



City of Richmond

Report to Council

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

Date: April 7, 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. 8037 be abandoned.
3. That Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8060 be introduced and given first, second, and third readings.

Graham Willis,
Manager, Special Projects,

Att:1

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Law.....	Y	<input type="checkbox"/> N <input type="checkbox"/>			
City Clerk.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Engineering.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Policy Planning.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Transportation.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Parks Design, Construction & Programs..	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO
	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Origin

On March 27, 2006 Council passed the following resolution R06/62:

It was moved and seconded

That Item Nos. 30 and 31 – “West Cambie Area Plan – Supplementary Development Cost Charges Bylaw No. 8060”, and “Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037” respectively, each be deleted from the Council Agenda and referred to the April 10th, 2006 Regular (open) Council Meeting.

DCC Bylaw Clarity

- **Local Area:** Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031, now abandoned and replaced by Bylaw No. 8060, and
- **City wide:** Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037, is now abandoned.

Purpose

Staff understand that the reason for the referral was to enable City staff and Urban Development Institute [UDI] members and other developers who are interested in West Cambie, to further explore financial solutions and build a consensus for any changes, to better implement the proposed West Cambie Area Plan.

Cautions

1. In discussing the financial implications of the proposed West Cambie Area Plan, it is necessary not to discuss the West Cambie Area Plan itself [e.g., land use, density changes], because public input and the public hearing for the Area Plan have been completed and 3rd bylaw reading has been given to the proposed West Cambie Area Plan.
2. If the Area Plan itself were to be changed [e.g., land use, density], there would need to be a new public hearing, which would substantially delay final approval of the proposed Area Plan.

Accordingly, this report addresses, only the financing implications of the proposed West Cambie Area Plan.

There are two parts to this report

- **Part A** – Summarizes the City and developer financial discussions, regarding the financing implications regarding the proposed West Cambie Area Plan.
- **Part B** – DCC Bylaws:

Part B proposes:

- To abandon:
 - Local Area: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031,
 - City wide: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037.
- To introduce only a new revised Local Area DCC Bylaw No. 8060

PART A – CITY - DEVELOPER FINANCIAL DISCUSSIONS - WEST CAMBIE AREA PLAN

1. Chronology

- February 27, 2006: - Council gave first reading to:
 1. OCP Amendment Bylaw No. 8029 – The West Cambie Area Plan update,
 2. Local Area: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031,
 3. City wide: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037.
- March 9, 2006 - Staff met with area residents and interested developers to discuss the proposed West Cambie Area Plan update and the financing arrangements for the Area Plan. One of the primary concerns raised at the time was in respect of the financing of local roads. A summary of those concerns has been reported to Council by separate memo, along with the appropriate staff responses.
- March 27, 2006, Council deferred consideration of proposed DCC Bylaw No. 8060 and DCC Bylaw No. 8037, to allow staff to address additional concerns raised in the community, particularly in the development industry.
- April 5, 2006, Staff met developers to hear their concerns. One of the chief issues put forward by those representatives was the financing of parkland.

2. General

The City and developers continue to enjoy a good relationship and many financial options were explored. Generally, everyone wants to begin implementing the proposed Area Plan, as soon as possible.

3. The Financial Challenges

The financial challenges in implementing the West Cambie Area Plan arise due to the following considerations:

1. Unlike implementing other area plans, from the start, the City directed that the implementation of the West Cambie Area Plan is to be “developer driven”, which means that the City will not pay for, borrow, or raise taxes to implement the West Cambie Area Plan.
2. Development costs are rising.
3. The implementation of the West Cambie Area Plan is different than the implementation of other area plans, which were prepared years ago, under different lower development costs and financial challenges, and City financial involvement.
4. Some West Cambie property owners who wish to sell appear to have unrealistically high profit expectations, as they appear to be expecting that their gains will automatically be high and similar to other property owners in other parts of the City [e.g., North and South McLennan areas], even though the realities of the current high development costs and financing of the West Cambie Area Plan are quite different.
5. Ideally, the Area Plan and financing strategy should be approved, prior to developer - property owner negotiations, as this would create financial certainty, for all when implementing the proposed Area Plan.

