attachment 1) conducted by Bunt Engineering and highlights key findings regarding parking occupancy (in various geographic and housing contexts), development economics, and housing affordability. Detailed data will be shared to support further local analysis of parking supply and demand. Data may be used by member jurisdictions, developers, and others to estimate context-specific parking needs and explore affordability considerations. The study will also support MVH with planning for future redevelopment to efficiently expand non market housing in the region.

ATTACHMENTS

1. Bunt & Associates Engineering Ltd. 2025. Metro Vancouver Private Off-Street Parking Study: Overview.

57100827

TRANSPORTATION PLANNERS AND ENGINEERS

MEMO

Permit No. 1000468

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
J. L. C. CHOW
44588
2025-06-13

DATE: June 13, 2025
PROJECT NO: 04-23-0285
PROJECT: **Metro Vancouver Private Off-Street Parking Study**
SUBJECT: **Off-Street Parking Overview – V4**

TO: Mark Seinen – Senior Planner
Metro Vancouver

PREPARED BY: Joseph Chow, P.Eng. & Josie Ackroyd, P.Eng.
REVIEWED BY: Daniel Fung, M.Sc., P. Eng.

1. INTRODUCTION

Metro Vancouver (MV) has engaged Bunt & Associates Engineering Ltd (Bunt) to provide transportation consultancy services with a focus on private off-street parking as part of the upcoming Regional Parking Strategy. In conjunction, Bunt collaborated with Liveable City Planning Ltd (LCP) to study development parking cost and the correlation between parking cost and housing affordability.

This memo summarizes the current off-street parking bylaws, utilization, and costs. It also includes a summary of interviews with developers regarding parking developments.

The timing of this study and its data analysis were completed before the announcement of Bill 47, which mandates the elimination of minimum parking requirements for developments in municipalities in Transit Oriented Areas within Metro Vancouver. Nonetheless, understanding the implications and effects of these changes on parking supply and usage remains crucial.

1.1 Memorandum Organization:

This memorandum provides a summary of the study, covering the following key topics and organized into the sections listed below:

- **Section 2: Key Findings**
- **Section 3: Background Review**
  - 2018 Regional Parking Study
  - The New Zealand Auckland Parking Strategy
- **Section 4: Parking Generation Manuals**
- **Section 5: Current Parking Bylaws**
  - Summary of current Bylaw parking rates
  - Comparison to parking rates from 2018 study
  - Transportation Demand Management
  - Constraints & Opportunities
- **Section 6: Parking Utilization**
- **Section 7: Parking Economics**
- **Section 8: Developer Interviews**

2. KEY FINDINGS

Key findings focusing on updated parking utilization, parking cost, and developer interview are presented below:

2.1.1 Parking Utilization Analysis

Parking utilization in this analysis is measured using an advanced methodology that compares the number of stalls occupied per occupied unit to the number of stalls provided per unit. This approach offers a more accurate view of demand by accounting for differences in unit occupancy and parking supply.

For example, a ratio of 0.5 means that, on average, residents are using only half of the parking provided per unit, indicating an opportunity to right-size the parking supply based on actual demand.

This ratio is intended for planning purposes and reflects parking use relative to occupied units, rather than total lot occupancy, since empty stalls may simply result from vacant units rather than low parking demand.

The analysis shows that:

- Parking is generally underutilized across the studied areas.. Parking utilization ranges from 0.60 in Delta to 0.78 in Langley Township and Port Coquitlam. This suggests there may be opportunities to right-size parking supply, especially in areas with lower demand.
- Parking utilization decreases near frequent or rapid transit compared to away from the frequent transit network. Frequent transit access effectively reduces parking demand, reinforcing the value of transit-oriented development (TOD) and the potential to lower parking requirements near transit corridors.
- There is higher percent of parking surplus in strata only buildings compared to Market Rental units. This suggests that strata buildings may be supplied with more parking than is typically needed, resulting in lower utilization. In contrast, market rental buildings tend to have parking supply more closely aligned with resident demand, leading to higher utilization rates.

2.1.2 Parking Economics Analysis

Bunt has partnered with LCP to examine the economics of parking from the developer's perspective, focusing on meeting government requirements and market demand. Financial models were developed to understand how changes in parking supply impact housing affordability for buyers. The key takeaways include:

- Parking is more expensive than most people realize. For apartment purchasers or renters, the true cost of a parking stall typically ends up being 1.5 to 1.6 times the initial hard construction cost. When all associated costs are factored in, the price of a single parking stall in the building modelled in this report ranges from approximately $117,400 to $137,000.

- Parking is a cost centre. In order to sell condos or to rent new apartments, developers must satisfy the minimum market demand for parking in a particular location as well as the minimum parking supply required by the municipality. Developers are always motivated to right size parking supply to the particular target market for their project.

- Developers will always supply parking at the minimum levels that they think the market will demand. The greater impact of high parking requirements is that they hinder high intensity development options by reducing what a developer can afford to pay for land. In many cases, parking drives the development of decisions.

- High parking requirements significantly impact project economics. They increase overall costs, not only in terms of higher construction expenses but also due to added costs in design, insurance, and other factors. These elevated costs can lower the price developers are able to pay for land, sometimes to the extent that landowners are unwilling to sell. Additionally, in order to meet the minimum profitability thresholds required by banks and investors, typically 15% to 20% return on costs for condominiums and a 6% return on equity for purpose-built rental projects, developers may need to raise condo prices or rental rates, which can degrade overall project viability.

- Low parking requirements reduce total project costs, both in terms of absolute hard costs and in associated 'multiples' like design and insurance. These lower costs allow developers to pay more for land, potentially making deals feasible where they otherwise wouldn't be. In turn, the lower cost structure can reduce the sale prices of condominiums or rental rates while still allowing developers to achieve their required profitability thresholds, ultimately improving the viability of development projects.

- Increasing parking requirements can have significant cost implications for buyers. Based on an economic analysis of a mixed-use development in Vancouver, adding one parking stall per unit could require a household to earn an additional $31,000 to $36,000 annually to qualify for a mortgage. This added financial burden can substantially affect housing affordability, potentially putting homeownership out of reach for many prospective buyers.

2.1.3 Developer Interviews

Bunt conducted interviews with five local developers, including one non-profit provider, to explore challenges and opportunities related to parking in development projects. The key takeaways from these conversations include:

- Developers identified two key factors influencing the determination of the number of vehicle parking spaces in a development project: product type and proximity to transit specifically for SkyTrain stations. Generally, there is lower parking demand in rental units compared to strata units. Additionally, parking supply tends to be lower when the site is close to a SkyTrain station; However, this is not always the case given market demand.

- Regarding Bill 44 and Bill 47, relaxing or removing parking minimums provides developers with more freedom, but the actual parking supply depends on market demand.

- Parking is generally not considered a profit centre, as parking stalls are not directly used for profit. Developers aim to provide just enough parking to meet market or end-user demand. If parking supply falls short of what purchasers expect, it can impair the perceived value of a project and potentially jeopardize its viability. For example, luxury buildings targeted at higher-income buyers, who are more likely to own one or more vehicles, must typically include at least one stall per unit to remain competitive in that sub-market.

- There is no guarantee that homebuilders would pass on savings if parking requirements were reduced. The cost of the unit is typically not reduced, as the product is priced to the market, dependent on location and proximity to transit.

- Some developers noted cases where there is a surplus of parking spaces led to the need for discounted sales.

- For non-profit developers (BC-housing):
    - BC Housing focuses on reducing end-user costs. The lack of parking is seen as a driver of affordability, aiming for less expensive housing.
    - BC Housing typically targets a 1-storey parkade rather than focusing on parking demand. The number of parking stalls is determined by physical site conditions, acting as a barrier to providing more spaces. The goal is also to reduce the physical construction footprint.

3. BACKGROUND REVIEW

3.1 2018 Regional Parking Study

The previous regional parking study, the *2018 Regional Parking Study,* was completed in 2018, conducted by TransLink and Metro Vancouver, which included the data collection and review of 70 off-street parking sites. This is supplemented in this current review with and additional 130 sites, collected from municipal surveys (see Section 3.5). The key findings from the 2018 study are outlined below.

1. Parking supply considerably exceeds demand (Percentage of Supply over Demand in Strata: 42%, Market Rental: 35%, and Mixed Rental: 41%).
2. Parking supply appears to be decreasing for newer strata and market rental apartment buildings.
3. Zero-bedroom units (less than 600 sq.ft.) have the largest surplus of parking.
4. Parking supply is lower in buildings closer to frequent transit.
5. Parking utilization is lower near frequent transit compared to further away:
    a. For Strata, 0.86-0.97 vehicles per unit near frequent transit compared to 0.99 for developments further away; and
    b. For Market rental, 0.35-0.72 vehicles per unit near frequent transit compared to 0.99 for developments further away.
6. There is a correlation between high transit demand and low parking utilization. This is stronger for rental apartment sites.

3.2 Auckland Regional Parking Strategy

Auckland is dealing with many similar parking issues as Metro Vancouver and Auckland's parking strategy and approach is viewed as a potential model for the Regional Parking Strategy.

Auckland Transport released their parking strategy, the *Tāmaki Makaurau Auckland's Parking Strategy* in May 2023, based on significant changes to central and local government policies and to respond and guide the growth of Auckland. Auckland's parking strategy key policy changes were focused on:

- Increasing land use intensification and reducing urban sprawl;
- Encouraging transport by modes other than private vehicles;
- Requirements to tackle climate change (reduce GHG's);
- Increasing safety in the transport system; and
- Providing better connections for people, places, goods, and services.

The National Policy Statement directed Auckland Council to remove the requirement for car parking to be provided as part of new developments. As a result, Auckland Transport has recognized that there is potential for overspill of car parking from developments into streets.

3.2.1 Tiered System

The parking strategy groups Auckland into parking tiers. Each tier indicates the readiness for a change to the on-street parking environment. **Table 3.2** outlines the locations of the different tiers and the type of implementation strategy for each tier.

Table 3.2: Auckland Parking Management Tiers

TIER	READINESS FOR CHANGE	EXAMPLES OF LOCATION	IMPLEMENTATION
3	High	City centre, metro centre (within 45 min public transport from city centre) + Rapid transit station	Proactive parking management prioritizing and encouraging most travel to be undertaken by modes other than the car.
2	Moderate	Town centre, mixed use, terrace housing and apartment building, stadium, hospital, tertiary education + Multiple frequent transit network routes	Encouraging a shift to sustainable modes for commuting while still supporting short-stay parking.
1	Low	Mixed housing urban and below + Multiple connector or 1 frequent transit network route or less	Manage parking responsively (i.e. respond to issues as they arise)

The tiered parking system also indicates to developers that they cannot pass on the costs of parking to taxpayers with the overspill of vehicle parking into streets. Additionally, people looking to rent or buy property will need to consider their parking needs as the tiered system will mean they will not necessarily be able to rely on overnight on-street parking.

4. PARKING GENERATION MANUALS

In estimating parking generated from new development, the manual that is commonly used in North America is the Institute of Transportation Engineers (ITE) Parking Generation Manual which is often used along side Urban Land Institute's Shared Parking Manual. This section provides a brief description for each manual.

4.1 ITE Parking General Manual

The ITE Parking Generation Manual (5th Edition) sets out data from several surveys set out across North America (Canada and USA). This online database provides a parking rate suggestion based on several filtering systems, such as site setting, time periods, size of development, region, and proximity to transit. A 6th Edition of the manual was released in late 2023, for which data will be available in due course. The parking rates (Parking Space per Dwelling Unit) provided by ITE give precedents for rates across uses and allows individuals to calculate a suggested level of parking that could be provided at a development.

The average parking rates, from the ITE database for Low-rise, Mid-rise, High-rise, and affordable housing have been set out in **Table 5.1**. These rates are based on sites surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta and multiple cities within the US.

Table 5.1: Average Residential Parking Rates (Parking Space /Dwelling Unit)

RESIDENTIAL BUILDING LAND USE	SETTING / LOCATION				
	General Urban/Suburban		Dense Multi-Use Urban		City Centre Core
	No Nearby Rail Transit	< 800m Rail Transit	No Nearby Rail Transit	< 800m Rail Transit	
Low Rise	1.21	1.07	0.76	0.58	-
Mid Rise	1.31	1.12	0.90	0.71	0.22
High Rise	0.98	-	0.55	0.44	0.46
Affordable Housing	0.99	-	0.53	-	0.16

The table above demonstrates that the average parking rate, not dependent on the geographical location of the units, ranges between 1.31- 0.16 parking spaces per dwelling unit. Parking rates are typically lower in dense urban locations or City Centre Core areas. In addition, average parking rates are lower in locations within 800 metres of a rail station compared to not nearby rail transit.

4.2 ULI Shared Parking Manual

Shared parking is the utilization of parking spaces for two or more land uses without conflict. The feasibility of shared parking relies on two conditions:

- Fluctuations in vehicle accumulation throughout different hours, days, or seasons for each individual land use; and
- Interconnected relationships among the land uses, leading to visits to multiple land uses using the same automobile.

In the context of a mixed-use development, consider the parking dynamics between a supermarket and residential visitor parking. The supermarket's peak parking demand typically occurs during the daytime, whereas residential visitor parking tends to peak in the evening. This temporal misalignment creates an opportunity for shared parking, enabling optimal parking utilization. For instance, the supermarket may have surplus parking spaces available during the evening, which can be utilized by residential visitors.

To facilitate effective shared parking analysis, the *Shared Parking (3rd Edition)* publication, associated with the Shared Parking Calculation Model from the Urban Land Institute (ULI), proves invaluable. This publication, introduced in 2020, builds upon the original methodology established in 1983. Its primary objective is to assist in determining the appropriate number of parking spaces for developments. By offering a comprehensive analysis and data encompassing diverse land uses, types, and mixes, the Shared Parking publication serves as a foundational resource for accurate parking space allocation. The handbook presents tables that focus on base parking ratios, adjustment factors, and mode split data tailored to specific contexts.

With the introduction of no minimum parking in TOA, there is opportunity to consider shared parking (District Parking) from a neighbourhood or regional standpoint either from a short-term or long-term solution standpoint. This could allow for responding to over spillage/overflow of parking needs and to aid in the control of pick-up/drop-off space requirements where there could be an abundance of pick-up/drop-off needs resulting from the reduction of parking availability. Balancing the construction of district shared parking along with the intent to reduce private automobile reliance resulting from removing parking minimums needs careful considerations.

5. CURRENT PARKING BYLAWS

5.1 Summary of Current Bylaws

This section provides a summary of current parking bylaw rates for nine municipalities, as of December 2023. Bylaws have changed since the release of Bill 47: Transit-oriented area for developments (TOAs) legislation, which specifies local governments to not require minimum off-street residential parking spaces provisions for developments in designated TOAs (800m of rail stations or 400m of designated bus exchanges and West Coast Express stations).

However, it is still important to review these parking bylaw rates, since these are the bylaws which impacted developments as studied in this parking review. The presented rates represent the base parking fees outlined in City Bylaws. It is important to note that several municipalities offer potential adjustments and reduced parking rates based on specific criteria, such as compliance with transportation demand management (TDM) strategies, which will be discussed in the subsequent section. For a comprehensive overview, the detailed parking bylaw requirement summary table is available in **Appendix A.** The following list is the nine municipalities reviewed:

- City of Burnaby
- City of Coquitlam
- City of Delta
- City of Maple Ridge
- City of New Westminster
- City of North Vancouver
- District of North Vancouver
- City of Surrey
- City of Vancouver

For the purpose of reviewing residential development off-street parking requirements, **Figures 1** and **2** below illustrate the spectrum of parking rates across the nine study municipalities, categorized by 0-1 bedroom and 2+ bedrooms units, respectively. Notably, only four out of the nine municipalities have specified parking rates for affordable housing. These municipalities include Burnaby, Coquitlam, Maple Ridge, and Vancouver.

Figure 3.1: Residential Minimum Parking Requirements (# Parking Space Per Unit, 0 – 1 bedroom)

*City Centre is defined as the downtown core area as specified by each municipality's bylaw.

Figure 3.2: Residential Minimum Parking Requirements (# Parking Space Per Unit, 2+ bedrooms)

*City Centre is defined as the downtown core area as specified by each municipality's bylaw.

Based on the high level review, Bylaw trends across the nine municipalities show that:

- City centre areas have lower parking rates compared to city-wide rates.
- Average market rental parking rates are generally lower than strata parking rates.
- Average affordable housing parking rates are higher or equal to market rental parking rates.
- Lowest parking rate is 0.3 in the 0-1 bedroom category in the City of Vancouver.
- Highest parking rate is 1.6 in the 0-1 bedroom category in the City of Delta.
- Lowest parking rate is 0.5 in the 2+ bedrooms category in the City of Coquitlam's market rental or City of Vancouver's affordable housing.
- Highest parking rate is 2.0 in the 2+ bedrooms category in the City of Delta and City of Maple Ridge.

For commercial parking rates in the context of mixed-use developments, we explored parking rates for businesses typically found in residential mixed-use developments including retail, office, healthcare (i.e., dentist, family doctor, chiropractor), and leisure (i.e., gym). The summary of rates are shown in the table below:

Table 3.1: Mixed-Use Development Commercial Parking Rates

	COMMERCIAL PARKING RATES (RETAIL, OFFICE, HEALTHCARE, LEISURE) – PER GFA (SQM)	
Location/Setting	CITY-WIDE	CITY CENTRE*
Low	0.01	0.01
High	0.05	0.04
Average	0.02	0.02

*City Centre is defined as the downtown core area as specified by each municipality's bylaw.

5.2 Bylaw Updates since 2018 Parking Study

As noted above, the parking Bylaw rates were collected in December 2023 which has been updated since the release the TOA legislation. As shown below, parking rates were already being reduced around the region prior to the TOA legislation. Comparing to Bylaw rates as reviewed in the 2018 parking study, the following are some notable changes for each municipality:

- City of Burnaby: previous lowest parking rate is 1.0. Their recent bylaw has shown to include a market rental category with parking rates below 1.0.
- City of Coquitlam: previous lowest parking rate is 1.0. Their recent bylaw has shown to the Evergreen Line Core area parking rates to reduced to below 1.0.
- City of Delta: previously presented as a flat parking rate of 1.5. Their recent bylaw shows categories for strata and market rental with market rental rates from 1.3-1.5. However, strata rates increases to 1.6-2.

- City of Maple Ridge: previous lowest parking rate is 1.5. Their recent bylaw has shown to include reduced parking rates in their central business district area to equal to or below 1.5.
- City of New Westminster: minimum rates stays the same at 0.6 (for market rental).
- City of North Vancouver: minimum rates stays the same at 0.6 (for market rental).
- District of North Vancouver: minimum rates stays the same at 1 + 1 per 100 square metres.
- City of Surrey: minimum rates stays the same at 0.9 (for strata).
- City of Vancouver: previous lowest parking rate is 0.5 (excluding 0 in some area). Their recent bylaw has shown to include an affordable housing category with parking rates reduced to 0.3.

It is important to emphasize that the aforementioned review specifically pertains to the base parking rates outlined in municipal bylaws. It is common for most municipalities to incorporate TDM measures, which facilitate the possibility of reducing parking requirements as an incentive for promoting alternative travel modes.

5.3 Transportation Demand Management (TDM) Measures

Transportation Demand Management (TDM) encompasses a range of strategies that, although complex and sometimes inconsistent, generally fall into the following main categories:

- **Provision and Incentive for Encouraging Sustainable Travel or Discouraging Private Vehicle Use:** This pertains to the implementation of various measures, including but not limited to car sharing, unbundled parking, bicycle facilities and spaces, transit passes, transit connectivity improvements, etc. Due to the array of options available, a point system may be employed to systematically calculate the degree of parking reduction. This approach is designed to promote sustainable transportation practices and discourage reliance on private vehicles. Point system is seen to be used by the City of Vancouver and the District of North Vancouver.
- **Fee Payment:** In this approach, developers or entities make financial contributions or fees directly to the municipality in exchange for a reduced parking rate. Typically, these payments are allocated by the Municipalities to fund TDM programs aimed at promoting sustainable travel modes or initiatives within the community. Fee payments are often restricted to specific zones, such as City Centre or Transit station areas, and are subject to a maximum limit on the percentage of parking supply that can be reduced. Municipalities adopting this approach include the City of Coquitlam, City of New Westminster, City of North Vancouver, and City of Surrey.
- **Amenity Cost Charges (ACC):** In addition to other fee payments, the ACC, as proposed in Bill 46, can be imposed to support TDM programs through the funding of community amenities. Construction (and thereby increasing the number) of public squares/civic amenities including placemaking opportunities, multi-modal hubs/consolidation areas, or community centres provide opportunities for those in the community to congregate in closer proximity to

their residence or place of work. This can potentially increase the opportunity for alternative mode use beyond the private vehicle by reducing trip distance and thus decreasing the need for parking as a result.

5.4 Constraints & Opportunities

- **Zero-bedroom (Studio) rate:** The 2018 parking study has shown parking utilization for zero-bedroom demonstrates the lowest parking utilization. However, only one (Coquitlam) of the nine municipalities reviewed has a separate bylaw parking rate for zero-bedroom.
- **Proximity to transit rate:** Even though reduced transit proximity is built within TDM measures in many municipalities, there is an opportunity to establish standardized parking requirements for developments near SkyTrain stations or the Frequent Transit Network. This could contribute to a more consistent and equitable approach to parking regulations across the region.
- **Consistent TDM program**: Acknowledging the complexity and challenges associated with TDM requirements, there is an opportunity to streamline and standardize these measures across the region. Implementing a tiered system, similar to the strategy employed in Auckland, could offer a more straightforward and consistent approach to TDM requirements, fostering clarity and ease of compliance for developers and entities operating within the region.

6. PARKING UTILIZATION

Parking supply and demand data were collected 217 residential and mixed-use sites (including the sites analyzed as part of the 2018 study and data from 16 additional affordable housing sites collected as part of this study). A spreadsheet of the full dataset is attached alongside this memorandum. It is noted to the limited scope of this exercise, only a high level analysis is provided.

When reviewing parking utilization, a basic method is often used that simply divides the number of occupied stalls by the total number of stalls. For this study, however, an advanced methodology is applied, which compares the number of stalls occupied per occupied unit to the number of stalls provided per unit. This approach gives a more accurate picture of parking demand because it takes into account how many units are actually occupied and how much parking is provided at each site. Compared to the basic method, it adjusts for differences between sites and shows how much parking is used per occupied unit. This helps reveal how efficiently the parking is being used, rather than just looking at the overall lot. This ratio is intended for planning purposes and reflects parking use relative to occupied units, rather than total lot occupancy, since empty stalls may simply result from vacant units rather than low parking demand.

$$\text{Advanced Utilization Ratio} = \frac{\text{Average Stalls Occupied per Occupied Unit}}{\text{Stalls Provided per Unit}}$$

For example, consider a residential development where each unit is provided with 1.5 parking stalls. Among the units that are actually occupied, residents are using an average of 0.9 stalls per occupied unit. To assess how efficiently the parking is being utilized, the parking utilization ratio can be calculated by dividing the average number of stalls used per occupied unit (0.9) by the number of stalls provided per unit (1.5). This results in a utilization ratio of 0.60, indicating that only 60% of the provided parking is being used on a per-occupied-unit basis.

For reference, the attached spreadsheet as noted above includes both analysis for the basic and advance methodologies.

The summary below provides a high-level review based on available dataset covering various development types and years, ranging from 2011 to 2025. As such, the overall findings may be influenced by the concentration of data in certain locations, time periods, or housing types, which could skew general trends.

Parking utilization is dependent by many factors, including changing municipal bylaws, transit accessibility, building age, and demographic patterns. Given these variables, the analysis should be viewed as a general overview rather than a detailed or site-specific assessment. A more in-depth review would be required to fully understand localized parking behavior and inform targeted policy decisions.

A high-level summary of the data analysis is provided below, based on the available data. It should be noted that data availability varies by municipality, and additional information is needed to develop a more comprehensive understanding. Key findings are as follows:

1. Parking Utilization Across Municipalities

- Advanced utilization ranges from 0.60 (Delta) to 0.78 (Langley Township and Port Coquitlam), with an average of 0.66, meaning that, on average, only 66% of provided parking is being used per occupied unit.
- Municipal variation is notable. Places like New Westminster (utilization 0.71, surplus 40%) and North Vancouver City (utilization 0.77, surplus 30%) maintain relatively higher utilization and lower surplus, indicating better alignment of parking supply and demand. In contrast, places such as Delta (utilization 0.60, surplus 68%) and Burnaby (utilization 0.62, surplus 61%) show lower utilization with much higher surplus.

2. Proximity to Frequent Transit Network (FTN) and Rapid Transit Stations

- Areas closer to FTN or rapid transit tend to have lower parking utilization (0.67) compared to areas away from FTN (0.69). This supports the general expectation that car dependency is reduced in areas with frequent transit.
- Despite slightly lower utilization, surplus is still high (44–50%), showing that even in transit-served areas, supply often exceeds need.

3. Tenure Type (Strata vs. Rental)

- Strata units have a lower advanced utilization (0.65), and a higher surplus (55%) compared to market rental, which shows 0.72 utilization and only 38% surplus.
- This suggests that strata developments are generally built with more parking than residents use, while rental buildings better match supply to actual demand.

6.1 Time series analysis

The following analysis compares parking utilization in residential developments across Metro Vancouver, focusing on data collected from 2012 to 2017 and from 2018 onward. It is important to note that data for developments since 2018 is somewhat limited, which may affect the completeness of observed usage trends. Nonetheless, this comparison offers a high-level understanding of how parking utilization changes over time. More comprehensive data, including additional municipalities, would be needed to provide a fuller and more detailed picture. The key takeaways are as follows:

- Overall advanced utilization declined from 0.70 (2012–2017) to 0.63 (2018–2025), while surplus increased from 42% to 60%. This indicates that parking supply has continued to outpace actual vehicle ownership and usage in newer developments.
- Strata housing saw a drop in utilization from 0.71 to 0.62, with surplus growing from 41% to 62%. A possible explanation may include that owner's own fewer cars, including downsizing seniors and younger buyers.
- Market rental housing utilization increased from 0.71 to 0.75, with surplus decreasing from 41% to 34%. Rental developments may be better aligned with actual demand.
- Utilization near frequent bus dropped from 0.72 to 0.64, and near rapid transit from 0.70 to 0.65. Surplus increased to 55% and 53%, respectively. This points to an opportunity for to right-size parking supply near transit, as many residents in these areas may not rely on cars.

Overall, these trends reinforce the need to right-size parking by calibrating supply to actual usage patterns, supporting municipalities avoid overbuilding, improve affordability, and better support evolving mobility choices.

6.2 Affordable Housing Parking Survey

As noted above, as part of the analysis, Metro Vancouver conducted an additional parking data collection effort focused on affordable housing developments across the region. A total of 16 sites were surveyed in municipalities including Surrey, Richmond, New Westminster, Delta, Port Moody, Burnaby, and Vancouver. All 16 sites are operated by Metro Vancouver Housing, a non-profit housing provider offering rental homes subsidized to ensure affordability for low- to moderate-income households.

Surveys were conducted in late April and early May 2025 on weeknights (Tuesday, Wednesday, or Thursday) during nighttime hours to capture peak residential and visitor parking demand. Mondays, Fridays, and long weekends were avoided to ensure data reflected typical weekday conditions.

Parking demand was recorded at each site and compared to the total parking supply and number of housing units. The results showed a utilization ratio of 0.65, indicating that, on average, only 65% of the available parking per unit was being used.

This indicates that the use of parking spaces at affordable housing sites may be lower than the available supply, presenting an opportunity to better align future parking requirements to observed demand

7. PARKING ECONOMICS

This section summarizes key findings from the memo *Metro Vancouver Parking Economics*, prepared by Liveable City Planning (LCP) in April 2025. The memo examines the cost of parking from a developer's perspective and its implications for housing affordability. A financial model developed by LCP to assess how changes in minimum parking requirements affect development costs. A summary of the findings is provided below, with the full memo included in **Appendix B**.

7.1 True Cost of Parking

The cost of developing parking is often viewed solely as a construction expense. However, it is important to account for additional factors that contribute to the total cost of providing parking. These include design, insurance, marketing, administrative overhead, and government fees, all of which substantially increase the burden on developers. These cost "multipliers" can raise parking construction costs by 52% to 63%, significantly impacting overall development costs, especially as minimum parking requirements change.

7.2 Impact of Housing Affordability

These elevated parking costs directly impact homebuyers through increased housing prices and mortgage burdens. LCP's financial model examines how the total cost of a typical parking stall is reflected in mortgage financing to assess its impact on housing affordability. In the case studies, the cost of single parking stall that considers construction cost and "multipliers" would result in the need for an additional $31,000 to $36,000 in annual household income to qualify for a mortgage. Based on a 25-year amortization period and a 5% interest rate, this translates to an additional $690 to $810 in monthly mortgage payments to cover the cost of developing one parking stall. Therefore, additional parking stall requirements would significantly impact housing affordability.

7.3 The Profitability of Providing Additional Parking

Developers aim to provide just enough parking to meet market or end-user demand. If parking supply falls short of what purchasers expect, it can impair the perceived value of a project and potentially jeopardize its viability. For example, luxury buildings targeted at higher-income buyers, who are more likely to own one or more vehicles, must typically include at least one stall per unit to remain competitive in that sub-market. In middle-market projects, most buyers may still prefer at least one stall, even if they don't own a vehicle, in order to maintain future resale value. In starter-home markets, purchasers may be more willing to forgo a stall in exchange for a more affordable unit.

However, when municipal minimum parking requirements exceed market demand or willingness to pay, the added costs become a drag on project profitability and may even threaten project viability. Building more parking than needed adds substantial construction costs, lengthens timelines, delays sales closings, increases financing costs, and ultimately reduces both absolute profit and internal rates of return.

When faced with surplus parking (often due to high minimum parking ratios), developers may price extra stalls as optional add-ons to purchase agreements. They may also offer them at reduced prices or even for free as buyer incentives. However, surplus stalls in condominium developments typically do not recover their full construction cost. These stalls often sell for only a fraction of their true cost and lose further value once the building is completed when the Limited Common Property is handed over to the Strata Corporation.

Even from a rental perspective, parking stalls offer poor returns. In the Vancouver market, a typical stall can be rented for approximately $100 to $150 per month. Given that the construction cost per stall can exceed $100,000, this represents a rental yield of only 1% to 1.5%, a return considered unattractive by most investment standards.

7.4 Market Responses to Lower Parking Requirements

What happens when cities reduce or eliminate parking minimums? There is no guarantee that homebuilders will "pass along savings" if minimum parking requirements are removed. Housing units are priced according to market demand, not developer costs. For the same reason, developers are also generally unable to "pass along costs" to buyers.

The real estate market is highly transparent, and buyers discount the value of units without parking compared to those with it. Developers typically allocate parking based on unit size and price: larger, more desirable, and more expensive units receive more parking, while smaller or less desirable units may receive none, particularly when the number of stalls is limited. Unit pricing is adjusted accordingly.

Buyers are discerning. They factor parking availability into their valuation and offers. All else being equal, a buyer is likely to offer less for a unit without parking than for one that includes a stall. Some buyers, especially those without cars, may be willing to purchase a unit without parking, while others may insist on a stall to preserve future resale value and appeal to a broader market.

The classic real estate principle of "location, location, location" remains true. Every property is unique, and properties in high-demand, well-connected locations naturally command higher values. If minimum parking requirements were eliminated, developers could align parking supply more closely with actual demand. In areas with strong transit access and high land value, where car-free lifestyles are more viable, developers could offer more for land due to lower construction costs, improving overall project viability.

Conversely, when municipalities require more parking than the market demands, developers face higher costs and may be forced to reduce land bids or increase unit prices to maintain profitability. If these costs exceed what the market is willing to bear, projects may be cancelled or bypassed entirely.

7.5 Would builders continue to supply it even if they were not required to?

This is fundamentally a question of market viability. In luxury strata developments, the inclusion of parking is essential to marketing the property as a high-end offering. Higher-income households are more likely to own one or more vehicles, and if parking is reduced below what the market expects or demands, the project may no longer be perceived as a luxury product. This results in a loss of premium pricing and can undermine the overall economics of the development.

Developers will always supply at least the amount of parking they believe the market demands. For condominium projects, the requirement to secure approximately 60% in presales before proceeding provides an immediate test of market response. If parking is insufficient, sales slow, and it becomes more difficult to achieve the prices needed to deliver the 15%+ return on cost (ROC) typically required by lenders.

In the case of rental developments, developers are motivated to strike a careful balance. They must future-proof their buildings by avoiding both excessive and insufficient parking. Most conduct significant market research to determine the right level of supply. Some developers, particularly in high-amenity, transit-oriented areas, are experimenting with "parking-light" buildings, betting that a growing number of tenants are willing to live car-free.

Perhaps the most significant impact of minimum parking requirements is their effect on land economics. High parking mandates often make higher-density developments financially unviable by reducing what developers can afford to pay for land. As the saying goes, parking often leads the plan, it can dictate the scale and feasibility of the entire project.

In summary, the key takeaways this chapter includes:

- Parking is considerably more expensive than construction costs alone suggest, due to added overhead and regulatory expenses.
- Higher parking costs reduce housing affordability, increasing both purchase prices and required household income.
- Developers supply parking to meet buyer expectations, not because of minimum requirements, especially in luxury and mid-market strata projects.
- When a surplus of parking is developed, developers face higher costs, lower profits, and greater risk of project failure.
- Parking stalls offer low financial returns, particularly in rental buildings, where revenue rarely justifies construction costs.
- Eliminating parking minimums allows more flexibility to match supply with demand, improving project viability, especially in transit-accessible areas.
- Strict parking mandates can drive up land and housing costs, limiting the feasibility of compact, affordable development.

8. DEVELOPER INTERVIEWS

Survey interviews were conducted with five Metro Vancouver developers regarding parking development. The general key takeaways from the interviews are summarized below. The interview covers a wide range of topics related to parking and the full interview questions and answers are provided in **Appendix C**.

For profit developers:

- Developers identified two key factors influencing the determination of the number of vehicle parking spaces in a development project: development product type and proximity to transit specifically for SkyTrain stations. Generally, there is lower parking demand in rental units compared to strata units. Additionally, parking supply tends to be lower when the site is close to a SkyTrain station; However, this is not always the case given market demand.
- The determination of parking supply is driven by market research and observations from the developer, as well as compliance with parking minimums.
- Developers utilize external brokers, traffic professionals, building surveys, other developers, architects, sales agents, and other sources for market research.
- In regard to Bill 44 and Bill 47, relaxing or removing parking minimums provides developers with more freedom, but the actual parking supply depends on market demand.
- Parking is generally not considered a profit centre, as parking stalls are not directly used for profit. However, it may impact the "upper end" strata units and other product types and could be built as a loss in some cases.
- There is no guarantee that homebuilders would pass on savings if parking requirements were reduced. The cost of the unit is typically not reduced, as the product is priced to the market, dependent on location and proximity to transit.
- Parking costs vary significantly. Based on the four Developer interviews, high-level estimates were provided, with an average cost of $115,000 per stall. However, this figure ranges widely. from approximately $20,000 per stall for smaller townhouse developments to as much as $230,000 per stall for apartments, particularly in downtown or urban centres, or in areas with challenging soil conditions.
- Some developers noted cases there is a surplus of parking spaces that led to the need for discounted sales.
- In relation to government development cost, encompassing DCCs, ACCs, CACs (Bill 46), and pay-in-lieu, developers have acknowledged that DCCs and CACs are considered in early on in the project planning and financial modeling phase. As for introduction of ACC under Bill 46, developers stated it is still premature to provide conclusive comments. Developers express a desire for increased transparency concerning pay-in-lieu costs. Specifically, they seek clarity on the allocation of the budget in addition to DCC and CAC contributions.

For non-profit developers (BC-housing):

- BC Housing focuses on reducing end-user costs. The lack of parking is seen as a driver of affordability, aiming for less expensive housing.
- BC Housing typically targets a 1-storey parkade rather than focusing on parking demand. The number of parking stalls is determined by physical site conditions, acting as a barrier to providing more spaces. The goal is also to reduce the physical construction footprint.
- In areas where owning a vehicle for commuting is deemed essential, BC Housing may reduce the number of units to create more parking spaces.
- Savings from reduced parking in a non-profit model would be passed along to end-users in the form of lower rent.

APPENDIX A

Parking Bylaw Summary

		Residential Parking Requirement (per dwelling unit)															Commerical Parking Requirement GFA (Per Sqm)					Link
		Strata					Market Rental					Affordable										
Municipality	Notes	Studio	1-Bed	2-Bed	3-Bed+	Visitor	Studio	1-Bed	2-Bed	3-Bed+	Visitor	Studio	1-Bed	2-Bed	3-Bed+	Visitor	Accessible per space	Retail	Office	Healthcare	Lesiure	Non-Resi Accessible	
Burnaby Existing - 2019	800.4	1.6				0.25	0.6				0.1	1.5				0.2	0.04	0.022				0.02	https://www.coquitlam.ca/562/Zoning-Bylaw
	(800.4(2)(b.1))	1.1					0.6					N/A						N/A					
Coquitlam Existing	Standard City Wide	1		1.5		0.2	1				0.2	1				0.2	0.013	0.025				0.013	https://www.burnaby.ca/sites/default/files/acquiadam/2022-08/Off-Street-Parking.pdf
	Evergreen LineCore and Shoulder Station	0.85		1.25		0.15	0.75				0.15	0.65				0.15		N/A					
Coquitlam - Revised 2019	Bunt Database	0.7	0.85	1.1	1.35	0.1	0.5				N/A	N/A				N/A	N/A	N/A					
	Evergreen LineCore and Shoulder Station	0.63	0.765	0.99	1.215		0.5																
New Westminster	Standard City Wide	1	1.2	1.4	1.5	0.2	1				0.1	N/A				N/A	N/A	0.013	0.02	0.03	0.011	1 per 1-25 required off-street parking spaces 2 per 26-50 required off-street parking spaces 3 per 51-75 required off-street parking spaces 4 per 76-100 required off-street parking spaces 1 additional accessible offstreet parking space required for every 50 required off-street parking spaces, in excess of 100	https://www.newwestcity.ca/database/files/library/Zoning_Bylaw_6680_2001_as_of_Jun._30_2023.pdf
	Downtown - 140.9	1		1.35		0.1	0.6		0.8			N/A						0.01	0.03	0.04			
City of North Vancouver	908(8)	1.05				N/A	0.6				N/A	N/A					1 per Accessible Unit	0.013				1 Disability Parking Space for each 25 required Parking Spaces up to 50 plus 0.02 Disability Parking Spaces for each required Parking Space in excess of 50.	https://www.cnv.org/business-development/building/land-use-approvals/zoning
District of North Vancouver	(1001(5))	1 + 1 per 100 sqm				0.25	N/A					N/A					0.1	0.02	0.02		0.03		https://www.dnv.org/sites/default/files/edocs/Zoning%20Bylaw.pdf
Surrey		1.3		1.5		0.2	N/A					N/A					0.02	>372 - 0.0275 372<Site<4645 - 0.03 >4645 - 0.025	0.025	0.035	N/A	0.02 (above 12 spaces required	https://www.surrey.ca/sites/default/files/bylaws/BYL_Zoning_12000.pdf
	City centre	0.9		1.1		0.1													0.014				
Delta		1.5		2		0.2	1.3		1.5		0.1	N/A					1 for 50% adaptable units	0.035 up to 350sqm + 0.04 >350	0.03			0.04	https://delta.civicweb.net/document/177229/
Maple Ridge	City Wide	1.5		2		0.1 (On-Street) - 0.2 (No On-Street)	1				0.2	1.5				0.2	0.013	0.03	0.025	0.33		0.013	https://www.mapleridge.ca/DocumentCenter/View/26272/Consolidated-Zoning-Bylaw-No-7600-2019?bidId=
	CBD	0.9		1			0.9		1			0.8	0.9	1.5				0.01 < 300sqm 0.03 >300sqm	0.02				
City of Vancouver	Current	0.5		0.6	No greater than 1.5 for units >180sqm	0.05	0.5		0.6	No greater than 1.5 for units >180sqm	0.05	0.3		0.5		0.05	0.034	0.01 < 300sqm 0.02 >300sqm		0.01 < 300sqm 0.05 - 300sqm<X<2300 0.033 >2300	0.054	1+ 0.0004	https://bylaws.vancouver.ca/parking/Sec04.pdf

*Bylaw rates based on Fall 2023 rates. These rates are pre-TOA, and may have been updated since then.

APPENDIX B

Parking Economics

METRO Vancouver Parking Economics

Updated 17 April 2025

By

Michael Mortensen MCIP, RPP
Director
Liveable City Planning Ltd
michael@liveablecityplanning.com
778-899-7943
www.liveablecityplanning.com

And

Daniel Fung, M.Sc., P.Eng. | Principal & President
Bunt & Associates Engineering Ltd.
Suite 1550 - 1050 West Pender Street, Vancouver, BC V6E 3S7
dfung@bunteng.com
604 685 6427 ext. 227
www.bunteng.com

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Purpose

Metro Vancouver has partnered with TransLink to develop a Regional Parking Strategy (RPS) that includes off-street and on-street parking supply and management guidance for the Metro Vancouver region. The goals of the strategy are to:

- Provide guidance to inform municipal parking requirements;
- Consider local needs through customized guidance for different land use and transportation contexts; and
- Right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply, and improve housing and transportation affordability.

To inform the Strategy, Bunt & Associates Engineering and Liveable City Planning have partnered to prepare this report, marrying their respective expertise in Transportation Engineering and development planning and economics.

Summary Conclusions

- **Parking is more expensive than most people think**. The end cost of a parking stall for an apartment purchaser (or a renter) is likely 1.5 to 1.6 times the initial construction hard cost. Considering all costs, a typical parking stall in the building modelled in this report ranges from $117,400 to $137,000

- **Developers seek to provide just enough parking** to meet market or end user demand (and ability to pay)

- **Developers do not generally see underground parking as a "profit centre"** and generally cannot recover the costs associated with a stall when they are selling surplus stall. Purchasers or End Users generally cannot collect enough rent from parking stalls to pay the mortgage interest costs related to the parking stall.

- **High Parking Requirements**
    - Increase costs (higher absolute hard costs and higher 'multiples' for design, insurance, etc.),
    - Reduce the amount that a developer can afford to pay for land (sometimes to the point where vendors won't sell), and/or
    - Increase the price required for condos or rents for rentals in order to meet minimum profitability thresholds required by banks and investors (generally 15% to 20% return on costs for condominiums and a 6% total return on equity invested in purpose built rental projects).
    - Degrade project viability.

- **Low Parking Requirements**
    - Drive lower project costs (lower absolute hard costs and lower 'multiples' for design, insurance etc.)
    - increase the amount that a developer can afford to pay for land (to a point where a vendor will sell)

- Reduce the price needed for condos and rents for rentals in order to meet minimum profitability thresholds
- Improve project viability

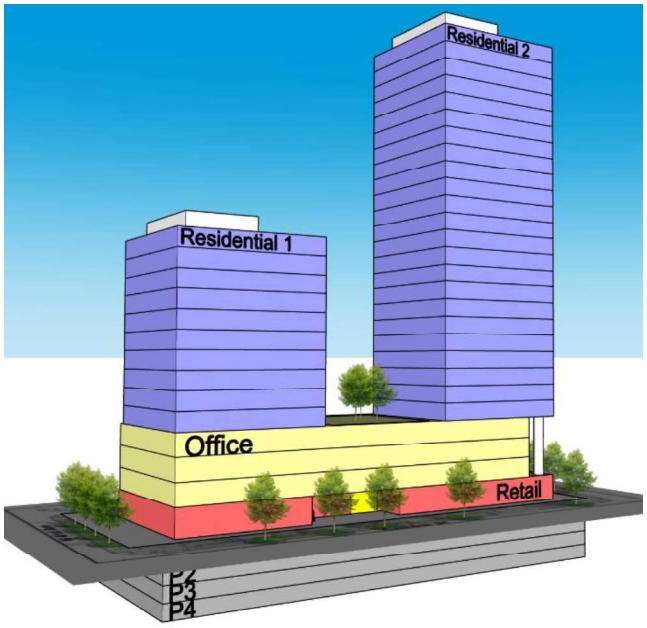
Land Residual Values

As demonstrated in the financial models, high parking requirements significantly impact construction costs and significantly impact what a developer can afford to pay for land (the “Land Residual”) if they are to achieve a commercially reasonable Return on Costs normally demanded by investors and banks that lend millions in construction financing.

Mixed-Use Development Model

To test the impact of various parking requirements on project economics and affordability to the end users, LCP prepared a model of a prototypical high density mixed-use town centre development based on actual development applications. The model used in the proformas that follow is built on a 34,080 sf site[1] (3,166 m^2) developed at 8.76 FSR:

- **Parkade:** 31,200 sf per level (# and fraction of levels varies with Parking Ratios tested)
- **Commercial Uses at Grade:** 11,400 sf on L1
- **Office Uses:** 18,700 sf on L2, 3 and 4
- **Residential Towers:** Tower 1 (L5 to L16); and Tower 2 (L5 to L28) both with 6,500 sf floorplates



GFA (sf) By Level

Level	Parkade	Retail	Office	Resi 1	Resi 2	Total
PX	as required					
P4	10,080					
P3	31,200					
P2	31,200					
P1	31,200					
L1		11,400	600	2,500	2,500	17,000
L2			18,700			18,700
L3			18,700			18,700
L4			18,700			18,700
L5				6,500	6,500	13,000
L6				6,500	6,500	13,000
L7				6,500	6,500	13,000
L8				6,500	6,500	13,000
L9				6,500	6,500	13,000
L10				6,500	6,500	13,000
L11				6,500	6,500	13,000
L12				6,500	6,500	13,000
L13				6,500	6,500	13,000
L14				6,500	6,500	13,000
L15				6,500	6,500	13,000
L16				2,300	6,500	8,800
L17					6,500	6,500
L18					6,500	6,500
L19					6,500	6,500
L20					6,500	6,500
L21					6,500	6,500
L22					6,500	6,500
L23					6,500	6,500
L24					6,500	6,500
L25					6,500	6,500
L26					6,500	6,500
L27					6,500	6,500
L28					2300	2300
GFA sf	As Required	11,400	56,700	76,300	154,300	298,700
% GFA		4%	19%	26%	52%	100%
FSR^		**0.33**	**1.66**	**2.24**	**4.53**	**8.76**

^(FSR) Floor Space Ratio = GFA / Site Area

Residential GFA sf		**230,600**
Condo GFA sf	80%	184,480
Market Rental GFA sf	15%	34,590
Below Market Rental GFA sf	5%	11,530

[1] 284 ft frontage; 120 ft depth

Key assumptions are laid out in the body of each pro forma which models high, moderate and low parking requirements. Appendix A describes the line items used in the pro formas.

Average Units at 83% Net to Gross Efficiency

It is assumed that 83% of Residential Floor Area is sellable, after taking into account common area circulation and indoor amenity space. The average unit mix and areas generate the number of units which, in turn, determines the number of parking stalls at the different parking ratios modelled. The tenure mix below is held constant for the models (80% Condo; 15% Market Rental; and 5% Below Market Rental) since they each have different parking ratios.

Units & Rents:	Condo								
Type	Mix	Size	Units	P/Rate	Stalls	NFA	Rent/sf	Rent/Mo	GPR
Micro	0%	350	-	0.5	-			-	-
Studio	5%	400	12	0.5	6.05	4,842		-	-
One	60%	550	145	0.5	72.63	79,888		-	-
Two	25%	750	61	0.6	36.31	45,391		-	-
Three	10%	950	24	0.6	14.53	22,998		-	-
	100%	**632.5**	**242**	**0.5350**	**129.52**	**153,118**		-	-

Units & Rents:	Rental								
Type	Mix	Size	Units	P/Rate	Stalls	NFA	Rent/sf	Rent/Mo	GPR
Micro	0%	350	-	0.5	-		4.50	1,575	-
Studio	5%	350	2	0.5	1.22	853	4.50	1,575	46,082
One	60%	500	29	0.5	14.63	14,629	4.50	2,250	789,974
Two	25%	725	12	0.5	6.10	8,838	4.50	3,263	477,276
Three	10%	900	5	0.5	2.44	4,389	4.50	4,050	236,992
	100%	**588.75**	**49**	**0.50000**	24.38	**28,710**	4.50	2,649	1,550,324

Units & Rents:	**Below Market Rental**								
Type	Mix	Size	Units	P/Rate	Stalls	NFA	Rent/sf	Rent/Mo	GPR
Micro	0%	350	-	0.3	-		2.50	875	-
Studio	5%	350	1	0.3	0.25	291	2.50	875	8,739
One	60%	500	10	0.3	3.00	4,994	2.50	1,250	149,817
Two	25%	725	4	0.5	2.08	3,017	2.50	1,813	90,514
Three	10%	900	2	0.5	0.83	1,498	2.50	2,250	44,945
	100%	**588.75**	**17**	**0.37000**	**6.16**	**9,801**	2.50	1,472	294,015

Parking Ratios & The "Hard Cost" of Underground Parking

Four bands of parking requirements were modelled, reflecting the lower ratios demanded by very urban municipalities to higher ratios in outlying cities where people have historically had a higher propensity to drive. Parking ratios applied to the Mixed Use Development model are shown below along with the total number of parking stalls required.

Applying an average area standard to each stall (actual stall + circulation space and ancillary underground area) allows the calculation of total parkade areas, and from there the application of a $/sf hard cost estimates applicable for the Metro Vancouver market[2] allows the calculation of the total "Hard Cost" for each scenario. Note that more parking requires more parking levels, deeper excavations, and longer construction times. The hard cost per square foot of parking increases with the number of levels. This is typically where most analysts stop when assessing the marginal cost of a parking stall.

HARD CONSTRUCTION COSTS[3]

		LOW/CITY CENTRE	LOW/CITY	AVERAGE	HIGH
		Vancouver	Vancouver	Burnaby	Maple Ridge
RESIDENTIAL	Units	Stalls/ Unit	Stalls/ Unit	Stalls/ Unit	Stalls/ Unit
Condominium	242				
Studios & 1s	157	0.50	0.50	1.10	1.60
2+ Bed	85	0.60	0.60	1.40	2.00
Market Rental	49				
Studios & 1s	32	0.50	0.50	0.80	1.50
2+ Bed	17	0.50	0.60	0.90	2.00
Below Market Rental	16				
Studios & 1s	11	0.30	0.30	1.10	1.30
2+ Bed	6	0.50	0.50	1.10	1.50
NON RESIDENTIAL	Area M^2	Stalls/ 100 m2	Stalls/ 100 m2	Stalls/ 100 m2	Stalls/ 100 m2
Office (Stalls/M2)	5,267	0.0100	0.0110	0.0200	0.0500
Retail (Stalls/M2)	1,059	0.0100	0.0110	0.0200	0.0500

PARKING STALLS REQUIRED	LOW/CITY CENTRE	LOW/CITY	AVERAGE	HIGH
Total Residential Stalls	160	162	351	526
Blended All Residential Stalls/All Units	0.52	0.53	1.14	1.71
Residential Condo Stalls	130	130	292	421
Residential Market Rental Stalls	24	26	41	82
Residential Below Market Rental Stalls	6	6	18	23
Office	53	58	105	263
Retail	11	12	21	53
TOTAL STALLS	223	231	477	842
Area/Stall sf	425	425	425	425
Total Parkade Area sf	94,912	98,326	202,840	357,866
# Parkade Levels	2.8	2.9	6.0	10.5
HARD CONSTRUCTION COST / sf	$170	$170	$180	$200
Parkade Hard Cost = Gross Parking Area x $/sf above	$16,134,969	$16,715,371	$36,511,213	$71,573,189
Hard Cost / Stall	$72,250	$72,250	$76,500	$85,000

[2] Drawn from Altus Construction Cost guides.

[3] **all numbers above are rounded calculations*

What Percentage of Hard Costs are Consumed by Parking"

As modelled in the pro formas in this report, the hard cost driven by parking is between 12% to 34% of Construction "Hard Cost" depending on the parking ratio demanded. This is before applying all the other multipliers (design, insurance, finance, development management, marketing, and after costs some minimum profit threshold.

Models	Total Hard Cost	Above Grade Cost	% Cost	Stalls/unit	Below Grade Cost	% Cost
City High Parking Ratio	$172,478,956	$113,517,500	65.8%	1.711	$58,961,456	34.2%
City Average Parking Ratio	$151,838,607	$113,517,500	74.8%	1.142	$38,321,107	25.2%
City Low Parking Ratio	$129,644,218	$113,517,500	87.6%	0.521	$16,126,718	12.4%

Parkade "Multiplier" Costs Are Significant

The reality is that construction "Hard Costs" costs associated with a parking stall are only the beginning of a chain of cascading costs. Policy makers in particular need to understand the full impacts of parking requirements through a typical development pro forma and on to the purchaser (or renter). One has to consider Design, Insurance, Development Management, typical Project Contingencies, Finance and Marketing and the typical (minimum) Development Profit that most lenders require before financing construction of a building. In all development pro formas, these costs are normally assessed as a percentage of hard cost as shown in the table below.

		LOW/CITY CENTRE	LOW/CITY	AVERAGE	HIGH
Total Stalls required		223	231	477	842
HARD CONSTRUCTION COST / sf		$170	$170	$180	$200
Parkade Hard Cost = Gross Parking Area x $/sf above		**$16,134,969**	**$16,715,371**	**$36,511,213**	**$71,573,189**
Hard Cost / Stall		***$72,250***	***$72,250***	***$76,500***	***$85,000***
PARKADE MULTIPLIER COSTS					
Add **Design** % x Hard Cost	5%	$806,748	$835,769	$1,825,561	$3,578,659
Add **Insurance** x Hard Cost	1%	$161,350	$167,154	$365,112	$715,732
Add **Development Management** to Costs Above	4%	$677,669	$702,046	$1,533,471	$3,006,074
Development Contingency x Costs Above	1%	$178,530	$184,926	$403,119	$789,587
Design Contingency x Design Cost	5%	$40,337	$41,788	$91,278	$178,933
Construction Contingency x Construction Cost	5%	$806,748	$835,769	$1,825,561	$3,578,659
Add **Finance** x Costs Above	10%	$1,807,185	$1,871,930	$4,080,625	$7,992,717
Add **Marketing** Commissions x Costs Above	3%	$620,574	$642,810	$1,401,373	$2,744,957
SUBTOTAL		**$21,306,360**	**$22,069,812**	**$48,113,813**	**$94,243,508**
Add 15% Return on Cost (Minimum for Financing)	15%	$3,195,954	$3,310,472	$7,217,072	$14,136,526
COST TO PURCHASERS		**$24,502,314**	**$25,380,284**	**$55,330,885**	**$108,380,034**
Add GST	5%	$1,225,116	$1,269,014	$2,766,544	$5,419,002
Add Provincial Property Transfer Tax	2%	$490,046	$507,606	$1,106,618	$2,167,601
TOTAL PARKADE COSTS		**$26,217,476**	**$27,156,904**	**$59,204,047**	**$115,966,636**
Total Parkade Cost / Stall		***$117,398***	***$117,382***	***$124,047***	***$137,721***
Multiplier Hard Cost to Total Cost		1.62	1.62	1.62	1.62

Add to these costs Provincial Property Transfer Tax and Federal GST (note: recently waived for Rental Housing) and the "multiplier" for Construction Hard Costs to a final tally is about 1.55 to 1.60 times.

