



To: Richmond City Council
From: Graham Willis
Manager, Special Projects

Date: March 16, 2006
File:

Re: West Cambie Area Plan - Supplementary DCC Bylaw No. 8060

Staff Recommendation

1. That Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031 be abandoned.
2. That Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8060 be introduced and given first, second, and third readings.

per Graham Willis
Manager, Special Projects
(4175)

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ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER (4175)
Engineering	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
City Clerk	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Design, Construction & Programs ..	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Development Applications.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the February 27, 2006 Council meeting, Richmond City Council gave first reading to Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031, as well as first reading to the OCP Amendment Bylaw No. 8029 in respect of the West Cambie Area Plan update. As a result of subsequent meetings with the area residents and development industry, staff have reconsidered the development financing plan for the area, and believe that some of the area local roads should be shifted to the DCC program to be financed through a local area DCC Bylaw.

Analysis

Staff met with area residents and interested developers on March 9, 2006 to discuss the proposed new area plan for West Cambie, and the plan for financing the development in Alexandra. Attendance was fairly high and there were many concerns and issues raised and discussed. A summary of those concerns has been reported to Council by separate memo, along with the appropriate staff responses.

One of the issues that surfaced several times, from residents and developers alike, was the plan for financing the local roads. In particular, there appeared to be a number of inequities arising for property owners as a result of the City requiring developers to build frontage roads in accordance with the conditions of Richmond's Works and Services Bylaw. Normal City practice is to require developers to build frontage roads and utilities to local standard. In the case of the proposed West Cambie area plan, it was intended to continue with this practice; however, because servicing was necessary in some instances at greater than local standard, the excess cost over local standard was to be funded by a local area DCC Bylaw (i.e. Bylaw No. 8031), that would apply to all development in Alexandra.

With the current alignment of roads planned for the area, it is apparent that there a number of properties which will be required, in whole or significant part, as dedication for roads, with a consequent decrease in property value. This problem is particularly evident for properties adjacent to the roads than run north and south; for east/west roads, road dedication will, for the most part, consume only a small portion of individual properties.

One of the objectives established at the outset of developing the new West Cambie area plan was to treat property owners and developers as equitably as possible, within the constraints of the *Local Government Act* and the *Community Charter*. Requiring developers to build frontage roads in accordance with the Works and Services Bylaw does result in some inequities, particularly for property owners adjacent north/south roads. Staff believe that a reasonable alternative is to shift the north/south roads from Works and Services to the local area DCC Bylaw, thereby requiring all development to share in these costs. The cost of these roads, including land costs, has been estimated at \$19,267,240 (see attached schedule "Alexandra Development Financing Tools").

It must be acknowledged that local standard servicing is not typically funded through DCC bylaws; Works and Services bylaws are used instead. The relevant legislation does not specify

the levels or standards of services that can be funded by DCC bylaws; however, the provincial publication, *DCC Best Practices Guide*, does recommend that only arterial/collector standard roads and trunk utility services be funded by development cost charges. The proposed approach for funding the local roads has been discussed briefly with provincial officials, who must approve the DCC bylaw, and they are aware of our plans.

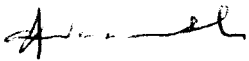
In as much as Bylaw No. 8031 has been give first reading by Council, in order to incorporate the costs of the north/south roads, it is necessary to abandon that bylaw and introduce a new bylaw for Council. The new bylaw is Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8060; Bylaw No. 8060 is now intended to provide funding for an estimated \$49,818,548 in servicing and land acquisition.

Financial Impact

As with all DCC bylaws, the City must provide some funding for development-related works and land acquisition, in accordance with provincial legislation. The term for this contribution is the assist factor. For many years, the assist factor established for DCC bylaws in Richmond has been 1 percent, and Bylaw No. 8060 assumes an assist factor of 1 percent. The shifting of the north/south roads to DCC Bylaw No. 8060 will require an increase in City funding of \$192,672, for a total of \$498,185 for all the works and acquisitions in the bylaw. Assist factor contributions are funded annually from City resources as projects are begun, as a part of the current financial plan.