6. However, most developers and property owners have “jumped the gun” and have prematurely already made financial arrangements, to the point where they:
 - do not wish to renegotiate them, and
 - are expecting the City to accommodate them [e.g., in the DCC bylaws], without them having to renegotiate their agreements.
7. While all parties wish to see the Area Plan implemented, as soon as possible, there is a limit to which the City can accommodate everyone’s expectations and address all market forces [e.g., all profit expectations, high costs, market fluctuations].
8. All West Cambie developers do not have the same financial issues or solutions, as some:
 - can pass their costs on to others [e.g., residential, office uses],
 - cannot pass their costs on to others [e.g., assembly, commercial uses],
 - have different land and development costs, due to their varied proposed land purchase arrangements with property owners, the varying size of their proposed developments and their varying cost/profit proformas.

4. Summary Of The Situation

- There is not and will likely never be, a consensus among developers and property owners regarding a financing solution and a specific cost reduction amount, due to their varying interests and situations: an acceptable financing option for one, is not acceptable to another.
- Thus, there will not be a complete consensus among developers, property owners and the City.
- Overall, the benefits of the proposed DCC Program changes will not likely get any better,
- Overall, any alternate DCC Program arrangement will not create more benefits, for more people, with more consensus.

5. Highlights Of City-Developer Discussions.

(1.) Information regarding the City - developer financial discussions are summarize
Attachment 1.

(2.) The Main Financing Issues

The main financial challenges and discussions focus on how to pay for:

1. Roads,
2. Parks and greenways,
3. Natural area, and
4. Affordable housing [e.g., at least 150 units by density bonusing, or in lieu of building them, a proposed \$5.10/bsf Interim Amenity Fee].

6. Affordable Housing Financing Alternatives

All parties agree that, while it will take time to find agreeable alternative solutions to financing affordable housing, it can be done. City staff suggest that this be undertaken as a separate discussion and addressed after the Area Plan and proposed DCC Bylaw are approved.

7. DCC Program Financing Alternatives

There is some DCC Program financial flexibility, as some Area Plan elements [roads, park, greenways, natural area] have either a:

- City wide benefit, or
- Local area benefit.

It is important to note that that, generally, the items which are included in the:

- City wide DCC Program
 - Involve less developer cost, as they are shared among the many City-wide developers; and
 - Will take more time to acquire the parkland and develop parks, as they compete with other City-wide land acquisition and improvement priorities.
- Local Area DCC Program
 - Involve more developer cost, as they are shared among fewer developers,
 - Will take less time to acquire the land and develop, as they do not compete with other City-wide land acquisition and improvement priorities.

Each DCC Program option has pros and cons, for example, generally:

- Property owners, who wish to be bought out sooner, prefer the Local Area DCC Program;
- Developers who wish to minimize their costs, prefer the City wide DCC Program.

8. DCC Program Options To Proceed

There are two options to address the challenges:

1. Option 1: Proceed [Recommended]

Description:

Make the following changes to the proposed DCC program now, while not changing the Area Plan, as follows:

- (1.) Add the North-South roads [land and construction costs] to the proposed Local Area DCC Program and enable a range of City-developer financing agreements to minimize developers costs,
- (2.) Modify the proposed DCC Program for the park, greenways, natural area, as shown in Section B below:

DCC Program Options West Cambie Area Plan			
Section A. Previously Proposed Allocation of Park Financing, Proposed Bylaws 8037 & 8031			
Alexandra Parks and Greenways	City Wide DCC Parks Component	Local Area DCC Parks Component	Total Cost
Park Acquisition – Core Park	\$12,173,671		\$12,173,671
Park Acquisition – Greenways	\$8,115,782		\$8,115,782
Park Acquisition – Natural Area		\$22,318,398	\$22,318,398
Park Development –Core Park	\$1,542,000		\$1,542,000
Park Development - Greenways	\$1,249,020		\$1,249,020
Park Development – Natural		\$141,350	\$141,350
Totals	\$23,080,473	\$22,459,748	\$45,540,221
Average DCC Park Cost / per BSFt.	\$5.10	\$5.68	\$10.78