Purchaser Impacts

Taking this analysis another step further, we can see just how expensive underground parking stalls are and their impacts on households trying to qualify for residential mortgages. Make no mistake, the full cost of providing required parking stalls is recognized in the Total Development Cost line in all development pro formas. Developers expect a minimum 15% Return on Cost and no lender is going to advance a construction loan unless there is a reasonable prospect of a 15% Return on Cost. At the end of the day, this bottom line is what sets the floor for residential unit prices.

In the table below, the total cost of a typical parking stall is carried through mortgage financing to determine impacts on housing affordability. Here it's important to note that Canadian banks must "stress test" mortgage applicants by adding 2% to the proposed mortgage rate before calculating the monthly payment over an amortization of 25 years. Total Shelter Costs cannot exceed 32% of Household Income so dividing the monthly payment by 0.32 generates the Household Income requirement attributed to the parking stall. In the case studies, one typical parking stall generated a requirement for an extra $31,000 to $36,000 of annual household income in order to qualify for a mortgage. Stripping away the 2% stress test interest hurdle, one can see the Actual Monthly Payment attributed to the parking.

		LOW/CITY CENTRE	LOW/CITY	AVERAGE	HIGH
Total Stalls required		223	231	477	842
HARD CONSTRUCTION COST / sf		$170	$170	$180	$200
Parkade Hard Cost = Gross Parking Area x $/sf above		**$16,134,969**	**$16,715,371**	**$36,511,213**	**$71,573,189**
Hard Cost / Stall		***$72,250***	***$72,250***	***$76,500***	***$85,000***
PARKADE MULTIPLIER COSTS					
Add **Design** % x Hard Cost	5%	$806,748	$835,769	$1,825,561	$3,578,659
Add **Insurance** x Hard Cost	1%	$161,350	$167,154	$365,112	$715,732
Add **Development Management** to Costs Above	4%	$677,669	$702,046	$1,533,471	$3,006,074
Development Contingency x Costs Above	1%	$178,530	$184,926	$403,119	$789,587
Design Contingency x Design Cost	5%	$40,337	$41,788	$91,278	$178,933
Construction Contingency x Construction Cost	5%	$806,748	$835,769	$1,825,561	$3,578,659
Add **Finance** x Costs Above	10%	$1,880,635	$1,948,282	$4,255,531	$8,342,083
Add **Marketing** Commissions x Costs Above	3%	$622,777	$645,101	$1,406,620	$2,755,438
SUBTOTAL		**$21,382,013**	**$22,148,455**	**$48,293,966**	**$94,603,355**
Add 15% Return on Cost (Minimum for Financin	15%	$3,207,302	$3,322,268	$7,244,095	$14,190,503
COST TO PURCHASERS		**$24,589,315**	**$25,470,723**	**$55,538,061**	***$108,793,858***
Multiplier Hard Cost to Total Cost (I)		*1.52*	*1.52*	*1.52*	*1.52*
Add GST	5%	$1,229,466	$1,273,536	$2,776,903	$5,439,693
Add Provincial Property Transfer Tax	2%	$491,786	$509,414	$1,110,761	$2,175,877
TOTAL PARKADE COSTS		**$26,310,568**	**$27,253,673**	**$59,425,725**	**$116,409,428**
Total Parkade Cost / Stall		***$117,815***	***$117,800***	***$124,512***	***$138,247***
Multiplier Hard Cost to Total Cost (II)		*1.63*	*1.63*	*1.63*	*1.63*
PURCHASER IMPACTS					
Parking Cost in Mortgage		***$117,815***	***$117,800***	***$124,512***	***$138,247***
Mortgage Interest Rate		5.0%	5.0%	5.0%	5.0%
Mortgage "Stress Test"		2.0%	2.0%	2.0%	2.0%
Interest Rate to Qualify for Mortgage		7.0%	7.0%	7.0%	7.0%
Amortization Years		25	25	25	25
Monthly Mortgage Payment for Stall at Qualifying Interest		$833	$833	$880	$977
Extra Annual Household Income Required for Parking Stall		$31,226	$31,222	$33,001	$36,641
Actual Monthly Mortgage Payment for the Stall		**$689**	**$689**	**$728**	**$808**
Year 1 Monthly Principal Repaid		207	207	219	243
Year 1 Monthly Interest Paid		(482)	(482)	(509)	(565)
Monthly Rental Income		150	150	150	150
Year 1 Monthly Profit (Loss) on Rental of Stall		-$332	-$332	-$359	-$415
Year 1 Annual Profit (Loss) on Rental of Stall		**-$3,980**	**-$3,979**	**-$4,308**	**-$4,982**

Is it "Profitable" to Build Parking?

In LCP's experience, developers of Condominium buildings for sale or properties for rent do not see parking as a "profit centre"; parking is a cost centre. In order to sell Condos or to rent new apartments, developers must satisfy the minimum market demand for parking in a particular location as well as the minimum parking supply required by the municipality. Developers are always motivated to right size parking supply to the particular target market for their project.

If the level of parking supply falls below that demanded by purchasers, that could impair value and potentially compromise the viability of a development project. For example, luxury buildings oriented to higher income buyers where purchasers will have a higher propensity to own one or more vehicles, will not be a viable offer or that sub-market if the developer does not provide one or more stalls per unit. For middle-market projects, most purchasers may want a stall to future proof future marketability even if they don't have a car; and for starter-home markets, purchaser may be quite willing to purchase without a stall in return for a more economical unit.

Conversely, if the minimum parking required by a municipality exceeds what the market needs, demands, or is willing to bear, then the added costs are a drag on project profitability and can even threaten project viability. A METRO parking study in 2012 concluded that, "Residential parking supply in strata apartments generally exceed parking demand in the range of 18-35 percent across the region" [4] and a 2025 update indicated that on average "parking is oversupplied by 47 percent in strata buildings and by 35 percent in market rental buildings"[5].

The reality is this: for whatever parking is provided, the Developer must secure at least a 15% Return on the Total Development Cost. Lenders won't lend if likely returns fall below that 15% threshold. We would challenge anyone familiar with the industry to find a single case where a developer has taken the position: 'I am going to increase my profit by building more parking stalls. As outlined in this report, building more parking than the market demands adds significant costs to a project. It also adds to the construction timeline, pushing the closing dates for sales further into the future, increasing the finance costs of a development and reducing absolute profit returns as well as the internal rates of return.

In the Greater Vancouver presale market, the cost of parking stalls is always absorbed within the total price of a unit because the decision whether to have a parking stall or not is not truly an option for a new development or for a resale for that matter. A developer needs to be in control of a development permit before launching presales; the development permit must adhere to municipal parking supply regulation as set out in the Development Permit approval; lenders do not issue construction loans until a project is 60% pre-sold; and once construction has commenced, the first order of business is to excavate the parkade to the depth required by the permit drawings. There is simply no practical option to reverse course and add or remove parking stalls from a development once foundations have been poured.

[4] https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/metro_apartment_parking_study_technical_report.pdf
[5] https://metrovancouver.org/boards/RegionalPlanning/RPL-2025-01-09-AGE.pdf

Surplus Parking is a "Loss Centre"

If there are surplus stalls (driven for example by high minimum parking ratios set by some municipalities), developers might price surplus stalls as extras that purchasers can add to their Agreements of Purchase and Sale. Developers sometimes use free or low-priced stalls as purchase incentives. However, in our experience we have never seen parking stalls advertised at prices that reflect the true cost of delivering the stall as outlined in this report.

A telling observation is this: developers who end up holding surplus parking stalls in condominium projects generally never recover the true cost of building those surplus stalls. Surplus parking stalls normally sell for a fraction of the full costs documented in this study. Surplus stalls are of little value to developers once a building has completed and the Limited Common Property parking facility is turned over to the ownership and management of a Strata Corporation.

If surplus stalls are not registered to the developer under a long term lease, the Limited Common Property becomes the property of the Strata Corporation, and the developer no longer has any hope of financial return. If stalls are registered in the developer's leasehold ownership, these can only be rented to residents of the building because Strata Corporations normally prohibit the access to, and rental of, parking stalls to non-residents. Developers also face PTT and GST tax liabilities on parking held in ownership once a project has completed.

From the perspective of a rental return that a developer (or purchaser) could receive, a parking stall could be rented out today for about $100 to $150 per month in the Vancouver market. That rent – against a true cost of $117,398 per stall for example – represents a rental yield on cost of only 1% to 1.5% - a poor return by any measure. Considering the full cost accounting for a typical stall, the monthly mortgage payment attributable to that stall ranges from $686 to $805 per month (table below). Of this total, mortgage interest accounts for between $479/month to $563/month in Year 1. Incoming rents are therefore not enough to break even, and the parking stall owner will in fact subsidize the true cost of financing the parking stall.

PURCHASER IMPACTS

Parking Cost in Mortgage	***$117,398***	***$117,382***	***$124,047***	***$137,721***
Mortgage Interest Rate	5.0%	5.0%	5.0%	5.0%
Mortgage "Stress Test"	2.0%	2.0%	2.0%	2.0%
Interest Rate to Qualify for Mortgage	7.0%	7.0%	7.0%	7.0%
Amortization Years	25	25	25	25
Monthly Mortgage Payment for Stall at Qualifying Interest	$830	$830	$877	$973
Extra Annual Household Income Required for Parking Stall	$31,115	$31,111	$32,878	$36,502
Actual Monthly Mortgage Payment for the Stall	**$686**	**$686**	**$725**	**$805**
Year 1 Monthly Principal Repaid	206	206	218	242
Year 1 Monthly Interest Paid	(480)	(480)	(507)	(563)
Monthly Rental Income	150	150	150	150
Year 1 Monthly Profit (Loss) on Rental of Stall	-$330	-$330	-$357	-$413
Year 1 Annual Profit (Loss) on Rental of Stall	**-$3,959**	**-$3,958**	**-$4,285**	**-$4,956**

Over time. mortgage interest falls as principal is paid down, but the gap remains significant. Even the least expensive stall (Low / City Centre proforma) is a consistent loss centre through the first 10 years of mortgage payments.

Parking Stall: Finance vs Rent

Y1 Parking Stall Rent at $100/Month

Year	0	1	2	3	4	5	6	7	8	9	10
Principal	117,398	114,922	112,319	109,582	106,706	103,683	100,505	97,164	93,652	89,961	86,081
Payment		(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)
Principal		2,476	2,603	2,736	2,876	3,023	3,178	3,341	3,512	3,691	3,880
Interest		(5,759)	(5,632)	(5,499)	(5,359)	(5,212)	(5,057)	(4,895)	(4,724)	(4,544)	(4,355)
Rent @$100/mo (3% inflation)		1,200	1,236	1,273	1,311	1,351	1,391	1,433	1,476	1,520	1,566
Profit (Loss)		**(4,559)**	**(4,396)**	**(4,226)**	**(4,048)**	**(3,862)**	**(3,666)**	**(3,462)**	**(3,248)**	**(3,024)**	**(2,790)**

Y1 Parking Stall Rent at $150/Month

Year	0	1	2	3	4	5	6	7	8	9	10
Principal	117,398	114,922	112,319	109,582	106,706	103,683	100,505	97,164	93,652	89,961	86,081
Payment		(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)	(8,236)
Principal		2,476	2,603	2,736	2,876	3,023	3,178	3,341	3,512	3,691	3,880
Interest		(5,759)	(5,632)	(5,499)	(5,359)	(5,212)	(5,057)	(4,895)	(4,724)	(4,544)	(4,355)
Rent @$150/mo (3% inflation)		1,800	1,854	1,910	1,967	2,026	2,087	2,149	2,214	2,280	2,349
Profit (Loss)		**(3,959)**	**(3,778)**	**(3,590)**	**(3,392)**	**(3,186)**	**(2,971)**	**(2,746)**	**(2,510)**	**(2,264)**	**(2,007)**

What Will Developers Do With Lower Parking Ratios?

The three financial models (High Parking, Average Parking, Low Parking) show a $20.6 to $42.8M construction hard-cost cost savings between the High, Average and Low parking scenarios that can be attributed to the parking construction cost savings with lower levels of parking supply. Some cynical people will suggest that developers can and will pocket the savings as extra profit, but that is simply not the case. The reality is that the housing market is a free market where sellers and purchasers constantly adjust their pricing and offers based on location and amenity, including the quantum of parking that comes with a unit.

Parking Models	Avg Stalls/Unit	Above Grade	Below Grade	Total Hard Cost	Parking % Hard Cost
City High Parking	1.63	$113,517,500	$58,961,456	$172,478,956	34%
City Average Parking	1.11	$113,517,500	$38,321,107	$151,838,607	25%
City Low Parking	0.52	$113,517,500	$16,126,718	$129,644,218	12%
Difference Average - High	(0.52)	$0	-$20,640,349	-$20,640,349	-9%
Difference Low - High	(1.11)	$0	-$42,834,738	-$42,834,738	-22%

It also helps to understand the current market context. Metro Vancouver's housing market is defined by rising costs – land, construction and skyrocketing municipal and regional levies and taxes – that have far surpassed household income growth. Over the last 20 years, the cost of multifamily housing has more than tripled; incomes have only doubled[6]. Housing affordability is at historic lows. The savings generated by lower parking ratios can be used to make projects in high-propinquity high-land-cost locations more financially viable and they can make units more affordable to purchasers.

Developers: The real estate market is transparent and participants in that market will discount the value of units without parking relative to units with parking. Developers allocate parking by unit size and price: larger, more desirable and more expensive units get more parking; smaller, and more inferior units sometimes get none where there are fewer stalls than units. Pricing for units is adjusted accordingly – a concept consistent with the *Canadian Uniform Standards of Professional Appraisal*[7] *Practice (CUSPAP)* which set out the need to adjust property valuations based on superior or inferior conditions (superiority in this case of having access to a dedicated parking stall; or the inferiority of not having the same).

Appraisers: Appraisers will – all things being equal - value properties with less parking lower than properties with parking. Under the Canadian Appraisal Institute standards there are three key valuation approaches – the Direct Comparison Approach, the Cost Approach and Income Approach. All valuation approaches require appraisers to collect comparable data and to make adjustments to the value of a property based on its superior or inferior qualities . The presence or absence of parking is certainly one of the more important variables.

Lenders: Most lenders generally require professional appraisals before approving mortgage financing and they will check what is included in the purchase that underpins the value of the property they are lending against. Lenders will for example add parking revenue to the stream of income generated by an income producing property and they will note the absence of parking and corresponding revenue when considering a loan against a property with no parking.

[6] LCP research

[7] https://www.aicanada.ca/about-aic/cuspap/canadian-uniform-standards-of-professional-appraisal-practice-cuspap/#10-2-3

Consumers: At the end of the day, buyers aren't oblivious. They will take into account differences in parking supply when considering the value of their offers. All other things being equal, a purchaser will be prepared to pay or offer less for a unit without parking versus a unit with parking. Some purchasers without cars may be prepared to buy a unit without a parking stall; others may demand a parking stall because they want to future proof their apartment resale to a wider market that may demand a stall in the future.

Correlation and Causality Caveat: A complexity that we can't easily disaggregate is the value of location and the correlation between projects with low parking and locations with more amenity and connectivity. Developments without parking or with little parking are more often located in areas of great propinquity with easy access to transit, local shops, employment etc. These areas will generally command higher land values and higher prices more on account of the bid-rent principles of real estate economics than the amount of parking they offer. Location, location, location is the mantra in real estate economics. Every piece of real estate is different. Propinquity naturally attracts higher property values. However, if parking minimums were removed and developers could right-size parking supply to meet demand, in higher propinquity locations that command higher land prices, developers could offer more for land for these locations that support car-free lifestyles and they would have a lower construction cost base, which only improves the viability of the project in question. Conversely, if they had to provide more parking than that warranted by demand, then they have less to pay for the land and they'd have to look to purchasers for higher pricing to meet minimum profitability requirements. Where these costs exceed what the market can bear, projects are terminated or passed over.

In addition, it's highlighted that:

1) "There is no guarantee that homebuilders would "pass along savings" in the absence of minimum parking requirements. The unit is priced according to demand, not according to developer costs. Developers are equally unable to "pass along costs" for this same reason."

2) "More parking does increase the cost of housing – not because the costs are "passed along," but because, like any amenity, it makes the unit more functional and marketable."

Would builders continue to supply it even if they were not required to?

This is a question of viability. The supply of parking for a luxury strata project is a prerequisite for marketing a property as a luxury asset. Higher income households have a higher propensity to own one or more cars. Reduce the parking below what the market expects or demands, and you simply no longer have a luxury offer, you lose luxury pricing and the economics of the project collapses.

Developers will ALWAYS supply parking at the minimum levels that they think the market will demand. The requirement for 60% presales on condo projects offers a very quick test of market response. If parking availability is too low, absorption slows and it's more difficult to achieve the sales prices needed to reach 15%+ ROC demanded by lenders. Considering Rental properties, developers need to future proof their buildings – they are motivated to provide neither to much parking nor too little and most do a lot of homework to ensure that they offer the right amount. Some developers with sites in high amenity transit-oriented areas are moving to parking light buildings, taking a gamble that there are enough potential tenants willing to live car-free.

The bigger impact is that high parking requirements often kill higher intensity development options by reducing what a developer can afford to pay for land. Parking – as they say – often leads the plan.

PRO FORMAS

City Centre | Low Parking

City Centre, City Low Parking

	BASIC INFO		Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Site	Site Area							34,080
	Parkade Footprint							31,200
	Gross Floor Area GFA		184,480	34,590	11,530	56,700	11,400	298,700
GFA	% GFA	%	62%	12%	4%	19%	4%	100%
	Floor Space Ratio	#	5.41	1.01	0.34	1.66	0.33	8.76
	Efficiency	%	83%	83%	85%	80%	90%	
NFA	NFA Sellable/Leasable	sf	153,118	28,710	9,801	45,360	10,260	247,249
	Avg Unit	sf	632.5	588.75	600			
Units	Units		242	49	16	-	-	307
	Parking 1 Bed or less		0.50	0.50	0.30			
	Parking 2 Beds or More		0.60	0.50	0.50			
	Blended Parking Ratio	Resi = #/unit Commercial = #/sm	0.5350	0.5000	0.3700	0.0100	0.0100	
Parking	Parking Stalls	#	130	24	6	53	11	223
	Area/Stall	sf	425	425	425	425	425	
	Parkade Area	sf	55,044	10,362	2,569	22,387	4,501	94,863
	Parkade Levels		1.76	0.33	0.08	0.72	0.14	3.0
	Cost/sf Above Grade	$/sf GFA	$400	$400	$400	$325	$250	
	Cost/sf Below Grade	$/sf GFA	$170	$170	$170	$170	$170	
	Above Grade $	$	73,792,000	13,836,000	4,612,000	18,427,500	2,850,000	113,517,500
	Below Grade $	$	9,357,471	1,761,593	436,653	3,805,811	765,190	16,126,718
Hard $	TOTAL Hard Cost Assumption	$	83,149,471	15,597,593	5,048,653	22,233,311	3,615,190	129,644,218
	Blended Cost/sf GFA		451	451	438	392	317	434

	REVENUE			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
	REVENUE								
Sales Value	Sale/sf	$		$1,600					
	Gross Sales	$		244,989,440					244,989,440
	Less Commissions at Close	-1.50%		(3,674,842)					(3,674,842)
Sales Value	NET SALES VALUE	$		241,314,598					241,314,598
Income Value	Avg Rent / sf / mo	$		-	$.00	2.50	3.75	3.75	
	Gross Potential Rent	$		-	1,722,582	294,015	2,041,200	461,700	4,519,497
	Stall Rent / Mo				$100	$100			
	Plus Parking At $/ mo	$100			29,258	7,252	63,211	12,709	
	Total Potential Income	$			1,751,840	301,267	2,104,411	474,409	4,631,927
	Vacancy %	%			-2.0%	-2.0%	-5.0%	-5.0%	
	Vacancy $	$			(35,037)	(6,025)	(105,221)	(23,720)	
	Vacancy /Unit/Mo	$			(60)	(31)	-	-	
	Operating Expense / Unit/Mo	$			(550)	(550)	-	-	
	Operating Expense Total	$			(321,841)	(107,806)	-	-	
	Operating Expense %	%			-18%	-36%	0%	0%	0%
	Net Operating Income	-		-	1,394,962	187,437	1,999,190	450,689	
	Cap Rate				4.25%	4.75%	5.00%	5.00%	
	INCOME VALUE			-	32,822,642	3,946,032	39,983,803	9,013,772	85,766,248
	TOTAL VALUE: SALES OR INCOME VALUE			241,314,598	32,822,642	3,946,032	39,983,803	9,013,772	327,080,847
	Value/sf NFA			51,576	51,143	$403	$881	$879	$1,323
	Value / Unit			996,820	673,094	241,581			

	COSTS			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL	$/sf GFA	% Budget
1	Land cost			65,192,152	4,486,126	(2,102,170)	(1,463,541)	1,438,252	68,281,018	229	23.8%
1	Community Amenity Contribution	negotiated		1	1	1	1	1	5	0	0.0%
1	Property Transfer Tax	4.0% of Property Cost		2,636,894	179,445	(84,087)	(58,542)	57,530	2,731,241	9	1.0%
1	Appraisal & Due Diligence	25,000 by %GFA		15,440	2,895	965	4,746	954	25,000	0	0.0%
2	Construction Cost	from above		83,149,471	15,597,593	5,048,653	22,233,311	3,615,190	129,644,218	434	45.3%
2	Construction Management fee	0% construction		-	-	-	-	-	-	-	0.0%
2	Environmental	1 by % GFA		1	0	0	0	0	1	0	0.0%
2	Demo & HazMat	$426,000 by sf GFA		263,102	49,332	16,444	80,864	16,258	426,000	1	0.1%
2	On Site Servicing	$1 sf GFA		184,480	34,590	11,530	56,700	11,400	298,700	1	0.1%
2	Off Site Servicing	2% hard cost		1,662,989	311,952	100,973	444,666	72,304	2,592,884	9	0.9%
2	Furnishings & Equipment	$1 /sf GFA		184,480	34,590	11,530			230,600	1	0.1%
2	Other Construction	$0 /sf GFA		-	-	-	-	-	-	-	0.0%
3	Insurance	1.0% construction		854,445	160,281	51,891	228,155	37,152	1,331,924	4	0.5%
3	Legal	100,000 by %GFA		61,761	11,580	3,860	18,982	3,817	100,000	0	0.0%
4	City Rezoning Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Development Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Building Permit	0.01 x Construction		831,495	155,976	50,487	222,333	36,152	1,296,442	4	0.5%
4	City DCC / DCL	varies		6,541,661	472,499		1,236,060	248,520	8,498,740	28	3.0%
4	City Public Art	$1.98 /sf GFA Residential		365,270	68,488				433,759	1	0.2%
4	Metro Park 2025	$300 per unit($ 0.24/sf GFA other)		72,625	14,629		13,608	2,736	103,598	0	0.0%
4	Metro DD&SS 2025	$6,298 per unit		1,524,648	307,115	102,873	300,510	60,420	2,295,565	8	0.8%
4	Metro Water 2025	$6,791 per unit		1,643,995	331,155	110,925	300,510	60,420	2,447,006	8	0.9%
4	Translink DCC	$1,554 /unit (0r 1.25/sf non res))		376,199	75,779	25,383	70,875	14,250	562,486	2	0.2%
4	Blank			-					-	-	0.0%
4	BC Home Owner Protection & Warranty	$2,000 / condo unit		484,169					484,169	2	0.2%
4	Unrecoverable Property Tax	0.003% x Property Value x 2 years		197,767	13,458	(6,307)	(4,391)	4,315	204,843	1	0.1%
5	Architect	2.250% construction		1,870,863	350,946	113,595	500,249	81,342	2,916,995	10	1.0%
5	Other Consultants	2.750% construction		2,286,610	428,934	138,838	611,416	99,418	3,565,216	12	1.3%
6	Sales Commissions (Dev Phase)	1.50% gross sales		3,674,842	-	-	-	-	3,674,842	12	1.3%
6	Marketing & Creative	2.00% gross sales		4,899,789	-	-	-	-	4,899,789	16	1.7%
6	Presentation Centre	$500,000		500,000	-	19,300		19,083	538,383	2	0.2%
6	Leasing Commissions	10% Y1 Rent					204,120	46,170	250,290	1	0.1%
6	Tenant Improvement Allowance	$25.00 /sf NFA					1,134,000	256,500	1,390,500	5	0.5%
7	Unrecoverable Building Operating Costs								-	-	0.0%
7	Other Operating Costs								-	-	0.0%
8	Development Contingency	1.00%	total cost less land	1,118,151	184,535	58,115	277,087	46,968	1,684,856	6	0.6%
8	Design Contingency	1.00%	design	41,575	7,799	2,524	11,117	1,808	64,822	0	0.0%
8	Construction Contingency	5.00%	construction	4,272,226	801,403	259,457	1,140,777	185,758	6,659,620	22	2.3%
8	Construction Cost Escalation	0.00%	construction	-	-	-	-	-	-	-	0.0%
9	Income During Development								-	-	0.0%
9	Other								-	-	0.0%
10	Development Management Fees	3.00%	Costs Above -Land	3,517,413	583,417	183,948	874,130	147,941	5,306,848	18	1.9%
10	Other Development Management								-	-	0.0%
11	GST Payable	waived for rental							-	-	0.0%
11	GST Credits								-	-	0.0%
	Blank									-	0.0%
12	Blank			-	-	-	-	-	-	-	0.0%
12	Blank									-	0.0%
12	Finance Interest & Fees	33,059,919 by %GFA		20,418,124	3,828,398	1,276,133	6,275,519	1,261,744	33,059,919	111	11.5%
	TOTAL COSTS			209,757,319	28,527,505	5,406,392	34,769,963	7,837,801	286,298,980	958	100.0%
	PROFIT (LOSS)			31,557,279	4,295,137	(1,460,360)	5,213,841	1,175,970	40,781,867	137	14.2%
	RETURN ON COST			15.0%	15.1%	-27.0%	15.0%	15.0%	14.2%		

	Revenue		Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
	GFA		184,480	34,590	11,530	56,700	11,400	298,700
	FSR		5.41	1.01	0.34	1.66	0.33	8.76
	Units		242	49	-	-	-	291
	Net Sales		241,314,598	-	-	-	-	241,314,598
	Income Value		-	32,822,642	3,946,032	39,983,803	9,013,772	85,766,248
	Total Revenue		**$241,314,598**	**$32,822,642**	**$3,946,032**	**$39,983,803**	**$9,013,772**	**$327,080,847**
1	**Land**		**68,574,687**	**4,668,467**	**(2,185,290)**	**(1,517,336)**	**1,496,737**	**71,037,264**
2	**Construction**		**85,444,523**	**16,028,057**	**5,189,130**	**22,815,542**	**3,715,152**	**133,192,403**
3	**Insurance & Legal**		**916,206**	**171,861**	**55,751**	**247,138**	**40,968**	**1,431,924**
4	**Government Fees**	5.8% total costs	**12,222,309**	**1,473,690**	**294,891**	**2,196,205**	**438,213**	**16,625,308**
5	**Design & Consultants**	4.9% Construction	**4,157,474**	**779,880**	**252,433**	**1,111,666**	**180,759**	**6,482,211**
6	**Marketing**	12.5% Revenue	**9,074,630**	**-**	**19,300**	**1,338,120**	**321,753**	**10,753,803**
7	**Interim Building Operations**		**-**	**-**	**-**	**-**	**-**	**-**
8	**Contingencies**	6.3% Construction Cost	**5,431,952**	**993,736**	**320,096**	**1,428,980**	**234,534**	**8,409,299**
9	**Adjustments**		**-**	**-**	**-**	**-**	**-**	**-**
10	**Development Management**	2.5% all cost less land	**3,517,413**	**583,417**	**183,948**	**874,130**	**147,941**	**5,306,848**
11	**GST**		**-**	**-**	**-**	**-**	**-**	**-**
12	**Finance**	12% total costs	**20,418,124**	**3,828,398**	**1,276,133**	**6,275,519**	**1,261,744**	**33,059,919**
	Total Costs		**$209,757,319**	**$28,527,505**	**$5,406,392**	**$34,769,963**	**$7,837,801**	**$286,298,980**
	Profit (Loss)		**$31,557,279**	**$4,295,137**	**-$1,460,360**	**$5,213,841**	**$1,175,970**	**$40,781,867**
	Return on Cost		15.0%	15.1%	-27.0%	15.0%	15.0%	14.2%
	Return on Revenue		13.1%	13.1%	-37.0%	13.0%	13.0%	12.5%
	Cost / Unit		$866,463	$585,014				
	Cost/sf GFA		1,137	825	469	613	688	958

City Centre, City Low Parking				Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Stalls/ Unit				Avg Cost/Unit	Avg Cost/Unit	Avg Cost/Unit			
Parking Ratio Blended				0.5350	0.5000	0.3700			
Parking Construction Hard Cost / Unit				38,654	36,125	26,733			
Design Costs	5.0%			1,933	1,806	1,337			
Building Permit x hard cost	0.003			387	361	267			
Construction Insurance Costs	1.0%			406	361	267			
Marketing Costs	3.0%			1,448	-	-			
Development Contingency	1.0%			428	387	286			
Construction Contingency	5.0%			1,933	1,806	1,337			
Development Management	3.0%			1,356	1,225	907			
Finance	11.5%			5,375	4,858	3,595			
SUBTOTAL PARKING COST / UNIT				**$51,918**	**$46,930**	**$34,728**			
Profit	15%			7,788	7,040	5,209			
SUBTOTAL II PARKING COST / UNIT				**$59,706**	**$53,970**	**$39,938**			
GST	5%			2,985					
PTT	2%			1,194					
TOTAL PARKING COST / UNIT				**$63,885**	**$53,970**	**$39,938**	-	-	-
As % Unit Cost / Value				6.4%	8.0%	16.5%			
Downpayment	**15%**			**9,583**					
Principal before Insurance	85%			54,303					
Insurance	2.80%			1,520					
Principal AFTER Insurance				**$55,823**					
Amortization	Years			25					
5 Year Fixed Mortgage Rate	5.60%								
Mortgage Stress Test	2.00%								
Qualifying Mortgage Interest Rate	**7.60%**			**7.60%**					
Monthly Payment				$414					
Household Income to Qualify for Mortgage on Parking			32% income for Shelter	**$15,606**					

Income Based Return on Stall									
Monthly Rent/stall					$152	$152			
Monthly Rent on Avg Parking Per Unit					$75	$56			
Annual Income					$900	$666			
Operating Expense	-10% estimate				-$90	-$67			
Net Operarating Income					$810	$599			
PARKING YIELD ON COST / UNIT					1.5%	1.5%			
Capitalization Rate					4.25%	4.75%			
Value at Average Stall / Unit					$19,059	$12,619			

City Centre | High Parking

City - HIGH Parking

	BASIC INFO			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Site	Site Area								34,080
	Parkade Footprint								31,200
	Gross Floor Area GFA			184,480	34,590	11,530	56,700	11,400	298,700
GFA	% GFA	%		62%	12%	4%	19%	4%	100%
	Floor Space Ratio	#		5.41	1.01	0.34	1.66	0.33	8.76
	Efficiency	%		83%	83%	85%	80%	90%	
NFA	NFA Sellable/Leasable	sf		153,118	28,730	9,801	45,360	10,260	247,249
	Avg Unit	sf		632.5	588.75	600			
Units	Units			242	49	16	-	-	307
	Parking 1 Bed or Less			1.60	1.10	1.00			
	Parking 2 Beds or More			2.00	1.50	1.30			
	Parking Ratio	Resi = #/unit	Commercial = #/sm	1.7400	1.2400	1.1050	0.0500	0.0500	
Parking	Parking Stalls	#		421	60	18	263	53	816
	Area/Stall	sf		425	425	425	425	425	
	Parkade Area	sf		179,021	25,699	7,671	111,916	22,506	346,832
	Parkade Levels			5.74	0.82	0.25	3.59	0.72	11.1
	Cost/sf Above Grade	$/sf GFA		$400	$400	$400	$325	$250	
	Cost/sf Below Grade	$/sf GFA		$170	$170	$170	$170	$170	
	Above Grade $	$		73,792,000	13,836,000	4,612,000	18,427,500	2,850,000	113,517,500
	Below Grade $	$		30,433,644	4,368,751	1,304,059	19,029,055	3,825,948	58,961,456
Hard $	TOTAL Hard Cost Assumption	$		104,225,644	18,204,751	5,916,059	37,456,555	6,675,948	172,478,956
	Blended Cost/sf GFA			$565	$526	$513	$661	$586	$577

	REVENUE			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
	REVENUE								
Sales Value	Sale/sf	$		$1,600					
	Gross Sales	$		244,989,440					244,989,440
	Less Commissions at Close	-1.50%		(3,674,842)					(3,674,842)
Sales Value	NET SALES VALUE	$		241,314,598					241,314,598
Income Value	Avg Rent / sf / mo	$		-	$.00	$.50	$.75	$.75	
	Gross Potential Rent	$		-	1,722,582	294,015	2,041,200	461,700	4,519,497
	Stall Rent / Mo				$100	$100			
	Plus Parking At $/ mo	$100			72,561	21,659	336,054	63,545	
	Total Potential Income	$			1,795,143	315,674	2,357,254	525,245	4,993,315
	Vacancy %	%			-2.0%	-2.0%	-5.0%	-5.0%	
	Vacancy $	$			(35,903)	(6,313)	(117,863)	(26,262)	
	Vacancy /Unit/Mo	$			(61)	(32)	-	-	
	Operating Expense / Unit/Mo	$			(500)	-	-	-	
	Operating Expense Total	$			(321,841)	-	-	-	
	Operating Expense %	%			-18%	0%	0%	0%	0%
	Net Operating Income			-	1,437,398	309,361	2,239,391	498,983	
	Cap Rate				4.25%	4.75%	5.00%	5.00%	
	INCOME VALUE			-	33,821,141	6,512,855	44,787,817	9,979,658	95,101,471
	TOTAL VALUE: SALES OR INCOME VALUE			241,314,598	33,821,141	6,512,855	44,787,817	9,979,658	336,416,069
	Value/sf NFA			$1,576	$1,178	$665	$987	$973	$1,361
	Value / Unit			996,820	693,570	398,726	-	-	

	COSTS			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL	$/sf GFA	% Budget
1	Land cost			44,309,397	2,789,820	(2,703,540)	(14,086,822)	(1,075,462)	29,233,394	98	10.0%
1	Community Amenity Contribution	negotiated		1	1	1	1	1	5	0	0.0%
1	Property Transfer Tax	4.0% of Property Cost		1,772,376	111,593	(108,142)	(563,473)	(43,018)	1,169,336	4	0.4%
1	Appraisal & Due Diligence	25,000 by %GFA		15,440	2,895	965	4,746	954	25,000	0	0.0%
2	Construction Cost	from above		104,225,644	18,204,751	5,916,059	37,456,555	6,675,948	172,478,956	577	58.9%
2	Construction Management fee	0% construction		-	-	-	-	-	-	-	0.0%
2	Environmental	1 by % GFA		1	0	0	0	0	1	0	0.0%
2	Demo & Haz Mit	$426,000 by sf GFA		263,102	49,332	16,444	80,864	16,258	426,000	1	0.1%
2	On Site Servicing	$1 sf GFA		184,480	34,590	11,530	56,700	11,400	298,700	1	0.1%
2	Off Site Servicing	2% hard cost		2,084,513	364,095	118,321	749,131	133,519	3,449,579	12	1.2%
2	Furnishings & Equipment	$1 /sf GFA		184,480	34,590	11,530	-	-	230,600	1	0.1%
2	Other Construction	$0 /sf GFA		-	-	-	-	-	-	-	0.0%
3	Insurance	1.0% construction		1,069,422	186,874	60,739	383,433	68,371	1,768,838	6	0.6%
3	Legal	100,000 by %GFA		61,761	11,580	3,860	18,982	3,817	100,000	0	0.0%
4	City Rezoning Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Development Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Building Permit	0.01 x Construction		1,042,256	182,048	59,161	374,566	66,759	1,724,790	6	0.6%
4	City DCC / DCL	varies		6,541,661	472,499		1,236,060	248,520	8,498,740	28	2.9%
4	City Public Art	$1.98 /sf GFA Residential		365,270	68,488				433,759	1	0.1%
4	Metro Park 2025	$300 per unit($ 0.2/sf GFA other)		72,625	14,629		13,608	2,736	103,598	0	0.0%
4	Metro DD&SS 2025	$6,298 per unit		1,524,648	307,115	102,873	300,510	60,420	2,295,565	8	0.8%
4	Metro Water 2025	$6,791 per unit		1,643,995	331,155	110,925	300,510	60,420	2,447,006	8	0.8%
4	Translink DCC	$1,554 /unit (0r 1.25/sf non res))		376,199	75,779	25,383	70,875	14,250	562,486	2	0.2%
4	Blank								-	-	0.0%
4	BC Home Owner Protection & Warranty	$2,000 / condo unit		484,169					484,169	2	0.2%
4	Unrecoverable Property Tax	0.0030 x Property Value x 2 years		132,928	8,369	(8,111)	(42,260)	(3,226)	87,700	0	0.0%
5	Architect	2.250% construction		2,345,077	409,607	133,111	842,772	150,209	3,880,777	13	1.3%
5	Other Consultants	2.750% construction		2,866,205	500,631	162,692	1,030,055	183,589	4,743,171	16	1.6%
6	Sales Commissions (Dev Phase)	1.50% gross sales		3,674,842	-	-	-	-	3,674,842	12	1.3%
6	Marketing & Creative	2.00% gross sales		4,899,789	-	-	-	-	4,899,789	16	1.7%
6	Presentation Centre	$500,000		500,000		19,300		19,083	538,383	2	0.2%
6	Leasing Commissions	10% Y1 Rent					204,120	46,170	250,290	1	0.1%
6	Tenant Improvement Allowance	$25.00 /sf NFA					1,134,000	256,500	1,390,500	5	0.5%
7	Unrecoverable Building Operating Costs								-	-	0.0%
7	Other Operating Costs								-	-	0.0%
8	Development Contingency	1.00%	total cost less land	1,347,275	212,907	67,553	442,672	80,261	2,150,669	7	0.7%
8	Design Contingency	1.00%	design	52,113	9,102	2,958	18,728	3,338	86,239	0	0.0%
8	Construction Contingency	5.00%	construction	5,347,111	934,368	303,694	1,917,163	341,856	8,844,192	30	3.0%
8	Construction Cost Escalation	0.00%	construction	-	-	-	-	-	-	-	0.0%
9	Income During Development								-	-	0.0%
9	Other								-	-	0.0%
10	Development Management Fees	3.00%	Costs Above -Land	4,244,221	673,413	213,887	1,399,372	253,548	6,784,441	23	2.3%
10	Other Development Management								-	-	0.0%
11	GST Payable	waived for rental							-	-	0.0%
11	GST Credits								-	-	0.0%
	Blank								-	-	0.0%
12	Blank			-	-	-	-	-	-	-	0.0%
12	Blank								-	-	0.0%
12	Finance Interest & Fees	29,246,508 by %GFA		18,062,925	3,386,799	1,128,933	5,551,647	1,116,204	29,246,508	98	10.0%
	TOTAL COSTS			209,878,407	29,411,619	5,661,656	38,951,215	8,703,825	292,606,723	980	100.0%
	PROFIT (LOSS)			31,436,191	4,409,522	851,199	5,836,601	1,275,833	43,809,346	147	15.0%
	RETURN ON COST			15.0%	15.0%	15.0%	15.0%	14.7%	15.0%		

	Revenue			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL	
	GFA			184,480	34,590	11,530	56,700	11,400	298,700	
	FSR			5.41	1.01	0.34	1.66	0.33	8.76	
	Units			242	49	-	-	-	291	
	Net Sales			241,314,598	-	-	-	-	241,314,598	
	Income Value			-	33,821,141	6,512,855	44,787,817	9,979,658	95,101,471	
	Total Revenue			**$241,314,598**	**$33,821,141**	**$6,512,855**	**$44,787,817**	**$9,979,658**	**$336,416,069**	
1	**Land**			**46,097,214**	**2,904,309**	**(2,810,716)**	**(14,645,548)**	**(1,117,525)**	**30,427,734**	
2	**Construction**			**106,942,219**	**18,687,357**	**6,071,884**	**38,349,251**	**6,837,125**	**176,887,836**	
3	**Insurance & Legal**			**1,131,183**	**198,454**	**64,599**	**402,415**	**72,188**	**1,868,838**	
4	**Government Fees**	5.8%	total costs	**12,368,232**	**1,494,672**	**301,761**	**2,310,568**	**461,279**	**16,936,513**	
5	**Design & Consultants**	4.9%	Construction	**5,211,282**	**910,238**	**295,803**	**1,872,828**	**333,797**	**8,623,948**	
6	**Marketing**	11.3%	Revenue	**9,074,630**	-	**19,300**	**1,338,120**	**321,753**	**10,753,803**	
7	**Interim Building Operations**			-	-	-	-	-	-	
8	**Contingencies**	6.3%	Construction Cost	**6,746,499**	**1,156,377**	**374,056**	**2,378,563**	**425,456**	**11,081,101**	
9	**Adjustments**			-	-	-	-	-	-	
10	**Development Management**	2.6%	all cost less land	**4,244,221**	**673,413**	**213,887**	**1,399,372**	**253,548**	**6,784,441**	
11	**GST**			-	-	-	-	-	-	
12	**Finance**	10%	total costs	**18,062,925**	**3,386,799**	**1,128,933**	**5,551,647**	**1,116,204**	**29,246,508**	
	Total Costs			**$209,878,407**	**$29,411,619**	**$5,661,656**	**$38,951,215**	**$8,703,825**	**$292,606,723**	
	Profit (Loss)			**$31,436,191**	**$4,409,522**	**$851,199**	**$5,836,601**	**$1,275,833**	**$43,809,346**	
	Return on Cost			15.0%	15.0%	15.0%	15.0%	14.7%	15.0%	
	Return on Revenue			13.0%	13.0%	13.1%	13.0%	12.8%	13.0%	
	Cost / Unit			$866,964	$603,144					
	Cost/sf GFA			1,138	850	491	687	763	980	

City - HIGH Parking					Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Stalls/ Unit					Avg Cost/Unit	Avg Cost/Unit	Avg Cost/Unit			
Parking Ratio Blended					1.7400	1.2400	1.1050			
Parking Construction Hard Cost / Unit					125,715	89,590	79,836			
Design Costs	5.0%				6,286	4,480	3,992			
Building Permit x hard cost	0.010%				1,257	896	798			
Construction Insurance Costs	1.0%				1,320	896	798			
Marketing Costs	3.5%				4,710	-	-			
Development Contingency	1.0%				1,393	959	854			
Construction Contingency	1.0%				6,286	4,480	3,992			
Development Management	3.0%				4,409	3,039	2,708			
Finance	10.0%				15,130	10,429	9,293			
SUBTOTAL PARKING COST / UNIT					**$166,506**	**$134,767**	**$102,272**			
Profit	15%				24,976	17,215	15,341			
SUBTOTALII PARKING COST / UNIT					**$191,482**	**$131,982**	**$117,613**			
GST	5%				9,574					
PTT	2%				3,830					
TOTAL PARKING COST / UNIT					**$204,886**	**$131,982**	**$117,613**	-	-	-
As % Unit Cost / Value					**20.6%**	**19.0%**	**29.5%**			
Downpayment	**15%**				**30,733**					
Principal before Insurance	85%				174,153					
Insurance	2.80%				4,876					
Principal AFTER Insurance					**$179,029**					
Amortization	Years				25					
5 Year Fixed Mortgage Rate	5.60%									
Mortgage Stress Test	**2.00%**									
Qualifying Mortgage Interest Rate	**7.60%**				**7.60%**					
Monthly Payment					-$1,331					
Household Income to Qualify for Mortgage on Parking		32%	income for Shelter		**$50,050**					

Income Based Return on Stall						Market	BMR			
Monthly Rent/stall						$150	$150			
Monthly Rent on Avg Parking Per Unit						$186	$166			
Annual Income						$2,232	$1,989			
Operating Expense	-10%	estimate				-$223	-$199			
Net Operating Income						$2,009	$1,790			
PARKING YIELD ON COST / UNIT						1.1%	1.5%			
Capitalization Rate						4.25%	4.75%			
Value at Average Stall / Unit						**$47,266**	**$37,686**			

City Centre | Average Parking

City - Average Parking

	BASIC INFO		Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Site	Site Area							34,080
	Parkade Footprint							31,200
	Gross Floor Area GFA		184,480	34,590	11,530	56,700	11,400	298,700
GFA	% GFA	%	62%	12%	4%	19%	4%	100%
	Floor Space Ratio	#	5.41	1.01	0.34	1.66	0.33	8.76
	Efficiency	%	83%	83%	85%	80%	90%	
NFA	NFA Sellable/Leasable	sf	153,118	28,710	9,801	45,360	10,260	247,249
	Avg Unit	sf	632.5	588.75	600			
Units	Units		242	49	16	-	-	307
	Parking 1 Bed or Less		1.10	0.80	0.50			
	Parking 2 Beds or More		1.40	0.90	0.50			
	Bleded Parking Ratio	Resi = #/unit Commercial = #/sm	1.2050	0.8350	0.5000	0.0300	0.0300	
Parking	Parking Stalls	#	292	41	8	158	32	530
	Area/Stall	sf	425	425	425	425	425	
	Parkade Area	sf	123,977	17,305	3,471	67,161	13,503	225,418
	Parkade Levels		3.97	0.55	0.11	2.15	0.43	7.2
	Cost/sf Above Grade	$/sf GFA	$400	$400	$400	$325	$250	
	Cost/sf Below Grade	$/sf GFA	$170	$170	$170	$170	$170	
	Above Grade $	$	73,792,000	13,836,000	4,612,000	18,427,500	2,850,000	113,517,500
	Below Grade $	$	21,076,173	2,941,860	590,072	11,417,433	2,295,569	38,321,107
Hard $	TOTAL Hard Cost Assumption	$	94,868,173	16,777,860	5,202,072	29,844,933	5,145,569	151,838,607
	Blended Cost/sf GFA		$514	$485	$451	$526	$451	$508

	REVENUE		Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
	REVENUE							
Sales Value	Sale/sf	$	$1,600					
	Gross Sales	$	244,989,440					244,989,440
	Less Commissions at Close	-1.50%	(3,674,842)					(3,674,842)
Sales Value	NET SALES VALUE	$	241,314,598					241,314,598
Income Value	Avg Rent / sf / mo	$	-	5.00	2.50	3.75	3.75	
	Gross Potential Rent	$	-	1,722,582	294,015	2,041,200	461,700	4,519,497
	Stall Rent / Mo			$100	$100			
	Plus Parking At $/ mo	$100		48,861	9,801	189,632	38,127	
	Total Potential Income	$		1,771,443	303,816	2,230,832	499,827	4,805,918
	Vacancy %	%		-2.0%	-2.0%	-5.0%	-5.0%	
	Vacancy $	$		(35,429)	(6,076)	(111,542)	(24,991)	
	Vacancy /Unit/Mo	$		(61)	(31)	-	-	
	Operating Expense / Unit/Mo	$		(150)	-	-	-	
	Operating Expense Total	$		(321,841)	-		-	
	Operating Expense %	%		18%	0%	0%	0%	0%
	Net Operating Income		-	1,414,173	297,739	2,119,291	474,836	
	Cap Rate			4.25%	4.75%	5.00%	5.00%	
	INCOME VALUE		-	33,274,665	6,268,193	42,385,810	9,496,715	91,425,383
	TOTAL VALUE- SALES OR INCOME VALUE		241,314,598	33,274,665	6,268,193	42,385,810	9,496,715	332,739,982
	Value/sf NFA		$1,576	$1,159	$640	$934	$926	$1,346
	Value / Unit		996,820	682,364	383,747	-	-	

	COSTS			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL	$/sf GFA	% Budget
1	Land cost			$3,892,017	3,748,708	(2,162,982)	(7,769,200)	181,223	47,889,787	160	16.6%
1	Community Amenity Contribution	negotiated		-	1	1	1	1	5	0	0.0%
1	Property Transfer Tax	4.0% of Property Cost		2,155,681	149,948	(86,519)	(310,768)	7,249	1,915,591	6	0.7%
1	Appraisal & Due Diligence	25,000 by %GFA		15,440	2,895	965	4,746	954	25,000	0	0.0%
2	Construction Cost	from above		94,868,173	16,777,860	5,202,072	29,844,933	5,145,569	151,838,607	508	52.5%
2	Construction Management Fee	0% construction		-	-	-	-	-	-	-	0.0%
2	Environmental	1 by % GFA		1	0	0	0	0	1	0	0.0%
2	Demo & Haz Mat	$426,000 by sf GFA		263,102	49,332	16,444	80,864	16,258	426,000	1	0.1%
2	On Site Servicing	$1 sf GFA		184,480	34,590	11,530	56,700	11,400	298,700	1	0.1%
2	Off Site Servicing	2% hard cost		1,897,363	335,557	104,041	596,899	102,911	3,036,772	10	1.0%
2	Furnishings & Equipment	$1 /sf GFA		184,480	34,590	11,530	-	-	230,600	1	0.1%
2	Other Construction	$0 /sf GFA		-	-	-	-	-	-	-	0.0%
3	Insurance	1.0% construction		973,976	172,319	53,456	305,794	52,761	1,558,307	5	0.5%
3	Legal	100,000 by %GFA		61,761	11,580	3,860	18,982	3,817	100,000	0	0.0%
4	City Rezoning Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Development Permit	$0.50 /sf GFA		92,240	17,295	5,765	28,350	5,700	149,350	1	0.1%
4	City Building Permit	0.01 x Construction		948,682	167,779	52,021	298,449	51,456	1,518,386	5	0.5%
4	City DCC / DCL	varies		6,541,661	472,499		1,236,060	248,520	8,498,740	28	2.9%
4	City Public Art	$1.98 /sf GFA Residential		365,270	68,488				433,759	1	0.1%
4	Metro Park 2025	$300 per unit($0.24/sf GFA other)		72,625	14,629		13,608	2,736	103,598	0	0.0%
4	Metro DD&SS 2025	$6,298 per unit		1,524,648	307,115	102,873	300,510	60,420	2,295,565	8	0.8%
4	Metro Water 2025	$6,791 per unit		1,643,995	331,155	110,925	300,510	60,420	2,447,006	8	0.8%
4	Translink DCC	$1,554 /unit (0r 1.25/sf non res))		376,199	75,779	25,383	70,875	14,250	562,486	2	0.2%
4	Blank								-	-	0.0%
4	BC Home Owner Protection & Warranty	$2,000 / condo unit		484,169					484,169	2	0.2%
4	Unrecoverable Property Tax	0.0030 x Property Value x 2 years		161,676	11,246	(6,489)	(23,308)	544	143,669	0	0.0%
5	Architect	2.250% construction		2,134,534	377,502	117,047	671,511	115,775	3,416,369	11	1.2%
5	Other Consultants	2.750% construction		2,608,875	461,391	143,057	820,736	141,503	4,175,562	14	1.4%
6	Sales Commissions (Dev Phase)	1.50% gross sales		3,674,842	-	-	-	-	3,674,842	12	1.3%
6	Marketing & Creative	2.00% gross sales		4,899,789	-	-	-	-	4,899,789	16	1.7%
6	Presentation Centre	$500,000		500,000		19,300		19,083	538,383	2	0.2%
6	Leasing Commissions	30% Y1 Rent					204,120	46,170	250,290	1	0.1%
6	Tenant Improvement Allowance	$25.00 /sf NFA					1,134,000	256,500	1,390,500	5	0.5%
7	Unrecoverable Building Operating Costs								-	-	0.0%
7	Other Operating Costs								-	-	0.0%
8	Development Contingency	1.00%	total cost less land	1,245,548	197,380	59,786	359,879	63,615	1,926,208	6	0.7%
8	Design Contingency	1.00%	design	47,434	8,389	2,601	14,922	2,573	75,919	0	0.0%
8	Construction Contingency	5.00%	construction	4,869,880	861,596	267,281	1,528,970	263,807	7,791,534	26	2.7%
8	Construction Cost Escalation	0.00%	construction	-	-	-	-	-	-	-	0.0%
9	Income During Development								-	-	0.0%
9	Other								-	-	0.0%
10	Development Management Fees	3.00%	Costs Above -Land	3,921,529	624,161	189,247	1,136,751	200,745	6,072,434	20	2.1%
10	Other Development Management								-	-	0.0%
11	GST Payable	waived for rental							-	-	0.0%
11	GST Credits								-	-	0.0%
	Blank								-	-	0.0%
12	Blank			-	-	-	-	-	-	-	0.0%
12	Blank								-	-	0.0%
12	Finance Interest & Fees	31,046,906 by %GFA		19,174,868	3,595,288	1,198,429	5,893,403	1,184,917	31,046,905	104	10.7%
	TOTAL COSTS			209,877,199	28,926,369	5,447,390	36,846,649	8,266,576	289,364,184	969	100.0%
	PROFIT (LOSS)			31,437,399	4,348,296	820,804	5,539,161	1,230,138	43,375,798	145	15.0%
	RETURN ON COST			15.0%	15.0%	15.1%	15.0%	14.9%	15.0%		

	Revenue			Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
	GFA			184,480	34,590	11,530	56,700	11,400	298,700
	FSR			5.41	1.01	0.34	1.66	0.33	8.76
	Units			242	49	-	-	-	291
	Net Sales			241,314,598	-	-	-	-	241,314,598
	Income Value			-	33,274,665	6,268,193	42,385,810	9,496,715	91,425,383
	Total Revenue			**$241,314,598**	**$33,274,665**	**$6,268,193**	**$42,385,810**	**$9,496,715**	**$332,739,982**
1	**Land**			**56,063,160**	**3,901,553**	**(2,348,535)**	**(8,079,221)**	**189,427**	**49,830,384**
2	**Construction**			**97,397,599**	**17,231,929**	**5,345,617**	**30,579,396**	**5,276,138**	**155,830,680**
3	**Insurance & Legal**			**1,035,737**	**183,899**	**57,316**	**324,776**	**56,578**	**1,658,307**
4	**Government Fees**	5.8% total costs		**12,303,405**	**1,483,280**	**296,243**	**2,252,405**	**449,745**	**16,786,079**
5	**Design & Consultants**	4.9% Construction		**4,743,409**	**838,893**	**260,104**	**1,492,247**	**257,278**	**7,591,930**
6	**Marketing**	11.8% Revenue		**9,074,630**	**-**	**19,300**	**1,338,120**	**321,753**	**10,753,803**
7	**Interim Building Operations**			-	-	-	-	-	-
8	**Contingencies**	6.3% Construction Cost		**6,162,862**	**1,067,365**	**329,668**	**1,903,772**	**329,995**	**9,793,661**
9	**Adjustments**			-	-	-	-	-	-
10	**Development Management**	2.5% all cost less land		**3,921,529**	**624,161**	**189,247**	**1,136,751**	**200,745**	**6,072,434**
11	**GST**			-	-	-	-	-	-
12	**Finance**	11% total costs		**19,174,868**	**3,595,288**	**1,198,429**	**5,893,403**	**1,184,917**	**31,046,905**
	Total Costs			**$209,877,199**	**$28,926,369**	**$5,447,390**	**$36,846,649**	**$8,266,576**	**$289,364,184**
	Profit (Loss)			**$31,437,399**	**$4,348,296**	**$820,804**	**$5,539,161**	**$1,230,138**	**$43,375,798**
	Return on Cost			15.0%	15.0%	15.1%	15.0%	14.9%	15.0%
	Return on Revenue			13.0%	13.1%	13.1%	13.1%	13.0%	13.0%
	Cost / Unit			$866,959	$593,193				
	Cost/sf GFA			1,138	836	472	650	725	969

City - Average Parking					Condo	Mkt Rent	BM Rent	Office	Retail	TOTAL
Stalls/ Unit					Avg Cost/Unit	Avg Cost/Unit	Avg Cost/Unit			
Parking Ratio Blended					1.2050	0.8350	0.5000			
Parking Construction Hard Cost / Unit					87,061	60,329	36,125			
Design Costs	5.0%				4,353	3,016	1,806			
Building Permit x hard cost	0.0065				871	603	361			
Construction Insurance Costs	1.0%				914	603	361			
Marketing Costs	3.5%				3,262	-	-			
Development Contingency	1.0%				965	646	387			
Construction Contingency	5.0%				4,353	3,016	1,806			
Development Management	3.0%				3,053	2,046	1,225			
Finance	10.7%				11,348	7,538	4,514			
SUBTOTAL PARKING COST / UNIT					**$116,000**	**$77,799**	**$46,586**			
Profit	15%				17,412	11,670	6,988			
SUBTOTAL II PARKING COST / UNIT					**$133,492**	**$89,468**	**$53,574**			
GST	5%				6,675					
PTT	2%				2,670					
TOTAL PARKING COST / UNIT					**$142,836**	**$89,468**	**$53,574**	-	-	-
As % Unit Cost / Value					**14.3%**	**13.1%**	**14.0%**			
Downpayment	**15%**				**21,425**					
Principal before Insurance	85%				121,411					
Insurance	2.80%				3,400					
Principal AFTER Insurance					**$124,810**					
Amortization	Years				25					
5 Year Fixed Mortgage Rate	5.60%									
Mortgage Stress Test	2.00%									
Qualifying Mortgage Interest Rate	**7.60%**				**7.60%**					
Monthly Payment					-$831					
Household Income to Qualify for Mortgage on Parking		**32% income for Shelter**			**$34,893**					

Income Based Return on Stall										
Monthly Rent/stall						$150	$150			
Monthly Rent on Avg Parking Per Unit						$125	$75			
Annual Income						$1,503	$900			
Operating Expense	-10%	estimate				-$150	-$90			
Net Operating Income						$1,353	$810			
PARKING YIELD ON COST / UNIT						**1.5%**	**1.5%**			
Capitalization Rate						4.25%	4.75%			
Value at Average Stall / Unit						**$31,828**	**$17,063**			

Appendix A: Key Pro Forma Assumptions

Land Residual

Land value is calculated on a "residual" basis after considering all revenues, and costs and an expected financial "Return on Cost" of 15% . The residual is what a developer/investor would be prepared to offer on a property while meeting profitability thresholds for the investor and for banks that will finance construction. Note that below market rentals and uses that trigger profits less than 15% Return on Cost will have a "Negative Land Residual".