Conclusion

There are a number of inequities arising for property owners in the proposed West Cambie area plan, as a result of the City requiring developers to build frontage roads in accordance with the conditions of Richmond's Works and Services Bylaw, particularly for property owners adjacent to planned north/south alignment roads. Staff believe that a reasonable alternative is to shift the north/south roads from Works and Services to the local area DCC Bylaw, thereby requiring all development to share in these costs. In order to incorporate the costs of the north/south roads, it is necessary to abandon DCC Bylaw No. 8031 and introduce Bylaw No. 8060 for readings.



per Graham Willis
Manager, Special Projects
(4175)

NGW:ngw

Alexandria Development Financing Tools

Item	Estimate (net)	Gross Factor %	Item Totals (gross)	Sub-totals	Works & Services	Citywide DCC	Local Area DCC	Density Bonusing NOTE 3	Interim Amenity Guideline
Inside Alexandria Servicing									
Alexandria Water Service	\$2,120,000	128.50%	\$2,724,200		\$2,451,780		\$272,420		
Alexandria Sanitary Service	\$2,170,000	128.50%	\$2,788,450		\$2,178,075		\$610,375		
Alexandria Drainage Service	\$5,864,700	128.50%	\$7,536,140		\$5,499,929		\$2,036,211		
Total Alexandria Servicing				\$13,048,790					
Alexandria Local Roads									
Local Roads	\$33,429,391	128.50%	\$42,956,767		\$23,689,527		\$19,267,240		
High Street	\$952,000	128.50%	\$1,223,320		\$514,000		\$1,223,320		
Traffic Calming	\$400,000	128.50%	\$514,000		\$873,800				
Intersections	\$680,000	128.50%	\$873,800						
Total Alexandria Local Roads				\$45,567,887					
Outside Alexandria (External) Services									
Odinwood Sanitary Pump Station Upgrade	\$250,000	128.50%	\$321,250			\$321,250			
Odlin Rd Sanitary Pump Station & Force Mai sewer forceman - Odlin Rd Pump east 450 m	\$935,409	128.50%	\$1,202,000			\$1,202,000			
Walford Sanitary Pump Station Upgrade	\$264,591	128.50%	\$340,000			\$340,000			
Kilby Sanitary Pump Station Upgrade	\$250,000	128.50%	\$321,250			\$321,250			
External Drainage	\$250,000	128.50%	\$321,250			\$321,250			
Total Alexandria External Services	\$5,674,300	128.50%	\$7,291,476			\$7,291,476			
Traffic Signals	\$1,350,000	128.50%	\$1,734,750			\$771,000	\$963,750		
Left-turn Bays (5 local, 4 city-wide)	\$2,400,000	128.50%	\$3,084,000			\$1,370,667	\$1,713,333		
Bike Lane on Alderbridge Way	\$325,350	128.50%	\$418,075			\$418,075			
Pedestrian Signals	\$315,000	128.50%	\$404,775			\$404,775			
Right-turn Bays	\$675,000	128.50%	\$867,375			\$867,375			
Total External Services				\$16,306,200					
Alexandria Parks and Greenways									
Park Acquisition - Neighbourhood Core Park	\$11,762,001	103.50%	\$12,173,671			\$12,173,671			
Park Acquisition - Greenways	\$7,841,335	103.50%	\$8,115,782			\$8,115,782			
Park Acquisition - Natural Area	\$21,563,670	103.50%	\$22,318,398			\$22,318,398			
Park Development - Neighbourhood Core Pa	\$1,200,000	128.50%	\$1,542,000			\$1,542,000			
Park Development - Greenways	\$972,000	128.50%	\$1,249,020			\$1,249,020			
Park Development - Natural Area	\$110,000	128.50%	\$141,350			\$141,350			
Total Alexandria Parks and Greenways				\$45,540,221					
Alexandria Amenities									
Walkways, Plazas and Feature Landscaping	\$2,146,200	128.50%	\$2,757,867						\$2,757,867
Child Care Facility	\$1,500,000	118.50%	\$1,777,500						\$1,777,500
Affordable Housing	\$12,750,000	125.50%	\$16,001,250						\$16,001,250
High Street Streetscaping	\$399,600	128.50%	\$513,486						\$513,486
Public Art	\$3,000,000	118.50%	\$3,555,000						\$3,555,000
Plan Development	\$400,000	100.00%	\$400,000				\$0		\$400,000
Total Alexandria Amenities				\$25,005,103					
Sub Total Preliminary Cost Estimate									
	\$145,468,201		\$145,468,201		\$35,207,110	\$35,437,440	\$49,818,548	\$16,001,250	\$9,003,853
Engineering Design (10%)									
		10.00%							
Construction Contingency (15%)									
		15.00%							
Contract Administration (3%)									
		3.00%							
Planning for DCC Program (0.5%)									
		0.50%							
Total Cost Estimate (2005 Dollars)									
	\$145,468,201		\$145,468,201		\$35,207,110	\$35,437,440	\$49,818,548	\$16,001,250	\$9,003,853
Average Cost per Square Foot buildable - Assumes same rate for all uses (Church exempt)									
sq ft (net of institutional)	5,000,000				\$7.04	\$7.09	\$9.96	\$5.10	\$1.80
sq ft for affordable housing, only (at base FAR)	3,135,000								