Section B. New Proposed Allocation of Park Financing, DCC Bylaws Nos. 8024 and 8060			
Alexandra Parks and Greenways	City Wide DCC	Local Area DCC	Total Cost
Park Acquisition – Core Park	\$0	\$12,173,671	\$12,173,671
Park Acquisition – Greenways	\$8,115,782		\$8,115,782
Park Acquisition – Natural Area	\$22,318,398	\$0	\$22,318,398
Park Development –Core Park	\$0	\$1,542,000	\$1,542,000
Park Development - Greenways	\$1,249,020		\$1,249,020
Park Development – Natural	\$141,350	\$0	\$141,350
Totals	\$31,824,550	\$13,715,671	\$45,540,221
Estimated Average DCC Park Cost per Buildable Square Foot (Apartment)	\$4.98	\$3.84	\$8.77
NET SAVINGS	\$0.12	\$1.84	\$1.96

(3.) Address other financing concerns later [e.g., financing affordable housing] in a co-operative manner.

- Pros:

- Achieves the best financial and consensus balance among the varied developer, community, property owners and City financial interests,
- Reduces land and servicing costs,
- Provides certainty,
- Avoids eroding the current high consensus for the proposed Area Plan,
- Enables timely progress toward implementing whole Area Plan,
- Enables continued financial discussions, to further explore financial solutions for those items [e.g., to finance affordable housing], which need more time to be clarified, which both Parties agree can be productive and are willing to continue,

- Cons:

- No compete consensus – which is unlikely,
- All financial outcomes not known,
- May not avoid developers and property owners having to renegotiate their agreements.

2. Option 2: Delay To Enable More Discussion

- Description:

- Delay proceeding with the proposed DCC Bylaw, until the City, developers and property owners further discuss financial options and further agree.

- Pros:

- May reduce some costs, for some people, but not others,

- Cons:

- There is no point in delaying the proposed DCC Bylaw changes, as overall:
 - the financial gap[s] will not be bridged any better than the current proposal,
 - the consensus will not get any better.
- Uncertain time delay,
- May erode high current support for the Area Plan, as people may start “second guessing” and want to generate wide range of Area Plan changes,
- Any changes [e.g., land uses, density] to the proposed Area Plan now will require a new public hearing, which will result in approval in late summer or fall 2006],

- May not avoid developer and property owners having to renegotiate their agreements.

9. Conclusion

Based on the discussions, staff recommend Option 1: Proceed, with the proposed DCC Program changes as, overall:

- **the proposed DCC Program change reduces costs, and achieves the best financial and consensus balance, for a range of people, and**
- **any alternate DCC Program arrangements will not create more savings, for more people, with consensus.**

The details of the proposed DCC bylaw changes are present in Part B of this report below.

PART B – PROPOSED DCC PROGRAM BYLAW

As a result of subsequent meetings, there is a general acknowledgement that DCC changes are appropriate regarding roads and parkland.

Analysis

Local Roads

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.

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.

Parkland

Bylaw No. 8031 assumed that local developers would pay for the acquisition and necessary improvements of the Environmentally Sensitive Area (natural area) at the southeast corner of the Alexandra Area, through local DCC charges, at a total cost of approximately \$22.5 million.

Staff agree with the developers that this purchase is more appropriately funded by the city-wide DCC; however, the existing long-term (2002-2021) DCC Program did not anticipate such a purchase, and an appropriate addition to the current city-wide DCC is necessary to cover this cost.

However, in reviewing the park program, it was apparent that the neighbourhood core park posed a different problem. The current *Official Community Plan*, upon which the current long-term city-wide DCC program was based, anticipated business park and light industrial development (approximately 132 acres) in the Alexandra Area. No parkland was thought necessary, and no allowance was made for any parkland in the area in the long-term DCC program. The new Area Plan, of course, assumes significant residential growth in fairly high densities, as well as some commercial (approximately 102 acres). Accordingly, a new neighbourhood park is required to serve the new residents. Given that this area is expected to develop fairly rapidly, in order to serve the needs of the new residents in a timely manner, the neighbourhood park should be financed by local development through the local area DCC Bylaw.

In as much as Bylaw No. 8031 has been given first reading by Council, in order to incorporate the costs of the north/south roads, and the changes to parkland financing, it is necessary to abandon that bylaw and introduce a new bylaw for Council.