Property Transfer Tax

The general property transfer tax applies for all taxable transactions. The general property transfer tax rate is:

- 1% of the fair market value up to and including $200,000
- Another 2% of the fair market value greater than $200,000 and up to and including $2,000,000
- Another 3% of the fair market value greater than $2,000,000

Construction Hard Costs

"Hard" costs are calculated separately for above grade and below grade construction because the overall building cost will vary considerably based on the amount of underground parking provided. In urban contexts, Cities do not approve significant amounts of surface parking.

Concrete High Rise	$400/sf GFA above grade
Retail Shell	$250/sf GFA
Office	$325/sf GFA
Below Grade Parking	$170/sf GFA below grade

Design

Design costs are estimated at 5% of Construction Hard Cost for Multifamily and Mixed Use development at scale.

Insurance

Estimates for Third-Party and Wrap Up insurance are

- 2% x wood frame construction cost (because wood burns)
- 1% x concrete construction cost

City Fees (vary by City)

- Rezoning: Assume $0.50/sf for Rezoning fee
- Development Permit: Assume $0.50/sf for Development Permit Fee
- Building Permit: Assume $10/ $1000 construction cost for Building Permit Fee
- Community Amenity Contributions: generally negotiated in Cash or In-kind

Regional Fees (vary by City)

Water DCC

Assist Factor	Existing 50%	45% Jan 1, 2025	15% Jan 1, 2026	1% Jan 1, 2027
Residential Lot Development Unit	$6,692	$10,952	$16,926	$19,714
Townhouse Dwelling Unit	$5,696	$9,839	$15,206	$17,710
Apartment Dwelling Unit	$4,261	$6,791	$10,495	$12,223
Non-Residential (per square foot)	$3.39	$5.30	$8.19	$9.54

Park DCC

Assist Factor	Existing	75% Jan 1, 2025	50% Jan 1, 2026	1% Jan 1, 2027
Residential Lot Development Unit	-	$491	$981	$1,943
Townhouse Dwelling Unit	-	$442	$884	$1,751
Apartment Dwelling Unit	-	$303	$606	$1,199
Non-Residential (per square foot)	-	$0.24	$0.48	$0.94

Liquid Waste DCC

Assist Factor	Existing 17.5%	16% Jan 1, 2025	10% Jan 1, 2026	1% Jan 1, 2027
VSA				
Residential Lot Development Unit	$3,335	$10,498	$11,290	$12,476
Townhouse Dwelling Unit	$2,983	$9,593	$10,316	$11,400
Apartment Dwelling Unit	$1,988	$6,298	$6,772	$7,484
Non-Residential (per square foot)	$1.63	$5.30	$5.70	$6.30
NSSA				
Residential Lot Development Unit	$3,300	$9,760	$10,478	$11,557
Townhouse Dwelling Unit	$2,786	$8,996	$9,658	$10,652
Apartment Dwelling Unit	$2,030	$6,005	$6,448	$7,111
Non-Residential (per square foot)	$1.67	$5.00	$5.37	$5.92
LISA				
Residential Lot Development Unit	$3,313	$5,683	$6,152	$6,855
Townhouse Dwelling Unit	$2,756	$4,927	$5,333	$5,943
Apartment Dwelling Unit	$2,042	$3,516	$3,806	$4,241
Non-Residential (per square foot)	$1.54	$2.55	$2.76	$3.08
FSA				
Residential Lot Development Unit	$6,254	$11,443	$12,311	$13,613
Townhouse Dwelling Unit	$5,390	$10,015	$10,775	$11,914
Apartment Dwelling Unit	$4,269	$7,302	$7,855	$8,686
Non-Residential (per square foot)	$3.30	$5.41	$5.82	$6.43

Third Party Warranty

The Province of BC Requires that Developers selling multifamily housing register under the BC Homeowner Protection Act and secure Third-Party Warranty 2-5-10 year coverage for the property. Costs for this are assumed at $2,000 per unit.

Marketing Expenses (Condo)

- **Presentation Centre:** Condominium projects generally require a marketing centre, the cost of which can range from $500K to $1M.
- **Sale Commissions:** Condo sales generally require a 3% commission: half is paid at closing as a deduction from revenue; the other half is paid at the time of the presale and is therefore captured in the development budget as a cost during the development period.

Marketing Expenses (Residential Rental)

- 1/12 of Y1 Market Rent is budgeted as a leasing incentive.

Marketing Expenses (Commercial)

- 10% of Y1 Gross Rents cover commercial leasing commissions

Contingencies

It's prudent to budget for some construction cost risk but the standard for projecting project profitability is to use today's costs and today's values.

Development Contingency	1.00%	Total cost less land cost
Design Contingency	1.00%	Design costs
Construction Contingency	5.00%	Construction Hard Cost
Construction Cost Escalation	0.00%	Construction Hard Cost

Finance & Value Assumptions

Equity	25% of total development cost, advanced first until construction commencement.
Construction Finance Interest	Prime rate interest on progressive construction draws following 100% equity contribution.
Construction Finance Fee	2% of Maximum Construction Loan
Residential Take Out Finance	CMHC Apartment Construction Loan Program • Gross Rents at 90% of Market Potential • Mortgage Principal Max calculated on basis Debt Coverage Ratio of 1.1 x Net Operating Income, Qualifying Interest Face Rate of 4.25%, 50 Year amortization • "True Rate" is 100 basis points lower than Qualifying Interest Face Rate (e.g. 3.25%)
Condo Value	$1600/sf Parking included with purchase of most units.
Market Rental Value	Rents at $5.00/ Net Floor Area; 2% Vacancy; operating costs of $550/unit. Parking Stalls Rented at $100/month
Below Market Rental Value	Rents at $2.50 / Net Floor Area; 2% Vacancy; operating costs of $550/unit. Parking Stalls Rented at $100/month
Retail Value	$45 NNN rent, 5% Vacancy. Value = Net Operating Income / Capitalization Rate of 5%
Office Value	$45 NNN rent, 5% Vacancy. Value = Net Operating Income / Capitalization Rate of 5%

Note to Reader

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This report is necessarily forward looking, with assumptions and forecasts based on current information from many parties including reports shared by the Client, the client's representatives and other third-party consultants, architects and engineers. Many real estate variables will change over the course of a project, so any conclusions or opinions communicated in this report need to be read and understood in this context.

Liveable City Planning Ltd. holds no qualifications in any Engineering discipline including Environmental or Geotechnical Engineering. We may make use of third party Geotechnical, Engineering, and Environmental reports to inform budgets and schedules by summarizing key observations and conclusions, but we cannot offer professional opinions on topics in these fields of work.

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APPENDIX C

Developer Interviews

Off-Street Parking Survey

Note(s): If possible, provide up to three recent project examples that are indicative of the work your firm does.

Developer / Development Questions/Information:

QUESTIONS	RESPONSE
Developer Name:	Anonymous
Approximate # of employees:	55
Contact Name:	Anonymous
Interview Date:	January 31, 2024
Recent "Indicative" Project Example #1 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2021
Which City is the development located in?	Surrey, BC
General Land Use & Product Type	The project is a comprehensive development consisting of residential market rental units with ground floor commercial retail units (CRU).
Development Size (#units, floors)	371 units, 34 storeys
Close to transit? (SkyTrain, FTN, Bus Exchange)	Yes, approximately 100metres to SkyTrain
In your view, Under / Overparked Relative to Demand?	Slightly overparked (overprovision of parking spaces)
Recent "Indicative" Project Example #2 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2023
Which City is the development located in?	Vancouver, BC
General Land Use & Product Type	Mixed-Use (Residential & Commercial)
Development Size (#units, floors)	94 residential units and 2 commercial units across 14 storeys plus a rooftop amenity.
Close to transit? (SkyTrain, FTN, Bus Exchange)	Close to the Kootenay Bus Exchange
In your view, Under / Overparked Relative to Demand?	In-Line with demand (neither under nor overparked)
Recent "Indicative" Project Example #3 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2025
Which City is the development located in?	Vancouver, BC
General Land Use & Product Type	Rezoned to CD-1 – mixed-use development consisting of rental residential, office, grocery, SkyTrain head house and ground floor retail units.
Development Size (#units, floors)	39 storey tower, 223 residential rental units, 100,000 sq.ft. office space, and 22,000 sq.ft. grocery store and ground floor retail
Close to transit? (SkyTrain, FTN, Bus Exchange)	The SkyTrain station is constructed within the parkade of the development.
In your view, Under / Overparked Relative to Demand?	Overparked (over provision of parking spaces)

Market Conditions Questions

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
1	General	What are the key factors for determining the number of vehicle parking spaces in your development projects?	Project #1: Bylaw parking requirements and market demand.
			Project #2: Parking requirements under City policy & market evaluation of accessible transportation
			Project #3: We estimate demand based on the maximum anticipated density, types of uses, and parking minimums under City policy at the time of permits.
2	Parking Minimums	How would you approach the proposed developments differently if parking minimums were relaxed or eliminated? For context: this is very likely to be the case in the future given Bill 44 and Bill 47.	Project #1: Base parking purely on demand estimates or requirements by tenant(s)
			Project #2: Evaluate needs based on accessible transportation in the area, demographics, and the development unit mix.
			Project #3: I don't think we would have built as much parking as previously required by minimum amounts, especially since the site is right on transit and parking demand has decreased, particularly for rental residential buildings.
3	Cost	How much does it cost to construct parking in various development contexts? $/sf GFA Parking or $/Stall	Project #1: approximately $50,000 per stall
			Project #2: approximately $200 per sq.ft.
			Project #3: approximately $100,000 per stall
4	Marketability	To what extent is parking a marketable / essential asset in a development? For context: Do you build as little parking as possible to reduce your development costs? Do you build to meet the minimum demanded by the specific real estate market? Or are you incented to maximize supply because parking may be a profit centre?	Project #1: Given the transit-oriented development nature, parking provision is based on market demand, and it is not considered a profit centre relative to cost.
			Project #2: Build to meet the demand of the specific area market.
			Project #3: Depends on the ground conditions and therefore the cost to construct parking. We have a minimum amount we must provide to ensure we can lease or sell our units, so it is market driven. Although there is value attached to parking stalls, sometimes the added cost and risk of building deeper outweigh any potential income from the stalls.
4b	Profitability	Do you see parking stalls as a development "profit centre"?	Project #1: No
			Project #2: No
			Project #3: No, parking stalls are always viewed holistically within the development rather than as a separate profit centre.
5	Pricing	Skeptics question whether homebuilders would "pass along" their savings if they were able to supply less parking, arguing that they will simply keep the revenues for themselves and that the price of housing (especially condos) is set by the market and not meaningfully linked to the break-even costs of construction. What is your response to this? Do you think you can get the same price for a unit with parking vs without?	If there is clear upfront policy understanding going into land acquisition, there are no "savings," particularly in zero minimum zones. If parking is reduced below bylaw requirements through the entitlement process, then savings would theoretically help affordability. However, we would oppose any extraction of those savings as it would discourage development of new housing supply. It also depends on a number of variables including the building's adjacency to transit, type of unit, and buyer profile.
6	Barriers	What are the barriers to market parking "un-bundled" and separate from residential units or commercial spaces (e.g., design, approvals, pre-sales)?	Project #1: N/A
			Project #2: N/A
			Project #3: The overall management of stalls if they are being leased unbundled is a barrier. If the stalls are not restricted specifically for residents, additional security considerations are required.
7	Transit	How does transit availability and location affect development decisions?	Project #1: Transit availability also determines the parking supply for the project.
			Project #2: Transit availability also determines the parking supply for the project.
			Project #3: N/A

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
8	Product Type	How does tenure (i.e., strata vs rental units) affect the amount of parking built and how you price it? Do different tenures have different propensities for car ownership?	Project #1: Generally, rental units demand less parking per home than condominium ownership
			Project #2: Depending on the market demographics and location, not all rental units require parking, especially with alternative transportation modes available. With access to carsharing, rapid transit, and bike lanes, we are seeing less demand for stalls. The price of stalls rented is determined by market pricing at the time of leasing in the area.
			Project #3: N/A
9	Research	How do you assess market demand for parking for your projects? Have you conducted surveys or studies to understand the parking preferences of potential tenants or buyers, and how does this information inform your planning?	Project #1: same as below
			Project #2: Feedback from existing operating assets is reviewed, along with input from our Residential Property Management, community and market research of the area through pre-zoning open houses.
			Project #3: N/A
10	Shared Parking	Shared Parking - To what extent are you exploring shared parking concepts, where spaces may serve multiple uses or be shared among land uses (i.e., Commercial/Visitor) within the same parkade?	Project #1: Commercial parking is shared with resident visitor parking.
			Project #2: Shared commercial stalls with visitor parking.
			Project #3: N/A
11	Transit	Transit - How is transit accessibility considered in relation to parking planning (e.g., distance to transit, transit service level)?	Project #1: Review of access, distance, and availability of transit, the type of transit (such as rapid bus or train), as well as nearby car sharing, bike routes, and greenways.
			Project #2: Review of access, distance, and availability of transit, the type of transit (such as rapid bus or train), as well as nearby car sharing, bike routes, and greenways.
			Project #3: N/A
12	On-street Parking	How is the presence of nearby on-street parking considered in determining the planned number of vehicle parking spaces for the development?	Project #1: Not applicable to the project since there is no nearby on-street parking.
			Project #2: The presence of on-street parking is considered, but it is not the determining factor for the planned number of parking spaces.
			Project #3: N/A
13	Recent Legislation	BC's recent parking legislation (Bill 44, 46, 47) – What do your thoughts on the recent parking legislations? • (For developers of smaller infill buildings, if any) – how will Bill 44 (reducing or eliminating parking requirements in small-scale multi-unit housing developments) impact your pro formas? • (For developers of larger buildings) – how will Bill 46 (introduction of Amenity Cost Charges) impact your negotiations with municipalities about amenities (including parking) and associated costs (e.g. payment-in-lieu arrangements, TDM) • (For developers of larger buildings) – how much parking will you build in developments where residential parking is no longer required (due to Bill 47)?	It is unclear how the Amenity Cost Charge (ACC) would interact with other types of charges, for example, whether funds collected from other programs can be contributed into the ACC program. The amount of parking will vary depending on several factors evaluated during early design considerations, including market demographics and location.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
14	Parking Maximums	If there are parking maximum regulations, how does that impact your pro forma and decision-making processes when considering new developments? At what point do restrictions on the maximum number of stalls per unit impact the marketability of your strata or rental units?	N/A
15	Cost	How does your development project account for and address Development Cost Charges (DCCs) and Community Amenity Charges (CACs)? What changes are you anticipating with the new Amenity Cost Charge (ACC) in Bill 46?	Projects incorporate the estimated charges and fees into the pro formas early on. The ACCs are concerning because they could be set at a level that makes projects unviable to proceed, especially as other government levies (DCCs) are being charged and even increased yearly. We hope ACCs come with viability requirements so that charges do not exceed what a project can pay before becoming unviable.
16	General	If the aim of public policy is to reduce the amount of parking supplied in new buildings (for reasons of housing affordability and sustainable transportation), do you have suggestions on how this could be achieved?	N/A
17	General	It is challenging to retrofit parking spaces in existing buildings for other purposes. Do you see any opportunities to do so that we should be aware of?	There are opportunities to convert parking spaces into data or storage centres, although these require upfront HVAC provisions.
18	General	What do you need or what kind of incentive would be beneficial to facilitate a reduction in parking for a new development?	N/A
19	Regulation	Are any of your projects under/over parked because of municipal regulations?	They are historically overparked (More supply than demand).
20	Pay-in-Lieu Fairness	What do you think of Municipal Parking Pay-in-lieu schemes? Do you think it is fair that some municipalities maintain relatively high minimum parking ratios while demanding significant Pay-in-Lieu fees when developers choose to build fewer parking stalls? Does it make sense to pay the city for something you don't produce (and don't collect revenue or rents from)?	We do not agree with these schemes and would prefer the approach that the Province has taken, which is to have no minimum parking requirements in transit areas.

Off-Street Parking Survey

Note(s): If possible, provide up to three recent project examples that are indicative of the work your firm does.

Developer / Development Questions/Information:

QUESTIONS	RESPONSE
Developer Name:	Anonymous
Approximate # of employees:	~50
Contact Name:	Anonymous
Interview Date:	2024

Market Conditions Questions

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
1	General	What are the key factors for determining the number of vehicle parking spaces in your development projects?	The key factors for determining the number of vehicle parking spaces in our development projects include local zoning regulations, anticipated demand from the target market, transit accessibility, and the specific characteristics of the development site, such as its location and surrounding amenities.
2	Parking Minimums	How would you approach the proposed developments differently if parking minimums were relaxed or eliminated? For context: this is very likely to be the case in the future given Bill 44 and Bill 47.	If parking minimums were relaxed or eliminated, we would likely reassess our development plans to align with the new policy and market research that will optimize the land use.
3	Cost	How much does it cost to construct parking in various development contexts? $/sf GFA Parking or $/Stall	$ 190,000 to $230,000 per stall, depending on soil conditions.
4	Marketability	To what extent is parking a marketable / essential asset in a development? For context: Do you build as little parking as possible to reduce your development costs? Do you build to meet the minimum demanded by the specific real estate market? Or are you incented to maximize supply because parking may be a profit centre?	Parking is considered both a marketable asset and a cost factor in development. We aim to strike a balance between meeting market demand and optimizing project costs. The decision on the amount of parking to build is influenced by market research, cost considerations, and the ability to contribute to project profitability.
4b	Profitability	Do you see parking stalls as a development "profit centre"?	Parking can contribute to project revenue, but it is essential to consider the overall market dynamics in each project, pricing strategy, and tenure type. The potential for parking stalls to serve as a profit center depends on local market conditions and the specific needs of the target demographic. It may not always be a benefit. For one of the project examples, unsold parking stalls were sold at a discounted rate.
5	Pricing	Skeptics question whether homebuilders would "pass along" their savings if they were able to supply less parking, arguing that they will simply keep the revenues	The relationship between reduced parking requirements and housing prices is complex. Although reducing parking has the potential for cost savings to be passed on to buyers, we must consider various factors influencing the housing market. Market dynamics like competition, supply, and demand all play a role in determining housing prices. As projects

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
		for themselves and that the price of housing (especially condos) is set by the market and not meaningfully linked to the break-even costs of construction. What is your response to this? Do you think you can get the same price for a unit with parking vs without?	become more complex with changing regulatory standards, whether it be the new Step Code, seismic upgrades, or increased demand in servicing infrastructure, it is challenging for us to predict how a reduction in parking requirements will contribute to affordability. We are already witnessing local governments increasing their Development Cost Charge (DCC) rates, quickly absorbing potential cost savings.
6	Barriers	What are the barriers to market parking "un-bundled" and separate from residential units or commercial spaces (e.g., design, approvals, pre-sales)?	Unbundling for strata units depends on the partnership and the business plan.
7	Transit	How does transit availability and location affect development decisions?	Transit availability and location significantly influence development decisions. Proximity to transit can reduce parking demand, allowing for a more efficient use of space. We consider these factors in our planning to align with sustainable and transit-oriented development goals.
8	Product Type	How does tenure (i.e., strata vs rental units) affect the amount of parking built and how you price it? Do different tenures have different propensities for car ownership?	Different tenures may exhibit varying propensities for car ownership, which impacts parking demand and pricing structures. Generally, strata units need a parking space, but rental units may not want the additional parking cost in addition to rent.
9	Research	How do you assess market demand for parking for your projects? Have you conducted surveys or studies to understand the parking preferences of potential tenants or buyers, and how does this information inform your planning?	Market demand for parking is assessed through the expertise of qualified professionals such as our brokers, our project traffic consultants, as well as portfolio experience based on product tenure.
10	Shared Parking	Shared Parking - To what extent are you exploring shared parking concepts, where spaces may serve multiple uses or be shared among land uses (i.e., Commercial/Visitor) within the same parkade?	We assess the feasibility of shared parking, where spaces may serve multiple uses, to enhance efficiency and minimize the overall parking footprint. However, this is also dependent on tenure and what is allowed in the municipality in which we work.
11	Transit	Transit - How is transit accessibility considered in relation to parking planning (e.g., distance to transit, transit service level)?	See response to question #7.
12	On-street Parking	How is the presence of nearby on-street parking considered in determining the planned number of vehicle parking spaces for the development?	I am not aware of any projects where we have considered on-street parking when determining the planned number of vehicle parking stalls. For the example project, nn-street parking was not considered, as it is well utilized in the project area.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
13	Recent Legislation	BC's recent parking legislation (Bill 44, 46, 47) – What do your thoughts on the recent parking legislations? • (For developers of smaller infill buildings, if any) – how will Bill 44 (reducing or eliminating parking requirements in small-scale multi-unit housing developments) impact your pro formas? • (For developers of larger buildings) – how will Bill 46 (introduction of Amenity Cost Charges) impact your negotiations with municipalities about amenities (including parking) and associated costs (e.g. payment-in-lieu arrangements, TDM) • (For developers of larger buildings) – how much parking will you build in developments where residential parking is no longer required (due to Bill 47)?	Many of the details still need to be worked out at the municipal level as the legislation is implemented so it is difficult to comment at this time: 1. **Impact of Bill 46 on Larger Buildings: Bill 46,** I do not believe they have released the amount of the Amenity Cost Charge so it is difficult to comment on how this will impact future developments. I can say introducing Amenity Cost Charges will: a. Increase certainty for project financing earlier on in the development process. b. Eliminate the risk of negotiated CACs at a RZ. c. Also apply to projects that do not require RZ, meaning the use of them could be expanded to more projects. 2. **Parking in Developments with Bill 47:** With residential parking no longer required, the amount of parking built in developments will be reevaluated. The focus will shift towards aligning parking provisions more towards market demand and internal sustainabilityty initiatives.
14	Parking Maximums	If there are parking maximum regulations, how does that impact your pro forma and decision-making processes when considering new developments? At what point do restrictions on the maximum number of stalls per unit impact the marketability of your strata or rental units?	I am not aware of any project we have done with maximum parking regulations. If setting parking maximum regulations is considered, there will have to be a tipping point when reviewing the pro forma and decision-making processes. Restrictions on the maximum number of stalls per unit would need to consider market demand.
15	Cost	How does your development project account for and address Development Cost Charges (DCCs) and Community Amenity Charges (CACs)? What changes are you anticipating with the new Amenity Cost Charge (ACC) in Bill 46?	DCCs and CACs are factored into project planning and financial modeling. It's still too early to comment on the introduction of Amenity Cost Charges under Bill 46; however, it may lead to adjustments in how these charges are addressed.
16	General	If the aim of public policy is to reduce the amount of parking supplied in new buildings (for reasons of housing affordability and sustainable transportation), do you have suggestions on how this could be achieved?	If the goal is to impact affordability and sustainability, we should look at investing more at the macro level into walking, transit, and Zero Emissions Vehicle (ZEV) infrastructure rather than focusing on isolated TDMs in new developments. Ensuring accessibility to alternative transit throughout the year, considering our climate, can have a more profound impact on reducing the need for parking in new buildings, surpassing the impact of simply adding more bike stalls.
17	General	It is challenging to retrofit parking spaces in existing buildings for other purposes. Do you see any opportunities to do so that we should be aware of?	N/A - Innovative design and code/safety adjustments may facilitate such conversions.
18	General	What do you need or what kind of incentive would be beneficial to facilitate a reduction in parking for a new development?	Incentives such as density bonuses, streamlined approval processes, or financial benefits can encourage developers to reduce parking in new developments.
19	Regulation	Are any of your projects under/over parked because of municipal regulations?	Certainly. I recall a commercial project in Mount Pleasant where we adhered to the minimum parking requirements set by municipal regulations. However, despite meeting these standards, we were over parking and faced challenges in terms of market demand during the sales phase. As a result, we had to liquidate the parking spaces at discounted rates.
20	Pay-in-Lieu Fairness	What do you think of Municipal Parking Pay-in-lieu schemes? Do you think it is fair that some municipalities maintain relatively high minimum parking ratios while demanding significant Pay-in-Lieu fees when developers	Municipal Parking Pay-in-Lieu schemes may provide flexibility but must be carefully considered when reviewing the financial model. The fairness will depend on a balance between minimum parking ratios, market demand, and other the contributions developers need to consider when underwriting a project in said municipality.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
		choose to build fewer parking stalls? Does it make sense to pay the city for something you don't produce (and don't collect revenue or rents from)?	

Off-Street Parking Survey

Note(s): If possible, provide up to three recent project examples that are indicative of the work your firm does.

Developer / Development Questions/Information:

QUESTIONS	RESPONSE
Developer Name:	Anonymous
Approximate # of employees:	10 - 20
Contact Name:	Anonymous
Interview Date:	N/A
Recent "Indicative" Project Example #1 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2022
Which City is the development located in?	District of North Vancouver
General Land Use & Product Type	Multi-family - 3 storey wood frame townhouse
Development Size (#units, floors)	88 stacked townhouses on 1 level of underground parking
Close to transit? (SkyTrain, FTN, Bus Exchange)	Rapid Bus route on Marine Drive within 10 min walk
In your view, Under / Overparked Relative to Demand?	Slightly overparked – 148 sold / 150 available stalls
Recent "Indicative" Project Example #2 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2023
Which City is the development located in?	District of North Vancouver
General Land Use & Product Type	Multi-family – 3 storey wood frame townhouses
Development Size (#units, floors)	109 stacked townhouses on 1 level of underground parking
Close to transit? (SkyTrain, FTN, Bus Exchange)	Rapid Bus route on Marine Drive within 10 min walk
In your view, Under / Overparked Relative to Demand?	Slightly overparked - 161 sold / 167 available stalls
Recent "Indicative" Project Example #3 (no specific project name required, general info only)	
Approximate Year Completed (OP)	2022
Which City is the development located in?	City of Burnaby
General Land Use & Product Type	Multifamily – High Density concrete high rise
Development Size (#units, floors)	313 strata condos
Close to transit? (SkyTrain, FTN, Bus Exchange)	Approximately 10 min walk to Royal Oak SkyTrain Station
In your view, Under / Overparked Relative to Demand?	Slightly overparked: 312 stalls sold / 313 stalls available (non-eV); 25 EV stalls sold / 34 EV stalls available

Market Conditions Questions

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
1	General	What are the key factors for determining the number of vehicle parking spaces in your development projects?	The key factor is the end-user type (owner-occupant vs. investor unit/rental unit). End-user ratios required for demand are usually projected slightly above what minimum requirements are required by the municipality for strata ownership.
2	Parking Minimums	How would you approach the proposed developments differently if parking minimums were relaxed or eliminated? For context: this is very likely to be the case in the future given Bill 44 and Bill 47.	The approach would remain consistent to be as close as possible to the actual market demand for the end-user, whether it is strata ownership or rental. We typically have discussions with sales agents to determine demand based on unit type (number of bedrooms) and end-user profiles.
3	Cost	How much does it cost to construct parking in various development contexts? $/sf GFA Parking or $/Stall	Underground parking stall construction costs can vary based on project location and the number of underground levels. Generally, the cost is $20,000 per stall if the parkade is not more than two levels. In downtown locations or for deeper parkades, the costs can skyrocket.
4	Marketability	To what extent is parking a marketable / essential asset in a development? For context: Do you build as little parking as possible to reduce your development costs? Do you build to meet the minimum demanded by the specific real estate market? Or are you incented to maximize supply because parking may be a profit centre?	We build to meet the demand of the end-user's needs. Otherwise, the home associated with the parking will have a fundamental flaw and reduce saleability. We prefer to build slightly more than we think we need to ensure saleability.
4b	Profitability	Do you see parking stalls as a development "profit centre"?	General: Parking stalls are not typically a significant profit centre. Constraints on the parking supply (often due to design requirements) limit profitability.
			Project #1: Stack townhouse projects - parkade design is often constrained by one level of underground parking only, competing with other design requirements (e.g., large storm water tanks, high number of bike parking spaces required).
			Project #2: See above.
			Project #3: High-rise - cost of construction is a limiting factor. Going to extreme depths more than required for additional parking stall revenue is not worthwhile.
5	Pricing	Skeptics question whether homebuilders would "pass along" their savings if they were able to supply less parking, arguing that they will simply keep the revenues for themselves and that the price of housing (especially condos) is set by the market and not meaningfully linked to the break-even costs of construction. What is your response to this? Do you think you can get the same price for a unit with parking vs without?	The saleability of a home is impacted by the parking stalls allocated to it. A home with deficient parking to meet the intended end-user's demand would be discounted from the market price. A home with too many parking stalls allocated would experience a diminishing return effect for each extra stall in the overall home price.
6	Barriers	What are the barriers to market parking "un-bundled" and separate from residential units or commercial spaces (e.g., design, approvals, pre-sales)?	Unbundled parking may be difficult for pre-sales. Not stating what a unit is allocated for parking introduces uncertainty for revenue and construction costs, leading to either too much wasted or not enough parking. Developers would view this as a risk factor to account for.
7	Transit	How does transit availability and location affect development decisions?	General: Absolutely. **1.** Walkability / convenience. **2.** Nuisance noise / crime.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
8	Product Type	How does tenure (i.e., strata vs rental units) affect the amount of parking built and how you price it? Do different tenures have different propensities for car ownership?	General: Stratafied Condo: 1 bedroom = 1 stall per unit 2 bedrooms = 1.5 stalls per unit 3 or 4 bedrooms = 2 stalls per unit Rental: 0.75 per unit (typically smaller sizes of 1-2 bedrooms)
9	Research	How do you assess market demand for parking for your projects? Have you conducted surveys or studies to understand the parking preferences of potential tenants or buyers, and how does this information inform your planning?	General: Sources for demand: 1. Other developers / comparable projects 2. Architects 3. Sales Agents
10	Shared Parking	Shared Parking - To what extent are you exploring shared parking concepts, where spaces may serve multiple uses or be shared among land uses (i.e., Commercial/Visitor) within the same parkade?	General: None
11	Transit	Transit - How is transit accessibility considered in relation to parking planning (e.g., distance to transit, transit service level)?	General: Project #1: Strata townhouse project is 5–10 minutes walking distance to Marine Drive / rapid bus. Since it is geared for families / owner-occupants, the parking reduction is not significant as families need vehicles for transporting kids and gear (not suitable for transit) Project #2: see above Project #3: Strata high-rise apartment 10 minutes walking distance to SkyTrain. There are more investors in this project than typical strata townhouse projects, in addition to the proximity of SkyTrain. Therefore, the parking ratio was skewed closer to 1 stall per unit.
12	On-street Parking	How is the presence of nearby on-street parking considered in determining the planned number of vehicle parking spaces for the development?	General: This is generally more impactful on our views regarding visitor and loading parking, not residential parking. If we believe on-street parking is deficient, we are likely to add more visitor parking.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
13	Recent Legislation	BC's recent parking legislation (Bill 44, 46, 47) – What do your thoughts on the recent parking legislations? • (For developers of smaller infill buildings, if any) – how will Bill 44 (reducing or eliminating parking requirements in small-scale multi-unit housing developments) impact your pro formas? • (For developers of larger buildings) – how will Bill 46 (introduction of Amenity Cost Charges) impact your negotiations with municipalities about amenities (including parking) and associated costs (e.g. payment-in-lieu arrangements, TDM) • (For developers of larger buildings) – how much parking will you build in developments where residential parking is no longer required (due to Bill 47)?	Bill 47 - We would still likely pay close attention to the market demand side (saleability factor) regardless of whether a mandated parking ratio is present or not.
14	Parking Maximums	If there are parking maximum regulations, how does that impact your pro forma and decision-making processes when considering new developments? At what point do restrictions on the maximum number of stalls per unit impact the marketability of your strata or rental units?	If we feel the maximum parking ratio hurts saleability, we will discount the value of the homes. This in turn discounts the revenue and squeezes the land value overall in our pro forma. The ability to pay for the land is impacted, resulting in more conservative land acquisition decisions for our projects.
15	Cost	How does your development project account for and address Development Cost Charges (DCCs) and Community Amenity Charges (CACs)? What changes are you anticipating with the new Amenity Cost Charge (ACC) in Bill 46?	The ACC under Bill 46 should consider housing typology and unit mix. If governments want to encourage a certain type of housing, the associated development costs should have financial advantages linked to that housing type, rather than being purely based on density (buildable area).
16	General	If the aim of public policy is to reduce the amount of parking supplied in new buildings (for reasons of housing affordability and sustainable transportation), do you have suggestions on how this could be achieved?	Changing the end-user's behaviour (demand side) is key. Understanding the end-user's needs and influencing those needs is more powerful than controlling the supply side for parking. For example, a young family of five with three kids still needs to go to soccer practice and school. Programs that introduce transportation pooling for high car-use scenarios would shift demand by addressing the convenience and cost factors of car ownership.
17	General	It is challenging to retrofit parking spaces in existing buildings for other purposes. Do you see any opportunities to do so that we should be aware of?	N/A
18	General	What do you need or what kind of incentive would be beneficial to facilitate a reduction in parking for a new development?	Having a viable, cost-effective, and convenient alternative mode of transportation other than cars for users of the building.
19	Regulation	Are any of your projects under/over parked because of municipal regulations?	Not to date have we seen any extreme differences between demand and supply at our projects, which focus on strata family housing.
20	Pay-in-Lieu Fairness	What do you think of Municipal Parking Pay-in-lieu schemes? Do you think it is fair that some municipalities	Cash grabs should be stopped!

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
		maintain relatively high minimum parking ratios while demanding significant Pay-in-Lieu fees when developers choose to build fewer parking stalls? Does it make sense to pay the city for something you don't produce (and don't collect revenue or rents from)?	

Off-Street Parking Survey

Note(s): If possible, provide up to three recent project examples that are indicative of the work your firm does.

Developer / Development Questions/Information:

QUESTIONS	RESPONSE
Developer Name:	Anonymous
Approximate # of employees:	~30
Contact Name:	Anonymous
Interview Date:	Jan 17, 2024
Project Example #1 - 4th Ave & Macdonald	
Approximate Year Completed (OP)	October, 2025
Which City is the development located in?	Vancouver (4th Ave & Macdonald), BC
General Land Use & Product Type	Mixed Use - Rental Residential
Development Size (#units, floors)	6 Stories (5 Storeys of residential & ground level commercial, 99 units & 14,000 sq.ft. commercial)
Close to transit? (SkyTrain, FTN, Bus Exchange)	Close to FTN
In your view, Under / Overparked Relative to Demand?	N/A (Project not completed)
Project Example #2 – East Columbia	
Approximate Year Completed (OP)	May, 2026
Which City is the development located in?	New Westminster, BC
General Land Use & Product Type	Rental Residential
Development Size (#units, floors)	6 Storeys
Close to transit? (SkyTrain, FTN, Bus Exchange)	Close to SkyTrain Station
In your view, Under / Overparked Relative to Demand?	N/A (Project not completed)
Project Example #3 - 6th / Manitoba	
Approximate Year Completed (OP)	N/A
Which City is the development located in?	N/A
General Land Use & Product Type	N/A
Development Size (#units, floors)	N/A
Close to transit? (SkyTrain, FTN, Bus Exchange)	N/A
In your view, Under / Overparked Relative to Demand?	N/A

Market Conditions Questions

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
1	General	What are the key factors for determining the number of vehicle parking spaces in your development projects?	The location and usage of the development are the two main factors. Carbon emission is also considered, as reduced parking results in less concrete usage and lower carbon emissions.
2	Parking Minimums	How would you approach the proposed developments differently if parking minimums were relaxed or eliminated? For context: this is very likely to be the case in the future given Bill 44 and Bill 47.	General: The determination of parking supply is driven by market research and the developer's observations
			Project #1: Parking demand is based on observations and gathered intelligence
			Project #2: Although the project is close to a SkyTrain station, surveys from the developer indicated that the market requires relatively higher parking demand for this location.
			Project #3: N/A
3	Cost	How much does it cost to construct parking in various development contexts? $/sf GFA Parking or $/Stall	The standard cost is approximately $80,000 per stall, rising to over $100,000 if excavation, geotechnical work, or water table issues are present.
			Project #1: N/A
			Project #2: Inefficient grading at the site location results in high construction costs for the parking structure.
			Project #3: N/A
4	Marketability	To what extent is parking a marketable / essential asset in a development? For context: Do you build as little parking as possible to reduce your development costs? Do you build to meet the minimum demanded by the specific real estate market? Or are you incented to maximize supply because parking may be a profit centre?	Reducing parking is not considered a way to reduce overall development costs.
4b	Profitability	Do you see parking stalls as a development “profit centre”?	Parking stalls are not seen or used as a direct profit centre. However, the provision of parking may influence the viability of upper-end rental units. It is not necessarily a cost that can be removed from the bottom line.
5	Pricing	Skeptics question whether homebuilders would “pass along” their savings if they were able to supply less parking, arguing that they will simply keep the revenues for themselves and that the price of housing (especially condos) is set by the market and not meaningfully linked to the break-even costs of construction. What is your response to this? Do you think you can get the same price for a unit with parking vs without?	The cost of a unit is not reduced when less parking is supplied, as the product is priced according to the market. This is also dependent on the location and proximity to transit.
6	Barriers	What are the barriers to market parking “un-bundled” and separate from residential units or commercial spaces (e.g., design, approvals, pre-sales)?	Commercial: Parking is always linked to lease agreements or tenant contracts that specify the required number of spaces. Rental: Parking is always unbundled; therefore, no barriers exist. Strata: While parking supply is based on market demand, spaces are often sold separately. Owners typically prefer dedicated parking stalls for their units.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
7	Transit	How does transit availability and location affect development decisions?	Transit access is crucial and is prioritized as follows: adjacent to a rapid transit station, within 10–15 minutes walking distance of a rapid transit station, and proximity to FTN routes.
			Project #1: N/A
			Project #2: Although near a SkyTrain station, market research suggests a high number of vehicle owners in this area, based on long-term investment decisions and NPV analysis.
			Project #3: N/A
8	Product Type	How does tenure (i.e., strata vs rental units) affect the amount of parking built and how you price it? Do different tenures have different propensities for car ownership?	N/A
9	Research	How do you assess market demand for parking for your projects? Have you conducted surveys or studies to understand the parking preferences of potential tenants or buyers, and how does this information inform your planning?	Building surveys are conducted to determine residential parking demand. External brokers provide insight into tenant-specific parking demand.
10	Shared Parking	Shared Parking - To what extent are you exploring shared parking concepts, where spaces may serve multiple uses or be shared among land uses (i.e., Commercial/Visitor) within the same parkade?	Shared parking is considered when land uses and usage patterns are complementary (e.g., day vs. night use). However, higher rates of work-from-home and security concerns make this more difficult to implement.
			Project #1The retailer at this site is unwilling to share parking space.
			Project #2: N/A
			Project #3: N/A
11	Transit	Transit - How is transit accessibility considered in relation to parking planning (e.g., distance to transit, transit service level)?	Developments within 10–15 minutes walking distance to a SkyTrain station, or within the same intersection as the station, may justify reduced parking supply.
12	On-street Parking	How is the presence of nearby on-street parking considered in determining the planned number of vehicle parking spaces for the development?	On-street parking is generally not considered in planning decisions, as it is not a reliable source of supply.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
13	Recent Legislation	BC's recent parking legislation (Bill 44, 46, 47) – What do your thoughts on the recent parking legislations? • (For developers of smaller infill buildings, if any) – how will Bill 44 (reducing or eliminating parking requirements in small-scale multi-unit housing developments) impact your pro formas? • (For developers of larger buildings) – how will Bill 46 (introduction of Amenity Cost Charges) impact your negotiations with municipalities about amenities (including parking) and associated costs (e.g. payment-in-lieu arrangements, TDM) • (For developers of larger buildings) – how much parking will you build in developments where residential parking is no longer required (due to Bill 47)?	These changes are viewed positively as they give developers more freedom to build what is necessary. However, this does not necessarily lead to a lower parking supply, as market demand remains the primary driver.
14	Parking Maximums	If there are parking maximum regulations, how does that impact your pro forma and decision-making processes when considering new developments? At what point do restrictions on the maximum number of stalls per unit impact the marketability of your strata or rental units?	Overall, reducing parking is beneficial, but outcomes depend on the product type. For higher-end units, insufficient parking can negatively impact the pro forma. Commercial uses may also require more parking than permitted by maximum regulations.
15	Cost	How does your development project account for and address Development Cost Charges (DCCs) and Community Amenity Charges (CACs)? What changes are you anticipating with the new Amenity Cost Charge (ACC) in Bill 46?	DCC: Aligned with published rates. CAC: Based on the specific offering; tied to bonus density or negotiated estimates. ACC: Standard fees vary by product type and location.
16	General	If the aim of public policy is to reduce the amount of parking supplied in new buildings (for reasons of housing affordability and sustainable transportation), do you have suggestions on how this could be achieved?	Not much more is needed, as parking supply requirements are already trending downward.
17	General	It is challenging to retrofit parking spaces in existing buildings for other purposes. Do you see any opportunities to do so that we should be aware of?	Not many opportunities exist. Retrofitting parking structures is challenging in many cases.
18	General	What do you need or what kind of incentive would be beneficial to facilitate a reduction in parking for a new development?	Incentives are not required, but viable, cost-effective, and convenient alternatives to private vehicles must be in place to reduce parking demand.
19	Regulation	Are any of your projects under/over parked because of municipal regulations?	N/A

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
20	Pay-in-Lieu Fairness	What do you think of Municipal Parking Pay-in-lieu schemes? Do you think it is fair that some municipalities maintain relatively high minimum parking ratios while demanding significant Pay-in-Lieu fees when developers choose to build fewer parking stalls? Does it make sense to pay the city for something you don't produce (and don't collect revenue or rents from)?	Parking is not built for profit; therefore, it is unfair to charge pay-in-lieu fees for parking supply levels that exceed market demand.
21	TDM	What are your thoughts on TDM measures? Any specific examples?	Transit passes are often too expensive and do not provide a financial return. Bike supply is generally overprovided. However, bike lockers and shower rooms are seen as beneficial and more frequently used by commercial employees.

Off-Street Parking Survey

Note(s): If possible, provide up to three recent project examples that are indicative of the work your firm does.

Developer / Development Questions/Information:

QUESTIONS	RESPONSE
Developer Name:	BC Housing
Approximate # of employees:	Approximately 1000
Contact Name:	David Pereira & Thomas Bevan
Interview Date:	Feb 07, 2024
Project Example #1: Skeena Terrance (2108 Cassiar St.)	
Approximate Year Completed (OP)	In the late 1960s
Which City is the development located in?	Vancouver, BC
General Land Use & Product Type	Social housing
Development Size (#units, floors)	1900 residential units and 1000 parking spaces
Close to transit? (SkyTrain, FTN, Bus Exchange)	Approximately 550m from Rupert Station
In your view, Under / Overparked Relative to Demand?	Parking Supply surpasses Demand
Project Example #2 Victoria Evergreen (Victoria, BC)	
Approximate Year Completed (OP)	Not complete
Which City is the development located in?	Victoria BC
General Land Use & Product Type	Social Housing
Development Size (#units, floors)	190 residential units
Close to transit? (SkyTrain, FTN, Bus Exchange)	Yes, near the Douglas St & King Rd intersection with frequent bus services
In your view, Under / Overparked Relative to Demand?	Low parking demand (~70% utilized), higher parking utilization in suburban (Chilliwack/ Richmond) Young people in social housing thinking of family will depend on transit – too expensive to own and operate car.
Project Example #3 RayCam (920 Hastings)	
Approximate Year Completed (OP)	Not complete
Which City is the development located in?	Vancouver (DTES)
General Land Use & Product Type	Redevelop an existing community centre into mixed-use development that includes retail, residential, community centre, and day care
Development Size (#units, floors)	N/A
Close to transit? (SkyTrain, FTN, Bus Exchange)	Yes
In your view, Under / Overparked Relative to Demand?	

Market Conditions Questions

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
1	General	What are the key factors for determining the number of vehicle parking spaces in your development projects?	BC housing generally targets a 1-storey parkade rather than focusing on parking demand. The number of parking stalls is determined by the physical site conditions, which is also the physical barrier to provide more parking spaces. Also, another goal is to reduce physical construction footprint. However, in areas where owning a vehicle to commute is deem essential, BC housing may reduce the number of units to create more parking spaces. The goal is to create a "1 stop shop for family" to live without car and car-ownership is viewed as a luxury.
2	Parking Minimums	How would you approach the proposed developments differently if parking minimums were relaxed or eliminated? For context: this is very likely to be the case in the future given Bill 44 and Bill 47.	General: see above
3	Cost	How much does it cost to construct parking in various development contexts? $/sf GFA Parking or $/Stall	N/A
4	Marketability	To what extent is parking a marketable / essential asset in a development? For context: Do you build as little parking as possible to reduce your development costs? Do you build to meet the minimum demanded by the specific real estate market? Or are you incented to maximize supply because parking may be a profit centre?	N/A
4b	Profitability	Do you see parking stalls as a development "profit centre"?	In BC Housing's non-profit model, the view is that reduced parking requirements drive affordability, with the objective of creating less expensive housing.
5	Pricing	Skeptics question whether homebuilders would "pass along" their savings if they were able to supply less parking, arguing that they will simply keep the revenues for themselves and that the price of housing (especially condos) is set by the market and not meaningfully linked to the break-even costs of construction. What is your response to this? Do you think you can get the same price for a unit with parking vs without?	Yes, under the non-profit model, BC Housing would pass on cost savings to tenants in the form of lower rent.
6	Barriers	What are the barriers to market parking "un-bundled" and separate from residential units or commercial spaces (e.g., design, approvals, pre-sales)?	In the 1970s, assigned parking established expectations for current redevelopment projects. However, future developments may decouple parking from rent while still prioritizing accessibility. Since vehicle ownership is viewed as a luxury, the BC government will not subsidize parking costs.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
7	Transit	How does transit availability and location affect development decisions?	It's about the total cost of living. If vehicle cost can be removed, it leads to an affordable life, and transit supports this. Affordability and transit are part and parcel.
8	Product Type	How does tenure (i.e., strata vs rental units) affect the amount of parking built and how you price it? Do different tenures have different propensities for car ownership?	N/A
9	Research	How do you assess market demand for parking for your projects? Have you conducted surveys or studies to understand the parking preferences of potential tenants or buyers, and how does this information inform your planning?	Demand is viewed in the context of location, i.e., suburbs. It is dependent on the surroundings and access to essential and commercial services.
10	Shared Parking	Shared Parking - To what extent are you exploring shared parking concepts, where spaces may serve multiple uses or be shared among land uses (i.e., Commercial/Visitor) within the same parkade?	Shared parking between adjacent lots or sites, and coordinated parking between buildings, can help minimize the need for multi-storey parking on a project site. This approach also reduces construction costs, particularly at sites with water table issues.
11	Transit	Transit - How is transit accessibility considered in relation to parking planning (e.g., distance to transit, transit service level)?	N/A
12	On-street Parking	How is the presence of nearby on-street parking considered in determining the planned number of vehicle parking spaces for the development?	On-street parking supply is fixed and should be priced or repriced according to market demand. A failure in managing street parking is ultimately a failure in pricing.
13	Recent Legislation	BC's recent parking legislation (Bill 44, 46, 47) – What do your thoughts on the recent parking legislations? • (For developers of smaller infill buildings, if any) – how will Bill 44 (reducing or eliminating parking requirements in small-scale multi-unit housing developments) impact your pro formas? • (For developers of larger buildings) – how will Bill 46 (introduction of Amenity Cost Charges) impact your negotiations with municipalities about amenities (including parking) and associated costs (e.g. payment-in-lieu arrangements, TDM) • (For developers of larger buildings) – how much parking will you build in developments where residential parking is no longer required (due to Bill 47)?	Parking shouldn't drive projects, as building parking significantly increases the cost of affordable construction. Bill 47 is not being reviewed as much, except in cases involving accommodations for people with disabilities.

#	TOPIC	QUESTIONS (SUGGESTED WORDING)	RESPONSE
14	Parking Maximums	If there are parking maximum regulations, how does that impact your pro forma and decision-making processes when considering new developments? At what point do restrictions on the maximum number of stalls per unit impact the marketability of your strata or rental units?	Not applicable or relevant for affordable housing projects. Zero parking: There is always a reason to provide some parking.
15	Cost	How does your development project account for and address Development Cost Charges (DCCs) and Community Amenity Charges (CACs)? What changes are you anticipating with the new Amenity Cost Charge (ACC) in Bill 46?	Tries not to pay for DCC for affordable housing projects on public lands The ACC to support public access. There are no formal guidelines for CACs.
16	General	If the aim of public policy is to reduce the amount of parking supplied in new buildings (for reasons of housing affordability and sustainable transportation), do you have suggestions on how this could be achieved?	Holistic zoning creates places for people to live without cars by ensuring essentials are within walking distance. Skeena: In social housing, commercial or parking spaces used to subsidize community shops are generally not profitable. These commercial spaces often hurt the proforma when evaluating the business case due to operational challenges, as they are usually run by residents. A strong business case and plan are required. District parking approaches include centralized parking for neighborhoods, similar to models used in other parts of the world, allowing capable individuals to walk to their destinations.
17	General	It is challenging to retrofit parking spaces in existing buildings for other purposes. Do you see any opportunities to do so that we should be aware of?	Projects from the 1970s were all surface parking lots, with minimal retrofitting since then.
18	General	What do you need or what kind of incentive would be beneficial to facilitate a reduction in parking for a new development?	Provide only the minimum required to reduce construction costs.
19	Regulation	Are any of your projects under/over parked because of municipal regulations?	N/A
20	Pay-in-Lieu Fairness	What do you think of Municipal Parking Pay-in-lieu schemes? Do you think it is fair that some municipalities maintain relatively high minimum parking ratios while demanding significant Pay-in-Lieu fees when developers choose to build fewer parking stalls? Does it make sense to pay the city for something you don't produce (and don't collect revenue or rents from)?	Pay-in-lieu fees are not paid to the municipality. Parking for neighborhood parkades should be funded by the municipality.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Sinisa Vukicevic, Program Manager, Regional Planning Analytics and
Agatha Czekajlo, Senior Policy and Planning Analyst,
Regional Planning and Housing Services

Date: June 10, 2025 Meeting Date: July 3, 2025

Subject: **Historic Regional Demographic Patterns**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated June 10, 2025, titled "Historic Regional Demographic Patterns"; and

b) forward a copy of the report dated June 10, 2025, titled "Historic Regional Demographic Patterns" to member jurisdictions with an offer of a presentation including local demographic profiles to Council upon request.

EXECUTIVE SUMMARY

Metro Vancouver's long-range population, housing and employment projections continue to evolve due to shifting immigration patterns and demographic trends. This report highlights the historic data and regional demographic trends that influence model assumptions. Regional Planning staff now update projections annually to ensure that they reflect the most up to date conditions. The 2025 Projections Update will incorporate new federal immigration targets (2025-2027) and updated Statistics Canada estimates, and will be presented to the MVRD Board in Fall 2025.. The following findings, based on recent data and trends, will serve as the foundation for the upcoming update:

- **Population Growth**: Immigration remains the primary driver of growth, with most newcomers settling in Vancouver and Surrey. However, outmigration to other parts of the province has increased significantly, reducing net regional growth by 34% (2016-2021). Migration within Metro Vancouver continues to shift eastward and beyond the region.
- **Housing Trends**: Apartment inventory has grown by 41% since 2011, now comprising 43% of total regional housing.
- **Employment Shifts**: Metro Vancouver's employment grew 34% from 2001 to 2021, reaching 1.35 million jobs, though growth has slowed since 2006.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with details about historical demographic patterns, which inform the methodologies applied to the Metro Vancouver population, dwelling unit, and employment projections.

BACKGROUND

In 2024, Metro Vancouver updated its population, housing, and employment projections to reflect newly released 2021 Census data and federal immigration policy changes (Reference 1 & 2). Recognizing the growing uncertainty in long-term forecasting, three growth scenarios were developed to account for potential variations in immigration and fertility rates.