**Development Cost Charges Bylaw No. 8024,
Amendment Bylaw No. 8060**

WHEREAS Council has adopted Development Cost Charges for the City; and
WHEREAS the area bounded by Cambie Road on the North, Garden City Road on the West, Alderbridge Way on the South, and No. 4 Road on the East, hereafter identified as the **Alexandra Area**, is planned for comprehensive development; and
WHEREAS the servicing is inadequate for such development; and
WHEREAS additional Development Cost Charges are required to finance servicing in this area,
The Council of The City of Richmond enacts as follows:

1. By-law No. 8024 is amended by deleting Section 1.1, and by substituting the following:

“Establishment of Development Cost Areas

1.1.1 For the purpose of imposing development cost charges, the City is divided into the three areas shown of page 1 of Schedule A, that is:

- Lulu Island Area
- Sea Island Area
- Mitchell/Twigg Island Area, and

further divided into the Alexandra Area shown on page 2 of Schedule A.”

2. By-law No. 8024 is amended by adding the following as subsection (d) to Section 1.2.2:

“(d) for development in the **Alexandra Area**, in accordance with Schedule F, in addition to the development cost charges paid in sub-sections 1.2.2 (a), 1.2.2 (b), or 1.2.2 (c) above.”

3. By-law No. 8024 is amended by deleting sub-section 1.2.4, and by substituting the following:

“Schedules A, B, C, D, E, and F are attached and form part of this bylaw.”

4. By-law No. 8024 is amended by adding the following as subsection (d) to Section 2.2.1:

“(d) for development in the **Alexandra Area**, the applicable rate for the total floor area of the development in accordance with Schedule F”

- 5. By-law No. 8024 is amended by adding Schedule "A" attached hereto and forming part of the Bylaw as an addition to Schedule "A" to By-law No. 8024.
- 6. By-law No. 8024 is amended by adding Schedule "B" attached hereto and forming part of the Bylaw as Schedule "F" to By-law No. 8024.
- 7. If any part, section, subsection, clause, or subclause of this bylaw is, for any reason, held to be invalid by a decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
- 8. This Bylaw is cited as "**Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8060**".