A New Revised Local Area DCC Bylaw No. 8060 Only

The new bylaw is Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8060; which is now intended to provide funding for an estimated \$41,074,470 in servicing and land acquisition.

City Wide DCC Bylaw No. 8037

Bylaw No. 8037 provided for an amendment to the city-wide DCC bylaw, in order to finance the costs of additional works necessary to service the Alexandra Area. These works were generally for servicing upgrades outside the Alexandra Area. As discussed, the current OCP anticipated

business park and light industrial for Alexandra, rather than the mix of residential and commercial now planned for the area. By incorporating the development changes, and adding the offsite servicing now necessary and the natural area purchase and improvements, the resulting changes to the city-wide DCCs are minimal (e.g. residential +/- 0.4%).

As Council members are aware, staff have been carrying out a comprehensive review of the city-wide DCCs and are expecting to present the results of that review to Committee very soon.

Inasmuch as the changes to the Alexandra Area plan and servicing produce a negligible change in the city-wide DCCs, it appears reasonable to abandon Bylaw No. 8037 without replacement.

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 inclusion of the north/south roads, and the shifting the allocation of parkland funding as discussed to DCC Bylaw No. 8060 will result in a total City funding of \$410,745 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

General

There are a number of financing inequities arising for property owners in the proposed West Cambie Area Plan update, 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.

Parkland

In addition, in reviewing the financing plans for parkland, staff believe that:

- The funding of the natural area should be borne by the city-wide DCC.
- The funding of the neighbourhood core park should be funded by area developers through a local area DCC bylaw.

North South Roads

The North South Roads are to be added to the Local Area DCC Bylaw. No 8060.

Abandon Proposed DCC Bylaw No. 8031


As a result of the above changes, Local Area DCC Bylaw No.. 8031 should be abandoned and instead introduce Local Area DCC Bylaw No. 8060.

April 7, 2006

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Abandon Proposed DCC Bylaw No. 8037

Because the changes to the current city-wide DCC rates necessary to accommodate offsite servicing and parkland requirements in Alexandra are negligible, DCC Bylaw No. 8037 should be abandoned.


per Graham Willis
Manager, Special Projects

NGW:ngw

**City Summary
Financial Implementation Options
West Cambie Area Plan Implementation Strategy**

Origin

At the Regular Council Meeting on March 27, 2006, Council moved that Item Nos. 30 and 31 – “West Cambie Area Plan – Supplementary Development Cost Charges Bylaw No. 8060”, and “Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037” respectively, each be deleted from the Council Agenda and referred to the April 10th, 2006 Regular (open) Council Meeting.

Purpose

The purpose of this report is to present the results of subsequent meetings with the development community. As a result of previous meetings with the area residents and the development industry, and these subsequent meetings with the development industry, staff have reconsidered the development financing 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 No. 8060; and
- The Alexandra area parks that have been identified for inclusion in the DCC program should be reallocated such that the Natural Area Park and the Greenways be financed through citywide DCC Bylaw No. 8067, and the Neighbourhood Core Park financed through local area DCC Bylaw No. 8060.

Meetings with the Development Community (March 29, 2006 and April 5, 2006)

Representatives of the development industry, including local area developers and members of the Urban Development Industry (UDI) met with City staff on two occasions to review development financing for West Cambie.

General Developer Concerns

The general comments made by the developers at the meeting are as follows:

1. Development costs and the proposed City charges and fees for Alexandra are three to four times greater than in the McLennan Sub-Areas, and will jeopardize residential and commercial development.
2. Front-end costs required before any development may proceed are too onerous.
3. There is a concern that the charges in Alexandra will set an unacceptable precedent for future development in Richmond.
4. The Aircraft Noise Sensitive Development Policy (ANSDP) penalizes the developers twice: a higher cost to build to the improved mitigation standards, and a reluctance by prospective residents to pay as much for housing under the flight path as elsewhere in the City (less competitive, therefore expectations for lower housing costs).
5. Requirement for both a City and a Local Area DCC is double dipping, and will impact affordability of housing.
6. Amenity fees need to be re-evaluated.
7. Retail development is at risk from the significantly higher development cost charges.
8. Land costs unlikely to move downward. Developers do not want to renegotiate the options with property owners who have high expectations on the value of their lands.
9. Alexandra development will benefit City with increased tax base, therefore City should invest for this benefit.
10. Reduce overall costs by \$15/sf to allow development to proceed.