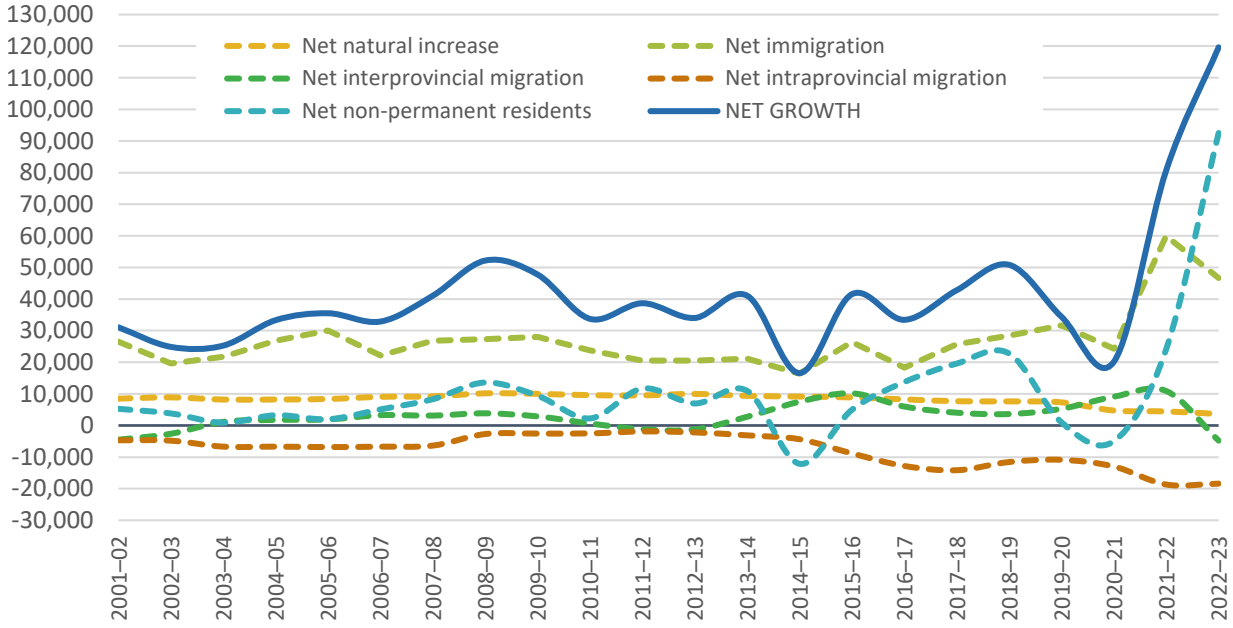
The updated population projections were presented to the MVRD Board in July 2024 (Reference 3), followed by dwelling unit projections in November 2024 (Reference 4). Employment projections were also revised based on these updates and made available. Moving forward, Metro Vancouver will update projections annually to ensure they remain responsive to evolving demographic and economic trends. The next update will be presented to the MVRD Board in Fall 2025.

POPULATION PROJECTIONS

Historic Immigration Trends

Immigration has been the primary driver of population growth in Metro Vancouver, with annual population changes closely mirroring trends in immigration and non-permanent residents. Between 2016 and 2021, Vancouver and Surrey collectively accounted for over half of the region's new immigrants, each welcoming an average of 15,500 people annually. Historically, Metro Vancouver's net non-permanent resident levels generally ranged between 5,000 and 10,000 annually since 2001. However, these numbers declined during the COVID-19 pandemic (2020-2021) before surging to approximately 92,500 for the 2022-2023 annual period.

Figure 1: Regional population growth components and net growth, 2001–2002 to 2022–2023.



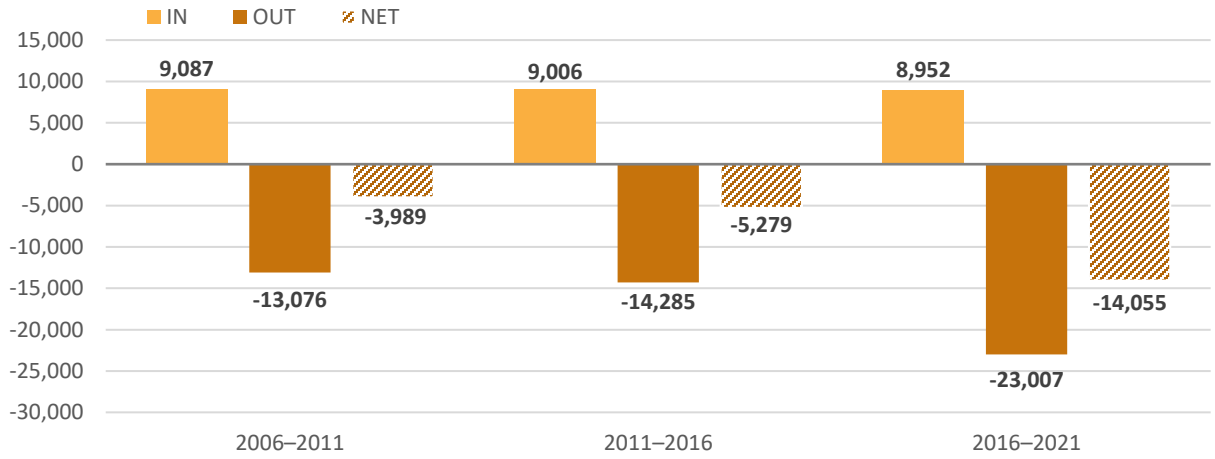
Note: Regional data includes Indian Reserves. Source: Statistics Canada (with "residual deviation" modification).

Historic Intra-provincial Migration

Metro Vancouver has consistently experienced net intra-provincial outmigration since 2001, with more residents leaving for other parts of British Columbia than moving into the region. Between 2016 and 2021, Metro Vancouver gained on average 1,800 new residents annually from elsewhere in BC but lost on average 4,600 annually, resulting in an average annual net loss of 2,800 residents. This outmigration reduced the region's net population growth by 34% during that period.

Surrey recorded the highest outmigration (3,700 residents on average annually), followed by Vancouver (2,700) and Langley Township (1,400). Many of those leaving, primarily working age individuals, relocated to Abbotsford, Chilliwack, or Mission, with approximately 25% of intra-provincial migrants settling in these cities between 2011 and 2021.

Figure 2: Five-year average of intra-provincial migrants (in, out, and net) in the region, for Census periods 2006–2011, 2011–2016, 2016–2021.



Note: Regional data includes Indian Reserves. Source: Statistics Canada.

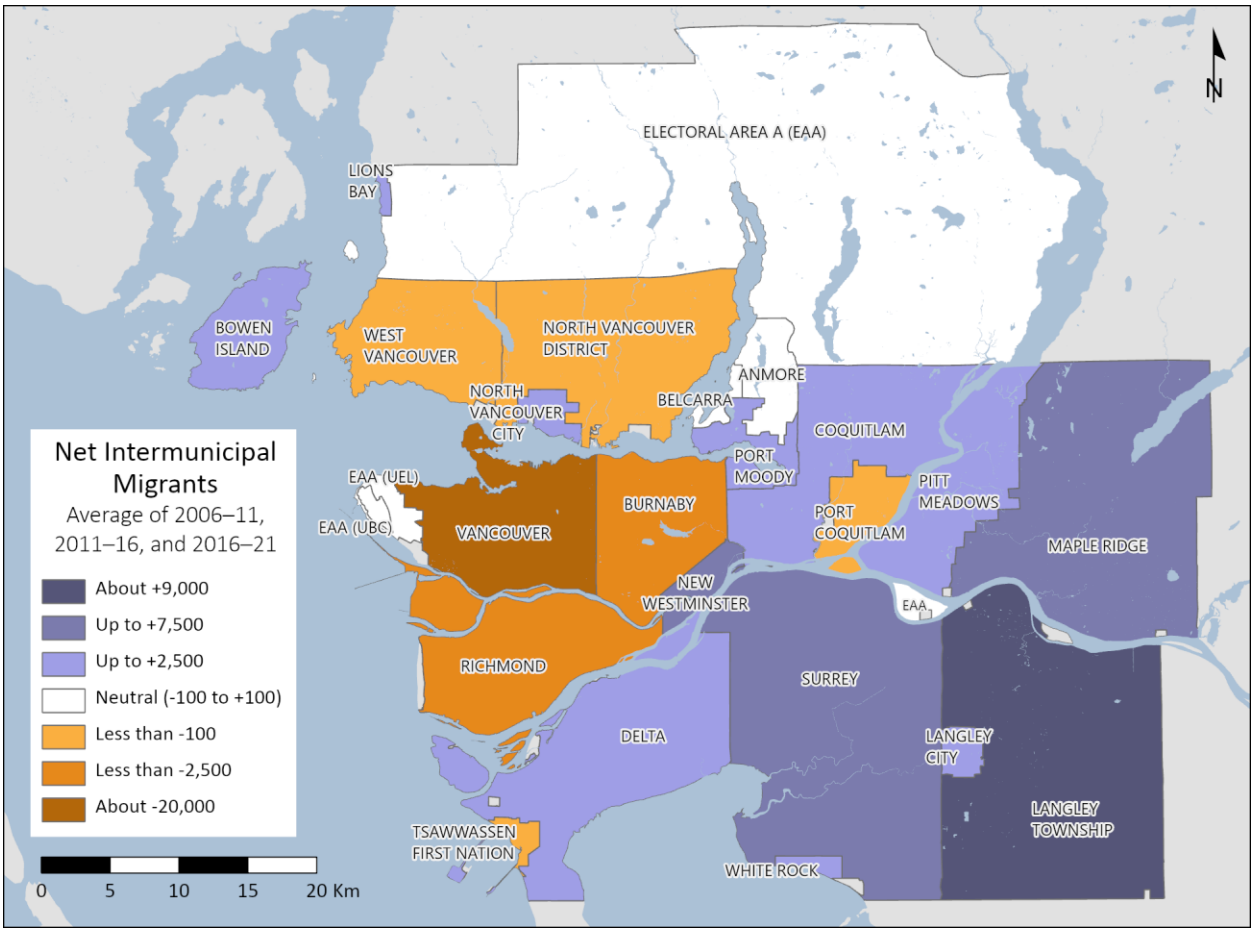
Historic Inter-municipal Migration

Metro Vancouver has long experienced strong inter-municipal migration, influencing the distribution of population growth across the region. While these movements do not affect overall regional population growth, they significantly shape local demographic patterns.

Between 2016 and 2021, inter-municipal migration increased by 60% compared to 2006-2011, with an additional 7,600 migrations per year on average. Vancouver has consistently seen the highest out-migration, averaging 4,200 departures annually across all Census periods since 2006.

As shown in Figure 3, the western part of the region has historically experienced higher outmigration, while the eastern part has experienced incoming migration.

Figure 3: Map of average net inter-municipal migrants (count) by member jurisdictions, for the 2006–2011, 2011–2016, and 2016–2021 Census periods.



Note: Positive values indicate a greater number of in-migrants, while negative numbers indicate a greater number of out-migrants. Member jurisdiction data does not include Indian Reserves. Source: Statistics Canada, Census custom tabulation, 5-year mobility status of population in private households.

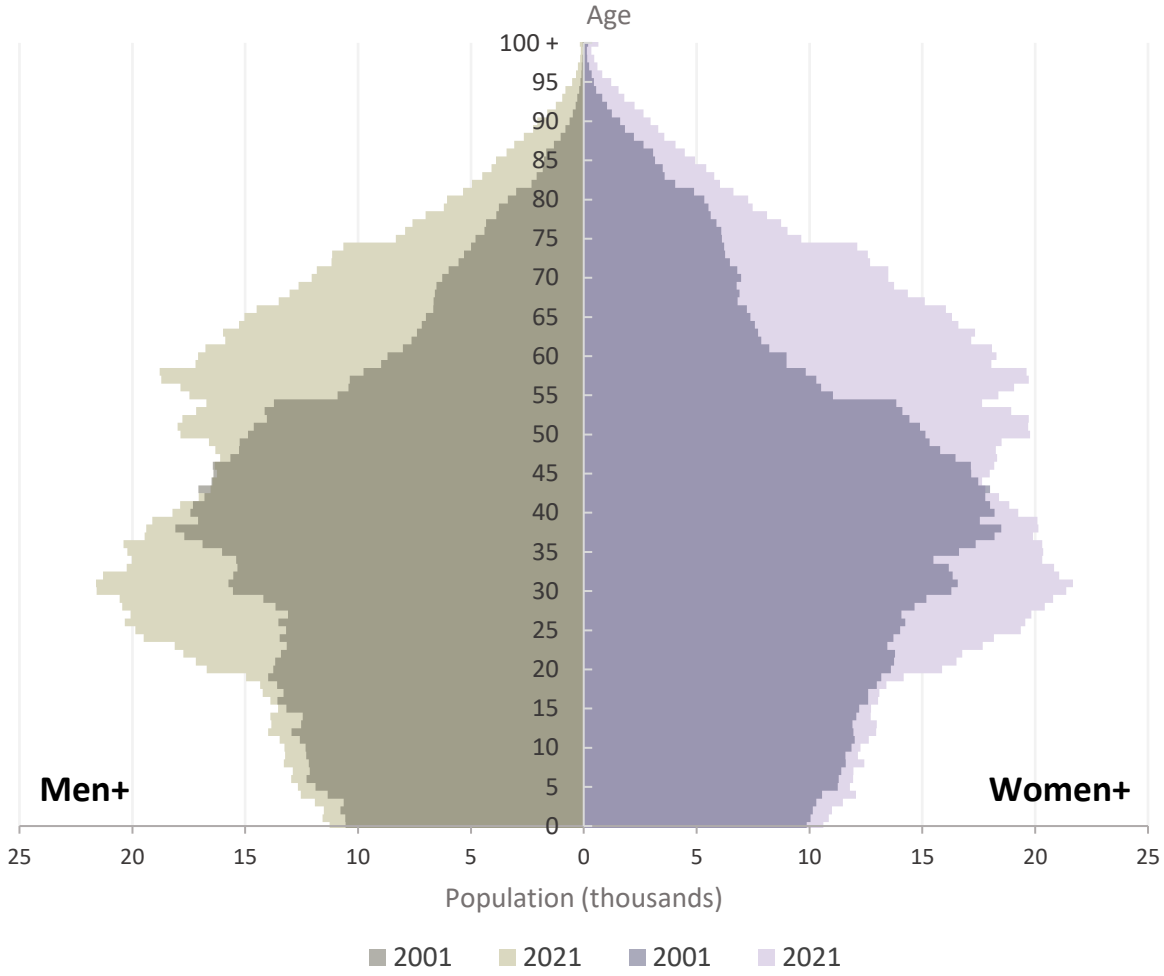
Age and Gender Distribution

Metro Vancouver's population structure has shifted significantly over the past two decades. In 2001, the region was predominantly composed of working age residents (25-60 years old). By 2021, two generational groups have become dominant: Millennials (25-40 year old) and Baby Boomers (55-75 years old).

- The 20 to 40 year old population grew by 86% since 2001, reaching 650,000 in 2021, representing 40% of the region's population.
- The 55 to 75 year old population doubled over the same period, increasing from 16 percent of regional share in 2021 to nearly a quarter in 2021.

The gender distribution remained relatively stable, with women comprising 51% and men 49% of the population in both 2001 and 2021. However, the gender gap was more pronounced among seniors (65+), with women consistently outnumbering men by approximately 10% in both years.

Figure 4: Historical age pyramids by gender, 2001 and 2021, Metro Vancouver.



Note: Gender categories (men+, women+) are consistent with Statistics Canada definitions. Regional data includes Indian Reserves. Undercounts and adjustments (as in projections) are not included. Source: Statistics Canada.

Current and Projected Dependency Ratios

The age dependency ratio measures the economic burden on the working age population by comparing the number of dependents (0-18 years and 65+) to the number of working age population (19-64 years). As aging populations become a widespread trend across North American cities, planners must ensure communities can support both growing senior populations and school age residents.

In 2021, Metro Vancouver's dependency ratio was 53 dependents per 100 workers. By 2051 under the Medium Growth scenario, this ratio is projected to rise to 55 dependents per 100 workers, driven primarily by an increase in the senior population. Table A1 in the Appendix (Attachment 1) provides a summary of historical assumptions and trends that informed population projections.

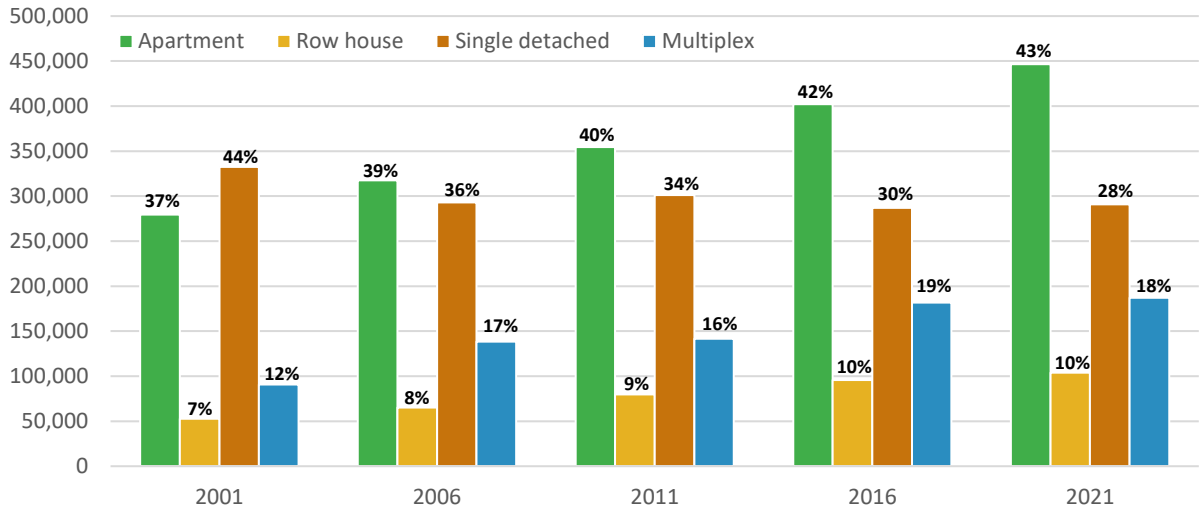
DWELLING UNIT PROJECTIONS

Historic Dwelling Unit Growth

Metro Vancouver's housing stock grew by 37% between 2001 and 2021, with relatively stable five year growth rates across Census periods. Growth peaked at 8.9% between 2006 and 2011, and was lowest between 2001 and 2006.

Since 2001, the number of apartment units increased by 41%, reaching 450,000 in 2021, which accounted for 43% of all regional housing. Multiplex and row housing also saw significant growth of 42% and 53% respectively, while single detached homes declined over the same period.

Figure 5: Regional dwelling unit count (bars) and proportion of regional total (%) by structure type (apartment, row house, single detached house, and multiplex), between 2001 to 2021, from Census counts.



Note: Regional data does include Indian Reserves. Source: Statistics Canada.

Among Metro Vancouver's member jurisdictions, Vancouver experienced the largest increase in apartment units, adding approximately 59,000 units between 2001 and 2021. Surrey saw significant growth in multiplex housing (30,000 units) and row houses (20,000 units) over the same period. Meanwhile, Vancouver, the City of North Vancouver, and Burnaby recorded the largest proportional declines in single detached homes.

Average Household Size Trends

Average household size reflects how the population is distributed across dwelling units. In 2021, Metro Vancouver's average household size was 2.5 across all housing types. Over the past four Census periods, the regional average household size has steadily declined, decreasing 3.5% since 2001. However, trends vary by household type:

- Apartment household sizes increased by 5.9%, rising from 1.76 in 2001 to 1.87 in 2021.
- Single detached household sizes declined by 3.2%, reaching 3.08 in 2021.

Recent data is indicating that this trend may be shifting towards larger household sizes in all housing types. Further analysis is required to confirm and understand this potential shift. Table A2 in the Appendix (Attachment 1) provides a summary of historical assumptions and trends that informed dwelling unit projections.

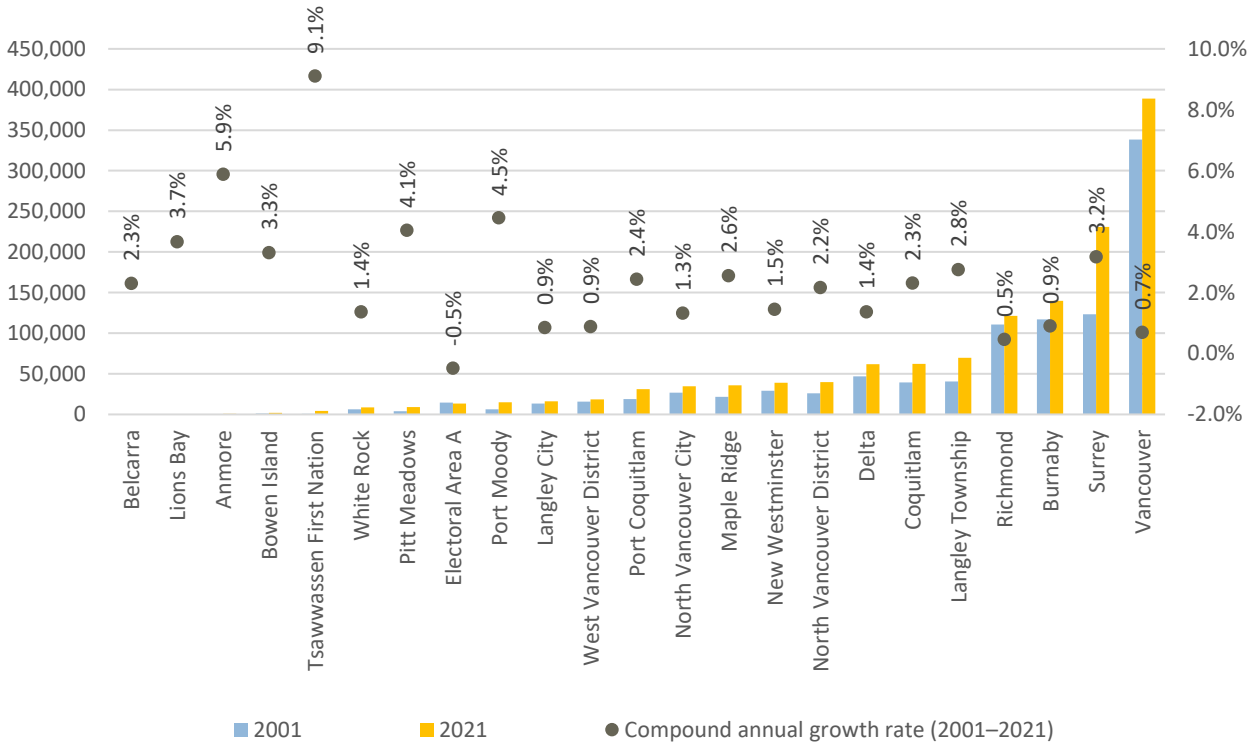
EMPLOYMENT PROJECTIONS

Components of Regional Employment Growth

Metro Vancouver's employment growth is shaped by population trends, existing job distribution, and land availability for employment sectors. Between 2011 and 2021, total regional employment grew by 34%, reaching 1.35 million jobs. Some key trends include:

- Vancouver maintained the largest share of jobs with a usual workplace;
- Surrey became the second largest employment hub, growing by 87% to 230,000 jobs;
- Richmond and Burnaby each held 10% of regional employment, with growth of 10% and 20% respectively; and,
- Tsawwassen First Nation saw the fastest growth, with 2021 employment levels 4.5 times higher than in 2001.

Figure 6: Total employment estimates (bars) for 2001 and 2021, and the 2001–2021 compound annual growth rate (points), by member jurisdiction, from Census counts.



Note: Member jurisdiction data does not include Indian Reserves. Source: Statistics Canada.

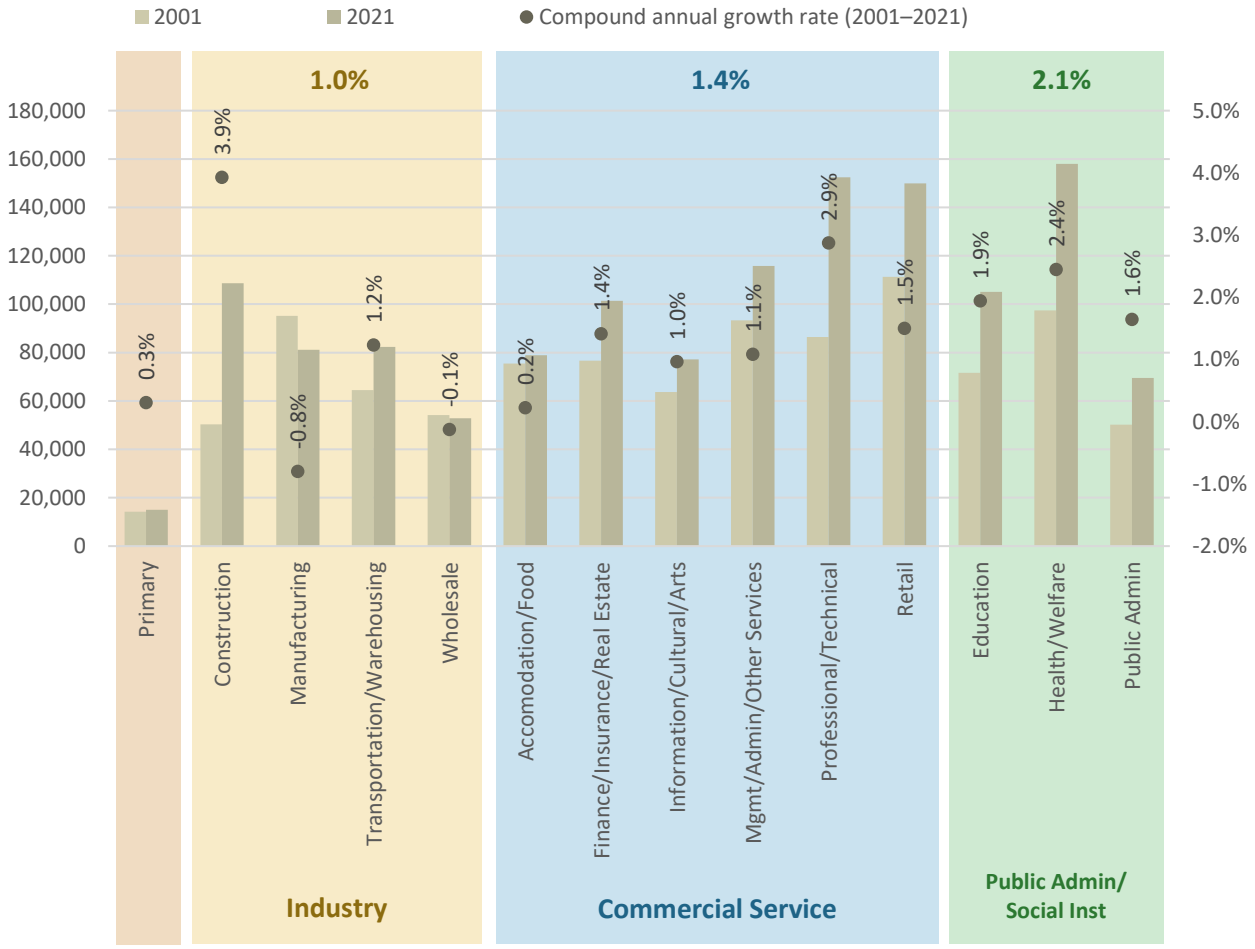
Impact of Remote Work

The COVID-19 pandemic significantly increased home-based employment, particularly in smaller jurisdictions such as Tsawwassen First Nation, Electoral Area A, and New Westminster. Adjustments were made to employment projections to account for shifts in workplace trends.

Trends by Employment Sector

Between 2001 and 2021, Metro Vancouver's employment growth was primarily driven by commercial services and public administration/social institutional sectors. Public administration and social institutional jobs grew by 52%, while commercial services saw a 33% increase.

Figure 7: Regional employment estimates by employment sector, grouped by higher-level sector (bars), and compound annual growth rates (points; higher-level sector label), 2001 and 2021, from Census counts.



Note: Regional data does include Indian Reserves. Source: Statistics Canada.

Table A3 in the Appendix (Attachment 1) provides a summary of historical assumptions and trends that informed employment projections.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report dated June 10, 2025, titled "Historic Regional Demographic Patterns"; and
   b) direct staff to forward a copy of the report dated June 10, 2025, titled "Historic Regional Demographic Patterns" to member jurisdictions with an offer of a presentation including local demographic profiles to Council upon request.
2. That the MVRD Board receive for information the report dated June 10, 2025, titled "Historic Regional Demographic Patterns".

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. This work is part of the regular work program of the Regional Planning Division.

CONCLUSION

Metro Vancouver's population, housing, and employment trends continue to evolve, driven by immigration, migration patterns, aging demographics and sectoral job growth. The region is shifting toward higher density housing, with apartment units surpassing single detached homes, while employment growth has slowed, with commercial services and public administration leading job creation. Metro Vancouver will update projections annually, with the next update presented to the MVRD Board in Fall 2025.

ATTACHMENT

1. Appendix: Tables A1-3.
2. Presentation Re: Historic Regional Demographic Patterns.

REFERENCES

1. Immigration, Refugees and Citizenship Canada. (2023, November 7). CIMM – *Immigration Levels Plan for 2024–2026 – November 07, 2023*. Retrieved from https://www.canada.ca/en/immigration-refugees-citizenship/corporate/transparency/committees/cimm-nov-07-2023/immigration-levels-plan-2024-2026.html
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5. Immigration, Refugees and Citizenship Canada. (2024, October 24). *2025–2027 Immigration Levels Plan*. Retrieved from https://www.canada.ca/en/immigration-refugees-citizenship/news/2024/10/20252027-immigration-levels-plan.html
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APPENDIX

Table A1: Summary of assumptions associated with population projections (medium growth (MG) scenario).

Population Projections (MG)						
Growth Type	**Growth Component**	**Main Characteristic**	**Historical Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Natural Growth	Births	An aging population, resulting in higher dependency ratio	Between 2001 and 2023, average net natural growth in the region was 8,200 persons per year	2021 total demographic dependency ratios larger for member jurisdictions with more seniors (White Rock, West Vancouver), smaller for those with more working-age residents (Vancouver, New Westminster)	Natural growth decreased by about 50% from historical levels (2001–2020)	Regional total demographic dependency ratio is projected to increase by two points (to 55 dependents per 100 workers) by 2051, primarily due to the increased senior population
	Deaths					
Migration	Immigration	The primary driver of regional population growth	Historically, the region received around 37,000 net new immigrants annually	Historically and more recently in 2016–2021, most new immigrants to the region came to Vancouver and Surrey (25% each)	In 2021, Vancouver and Surrey each had a quarter of the region's total immigrants	87% of projected population growth (2021–2051) is attributed to immigration New Immigration Level Plan (2025–2027) allows fewer immigrants
	Non-Permanent Residents (NPR)	Decreased during the COVID-19 pandemic (2020– 2021), followed by intense growth to 92,500 net NPR from 2022 to 2023	Historically, net NPR in the region fluctuated between 5,000 and 10,000 since 2001	Between 2016 and 2021, Vancouver gained nearly half of the region's net NPR Another quarter of the region's net NPR came to Surrey	In 2021, the greatest proportion of the region's net NPR were in Vancouver (32%) and Surrey (26%)	Following new federal policies (2024–2026, 2025–2027), short-term net NPR projected to decrease Over the longer term, net NPR levels are projected to remain stable

Population Projections (MG) – continued						
Growth Type	**Growth Component**	**Main Characteristic**	**Historical Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Migration	INTER-provincial	Minor contributor to regional population growth	Minimal positive contribution to regional population growth since 2006	Historically, migrants from other provinces moved to Surrey, Coquitlam, Burnaby, New Westminster, Vancouver	Between 2016 and 2021, almost half of new migrants from other provinces came to Vancouver	Nearly a tenth of projected population growth (2021–2051) is attributed to interprovincial migration
	INTRA-provincial	Since 2011, about a quarter of intraprovincial migrants leaving the region moved to Abbotsford, Chilliwack, or Mission	Negative pattern over the past 15 years	From 2016 to 2021, most intraprovincial out-migrations came from Surrey (26%), followed by Vancouver (19%), Langley Township (10%)	Nearly 14,000 residents (net) left the region for other parts of the province during the 2016–2021 period	Greatest factor in reducing the 30-year projected population (92% of reduction component)
	INTER-municipal	No impact to regional population growth, but affects growth distribution Historically, western part of the region had more out-migrations, while the eastern part benefited from more in-migrations	Intermunicipal migrations during the 2016–2021 period increased by 60% (+115,000 migrations) compared to 10 years ago (2006–2011)	In Surrey, Maple Ridge, and Langley Township, in-migrations from western member jurisdictions have replaced many who moved to municipalities just outside of the region (intraprovincial migration)	Between 2016 and 2021, over two-thirds of net intermunicipal migrants moved from Vancouver to Surrey (34%), Maple Ridge (13%), and Langley Township (12%)	Intermunicipal migrations are expected to continue flowing from the western to eastern parts of the region

Table A2: Summary of assumptions associated with dwelling unit projections (medium growth (MG) scenario).

Dwelling Unit Projections (MG)						
Household Type	**Dwelling Structure Type**	**Main Characteristic**	**Historical Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Private	Overall	Average household sizes have generally been shrinking overall and for single detached housing, but increased for multiplexes, row houses, apartments	Regional average household size has been shrinking consistently over the past four Census counts, decreasing by 3.5% overall since 2001	Average household sizes were generally greater for member jurisdictions with higher proportions of single detached housing	In 2021, the region's average household size was 2.50 – lower than for single detached (3.08), greater than for apartments (1.87)	Although average household size for apartments is expected to remain stable at 1.86, the shift towards a apartment-dominant housing stock will decrease the overall average household size
	Single detached	Share of single detached housing decreases as new developments are primarily apartments	In 2001, most dwelling units were single detached homes (44%) The regional share of single detached housing has dropped steadily over the years	Vancouver, North Vancouver City, and Burnaby observed the greatest decreases in their amount of single detached units Langley Township, Maple Ridge, Port Moody, and Pitt Meadows increased their single detached stock	28% of the region's 2021 private dwelling units were single detached units	Implementation of new housing legislation will further decrease the number of single detached homes due to their conversion into multiplexes, row houses, and apartments
	Multi-plex	Historical, lower growth of multi-plex units will be stimulated with new BC housing legislation	The share of multi-plex units increased from 12% in 2001 to 18% in 2021	Between 2001 and 2021, Surrey added 30,000 multi-plex units while Vancouver added 28,000	In 2021, nearly a fifth of the region's private dwelling units were multi-plexes	Number of multi-plexes is expected to increase with implementation of the new BC housing legislation

Dwelling Unit Projections (MG) – continued						
Household Type	**Dwelling Structure Type**	**Main Characteristic**	**Historical Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Private	Row House	Historical, low development of row houses will be stimulated with new BC housing legislation	Minimal growth between 2001 and 2021	Surrey added 20,000 row houses over the past 20 years (2001–2021)	A tenth of the regional private dwelling units were row houses in 2021	Row house development is expected to increase, although to a lesser extent than apartments and multiplexes
	Apartment	By 2021 there were 1.5 times as many apartment units as single detached units	The regional inventory of apartment units has increased by 41% since 2001	Most apartment growth in the region occurred in Vancouver, followed by Burnaby, Surrey, and Richmond	In 2021, 43% of the region's private dwelling units were apartments - or nearly 450,000 units	Apartments are expected to account for the majority of new housing development across the region
Collective Dwellings		Collective dwellings continue to be a relatively small proportion of the region's total housing stock	2016 and 2021 Census estimates that about 1.5% of the region's population lived in collective dwellings (not including undercounts)	In 2021, over a quarter of the region's collective dwellings were in UBC and another 25% in Vancouver	5% of the region's 2021 total housing stock (including undercounts) were collective dwellings	Regionally, collective dwellings are expected to increase by 76% over the next 30 years, and are mostly associated with UBC student housing

Table A3: Summary of assumptions associated with employment projections (medium growth (MG) scenario).

Employment Projections (MG)						
Higher-Level Sector	**Sector**	**Main Characteristic**	**Historic Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Overall		Since the COVID-19 pandemic (2020 to 2021), a large proportion of jobs in the region shifted to be home-based	Between 2016 and 2021, regional employment growth slowed (to 5%) compared to previous years (11% in 2001-2006)	From 2001 to 2021, Surrey's employment grew the most while Vancouver maintained the greatest share of regional employment	In 2021, nearly 1.5 million jobs total were estimated across the region	Total employment projected to reach 2.1 million jobs by the year 2050, growing on average by 22,000 net new jobs per year
Primary	Primary (e.g., Agriculture, Forestry, Mining)	Remains relatively stable with fewest jobs regionally	Job growth increased by 6% over last 20 years (2001–2021)	In 2001–2021, most primary jobs were split between Surrey, Langley Township, and Vancouver	Smallest share (1%) of jobs regionally in 2021	Projected employment is minimal over the next 30 years, adding about 1,000 net new jobs
Industry	Construction Manufacturing Transportation/ Warehousing Wholesale	Grows, focusing on historic high-growing sectors (construction, transportation /warehousing)	Employment grew by about 25% between 2001 and 2021 – mostly in Surrey, construction sector	In 2021, Surrey was top industrial employer Vancouver and Richmond also major contributors despite industrial job losses since 2001	Represented nearly a quarter of the region's 2021 employment	Projected to grow with 50,000 net new jobs (+24%) from 2021 to 2051
Commercial Service	Accommodation/ Food Finance/Real Estate/Insurance Information/ Cultural/Arts Management/ Admin/Other Services Professional/ Technical Retail	Grows, expected to continue being the largest contributor of jobs regionally	Employment grew by about 50% between 2001 and 2021 – mostly in the professional/ technical sector	From 2001 to 2021, Vancouver maintained greatest regional share while Surrey had 87% job growth	Represented over half of the region's total employment in 2021	Projected to grow by over 50% (+340,000 net new jobs) over the next 30 years Expected to continue to account for about half of the region's total jobs

Employment Projections (MG) – continued						
Higher-Level Sector	**Sector**	**Main Characteristic**	**Historic Trends**	**Member Jurisdiction Specifics**	**2021 Data**	**Trend Forward**
Public Admin/ Social Institutional	Education Health/Welfare Public Admin Utilities	Grows, focusing on historically high-growing health/welfare sector	Employment grew by about 33% between 2001 and 2021 – mostly in the health/welfare sector	From 2001 to 2021, Vancouver and Surrey gained about 30,000 net new public admin/social institutional jobs, each	Represented nearly a quarter of the region's total employment in 2021	Projected to grow with 50,000 net new jobs (+24%) from 2021 to 2051

Historic Regional Demographic Patterns

Sinisa Vukicevic, PhD
Program Manager, Planning Analytics
Regional Planning and Housing Services

Agatha Czekajlo, MSc
Senior Policy & Planning Analyst
Regional Planning and Housing Services

Regional Planning Committee, July 3, 2025
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BACKGROUND

2024 Projections Update included 2021 Census data and federal immigration policy changes

Annual updates will reflect evolving immigration patterns and demographic trends

Next update planned for MVRD Board in Fall 2025

POPULATION PROJECTIONS

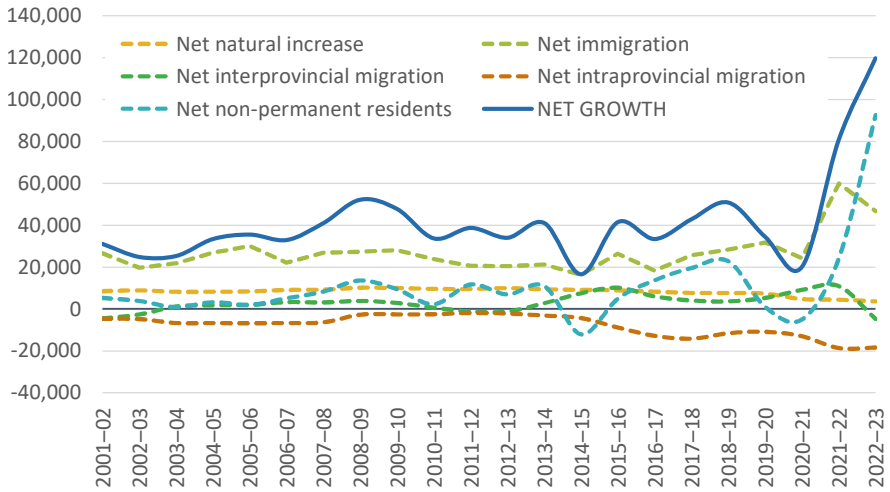
MEDIUM GROWTH SCENARIO	2021	2030	2040	2050
Metro Vancouver Regional Total	2,784,300	3,323,100	3,808,100	4,210,400
BURRARD PENINSULA Sub-Region	1,074,800	1,279,900	1,456,700	1,600,200
City of Burnaby	261,810	310,060	353,820	388,220
City of New Westminster	82,940	106,580	127,390	142,790
City of Vancouver	697,730	816,360	912,480	990,690
Electoral Area A - UBC	28,910	37,490	45,240	52,410
Electoral Area A - UEL	3,390	9,400	17,730	26,050
NORTH SHORE Sub-Region	210,300	239,100	266,400	292,100
Bowen Island Municipality	4,400	5,160	5,850	6,450
City of North Vancouver	61,550	76,260	89,210	99,080
District of North Vancouver	94,190	103,610	112,830	122,260
District of West Vancouver	48,570	52,190	56,420	61,970
Village of Lions Bay	1,430	1,710	1,960	2,170
Electoral Area A - Howe Sound	110	120	130	140
NORTH EAST Sub-Region	258,100	304,500	348,900	387,400
City of Coquitlam	155,550	189,880	222,210	249,330
City of Port Coquitlam	64,260	71,650	78,680	84,820
City of Port Moody	34,980	39,280	44,140	49,070
Village of Anmore	2,460	2,780	3,040	3,290
Village of Belcarra	700	750	750	780
Electoral Area A - Indian Arm/Pitt Lake	110	120	130	140
RIDGE MEADOWS Sub-Region	115,300	137,300	157,900	176,100
City of Maple Ridge	95,110	114,300	132,130	147,850
City of Pitt Meadows	20,200	23,030	25,740	28,220
SOUTH OF FRASER – EAST Sub-Region	789,300	970,100	1,138,100	1,276,600
City of Langley	30,330	36,300	41,800	46,480
City of Surrey	597,260	734,040	859,150	959,750
City of White Rock	22,580	25,770	29,240	32,560
Township of Langley	139,010	173,880	207,760	237,700
Electoral Area A - Barnston Island	120	130	140	150
SOUTH OF FRASER – WEST Sub-Region	336,600	392,300	440,200	478,000
City of Delta	113,090	127,850	141,780	154,550
City of Richmond	221,180	257,980	288,530	311,240
Tsawwassen First Nation	2,360	6,470	9,870	12,220

1. All figures at regional or sub-regional levels are approximate and rounded to the nearest 100. Municipal estimates are rounded to the nearest 10. This may include minor inconsistencies for aggregated totals.
2. Municipal totals, with exception of Tsawwassen First Nation (TFN), include the estimates of Indian Reserves located within the respective municipal boundary.

2

POPULATION GROWTH AND MIGRATION

Regional population growth components and net growth, 2001–2002 to 2022–2023



Immigration as primary driver of regional growth

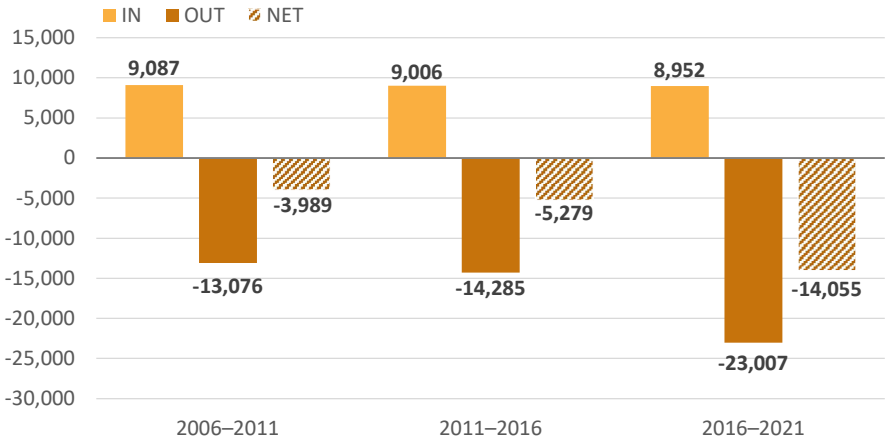
Non-permanent resident levels significantly increased since 2021

Migrations to other parts of BC (intraprovincial) reduce regional population growth

3

HISTORIC INTRAPROVINCIAL MIGRATION

Five-year average of intraprovincial migrants (in, out, and net) in the region, for Census periods 2006–2011, 2011–2016, 2016–2021

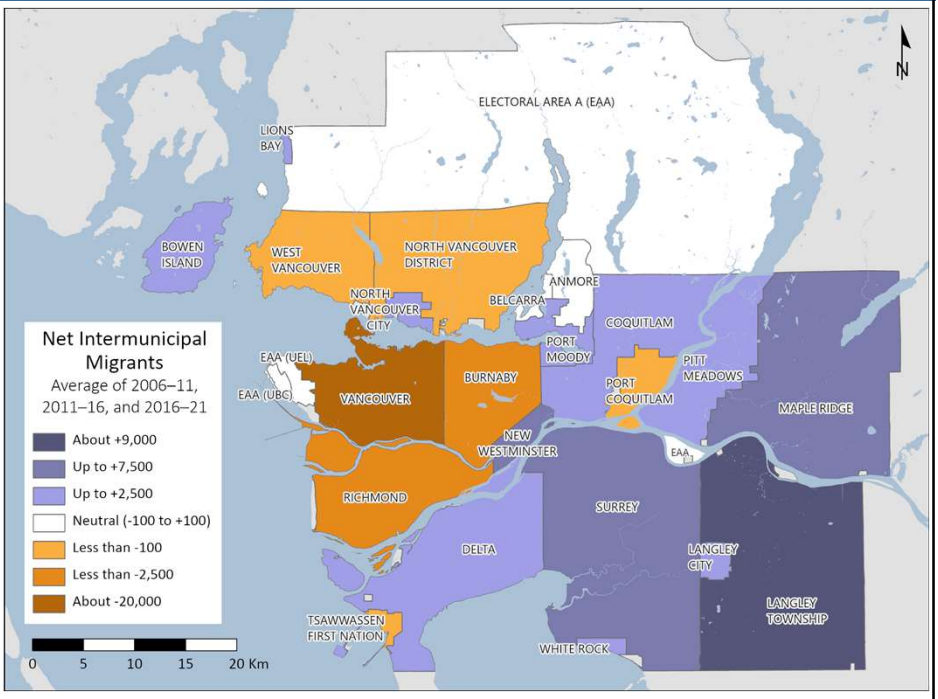


Metro Vancouver has experienced an increase in residents migrating out of the region, to other parts of BC, since 2006

Surrey, Vancouver, and Langley Township had the most out-migration for 2016 to 2021

4

Map of average net intermunicipal migration (count) by member jurisdictions, for the 2006–2011, 2011–2016, and 2016–2021 Census periods



5

AGE AND GENDER DISTRIBUTION

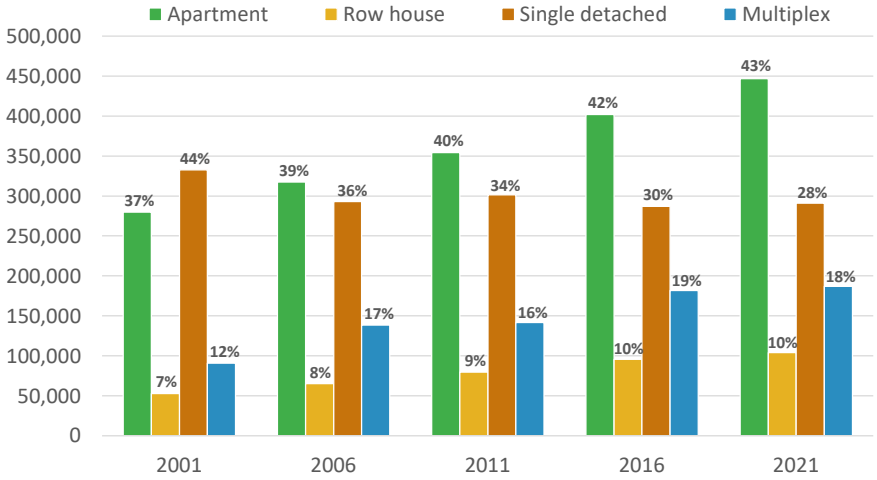
Since 2001, the population shifted from predominantly working-age (25-60 years old) to two dominant groups: **Millennials** (20-40 years old) and **Baby Boomers** (55-75 years old)

The aging population has increased the dependency ratio, putting more pressure of workers to support seniors and youth

6

HISTORIC DWELLING UNIT GROWTH

Regional dwelling unit count (bars) and proportion of regional total (%) by structure type, between 2001 to 2021, from Census counts



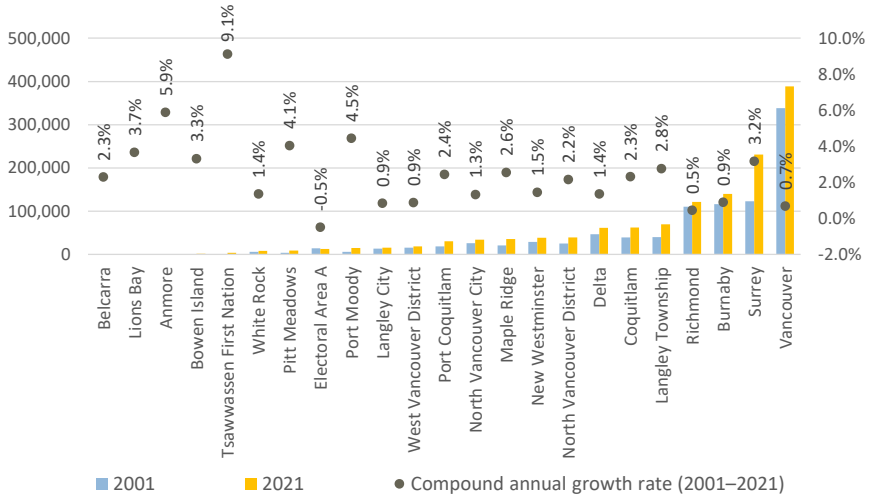
From 2001 to 2021, regional dwelling unit inventory grew by 37%

Since 2001, the number of apartment units increased by 41% – representing 43% of all units in 2021

7

HISTORIC EMPLOYMENT GROWTH

Total employment estimates (bars) for 2001 and 2021, and the 2001–2021 compound annual growth rate (points), by member jurisdiction, from Census counts



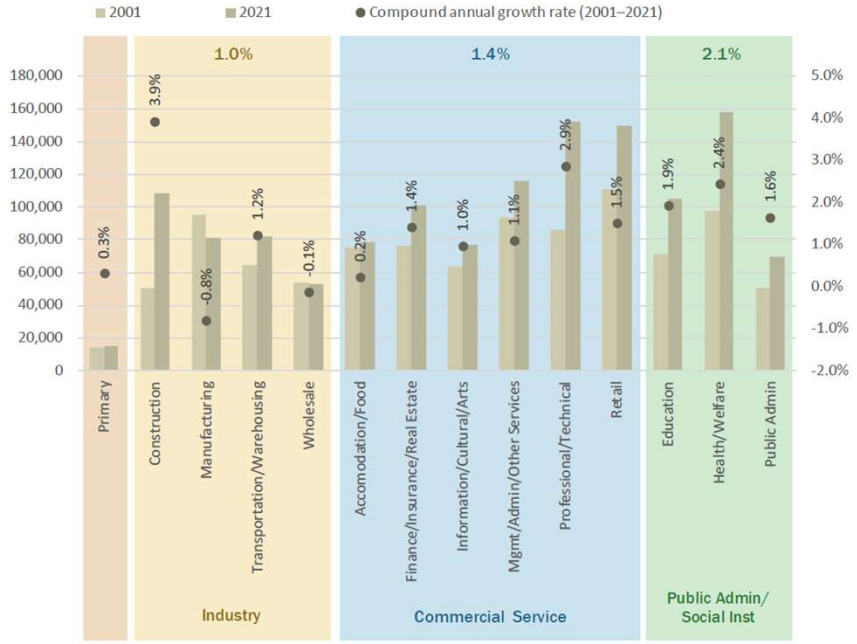
Over the past 10 years alone (2011-21), total regional employment increased by 34%, reaching 1.35 million jobs in 2021

Vancouver held the majority share of jobs, while Surrey gained 107,500 net new jobs (+87%) since 2001

8

TRENDS BY EMPLOYMENT SECTOR

Between 2001 and 2021, most of regional employment growth was in the **commercial services** (+33%) and **public administration/ social institutional** (+52%) sectors



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Thank You

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Policy and Planning, Regional Planning and Housing Services

Date: June 25, 2025 Meeting Date: July 3, 2025

Subject: **Best Practice Review & Proposed Updates for Development Cost Charge Categories**

RECOMMENDATION

That the Regional Planning Committee receive the report dated June 25, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories" for information.

At its June 12, 2025 meeting, the Finance Committee received for information the attached report dated May 23, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories" (Attachment 1). This report will be proceeding to the June 27, 2025 MVRD Board meeting.

This report is being presented to the Regional Planning Committee for information. Staff will be providing a presentation of the report to the Committee (Attachment 2).

ATTACHMENT

1. "Best Practice Review & Proposed Updates for Development Cost Charge Categories", dated May 23, 2025.
2. Presentation re: Proposed Updates to DCC Categories.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Laurel Cowan, Division Manager, Regional Land Use Policy and Planning
Regional Planning and Housing Services

Date: May 23, 2025 Meeting Date: June 12, 2025

Subject: **Best Practice Review & Proposed Updates for Development Cost Charge Categories**

RECOMMENDATION
That the MVRD Board receive for information the report dated May 23, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories."

EXECUTIVE SUMMARY
Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy best practice review and analysis of DCC categories and definitions. The intent of this project is to respond to provincial housing legislation and industry feedback, better reflect evolving development trends, and more equitably match the regional infrastructure impact associated with different land uses. This report summarizes preliminary recommendations for Committee and Board review, including:

- Adjusting residential categories and definitions to better accommodate new forms of small-scale multi-unit housing and reflect average household size;
- Introducing sub-categories for non-residential uses (e.g., industrial, commercial, institutional, agricultural development) to ensure rates more accurately reflect the infrastructure demand associated with different forms of development; and
- Not proceeding with a separate category for rental residential or area-specific rates related to regional growth areas (e.g., close proximity to transit) given the lack of a strong connection to regional infrastructure demand.

The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Program Update, along with the latest population projections and capital program updates, to inform new rate structures that will take effect from 2028 onward.

PURPOSE
To inform the MVRD Board about work completed to date and proposed updates to development cost charge (DCC) categories that will inform the 2027 DCC Program update.

BACKGROUND
In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five related projects to review and update the Metro Vancouver Development Cost Charge (DCC) program and in February 2025, the Finance Committee and MVRD Board endorsed a more detailed scope of work

for Project 2 – to conduct a policy review of best practices and update DCC categories and definitions (Reference 1). Reviewing and updating DCC categories and definitions will help to respond to recent changes in provincial housing legislation and better reflect current and evolving development trends. This work will also ensure that DCC rates are distributed among different land uses and forms of development in a way that equitably reflects their impact on regional infrastructure. This report outlines analysis completed to date along with initial recommendations for Committee and Board review.

DCC CATEGORY BEST PRACTICE REVIEW AND ANALYSIS

Metro Vancouver retained a consultant (Watson & Associates Economists Ltd.) to support a best practice review and policy analysis of potential options and approaches for DCC categories (Attachment 1). The review included an assessment of the policy and legislative framework in BC including the newly updated *Provincial Development Cost Charge Best Practices Guide* (Reference 2), a detailed survey of all Metro Vancouver member jurisdictions and TransLink DCC bylaws, and consultant expertise of DCC approaches used by municipalities across Canada. A summary of how regional DCCs are calculated is also provided in Attachment 2 for reference.