FIRST READING

SECOND READING

THIRD READING

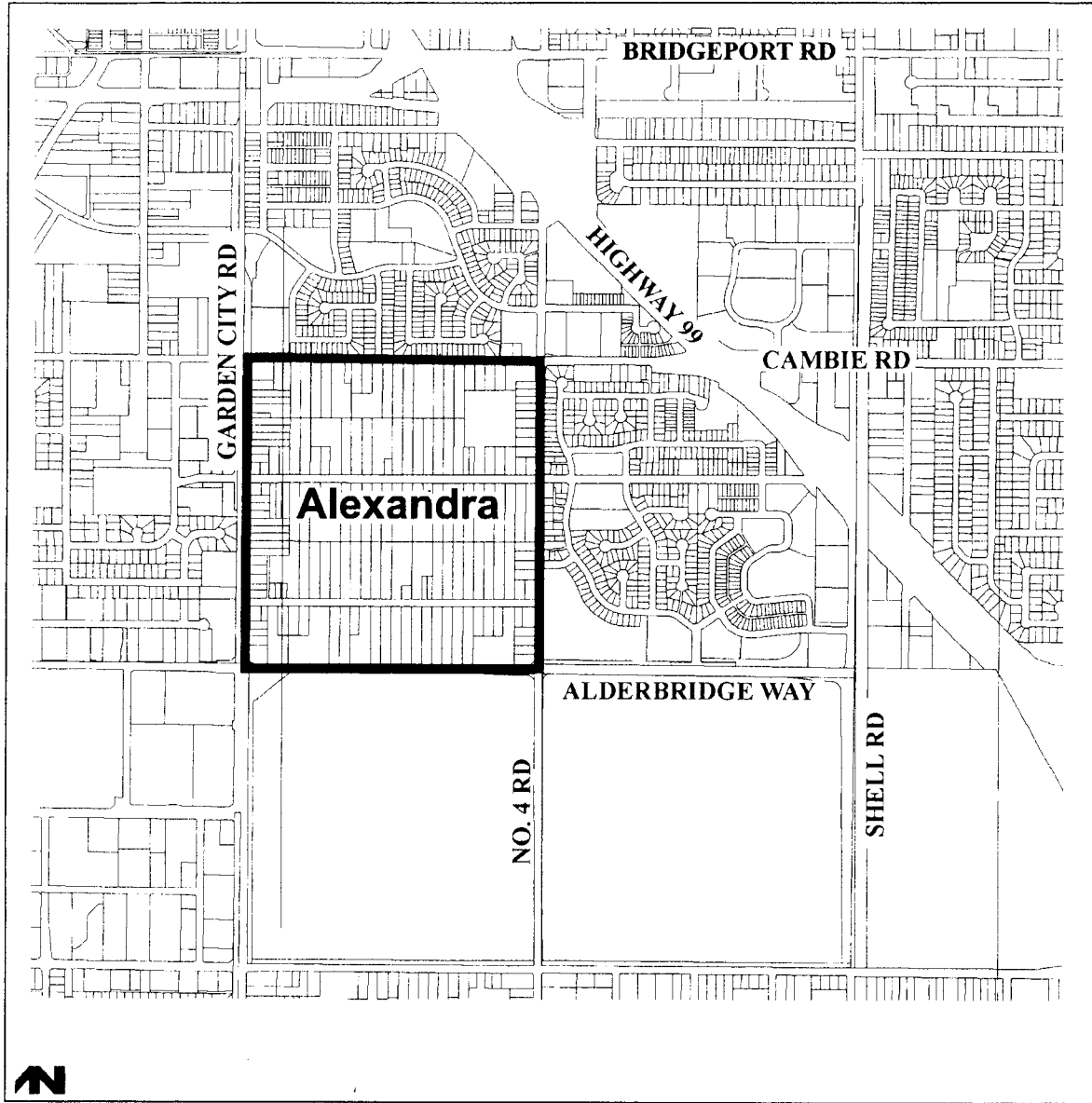
ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER

SCHEDULE A to BY-LAW NO. 8060



SCHEDULE B to BYLAW NO. 8060

SCHEDULE F to BYLAW NO. 8024

**SUPPLEMENTARY DEVELOPMENT COST
CHARGES IN ALEXANDRA AREA**

For the purposes of this bylaw, the following **definitions** apply:

Multi-Family Dwelling – means a building containing two or more dwelling units, but not including a townhouse

Townhouse – means a building containing two or more dwelling units, where each unit has a separate entrance at the first-storey level.

In addition to the development cost charges applicable to the Lulu Island Area, development in the Alexandra Area shall pay the following development cost charges:

Multi-Family Dwelling

<u>Servicing Type</u>	rate per square foot of the building area
Roads	\$3.25
Storm Drainage	\$0.35
Water	\$0.06
Sanitary Sewer	\$0.14
Parks Acquisition	\$5.64
Parks Development	\$0.04
<u>TOTAL</u>	\$9.48

Townhouse

<u>Servicing Type</u>	rate per square foot of the building area
Roads	\$2.43
Storm Drainage	\$0.50
Water	\$0.06
Sanitary Sewer	\$0.14
Parks Acquisition	\$5.48
Parks Development	\$0.04
<u>TOTAL</u>	\$8.65

Commercial Development

<u>Servicing Type</u>	rate per square foot of the building area
Roads	\$6.47
Storm Drainage	\$0.35
Water	\$0.02
Sanitary Sewer	\$0.05
Parks Acquisition	\$1.07
Parks Development	\$0.01
<u>TOTAL</u>	\$7.97