Summary of Developers' Recommendations

At these meetings, and in a letter to staff, the development industry recommended several specific areas for reducing development costs, below, with staff comments following:

1. Parkland DCCs

Shift Natural Park from Local Area DCC to City Wide DCC.

1. *Richmond has always taken the position, for DCC purposes, that all parks are available to and benefit all residents, but would result in much-reduced priority for acquiring these lands;*
2. *Natural Area acquisition and development costs proposed to be shifted to City Wide DCC, together with the Greenways, consistent with above policy;*
3. *Neighbourhood Parks for new intensive re-development have typically been acquired through the rezoning process, as a voluntary contribution from developers (e.g., McLennan North, Dover, or St. Albans, through a Local Area DCC);*
4. *Based on the preceding, it is proposed that the Neighbourhood Core Park be placed in the local area DCC, in order to acquire it with the pace of redevelopment in the area to serve the new residential community (Table 1 in staff report); and*
5. *Possible savings over previous DCC Bylaws Nos. 8031 and 8037: approximately \$2/sf.*

2. Affordable Housing Density Bonus

Allow developers to pay-in-lieu for affordable housing density bonus, (and receive the density bonus)

1. *City does not want to be responsible for the construction of the units.*

Allow several developers to consolidate their affordable housing requirements and build units at one or more locations (and all receive the density bonus)

1. *Will consider putting 150 affordable housing units on one or several sites;*
2. *How density bonus would be affected to be determined through further discussions; and*
3. *Payment of amenity fee would not be required if bonus density option is used by the developers. Possible savings: approximately \$5.10/sf.*

Reduce the affordable housing amenity fee by using fees as seed funding (to secure CMHC mortgage financing).

1. *Not preferred at this time; and*
2. *Need an exact model as to how this works*

3. Increase Municipal Assist Factor

1. *No, MAF at 1% is consistent with established practice; and*
2. *Changing the assist factor for the local area DCC would require an identical change for the citywide DCC, significantly increasing the city liability for development-related works.*

4. FAR Exclusions

Provide floor area (FAR) exclusions for areas typically calculated in FAR, such as dens and in-suite storage areas, to lessen the financial burden on the developers.

1. *No, excluding dens, sunrooms and storage areas within suites will add to administrative costs, processing times, and may be subject to abuse if not carefully monitored.*

5. Roads

Add specific curved sections of East-West roads to the Local Area DCC (e.g., 8 lots that are divided by proposed roads)

1. *No, transportation has indicated that there is no need to include these short sections of roads as their cost of development is relatively low and can be equitably distributed among the future development sites.*

Allow additional density for sites bisected by roads

1. *Not at this time. Would increase overall population and impact and parks, roads and servicing requirements and require a revised Area Plan.*

6. Aircraft Noise Sensitive Development Policy

Reduce ANSDP standards in West Cambie.

1. *No, not consistent with recently established OCP standards to achieve high livability standards for future residential development in high aircraft noise areas.*

7. Interim Amenity Guidelines

The proposed fees should be reduced for:

- Affordable Housing
Not at this time. Further study required.
- Planning Costs
No, essential to plan implementation.
- Child Care
No, essential to plan implementation.
- City Beautification
No, essential to plan implementation.