Key Topics

The review focused on the following topics:

- **Residential allocation method:** The *Provincial DCC Best Practices Guide* outlines two key options for allocating residential DCCs: per lot/per unit or by floor area. The review explored the pros and cons of each method at the regional level.
- **Small-scale multi-unit housing:** To respond to recent provincial housing legislation (Bill 44) that permits up to 4-6 units per single detached lot, the review explored approaches to best accommodate this additional density and evolving forms of small-scale multi-unit housing.
- **Non-residential categories:** Metro Vancouver currently only has one non-residential DCC rate that may not equitably capture the demand for infrastructure related to different land uses. The review explored how sub-categories could help to address this.
- **Rental residential category:** The review explored whether the DCC program could use a separate category to better support the delivery of purpose-built rental housing.
- **Area-specific charges for growth areas:** The review explored whether the DCC program could further integrate the objectives of *Metro 2050* by using geographic-based DCC rates (beyond existing sewerage areas) to encourage growth in key growth areas as outlined in the regional growth strategy (e.g., urban centres and corridors within 1 km of major transit).

Key Criteria

Options for each of the key topics were evaluated against the following key criteria:

- **Implementation:** Is this a feasible option for Metro Vancouver based on data availability at the regional level?
- **Administration:** Is the option easy to interpret and administer for Metro Vancouver and member jurisdictions?

- **Link to Infrastructure Demand:** Does the option provide a rational connection between projected growth and the demand for regional infrastructure?
- **Alignment with *Metro 2050*:** Could the option encourage or discourage certain types of development that support *Metro 2050* objectives? (e.g., creating compact communities, providing a diverse range of housing options, supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions and TransLink:** How does this align with approaches used by member jurisdictions across the region (and TransLink)?

PRELIMINARY RECOMMENDATIONS

The following table highlights preliminary recommendations for each of the key topics explored. Additional information is provided below with further details on the range of options that were assessed in the complete report in Attachment 1.

Table 1: Summary of Proposed Recommendations for Key Topic Areas

Topic Area	Current	Proposed
Residential Allocation Method	Per Lot / Per Unit	Per Lot / Per Unit
Small-scale Multi-unit Housing	Laneway included in Single Detached	Separate charge for Laneway in Single Detached (e.g., treat the same for all lots)
	Full lot (RLDU) or Townhouse rates for Multiplexes	Townhouse or Apartment rates for Multiplexes
	No definitions for Multiplexes	Add definitions for Multiplexes
Non-Residential Rates	General non-residential definition and rate category	Separate definitions and rate categories for Industrial, Commercial, Institutional, Agricultural Development
Waivers/Bylaws for projects designed to result in a low environmental impact	Agricultural Development	Consider keeping for Agricultural Development Consider expanding for other uses (e.g., Institutional)
Rental Residential (Market)	No separate rate category for market rental	No change
Area-Specific Charges for Growth Areas	Rates are not defined by *Metro 2050* growth areas (e.g., proximity to transit)	No change

Additional information on the proposed updates is provided below. Recommendations are based on the best practice review, evaluation criteria, and additional analysis and regional data (such as average household size). Given the complexities, local nuances, and variety of development types and trends, there will inherently be some simplification of complex topics, and the need to use average data in a regional DCC program. There is no perfect system, but the proposed updates are intended to better respond to current trends and more equitably reflect the regional infrastructure

impact of various types and forms of development. The DCC program will continue to be updated over time to respond to the latest data, trends, and best practices.

Residential Allocation Method

Background: The *Provincial DCC Best Practices Guide* outlines two key options for allocating residential DCCs: a 'per lot/per unit' approach or a 'floor area' approach. Metro Vancouver, along with the majority of member jurisdictions across the region, use the per lot/per unit method.

Each method has its own benefits but also presents trade-offs and challenges. Charging by floor area means that DCC fees scale with the size of residential development—for example, a 1,200 square foot home would pay more than a 500 square foot home. This approach can appear more equitable and may incentivize the development of more compact and affordable housing. However, it can also discourage the construction of larger, family-oriented homes, which remain a critical need in the region. In contrast, the per unit method applies standardized charges based on residential type (e.g., single-detached, townhouse, apartment) and the average household sizes of these different types of housing. This approach simplifies administration, ensures predictability, and aligns more directly with regional infrastructure impact (which is directly tied to average household size). It also offers greater clarity for both staff and applicants.

The report notes that while floor area could serve as a proxy for average household size, further analysis would be required to evaluate its accuracy at the regional level. For example, it is not guaranteed that a larger residential unit would have more people living in it, and therefore, more demand on regional infrastructure. To explore this option, Metro Vancouver could project forward historical property assessment data, although differences in definitions between BC Assessment and census data may pose analytical challenges. Implementing a floor area–based approach would represent a significant shift in regional methodology. Although not impossible, it would not be feasible within the timeline for the 2027 DCC Bylaw update but could be explored for future updates if desired.

Recommendation: Given its compatibility with existing regional data, alignment with most member jurisdictions and TransLink, and consistency with best practices, it is recommended that the per lot/per unit approach be maintained.

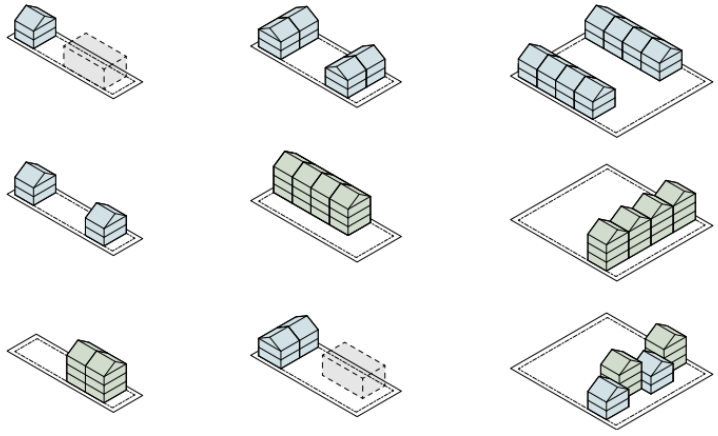
Small-Scale Multi-Unit Housing

Background: Metro Vancouver's DCC Bylaws currently define a number of residential uses and assign each to one of three residential rate categories:

- Residential Lot Development Unit (RLDU rate)
- Townhouse Dwelling Unit (Townhouse rate)
- Apartment Dwelling Unit (Apartment rate)

Given the evolving nature of housing development in the region, it is timely to revisit these residential definitions and rate categories. With the implementation of recent provincial housing legislation that permits up to 4-6 units per single detached lot, significant additional density could be added to single detached areas across the region which will impact regional infrastructure. There is also a growing variety of housing forms and designs as well as evolving data and trends related to average household size.

Figure 1: Forms of Small-Scale Multi-Unit Housing from the Province of BC *Standardized Housing Designs Catalogue* (Reference 4)



However, as these changes are still relatively new, local governments are still integrating into zoning and policy and there is not yet sufficient data to understand the uptake of different multiplex forms. Therefore, it is not recommended to create distinct multiplex categories at this time but rather provide greater flexibility within existing rate categories to better accommodate a wide variety of development scenarios.

Key Challenges: Current definitions do not adequately account for the range of small-scale multi-unit housing forms that are becoming more common in the region (Figure 1). For example:

- Definitions do not appropriately capture duplexes, triplexes, or multiplexes which can result in different charges for different housing forms with similar number of units.
- Secondary suites and laneway homes are currently only defined within single detached development. This lack of clarity is complex for administration and results in additional charges when accessory suites are integrated with duplexes, triplexes, or multiplexes.
- Multiplex units (4+) are currently charged per unit at the 'Townhouse' rate. However, as these units tend to be smaller in size, the lower 'Apartment' rate would better reflect average household size.
- The 'RLDU' rate for the single detached definition does not fully account for the larger average household size that is achievable with the two accessory units that are currently permitted (secondary suite and laneway house). This does not equitably capture potential demand on regional infrastructure and as a result, places a higher burden on other residential categories such as duplexes, triplexes, multiplexes, townhouses and apartments.

As a result of these challenges, the regional DCC framework may inadvertently discourage certain forms of small-scale multi-unit housing and/or result in less effective designs and/or illegal suites in an effort to avoid fees, which can lead to safety issues as well as impacts to livability and quality urban design. *Metro 2050*, the regional growth strategy, aims to support complete communities with a wide range of livable homes. As such, the regional DCC framework should ensure that

definitions and rate categories are as equitable as possible and adequately address a wide range of development scenarios.

Recommendations:

1. Definitions should be revised to ensure they clearly address foreseeable development scenarios and equitably allocate rates based on average household size. This includes creating definitions for duplexes, triplexes, and multiplexes, clarifying how secondary suites and laneway homes can be accommodated in various forms of development, and updating all definitions to ensure they are clear and aligned.

2. Apply the 'Townhouse' rate to duplexes and the 'Apartment' rate to triplexes, multiplexes, and laneway units to better match these housing types with anticipated average household sizes and impact on regional infrastructure. For example, duplexes, where each unit is a primary residence, these units are generally larger in size, and have a larger average household size than a multiplex unit or laneway suite.

3. Remove the laneway home as an included accessory unit in the single detached definition. While it is standard practice to permit a secondary suite within a single detached development, the addition of laneway homes has an impact on regional infrastructure and should therefore be reflected in the rate structure. The current process treats laneway homes differently if they are added to a single detached home versus a duplex or multiplex. The proposed approach is to treat a laneway home the same regardless of whatever else exists on the lot and charge the lowest 'Apartment' rate (per unit) for laneway homes. This would also allow for more design possibilities, such as laneway homes with multiple units, which is not possible under the existing structure. While this would result in a charge to add a laneway home to single detached developments, it would make the process more equitable compared to other small-scale housing forms and better reflect the impact of additional density on regional infrastructure.

   Alternative: Continue to permit one laneway home within the single detached definition and increase the 'RLDU' rate accordingly (based on the average household size of the achievable density):
   - Pros:
     - No charge for *existing* single detached developments to add a laneway house. This would be positive for applicants, helping to encourage this form of gentle density.
   - Cons:
     - Does not fully capture the impacts of additional density on existing Single detached lots on regional infrastructure.
     - A higher 'RLDU' rate would increase costs for *new* single detached lots (e.g., new subdivisions or greenfield development).

The effects of these changes would result in more equitable charges for developments with similar numbers of units and similar household size (Table 2):

Table 2: Current Residential DCC Framework vs. Recommendations

Type of Development	Current System		Recommendations		Proportional Impact to Rates
	Total Units	DCC Rate Category	Total Units	DCC Rate Category*	
Single detached with a secondary suite	2	1x RLDU	2	1x RLDU	No change
Addition of a laneway home to a Single detached lot	1	Included in RLDU	1+	1x Apartment Rate / unit	Increase
Addition of a laneway home to a Duplex, Triplex, or Multiplex	1+	1x RLDU / unit	1+	1x Apartment rate / unit	Decrease
Duplex (2 primary residences)	2	2x RLDU	2	2x Townhouse Rate	Decrease
Triplex	3	3x RLDU	3	3x Apartment rate	Decrease
Multiplex (4+ units)	4+	Townhouse rate / unit	4+	Apartment rate / unit	Decrease
Townhouse (each unit a primary residence)	Per unit	Townhouse rate / unit	Per unit	Townhouse rate / unit	No change
Apartment	Per unit	Apartment rate / unit	Per unit	Apartment rate / unit	No change

*** It is also important to note that DCC's are only charged on additional density added. For example, if a single detached development added a secondary suite, it would not be charged any DCCs as this is permitted within the 'RLDU' rate. However, if it redeveloped at a higher density, it would receive a credit for 1x 'RLDU' rate which would be applied against any DCCs payable. The full rates (with no credits) would only apply to new developments that are created through new subdivisions or greenfield development.**

Non-Residential

Background: Metro Vancouver's current 'non-residential' category is a general category for any development that is not residential. The best practice review suggests that sub-categories should help to better link DCC rates to the specific infrastructure demand of different land uses. The majority of member jurisdictions use sub-categories such as industrial, commercial, and institutional. These broad categories best align with regional data availability. A small number of jurisdictions in the region further break down these sub-categories (such as office commercial vs. retail commercial), however, the best practices review also suggests that having too many sub-categories can add complexity and as such, is not recommended at the regional level.

Through Metro Vancouver's current DCC program, it has been identified that there is a need for a separate category for agricultural developments such as greenhouses, given the unique nature of this industry and its use of regional infrastructure. As an interim solution, a waiver/reduction bylaw was created for agricultural developments that demonstrate low environmental impact (e.g., low water use). As a longer-term solution, there is a desire to create a stand-alone DCC category and determine an appropriate rate based on further data collection.

Recommendations:

1. The non-residential DCC category be broken into the following sub-categories:
    - Industrial
    - Commercial
    - Institutional
    - Agricultural development (e.g., buildings or structures on agricultural lands or for agricultural purposes)

2. Consider keeping the existing DCC Waiver/Reduction Bylaws for agricultural development that is designed to result in a low environmental impact. While the aim is to determine a suitable DCC rate in the DCC Bylaw for agricultural development, this will be based on data of average users and it may be beneficial to maintain a waiver/reduction approach for developments that can demonstrate they have less impact on regional infrastructure (e.g., systems to capture and re-use rainwater to minimize potable water use).

3. Explore other categories where it may be appropriate to establish a DCC Waiver/Reduction Bylaw where developments are designed to result in a low environmental impact that would significantly reduce impact on regional infrastructure (e.g., institutional uses).

Rental Residential Category

The Provincial best practices guide advises that DCC categories should be based on their respective demand on infrastructure or services. Establishing a separate DCC category with reduced rates for rental residential would be challenging to justify as the demand for regional infrastructure would be similar to owner occupied residential. As such, it is not recommended for Metro Vancouver to establish a separate rental residential DCC category.

Further, provincial legislation (Section 563 of the *Local Government Act)* only provides authority to local governments to waive/reduce DCCs for certain categories including: not-for-profit rental housing, for-profit affordable rental housing, subdivision of small lots designed to result in low greenhouse gas emissions, or developments designed to result in a low environmental impact. Providing a reduction/waiver for for-profit market rental housing is not possible under the current legislation.

Area-Specific Charges for *Metro 2050* Growth Areas

To determine whether the regional DCC program could better align with the goals of *Metro 2050,* the review explored whether area-specific DCC rates could be used to encourage growth in key growth areas as outlined in the regional growth strategy (e.g., urban centres, frequent transit development areas, and major transit growth corridors within 1 km of major transit). While an area-specific rate could potentially support this goal, there are many trade-offs to consider. In addition to implementation and administrative complexity, there is not a clear connection between regional infrastructure demand and transit proximity. While there can be infrastructure efficiencies with higher density development at the local scale, this is a complex topic requiring significant analysis to identify where the 'tipping point' is with regards to efficiencies. However, given that regional-scale infrastructure for water, sewer, and parks serve much larger areas, it would be challenging to clearly demonstrate efficiencies in higher density or transit-rich locations. This could also result in

regional inequities for communities that are lower density or less served by transit, particularly as these locations generally have more challenging market conditions for development to begin with. Given this context, it is not recommended to further explore area-specific rates related to growth areas for Metro Vancouver's DCC program.

Metro Vancouver does use area-based rates for its four sewerage areas across the region where capital costs and development are more easily defined within a geographic area. This review is not proposing any changes to this model.

Summary: While the review recommends not to proceed with either rental or growth area-specific DCC rates, this was an important exercise to explore whether the DCC program could be a tool to support regional objectives in these areas and advance the shared goals of *Metro 2050*. Given the limitations of DCCs as a tool to incentivize specific types or locations of development, Metro Vancouver will continue to work with members to explore other tools to support the delivery of purpose-built rental housing and growth in transit-oriented locations to contribute to a sustainable and livable region.

NEXT STEPS

The preliminary recommendations are presented for review by the Finance Committee and MVRD Board. As a next step, targeted engagement is planned with key organizations and parties who might be interested or impacted by DCCs such as:

- Member jurisdiction staff
- TransLink
- Provincial/ Federal Governments (keep informed)
- Development sector (large and small-scale residential developers, industrial, commercial, institutional developers)
- Agricultural sector
- First Nations with interests in the region
- Public and other interested parties

Final recommendations will be brought to Finance Committee and MVRD, GVS&DD and GVWD Boards in September 2025 and upon approval, integrated into the DCC Bylaw updates in 2027. Additional engagement will take place throughout the DCC Bylaw update as well as formal reviews with the Provincial Inspector.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

This work was completed through a combination of in-house resources and consultants. The consulting budget for the policy and best practice review was $50,000 which was included in the 2025 Regional Planning budget. Engagement and final recommendations will be completed in-house.

Further financial analysis and assessment of implications for Metro Vancouver's DCC program and rates will be completed as part of the planned 2027 DCC Bylaw update, that will integrate the latest population and dwelling projections, capital program, and categories/definitions to confirm the overall revenue needed for regional infrastructure and associated DCC rates.

CONCLUSION

Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy review and analysis of DCC categories and definitions to reflect current best practices and development trends and better align DCC rate categories with the infrastructure demands of different land uses.

This report summarizes work completed to date and presents preliminary recommendations for Committee and Board review. The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Bylaw update, along with updated population projections and latest capital program estimates, to inform new rate structures that will take effect from 2028 onward.

ATTACHMENTS

1. "Development Cost Charges Policy Analysis", dated April 2025.
2. Summary of How Regional DCCs Are Calculated.
3. Presentation re: Proposed Updates to DCC Categories.

REFERENCES

1. Cowan, L. February 5, 2025. Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions. Retrieved from https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=32. Accessed May 2, 2025.
2. Province of British Columbia, March 2025. Development Cost Charge Best Practices Guide. Retrieved from https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/dcc_best_practices_guide.pdf. Last accessed 2025, May 1.

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Development Cost Charges Policy Analysis (Phase 1)

Metro Vancouver Regional District

April 2025

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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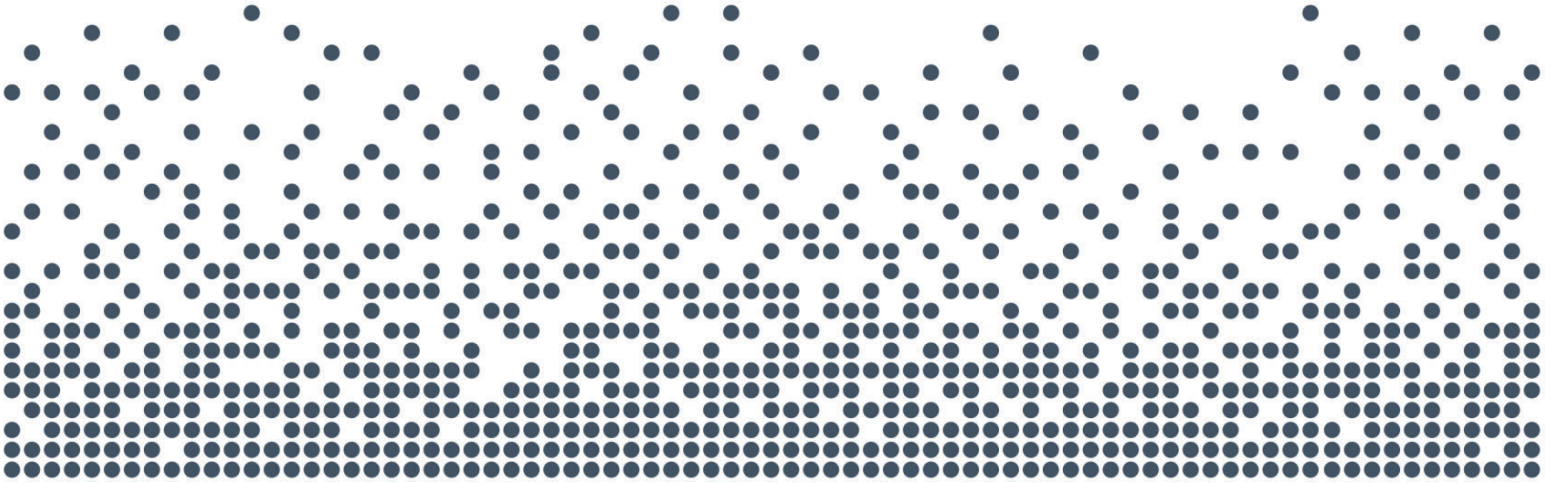
List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
BC	British Columbia
DCC	Development Cost Charges
DCL	Development Cost Levy
GVS&DD	Greater Vancouver Sewerage and Drainage District
LGA	Local Government Act



Executive Summary

Executive Summary

Introduction

In order to respond to new Provincial housing legislation and align development cost charge (DCC) policies with current forms of development, Metro Vancouver has retained Watson & Associates Economists Ltd. (Watson) to undertake a detailed policy review of its current DCC framework. This analysis has considered the following policy components:

- Allocation of residential charges to various types of development;
- Classification of multiplex residential developments;
- Classification of secondary/accessory residential units;
- Rental residential definitions;
- Allocation and basis of non-residential charges;
- Approach to charges for agricultural development; and
- Area-based DCC rates.

This policy analysis has been informed by the guidance provided in the updated Provincial DCC Best Practices Guide[1] as well as a review of the best practices of Metro Vancouver's member jurisdictions. The options presented herein are provided for the Metro Vancouver Board's consideration. This policy work will be integrated into the broader scope of work of the update to the DCC program and bylaw.

Evaluation Criteria

With respect to the policy components of this study, various options are presented and discussed. As part of the evaluation, criteria have been established to assess the viability of the various options.

With respect to each option presented in this report, an evaluation matrix was developed with the following criteria:

- **Implementation:** is this a feasible option for Metro Vancouver based on data availability at the regional level?

[1] https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_best_practices_guide_2025.pdf

- **Administration:** is the option easy to interpret and administer for the Regional District and member jurisdictions? Given that the member jurisdictions administer and collect DCCs on behalf of Metro Vancouver, the adopted policies should be easy to understand and administer across the region.
- **Link to Infrastructure Demand:** does the option provide a rational nexus between the projected growth and the demand for infrastructure/services?
- **Alignment with *Metro 2050*:** does the option encourage certain types of development that support *Metro 2050* objectives (e.g., creating compact communities, providing a diverse range of housing options, and supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions:** how many member jurisdictions across the region utilize the option?

Each option presented within this report has been assessed with respect to the above criteria, utilizing a high/medium/low/neutral evaluation as follows:

Table ES-1
Evaluation Criteria

Criteria	High	Medium	Low	Neutral
Implementation	Feasibility for implementation is strong	Feasibility for implementation provides some challenges	Difficult to implement at the regional level	No impact
Administration	Easy to interpret and administer for Metro Vancouver and member jurisdictions	Somewhat easy to interpret and administer	Difficult to interpret and administer	No impact
Link to Infrastructure Demand	Strong connection between projected growth and the relative demand for infrastructure/ services	Somewhat limited connection between projected growth and the relative demand for infrastructure/ services	Poor connection between projected growth and the relative demand for infrastructure/ services	No impact/further analysis is required
Alignment with *Metro 2050*	High potential to assist in achieving goals of *Metro 2050*	Somewhat limited potential to assist in achieving goals of *Metro 2050*	Poor ability to assist in achieving goals of *Metro 2050*	No impact/further analysis is required

Criteria	High	Medium	Low	Neutral
Alignment with Member Jurisdictions	Approach Used in More than 15 bylaws	Approach Used in 5 to 15 bylaws	Approach Used in Less than 5 by-laws	N/A

Note: for alignment with member jurisdictions, the bylaws of 19 member jurisdictions as well as the bylaw for Translink was considered.

Tables ES-3 through ES-9 provide the analysis of the options based on the above evaluation criteria. Based on the analysis set out in this report, certain options that were reviewed may not be feasible for Metro Vancouver due to availability of data, equity concerns, implementation issues, etc. Table ES-2 presents a summary of the various options for Metro Vancouver to consider for each category of review.

Table ES-2
Overview of Findings

Residential DCC Policy Analysis				Non-Residential DCC Policy Analysis		Area-Based DCC Rates Policy Analysis
Allocation of Residential Charge	**Classification of Multiplex Development**	**Classification of Secondary/ Accessory Units**	**Rental Residential Definitions**	**Allocation and Basis of Non-Residential Charges**	**Approach to Charges for Agricultural Development**	**Area Based Rates for Urban Centres/ Transit Growth Corridors**
• The Provincial DCC Best Practices Guide outlines two key options for allocating residential DCCs: per lot/per unit (current Metro Vancouver practice) or per floor area basis. • Majority of member jurisdictions utilize the per lot/per unit rate. • Data availability on growth projections at the Regional level does not allow Metro Vancouver to impose residential DCCs on a floor area basis. • Current approach aligns with Best Practices guide and data availability.	• To align with new housing legislation for multiplexes, Metro Vancouver can consider updating the 'townhouse' definition to capture multiplex developments that are permitted within the single-family lot category. The definition would capture any developments on a single lot that provides for 3 or more units. • The definition for townhouse should be renamed to 'other multiple' or other similar wording. This definition would capture all development other than single family residential dwellings and apartment units.	• The development of a single family home with up to two accessory dwelling units would currently pay the rate applicable to one single family residential unit. • To better align with infrastructure demand, a separate category for accessory units may be established. • Alternatively, definitions can be updated to provide for the third unit to be charged the 'townhouse' rate. • Although establishing a methodology to impose DCCs on these units may be more equitable, this may disincentivize the development of secondary suites and accessory units, which is counter to the goals of *Metro 2050*.	• Based on DCC legislation, a reduced rate related to for-profit residential developments cannot be provided. • Legislation prescribes the classes of development that are eligible for reductions/waivers. Metro Vancouver may choose to advocate for a change to the *Local Government Act* to allow for a reduction to permit for reduced rates related to rental residential developments.	• Current uniform non-residential DCC rate does not equitably capture the demand for infrastructure related to different land uses (e.g., some industrial or agricultural buildings have very large footprints, but may not create the same level of demand for regional infrastructure as a commercial building of the same size). • Many member jurisdictions utilize an approach to sub-categorize non-residential DCCs by type (e.g. industrial, commercial, institutional). • Separate non-residential rates are feasible at the Regional level based on data availability.	• Need for separate agricultural category has been identified given the unique nature of development and impact on infrastructure. • A separate DCC rate for agricultural development can be established based on further data collection and can be implemented relatively easily. • Separate rate will assist in establishing a nexus between the development type and demand on infrastructure. • The region can also consider maintaining the waiver/reduction bylaw along with the establishment of a separate rate.	• Assessed potential for area-based DCCs for key transit areas for better alignment with *Metro 2050*. • Not recommended at this time due to implementation issues, administrative complexity and lack of connection between growth in key transit areas and infrastructure demand. • No clear link between cost of regional infrastructure and proximity to transit areas.

Table ES-3
Evaluation of Options – Allocation of Residential Charges to Various Types of Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Per lot / per unit charge	**High** Aligns with data available for regional level projections.	**High** Easy for administration; similar to status quo.	**High** More equitably captures the use of infrastructure demands related to duplexes, triplexes compared to either single family (one unit) or multi-family (townhouse and apartments)	**Low** Does not incentivize more compact forms of development or smaller sized units.	**High** 18 bylaws use this approach
2. Creating a new unit category for apartments (e.g. large vs. small apartments)	**Medium** Possible to implement with regional level data projections, but would require additional analysis.	**Medium** Somewhat more complex for member jurisdictions to implement.	**High** Additional apartment category could provide for lower charges on smaller apartment units (defined by either bedroom size or floor area). This would be consistent with a lower persons per unit in small apartments, which provide for a lower demand on infrastructure.	**Low** Would not support family-friendly housing and may disincentivize family-sized apartment units, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
3. Imposing charges on floor area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement	**Low** Further analysis is required to understand connection between infrastructure costs and floor area.	**Low** Would not support family-friendly housing, a key objective of *Metro 2050*. Further, may not be an equitable approach to apply across the region given that more urbanized, dense areas may only provide for higher-density housing, whereas other member jurisdictions may provide predominantly	**Medium** 7 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
				low- and medium- density housing. Note: could support more compact development of single family homes.	
4. Per unit charge that varies with density (e.g. differentiated charge based on total units per hectare)	**Low** Difficult to develop growth projections based on data availability at the regional level.	**Low** More complex for member jurisdictions to implement.	**Medium** Further analysis is required to ensure a nexus between infrastructure costs and density of development for the development of equitable rates. Can be a complex relationship depending on many factors.	High – higher density forms of development could support more compact urban design and efficient land development, consistent with the goals of *Metro 2050.*	**Low** 1 bylaw uses this approach
5. Imposing charges on a per hectare of parcel area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement.	**Medium** Can separate charges for low-, medium-, and high-density development based on demand for services, however, within each category there is less of a correlation between parcel size and demand for service.	**Low** Would not support compact communities and incentivize sprawl as lower density development would incur a lower charge per hectare.	**Low** 1 bylaw uses this approach

Table ES-4
Evaluation of Options – Classification of Multiplex Developments

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Update townhouse definition	**High** Aligns with data available for regional level projections	**High** Straightforward approach to capture multiplexes (e.g. triplexes, fourplexes, etc.). Common practice among member jurisdictions.	**Medium** Similar household sizes for townhouses and multiplexes. Water/liquid waste needs are somewhat different for townhouses relative to multiplexes. May result in an inequitable application of the charge.	Neutral*	**Medium** 5 bylaws use this approach
2. Create multiplex charge category	**Low** Given recent legislative changes, uptake of multiplex units is not yet well understood. Member jurisdictions are currently updating plans and zoning to align with new legislation. Current data does not reflect these changes and will need to be updated.	**Medium** Differs from current approach, but similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach.	**High** Differentiating between development types through different categories in the bylaw provides for a more equitable calculation of the charge.	Neutral*	**Low** 1 bylaw uses this approach

*Further analysis is required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

Table ES-5
Evaluation of Options – Classification of Secondary/Accessory Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Include in charge for low density residential (i.e. no additional charge for these units)	**High** Consistent with current approach.	**High** Aligns with approach used by member jurisdictions.	**Low** Inequitable approach given that these units utilize regional services but are not being charged on the basis of their need for services.	**High** Encourages the development of secondary suites and laneway homes which aligns with Metro 2050 objectives. However, may discourage development of multiplexes (more than two (2) units per lot).	**High** 19 bylaws use this approach
2. Establish separate category/charge	**High** Data is available on development projections at the regional level	**Low** Inconsistent with approach used by some member jurisdictions, however aligns with approach used by TransLink and certain member jurisdictions. Secondary suites are often added after approval of initial building. A DCC for these units may result in illegal suites and safety issues.	**High** More equitable approach to link infrastructure	**Medium** May disincentivize the development of secondary suites/laneway houses, which is counter to *Metro 2050* goals, however, could encourage the development of more units per lot depending on the calculated charges.	**Low** 2 bylaws use this approach
3. Update definitions for third accessory unit	**High** Relatively easy to implement change to current approach. Would only require a change in the definitions in bylaws.	**High** Would require communications with member jurisdictions regarding change in approach.	**Medium** Impacts would vary depending on type of unit and relative infrastructure burden. Units would be charged at the Other Multiple/Medium Density rate, and impacts may vary depending on the type of unit constructed (e.g. laneway house versus garden suite).	**Low** May disincentivize additional units on single family dwelling lots which is counter to Metro 2050 goals.	**Low** 4 bylaws use this approach

Table ES-6
Evaluation of Options – Rental Residential Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (i.e. no special treatment of rental units)	**High** Current program supported by data availability.	**High** Current approach	**High** Assuming that rental housing units have the same demand for infrastructure as owned units	**Low** Current system does not incentivize rental unit development, a key objective of *Metro 2050*	**High** 20 bylaws use this approach
2. For-Profit Affordable Rental Housing Waiver	**High** Permitted by Provincial legislation.	**Medium** Additional administration for an expanded waiver program. Waivers provided would need to be funded by taxpayers/ratepayers (i.e. cannot be funded by other forms of development).	**Low** Development of rental units still provides for a demand for services. Providing a waiver for DCCs is counter to this.	**High** Assists in expanding rental housing, which is a key objective of *Metro 2050.*	**Medium** 5 bylaws use this approach
3. Establish Market Purpose-Built Rental Housing Category	**Low** Need to identify a difference in demand for services between owned and rental apartments.	**High** No additional administrative burden, would simply be an additional category in the DCC bylaws.	**Low** Would need to establish that rental housing units provide or a lower demand for services relative to otherwise equivalent owned units.	**Neutral** Dependent on calculated rates. If rates are lower this would support more rental development..	**Low** 0 bylaws use this approach

Table ES-7
Evaluation of Options – Allocation and Basis of Non-Residential Charges

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (One non-residential category)	**High** Current approach	**High** Current approach is simple and easy to administer	**Low** Does not equitably capture the demand for infrastructure related to different land uses.	**Low** Industrial and agricultural development can have very large building footprints are charged the same rate as commercial buildings, but do not have the same impact on infrastructure demand. Supporting industrial and agricultural development is an objective of *Metro 2050.*	**Low** 2 bylaws use this approach
2. Categorize non-residential development between industrial, commercial, and institutional	**High** Development projections for these three categories are generally readily available at the regional level	**High** Aligns with approach taken by most member jurisdictions and TransLink.	**High** More closely aligns the type of development with the demand for infrastructure	**High** In general, industrial and agricultural developments tend to pay a lower charge per square foot when a differentiated non-residential charge is utilized. This would assist in supporting the objectives of *Metro 2050.*	**High** 17 bylaws use this approach
2a. Further sub-categorize commercial or industrial	**Low** further subcategorizations may be difficult to implement based on data availability limitations at the regional level.	**Low** additional subcategorizations would require additional interpretation of bylaws and can be problematic when uses change over time.	**High** subcategorizations may provide for a more direct link between development and relative impact on services and infrastructure.	**Neutral**	**Medium** 8 bylaws use this approach
2b. Impose industrial rates on a parcel area basis	**Low** There may be challenges with respect to data availability at the regional level on development projections.	**Medium** Straightforward approach in calculating and imposing DCCs.	**Low** unclear whether parcel area is linked to demand for services or infrastructure.	**Neutral**	**Low** 2 bylaws use this approach

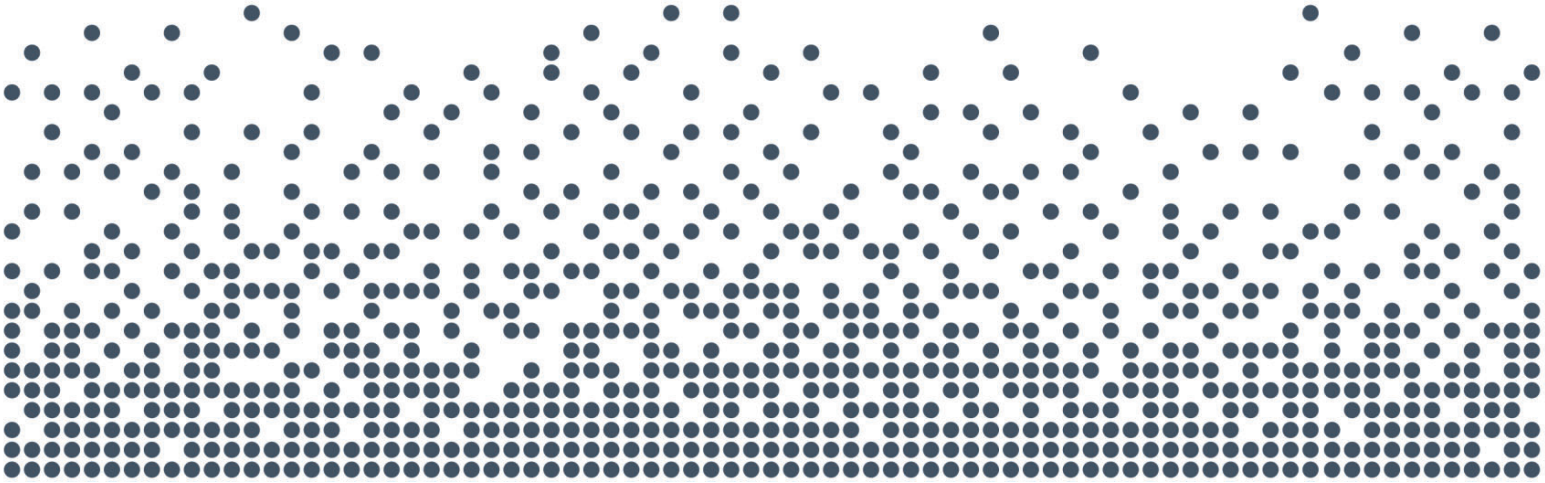
Table ES-8
Evaluation of Options –Agricultural Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Continue to provide for a waiver/ reduction of DCCs for agricultural development agricultural development that have a low environmental impact	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**Low** Additional staff time/resources required to administer DCC. Funding of the reduction/waiver is required from Regional District's taxes/rates.	**High** Development that can prove a low environmental impact will have less burden on capital infrastructure.	**High** Waiver will assist in supporting agriculture development, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
2. Develop a separate DCC category for agricultural development	**Medium** Limited current and comprehensive data availability on agricultural water use and demand on infrastructure	**High** Straightforward to administer. Would require communication with members about the new approach.	**High** Assuming these developments have a lower relative demand for infrastructure, DCC rate will be consistent with the impact on services these developments will have, relative to other non-residential uses.	**High** Assuming the agricultural rate is lower than other non-residential DCC rate(s), assists in supporting agriculture development, a key objective of Metro 2050.	**Low** 4 bylaws use this approach

Table ES-9
Evaluation of Options – Area-Based Rates for Urban Centres/Transit Growth Corridors

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status quo	**High** Current approach	**High** Current approach is straightforward to administer and implement.	**Medium** Difficult to establish a direct nexus between the cost of infrastructure and development in urban centres given the regional nature of Metro Vancouver's infrastructure.	**Low** Uniform rates do not incentivize growth in urban centres/transit growth corridors, a key objective of *Metro 2050.*	**High** 19 bylaws use this approach
2. Develop Area Based Rates for Urban Centres/ Transit Growth Corridors	**Medium** Data not currently available, further analysis needed.	**Low** Metro Vancouver does not collect the Regional DCCs. Must rely on member jurisdictions to collect and remit the charges which places the burden of understanding and administering the DCC on member jurisdictions. Additional area based charges would further complicate the application of DCCs on new development.	**Low** No clear link between the cost of regional infrastructure and proximity to transit/urban centres.	**High** A differentiated rate (assuming the rate is lower for urban centres) would incentivize growth in these areas, which is a key objective of *Metro 2050.*	**Low** 1 bylaw uses this approach*

*Note: related to Port Moody's transit oriented development area DCC category for multi-residential development greater than 6 storeys. The DCC per square metre is higher than multi-residential development outside or a transit-oriented development area up to 6 storeys.



Report

Chapter 1
Introduction

1. Introduction

1.1 Purpose of Document

Metro Vancouver is currently undertaking a detailed review of its development cost charge (DCC) framework to align policies with current forms of development and respond to new Provincial housing legislation. As part of this work, Metro Vancouver has retained Watson & Associates Economists Ltd. (Watson) to undertake a policy review. The objective of this analysis is to ensure equitable distribution of DCCs based on growth and demand for infrastructure and services. This policy review is being undertaken as part of a broader scope of work in advance of the update to the DCC program and bylaw.

This report provides information related to the following components:

- Criteria for evaluation of the options provided for consideration;
- Residential DCC policy analysis;
- Non-residential DCC policy analysis; and
- Area-based rates DCC policy analysis.

In addition, appendices are provided related to the following:

- Background on the policy and legislative framework in British Columbia; and
- Detailed survey of policies of all Metro Vancouver member jurisdictions.

Further information on the outline of the report and analysis is provided in Chapter 2. This report provides various options for the Metro Vancouver Board's consideration. A discussion of each option is provided along with an evaluation utilizing a framework of criteria. This report has been prepared for Metro Vancouver who will conduct further review, refinement, and coordination of DCC policies for inclusion in the upcoming DCC bylaw update.

Chapter 2
Overview of Policy Analysis and Criteria for Evaluation

2. Overview of Policy Analysis and Criteria for Evaluation

2.1 Overview of Policy Analysis

The policy analysis presented herein provides a review on a variety of DCC policy considerations. These policies include:

- Allocation of residential charges to various types of development;
- Classification of multiplex residential developments;
- Classification of secondary/accessory residential units;
- Rental residential definitions;
- Allocation and basis of non-residential charges;
- Approach to charges for agricultural development; and
- Area-based DCC rates.

With respect to each component noted above, a best practices review was undertaken to understand current practices utilized by Metro Vancouver's member jurisdictions to identify areas to align policies where possible. Further, a review of the Province's recently updated DCC Best Practices Guide[1] was also undertaken to ensure the options presented herein are aligned with the recommendations provided in the guide. The options provided are also informed by a consideration of best practices utilized by municipalities across Canada. Various policy-related options are presented for Metro Vancouver's consideration with an evaluation of each.

2.1.1 Principles of Metro 2050

Metro 2050, the regional growth strategy, outlines a number of strategic goals and priorities for Metro Vancouver. This policy analysis has been undertaken to review the various options and how they may assist in achieving those goals. Key goals that are relevant to DCC policies include:

[1] https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_best_practices_guide_2025.pdf

- Creating a compact urban area – focus growth inside the Urban Containment Boundary. Complete communities with access to a range of housing choices and concentrating growth in transit-oriented centres and corridors.
- Supporting a sustainable economy through the long-term protection of industrial, employment, and agricultural lands.
- Providing diverse and affordable housing choice which includes increasing supply of purpose-built rental housing, housing in proximity to transit and housing for those with lower incomes.

2.2 Criteria for Evaluation

With respect to the policy components of this study, various options are presented and discussed. As part of the evaluation, criteria have been established to assess the viability of the various options.

With respect to each option presented in this report, an evaluation matrix was developed with the following criteria:

- **Implementation:** is this a feasible option for Metro Vancouver based on data availability at the regional level?
- **Administration:** is the option easy to interpret and administer for the Regional District and member jurisdictions? Given that the member jurisdictions administer and collect DCCs on behalf of Metro Vancouver, the adopted policies should be easy to understand and administer across the region.
- **Link to Infrastructure Demand:** does the option provide a rational nexus between the projected growth (average household size of different dwelling types for residential and projected number of employees for non-residential) and the demand for infrastructure/services?
- **Alignment with *Metro 2050*:** does the option encourage certain types of development that support *Metro 2050* objectives (e.g., creating compact communities, providing a diverse range of housing options, and supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions:** how many member jurisdictions across the region utilize the option?

Each option presented within this report has been assessed with respect to the above criteria, utilizing a high/medium/low/neutral evaluation as follows:

Table 2-1
Metro Vancouver
Criteria for Evaluation of Options

Criteria	High	Medium	Low	Neutral
Implementation	Feasibility for implementation is strong	Feasibility for implementation provides some challenges	Difficult to implement at the regional level	No impact
Administration	Easy to interpret and administer for Metro Vancouver and member jurisdictions	Somewhat easy to interpret and administer	Difficult to interpret and administer	No impact
Link to Infrastructure Demand	Strong connection between projected growth and the relative demand for infrastructure/ services	Somewhat limited connection between projected growth and the relative demand for infrastructure/ services	Poor connection between projected growth and the relative demand for infrastructure/ services	No impact/further analysis is required
Alignment with *Metro 2050*	High potential to assist in achieving goals of *Metro 2050*	Somewhat limited potential to assist in achieving goals of *Metro 2050*	Poor ability to assist in achieving goals of *Metro 2050*	No impact/further analysis is required
Alignment with Member Jurisdictions	Approach Used in More than 15 bylaws	Approach Used in 5 to 15 bylaws	Approach Used in Less than 5 by-laws	N/A

Note: for alignment with member jurisdictions, the bylaws of 19 member jurisdictions as well as the bylaw for TransLink were considered.

Chapter 3
Residential DCC Policy Analysis

3. Residential DCC Policy Analysis

3.1 Introduction

This section of the report provides observations and policy considerations on the following residential DCC policies:

- Methodology utilized in allocating DCCs for residential development;
- Classification of multiplex developments;
- Classification of secondary/accessory units; and
- Application of DCCs to rental residential developments.

The discussion of the options for consideration herein aligns with the *Local Government Act* and the Province's DCC Best Practices Guide.

3.2 Allocation of Residential Charge

3.2.1 Metro Vancouver Current Practice

Metro Vancouver currently imposes residential DCCs on a per unit basis for apartments and townhouses. For all other residential development DCCs are imposed on a per lot basis (residential lot development unit). The DCC bylaws provide for the following definitions related to residential units and lots:

> ***"Residential Dwelling Unit"*** *means a Dwelling Unit in a building or structure that contains or may contain up to three Dwelling Units.*
>
> ***"Residential Lot Development Unit"*** *means a Dwelling Unit on a lot (not including an Apartment Dwelling Unit or a Townhouse Dwelling Unit) but, if the Dwelling Unit is a Single Family Residential Dwelling, also includes:*
>
> *(a) The construction, alteration or extension of a building or structure for up to one Secondary Suite in the Single Family Residential Dwelling Unit*
>
> *(b) The construction, alteration or extension of up to one Laneway House, or*
>
> *(c) Both.*

Single Family Residential Dwelling is defined as follows:

> ***"Single Family Residential Dwelling"*** *means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit.*

Apartments and townhouses are defined as follows:

> ***"Townhouse Dwelling Unit"*** *means a Dwelling Unit in a building or structure that contains or may contain four or more Dwelling Units, whereby each dwelling unit has a direct exterior entrance.*
>
> ***"Apartment Dwelling Unit"*** *means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units.*

Based on the above definitions, if a residential development is not classified as an apartment or townhouse, then the development is charged on a per lot basis.

The Province introduced new legislation in 2023 that enables the development of small-scale, multi-unit housing which may increase the number of units that can be developed on a single residential lot. Examples of these types of units include secondary suites in single-family dwellings, detached accessory dwelling units (e.g. garden suites or laneway homes), triplexes, townhomes, and house-plexes. Note: Given that this is a relatively recent legislative change, there is limited data on the uptake of small-scale, multi-unit housing that can be utilized to inform dwelling unit projections. In addition, given the recency of the change in legislation and based on a review of local practices, bylaws of member jurisdictions do not currently reflect the new changes. This component of the review should be revisited in the future once uptake of these units are better understood by Metro Vancouver and member jurisdictions.

Based on the definitions above, secondary suites and detached accessory dwelling units have been incorporated into the residential lot definition (if included in or with a single-family dwelling unit). Triplexes would be charged the rate of three (3) residential lot development units and four-plexes would be charged at the townhouse rate, assuming that all dwelling units have a direct exterior entrance.

DCCs are utilized to recover the capital costs associated with new development and redevelopment. The calculation of the DCCs is based on deriving a nexus between the cost of infrastructure and the charge categories. For example, one single-family home may have 3 persons per unit, whereas a triplex may have 2 persons per unit for a total of 6 people. Imposing the same charge for a single-family home and a triplex through a "per lot" approach, may result in inequity in the DCCs. In addition, different dwelling forms provide for differing impacts on water and liquid waste usage. For example, a single family home with a large yard may use more water than a townhouse (e.g. more lawn watering, potential for a pool, etc.). Given these considerations, imposing DCCs on a per unit basis may be more appropriate than on a per lot basis.

The following subsections provide some observations from the member jurisdictions in Metro Vancouver, the recommended methodology from the Provincial DCC Best Practices Guide, as well as calculation options for consideration.

3.2.2 Observations from Review of Local Practices

In general, the member jurisdictions across Metro Vancouver impose residential DCCs in a similar manner as Metro Vancouver, however there are some variations that are observed across the Regional District. For example, some jurisdictions (e.g. Maple Ridge, Richmond, Port Moody, etc.) impose DCCs on a per square foot of dwelling unit basis for multi-family/higher density developments.

Other variations observed are as follows:

- **New Westminster** imposes DCCs on a single detached unit based on the area of the parcel.
- The **City of Vancouver** imposes development cost levies (DCLs) based on floor space ratio, which is defined as the area of the floors of the building on a site, divided by the area of the site. A higher floor space ratio provides for a higher per square metre charge.
- **Port Moody** provides for a higher DCC per square metre for multi-residential developments that are greater than 6 storeys or is in a Transit-Oriented Development Area, whereas **Maple Ridge** provides for a lower DCC per square metre for these same developments.
- The **City of North Vancouver** charges a per lot rate at the time of subdivision or a per square metre rate at the time of building permit, which does not vary based on the density of the development.

- The **Township of Langley** provides for four different residential categories that are based on the overall density of development (e.g. units per hectare), such that higher densities are charged a lower DCC per unit.
- **Delta** provides for a separate charge for congregate care which is imposed based on the number of sleeping units.

3.2.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide notes the common approaches utilized by local governments in setting residential DCC rates:

Table 3-1
Metro Vancouver
DCC Best Practices Guide – Common Approaches for Residential DCC Rates

Approach	Considerations
Per lot/per unit approach	• Ties DCCs to specific building forms • Data to develop growth projections is readily available • Does not account for newer housing trends (e.g. smaller single-family homes or larger multi-family dwelling units) • Could charge based on number of bedrooms (e.g. one bedroom or fewer apartments versus two or more bedrooms).
Square Footage Approach	• Based on floor area of a development • Aligns well with multi-family developments

3.2.4 Options for Consideration

Most Metro Vancouver member jurisdictions impose residential DCCs on a per unit basis, with some jurisdictions imposing DCCs for medium- and high-density units on a per floor area basis. Imposing the charge on a per lot/unit basis is consistent with best

practices observed across British Columbia and Canada[1]. The following subsections provide an analysis associated with the per lot/per unit and square footage approaches (along with sub-options associated with these methodologies) that may be utilized in allocating residential charges.

3.2.4.1 Development Unit Option

Overview

Imposing DCCs on a per unit basis is a widely accepted practice. This approach creates an equitable link between the increased need for infrastructure and services and projected population growth and then allocates those costs to the different residential development categories. Further, Census data and development projections developed by most local governments are expressed based on unit type, which provides for less administrative effort in calculating the DCC.

Single Family Dwelling

As noted, currently Metro Vancouver charges single family dwellings on a per lot basis (note: a single-family dwelling which is subject to the per lot charge can also include a secondary suite and laneway house with no additional DCCs for these secondary units). Moving to a per unit basis would mean that the additional units allowed to be constructed on a single-family lot, would each be subject to DCCs. This would be easy to implement as the data required to undertake the calculations is readily available. In addition, administration would be relatively easy due to similarity to the current approach. This approach would more equitably capture the nexus between infrastructure needs and the amount of the charges imposed since the capital needs are predominantly population based and the charges would apply based on number of units. This approach may not incentivize more compact forms of development or smaller sized units as the charge for a 1,200 square foot home would be the same as the charge for a 4,000 square foot home. With respect to alignment with Metro 2050, this approach would not appear to have a significant impact on supporting compact communities of family-friendly housing.

[1] Based on Watson's experience in undertaking Development (Cost) Charge studies in BC, Alberta, Saskatchewan, Manitoba, Ontario, New Brunswick, and Nova Scotia.

Apartment Categories

Given the evolving housing trends in recent years, (e.g. more compact single-family units and larger multi-family residential developments), the Regional District may consider providing for an expanded residential categorization for apartments. This may include differentiating between low-rise and high-rise apartments (similar to the City of Maple Ridge) or providing for varied multi-residential categories such as separating the apartment category into large vs. small apartments (which may be defined by number of bedrooms or floor space of the units). Implementation of this approach could be undertaken, however additional analysis would be required to determine the appropriate persons per unit assumptions to utilize for small vs. large apartments, and if the persons per unit should vary by member jurisdiction. Administration would provide some complexities for member jurisdictions in applying the charges if they were to be based on low-rise vs. high-rise apartments. Utilizing an approach whereby smaller apartment units are a separate category would provide for a good nexus between the capital needs and the charges (since smaller apartments would have a lesser persons per unit assumption on average). This could disincentivize family-sized units as developers may seek to minimize charges paid by building more small units.

3.2.4.1.1 Density Gradient Option

A similar approach to the above option of a per unit/per lot approach is to impose DCCs based on a density gradient. For example, the Township of Langley imposes residential DCCs based on four different categories which are provided as follows:

- **Residential 1:** residential developments having a density of 15 or less dwelling units per hectare;
- **Residential 2:** residential developments having a density greater than 15 and up to 44 dwelling units per hectare;
- **Residential 3:** residential developments having a density greater than 44 and up to 74 dwelling units per hectare;
- **Residential 4:** residential developments having a density greater than 74 units per hectare;

Within this rate structure, lower density developments are charged a higher DCC per unit. This rate structure may assist in achieving more compact urban design and efficient land development, consistent with the goals of *Metro 2050*. Census information

and development projections are not typically expressed based on density, so the data may not be readily available to calculate DCCs based on this methodology.

Further, similar to the discussion above on imposing DCCs based on floorspace, there may be less of a correlation between the demand for infrastructure and lot sizes. Further analysis should be undertaken on the nexus between the infrastructure needs set out in the calculation of the charges and the anticipated development density categories used to impose the charge.

3.2.4.2 Floorspace Option

DCCs imposed on a floorspace basis are less widely used by member jurisdictions across the District, however, it is an accepted option by the Province and may be considered as part of this policy review.

The need for infrastructure and services is generally linked to population/unit growth. Dwelling size by floor area does not necessarily correlate with the number of persons residing in that unit, however, may be considered an acceptable proxy.

While the correlation between need for services and dwelling unit floor area may not be clear, imposing DCCs on a floor area basis may promote more compact and higher-density communities, given the financial incentive of lower DCCs on smaller units.

If the District seeks to explore this option in further detail, an analysis should be undertaken to determine if a relationship exists between the overall square footage of a residential building and the number of occupants (i.e., persons per square foot). Census and local government data can be analyzed to determine if recent housing trends provide for a higher persons per square foot in larger building forms.

Implementation of this approach may be challenging as regional growth projections are not provided on the basis of unit sizes. Further, administration of this approach would be more complex for member jurisdictions, since many do not impose the charges in this manner. Although this approach may support more compact development of single family homes, this could also disincentivize development of family-sized apartment units and multiplexes.

3.2.4.2.1 Parcel Area Option

In addition to imposing DCCs on floorspace, DCCs can also be applied on a parcel area basis for residential development. Low, medium, and high-density categories can be established for the charges per hectare. This approach may provide the ability to align capital needs with the categories of charges for certain services. For example, for transportation services, the calculations are typically undertaken by considering the trip generation per category. High-density uses tend to have a lower trip per unit. Assumptions on trips per high-density unit can be applied to various density categories. This approach can be similar for low and medium density categories. With respect to water and wastewater servicing, this may be more challenging since the capital needs are typically determined on a per capita basis. Within each charge category, there may be less of a correlation between the demand for infrastructure and the size of a parcel. Further analysis would be required to understand the link between infrastructure and development.

Implementation of this rate approach and administration may be challenging since growth projections would need to be developed to calculate DCCs appropriately and this approach does not align with the majority of member jurisdictions. This approach does not align with Metro 2050 and may not incentivize higher density development.