**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

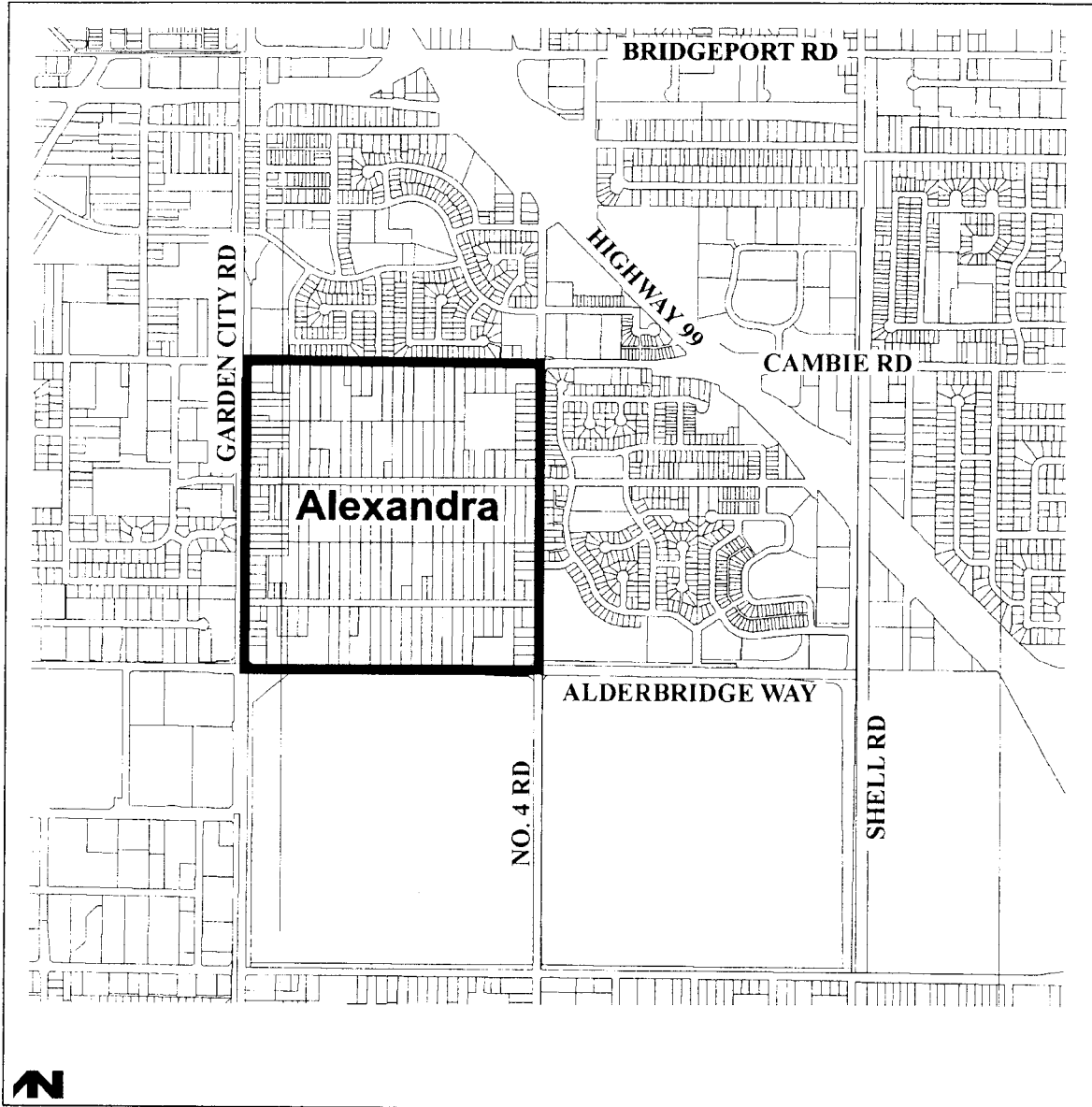
ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

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	\$3.14
Storm Drainage	\$0.36
Water	\$0.07
Sanitary Sewer	\$0.15
Parks Acquisition	\$3.41
Parks Development	\$0.43
<u>TOTAL</u>	\$7.56

Townhouse

<u>Servicing Type</u>	rate per square foot of the building area
Roads	\$2.35
Storm Drainage	\$0.51
Water	\$0.07
Sanitary Sewer	\$0.15
Parks Acquisition	\$3.31
Parks Development	\$0.42
<u>TOTAL</u>	\$6.81

Commercial Development

<u>Servicing Type</u>	rate per square foot of the building area
Roads	\$6.26
Storm Drainage	\$0.35
Water	\$0.03
Sanitary Sewer	\$0.06
Parks Acquisition	\$0.64
Parks Development	\$0.08
<u>TOTAL</u>	\$7.42