3.2.5 Other Considerations for Residential Definitions

With the recent legislative changes through Bill 44, *Housing Statutes (Residential Development) Amendment Act, 2023,* three (3) to six (6) units are permitted on a lot, depending on the lot size and proximity to transit. The DCC bylaws define townhouse and apartment units wherein there are four (4) units or more. Therefore, residential lot development units (i.e. the charges on a per lot basis) would appear to be utilized for multi-plex developments. This could result in duplexes or triplexes being charged the rate of one single-family unit. With respect to multiplexes with more than three (3) units, it would appear that these units would be charged the townhouse or apartment rate, depending on the access to each unit (e.g. common access and two (2) storeys or more would be classified as an apartment).

3.2.6 Evaluation of Options

The following table provides a high-level evaluation of the various options, based on the criteria established in Section 2.2. Each option is evaluated on high/medium/low/neutral scale in whether the option appropriately addresses the criteria.

Table 3-3
Metro Vancouver
Evaluation of Options – Allocation of Residential Charge

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Per lot / per unit charge	**High** Aligns with data available for regional level projections.	**High** Easy for administration; similar to status quo.	**High** More equitably captures the use of infrastructure demands related to duplexes, triplexes compared to either single family (one unit) or multi-family (townhouse and apartments)	**Low** Does not incentivize more compact forms of development or smaller sized units.	**High** 18 bylaws use this approach
2. Creating a new unit category for apartments (e.g. large vs. small apartments)	**Medium** Possible to implement with regional level data projections, but would require additional analysis.	**Medium** Somewhat more complex for member jurisdictions to implement.	**High** Additional apartment category could provide for lower charges on smaller apartment units (defined by either bedroom size or floor area). This would be consistent with a lower persons per unit in small apartments, which provide for a lower demand on infrastructure.	**Low** Would not support family-friendly housing and may disincentivize family-sized apartment units, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
3. Imposing charges on floor area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement	**Low** Further analysis is required to understand connection between infrastructure costs and floor area.	**Low** Would not support family-friendly housing, a key objective of *Metro 2050*. Further, may not be an equitable approach to apply across the region given that more urbanized, dense areas may only provide for higher-density housing, whereas	**Medium** 7 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
				other member jurisdictions may provide predominantly low- and medium- density housing. Note: could support more compact development of single family homes.	
4. Per unit charge that varies with density (e.g. differentiated charge based on total units per hectare)	**Low** Difficult to develop growth projections based on data availability at the regional level.	**Low** More complex for member jurisdictions to implement.	**Medium** Further analysis is required to ensure a nexus between infrastructure costs and density of development for the development of equitable rates. Can be a complex relationship depending on many factors.	High – higher density forms of development could support more compact urban design and efficient land development, consistent with the goals of *Metro 2050.*	**Low** 1 bylaw uses this approach
5. Imposing charges on a per hectare of parcel area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement.	**Medium** Can separate charges for low-, medium-, and high-density development based on demand for services, however, within each category there is less of a correlation between parcel size and demand for service.	**Low** Would not support compact communities and incentivize sprawl as lower density development would incur a lower charge per hectare.	**Low** 1 bylaw uses this approach

3.3 Classification of Multiplex Developments

3.3.1 Metro Vancouver Current Practice

Metro Vancouver's current DCC bylaws do not explicitly provide definitions for multiplex developments. Based on the definition of Townhouse Dwelling Unit, it appears that multiplex developments would be charged at the townhouse rate, if the development has at least four units and each dwelling unit has a direct exterior entrance. If the multiplex development is at least two storeys, contains four or more units, and provides for a common exterior entrance, then the dwelling units would be charged the apartment rate.

Note: as per the discussion provided in Section 3.2.5 above, duplex and triplex developments would be charged at the residential dwelling rate on a per lot basis.

3.3.2 Observations from Review of Local Practices

Generally, member jurisdictions charge duplexes at the low density/single-family rate, whereas all other multiplexes are charged at the townhouse/medium density rate. Some member jurisdictions explicitly include multiplexes within the townhouse definition in the bylaw, whereas in other jurisdictions, the treatment of multiplexes can be inferred based on the definition of townhouse.

For example, Burnaby, Maple Ridge, Port Moody, District of North Vancouver, and Port Coquitlam all include triplexes/multiplexes within the townhouse/medium density definitions within the bylaw.

The City of Coquitlam provides for a differentiated charge which includes duplexes, triplexes, fourplexes, and multiplex which are charged on a per unit basis. This rate is similar to the townhouse rate for all services except Transportation, where the per unit charge is approximately 50% higher, presumably due to the increased need for Transportation services for multiplex developments.

3.3.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide does not provide any specific guidance related to the treatment of multiplex units, however, the guide does state that the breakdown should be informed by the "demand for services" within each category (e.g., different types of residential land uses will impact the demand for water capacity differently).

3.3.4 Options for Consideration

With the recent legislative changes that allow for the development of small-scale, multi-unit homes on single family lots and duplex lots, it is important to provide clarity as to how multiplex developments would be categorized in a DCC bylaw to ensure equity in the imposition of DCCs. The following subsections provide options as to how DCCs can be applied to these units.

3.3.4.1 Update Existing Definitions

Metro Vancouver's existing framework is based on imposing differential DCCs on single family units, townhouses, and apartments. The townhouse definition can be updated to incorporate multiplex developments. As noted in the observations from the local practices survey, this is a common practice across the District. The current DCC category for townhouses can be renamed to "Other Multiples" and can be defined as all residential development types that do not meet the definition of a single family dwelling or apartment development. This is a common practice utilized in other jurisdictions such as Ontario and provides for any developments not captured in the single family or apartment definitions to fall into this 'Other Multiple' category.

Other Multiple can be defined as follows:

> *"other multiple" means all residential development other than a single family residential dwelling or apartment dwelling unit.*

The definition can be expanded to provide examples of what is included in the other multiple category by providing a listing preceded by "including but not limited to".

Utilizing this approach would be simple to implement and straightforward from an administrative perspective. As development applications are received, the member jurisdiction can easily determine the appropriate charge. This approach would however have a low link between the required infrastructure and the DCC as multiplexes may have a greater number of people relative to a townhouse, but pay the same charge. Further analysis would be required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

3.3.4.2 Multiplex Development Category

Alternatively, the District may establish a distinct residential category for multiplex developments, similar to the City of Coquitlam. This may provide for a more equitable calculation of the charge given that townhouses and multiplexes have somewhat different water and liquid waste service needs. From an administrative perspective, this differs from the current approach but is similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach to those member jurisdictions that do not employ this method. Further analysis would be required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

Given that member jurisdictions are still working to integrate new housing legislation for multiplexes into local zoning and planning, there is not adequate data on the anticipated uptake to support a separate multiplex DCC category at this time. The District could implement this categorization given that development projections are readily available for multiplexes.

3.3.5 Evaluation of Options

The following table provides an evaluation of the two options noted above:

Table 3-5
Metro Vancouver
Evaluation of Options – Classification of Multiplex Developments

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Update townhouse definition	**High** Aligns with data available for regional level projections	**High** Straightforward approach to capture multiplexes (e.g. triplexes, fourplexes, etc.). Common practice among member jurisdictions.	**Medium** Similar household sizes for townhouses and multiplexes. Water/liquid waste needs are somewhat different for townhouses relative to multiplexes. May result in an inequitable application of the charge.	Neutral*	**Medium** 5 bylaws use this approach
2. Create multiplex charge category	**Low** Given recent legislative changes, uptake of multiplex units is not yet well understood. Member jurisdictions are currently updating plans and zoning to align with new legislation. Current data does not reflect these changes and will be difficult to support a separate multiplex charge category.	**Medium** Differs from current approach, but similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach.	**High** Differentiating between development types through different categories in the bylaw provides for a more equitable calculation of the charge.	Neutral*	**Low** 1 bylaw uses this approach

*Further analysis is required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

3.4 Classification of Secondary/Accessory Units

3.4.1 Metro Vancouver Current Practice

Secondary suites are defined in Metro Vancouver's DCC bylaws as follows:

> ***"Secondary Suite"*** *has the definition ascribed to such term in the bylaws of the Member Municipality where the secondary suite is located, or, in the absence of such a definition, means the smaller Dwelling Unit contained within a Single Family Residential Dwelling"*

Similarly, the definition for laneway houses ascribes the same definition as what is found in the bylaws of the member jurisdictions:

> "***Laneway House"*** *has the definition ascribed to such term in the bylaws of the Member Municipality where the laneway house is located, or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Residential Dwelling"*

Further, Single Family Residential Dwelling is defined as follows:

> ***"Single Family Residential Dwelling"*** *means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit"*

Based on the above definitions, the classification of secondary suites/accessory units will be dependent on the definitions in the member jurisdictions' bylaws. If no definition is provided, then it appears that secondary suites would be exempt from paying additional DCCs as a single-family residential dwelling can include one smaller dwelling unit.

3.4.2 Observations from Review of Local Practices

In general, these units are usually included as part of the single family/low-density charge, based on the definitions in the bylaw. For example, in the District of North Vancouver, single family is defined as follows:

"either one dwelling unit or one dwelling unit plus one secondary suite dwelling or one dwelling unit plus one secondary suite dwelling unit and one coach house"

Based on the above definition, a single-family development, which is charged on a per primary dwelling unit/lot basis, would be charged the same rate with or without a secondary suite. Similar definitions are provided in several member jurisdictions' bylaws.

3.4.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide does not provide any specific guidance related to the treatment of secondary/accessory units, however, the guide does state that local governments can make policy choices that promote different types of development units to better support the strategic goals and objectives of the jurisdiction. Further, the different categories should reflect different demands for services.

3.4.4 Options for Consideration

3.4.4.1 Include in Charge for Low Density Residential

Based on the review of local practices, it appears most member jurisdictions include secondary suites/accessory units as part of the definition of a single-family development. This is in alignment with Metro Vancouver's current definitions and policies as provided in the DCC bylaws and also assists in incentivizing the development of these units which provides for a range of housing options (i.e, a key objective of *Metro 2050).* Given that these units are not being charged a separate DCC, it is recognized that this may not be an equitable approach. The development of secondary suites and accessory units lead to the need for additional water and liquid waste infrastructure and services, however, the development of a single-family home with one of these units is only being charged on the basis of one home/unit. This provides for a level of inequity between development and the need for services in the DCC program.

3.4.4.2 Establish Separate Category/Charge

Given that secondary suites and accessory units require water and liquid waste capacity, a separate category or charge could be established for these units. This would provide for an increased level of equity and establishes a suitable nexus between development and the need for services. Although this may be a more equitable

approach, this may be challenging to implement if development projections are not available for these units. There would also be an increased administrative burden on the member jurisdictions, given that this is a unique approach in the treatment of these units and is not consistent with the practices of member jurisdictions. Further, a separate charge for these units may disincentivize the development of these units, which is counter to the goal of *Metro 2050* in providing a diverse range of housing choices.

3.4.4.3 Update Definitions for Third Accessory Unit

Based on the discussion provided in Section 3.3.4.1, the definition for townhouse can be changed to 'Other Multiples' and this category can be utilized for a third unit/accessory unit on a single-family lot to be charged at the other multiple rate. This would allow the region to collect DCC revenues from the development imposing infrastructure burdens due to additional density on single family lots. This would be relatively easy for the region to implement as it would only require an update to the definitions in the bylaw and additional communication with member jurisdictions on the updates to the policy. The impacts on infrastructure demand would vary depending on the type of unit constructed. For example, a garden suite and a laneway house (constructed as a third accessory unit) may have varying impacts on development but would get charged the same rate as a townhouse.

3.4.5 Evaluation of Options

Table 3-7
Metro Vancouver
Evaluation of Options – Classification of Secondary/Accessory Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Include in charge for low density residential (i.e. no additional charge for these units)	**High** Consistent with current approach.	**High** Aligns with approach used by member jurisdictions.	**Low** Inequitable approach given that these units utilize regional services but are not being charged on the basis of their need for services.	**High** Encourages the development of secondary suites and laneway homes which aligns with Metro 2050 objectives. However, may discourage development of multiplexes (more than two (2) units per lot).	**High** 19 bylaws use this approach
2. Establish separate category/charge	**High** Data is available on development projections at the regional level	**Low** Inconsistent with approach used by some member jurisdictions, however aligns with approach used by TransLink and certain member jurisdictions. Secondary suites are often added after approval of initial building. A DCC for these units may result in illegal suites and safety issues.	**High** More equitable approach to link infrastructure	**Medium** May disincentivize the development of secondary suites/laneway houses, which is counter to *Metro 2050* goals, however, could encourage the development of more units per lot depending on the calculated charges.	**Low** 2 bylaws use this approach
3. Update definitions for third accessory unit	**High** Relatively easy to implement change to current approach. Would only require a change in the definitions in bylaws.	**High** Would require communications with member jurisdictions regarding change in approach.	**Medium** Impacts would vary depending on type of unit and relative infrastructure burden. Units would be charged at the Other Multiple/Medium Density rate, and impacts	**Low** May disincentivize additional units on single family dwelling lots which is counter to Metro 2050 goals.	**Low** 4 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
			may vary depending on the type of unit constructed (e.g. laneway house versus garden suite).		

3.5 Rental Residential Definitions

3.5.1 Metro Vancouver Current Practice

With respect to not-for-profit affordable rental housing, Metro Vancouver currently provides for DCC waivers for eligible developments. This reduction in DCCs, including eligibility requirements and administration details, is provided in separate DCC waiver bylaws for liquid waste and water services. Eligibility is based on various metrics:

- Development must be owned, leased, or otherwise held by a Not-for-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity;
- Must be operated as rental housing for people who meet the eligibility requirement of the not-for-profit developer; and
- The operation of the housing must be governed by an agreement and/or covenant with the Province, BC Housing, CMHC or a municipality.

The reduction provided varies based on the percentage of dwelling units that are occupied by households with incomes at or below "Housing Income Limits", published by BC Housing:

- DCCs for all dwelling units are waived if at least 30% of the units are occupied by households which meet the above income criteria; or
- Only the DCCs for the dwelling units which are to be occupied by households which meet the income criteria will be waived if less than 30% of the units are occupied by eligible households.

An application for a waiver must be submitted to the Regional District to be eligible for the waiver or reduction.

Other purpose-built rental housing that does not meet the above eligibility criteria would be charged DCCs at the applicable low density, townhouse, or apartment rate.

3.5.2 Observations from Review of Local Practices

In general, reductions or waivers for not-for-profit rental housing are provided in separate bylaws, similar to Metro Vancouver. Eligibility is generally based on income threshold requirements. In some cases, varying percentages of reductions are provided

based on the overall proportion of affordable rental properties included in the entire housing development.

Member jurisdictions have not provided for any reductions or separate discounted categories for purpose-built rental housing. It would appear that these units would be charged based on built form, floor space, or density, as applicable based on the municipality.

3.5.3 Observations from Provincial Best Practices Guide

Based on the guidance provided in the Best Practices Guide, waivers and reductions for certain types of development can be established in bylaws separate from the DCC bylaw. This separate bylaw does not require approval from the Inspector. The bylaw must clearly set out definitions and criteria for eligibility and specify the amount of reduction.

The guide notes that local governments should begin by reviewing their objectives for offering this financial assistance and whether these incentives would make a difference in development feasibility or support local government objectives. It is recommended that waivers and reductions should support policy objectives set out in the local government's planning documents.

3.5.4 Options for Consideration

Section 563 of the *Local Government Act* provides authority to local governments to provide assistance to not-for-profit rental housing developments and for-profit affordable rental housing by waiving or reducing DCCs. Based on the DCC Best Practices Guide, the intent of the legislation is that when DCCs are waived or reduced, the amount waived is to be funded by the existing development (i.e. exemptions or reductions are to be funded by existing tax/rate revenues).

For-Profit Affordable Rental Housing

While the Regional District has reductions for Not-for-Profit Rental Housing, consideration of reductions for For-Profit Affordable Housing should be provided. Affordable Housing is often defined based on income. This may require the by-law to provide different thresholds in each member jurisdiction. Establishing a by-law would be consistent with the goals set out in Metro Vancouver Housing's 10-year Plan. Note: any waivers or reductions provided cannot be funded by other forms of development

and would need to be funded by taxpayers/ratepayers. Metro Vancouver has limited ability to establish reserves/reserve funds such as an Affordable Housing Reserve to offset foregone revenue.

Metro Vancouver is currently exploring an option to waive non-profit units in for-profit developments where it can be demonstrated that the units will be handed over to a non-profit organization upon project completion. A report is expected to go to the Committee/Board for decision in May 2025.

Purpose-Built Rental Housing – Market Rents

One of the key goals in *Metro 2050* is to provide diverse and affordable housing choices to meet the housing needs of lower income households. Although the legislation allows for reduced charges for affordable rental housing, it does not permit local governments to have a reduced charge for market-rental housing, even though increasing the supply of market-rent purpose-built housing may assist in reducing overall market rates.

One approach to including a reduced rate for purpose-built rental housing would be to establish a rate category through the DCC calculations. Establishing a separate development category with reduced rates for purpose-built rental residential developments may be difficult to justify. DCC development categories that are established in accordance with the DCC Best Practices Guide are based on the demand for services. For example, the DCC calculation for transportation services is typically based on vehicle trip generation. A single-detached unit or townhouse would typically generate a higher number of trips relative to an apartment. As a result, the roads DCC would be higher for single-family units and townhouses, relative to apartments. A purpose-built rental apartment may or may not have a different demand for services, relative to an owned apartment unit. As a result, rates for purpose-built rental development versus owner-owned and occupied developments may be similar. In order to establish a separate category with reduced rates for purpose-built rental developments, and to be consistent with the DCC Best Practices Guide, a lower demand for services would need to be determined and justified in the rate calculations.

Given the above discussion, providing for reduced rates for purpose-built rental housing which does not meet the not-for-profit rental housing or affordable rental housing definitions, would require changes to the DCC legislation by the Province. Providing local governments with the authority to provide discretionary exemptions or discounts

on these types of developments would assist in the Province's goals of providing more purpose-built rental housing.

3.5.5 Evaluation of Options

The following table summarizes the evaluation of the options presented above:

Table 3-9
Metro Vancouver
Evaluation of Options – Rental Residential Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (i.e. no special treatment of rental units)	**High** Current program supported by data availability.	**High** Current approach	**High** Assuming that rental housing units have the same demand for infrastructure as owned units	**Low** Current system does not incentivize rental unit development, a key objective of *Metro 2050*	**High** 20 bylaws use this approach
2. For-Profit Affordable Rental Housing Waiver	**High** Permitted by Provincial legislation.	**Medium** Additional administration for an expanded waiver program. Waivers provided would need to be funded by taxpayers/ratepayers (i.e. cannot be funded by other forms of development).	**Low** Development of rental units still provides for a demand for services. Providing a waiver for DCCs is counter to this.	**High** Assists in expanding rental housing, which is a key objective of *Metro 2050.*	**Medium** 5 bylaws use this approach
3. Establish Market Purpose-Built Rental Housing Category	**Low** Need to identify a difference in demand for services between owned and rental apartments.	**High** No additional administrative burden, would simply be an additional category in the DCC bylaws.	**Low** Would need to establish that rental housing units provide or a lower demand for services relative to otherwise equivalent owned units.	**Neutral** Dependent on calculated rates. If rates are lower this would support more rental development..	**Low** 0 bylaws use this approach

Chapter 4
Non-Residential DCC Policy Analysis

4. Non-Residential DCC Policy Analysis

4.1 Introduction

DCCs are a revenue tool utilized to recover the costs related to new infrastructure from the growth that drives the need for these works. As a result, there should be a rational nexus between the capital costs and the associated development which drives the need for services. Given that the *Local Government Act* provides the ability to vary DCCs by land use, a review of Metro Vancouver's current approach to allocating costs to non-residential development has been undertaken. The intent of this section to review various approaches to imposing DCCs for non-residential development. To inform this analysis and observations for the Regional District's consideration, a review of local practices of Metro Vancouver member jurisdictions was undertaken.

This section of the report provides observations and policy considerations on the following:

- Allocation of the non-residential charge to various types of development; and
- Approach to charges for agricultural development.

The discussion of the options for consideration herein align with the *Local Government Act* and the Province's DCC Best Practices Guide.

4.2 Allocation and Basis of Non-Residential Charge

4.2.1 Metro Vancouver Current Practice

Metro Vancouver currently imposes non-residential DCCs based on one rate for all types of development. The definition for non-residential use in the DCC bylaws is as follows:

> *"**Non-Residential Use**" means any building or structure or any portion of any building or structure that is not Apartment Dwelling Unit, Residential Lot Development Unit or Townhouse Dwelling Unit but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the*

building or structure or solely by the occupants of the Dwelling Units in the building or structure;

Based on the above definition, non-residential uses, including industrial, commercial, office, institutional, and agricultural uses are all charged a uniform rate.

Non-residential development is charged based on square feet of Floor Area, which is defined as follows:

*"**Floor Area**" means:*

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

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

4.2.2 Observations from Review of Local Practices

4.2.2.1 Allocation of Charge

Based on a review of the practices of member jurisdictions in the Regional District, most jurisdictions across Metro Vancouver provide for a breakdown of the non-residential charges into sub-categories. The only jurisdictions which provide for a uniform non-residential charge are Bowen Island Municipality and the District of West Vancouver (note: Bowen Island's bylaw was passed in 1998, and West Vancouver's bylaw was passed in 1993).

Of the jurisdictions which provide for a sub-categorization of non-residential uses, there are a number of observed practices. The most common categorization is separate rate categories for industrial, commercial, and institutional (e.g. Burnaby, Coquitlam, Delta,

City of Langley, etc.). Certain jurisdictions provide further sub-categorizations of these three categories. Some examples include the following:

- **Township of Langley:** a further subcategorization of the commercial rates is provided based on the floor area of the development, such that smaller first storeys (i.e. less than 3,700 square metres) are charged a higher rate per square meter.
- **City of Maple Ridge:** further breakdowns are provided for commercial and institutional developments. With respect to commercial development, the first floor of a building is charged a higher per-square-metre charge than any additional floors of that development. Institutional development is sub-categorized between municipal and non-municipal development. Based on the schedule of charges, DCCs are not imposed on municipal buildings.
- **City of New Westminster:** the commercial category is further subcategorized into retail versus office development, however, only the water and sewer charges vary between the two types of development. The same charge is imposed on office and retail developments for all other services.
- **City of Port Coquitlam:** industrial development is subcategorized between general/light industrial versus heavy industrial. Heavy industrial development is charged on a per hectare of total site area basis, whereas general/light industrial is charged on a per square metre of gross floor area basis.
- **City of Port Moody:** non-residential DCCs are categorized by industrial, commercial general/institutional and commercial development within a transit-oriented development area. The charges for all services vary between the general commercial and commercial within a transit-oriented development area categories.
- **City of Richmond:** industrial development is categorized between light industrial and major industrial. DCCs for light industrial are imposed based on a per square foot of building area basis, whereas major industrial developments are charged based on a per acre of gross site area basis.
- **Translink:** a differential charge is provided for commercial development between retail/service and office development.
- **City of Vancouver:** differential charges are provided for industrial, mixed employment (light industrial), commercial/other, and school uses (note: other institutional uses are charged $10 per building permit).

The following table summarizes the approaches utilized by member jurisdictions across Metro Vancouver:

Table 4-1
Metro Vancouver
Summary of Non-Residential Categorization

Non-Residential Charge Categorization	Uniform Non-Residential Rate	Industrial, Commercial, and Institutional	Industrial, Commercial, and Institutional, with further Subcategorization
Number of Jurisdictions Utilizing the Methodology	2	9	8*

*Includes Translink
Note: the Village of Anmore does not impose non-residential DCCs

Note: commentary on agricultural definitions and practices is provided in Section 4.3 of this report.

Definitions for the various non-residential uses for many member jurisdictions are based on uses permitted under the zoning bylaw of those jurisdictions. Others provide for more specific definitions in the DCC bylaw as to what types of uses constitute industrial, commercial, and institutional development, as applicable.

4.2.2.2 Allocation Between Categories (by service)

Where jurisdictions have provided for a breakdown of the DCCs by land use, the DCC for each service may or may not vary between the various land uses. For example, in the City of Burnaby, the DCCs for water, sewer, and fire are the same amount for commercial and institutional development, but varies for all other services. Similarly, in the City of Langley, although there is a breakdown in the DCC bylaw provided for industrial, commercial, and institutional development, the DCC per square metre is the same for all services for commercial and institutional development. This approach essentially provides for two rate categories; industrial and non-industrial.

Of the member jurisdictions which provide a breakdown of non-residential land uses into industrial, commercial, and institutional, all of the transportation/roads charges vary

between the land uses for each jurisdiction. With respect to all other services, some jurisdictions provide for common charges across the land uses, whereas others provide for differentiated charges.

4.2.2.3 Basis of Charge

Most jurisdictions within the Regional District impose non-residential DCCs on a per square metre/square foot of floor area basis. Some jurisdictions impose industrial DCCs on a site area basis. For example, the City of Port Coquitlam charges for heavy industrial on a per hectare of total site area basis. Similarly, the City of Richmond imposes charges for major industrial development on a per acre of gross site area. The City of Surrey imposes charges on all industrial development on a per acre of developed area basis.

4.2.3 Observations from Provincial Best Practices Guide

4.2.3.1 Allocation of Charge

The Best Practices Guide notes that DCCs can be varied by type of non-residential use, which typically includes the following:

- Commercial (can be further subdivided into service commercial or office commercial);
- Industrial (can be further subdivided into light industrial and heavy industrial); and
- Institutional (can be further subdivided into facilities such as schools, hospitals, or universities).

The Guide notes that the approach of categorizing non-residential development into different land uses may result in fairer charges and may promote more efficient land development. The land use categories in a DCC bylaw should reflect the various development patterns and the relative demand for services, however, the level of breakdown (i.e. number of rate categories) needs to be considered against the increase in complexity related to the administration of the DCC bylaw. It is important to balance the principles of fairness and equity with the benefits of simplicity.

The Guide notes that the categories of land uses should be generalized and should not reference zoning designations in the Zoning Bylaw, given that these designations frequently change.

The recommended best practice for non-residential development is to provide for a breakdown of categories which recognizes major differences in the relative impact on services. This breakdown can be provided for some or all DCC services, based on the relative demand for the specific service. The allocation to the various categories provides for an equitable nexus between the growth-related capital costs and the relative demand for those costs.

4.2.3.2 Basis of Charge

The Best Practices Guide notes that with respect to non-residential development, the charge can be imposed on either a square metre/square footage of gross building area or hectares/acres of gross site area. Another acceptable approach is to calculate the charge based on the number of employees, utilizing a floor space per worker assumption.

4.2.4 Options for Consideration

The use of a uniform non-residential rate provides for easier administration of the DCC bylaw given that interpretation of bylaw definitions for the various types of non-residential developments is not required. However, given that different types of non-residential uses may give rise to a different need for services or infrastructure, the Regional District may consider a further breakdown of the non-residential category into sub-categories. The authority to vary the DCC rates with respect to different uses is provided through Section 564(3) of the *Local Government Act*.

Based on the survey of local practices, the Regional District may consider the following sub-categories of non-residential development:

- Industrial, commercial, and institutional development
- Industrial versus non-industrial development
- Separate category for agricultural development (discussed in further detail in Section 4.3).

Note: given the varied definitions of sub-categories and the number of member jurisdictions in the Regional District, it is not recommended that the categories be segregated further beyond basic sub-categories.

Although Metro Vancouver can review additional categorizations of non-residential uses, the above options are those that are most commonly observed in other

jurisdictions. Based on the DCC Best Practices Guide, a suitable breakdown of non-residential land uses should be based on a recognition of differential impacts on infrastructure and services. In order to provide a breakdown between different non-residential uses, a rational nexus between the impact of different classes of development and how they relate to the demand for the various services must be established. The allocation of DCCs between the various categories should be based on statistical data such as consumption or volume information for water and wastewater.

With respect to commercial and industrial developments, the impact on water and wastewater demands within the respective categories can vary significantly based on the specific type of development. Given that broad averages are utilized to calculate DCCs, the actual impact of specific developments may vary. For example, a food processing plant may generate much higher water usage relative to a similar-sized logistics/warehousing facility, which would both otherwise be charged an industrial or non-residential rate. The trade-off between using broad categories and ease of administration should be considered when Metro Vancouver is reviewing whether to provide for further sub-categories for non-residential uses.

If a recategorization of the non-residential rates is undertaken by the Regional District, a reallocation of rates between different types of non-residential development would occur. Based on the review of local practices, when jurisdictions provide for a breakdown between industrial, commercial, and institutional (or a similar variation), the industrial DCCs are generally lower than the other non-residential land uses. Given that one of the goals of *Metro 2050* is to support a diverse economy and to protect the supply of industrial lands, a lower DCC for industrial development may help support this goal.

If Metro Vancouver elects to provide for a further specification of non-residential land uses, additional definitions will be required in the bylaw to identify what constitutes the various uses (e.g. industrial, commercial, etc.). Some member jurisdictions define the various non-residential uses based on zoning designations in the zoning bylaw, however, DCC rates specified by land use zones would be difficult to achieve for the Regional District, given the different zoning categories utilized by the member jurisdictions. Sample definitions based on land use are provided in Section 4.2.6 below.

With respect to the allocation of DCCs across the land uses by service, Metro Vancouver will need to undertake an engineering review to determine whether there is a difference in the water and liquid waste flows across the region with respect to the different land use categories. For example, if there is a significant difference in flows for industrial development versus commercial development for water, but not for liquid waste, the Regional District may want to consider allocating the charge across land use types for water. In this example, liquid waste DCCs could be imposed on a uniform basis across all non-residential uses, given that there is no rationale in establishing different rates for the different land uses, based on flow data.

In addition to the allocation of the non-residential charge, the Regional District can also consider the basis of the charge. Although a majority of member jurisdictions impose non-residential DCCs on a per square foot/square metre of floor area basis, there are some examples where industrial uses are charged on a site area/parcel area basis. Charging on a site area basis is more common for industrial uses given that they are predominantly single storey developments. It is unclear whether parcel area for industrial development is linked to demand for infrastructure or services, given that a building with a small footprint and a relatively lower demand for infrastructure can be built on a large parcel of land.

4.2.5 Evaluation of Options

The following table provides an evaluation of the various options discussed above:

Table 4-3
Metro Vancouver
Evaluation of Options – Allocation and Basis of Non-Residential Charge

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (One non-residential category)	**High** Current approach	**High** Current approach is simple and easy to administer	**Low** Does not equitable capture the demand for infrastructure related to different land uses.	**Low** Industrial and agricultural development can have very large building footprints are charged the same rate as commercial buildings, but do not have the same impact on infrastructure demand. Supporting industrial and agricultural development is an objective of *Metro 2050*.	**Low** 2 bylaws use this approach
2. Categorize non-residential development between industrial, commercial, and institutional	**High** Development projections for these three categories are generally readily available at the regional level	**High** Aligns with approach taken by most member jurisdictions and TransLink.	**High** More closely aligns the type of development with the demand for infrastructure	**High** In general, industrial and agricultural developments tend to pay a lower charge per square foot when a differentiated non-residential charge is utilized. This would assist in supporting the objectives of *Metro 2050*.	**High** 17 bylaws use this approach
2a. Further sub-categorize commercial or industrial	**Low** further subcategorizations may be difficult to implement based on data availability limitations at the regional level.	**Low** additional subcategorizations would require additional interpretation of bylaws and can be problematic when uses change over time.	**High** subcategorizations may provide for a more direct link between development and relative impact on services and infrastructure.	**Neutral**	**Medium** 8 bylaws use this approach
2b. Impose industrial rates on a parcel area basis	**Low** There may be challenges with respect to data availability at the regional	**Medium** Straightforward approach in calculating and imposing DCCs.	**Low** unclear whether parcel area is linked to demand for services or infrastructure.	**Neutral**	**Low** 2 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
	level on development projections.				

4.2.6 Sample Definitions from Translink DCC Bylaw

The following table provides the definitions utilized in the Translink DCC bylaw. Although Translink provides for a further differentiation of retail/service versus office developments in the commercial categorization, similar definitions could be developed for Metro Vancouver.

Table 4-4
Metro Vancouver
Sample Definitions for Industrial, Commercial, and Institutional Development

Category	Sample Definition
Industrial	"Industrial Use" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use;
Commercial	"Office Use" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use; "Retail/Service Use" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes: (a) entertainment and recreation facilities; (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;

Category	Sample Definition
	(c) service stations; (d) tourist accommodations and facilities'; (e) adult or child day-care centres; (f) Sleeping Units; (g) community care and congregate housing and care; (h) any use permitted as a commercial use; (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use; but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use
Institutional	"Institutional Use" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including: (a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization; (b) hospital; (c) community centre; (d) courts, police stations and jail; (e) libraries and museum; and (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards; but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.

4.3 Approach to Charges for Agricultural Development

Agricultural development refers to non-residential buildings or structures used for agricultural production and/or located on agricultural lands such as such as greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, intensive indoor livestock facilities, and non-farm commercial businesses related to agriculture.

Agricultural development is a unique sector that is not easily compared to other non-residential uses. Structures such as greenhouses may have very large building footprints but do not place the same burden on infrastructure that a building of similar size would if it were a commercial or industrial facility. For example, most agricultural lands are outside of regional sewerage areas and many greenhouses actively apply systems to reduce and re-use water. Wherever possible, agricultural producers generally seek to avoid connections to municipal/regional water and instead use non-potable water sources (such as water from rivers or streams, or rainwater collection). These types of alternative water sources would not be available to other non-residential uses such as commercial, industrial, or institutional developments and therefore, special consideration for agricultural development in the region is needed.

4.3.1 Metro Vancouver Current Practice

Agricultural development is currently being charged the Regional District's uniform non-residential rate that is imposed for all non-residential uses.

Note: The Regional District's Finance Committee has directed staff to develop an interim DCC reduction bylaw for agricultural developments that have a low environmental impact for Board consideration in Spring 2025. Note: this approach could potentially be utilized and applied to other types of non-residential development in the future.

4.3.2 Observations from Review of Local Practices

The City of Delta and the City of Pitt Meadows provide for an intensive agriculture rate within their DCC bylaws. These rates are significantly lower than the rates for the other non-residential categories. The definitions for agricultural development (i.e. intensive agriculture) for these two municipalities is as follows:

- **City of Delta:** greenhouses, retail nurseries, manufacturing, and processing plants for agriculture related products, facilities used for intensive livestock operations, and commercial businesses located within the Agricultural Water Rate Area. Produce stands, temporary uses (less than 6 months) and retail less than 100 square metres shall not be considered Intensive Agriculture. The measurement unit for Intensive Agriculture is square metres of gross floor area. The calculation of gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application. For Intensive Agriculture, where a sewer connection is required to a municipal system, the Industrial sewer DCC rate shall apply
- **City of Pitt Meadows:** greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock purposes, and commercial businesses located within agricultural zones. Produce stands, temporary uses (less than 6 months) and retail less than 100 square metres will not be considered intensive agriculture.

The following table provides a summary of the services for which a DCC is imposed for agricultural development within these two municipalities:

Service	Delta	Pitt Meadows
Roads		✓
Water	✓	✓
Sewer		
Drainage	✓	✓
Parks		

The Cities of Richmond and Surrey denote agriculture/agricultural development within their schedule of charges as a discrete category of development. No DCCs are imposed for these developments, based on the schedules of charges.

With respect to other member jurisdictions, there is no category of charges for agricultural development, therefore it would appear that agricultural charges don't apply in these member jurisdictions.

4.3.3 Observations from the Provincial Best Practices Guide

Although the DCC Best Practices Guide does not provide any guidance on the treatment of agricultural development, the guide does note that non-residential DCCs should recognize major differences in demand for services. A separate category for agricultural development could be established if there is statistical data which supports a difference in demand for services. This approach would appear to be consistent with the approach taken by certain member jurisdictions (e.g. Richmond, Pitt Meadows, Delta, and Surrey), whereby there is no demand for services for agricultural development.

4.3.4 Options for Consideration

Given the nature of their use, certain agricultural developments may provide for a smaller relative demand on infrastructure relative to similar sized developments of other uses. Some agricultural developments utilize rainwater collection for their operations and therefore do not require the commensurate amount of water as other non-residential uses. Further, agricultural developments are not currently incorporated into the growth projections utilized in the DCC calculations. Given these considerations, charging these developments based on the uniform non-residential rate may not be equitable. Further, the financial impact of the non-residential DCC imposed on agricultural development may prevent agricultural development within the region, which does not support one of the key strategies of *Metro 2050* to protect and strengthen agricultural viability.

Metro Vancouver may consider establishing a separate agricultural development category and impose a reduced rate which reflects the relative impacts on infrastructure for these types of development. In order to impose a reduced rate under this category, statistical information and details on the lower demand for services will be required to establish lower shares/allocations of growth-related costs for these developments. Further, a definition for what constitutes an agricultural development will be required in the DCC bylaw.

As part of the next DCC bylaw update, the Regional District could continue to provide for a waiver or reduction for agricultural development that meet specific criteria for low environmental impact. Note, the Regional District is currently developing a DCC reduction bylaw as an interim measure, however, this may be considered as an approach to continue for the DCC bylaw update. Requiring agricultural developments to

prove they are meeting specific criteria with respect to a low environmental impact, and thus a lower demand for infrastructure, may provide for a more equitable allocation of DCCs. Given that certain agricultural developments may have significant water use, charging these developments a reduced rate through a separate category may not provide for an equitable allocation of rates.

4.3.5 Evaluation of Options

The following table provides a summary of the information provided above relative to the evaluation framework.

Table 4-6
Metro Vancouver
Evaluation of Options –Agricultural Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member jurisdictions
1. Continue to provide a waiver/ reduction of DCCs for agricultural development that have a low environmental impact	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**Low** Additional staff time/resources required to administer DCC. Funding of the reduction/waiver is required from Regional District's taxes/rates.	**High** Development that can prove a low environmental impact will not have a large burden on capital infrastructure.	**High** Waiver will assist in supporting agriculture development, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
2. Develop a separate DCC category for agricultural development	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**High** Straightforward to administer. Would require communication with members about the new approach.	**High** Assuming these developments have a lower relative demand for infrastructure, DCC rate will be consistent with the impact on services these developments will have, relative to other non-residential uses.	**High** Assists in supporting agriculture development, a key objective of Metro 2050.	**Low** 4 bylaws use this approach (note: excluding jurisdictions that do no charge agricultural developments)

Note: Metro Vancouver could consider combining both of the above options by developing a separate category for agricultural development and also provide a waiver for agricultural developments that have a low environmental impact.

Chapter 5
Area-Based DCC Rates Policy Analysis

5. Area-Based DCC Rates Policy Analysis

5.1 Introduction

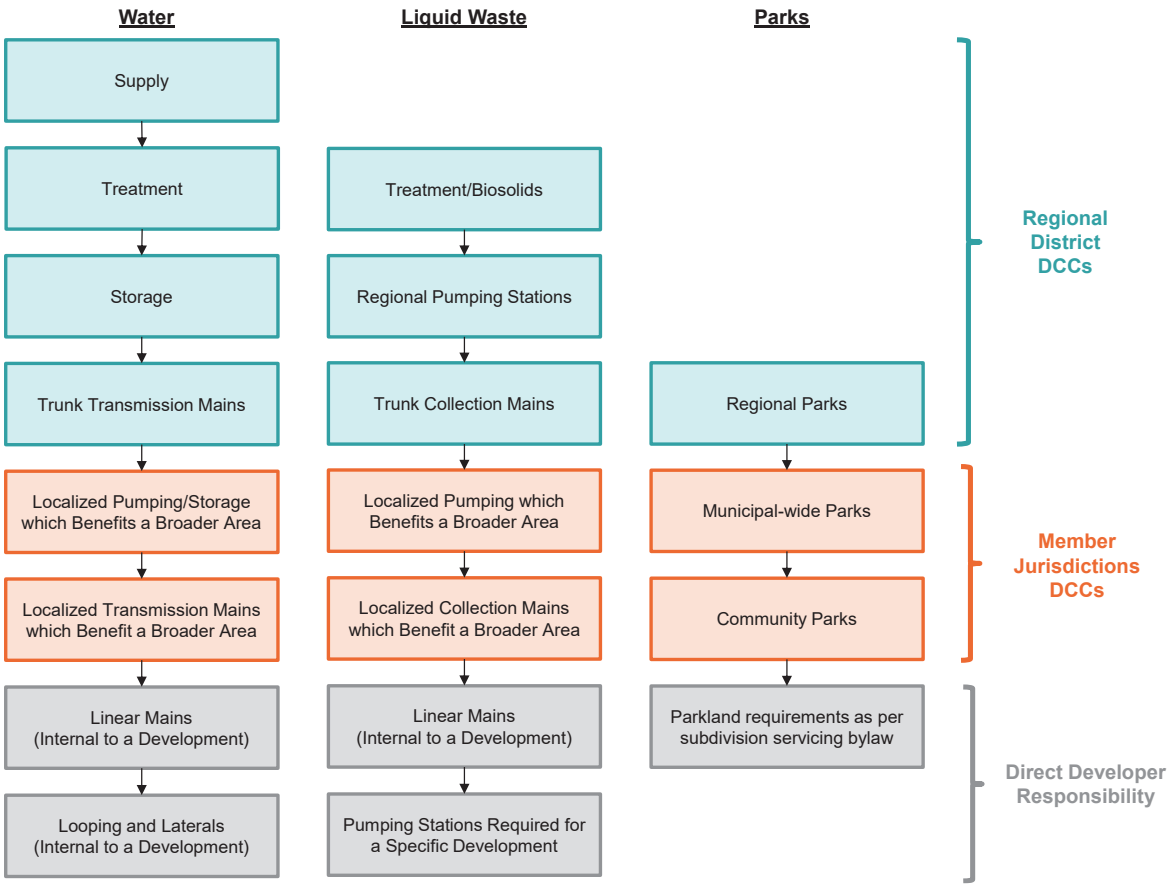
A review of the allocation of DCCs across geographic areas has been undertaken to assess if Metro Vancouver DCC policies could potentially better align with the goals of *Metro 2050,* the regional growth strategy. A key principle of Metro 2050 is to direct growth towards Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. The use of an area-based rate could potentially support this goal; however, there are trade-offs to consider.

Given that the *Local Government Act* provides the ability to vary DCCs by area, a review of Metro Vancouver's current approach to allocating costs across the Regional District has been undertaken. The intent of this section is to review whether Metro Vancouver is utilizing an approach that equitably allocates costs among the various geographic areas, given their relative demand for infrastructure and services. To inform this analysis and observations for the Regional District's consideration, a review of local practices of Metro Vancouver member jurisdictions was undertaken. Further, the DCC Best Practices Guide was reviewed to ensure that the current and recommended approach aligns with the guidance provided.

5.2 Hierarchy of Capital Infrastructure

Figure 5-1 below provides for the hierarchy of water, liquid waste, and parks infrastructure. The schematic has been broken out into components (denoted by the different colours) based on current practices, as described below.

Figure 5-1
Metro Vancouver
Hierarchy of Capital Infrastructure and Recovery of Costs



Developer Responsibility (grey) – these costs are generally related to the localized mains or roads installed by a developer and are usually internal to the subdivision. The servicing requirements are enforced through member jurisdictions' subdivision servicing bylaws. The costs to undertake this servicing is the direct responsibility of the developing landowner.

Member Jurisdictions DCCs (orange) – these costs are related to infrastructure which benefit a broader area within a member jurisdiction. This could include infrastructure items such as pumping stations, transmission mains, roads external to a development,

and community parks. The growth-related capital costs related to these items would be recovered through DCCs imposed by the respective member jurisdiction.

Regional District DCCs (blue) – these costs are the broader system costs related to infrastructure provided by the Regional District. This includes treatment plants, large trunk distribution/collection mains, regional parks, etc. This larger order infrastructure is generally built to benefit multiple member jurisdictions as follows:

- **Water:** the Regional District has two treatment plants which service the entire region. There are also major trunks which service multiple member jurisdictions as treated water from the treatment plant is distributed across the Regional District. Generally, this regional infrastructure functions as a broad network and capital works are built to benefit multiple member jurisdictions.
- **Liquid Waste:** Regional infrastructure includes the five regional treatment plants, related treatment infrastructure, and sewers and related works which support the collection of sewage from the various jurisdictions. Generally, this regional infrastructure is built to service one of the four sewerage districts. Where costs are incurred to benefit multiple sewerage districts, Metro Vancouver has implemented a tiered system of growth-related costs to allocate costs equitably among the four areas.
- **Regional Parks:** Metro Vancouver provides a number of Regional Parks throughout the District which service a broader area than neighbourhood parks or community parks. The nature of the regional parks system incorporates features such as camping, canoeing, fishing, horseback riding, hiking, etc., which are activities that draw in residents from various jurisdictions. .

5.3 Metro Vancouver Current Practice

DCCs for water and parks services are calculated and recovered from new growth on a Regional District-wide basis (i.e. uniform rates across Metro Vancouver).

Liquid waste DCCs are differentiated based on the four sewerage areas in Metro Vancouver: Fraser, Lulu Island West, North Shore, and Vancouver.

Growth-related costs for liquid waste are apportioned between the four (4) sewerage areas based on the Greater Vancouver Sewerage and Drainage District Cost

Apportionment Bylaw. The following provides a summary of the three (3) categories of growth-related projects and how the costs are allocated/funded between the areas:

- Tier I: costs related to a specific sewerage area (e.g. sewer interceptors, pumps and works that support the collection of sewage from municipal networks to convey flows to the treatment plants)
    - 100% of the costs are recovered from growth within the sewerage area to which the work relates
- Tier II: costs related to the five (5) regional treatment plants
    - 30% of the costs are funded from the local sewerage area;
    - 70% of the cost is shared across the entire Regional District based on population growth.
- Tier III: capital infrastructure upgrades of treatment plants to tertiary treatment, and resource recovery projects at the treatment plants
    - 100% of the costs are shared across the entire Regional District based on proportion of population growth.

Based on the allocation of the various tiers of growth-related costs, each sewerage area is subject to a differentiated rate based on their share of Tier I, II, and III costs divided by the population growth in the area.

5.4 Observations from Review of Local Practices

Most of the member jurisdictions impose DCCs on a jurisdiction-wide basis and only differentiate the charge based on geography in specific instances. The following provides a summary of those instances across the Regional District:

- **Delta:** only transportation DCCs are imposed for industrial uses on Annacis Island, given that growth within this area would only impact transportation-related infrastructure.
- **New Westminster:** DCCs are calculated separately for the Mainland and Queensborough areas of the City. The growth forecast and capital needs for the two areas have been identified separately to develop the DCC rates.
- **Port Coquitlam:** parkland acquisition and development cost charges are calculated based on two different areas (Area 1 and Area 2 as outlined in the DCC bylaw). All other services are calculated on a City-wide basis.

- **Port Moody:** charges are differentiated for multi-family homes and commercial development within a transit-oriented development area. Within the transit-oriented development area, DCCs for sewer, drainage and parks are higher whereas DCCs for roads are lower (note: there is no DCC imposed for water services).
- **Richmond**: additional DCCs are applied in the Alexandra Area for all services.
- **Surrey:** City-wide charge is imposed in addition to area specific rates for various areas across the area. For example, development in the City Centre area is subject to the City-wide DCC in addition to a charge for property acquisition for the road network.
- **City of Vancouver:** City-wide charges are imposed for all services. In addition, there are area-specific rates for certain areas within the City. These are for projects related to specific development areas, which are mapped out in the City's DCC bylaw.

5.5 Observations from Provincial Best Practices Guide

The Province's DCC Best Practices Guide denotes that a jurisdiction-wide and an area-based approach are both acceptable, however whichever approach is taken should support the principle of fairness and equity. Considerations in choosing between the two options include: ensuring a relationship between those who pay the DCC and the benefiting users, the administrative burden associated with numerous area-specific charges, an equitable and fair distribution of costs, funding flexibility, the desire to support growth in cost effective areas, etc. The following summarizes some of the key factors when considering whether to implement a jurisdiction-wide or area-based charge:

- When there are significant differences between the various areas (e.g. projected development or costs of developing land), then consideration should be given to area-based rates.
- With respect to area-based rates, there is a trade-off between increased fairness and equity for simplicity and administrative burden.
- Identifying specific projects which benefit development areas can be a difficult task. This is an important consideration at the regional level where infrastructure benefits a broader area. It would be challenging to allocate regional DCC

projects between Urban Centres and General Urban areas. Further analysis would need to be undertaken to determine the feasibility of this approach.

- Jurisdiction-wide DCCs provide for a steady and more predictable collection of DCC revenues, which leads to increased funding flexibility.

The DCC Best Practices Guide also provides specific considerations with respect to each DCC eligible service. With respect to water, liquid waste, and parkland, the following table summarizes the guidance provided:

Table 5-1
Metro Vancouver
Summary of Guidance from Provincial Best Practices Guide

Service	Area-Based DCCs	Jurisdiction-wide DCCs
Liquid Waste	• May be appropriate for linear infrastructure, if the capital costs and the development necessitating them can be easily defined within a geographic area.	• Often used for DCCs related to liquid waste plant infrastructure, recognizing that central plants provide a broad benefit.
Water	• May be appropriate for linear infrastructure, if the capital costs and the development necessitating them can be easily defined within a geographic area.	• Often used for DCCs related to water plant infrastructure, recognizing that central plants provide a broad benefit.
Parkland	• Creates unnecessary administrative burden and limits funding flexibility.	• Residents in one neighbourhood are not limited to parks in their immediate area. • Also provides reduced administrative effort, simplicity and funding flexibility

Given the nature of the capital costs for liquid waste, it is appropriate that Metro Vancouver implements an area-based rate for this service based on sewerage area. For other regional services, it is not recommended to implement area-based rates given the nature of the capital works and the difficulty in establishing benefiting areas for these 'network' based services.

5.6 Options for Consideration

As part of this DCC policy review, Metro Vancouver is reviewing how DCC policies can better align with the goals of *Metro 2050.* A key principle of the document is to direct

growth towards Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. The use of an area-based rate could potentially support this goal, if further analysis supports this.

A uniform DCC provides for a more straightforward approach to calculating and implementing charges across the Regional District, however it provides limited incentives for developers to focus on areas which are already serviced or can be serviced at low cost. In theory and based on the guidance provided in the Best Practices document, DCCs could be used to encourage development in urban centres if costs differ significantly between areas, and if those costs could be isolated for the various growth areas. The following list provides for a few reasons why costs may differ by area:

- Distance from major facilities (e.g. length of trunk to sewage treatment plans will vary);
- Capacity may already be available in existing infrastructure; and
- Service levels may vary among developments.

Although an area-based DCC is feasible with highly localized works, this would be difficult to put into practice for services where the infrastructure is not restricted to one specific area and is part of a larger network, as is often the case with regional water and liquid waste infrastructure.

In addition, with area-based DCCs, some areas would potentially pay very high DCCs, while others would pay much lower rates for what may be similar types of development. As these developments occur in similar housing/non-residential markets, varying DCC amounts could place the higher charge areas at a competitive disadvantage. As a result, development opportunities may be difficult in certain areas due to development costs and hence, may restrict overall growth.

Area-based rates may be better utilized for services where there is a strong connection between the capital works and those who benefit from the capital works (restricted use), a clear service boundary, different levels of service between the boundaries, and an ability to support infrastructure costs/debt charges without the pooling of funds.

In general, with fewer charge areas, there is a more predictable pool of DCC funds to finance infrastructure projects. An area-based approach to DCCs may result in

increased reliance on alternative sources of financing, including debt due to the inability to pool funds. In other jurisdictions, if development occurs slower than projected, jurisdictions have the option to delay construction until DCC funds are available or fund the shortfall from taxes. With respect to Metro Vancouver's context, delaying construction is often not an option given that the infrastructure must be in place prior to development occurring. Debt is often utilized to fund these works, however, if there is slower than anticipated growth, any DCC shortfalls must be funded through rates/taxes. Utilizing area-based rates further limits the Regional District's financial flexibility, given that there is a smaller pool of funds for any given capital project within a specific area.

Further, identifying infrastructure that specifically benefits urban centres may not be feasible given the broad nature of Metro Vancouver's infrastructure (e.g. large trunk mains that service multiple jurisdictions and geographies). The demand for Regional District infrastructure (e.g. treatment plants and large trunk mains) is more directly related to the flows generated by the number of people/employees in each member jurisdiction versus the density or built-form of a specific area.

Attempting to impose an area charge potentially causes equity issues in transitioning from a jurisdiction-wide approach to an area- based approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The DCCs would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the Regional District to provide less services to Areas B and C due to reduced revenue.

5.6.1 Infrastructure Requirements in Infill/Intensification Areas

Based on specific regional circumstances, there may be differences in the nature of capital works required for infill/intensification growth versus greenfield growth. With regard to water and liquid waste infrastructure, it is recognized that there would be some benefit to the existing community for projects that are required to service intensification growth within existing urban areas. There are often deficiencies in the existing infrastructure that would need to be addressed in conjunction with the growth-related works required for intensification. For these projects, a benefit to the existing community would relate to one or more of the following:

- Upgrades to the existing system;
- Upgrades to alleviate existing capacity deficiencies;
- Facilities that are required to maintain an adequate level of service to existing users; and
- Infrastructure required to fulfill critical security/redundancy requirements.

This is in contrast to infrastructure that is primarily located in greenfield areas, where there would be limited non-growth-related components as part of the capital works. If there are existing capacity constraints and issues in the existing system, the works that would be required for growth in infill areas may require higher deductions related to benefits to the existing community. Where an existing pipe needs to be upsized to accommodate new growth, a deduction to recognize the benefit to the existing community would generally apply, given that the existing residents/employees would benefit from the asset management related replacement of the existing pipe.

Further to the above, the Regional District should assess the relative costs of servicing growth in greenfield versus intensification/infill areas. Although from an operating cost perspective there are economies of scale, a higher proportionate share of upsizing costs will be placed on existing users due to the replacement of existing assets. In certain instances, the costs can be higher to provide new infrastructure in existing areas versus greenfield areas.

With respect to regional parks, imposing an area-based rate may have the opposite intended effect, where growth in urban centres may pay higher DCCs than greenfield areas. Given that growth in urban centres/transit-oriented areas tends to be high-density development, there is generally a greater demand for parkland[1]. Given this higher relative demand for services, the DCC per capita may be higher in these urban/high-density areas. This would be counter to the goals of *Metro 2050* and the intent behind imposing area-based rates.

[1] In general, low density developments tend to include green space/yards on the lot, providing for private recreation opportunities. High-density condominium/apartment buildings do not tend to have this private space, which leads residents of these buildings to seek out public parks/green spaces.

5.7 Evaluation of Options

The following table provides an evaluation of area-based rates for urban centres or transit growth areas. Note, based on the above, it is recommended that Metro Vancouver continue with its current approach.

Table 5-3
Metro Vancouver
Evaluation of Options – Area-Based Rates for Urban Centres/Transit Growth Corridors

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status quo	**High** Current approach	**High** Current approach is straightforward to administer and implement.	**Medium** Difficult to establish a direct nexus between the cost of infrastructure and development in urban centres given the regional nature of Metro Vancouver's infrastructure.	**Low** Uniform rates do not incentivize growth in urban centres/transit growth corridors, a key objective of *Metro 2050.*	**High** 19 bylaws use this approach
2. Develop Area Based Rates for Urban Centres/ Transit Growth Corridors	**Medium** Data not currently available, further analysis needed.	**Low** Metro Vancouver does not collect the Regional DCCs. Must rely on member jurisdictions to collect and remit the charges which places the burden of understanding and administering the DCC on member jurisdictions. Additional area based charges would further complicate the application of DCCs on new development.	**Low** No clear link between the cost of regional infrastructure and proximity to transit/urban centres.	**High** A differentiated rate (assuming the rate is lower for urban centres) would incentivize growth in these areas, which is a key objective of *Metro 2050.*	**Low** 1 bylaw uses this approach*

*Note: related to Port Moody's transit oriented development area DCC category for multi-residential development greater than 6 storeys. The DCC per square metre is higher than multi-residential development outside or a transit-oriented development area up to 6 storeys.

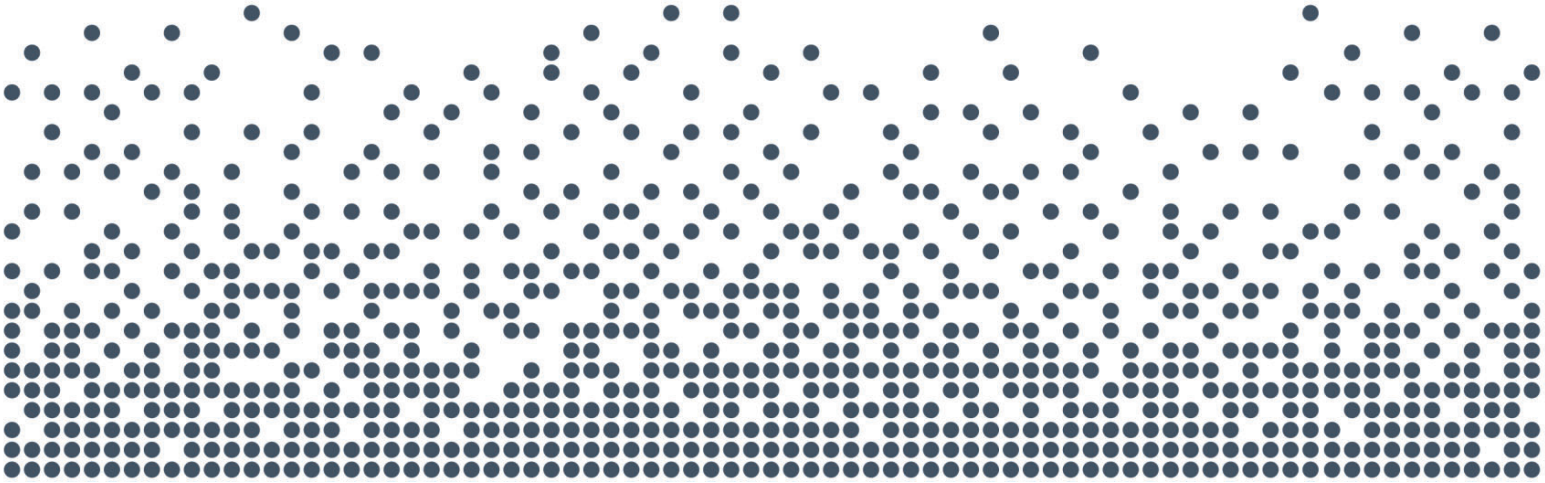
Chapter 6
Concluding Remarks

6. Concluding Remarks

The purpose of this report was to review Metro Vancouver's current DCC policies and provide various options for the Board's consideration. The options provided have been reviewed with respect to:

- Legislative requirements;
- Current practices of member jurisdictions;
- Guidelines from the Provincial DCC Best Practices Guide; and
- Consideration of DCCs in the regional context.

Subsequent to the filing of this report, the Board will consider the various options for further review and analysis as part of the broader scope of work related to the update of the DCC calculations and bylaw.



Appendices

Appendix A
Policy and Legislative Framework

Appendix A: Policy and Legislative Framework

A.1 Introduction

This section provides an overview of the local government planning framework and the key legislation and supporting documents that provides local governments with the authority and guidance to impose DCCs.

A.2 Capital Funding Framework

DCCs (or development cost levies (DCLs) in the City of Vancouver) are one tool that local governments in British Columbia can utilize to assist in funding growth-related capital needs. The following provides an outline of the municipal planning framework, and how DCCs fit into the overall framework

A.2.1 Local Government Planning Framework Overview

Local governments have the ability to prepare an Official Community Plan (OCP), or Official Development Plan for the City of Vancouver, which describes the objectives and policies that guide decision making with respect to planning and land-use management.

Once an OCP is established, a local government may undertake a detailed growth forecasting exercise to determine how and where the jurisdiction will grow. This forecast may identify population, housing, and employment targets. Metro Vancouver prepared *Metro 2050* which is the regional growth strategy. This report provides the Regional District's shared vision of how projected population, housing and job growth will be managed to 2050 for all member jurisdictions within Metro Vancouver. Metro Vancouver also produces regular updates to population and dwelling unit projections to support regional and member jurisdiction planning.

After local governments understand how and where they will grow, infrastructure strategies or plans may be prepared to identify the specific capital needs required to support growth in the communities.

Once the growth and infrastructure projects to support that growth have been identified, DCC bylaws can be prepared to allow for development to pay for the growth-related

capital costs. The following schematic provides a summary of the local government planning framework:

Figure A-1
Local Government Planning Framework

A.2.2 Capital Funding Sources in British Columbia

The following subsections summarize the main funding sources that local governments in BC can utilize to pay for growth-related capital expenditures.

A.2.2.1 DCCs/DCLs

The Local Government Act (LGA)[1] (further described in Section A.3) is the primary legislation which provides local governments in BC with the authority to impose DCCs and to prepare a bylaw.

Prior to 2023, DCCs could be collected for sewage, water, drainage, transportation facilities, and parkland improvements. The LGA was amended in 2023 to include fire facilities, police facilities, and solid waste and recycling facilities as eligible services. The City of Vancouver can also impose DCCs for Affordable Housing and Childcare services through their Charter.

DCCs may be applied on a municipal-wide basis (i.e. equivalent charges across the municipality) or an area-specific basis (i.e. charges may vary between areas).

A.2.2.2 Amenity Cost Charges

Amenity cost charges (ACCs) are a new development financing tool introduced by the Province in 2024 to allow governments to collect funds for amenities such as community centres, recreation centres, daycares, and libraries from new development that results in increased population of residents or workers. The authority to impose ACCs is provided through the LGA and follows a similar methodology to DCCs. To implement an ACC, local governments must identify areas of growth, the capital costs required to support that growth, and calculate ACCs based on the rules set out in the legislation. Local governments must undertake a consultation process and pass a bylaw to implement ACCs. Unlike DCC bylaws, approval from the Inspector of Municipalities is not required for implementation of an ACC bylaw.

A.2.2.3 Community Amenity Contributions

A change in use or an increase in density generally increases the value of land and may provide a financial benefit to the landowner, developer, or local government. Local governments and residents view this as a reasonable opportunity to provide for developers to assist in funding community amenities.

Community Amenity Contributions (CACs) are contributions for amenities agreed to by the developer and local government as part of a rezoning process initiated by the

[1] Vancouver Charter applies to the City of Vancouver

developer. CACs can include infrastructure such as community amenities and affordable housing or financial contributions towards infrastructure. The contribution would be obtained by the municipality if, and when, the local government decides to adopt the rezoning bylaw.

CACs are not mandatory requirements imposed on the redevelopment applicant. Although rezoning is a discretionary power of Council (i.e. there is no requirement to approve rezoning), CACs must be a negotiated contribution between the applicant and the local government. Note: ACCs were introduced by the Province as an alternative to CACs to expand on local governments' ability to impose charges on new growth not just through the rezoning process.

A.2.2.4 Density Bonus Zoning

Density Bonus Zoning, as authorized under LGA s. 482, is intended to provide options for a developer to build to a higher level of density than the base density identified in the Zoning Bylaw. If a developer wishes to build to a higher density, they may be required to provide certain amenities or affordable housing or meet other specified conditions. The developer, by right, always has the option of developing at the base level of density, but usually has an incentive to consider higher densities.

Where CACs are negotiated agreements, density bonus zoning provides guidelines on the required contributions based on the increases in density above the base. Local governments can identify areas for redevelopment that would be available for density bonusing, identify the affordable housing and special housing needs requirements, and identify cash-in-lieu of in-kind contributions.

A.2.2.5 Grant Funding

Grant funding from the Provincial and Federal government allows local governments to cost-share in the financing of large capital expenditures that may otherwise not be financially feasible. Grant funding opportunities are utilized to reduce the capital costs required to be funded by the developer and local government.

A.2.2.6 Development Works Agreements

As part of Development Agreements and under Section 570 of the LGA, local governments may enter into Development Works Agreements with the applicants. This allows local governments to require the developer to construct or pay for the works

required for their development. In addition, this authority allows local governments to recover the costs of local works that are required for multiple developments.

A.3 Applicable Legislation for DCCs

The following section outlines the applicable legislative authority local governments utilize in implementing DCCs. The main piece of legislation applies to all local governments (and regional districts) in BC, with the exception of the City of Vancouver and Metro Vancouver (for liquid waste services).

A.3.1 Local Governments in BC (Excluding City of Vancouver)

The LGA is the primary legislation which provides local governments in BC with the authority to impose DCCs. More specifically, the authority is provided in Division 19 – Development Costs Recovery. The various aspects of the legislation are discussed below:

A.3.1.1 Definition of Capital Costs and Eligible Services

As per section 559(2) of the Act, DCCs may be imposed for capital costs that are required to service new development related to the following services:

- Sewage;
- Water;
- Drainage;
- Fire protection;
- Police;
- Highway facilities (other than off-street parking facilities);
- Solid waste and recycling facilities;
- Providing and improving park land; and
- Employee housing in a resort region.

Note: fire protection, police, highway facilities and solid waste and recycling facilities are newly eligible under the LGA through Bill 46: *Housing Statutes (Development Financing) Amendment Act, 2023*, which received Royal Assent on November 30, 2023.

Eligible capital costs relate to providing, constructing, altering or expanding facilities related to the above services. In addition, the definition of capital costs also provides for

planning, engineering, and legal costs directly related to the work. Further, interest costs directly related to the work may also be incorporated into the calculation.

A.3.1.2 Development Triggers and Timing of Collection

The LGA allows for DCCs to be payable and collected either at the time of the approval of subdivision or at the time of building permit issuance.

A.3.1.3 Bylaw Approval

Section 560 of the LGA requires that a DCC bylaw must be approved by the provincial Inspector of Municipalities prior to adoption. As part of this approval process the Inspector reviews the following components of the bylaw:

- Capital costs included in the DCC need to be linked/included in the local government's Financial Plan;
- The local government needs to provide proper consideration with respect to:
    - Future land use patterns and development;
    - Phasing of works and services;
    - Provision of park land described in an official community plan;
    - How capital costs are affected by development designed to result in a low environmental impact;
- Whether the proposed charges are excessive relative to prevailing standards;
- Whether the charges will deter development, discourage the construction of reasonably priced housing, or discourage development designed to result in a low environmental impact.

A.3.1.4 Legislated Exemptions

DCCs are not payable for places of public worship, as per section 561(1) of the LGA.

Local governments may also include discretionary exemptions within their bylaws to exempt the following developments from DCCs:

- Contain fewer than 4 self-contained dwelling units;
- Self-contained dwelling units in a building where each unit is not larger than 29 square metres; and
- If the value of the work related to a building permit does not exceed $50,000.

A.3.1.5 Reductions/Waivers of DCCs

Local governments may, by bylaw, reduce or waive DCCs for the following eligible developments:

- Not-for-profit rental housing, including supportive living housing;
- For-profit affordable rental housing;
- Subdivision of small lots designed to result in low greenhouse gas emissions; and
- Development designed to result in a low environmental impact.

A.3.1.6 DCC Rate Structures

DCCs can be structured to vary with respect to one or more of the following:

- Zones or areas of the municipality;
- Uses;
- Capital costs as they relate to different classes of development; and
- Sizes or numbers of lots or units in a development.

A.3.2 City of Vancouver

Similar to the authority provided to municipalities under Division 19 of the Local Government Act, the City of Vancouver has the power to impose Development Cost Levies (DCLs) under Part XXIV-A of the Vancouver Charter.

Section 523D of the Charter allows the City to impose DCLs for the same services as under the Local Government Act, however, also provides the City with the ability to recover DCLs for day care facilities (including land) and replacement housing.

Section 292 of the Charter provides the City with the ability to impose capital works requirements on subdivisions (similar to Development Works Agreements under the LGA).

Section 523D of the Charter requires the oversizing of infrastructure to be recovered through DCLs.

Unlike DCCs, the DCL shall be imposed on every person entitled to the delivery of a building permit authorizing the construction, alteration or extension of a building or

structure or part thereof situated within the area designated by Council (does not include approval of subdivision)

Council may amend a DCL by-law to reflect increased costs due to inflation.

Transition provisions are included in the legislation such that any DCL by-law passed or amended does not apply to development or redevelopment where building permits are pulled within a year of the adoption date or an application to the building permit is in-stream on the date the by-law is adopted.

Council may authorize all or different classes of development to pay in instalment payments.

No DCL is payable under a by-law:

A. where a parcel of land is, or will be after construction, alteration or extension, exempt from taxation under section 396 of the Charter;
B. where a building permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension:
    a. contain less than 4 self-contained dwelling units (note: the Vancouver Charter provides the City with the authority to charge these units, if specified in their bylaw. The City of Vancouver imposes DCCs on these developments), and
    b. be put to no other use other than the residential use in those dwelling units,
C. in relation to the construction, alteration or extension of self-contained dwelling units authorized under a building permit if:
    a. each unit is no larger in area than 29 square metres, and
    b. each unit is to be put to no other use other than the residential use in those dwelling units,
    c. where a by-law imposing a development cost levy on the cost of development exempts repair or renovation work as defined, to such repair or renovation work, or
    d. where a parcel of land, owned by the Federal or Provincial government, the City of Vancouver or a non-profit organization, is or will be, after construction, alteration or extension, used for social housing and, for the purposes of this paragraph, Council may define what constitutes social housing.

Similar to the LGA, the City Charter provides Council the ability to include discretionary exemptions in their by-laws to exempt or discount other types of development from DCCs, however, there are restrictions on the types of development that may be eligible for an exemption/discount. The following types are eligible for exemptions/discounts from DCCs:

D. for-profit affordable rental housing;
E. a subdivision of small lots that is designed to result in low greenhouse gas emissions; and
F. a development that is designed to result in a low environmental impact.

DCLs shall not be based on a percentage of the cost of a development. A DCL for any development as shown on an application for a development permit shall not exceed 10% of the value of the development as determined pursuant to the building by-law from time to time in force.

A.3.3 Metro Vancouver

With respect to liquid waste services, the Greater Vancouver Sewerage and Drainage District Act allows the Board of the Greater Vancouver Sewerage and Drainage District (GVS&DD) to impose DCCs. The Board can recover the capital costs of providing, constructing, altering or expanding sewerage facilities to service development within the area of the Corporation, excluding capital costs incurred before 1995 and excluding the portion of capital costs charged by the Corporation to its member jurisdictions under the annual estimate. Similar to DCCs and DCLs for the member jurisdictions, capital costs include planning, engineering and legal costs as well as interest costs.

DCCs are imposed on developments and redevelopments that obtain approval for a subdivision or a building permit authorizing the construction, alteration, or extension of a building or structure.

The same exemptions that apply to DCCs under the LGA apply to the GVS&DD Act.

Each member jurisdiction must collect and remit DCCs imposed in their municipality to the Corporation in the manner provided in the by-law. Each member must maintain records in accordance with the by-law and permit an employee or agent of the Corporation to inspect and make copies of the records.

Member jurisdictions may enter into agreements with the Corporation to not impose DCCs. The amount given up is payable to the Corporation through a rate on land and improvements, a parcel tax, or other charges provided in the applicable Act.

The Corporation must provide to every member jurisdiction, and make available to the public upon request, the considerations, information and calculations used to determine the charges in the by-law.

Similar to member jurisdictions' DCCs, amounts collected must be deposited into a DCC reserve fund and the provincial Inspector may request a report on the collections, expenditures, and proposed expenditures.

With respect to water services, an evolved interpretation by the Province on the legislative environment allows the Greater Vancouver Water District (GVWD) to collect DCCs under the Local Government Act. Therefore, all requirements noted in Section A.3.1 apply.

A.4 Provincial DCC Best Practices Guide

The Province publishes a DCC Best Practices Guide for local governments which provides recommended practices and guidance in the formulation, calculation, and administration of DCC bylaws based on industry best practices. By aligning practices with the Best Practices Guide, local governments can streamline the provincial review and approval of DCC bylaws.

The Best Practices Guide provides recommendations with respect to various components of the DCC bylaw process including guidelines for:

- Estimating new development;
- Developing capital cost estimates;
- Calculating DCCs;
- Financial feasibility testing;
- Report structure;
- Service specific considerations (e.g. project eligibility, allocating benefit, consideration of area-specific versus jurisdiction-wide charges, etc.);
- Consultation process;
- DCC program time frames;

- Application of DCCs by land use;
- Timing of collection of DCCs; etc.

The Province recently updated the DCC Best Practices Guide (March 2025) through the fourth edition of the guide. This edition provides updated guidance related to legislative changes. The options presented in this report are in line with recommended practices provided within the Best Practices Guide.

Appendix B
Survey of Local Practices

The following subsections provide a review of DCC practices of member jurisdictions across the Region. This survey has been undertaken as part of the Region's DCC policy work in advance of the DCC bylaw update. Note: many member jurisdictions are currently in the process of updating their DCC bylaws and related policies and may result in policies that differ from those outlined below.

B.1 Village of Anmore

Population (2021 Census): 2,356

By-law Number: Bylaw #38 (passed January 22, 1990) – amended in 2005

Source: https://anmore.com/wp-content/uploads/2024/01/Development-Cost-Charges-Bylaw-No.-038-1989.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Water
- Drainage
- Roads

Municipal wide charges for all services

Residential DCC Rates by Category:

- Water - $5,555 (per lot)
- Drainage - $1,050 (per lot)
- Roads - $4,114 (per lot)
- **TOTAL: $10,718 (per lot)**

Residential Definitions:

- Definitions not provided in bylaw

Non-Residential DCC Rates by Category:

- No non-residential DCCs imposed

Non- Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

- No DCC is imposed on developments containing less than 4 self-contained dwelling units.
- Section 5.b): No development cost charge shall be required to be paid where a building permit authorized the construction, alteration or extension of a building what will, after the construction, alteration or extension contain less than 4 self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.2 Village of Belcarra

No DCCs imposed

B.3 Bowen Island Municipality

Population (2021 Census): 4,256

By-law Number: Bylaw No. 905, 1998 (passed & adopted January 29, 1999)

Source:
https://bowenisland.civicweb.net/filepro/document/122714/Parks%20Land%20Acquisition%20Bylaw%20No.%20905%201998.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Parkland Acquisition

Area specific for Bowen Island

Residential DCC Rates by Category:

- DCC shall be the sum of:
    a) $1,100 for each parcel created by the subdivision;
    b) $1,100 for each dwelling in excess of one permitted pursuant to the Zoning Bylaw on each parcel created by the subdivision

Residential Definitions:

- Definitions not provided in bylaw

Non-Residential DCC Rates by Category:

- $1,100 for each parcel created by subdivision

Non- Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

- No DCC is imposed on developments containing less than 4 self-contained dwelling units.
    - Section 2: Upon issuance of a building permit authorizing the construction, altercation or extension of a building or structure that will after completion of the construction, alteration or extension contain 4 or more dwellings, the DCC shall be $1,100 in respect of each dwelling.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.4 City of Burnaby

Population (2021 Census): 249,125

By-law Number:

- Bylaw No. 14645 (adopted July 1, 2024)
- Bylaw No. 14683 (adopted September 9, 2024)

Source:

- https://pub-burnaby.escribemeetings.com/filestream.ashx?DocumentId=75088
- https://bylaws.burnaby.ca/media/14000/14683.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Water
- Drainage
- Sanitary Sewer
- Parks Acquisition
- Fire Protection

Municipal wide DCCs

Residential DCC Rates by Category:

Category	Low Density Residential (Single Family Dwelling and any Secondary Suite/Duplex Dwelling and any Secondary Suite(s)) Per Primary Dwelling Unit/Lot	Medium Density Residential Per Dwelling Unit	High Density Residential Per Dwelling Unit
Transportation	$16,858	$10,438	$6,994
Water	$2,740	$1,918	$1,370
Drainage	$5,734	$4,391	$2,227
Sewer	$3,491	$2,443	$1,745
Parks	$20,632	$14,442	$10,316
Fire	$5,415	$3,791	$2,708
Total	**$54,870**	**$37,423**	**$25,360**

Residential Definitions:

- **Low Density Residential:** residential development consisting of one building that contains no more than 2 primary dwelling units and any secondary suite(s), including a single-family dwelling and any secondary suite, or a duplex dwelling and any secondary suite(s)
- **Medium Density Residential:** ground-oriented residential development, including laneway homes, townhouse dwellings, rowhouse dwellings and multiplex dwellings
- **High Density Residential:** development of a residential building which contains multiple dwelling units accessible via a common hallway or corridor and shared entrance facilities, including apartment buildings

Non-Residential DCC Rates by Category:

Category	Commercial Per Sq.m of Gross Floor Area	Industrial Per Sq.m of Gross Floor Area	Institutional Per Sq.m of Gross Floor Area
Transportation	$159.71	$59.50	$104.38
Water	$6.17	$4.11	$6.17
Drainage	$26.73	$35.00	$52.82
Sewer	$7.85	$5.24	$7.85
Parks	$46.42	$0	$0
Fire	$12.18	$8.12	$12.18
Total	**$259.06**	**$111.97**	**$183.40**

Non- Residential Definitions:

- **Commercial:** land zoned for commercial uses in the Zoning Bylaw
- **Industrial:** land zoned for industrial uses in the Zoning Bylaw
- **Institutional:** use of a building or portion of a building for public or private organizations that provide community services or activities, such as education, healthcare, religious worship, or government functions

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 3.2 (Bylaw no. 14645): this bylaw imposes development cost charges in relation to a development authorized by a building permit that authorizes the construction of a building that will, after the construction, contain fewer than 4 dwelling units and be put to no other use other than residential use in those dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reductions are provided in a separate bylaw – 50% DCC reduction on student rental housing

- "not-for-profit student rental housing": means sleeping units or dwelling units that meet all of the following criteria:
  a) owned by or leased to, and operated by, a post-secondary institution or by a government business enterprise on behalf of such postsecondary institution at the time of any application for, or issuance of, a reduction of development cost charges or amenity cost charges, as the case may be;
  b) purpose-built to provide rental housing for faculty, staff, students, or other persons affiliated with that post-secondary institution and their families;
  c) operated on a cost recovery basis; and
  d) governed by the terms of a housing agreement and Section 219 covenant entered into with the City which restricts the use of the development in accordance with the above criteria for a period of at least 60 years
- section 4 (bylaw no. 14683): the City will, for a development containing non-for-profit student rental housing, reduce by 50% the DCC that are otherwise payable
- Full waiver is provided for affordable housing within a development.

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.5 City of Coquitlam

Population (2021 Census): 148,625

By-law Number:

- Bylaw No. 5222, 2022 (passed July 4, 2022)

Source:

- https://publicdocs.coquitlam.ca/coquitlamdoc/getdocIF.asp?doc=5023940

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Parkland Acquisition
- Park Improvement
- Drainage

- Sanitary Sewer
- Water

Municipal-wide charges

Residential DCC Rates by Category:

Category	Single-Detached (Per Dwelling Unit)	Duplex, Triplex, Fourplex, Multiplex (Per Dwelling Unit)	Street Oriented Village Home, Townhouse (Per Dwelling Unit)	Apartment, Mobile Home (Per Dwelling Unit)
Transportation	$13,408	$10,685	$7,124	$3,876
Park Acquisition	$28,135	$17,464	$17,168	$11,544
Park Improvement	$11,268	$6,994	$6,876	$4,623
Drainage	$5,138	$3,083	$3,083	$1,541
Sewer	$2,669	$1,656	$1,628	$1,095
Water	$2,523	$1,566	$1,539	$1,036
Total	**$63,141**	**$41,448**	**$37,418**	**$23,715**

Residential Definitions:

- **Single-detached:** includes
  a) any parcel resulting from any subdivision which is used or may be used for a single building or structure containing one dwelling unit; and
  b) any dwelling unit which is or will be situated in a single building or structure containing one dwelling unit and no other principal uses, and which may include a secondary suite, carriage house, or garden cottage that is constructed, altered or extended on a single parcel
- **Duplex:** includes
  a) any parcel resulting which is used or may be used for a single building or structure containing two dwelling units, neither of which is a secondary suite, carriage house or garden cottage; and

b) any dwelling unit which is or will be situated in a single building or structure containing two dwelling units, neither of which is secondary suite, carriage house or garden cottage

- **Triplex:** a residential use in which a principal building is used for three principal dwelling units
- **Fourplex:** a residential use in which a principal building is used for four principal dwelling units
- **Multiplex:** a residential use that includes three or more principal dwelling units on a lot in attached, detached or semi-detached forms; excludes apartment, townhouse, fourplex, and triplex
- **Street Oriented Village Home:** a residential use consisting of one dwelling unit per principal building vertically attached by party walls to one or more principal building(s) with each individual principal building located on a separate lot (including a strata lot)
- **Townhouse:** a single building containing three or more dwelling units separated one from another by part walls extending from the foundation to roof, with each dwelling unit having a separate, direct entrance from grade and includes all row, linked, patio, garden, court or other housing which meets such criteria; excludes Multiplex, Fourplex or Triplex
- **Apartment:** a building used for three or more dwelling units; excludes townhouse, multiplex, fourplex, and triplex
- **Mobile Home:** a manufactured unit, intended to be occupied in a place other than at its manufacturer, and designed as a dwelling unit

Non-Residential DCC Rates by Category:

Category	Commercial Per Sq.m of Gross Floor Area	Industrial Per Sq.m of Gross Floor Area	Institutional Per Sq.m of Gross Floor Area
Transportation	$79	$42	$79
Parks	$0	$0	$0
Drainage	$16	$13	$16
Sewer	$5	$3	$5
Water	$5	$3	$5
Total	**$105**	**$61**	**$105**

Non- Residential Definitions:

- **Commercial:** a use providing for the sale or rental of goods or services, personal services or the servicing and repair of goods (includes entertainment, recreation, commercial schools, service stations, tourist accommodations, adult or child day-care centres, sleeping units, community care)
- **Industrial:** a use providing for the manufacturing, processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, recycling, or salvaging of goods, materials or things for direct use or resale to individual business customers, and not for the general public and includes medical marijuana grow operations
- **Institutional:** a use providing for public functions (includes government offices, schools, colleges, universities, hospitals, community centres, courts, police stations, jails, libraries, museums, buildings associated with public parks, public playgrounds, cemeteries, and work yards)

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5.2: Every person who obtains a Building Permit for the construction, alteration or extension of a building that will, after the construction, contain fewer than four Dwelling Units must pay to the City at the time of issue of the Building Permit, the applicable DCC

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.6 City of Delta

Population (2021 Census): 108,455

By-law Number:

- Bylaw No. 7560, 2017 (adopted February 5, 2018)
- Bylaw No. 8146, 2017 (adopted June 13, 2022)

Source:

- https://delta.civicweb.net/document/135287/
- https://delta.civicweb.net/document/212446/

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Municipal-wide:

- Roads
- Water
- Sewer
- Drainage
- Parks

Annacis Island:

- Only roads charge applies

Residential DCC Rates by Category:

Category	Low Density (Per Dwelling Unit)	Townhouse (Per Dwelling Unit)	Apartment (Per Dwelling Unit)	Congregate Care (Per Sleeping Unit)
Roads	$5,054	$2,864	$2,780	$1,053
Water	$1,190	$930	$632	$372
Sewer	$4,634	$3,620	$2,462	$1,448
Drainage	$3,528	$1,911	$1,176	$1,173
Parks	$4,936	$3,856	$2,622	$1,543
Total	**$19,342**	**$13,181**	**$9,672**	**$5,589**

Residential Definitions:

- **Low Density:** single family, duplex and triplex residential development. The calculation of units is determined by the maximum number of dwelling units lawfully permitted on the site being subdivided
- **Townhouse:** a multi-unit residential development where each dwelling unit has one or more exterior entrances on the ground floor, and shares one or more part walls with an adjacent dwelling unit, and does not include Low Density Residential development. The calculation of units is determined by the maximum number of dwelling units contained in the building permit application
- **Apartment:** a multi-unit residential development which does not include low density residential or townhouse. The calculation of units is determined by the maximum number of dwelling units contained in the building permit application
- **Congregate Care:** a multi-unit development which contains principally sleeping units without kitchen facilities, and where common dining and living areas are provided within the development. The calculation of units is determined by the maximum number of sleeping and dwelling units contained in the building permit application

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Industrial – Annacis (per sq.m of gross floor area)
Roads	$32.85	$41.27	$16.85	$16.85
Water	$3.35	$3.35	$3.35	$0
Sewer	$13.03	$13.03	$13.03	$0
Drainage	$11.29	$11.29	$15.88	$0
Parks	$0	$0	$0	$0
Total	**$60.52**	**$68.94**	**$49.11**	**$16.85**

Non- Residential Definitions:

- **Commercial:** all commercial development, other than congregate care and intensive agriculture. The measurement unit for commercial development is square meters of gross floor area. The calculation of floor area of a commercial building is based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.
- **Institutional:** all institutional uses identified in the Health Care or Public zones within the Zoning Bylaw, as well as said uses permitted in all other zones within the Zoning Bylaw. The measurement unit for Institutional development is sq.m of gross floor area. The calculation of floor area of an Institutional building based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.
- **Industrial:** all industrial uses identified in the Zoning Bylaw, including greenhouses, retail nurseries, manufacturing & processing plants for agriculture related products and commercial businesses located outside of the Agricultural Water Rate Area. The measure unit for Industrial development is sq.m of gross floor area. The calculation of floor area of an Industrial building based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5c: a building permit that authorizes the construction, alteration or extension of a building or part of a building that will, after the construction, contain one or more self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Separate bylaw to waive DCCs for not for profit rental housing: Bylaw No. 8146
- **Definitions:** "Not-for-Profit Rental Housing Development" means a development that includes dwelling units that are owned, leased or otherwise held by a Not-

For-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity

- "Eligible Household" means a household in which:
  a) the gross annual household income is at or below the limits established by BC Housing from time to time for affordable housing programs; or
  b) 30% or more of the household's gross annual income would go toward housing:
     i. based on the median market rent in Delta;
     ii. with enough bedrooms for the size and make-up of the household based on Canada Mortgage and Housing Corporation's National Occupancy Standards;
- Section 3.1: The City will waive DCC for dwelling units within a Not-for-Profit Rental Housing Development as follows:
  a) all dwelling units if at least 30% of the dwelling units within the development will be occupied by eligible households;
  b) only those dwelling units that will be occupied by eligible households if less than 30% of the dwelling units within the development will be occupied by Eligible Households on the condition that before the Triggering Date (date the DCCs are payable), the owner:
  c) enters into a housing agreement pursuant to Section 483 of the Local Government Act; and further or alternatively
  d) grants the City a covenant under Section 219 of the Land Title Act to ensure that such Dwelling Units will continue to meet the criteria set out in subsection (a) or (b) for at least sixty (60) years.

Agricultural Development:

Agriculture – Intensive (per sq.m of gross floor area):

- Roads - $0.00
- Water - $1.67
- Sewer - $0.00
- Drainage - $1.10
- Parks - $0.00
  TOTAL: $2.77

Definition in bylaw: Intensive Agriculture: means greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock operations, and commercial businesses located within the Agricultural Water Rate Area. Produce stands, temporary uses (less than 6 months) and retail less than 100 sq.m shall not be considered Intensive Agriculture. The measurement unit for Intensive Agriculture is sq.m of gross floor area. The calculation of gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application. For Intensive Agriculture, where a sewer connection is required to a municipal system, the Industrial sewer DCC rate shall apply

- DCC Background study identified growth in gross floor area of agricultural development. Developed equivalent population for water and equivalent impervious factor for drainage.
- No anticipated impact on sewer infrastructure for this land use category

B.7 City of Langley

Population (2021 Census): 28,963

By-law Number:

- Bylaw No. 3256 (adopted July 8, 2024)

Source:

- https://www.langleycity.ca/media/file/dcc-bylaw-no-3256

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Municipal-wide:

- Transportation
- Water
- Drainage
- Sanitary Sewer
- Parks

Residential DCC Rates by Category:

Category	Single Family (Per Lot)	Townhouse (Per Dwelling Unit)	Apartment (Per Dwelling Unit)
Transportation	$16,369	$12,099	$7,907
Water	$2,756	$2,037	$1,331
Drainage	$4,993	$2,696	$1,648
Sewer	$1,564	$1,156	$756
Park	$19,881	$14,695	$9,604
Total	**$45,563**	**$32,683**	**$21,246**

Residential Definitions:

- **Single Family:** a building containing a single dwelling unit with or without a secondary suite
- **Townhouse:** a building divided into two or more dwelling units where each dwelling unit has an independent entrance to the exterior and each dwelling unit is attached to another dwelling unit
- **Apartment:** a building divided into two or more dwelling units in which access to dwelling units is provided principally by means of interior corridors rather than direct access from the exterior of the building

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)
Transportation	$5.24	$1.75	$5.24
Water	$0.88	$0.29	$0.88
Drainage	$1.48	$1.48	$1.48
Sewer	$0.50	$0.17	$0.50
Park	$6.36	$2.12	$6.36
Total	**$14.46**	**$5.81**	**$14.46**

Non- Residential Definitions:

- **Commercial:** a building or structure used for a commercial use permitted under the Zoning Bylaw
- **Industrial:** a building or structure used for an industrial use permitted under the Zoning Bylaw
- **Institutional:** a building or structure used for:
  a) an institutional use permitted under the Zoning Bylaw; or
  b) dwelling units used for the accommodation of caretakers, staff, students or patients, provided that such units are part of an institutional building under paragraph (i) of this definition and a restrictive covenant is registered in the land title office in favour of the City to require that the units remain used only for the applicable purpose

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 3.1.2: Every person who obtains a Building Permit authorizing the construction, alteration or extension of a building or structure, including a building containing fewer than four dwelling units shall pay to the City before Building Permit issuance a DCC

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

N/A

Agricultural Development:

- Practice is unclear based on survey research

B.8 Township of Langley

Population (2021 Census): 132,603

By-law Number:

- Bylaw No. 5897 (adopted December 2, 2024)

- Bylaw No. 5901 (adopted June 26, 2023)

Source:

- https://www.tol.ca/en/services/resources/bylaw-services/bylaws/Development-Bylaws/Development-Cost-Charges-Bylaw-(No.-5897).pdf
- https://www.tol.ca/en/services/resources/bylaw-services/bylaws/Development-Cost-Charge-Waiver-for-Affordable-and-Supportive-Housing---Bylaw-2019-(No.-5462).pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Sewage
- Water
- Parkland Acquisition and Development

Residential DCC Rates by Category:

Category	Residential 1 Per Dwelling Unit	Residential 2 Per Dwelling Unit	Residential 3 Per Dwelling Unit	Residential 4 Per Dwelling Unit
Road	$29,997	$21,270	$18,543	$16,362
Drainage	$11,067	$4,459	$3,059	$1,948
Sewage	$1,870	$1,320	$1,265	$825
Water	$3,152	$2,225	$2,132	$1,391
Parks	$40,701	$28,730	$27,533	$17,956
Total	**$86,787**	**$58,004**	**$52,532**	**$38,482**

Residential Definitions:

- **Residential 1:** residential developments having a density of 15 or less dwelling units per hectare
- **Residential 2:** residential developments having a density greater than 15 up to 44 dwelling units per hectare

- **Residential 3:** residential developments having a density greater than 44 up to 74 dwelling units per hectare
- **Residential 4:** residential developments having a density greater than 74 dwelling units per

Non-Residential DCC Rates by Category:

Category	Commercial 1 (per sq.m)	Commercial 2 (per sq.m)	Commercial 3 (per sq.m)	Institutional (per sq.m)	Industrial (per sq.m)
Road	$109.08	$85.08	$39.27	$52.36	$16.92
Sewage	$6.27	$6.27	$4.68	$6.27	$25.66
Water	$10.57	$10.57	$7.88	$10.57	$2.48
Drainage	$27.12	$27.12	$0	$24.13	$4.17
Total	**$153.04**	**$129.04**	**$51.83**	**$93.33**	**$49.23**

Non- Residential Definitions:

- **Commercial 1:** all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey GFA is 3,700 square metres or less. This includes, but not limited to, all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
- **Commercial 2:** means all developments zoned for commercial uses under the Zoning bylaw and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey GFA is more than 3,700 sq.m. This includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
- **Commercial 3:** means all developments zoned for commercial uses under the Zoning bylaw and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where such commercial uses are located only on the second and higher floor levels. This includes, but is not limited to all rural

commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.

- **Institutional:**
  (a) all developments zoned for institutional use under the Zoning Bylaw;
  (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live\care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.
- **Industrial:** all developments zoned for industrial uses under the Zoning Bylaw, and all developments having industrial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than industrial

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5(c) of Bylaw 5897: For certainty, this bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units and for which the dwelling unit in the building or structure will be put to no other than residential use.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in a separate bylaw

Definitions:

- **Eligible Development:** any residential development that includes at least one Below-Market Dwelling Unit or Hospice Unit
- **Below-Market Dwelling Unit:** a Not-for-Profit Dwelling Unit where (a) tenancy is reserved for households meeting eligibility criteria; (b) at the commencement of a tenancy, the monthly rental rate is not more than the maximum rent as identified by the Township on an annual basis, being classified as either Bachelor, 1Bedroom, 2Bedroom, or 3+ Bedroom; (c)

dimensions and floor area meet the minimum requirements of the BC Housing Design Guidelines and Construction Standards, or any future iteration thereof; (d) the rental rate is not increased by more than the percentage permitted by the Residential Tenancy Act from year to year for continuous tenancies

- **Hospice Unit:** any dwelling unit that is (a) owned or leased by a Non-Profit organization; (b) reserved and operated as a hospice for non-profit supportive living for individuals in palliative care. But does not include (a) a continuing care facility; (b) a public or private hospital; (c) a Provincial mental health facility, an observation unit or a psychiatric unit; (d) a housing-based health facility that provides hospitality support services and personal health care.

Section 3.1 of Bylaw 5901: the Township may waive DCC that are otherwise payable for eligible development in accordance with this following:

a) for an eligible development that is a Not-for-Profit Development where at least 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all DCC that would otherwise be payable;

b) for an eligible development that is a Not-for-Profit Development where less than 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all DCC for only those Below-Market Dwelling Units or Hospice Units within the Not-for-Profit Development;

c) for an Eligible Development that is not a Not-for-Profit Development, the Township's municipal council may waive DCC for only those Below-Market Dwelling Units or Hospice Units within the eligible development

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.9 Village of Lions Bay

No DCCs imposed

B.10 City of Maple Ridge

Population (2021 Census): 90,990

By-law Number:

- Bylaw No. 7320-2017
- Amending Bylaw No. 7863-2022 (adopted September 24, 2024)

Source:

- https://www.mapleridge.ca/media/file/7863-2022-maple-ridge-development-cost-charges-amending-bylaw
- https://www.mapleridge.ca/media/file/development-cost-charges-imposition-bylaw-no-7320-2017

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Water
- Sanitary Sewer
- Open Space

Municipal wide charges

Residential DCC Rates by Category:

Category	Single Family (per additional lot) & Duplex (per dwelling unit)	Townhouse (per sq.m of Building Area)	Street Townhouse (per sq.m of Building Area)	Apartment (per sq.m of Building Area)	Apartment – 6 storeys and above (per sq.m of Building Area)
Road	$17,154	$98.97	$79.17	$91.90	$68.92
Drainage	$3,733	$13.40	$8.93	$8.30	$3.11
Water	$4,525	$29.01	$29.01	$30.52	$26.93
Sewer	$2,649	$16.98	$16.98	$17.87	$15.77

Category	Single Family (per additional lot) & Duplex (per dwelling unit)	Townhouse (per sq.m of Building Area)	Street Townhouse (per sq.m of Building Area)	Apartment (per sq.m of Building Area)	Apartment – 6 storeys and above (per sq.m of Building Area)
Open Space	$12,950	$83.01	$83.01	$87.36	$77.08
Total	**$41,011**	**$241.37**	**$217.10**	**$235.96**	**$191.81**

Residential Definitions:

- **Single Family Residential** means a residential use where the building lot is used for one dwelling unit and other uses as permitted.
- **Duplex** means a two family residential use where the building lot is used for two dwelling units.
- **Street Townhouse** means one dwelling unit vertically attached to one or more dwelling units (i.e. triplex or fourplex) with each dwelling unit located on a lot abutting a street. For the purposes of this bylaw, it does not include a Duplex.
- **Townhouse** means a single building comprised of three or more dwelling units separated one from another by party walls extending from foundation to roof, with each dwelling unit having a separate, direct entrance from grade and does not include Street Townhouse.
- **Apartment** means a residential use where the building or buildings on a lot are each used for three or more dwelling units. It does not include Townhouse or Street Townhouse
- **Apartment – High Density** means apartments that are six storeys and above

Non-Residential DCC Rates by Category:

Category	Commercial – First Floor (per sq.m of building area)	Commercial – Additional Floors (per sq.m of building area)	Institutional – Non-municipal (per sq.m of building area)	Institutional – Municipal (per sq.m of building area)	Industrial (per sq.m of building area)
Road	$51.46	$25.73	$11.79	$0	$17.15
Water	$18.85	$9.43	$9.44	$0	$11.55
Sewer	$6.62	$3.31	$5.52	$0	$6.76
Open Space	$0	$0	$0	$0	$0
Drainage	$13.07	$0	$52,688 per ha. of gross site area	$0	$13.20
Total	**$90.00**	**$38.47**	**$26.75 + drainage**	**$0**	**$48.66**

Non- Residential Definitions:

- **Commercial Development** means development of a parcel for commercial use as described in the Maple Ridge Zoning Bylaw or similar development that is of a commercial nature, including but not limited to uses such as accommodation, automotive, retail, food and beverage, entertainment, office, personal services, recreation, retail and the cultivation, processing, testing, packaging or shipping of marihuana.
- **Industrial Development** means “industrial use” as defined by Maple Ridge Zoning Bylaw.
- *Definition in zoning bylaw: INDUSTRIAL means a Use providing for the: processing; fabricating; assembling; storage; transporting; distributing; testing; servicing; repairing; wrecking and salvaging of goods, materials or things; and the selling of heavy Industrial equipment. Includes, but is not limited to: assembly, repair, finishing and packaging of products; operation of truck terminals; docks; railways; bulk loading; and Warehouses.*

- **Institutional Development** means any development that is created and exists by law or public authority for the benefit of the public in general, and includes, but is not limited to, public hospitals, public and private schools and churches.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 4: Pursuant to S.561(6) of the Local Government Act, a Development Cost Charge is payable for work that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in bylaw for affordable rental units

- **Apartment – Affordable Rental below Market** – affordable means housing cost that is 30 per cent or less of household's gross income and below market rental housing is housing with rents lower than average in private-market rental housing. For purposes of ensuring the units remain in this use for a minimum of 20 years a Housing Agreement or covenant on the property is required.
- **Apartment – Not-for-Profit Rental below Market** means rental housing with rents not in excess of 80% of the average market rate for Maple Ridge as identified or reported in Canada Mortgage Housing Corporation's most recent rental market survey. For purposes of ensuring the units remain in this use for a minimum of 20 years a Housing Agreement or covenant on the property is required.
- **Apartment – Seniors Affordable Rental below Market** means Apartment Affordable below Market rental and seniors means an adult aged 55 or older. BC Housing programs, partners and housing providers may define a senior by a different age.

Apartment Affordable Rental Below Market (per sq.m of Building Area):

- Road - $68.92
- Drainage - $8.30
- Water - $30.53

- Sewer - $17.87
- Open Space - $87.36
  TOTAL: $212.98

Apartment - Social Housing, Non-for-Profit Rental Below Market or Affordable Rental Seniors (per sq.m of Building Area):

- Road - $16.85
- Drainage - $8.30
- Water - $19.75
- Sewer - $11.56
- Open Space - $33.92
  TOTAL: $90.38

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.11 City of New Westminster

Population (2021 Census): 78,916

By-law Number:

- Bylaw No. 8327, 2022 (adopted August 29, 2022, effective July 27, 2024)

Source:

- https://www.newwestcity.ca/database/files/library/Bylaw_8327__2022_Development_Cost_Charges.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Drainage
- Water
- Sanitary Sewer
- Parkland Acquisition and Development

Charges are area-specific for Queensborough and Mainland areas

Residential DCC Rates by Category:

Queensborough DCC Boundary

Category	Single Detached (per sq.m of parcel area)	Townhouse (per sq.m of gross floor area)	Apartment (per sq.m of gross floor area)	Float Home (per sq.m of gross floor area)
Transportation	$22.90	$41.70	$40.42	$41.70
Drainage	$11.61	$19.24	$13.47	$0
Water	$0	$0	$0	$0
Sewer	$2.99	$6.08	$5.67	$6.08
Park	$26.15	$52.63	$49.04	$52.63
Total	**$63.65**	**$119.65**	**$108.60**	**$100.41**

Mainland DCC Boundary

Category	Single Detached (per sq.m of parcel area)	Townhouse (per sq.m of gross floor area)	Apartment (per sq.m of gross floor area)
Transportation	$9.11	$15.65	$22.31
Drainage	$4.34	$6.79	$6.99
Water	$2.60	$4.98	$6.83
Sewer	$3.73	$7.15	$9.83
Park	$19.41	$42.53	$36.92
Total	**$39.19**	**$77.10**	**$82.88**

Residential Definitions:

- **Single Detached:** any dwelling unit which is or will be situated in a single building or structure containing one dwelling unit and no other principal uses, and which may include a secondary suite, carriage house, or laneway house that is constructed, altered or extended on a single parcel
- **Townhouse:** a building or portion of a building divided into two or more dwelling units where each dwelling unit has direct ground level access, or indirect ground level access by way of a staircase shared by not more than two dwelling units on the same storey, and each dwelling unit is attached to another dwelling unit

- **Apartment:** a building or portion of a building divided into three or more dwelling units with common or shared entrances or interior passageways, which provide access to the outside and which does not include a townhouse
- **Float Home:** a structure incorporating a flotation system, intended for use or being used or occupied for residential purposes, not primarily intended for, or usable in, navigation and does not include a water craft designed or intended for navigation

Non-Residential DCC Rates by Category:

Queensborough DCC Boundary

Category	Commercial – Retail (per sq.m of gross floor area)	Commercial – Office (per sq.m of gross floor area)	Industrial (per sq.m of improved site area)	Institutional (per sq.m of gross floor area)
Transportation	$139.12	$139.12	$7.24	$13.91
Drainage	$13.81	$13.81	$9.71	$12.94
Water	$0	$0	$0	$0
Sewer	$3.81	$3.22	$1.31	$3.22
Parks	$0	$0	$0	$0
Total	**$156.73**	**$156.15**	**$18.26**	**$30.08**

Mainland DCC Boundary

Category	Commercial – Retail (per sq.m of gross floor area)	Commercial – Office (per sq.m of gross floor area)	Industrial (per sq.m of improved site area)	Institutional (per sq.m of gross floor area)
Transportation	$33.17	$33.17	$3.45	$6.63
Drainage	$5.16	$5.16	$3.63	$4.84
Water	$3.30	$2.80	$1.14	$2.80
Sewer	$4.75	$4.02	$1.64	$4.02
Parks	$0	$0	$0	$0
Total	**$46.37**	**$45.14**	**$9.86**	**$18.28**

Non- Residential Definitions:

- **Commercial - Retail:** a building or portion of a building providing for the sale or rental of goods or services to the end user or for the servicing and repair of goods
- **Commercial - Office:** a building or portion of building designed and intended for office use, excluding offices for trade contractors
- **Industrial:** a lot used or intended to be used for industrial uses, including manufacturing, processing, treatment, assembly, disassembly, storage, utility, testing, wholesale, distribution, or servicing of goods and materials
- **Institutional:** (a) a use providing for the gathering of persons for charitable, cultural, governance, philanthropic, religious, community recreation facilities, hospitals, mental health facilities, or educational purposes, or (b) housing units for the accommodation of caretakers, staff, students and/or patients, provided that such housing units are part of the institutional complex and a restrictive covenant is registered against the title of the land in favour of the City to ensure that the housing units remain in the designated use
- **Improved site area** means the whole or portion of the parcel to be improved for industrial purposes as part of the development authorized by a building permit, including all buildings, vehicular and pedestrian circulation areas, loading, parking, storage, works, decorative areas and landscaped areas belonging to the development

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Refer to definition of Single Detached - Residential

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.12 City of North Vancouver

Population (2021 Census): 52,898

By-law Number:

- Bylaw No. 8471 (adopted July 25, 2016)
- Bylaw No. 8130 (October 23, 2017)

Source:

- https://www.cnv.org/Business-Development/Building/development-cost-charges

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Park Acquisition and Development
- Water
- Sanitary Sewer
- Drainage

Municipal-wide charge

Residential DCC Rates by Category:

Category	Residential – at time of Subdivision (per lot)	Residential – at time of building permit (per sq.m of gross floor area)
Transportation	$5,315	$20.89
Parks	$4,614	$21.48
Water	$1,513	$7.04
Sewer	$1,477	$6.88
Drainage	$1,830	$5.88
Total	**$14,749**	**$62.17**

Residential Definitions:

- N/A - charges are the same for all types of residential

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)
Transportation	$48.32	$28.99
Parks	$2.56	$2.56
Water	$0.84	$0.84
Sewer	$0.82	$0.82
Drainage	$5.49	$5.49
Total	**$58.03**	**$38.70**

Non- Residential Definitions:

- **Commercial** means any commercial use as permitted under the authority of the City's Zoning Bylaw
- **Industrial** means any industrial use as permitted under the authority of the City's Zoning Bylaw
- Zoning bylaw: “Industrial Use” means a Use providing for the processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking or salvaging of goods, materials, or things; includes the operation of truck terminals, docks, railways, passenger depots, Automobile Brokers and bulk Loading and storage facilities, but excludes commercial showrooms or display areas, a Grain Elevator Use and excludes the bulk Loading, bulk unloading, Bulk Plants/storage, production, refining or processing of Dangerous Goods;

Treatment of Residential Developments Less than Four (4) Units:

- Section 4.E of Bylaw No. 8471: At Building Permit, no development cost charges are payable where the construction or alteration results in three or less residential self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in a separate bylaw (**DCC Waiver Bylaw 8130)**
- **Definition:** Non-Profit Rental Housing: housing that is owned and/or operated by a registered non-profit society and that is subject to a covenant registered to title to the satisfaction of the Director, Planning
- **Bylaw No. 8130:** DCC shall be reduced by 100% for that portion of a development which provided Non-Profit Rental Housing provided that the Non-Profit Rental Housing (a) may be secured through a zoning restriction; and (b) is secured through a covenant on title which restricts the use of that portion of the applicable development class for the life of that portion of the building

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.13 District of North Vancouver

Population (2021 Census): 88,168

By-law Number:

- Bylaw No. 8704 (adopted December 9, 2024)
- Bylaw No. 8647 (adopted December 4, 2023)

Source:

- https://www.dnv.org/bylaws/development-cost-charges-bylaw
- https://www.dnv.org/bylaws/lillooet-west-development-cost-charges-waiver-bylaw

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Water
- Drainage
- Sanitary Sewer

- Parks
- Protective Services

Municipal-wide charge

Residential DCC Rates by Category:

Category	Single Family (per primary dwelling/lot)	Townhouse (per dwelling unit)	Apartment (per dwelling unit)	Coach House (per dwelling unit)
Transportation	$25,919	$15,316	$11,781	$8,836
Water	$2,116	$1,904	$1,340	$1,005
Drainage	$6,317	$2,160	$689	$517
Sewer	$3,017	$2,716	$1,911	$1,433
Parks	$3,356	$3,021	$2,126	$1,595
Protective	$2,808	$2,527	$1,778	$1,334
Total	**$43,533**	**$27,644**	**$19,625**	**$14,720**

Residential Definitions:

- **Single Family:** either one dwelling unit or one dwelling unit plus one secondary suite dwelling unit or one dwelling unit plus one secondary suite dwelling unit and one coach house
- **Townhouse:** (a) two or more dwelling units on one parcel of land that is not an apartment (i.e., including a triplex, fourplex, or multiplex); or (b) a single-family residential use that is part of a larger residential multi-family development consisting of two or more connected dwelling units on one parcel of land other than a bare land strata development
- **Apartment:** two or more dwelling units on one parcel of land none of which is a secondary suite which have their principal access from a common hallway or foyer
- **Coach House:** coach house as defined in the zoning bylaw

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)
Transportation	$188.50	$141.38	$94.25
Water	$6.35	$6.35	$3.53
Drainage	$24.01	$24.01	$25.90
Sewer	$9.05	$9.05	$5.03
Parks	$1.51	$1.51	$0.56
Protective	$1.26	$1.26	$0.47
Total	**$230.68**	**$183.56**	**$129.74**

Non- Residential Definitions:

- **Commercial:** the carrying on of any business, including the sale or provision of goods, accommodation, entertainment, meals or services, but excludes industrial uses and institutional uses and excludes a "residential multi-family, apartment", "residential multi-family, ground oriented" or single-family development
- **Industrial:** the manufacturing, fabricating, processing, assembling, storing, transporting, warehousing, renting or wholesale distribution of goods, materials or things, but excludes an institutional use and excludes retail sales, party and meeting equipment rentals, wholesaling in conjunction with retail sales, household services and repairs, service stations, automotive repairs and auto body shops, restaurants, drive-ins and food outlets, or any uses accessory to any of the foregoing exclusions
- **Institutional:** (a) a principal or accessory use in any "PA" or "PRO" zone created by the zoning bylaw other than golf courses, marinas, pet care establishments, ski resorts and any uses accessory to golf courses, marinas, pet care establishments and ski resorts; (b) a child care facility, firehall, group home, multi-level care facility or cemetery use permitted in any zone created by the zoning bylaw

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- **Section 8:** In accordance with section 561(6) of the Local Government Act, this bylaw imposes development cost charges in relation to a development

authorized by a building permit that authorizes the construction of a building that will, after the construction, contain fewer than four dwelling units and be put to no other use other than residential use in those dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Lillooet West DCC Waiver - area specific reduction for social housing rental units - as defined and outlined in DCC waiver bylaw

Bylaw No. 8647:

1) DCC are hereby waived in relation to the Eligible Development proposed to be constructed on the site as shown outlined in red on the attached map, and the DCC rates for the Eligible Development are hereby set at zero.

2) For the purpose of this Bylaw, "Eligible Development" means social housing units where the rental rate structure is secured by way of a lease agreement, affordable housing agreement bylaw, Section 219 land use covenant or other measure acceptable to the Municipal Solicitor

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.14 City of Pitt Meadows

Population (2021 Census): 19,146

By-law Number:

- Bylaw No. 2995, 2024 (adopted September 10, 2024)
- Bylaw No. 2928 (adopted February 28, 2023)

Source:

- https://www.pittmeadows.ca/city-hall/bylaws-policies/bylaws/development-cost-charges-bylaw-no-2995-2024

- https://www.pittmeadows.ca/sites/default/files/2023-03/Development%20Cost%20Charges%20Reduction%20Bylaw%20No.%202928%2C%202022.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Major Roads
- Water
- Sanitary
- Drainage
- Parks

Residential DCC Rates by Category:

Category	Single Family (per unit)	Two-Family, Three-Family or Townhouse (per unit)	Apartment (per unit)
Major Roads	$13,867	$9,713	$7,077
Water	$1,668	$1,382	$965
Sewer	$626	$518	$362
Drainage	$642	$417	$154
Parks	$6,371	$5,276	$3,683
Total	**$23,183**	**$17,306**	**$12,241**

Residential Definitions:

- "per unit" means:
  - for single family residential — per additional parcel of land created by subdivision;
  - for two-family, three-family or townhouse residential — per dwelling unit in a two-family or three-family dwelling or townhouse building; and
  - for apartment residential — per dwelling unit in an apartment building.

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Institutional (per sq.m of proposed development area)
Major Roads	$18.04	$52.73	$27.75
Water	$2.09	$4.69	$2.35
Sewer	$0.78	$1.76	$0.88
Parks	$0	$0	$0
Drainage	$1.45 (per sq.m of development area)	$1.45 (per sq.m of development area)	$1.16
Total	**$20.91 + drainage charge**	**$59.18 + drainage charge**	**$32.14**

Non- Residential Definitions:

- **Development area** means:
  - the area within the footprint of a proposed building or structure; and
  - any area of the parcel being developed that is improved for landscaping, parking, storage, loading and unloading; but
  - excludes the area attributed to aprons, runways, helipads, taxiways, taxi lanes, aircraft parking, passenger/cargo loading and unloading, staging areas, and all other movement and maneuvering areas on the airside of the Airport required for aviation purposes.
- **"gross floor area" or "GFA"** means the total area of all floors enclosed by the inside edge of the exterior walls of a building including without limitation, mezzanines, stairways, elevator shafts, storage and mechanical rooms.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 6 of Bylaw 2995: Every person who obtains approval of a building permit for the construction, alteration or extension of a building that will contain fewer than four (4) self-contained dwelling units must pay to the City a DCC for each of the services referred to in Schedule A

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reduction of DCCs is provided for in a separate bylaw (Bylaw 2928)

Section 2.1:

For the purpose of this bylaw, an eligible development is one which:

(a) in whole or in part includes the not-for-profit rental housing proposal by Metro Vancouver Housing Corporation for lands located at Lot 2 Section 1 Range 1 New Westminster District Plan BCP32780 - 19085 119B Avenue, Pitt Meadows;

(b) is subject to a lease with the City of Pitt Meadows for a period of no less than 20 years; and

(c) rents 100% of its units to tenants with a gross household income at or below the BC Housing Income Limits

Section 3.1:

The DCC payable pursuant to DCC Bylaw 2382 and Bylaw No. 2685 (both bylaws are repealed through Bylaw No. 2995) are reduced by 100% for eligible developments

Agricultural Development:

Intensive Agriculture (per sq.m of proposed development area):

- Major Roads - $6.94
- Water - $1.82
- Sewer - $0.00
- Drainage - $0.48
- Parks - $0.00
  TOTAL: $9.24

Definition - Intensive Agriculture: greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock purposes, and commercial businesses located within agricultural zones. Produce

stands, temporary uses (less than 6 months) and retail less than 100 sq.m will not be considered intensive agriculture

- Development area means:
    - the area within the footprint of a proposed building or structure; and
    - any area of the parcel being developed that is improved for landscaping, parking, storage, loading and unloading; but
    - excludes the area attributed to aprons, runways, helipads, taxiways, taxi lanes, aircraft parking, passenger/cargo loading and unloading, staging areas, and all other movement and maneuvering areas on the airside of the Airport required for aviation purposes.

B.15 City of Port Coquitlam

Population (2021 Census): 61,498

By-law Number:

- Bylaw No. 4320 (adopted December 12, 2023)
- Bylaw No. 3182 (adopted April 12, 1999)
-

Source:

- https://www.portcoquitlam.ca/media/file/development-cost-charge-bylaw-no-4320

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Municipal-wide
    - Transportation
    - Water
    - Drainage
    - Sewer
- Area-Specific
    - Park Acquisition and Development
- Park Acquisition and Development
    - Area 1:
        - Low Density Acquisition - $2,764/unit

- Low Density Development - $368/unit
- High Density Acquisition - $1,578/unit
- High Density Development - $210/unit
- Commercial Development - $1.28/sq.m
- Industrial Development - $6,334/hectare

- Area 2:
  - Low Density Acquisition - $0/unit
  - Low Density Development - $368/unit
  - High Density Acquisition - $0/unit
  - High Density Development - $210/unit
  - Commercial Development - $1.28/sq.m
  - Industrial Development - $6,334/hectare

Residential DCC Rates by Category:

Category	Single Family (per dwelling unit/lot)	Ground-Oriented Multi-Family (per dwelling unit)	Multi-Family (per dwelling unit)
Transportation	$9,119	$4,799	$3,216
Water	$0	$0	$0
Drainage	$4,871	$3,171	$1,608
Sewer	$1,772	$927	$629
Parks	See above	See above	See above
Total	**$15,762 + parks**	**$8,897 + parks**	**$5,453 + parks**

Residential Definitions:

- **Single Family:** development that contains not more than one single unit dwelling for residential use and that is separate on all sides from any other building. Where specially permitted in the Zoning Bylaw, this use may contain one additional dwelling unit in the form of a secondary suite
- **Ground-Oriented Multi Family**: residential development which includes townhouse, rowhouse, duplex and multi-plex
- **Multi-family:** development of a residential building which contains multiple dwelling units accessible via a common hallway or corridor and shared entrance facilities, and includes apartment dwellings

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	General/Light Industrial (per sq.m of gross floor area)	Heavy Industrial (per hectare of total site area)	Institutional (per sq.m of gross floor area)
Transportation	$73.43	$27.36	$43,146	$47.99
Water	$0	$0	$0	$0
Drainage	$19.30	$25.27	$76,280	$38.14
Sewer	$2.98	$1.49	$14,904	$1.66
Parks	See above	See above	See above	See above
Total	**$95.71 + parks**	**$54.12 + parks**	**$134,330 + parks**	**$87.79 + parks**

Non- Residential Definitions:

- **Commercial:** a commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature
- **General/Light Industrial:** an industrial development in a zone listed int he zoning bylaw, or similar development in another Zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of general or light industrial nature
- **Heavy Industrial:** an industrial development in a zone listed in the zoning bylaw, or similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of heavy industrial nature
- **Institutional:** an institutional development in a zone listed in the zoning bylaw, or similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of institutional nature

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units

- Section 3.2 of Bylaw No. 4320: For certainty, this bylaw imposes charges in respect of Building Permits authorizing the construction of buildings or structures that will, after the construction, contain fewer than four dwelling units and for which the dwelling units in the building or structure will be put to no use other than residential use

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.16 City of Port Moody

Population (2021 Census): 33,535

By-law Number:

- Bylaw No. 3054 (adopted January 14, 2020)
- Bylaw No. 3212 (adopted November 26, 2019)

Source:

- https://www.portmoody.ca/common/Services/eDocs.ashx?docnumber=649534
- https://www.portmoody.ca/common/Services/eDocs.ashx?docnumber=487384

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Apply to all areas, except those shown in Schedule B of Bylaw 3054
  - Water
  - Sewer
  - Drainage
  - Roads
  - Park

Residential DCC Rates by Category:

Category	Laneway Houses (per dwelling unit)	Single Detached, Duplex (per dwelling unit)	Multi-Residential Townhouses (per sq.m)	Multi-Residential – up to 6 storeys (per sq.m)	Multi-Residential – Transit Oriented Development Area (TOD) greater than 6 storeys (per sq.m)
Water	$0	$0	$0	$0	$0
Sewer	$15	$57	$0.21	$0.16	$0.18
Drainage	$592	$3,050	$6.04	$3.46	$5.12
Roads	$943	$3,628	$7.25	$9.44	$7.61
Parks	$9,183	$28,159	$136.49	$109.82	$109.82
Total	**$10,733**	**$24,893**	**$149.98**	**$122.88**	**$138.10**

Residential Definitions:

- **Laneway House:** 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
- **Single Detached:** a residential use in which the principal building on a lot is used for one dwelling unit and may contain a secondary suite
- **Duplex:** 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 or secondary unit
- **Multi-Residential:** 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:** a multi-residential development within an area designated as a Transit-Oriented Development area

Non-Residential DCC Rates by Category:

Category	Commercial General/ Institutional (per sq.m)	Commercial Transit-Oriented Development (per sq.m)	Industrial (per sq.m)
Water	$0	$0	$0
Sewer	$0.17	$0.23	$0.26
Drainage	$7.03	$7.98	$31.22
Roads	$42.21	$27.37	$11.13
Parks	$0	$0	$0
Total	**$49.41**	**$35.58**	**$42.61**

Non- Residential Definitions:

- **Commercial, General:** a use providing for the sale of goods and services, including retail, personal services, and entertainment uses
- **Institutional:** 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; (e) cultural, artistic, or heritage facilities or services, but does not include a commercial or industrial use
- **Commercial TOD:** a use providing for the sale of goods and services within an area designated as a Transit-Oriented Development area
- **Industrial:** includes both industrial use and light industrial as defined in the zoning bylaw
    - Zoning bylaw: “INDUSTRIAL” means a use providing for the manufacturing, storage, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, or salvaging of goods, materials, or things; includes the operation of truck terminals, docks, railways, passenger depots, and bulk loading and storage facilities, but excludes commercial showrooms or display areas and the production, refining, or processing of Dangerous Goods.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 4.3 of Bylaw 3054: DCCs 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 when an existing single detached residential unit or a duplex

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reduction of DCCs is provided for in a separate bylaw (Bylaw No. 3212):

- **Eligible Development** means a development or Residential use containing one or more Dwelling Units to be occupied as For-Profit Affordable Rental Housing or Not-for-Profit Affordable Rental Housing or both, each such Dwelling Unit being subject to a Housing Agreement and a covenant registered in the Land Title Office under section 219 of the Land Title Act that guarantees the affordable use of the Dwelling Unit for a period set out in the Housing Agreement or covenant;

- **Affordable rental housing:** means residential housing within a development that is available for occupancy solely on a rental basis at a rental rate established under a Housing Agreement

- **For-Profit-Affordable-Rental Housing** means a rental occupancy for a Dwelling Unit that is established and governed by a Housing Agreement, the rental rate not being more than 85 percent of the current median market rent levels established by CMHC for the City or region as of the date of the first reading of a bylaw authorizing the Housing Agreement that applies to the Dwelling Unit;

- **Not for Profit Affordable Rental Housing** means a Residential Development or Supporting Living Housing that is:
    - owned or held by BC Housing, CMHC, a Municipal Housing Corporation, or a Registered Society;

- operated as rental housing for persons who meet criteria established by the organization owning or holding the property for occupying a Dwelling Unit within the Development; and
- governed by a Housing Agreement or a covenant registered on title or both with BC Housing, CMHC or the City but does not include a facility under the Community Care and Assisted Living Act, the Continuing Care Act, Hospital Act, Mental Health Act, or a housing-based health facility that provides hospitality support services and personal health care;

- **Housing Agreement** means a housing agreement pursuant to a Bylaw adopted under section 483 of the Local Government Act, or an agreement for the provision of Affordable Rental Housing with BC Housing or CMHC;

- **Qualified Tenant** means (a) Residential tenant(s) whose maximum gross household income is within the current housing income limit (HIL) established and published by BC Housing for occupancy in the corresponding size of housing unit, or who meet(s) similar income eligibility criteria established by CMHC for occupation of affordable rental housing within the Greater Vancouver area;

- Section 3.1: DCC that would otherwise be payable in respect of a Residential use development are reduced for an eligible development as follows: (a) a reduction by 50% for BC Housing, CMHC, a Municipal Housing Corporation, or a Registered Society as the registered owner of the property in respect of only those dwelling units that are to be occupied by qualified tenants as Not-for-Profit Affordable Housing; and (b) a reduction by 25% for a Multi-Residential development in respect of only those dwelling units that are to be occupied by qualified tenants as For-Profit Affordable Rental Housing

Agricultural Development:

- No agriculture or greenhouses in the City, so no DCCs

B.17 City of Richmond

Population (2021 Census): 209,937

By-law Number:

- Bylaw No. 9499 (effective May 14, 2019)

Source:

- https://www.richmond.ca/__shared/assets/BL_9499_07242369139.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Water
- Sanitary
- Park Acquisition
- Park Development

Municipal wide charges. Additional supplementary DCCs in Alexandra Area for all services

Residential DCC Rates by Category:

Category	Single Family (per lot)	Townhouse (per sq.ft. of dwelling unit)	Apartment (per sq.ft. of dwelling unit)
Roads	$19,392	$9.65	$12.76
Drainage	$23,832	$10.63	$8.13
Water	$1,089	$0.74	$0.82
Sewer	$2,273	$1.54	$1.70
Park Acquisition	$9,240	$6.25	$6.92
Park Development	$5,312	$3.59	$3.98
Total	**$61,138**	**$32.40**	**$34.31**

Residential Definitions:

- **Single Family:** single residential detached housing that has a maximum of one principal dwelling unit and a secondary suite or coach house as defined in the

Richmond Zoning Bylaw. This rate also applied to each dwelling unit of two-unit dwellings as defined in the Richmond Zoning Bylaw

- **Coach House:** a self-contained dwelling that (a) is accessory and either attached or detached to the single detached housing unit, except in Edgemere where it must be detached from the principal dwelling unit; (b) has at least 75% of its floor area located above the garage except in Edgemere where a maximum of 60% of its floor area must be located above a detached garage; (c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot; (d) has an entrance separate from the entrance to the garage; (e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.
- **Townhouse:** a building or group of buildings containing three or more ground-oriented dwelling units with a separate exterior entrance directly accessible (i.e. without passing through a common lobby or corridor) from a road or an open space or a common roof deck landscaped as an amenity space, and which may share walls with adjacent dwelling units, may be arranged two deep, either horizontally so that dwellings may be attached at the rear as well as the side, or vertically so that dwellings may be placed over each other, and may also contain detached town housing with individual dwelling units on the strata lot.
- **Apartment:** a residential dwelling unit which is or will be situated in a building consisting of two or more dwellings in which the dwellings are arranged in any horizontal or vertical configuration and have access from a common interior corridor. This also includes congregate housing which is a multi-unit residential building that contains two or more independent or semi-independent units which shall be supplemented by professional medical care, lay supervision and care, communal dining facilities and housekeeping services

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.ft. of building area)	Light Industrial (per sq.ft. of building area)	Major Industrial (per acre of gross site area)	Institutional (per sq.ft. of building area)
Roads	$13.85	$9.89	$51,705	$13.85
Drainage	$7.08	$7.08	$141,057	$7.08
Water	$0.28	$0.28	$3,906	$0.28
Sewer	$0.58	$0.58	$8,154	$0.58
Park Acquisition	$0.23	$0.23	$907	$0.23
Park Development	$0.13	$0.13	$521	$0.13
Total	**$22.15**	**$18.19**	**$206,249**	**$22.15**

Non- Residential Definitions:

- **Commercial:** all developments zoned commercial and all developments having commercial uses undertaken in buildings or on land where zoning designation is other than commercial. Commercial use means the carrying on of any business, including the sale or provision of goods, accommodation, entertainment, meals or services, but excludes industrial uses
- **Light Industrial:** development zones industrial, general, except where the use is other than industrial, general as defined in the Richmond Zoning Bylaw
    - Zoning Bylaw: Industrial, General means the processing, storage, assembly, fabrication, distribution, cleaning, servicing, repairing or testing and manufacturing of materials or equipment for institutions, industrial or commercial businesses for their direct use or for resale to individual business customers but not the general public, where the activities are wholly enclosed within a building or buildings, and this use does not include other uses defined separately. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space.
- **Major Industrial:** development zones industrial, heavy, except where the use is other than industrial, heavy, as defined in the Richmond Zoning Bylaw
    - Zoning Bylaw: Industrial, Heavy means the processing, storage, distribution, cleaning, servicing, repairing or testing and manufacturing of

materials or equipment for institutions, industrial or commercial businesses for their direct use or for resale to individual business customers but not the general public, and includes those developments which may have a significant detrimental effect on the safety, use, amenity, enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods such as a sawmill, planning mill, veneer and plywood plant, wood preserving plant, brewing or distilling plant, paint manufacturing plant, carpet mill, and iron or steel foundry, but does not include other uses that are defined separately or hazardous waste and outdoor demolition waste transfer stations. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space

- **Institutional:** development which is created and that exists by law or public authority for the benefit of the public in general, and includes public hospitals, public and private schools, and facilities used primarily for public services

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- **Section 1.2.1(b) of Bylaw**: DCC are imposed on every person who obtains a building permit authorizing the construction, alteration or extension of a building or part of abuilding that will, after the construction, alteration or extension, contain one or more self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

N/A

Agricultural Development:

DCC for agricultural is set out as $0 in DCC rate table

B.18 City of Surrey

Population (2021 Census): 568,322

By-law Number:

- Bylaw No. 21174 (adopted May 6, 2024)

Source:

- https://www.surrey.ca/sites/default/files/media/documents/Development-Cost-Charges-Bylaw-number-21174.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- City Wide (including City Centre and West Clayton)
  - Water
  - Sewer
  - Arterial Roads
  - Collector Roads
  - Drainage
  - Parkland Acquisition
- Area specific rates for:
  - City centre (City-wide charge + property acquisition for road network)
  - Anniedale-Tynehead (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)
  - Redwood Heights (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)
  - Darts Hill (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)

Residential DCC Rates by Category:

Category	Single Family (per lot)	Multi-Family (per sq.ft. of Dwelling Unit)
Water	$3,404	$1.39
Sewer	$5,270	$2.14
Arterial Roads	$21,494	$8.08
Collector Roads	$5,019	$1.89
Drainage	$4,177	$1.56
Park Acquisition	$15,895	$14.57
Total	**$55,260**	**$29.63**

Notes:

- Above rates for single family reflect single family residential zone, multi-family rates reflect zones multi-residential 15 and multi-residential 30
- Different rates are in place for different zones (e.g. one-acre residential, half acre residential, single family residential, etc.) – refer to by-law schedule for full summary of rates

Residential Definitions:

- Residential categories are defined based on zones as provided in the zoning bylaw. There are 18 different residential zones that are provided for in the bylaw

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.ft. of building area) – Ground Floor	Commercial (per sq.ft. of building area) – All Other Floors	Industrial (per acre) – developed area	Industrial (per sq.ft. of building area) – all other floors	Institutional (per sq.ft. of building area)
Water	$0.81	$0.81	$7,771	$0.19	$0.88
Sewer	$1.20	$1.20	$12,033	$0.28	$1.20
Arterial Roads	$7.99	$5.04	$43,046	$0.63	$0
Collector Roads	$1.87	$1.18	$10,052	$0.15	$0
Drainage	$2.71	$0.54	$35,503	$0.16	$1.63
Park Acquisition	$0	$0	$0	$0	$0
Total	**$14.58**	**$8.77**	**$108,406**	**$1.40**	**$3.71**

Notes:

- Commercial charge is for all commercial except tourist accommodation, golf course, marina, commercial recreation, child care
- Industrial charge is for all types of industrial: includes business park, light impact industrial, high impact industrial, salvage industrial, agro-industrial

- Institutional charge is for assembly halls and cemeteries, different charges for schools, hospitals, federal and provincial buildings, etc. No charge imposed on municipal buildings.

Non- Residential Definitions:

- Non-residential categories are defined based on zones as provided in the zoning bylaw.
    - There are 5 industrial zones, 12 commercial zones, and 3 institutional zones

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Exemption for less than 4 units has been excluded from the list of exemptions in section 8.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Provided within DCC bylaw - not a separate bylaw

Definition: Eligible Development means a development that is eligible in accordance with 563 of the Local Government Act for a rental housing development operated by public housing bodies prescribed in the Residential Tenancy Act and Regulations if the units are subject to a legal agreement securing rental tenure for a minimum period of 60 years, as accepted by the City, and is either:

(a) wholly owned and operated by a public housing body; or

(b) operated by a public housing body, pursuant to a legal agreement with the property owner.

Note: public housing bodies as per Residential Tenancy Act Regulations:

a) the British Columbia Housing Management Commission;

b) the Canada Mortgage and Housing Corporation;

c) the City of Vancouver;

d) the City of Vancouver Public Housing Corporation;

e) Metro Vancouver Housing Corporation;

f) the Capital Region Housing Corporation;

g) any housing society or non-profit municipal housing corporation that has an agreement regarding the operation of residential property with the following:
(i)the government of British Columbia;

(ii)the British Columbia Housing Management Commission;

(iii)the Canada Mortgage and Housing Corporation;

(iv)a municipality;

(v)a regional district;

h) any housing society or non-profit municipal housing corporation that previously had an agreement regarding the operation of residential property with a person or body listed in paragraph (g), if the agreement expired and was not renewed

Section 8.(c) of Bylaw: DCC are not payable if the 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, used for an Eligible Development

Agricultural Development:

DCC for general agricultural and intensive agricultural is $0, as provided in bylaw schedules (note: zoning of A-1: general agriculture and A-2: intensive agriculture are shown as having no DCC applicable in the bylaw schedule)

B.19 TransLink

By-law Number:

- By-law No. 155-2024 (Effective January 1, 2025)
- By-law No. 125-2018 (adopted December 6, 2018)

Source:

- https://www.translink.ca/-/media/translink/documents/about-translink/governance-and-board/bylaws/dcc-bylaw-1552024.pdf
- https://www.translink.ca/-/media/translink/documents/about-translink/governance-and-board/bylaws/bylaw_125_2018_consolidated.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Translink Transportation – Region-wide

Residential DCC Rates by Category:

Category	Single Family Dwelling (per dwelling unit)	Duplex (per dwelling unit)	Townhouse (per dwelling unit)	Apartment Dwelling Unit (per dwelling unit)
TransLink	$3,330	$2,765	$2,765	$1,729

Residential Definitions:

- **Single Family:** a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite
- **Duplex:** a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Units has a direct exterior entrance and may contain one Secondary Suite, but neither of which Dwelling Units is itself a Secondary Suite
- **Townhouse:** a Dwelling Unit in a building or a structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance
- **Apartment:** a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units

Non-Residential DCC Rates by Category:

Category	Retail/Service (per sq.ft. of floor area)	Office (per sq.ft. of floor area)	Institutional (per sq.ft. of floor area)	Industrial (per sq.ft. of floor area)
TransLink	$1.40	$1.13	$0.55	$0.33

Non- Residential Definitions:

- **Retail/Service Use:** has the meaning given to such term in the applicable zoning bylaw of the collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes: (a) entertainment and recreation facilities; (b) commercial schools, including, without limitation, facilities, which include instruction in the arts, sports, business, self-improvement, academics and trades; (c) service stations; (d) tourist accommodations and facilities; (e) adult or child day-care centres; (f) sleeping units; (g) community care and congregate housing and care; (h) any use permitted as a commercial use; (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use
- **Office Use:** has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use
- **Institutional Use**: has the meaning given to such a term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including: (a) schools and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization; (b) hospital; (c) community centre; (d) courts, police stations and jails; (e) libraries and museum; (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards. But does not

include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use

- **Industrial Use:** has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use

Treatment of Residential Developments Less than Four (4) Units:

- Section 3.(1) and 3.(2) of Bylaw No. 155-2024:

- Section 3.(1): Every person who obtains from the applicable Collection Entity a Building Permit must pay to that Collection Entity on behalf of the Authority the applicable development cost charges at the rates effective as at the date of the approval of the Subdivision

- Section 3.(2): a Building Permit in Section 3.(1) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Exemptions provided through By-law No. 125-2018

Section 3.(1): Waiver of DCC for Eligible Not-for-Profit Affordable Rental Housing Development

- For an Eligible Affordable Rental Housing Development, the Authority will waive DCC that are otherwise payable in respect of:

a) all Dwelling Units within the Development, if at least 30% of such Dwelling Units are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current "Housing Income Limits" table published by the BC Housing, or equivalent publications; or

b) only those Dwelling Units within the Development that are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current HILs table, or equivalent publication, if less than 30% of all of the Dwelling Units are to be occupied by such households

- Section 3.(2): Reduction of DCC for Eligible Not-for-Profit Student Housing Development
    - for an Eligible Student Rental Housing Development, the Authority will reduce by 50% the DCC that are otherwise payable in respect of all Dwelling Units within the Development that are to be occupied by students attending the Post-Secondary Institution.

Agricultural Development:

- Agriculture uses are proposed to be exempt, on the grounds that most agriculture does not make significant demands on transit infrastructure.

B.20 Tsawwassen First Nation

No DCCs imposed

B.21 City of Vancouver

Population (2021 Census): 662,248

By-law Number:

- Bylaw No. 9755 (effective December 10, 2024) general area of the city
- Bylaw No. 12183 (effective December 10, 2024) utilities
- Bylaw No. 9418 (effective September 30, 2024) area-specific DCL

Source:

- https://bylaws.vancouver.ca/9755c.PDF
- https://bylaws.vancouver.ca/12183c.PDF
- https://bylaws.vancouver.ca/9418c.PDF

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

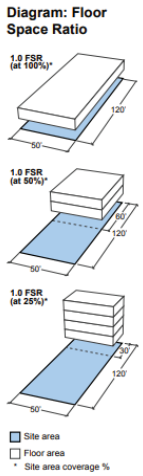
- General Area (Bylaw 9755): highway facilities, replacement housing, childcare, providing and improving parkland
    - areas outlined in maps in bylaw are excluded from DCCs - areas have already paid DCLs (False Creek North ODP and Central Waterfront Port Lands)
- Utilities (Bylaw 12183): expanding sewage, water, drainage facilities
- Area-Specific (Bylaw 9418): highway facilities, child care, providing and improving parkland, replacement housing, replacing sewage, water, drainage facilities
    - Note: each project identified is associated with a specific development area - mapped out in the bylaw

Residential DCC Rates by Category:

- Bylaw 9755 General Area DCL:
    - Residential at or below 1.2 Floor space ratio, Laneway House - $59.01/per sq.m
    - Medium Density Residential Above 1.2 to 1.5 Floor space ratio - $126.98/per sq.m
    - Higher Density Residential Above 1.5 floor space ratio - $254.21/per sq.m
- Bylaw 12183 Utilities DCL:
    - Residential at or below 1.2 Floor space ratio, Laneway House - $36.97/per sq.m
    - Medium Density Residential Above 1.2 to 1.5 Floor space ratio - $79.65/per sq.m
    - Higher Density Residential Above 1.5 floor space ratio - $159.29/per sq.m

Residential Definitions:

- Floor Space Ratio (FSR): figure obtained when the area of the floors of the buildings on a site is divided by the area of the site in accordance with the Zoning and Development By-law
- Laneway House: ascribed to it by section 2 of the Zoning and Development By-law
- Definition in Zoning and Development Bylaw: A detached dwelling unit constructed in the rear yard of a site on which is situated a Single Detached House or
- Single Detached House with Secondary Suite, but does not include Infill Single Detached House.



Non-Residential DCC Rates by Category:

- Bylaw 9755 General Area DCC:
  - Industrial - $101.69/per sq.m
  - Mixed Employment (Light Industrial) - $190.54/per sq.m
  - Commercial & Other - $254.21/ per sq.m
  - School use: $5.49/per sq.m
  - Childcare, temporary building, community energy centre, cultural facility, community centre, library, public authority use, social service centre, and works yard: $10/building permit
- Bylaw 12183 Utilities DCC:

- Industrial - $31.84/per sq.m
- Mixed Employment (Light Industrial) - $59.71/per sq.m
- Commercial & Other - $79.65/ per sq.m

Non- Residential Definitions:

- Industrial: (a) any zoning district designated as "Industrial" by section 9.1 of the Zoning and Development By-law, and includes the following zones I-2, M-1, M-1A, M-1B, M-2 zoning districts;
  - the land zoned by CD-1 By-law No. 6654 with respect only to those uses that the by-law permitted on the date of its enactment;
  - for all other zones involving industrial uses including MC-1, MC-2, and IC-3, DCLs to be applied based on land use category where industrial means any manufacturing use, transportation and storage use, and wholesale use as defined in the Zoning and Development By-law
- Mixed Employment: the following zones: IC-1, IC-2, I-1, I-3, I-4, I-1a, I-1B and I-1C zoning districts

Treatment of Residential Developments Less than Four (4) Units:

- Section 3.3 of Bylaw No. 9755: A levy is payable where a building permit authorizes the construction, alteration, or extension of a building that, after the construction, alteration, or extension, will:
  - contain less than four self-contained dwelling units;
  - be put to no other use other than residential use in those dwelling units; and
  - in the case of an alteration or extension, except for the alteration or extension of a garage into a laneway house, include an addition of 46.5 m² or more of floor area.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

Exemption provided within DCL bylaw - additional administration clauses and requirements are provided within bylaw

"for-profit affordable rental housing" means a new building containing multiple dwelling units, which meets the requirements of section 3.1A to be for-profit affordable rental housing, but does not include alterations of or extensions to those dwelling units;

Section 3.1A of Bylaw No. 9755:

3.1A Council waves or reduces the levy for the construction of for-profit affordable rental housing, which shall mean housing where

(a) all dwelling units in the building are rental units;

(b) no dwelling units are strata units;

(c) DELETED

(d) At least 20% of the residential floor area that is counted in the calculation of the floor space ratio consists of units with average rents per unit type at initial occupancy and upon a change in tenancy of a unit that do not exceed a rate that is at least 10% less than the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms in the city, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, or where instead of complying with (d);

(e) agreed upon average rents per unit type for initial occupancy do not exceed the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms built in the City since 2005, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, except that such rents may be 10% higher than the rents otherwise stipulated under this section if the housing is located in the West Area as shown on the map attached to this By-law as Appendix “A” and rents shall also be adjusted annually on January 1:

(i) for all studio units, one bedroom units, two bedroom units and units with three or more bedrooms to reflect the change in average rents for studio units, one bedroom units, two bedroom units, and units with three or more bedrooms built in the City since 2005, as those rents are set out by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables published in the previous calendar year, or the most

recently published data for the newest building age category for private rental apartment units published in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables; or

(ii) when the average rent data for any bedroom type is not reported in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables, the change in average rents will reflect the average rents for the most recent building age category available in the Canada Mortgage and Housing Corporation's Housing Market Information Portal, as those rents are set out for the previous calendar year,

(f) the owner of the property on which such housing is situated has registered against title to that property an instrument, in form and substance, and with priority of registration, satisfactory to the Director of Legal Services, ensuring the initial rents are in accordance with 3.1A (d) or 3.1A (e), and otherwise in compliance with this By-law, and restricting the tenure of such housing to rental for:

(i) the longer of the life of the building in which they are situated and 60 years, or

(ii) such other term to which the City and owner may agree; and

(g) class A for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (d) and (f), and class B for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (e) and (f).

100% DCC Waiver: For-Profit Affordable Rental Housing - Class A
86.24% DCC Waiver: For-Profit Affordable Rental Housing - Class B

Agricultural Development:

Practice is unclear based on survey research

B.22 District of West Vancouver

Population (2021 Census): 44,122

By-law Number:

- Bylaw No. 3801, 1993 (effective November 25, 2024)
- Bylaw No. 5258, 2023 (read September 11, 2023)

Source:

- https://westvancouver.ca/sites/default/files/media/documents/3801%20DEVELOPMENT%20COST%20CHARGE%20BYLAW%203801%201993%20%28CONSOLIDATED%20UP%20TO%20AMENDMENT%20BYLAW%205209%202024%29_0.pdf
- https://westvancouver.ca/media/2911

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Area Specific DCCs:

- Water
- Drainage
- Highway Facilities
- Public Open Spaces

Residential DCC Rates by Category:

- West of Nelson Creek, and N. of Upper Levels; N. of Horseshoe Bay - $12,376 per unit
- East of Nelson Creek, W. of Cypress Creek and N. of Upper Levels - $15,539 per unit
- East of Cypress Creek, W. of existing development & N. of Upper Levels - $15,658 per unit
- Infill: apartment, single family, and non-residential: $9,196 per unit

Residential Definitions:

N/A

Non-Residential DCC Rates by Category:

Non-residential units are calculated on the gross floor area, with each 186 sq.m (approximately 2,000 sq.ft.) equal to one unit

Non-Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

DCCs are not imposed on developments containing less than four self-contained dwelling units

Section 3.(b)(i) of Bylaw: No charge is payable where the building permit authorizes the construction, alteration or extension of a building that will, after construction, alteration or extension contain less than four self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

Separate bylaw for waiver for eligible developments for the Kiwanis North Shore Housing Society:

(a) not-for-profit rental housing, including supportive living housing; and

(b) for-profit affordable rental housing

Bylaw No. 2911 Section 2.1 – eligible Development includes:

2.1.1 Housing owned and managed by a public body, a non-profit society registered in BC or a charity registered in Canada, or housing in which occupants are provided with they support of assistance they require to meet their daily needs and carry out daily activities;

2.1.2 Housing that is subject to a housing agreement limiting the form of tenure to rental tenure, restricting occupancy to individuals or households with low to moderate incomes, and restricting rents to an amount no greater than 75% of average market rents

Bylaw Section 3.1:

The DCC that would otherwise be payable for housing that is Eligible Development at 950 and 970 22nd Street, West Vancouver, and is owned by the District of West Vancouver and operated by Kiwanis North Shore Housing Society are hereby reduced by $1,434,732

Agricultural Development:

As per zoning bylaw, the District does not currently have a zone that permits intensive agriculture/greenhouse use. As such, no policy in place regarding DCCs imposed on those uses

B.23 City of White Rock

Population (2021 Census): 21,939

By-law Number:

- Bylaw No. 2112, 2015 (adopted July 25, 2016)

Source:

- https://www.whiterockcity.ca/DocumentCenter/View/287/Development-Cost-Charges-Bylaw-2015-Number-2112-PDF

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Drainage
- Park Acquisition & Development
- Sanitary Sewer
- Water

Municipal wide charges

Residential DCC Rates by Category:

Category	Single Family (per lot)	Multi-unit (per dwelling unit)
Transportation	$2,858	$2,229
Drainage	$6,882	$1,858
Park Acquisition & Development	$7,080	$5,310
Sewer	$1,017	$763
Water	$1,457	$1,093
Total	**$19,295**	**$11,253**

Residential Definitions:

- **Single Family Residential Lot:** a lot where a single family residential building is a permitted use under the City of White Rock Zoning Bylaw
- **Multi-Family Residential:** means a building a contains more than one dwelling unit

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)
Transportation	$34.29	$17.15
Drainage	$13.76	$13.76
Park Acquisition & Development	$0	$0
Sewer	$6.61	$5.60
Water	$9.47	$8.01
Total	**$64.13**	**$44.52**

Non- Residential Definitions:

- **Commercial:** a class of development that is used or intended to be used for commercial purposes as defined in the Zoning Bylaw and including both (CR) and (CS) designations
- **Institutional:** a building or structure used or intended to be used for institutional uses as provided for in the Zoning Bylaw,(P) designation, including but not limited to non-profit cultural, recreational, social, library, school, government, hospital or educational purposes.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 10 of Bylaw: a DCC is payable for construction, alteration or extension of a building that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

Practice is unclear based on survey research

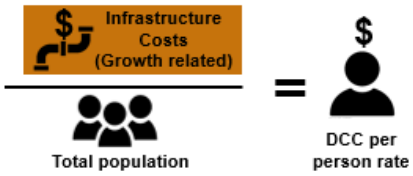
SUMMARY OF HOW REGIONAL DCC RATES ARE CALCULATED

To better understand recommendations and options for updating regional DCC categories and definitions, it is helpful to briefly review the process for how Metro Vancouver calculates its DCC rates in accordance with the Provincial best practices guide. The following provides a high-level summary of DCC rate calculations. A separate report was brought to Finance Committee in April 2025 with additional detail on Metro Vancouver's DCC program and how regional projections are included in capital planning and rate calculations (Reference 1).

Step 1: Population, dwelling, and employment projects are used to determine the number of people per unit for each land use category. This is important as the number of people is used to estimate the relative demand for regional infrastructure and services. For example, household size or number of employees is linked to the use of water and sewer services as well as demand for regional parks.

- For residential uses, this refers to the average household size for different types of dwelling units (e.g., single detached, townhouse, apartment).
- For non-residential uses, this refers to the number of people (e.g., employees) per square meter of floor area.

Step 2: Capital planning processes estimate the amount of new infrastructure needed to service the region. This process looks at existing use and forecasted demand and identifies:



- What infrastructure projects will be needed to meet future demand and how much capacity they will need to serve.
- When projects will be needed and when they will need to start construction to be ready to meet future demand.
- Whether projects will serve existing needs (e.g., maintenance, resilience of existing systems) that are funded through existing ratepayers, or will serve growth (e.g., new infrastructure to meet a growing population) that are funded through DCCs.
- How much projects are anticipated to cost.

The total growth-related infrastructure costs for the next 30 years are divided by the total projected population equivalent to determine a DCC per person rate.

Step 3: The DCC per person rate is multiplied by the 'people per unit' equivalent for each land use to determine the associated DCC rate. For residential, this is a per unit charge while for non-residential, this is based on floor area (per square meter).

It is important to keep these factors in mind when reviewing recommendations and options. As per the Provincial best practice guide, DCCs should be linked to the demand that a certain land use has on infrastructure, rather than other factors such as the ability to pay. Therefore, even though some

sectors may face greater financial barriers to development, DCCs are not necessarily a tool to reduce costs, unless the type of development can be linked to lower demand on regional infrastructure, or unless they meet the eligibility for a DCC waiver/reduction (e.g., affordable housing, projects with low environmental impact).

REFERENCES

1. Varn, H., McNell, H., and Navratil, P. March 27, 2025. Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application. Retrieved from https://metrovancouver.org/boards/Finance/FIN-2025-04-17-AGE.pdf#page=288. Accessed May 12, 2025.

Proposed Updates to DCC Categories

Laurel Cowan
Division Manager, Regional Land Use Policy and Planning

Finance Committee, June 12, 2025

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1

CRITERIA

- **Implementation:** Is this a feasible option for Metro Vancouver?
- **Administration:** Is the option easy to interpret and administer?
- **Link to Infrastructure Demand:** Is there a rational connection between projected growth and the demand for regional infrastructure?
- **Alignment with Metro 2050:** Could the option encourage or discourage certain types of development that support Metro 2050 objectives?
- **Alignment with Members:** How does this align with approaches taken by member jurisdictions and TransLink?

2

KEY TOPICS AND PROPOSED UPDATES

- **Residential allocation** – no change
- **Small-scale multi-unit housing** – create definitions and fair rates for multiplexes, separate laneway homes
- **Non-residential** – introduce sub-categories
- **Rental residential** – not recommended
- **Area-specific rates for growth areas** – not recommended

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METHOD FOR RESIDENTIAL DCC RATES

- **Per lot / per unit – recommended**
  - Most common approach used by members
  - Simplest for administration and implementation
  - Clearly linked to infrastructure demand
  - Averaging of unit sizes = averaged rates
- **Per floor area (square footage)**
  - Not as clearly linked to infrastructure demand
  - More precise DCC rates based on what is built
  - Could encourage compact design, may discourage family-sized

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SMALL-SCALE MULTI-UNIT HOUSING

Current definitions

- Single Detached (includes secondary suite & laneway home)
- Townhouse
- Apartment

Current rate categories

- RLDU - Residential Lot Development Unit
- Townhouse rate
- Apartment rate

What's Missing

- Duplex
- Triplex
- Multiplex
- Secondary suites and laneway homes outside Single Detached

Other Challenges

- Rates don't always reflect average household size / impact on regional infrastructure

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SMALL-SCALE MULTI-UNIT HOUSING
RECOMMENDATIONS

- Add/update definitions to account for more housing forms
- Decrease avg household size for Multiplex and Laneway
- Remove Laneway from Single Detached – separate charge
    - **Alternative:** Keep Laneway in Single Detached definition and increase RLDU rate to reflect larger avg household size

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SMALL-SCALE MULTI-UNIT HOUSING
RECOMMENDATIONS

Type of Development	Current System		Recommendations		Proportional Impact to Rates
	Units	Rate	Units	Rate	
Single Detached with suite	2	1x RLDU	2	1x RLDU	No change
Add a laneway to a Single Detached	1	Included in RLDU	1+	Apt rate / unit	Increase
Add a laneway home to any 'Plex'	1+	1x RLDU / unit	1+	Apt rate / unit	Decrease
Duplex	2	2x RLDU	2	2x TH	Decrease
Triplex	3	3x RLDU	3	3x Apt	Decrease
Multiplex	4+	Townhouse rate / unit	4	Apt rate / unit	Decrease

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NON-RESIDENTIAL
RECOMMENDATIONS

- Proposed sub-categories:
  - Industrial
  - Commercial
  - Institutional
  - Agricultural Development
- Waiver/reduction bylaws for low environmental impact
  - Consider keeping for agricultural development
  - Explore for other uses (e.g. institutional)

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NOT RECOMMENDED

Rental Residential

- No clear difference in infrastructure impact to owner housing
- Legislation does not permit Waiver/Reduction for market rental

Area-Specific Charges for Growth Areas

- Explored area-specific DCC rates in growth areas (near transit)
- No clear connection between regional infrastructure and transit proximity, potential inequities across the region

NEXT STEPS

- Targeted Engagement
  - Members, TransLink, local First Nations
  - Industry – small/large residential developers, ICI developers, agriculture sector
- Final Recommendations – Finance Committee and Board in Sept 2025


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Proposed Updates to DCC Categories

Laurel Cowan
Division Manager, Regional Land Use Policy and Planning

Regional Planning Committee, July 3, 2025

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1

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7

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  - Members, TransLink, local First Nations
  - Industry – small/large residential developers, ICI developers, agriculture sector
- Final Recommendations – Finance Committee and Board in Sept 2025

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning & Policy, Regional Planning and Housing Services

Date: June 9, 2025 Meeting Date: July 3, 2025

Subject: **Scope of Work – Regional Industrial Lands Inventory**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated June 9, 2025, titled "Scope of Work – Regional Industrial Lands Inventory".

EXECUTIVE SUMMARY

Metro Vancouver prepares a Regional Industrial Lands Inventory every five years to monitor and track the quantity and quality of industrial land supply across the region. Given the critical shortage of industrial lands in the region and their strong influence on local jobs and economy, it is important to understand the existing supply, utilization, and changes over time. The last inventory was completed in 2020 and an update is planned in 2025 to support the implementation of *Metro 2050* and the *Regional Industrial Lands Strategy*, as well as local planning and economic development efforts. The inventory will provide information on vacant and developed industrial lands (by type and activity), and compare to previous inventories to understand how industrial land is being used across the region and the trends, opportunities, and challenges that exist. This data can support member jurisdictions and the development industry with key policy, advocacy, and investment decisions.

PURPOSE

To inform the Regional Planning Committee about the scope of work for the 2025 Industrial Lands Inventory update and provide an opportunity for feedback.

BACKGROUND

One of the services Regional Planning provides for its members and others is comprehensive regional land use inventories to support planning and policy decision making across the region. An accurate and ongoing inventory of industrial lands is critical not only for public policy, but also private investment decisions that support local economic development. This is an important exercise at the regional scale to understand the interconnected nature of local and regional industrial markets, challenges for trade-enabling lands, and overarching impacts of converting employment lands. The inventory will also provide critical data for member jurisdictions and others to further explore the nuances of various local contexts across the region. The Regional Industrial

Lands Inventory is part of the Regional Planning Committee's 2025 Work Plan, and directed by actions in the Board approved *Regional Industrial Lands Strategy* as well as *Metro 2050* policy action 2.2:

> *Metro Vancouver will monitor the supply, demand, and utilization of Industrial land with the objective of assessing whether there is sufficient capacity to meet the needs of the growing regional economy.*

Metro Vancouver has completed a Regional Industrial Land Inventory every 5 years since 2005. This scope of work outlines the actions to complete the 2025 update.

ALIGNMENT WITH PROVINCIAL WORK

In recognition of the importance of industrial lands in supporting jobs and economic development, the Ministry of Jobs, Economic Development and Innovation has identified industrial lands as a priority and will be exploring a province-wide inventory of industrial lands as well as a land-use needs assessment and strategy for protecting and growing the industrial land base. Metro Vancouver staff are working closely with the Ministry to align work, avoid duplication, and where possible, share information and findings. Metro Vancouver's industrial lands inventory work goes back to 2005, and provides a comprehensive approach to understanding region-specific industrial land use and trends. This level of detail is critical to understand regional and local implications, but could support the Province in its broader mandate to explore industrial land supply across BC. For example, Metro Vancouver's inventory not only measures the type of industrial land across a diverse range of categories, but also what it is currently being used for, how it is protected (through zoning or policy), the quality of land for different industrial purposes, and how land uses are changing or intensifying over time.

SCOPE OF WORK

Methodology

The methodology has been developed and refined through subsequent updates of the Regional Industrial Lands Inventory. The last inventory was completed in 2020 and included a detailed technical report, summary of key highlights, and open data (References 1, 2, and 3). The main goal for the inventory is to systematically categorize industrial lands using a consistent and clear set of criteria. Land use classifications are based on the existing use of the lands and cover a range of different types of industrial, quasi-industrial functions, and non-industrial activities occurring on the lands. Analysis also explores the quality of lands for different industrial purposes through attributes like site features, size, and location as well as access to transportation networks / goods movement corridors or other key characteristics desired by the market. The Inventory also tracks long-term protection of industrial lands through land use designations and zoning, as well as availability and intensification over time. Having a consistent Inventory to compare year over year provides valuable insight into changes across the region to better understand trends, challenges, and opportunities for industrial lands.

Applications
The Regional Industrial Lands Inventory can be used to inform regional and municipal planning processes and policy work, as well as inform infrastructure investments by agencies and private sector business decisions, such as:

- refinement of municipal and regional industrial plans and policies;
- refinement of municipal zoning bylaws;
- preparation of area plans and employment projections;
- preparation of tools and strategies to encourage the development and intensification of vacant or underutilized industrial lands;
- information to support the development community about investment decisions;
- guide appropriate economic and employment growth; and
- support member and industry advocacy.

Key Tasks
The following outlines tasks associated with this scope of work.

1. Data collection, analysis and mapping using a variety of sources including aerial photos and GIS mapping, regional and municipal planning records, brokerage firms, BC Assessment records, etc.
2. Preparing preliminary maps, data, and findings
3. Engagement with key industrial stakeholders through a workshop and interviews to review draft maps and findings.
4. Finalize maps, data, and findings and draft inventory report.
5. Review and finalize inventory report and create a summary of key highlights to share broadly.
6. Document process and learnings to support future inventories to be completed fully in-house.
7. Develop a communications plan to broadly share the inventory findings.

The inventory is proposed to begin immediately with results completed by the end of 2025, and reporting out to occur in early 2026.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
This work will be completed with a combination of consulting and in-house resources. A total of $20,000 is allocated for consulting through the Board approved 2025 Regional Planning work plan. The current inventory update will require consultant support; however, this process will be designed to establish clear documentation and workflows. These improvements will enable future updates to be conducted internally, utilizing existing resources, ensuring a more efficient and sustainable approach moving forward.

CONCLUSION

Metro Vancouver is delivering an updated Regional Industrial Land Inventory. This inventory has been completed every 5 years since 2005 to provide a comprehensive review of regional industrial land uses, types, and characteristics, and to examine trends, opportunities and challenges over time. The inventory supports public policy decisions and economic development, advocacy to senior levels of government, and private sector investment decisions, providing a valuable resource to monitor the industrial land base that is critical to support regional jobs and economic development.

REFERENCES

1. Metro Vancouver (2021). Metro Vancouver 2020 Regional Industrial Land Inventory: Executive Summary. https://metrovancouver.org/services/regional-planning/Documents/regional-industrial-lands-inventory-summary.pdf
2. Metro Vancouver (2021). Metro Vancouver 2020 Regional Industrial Land Inventory: Technical Report https://metrovancouver.org/services/regional-planning/Documents/metro-vancouver-2020-industrial-lands-inventory-technical-report.pdf
3. Metro Vancouver (2023). Metro Vancouver Open Data Portal - MV Industrial Land Inventory (ILI) – 2020. https://open-data-portal-metrovancouver.hub.arcgis.com/datasets/5a35c27dd42a4eb7810e7bbf07ec208f_4/explore?location=49.167699%2C-122.818321%2C10.89

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: June 10, 2025 Meeting Date: July 3, 2025

Subject: **Manager's Report**

RECOMMENDATION
That the Regional Planning Committee receive for information the report dated June 10, 2025, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2025 WORK PLAN
The Regional Planning Committee's Work Plan for 2025 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

REGIONAL PLANNING PRESENTATIONS
The Regional Planning Division has completed a number of key projects and programs that support member jurisdiction planning. Sharing this work through presentations to member staff or councils can enhance engagement and support local planning efforts.

Past presentations have proven effective in strengthening collaboration, particularly when the topics align with current priorities of local government. By tailoring discussions to ongoing municipal initiatives, these presentations can provide targeted insights, foster regional coordination, and support evidence based decision making.

Below is a list of projects that the Regional Planning team is available to present on:

- 2025 Housing Data Book
- Inclusionary Housing Report and Calculator
- Digitally Accelerated Standardized Housing
- Population, Dwelling Unit and Employment Projections
- Regional Affordable Housing Target
- Metro 2050 Annual Performance Monitoring
- Economic Impact of Industrial Lands
- Walkability Index
- Tree Canopy and Impervious Surface Study
- Tree Regulations Toolkit
- Survey of Licenced Child Care and Policies

PIBC GOLD AWARD FOR THE METRO VANCOUVER TREE GUIDE

The Planning Institute of British Columbia (PIBC) has recognized the Metro Vancouver Tree Guide (Reference 1) with a Gold Award in the category of "Research and New Directions" in Planning. This category recognizes a wide variety of topics from local, regional, national or global perspectives that make valuable contributions to the planning profession. The Tree Guide is an online selection tool to help people choose species that are suitable for the Metro Vancouver region's current and projected future climate. It features over 300 tree species, 230 climate-ready species, and 10 refiners, with practitioner comments and tips. The Tree Guide was developed using regional climate projections and research, supplemented with local urban forestry practitioner knowledge. Metro Vancouver supports regional urban forestry efforts by providing data and resources, convening practitioners, and advocating for innovative approaches that improve the health and resilience of urban forests.

THE CASE FOR SOCIAL INFRASTRUCTURE

Happy Cities recently published a summary of key considerations for social infrastructure such as parks, community centres, libraries, and child care facilities (Reference 2). These spaces are critical for building social connections, supporting wellbeing, and community resilience, as well as local jobs and economic impact. As noted, a study done in the United Kingdom demonstrated that for every £1 million spent on social infrastructure, there was a £3.2 million economic benefit over 10 years, with £2 million in benefits directly linked employment, health, and local economic growth. The paper notes that as cities grow and add more housing, the demand for community spaces and programs will also increase. This research is timely as Metro Vancouver is beginning work to explore the overall infrastructure demand to support growth in the region.

CANADA'S FOOD FLOWS TOOL

The Canada Food Flows tool (Reference 3), developed by UBC student Kushan Bajaj, is an online and interactive portal showcasing where popular fruits and vegetables regularly consumed by Canadians come from, illustrating that the US dominates in key fresh food imports. This online tool mimics findings found in a Metro Vancouver report completed in 2020 also titled "Food Flows in Metro Vancouver" (Reference 4) and expands the tool nationwide. The Canada Food Flows tool highlights the vulnerabilities of the nation and region in relying heavily on imported food, also noting that food security is at the intersection of land, water, agriculture and climate.

PLAN CANADA ARTICLE – BUILDING CAPACITY IN HOUSING POLICY AND PLANNING THROUGH ONLINE TOOLS

On June 11, 2025, the Summer 2025 issue of the Canadian Institute of Planners (CIP) Plan Canada magazine was published, and includes an article titled Building Capacity in Housing Policy and Planning Through Online Tools (Reference 5). The article discusses two online resources recently produced by Metro Vancouver to help build capacity in housing policy: the Measures for Affordable and Diverse Housing Dashboard (Reference 6) and the Inclusionary Housing Calculator (Reference 6). The article highlights the value of the role that Metro Vancouver plays in coordinating, compiling, and sharing information on housing policy and planning in the region. With Plan Canada's national audience, knowledge of these Metro Vancouver resources will expand beyond the region and have an impact on planning professionals across the country.

ATTACHMENTS

1. Regional Planning Committee 2025 Work Plan.

REFERENCES

1. Metro Vancouver Tree Guide. https://treeguide.ca/
2. Avery, Emma. (May 13, 2025). The case for social infrastructure. https://happycities.com/blog/the-case-for-social-infrastructure
3. Tracing Canada's Food: Taking stock of fruit and vegetable flows to Canada. https://canadafoodflows.ca/
4. Davies Transportation Consulting Inc. (2020). Food Flows in Metro Vancouver Final Report. https://metrovancouver.org/services/regional-planning/Documents/food-flows-in-metro-vancouver.pdf
5. Hayes, J., Jozipovic, M., & Tinsley, M. (2025, June). *Building Capacity in Housing Policy and Planning Through Online Tools.* Plan Canada. https://www.kelmanonline.com/httpdocs/files/CIP/plancanadasummer2025/index.html
6. Metro Vancouver. (2025). Measures for Affordable and Diverse Housing Dashboard. https://app.powerbi.com/view?r=eyJrIjoiYzRiMDI0ODMtZTA2Ni00OTlhLTg2ZmUtNDg2NGMwMzUxZjQ5IiwidCI6IjkwODU5OWUzLTdlZjQtNDJiNS1hYWUyLTE0ZDBhODIzNTNmMyJ9
7. Metro Vancouver. (2025). Inclusionary Housing Calculator. https://mvinclusionaryhousingcalculator.ca/ihc/

Regional Planning Committee 2025 Work Plan

Report Date: June 10, 2025

1st Quarter	**Status**
Measures for Affordable and Diverse Housing Dashboard	Completed
Regional Parking Strategy – Update	Completed
Metro 2050 Climate Policy Enhancement Bylaw	Completed
Housing Databook - Update	Completed
Metro 2050 – Regional Affordable Rental Housing Target – Baseline Data	Completed
Regional Food Systems Strategy Engagement – Update Report	Completed
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Regional Housing Needs Report	Completed
Rental Housing Blueprint – Update	Completed
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Completed
2nd Quarter	**Status**
Regional Green Infrastructure Network Phase 2 - Update Report	In Progress
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Affordable Housing Gap Analysis	In Progress
Agricultural Awareness Grant Awards	Completed
Housing + Transportation Cost Burden Study Update – Final Report	In Progress
Regional Parking Study – Final Report	Completed
Best Management Practices for Invasive Species – Update and 3 New Guides	In Progress
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
3rd Quarter	**Status**
Metro 2050 – Performance Measures Update	Pending
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Policy Alternatives Discussion Paper	Pending
Regional Projections Update – Population, Housing and Employment	In Progress
Industrial Lands Bring to Market Study – Final Report	Completed
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
4th Quarter	**Status**
Urban Centres/FTDA Growth Target Update	Pending
Regional 3D/XR Modeling Platform	Pending
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal	Pending
Enhancing Urban Forestry – Scope of Work	Pending
Industrial Lands Inventory - Update	Pending
Agricultural Data Book - Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing