



REPORT

DEVELOPMENT SERVICES, ENGINEERING, and PARKS AND RECREATION DEPARTMENTS

To: Mayor W. Wright and Members of Council in Committee of the Whole Date: June 22, 2009

From: Lisa Spitale, Director of Development Services File: 13.2550.10

Jim Lowrie,
Director of Engineering Services

Dean Gibson,
Director of Parks and Recreation

Subject: Development Cost Charges Bylaw 7311

RECOMMENDATION

THAT Council provide First, Second and Third Reading for Development Cost Charge Bylaw 7311, 2009 and authorize staff to forward the bylaw to the Provincial Inspector of Municipalities for approval.

PURPOSE

The purpose of this report is to provide Council with a Development Cost Charges Bylaw in accordance with the direction provided by Council at the June 15, 2009 Meeting.

BACKGROUND

An updated Development Cost Charges (DCC) program was developed and presented to Council on September 8, 2008. This was followed by a comprehensive consultation process with the community and stakeholders within the development

industry. A report was provided to Council on June 15, 2009 which summarized the consultations and included possible options to the original program for consideration. At the June 15, 2009 Committee of the Whole meeting, Council passed the following resolution:

THAT implementation of the full Development Cost Charges (DCC) Program occur in two phases: January 2011 and January 2012;

THAT rates remain as outlined in the June 15, 2009 report from the Directors of Engineering, Parks and Recreation and Development Services; and

THAT staff monitor changes in DCC rates in the Greater Vancouver Regional District (GVRD).

All members of Committee voted in favour of the motion.

EXISTING POLICY/PRACTICE

Under Section 933 of the *Local Government Act*, a municipality can establish Development Cost Charges, which are charges levied on new development to assist in funding the cost of upgrading or providing infrastructure services, and acquiring and developing parkland needed to support new development. DCCs can be collected to help pay for transportation, drainage, water and sanitary infrastructure, as well as parkland acquisition and development.

The City of New Westminster has collected DCCs on developments in the Queensborough area since 1995. In 2005 the City expanded the DCC program to include charges for the Mainland. DCCs are collected from all development that imposes a new capital cost burden on the municipality.

ANALYSIS

Consultation

A comprehensive consultation was conducted on the proposed DCC program, as outlined in previous staff reports. Since September 2008, the City has held numerous consultation sessions with the community, the Urban Development Institute (UDI), as well as major developers.

Review of Options Presented to Developers

Throughout the consultation process, the development community continued to express their concern about the magnitude of increase proposed for the development cost charges program, particularly given the timing of the increase and current economic uncertainty. In order to address these concerns, staff developed a phased DCC option that would be monitored by economic indicators.

This option includes the comprehensive DCC program, implemented in 2 phases with one year between the two phases. This option will meet the community's need for the necessary infrastructure and park space to meet growth-related demand, and meet the developers' concerns about the timing of introducing a single, substantial rate increase at this time.

Components of this program are as follows:

- (a) Implementation of the comprehensive DCC program;
- (b) Timing of the comprehensive DCC implementation would be related to (i.) the recovery of the economy; and (ii.) DCC rates of other Metro Vancouver municipalities;
- (c) Timing of the implementation would be based on a grace period that is linked to the performance of objective economic indicators. The Bylaw would stipulate the dates when the new rates apply (Phase 1 – January 2011; Phase 2 – January 2012) and the economic performance indicators would be used as a secondary evaluation tool to assess the state of the economy closer to the effective date that the new rates apply. Also used as a secondary evaluation tool will be a review of DCC rates of other Metro Vancouver municipalities; and
- (d) Implement the comprehensive program in 2 phases.

This phased DCC program will allow for a more gradual change to the overall DCC rate increase, allowing developers an opportunity to complete existing projects under a reduced rate schedule, and providing ample notice to developers and investors about subsequent rate increases.

Staff met with the Urban Development Institute (UDI) Liaison Committee regarding this phased approach, and received positive feedback (see Attachment A).

Development Cost Charges Bylaw

A bylaw to implement the proposed DCCs is included as Attachment B. The bylaw rates are reflective of the DCC program as outlined in the June 15, 2009 Council report. As per that same report, the first rate increase is scheduled to occur on January 1, 2011 and the second rate increase is scheduled to occur on January 1, 2012.

FINANCIAL IMPACT

Introducing an expanded DCC program will generate additional revenue to fund capital projects needed to support growth. The rate at which DCC revenues are collected will depend on the pace of development activity in the City. The success of the DCC program depends on the strategic timing of DCC projects to ensure sufficient DCCs and 3rd party funding are secured before proceeding with the DCC projects, otherwise the City risks depleting reserves and increasing debt.

The total DCC program value is estimated to be \$99M of which \$72M will be recovered through DCCs. The City will be responsible for approximately \$13M and \$14M will come from other sources (eg. Translink, ICBC, and shared projects with adjoining municipalities). See Attachment C for more information.

OPTIONS

Two options are presented for Council:

1. Provide three readings for Bylaw 7311, 2009.
2. Provide alternate direction.

Option 1 is recommended.

INTERDEPARTMENTAL LIAISON

Staff from Engineering Services, Development Services, Parks and Recreation, and Finance and Information Technology have worked collaboratively to prepare the proposed DCC program. The City Solicitor has reviewed the attached bylaw.

SUSTAINABILITY IMPLICATIONS

Social Impacts

Development cost charges are one of the financial tools available to the City to have new development assist in funding the infrastructure needed to accommodate growth.

At Council's request, New Westminster's DCC system has been structured to support other City objectives as well. New Westminster's DCC rates are calculated on a per square foot, rather than a per unit basis to encourage the construction of smaller, more affordable housing units.

Economic Impacts

The DCC program provides the City with an opportunity to identify growth related projects and apportion the costs accordingly to the development community. This ensures that growth-related infrastructure costs are not borne by the City, putting the tax burden on the existing residents.

Any fee or levy imposed by the City will put downward pressure on land value. Since DCCs can only be charged on projects that add a new capital cost burden on the City (i.e., developments resulting in a change of use, or developments that result in more built floor space than what exists), this impact on land value will not affect all landowners.

An increased DCC program will impact the City's ability to secure contributions toward amenities such as recreation facilities, child care facilities, public art, affordable housing, etc. There is an industry standard profit margin for developers, and few will invest in projects that are unable to perform at that level. Therefore, additional costs such as DCCs reduce a developer's ability to contribute towards other amenities.

Environmental Impacts

The DCC program provides a number of projects which contribute to environmental sustainability. These include: the identification of new parks space required to maintain green space in the City; focus on developing new active transportation networks to service new developments; and improvements to the sewer system to ensure sewage is conveyed safely.

At Council's request, New Westminster's DCC system has been structured to support the City's environmental objectives. The City established separate areas for Queensborough and the Mainland to pass the cost savings of densification in existing urban areas on the Mainland on to developers in those areas, rather than having Mainland developers subsidize the higher cost development in Queensborough. The per square foot DCC charges remove the incentives to build larger-than-necessary units that would use more resources to create and maintain.

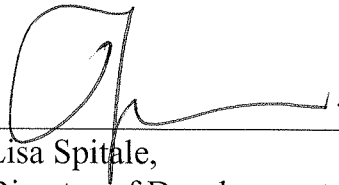
CONCLUSION

A DCC bylaw has been prepared that is reflective of the direction provided by Council on June 15, 2009. The bylaw provides a comprehensive DCC program with phased implementation.

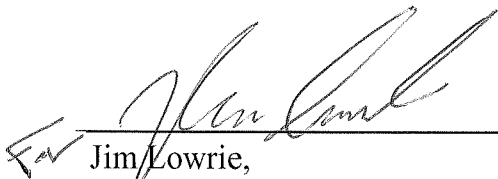
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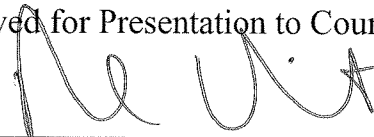


For: Jim Lowrie,
Director of Engineering Services



For: Dean Gibson,
Director of Parks and Recreation

Approved for Presentation to Council



Paul Daminato,
City Administrator

Attachment A - UDI letter

Attachment B - Development Cost Bylaw 7311, 2009

Attachment C - DCC Program Capital Cost Summary

Appendix A

UDI Letter



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info@udi.org
www.udi.bc.ca

June 15, 2009

His Worship Mayor Wayne Wright and Council
City of New Westminster
511 Royal Avenue
New Westminster, BC V3L 1H9

Dear Mayor and Council:

Re: New Westminster Development Cost Charge (DCC) Increases

In January of this year, the Urban Development Institute (UDI) wrote to Council respectfully requesting that it not proceed with proposed increases to development cost charges (DCCs) nor new requirements as our industry was experiencing extreme difficulty during the current serious downturn in the economy.

We are disappointed that Council intends to move forward with the full DCC program, including the parks DCC program. Since January, housing starts and development investment has declined to a very low level of activity. In fact, it is increasingly difficult for developers to obtain project financing. Every additional extraction increases the risk factors that discourage lenders from financing projects. As a result, the City will not collect as much DCC revenue as it may anticipate as developers are unable to finance and move forward with projects.

We appreciate City staff consulting with our industry to find ways to partially mitigate and delay the full impact of the DCC increases. While some of our recommendations have been modified (UDI requested an 18 month grace period while the City proposed 15 months), we endorse staff's proposal to monitor the state of the economy and then consider delaying and phasing the implementation of the DCC increases. We are willing to work with staff to identify the most relevant economic indicators that will be used in this determination. We caution though, that this may not be sufficient to calm the risk fears for both lenders and developers. However, the grace period, phased implementation and economic indicator review, is a better option than the previous one presented to UDI – which was simply a grace period.

We are your partners in community building. At this time, as your partner, we need your understanding of the serious challenges we face in the region, and we ask that you take this into consideration before making a decision on the DCC fee increases.

Respectfully,

Original Signed by

Jeff Fisher
Deputy Executive Director

Appendix B

Development Cost Charges Bylaw 7311, 2009

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 7311, 2009

A Bylaw to Authorize the Imposition of Development Cost Charges

WHEREAS the City may impose development cost charges for the purpose of providing funds to assist the City to pay the capital costs of providing, constructing, altering or expanding transportation, water, drainage, sanitary, and providing and improving park land; and

WHEREAS the development cost charges established by this Bylaw will be used for the recited purposes; and

WHEREAS in setting the development cost charges under this Bylaw, the City Council has considered the future land use patterns and development, the provision of parkland described in an official community plan, the phasing of works and services, how development designed to result in a low environmental impact may affect the capital costs of infrastructure, and whether the charges:

- (a) are excessive in relation to the capital cost of prevailing standards of service in the City,
- (b) will deter development in the City
- (c) will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the City, or
- (d) will discourage development designed to result in a low environmental impact in the City.

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminister in open meeting assembled ENACTS AS FOLLOWS:

1. General Provisions

1.1 This Bylaw may be cited as the "New Westminister Development Cost Charges Bylaw No. 7311, 2009".

1.2 The following schedules attached to this Bylaw form part of this Bylaw:

- (a) Schedule A – The City of New Westminister Queensborough Transportation, Drainage, Water, Sanitary and Parkland DCC Boundary
- (b) Schedule B1 – Queensborough Development Cost Charges (first rate schedule)
- (c) Schedule B2 – Queensborough Development Cost Charges (second rate schedule)

- (d) Schedule C – The City of New Westminster Mainland Transportation, Drainage, Water, Sanitary and Parkland DCC Boundary
- (e) Schedule D1 – Mainland Development Cost Charges (first rate schedule)
- (f) Schedule D2 – Mainland Development Cost Charges (second rate schedule)

- 1.3 This Bylaw applies to all approvals of subdivision of land and for all issuances of building permits for buildings and structures located in the City.
- 1.4 Bylaw No. 7048, being, "New Westminster Development Cost Charges Bylaw No. 7048, 2005" as amended, is hereby repealed.

2. Definitions

- 2.1 In this Bylaw:

APARTMENT RESIDENTIAL means a building or portion of a building divided into three or more dwelling units developed for residential use at a density greater than 1.2 FSR.

BUILDING PERMIT means any permit authorizing the construction, alteration or extension of a building or structure in the *City*.

CITY means the City of New Westminster.

OFFICE means a building or portion of building designed and intended for office use, excluding offices for trade contractors.

COMMERCIAL means a building or portion of building developed for retail sale to the end user, restaurant, personal service, recreational or entertainment use, or any other commercial enterprise, unless otherwise defined in this Bylaw.

COMPACT LOT SINGLE DETACHED RESIDENTIAL means all land developed with a single detached dwelling and a lot size between 2,300 sq.ft. and 3,000 sq.ft.

DEVELOPMENT includes a Subdivision and a proposed Subdivision and the construction, alteration or extension of a building or structure for which a *Building Permit* is or will be required.

DEVELOPMENT COST CHARGES or **DCC** means the applicable rates prescribed in Schedules "B1", "B2", "D1" and "D2".

FLOAT HOME means a structure incorporating a floatation 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.

GROSS FLOOR AREA means the total area of all floors in a building measured to the outside surface of the exterior walls, but excluding areas provided for parking of motor vehicles and storage of bicycles.

IMPROVED SITE AREA means the whole or a 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.

INDUSTRIAL means a lot used or intended to be used for industrial uses, including manufacturing, processing, treatment, assembly, disassembly, storage, testing, wholesale, distribution, or servicing of goods and materials.

LIVE WORK means a building or portion of a building developed as a "live/work unit" pursuant to the Zoning Bylaw.

MIXED USE means a development in which the building or buildings are intended to be used for two or more uses.

SINGLE DETACHED RESIDENTIAL - MAINLAND means all land developed with a single detached dwelling on the mainland of New Westminster.

SINGLE DETACHED RESIDENTIAL – QUEENSBOROUGH means all land developed with a single detached dwelling in Queensborough.

TOWNHOUSE RESIDENTIAL means a building or portion of a building divided into two or more dwelling units developed for residential use at a density less than or equal to 1.2 FSR.

ZONING BYLAW means Zoning Bylaw 6680, 2001 as amended or replaced from time to time.

3. Application of Development Cost Charges

3.1 A person who obtains an:

- (a) approval of subdivision; or
- (b) issuance of a *building permit*, including, without limitation, and despite Section 4 of this Bylaw, a *building permit* authorizing the construction, alteration or extension of a building or structure that will, after construction, alteration or extension, contain fewer than 4 self-contained

dwelling units, and be put to no other use other than the residential use in those dwelling units;

must pay the applicable *development cost charges* set out in this Bylaw to the City, at the time of the approval of the subdivision or the issuance of the *building permit*, as set out in Schedules “B1”, “B2”, “D1” and “D2”.

3.2 Where on Schedules “B1”, “B2”, “D1” and “D2” a *development cost charge* is described as being payable at either subdivision approval or building permit approval, it shall be paid upon the earlier event.

3.3 *Development cost charges* imposed under this Bylaw shall be calculated in accordance with the rates prescribed in Schedules “B1”, “B2”, “D1” and “D2”.

3.3.1 In the case of a *mixed use* development, the *gross floor area* shall be calculated separately for each use that is part of that *mixed use* development, and the *development cost charges* for each use calculated in accordance with Schedules “B1”, “B2”, “D1” and “D2”, and the developer shall pay the sum total of the *development cost charges* calculated for each use.

4. Exemption from DCC

DCC are not payable where exempted by statute and where the *building permit* authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under Section 220(1)(h) [*statutory exemption for places of worship*] or 224(2)(f) [*permissive exemptions in relation to places of public worship*] of the Community Charter;

5. Severability

If any portion of this Bylaw is held to be invalid by a court of competent jurisdiction, the invalid portion shall be severed and the remainder of the Bylaw shall be deemed to have been enacted without the invalid portion.

6. Effective Date

6.1 This Bylaw, excluding Schedules “B2” and “D2”, shall come into force and effect on January 01, 2011.

6.2 On January 01, 2012, Schedules “B1” and “D1” shall cease to have force and effect, and Schedules “B2” and “D2” shall come into force and effect.

GIVEN THREE READINGS this day of 2009.

APPROVED BY THE INSPECTOR
OF MUNICIPALITIES this day of 2009.

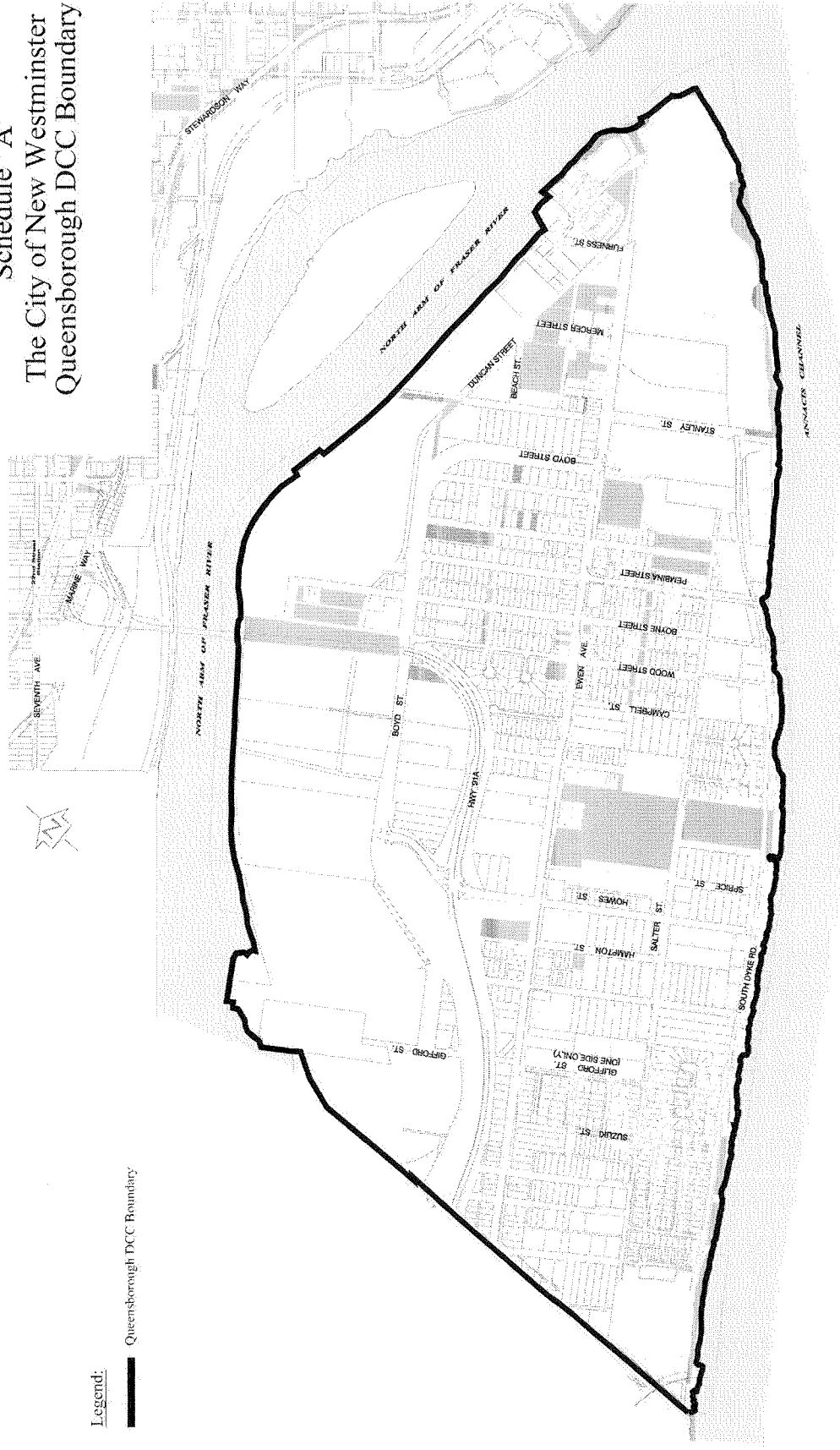
ADOPTED and the Seal of the Corporation of the City of New Westminster affixed
this day of , 2009.

MAYOR

CITY CLERK

SCHEDULE "A"

Schedule "A" The City of New Westminster Queensborough DCC Boundary



Legend:

— Queensborough DCC Boundary

April 07, 2009

SCHEDULE "B1"

CITY OF NEW WESTMINSTER

QUEENSBOROUGH DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "A" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq.ft.	Drainage by sq.ft.	Water by sq.ft.	Sanitary by sq.ft.	Park Acquisition and Development by sq.ft.	Total DCC by sq.ft.
Queensborough								
Single Detached – Residential Queensborough	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.75	\$0.02	\$0.03	\$0.32	\$1.54	\$2.66
Compact Lot Single Detached Residential	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.81	\$0.02	\$0.03	\$0.28	\$1.37	\$2.51
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$1.72	\$0.04	\$0.06	\$0.64	\$3.09	\$5.54
Apartment Residential	Gross Floor Area	Building Permit Approval	\$1.66	\$0.03	\$0.06	\$0.59	\$2.88	\$5.23
Commercial	Gross Floor Area	Building Permit Approval	\$9.62	\$0.03	\$0.04	\$0.40		\$10.09
Office	Gross Floor Area	Building Permit Approval	\$4.81	\$0.03	\$0.03	\$0.34		\$5.21
Float Home	Gross Floor Area	Building Permit Approval	\$1.72		\$0.06	\$0.64	\$3.09	\$5.50
Industrial	Improved Site Area	Building Permit Approval	\$0.63	\$0.02	\$0.01	\$0.14		\$0.80

SCHEDULE "B2"

CITY OF NEW WESTMINSTER

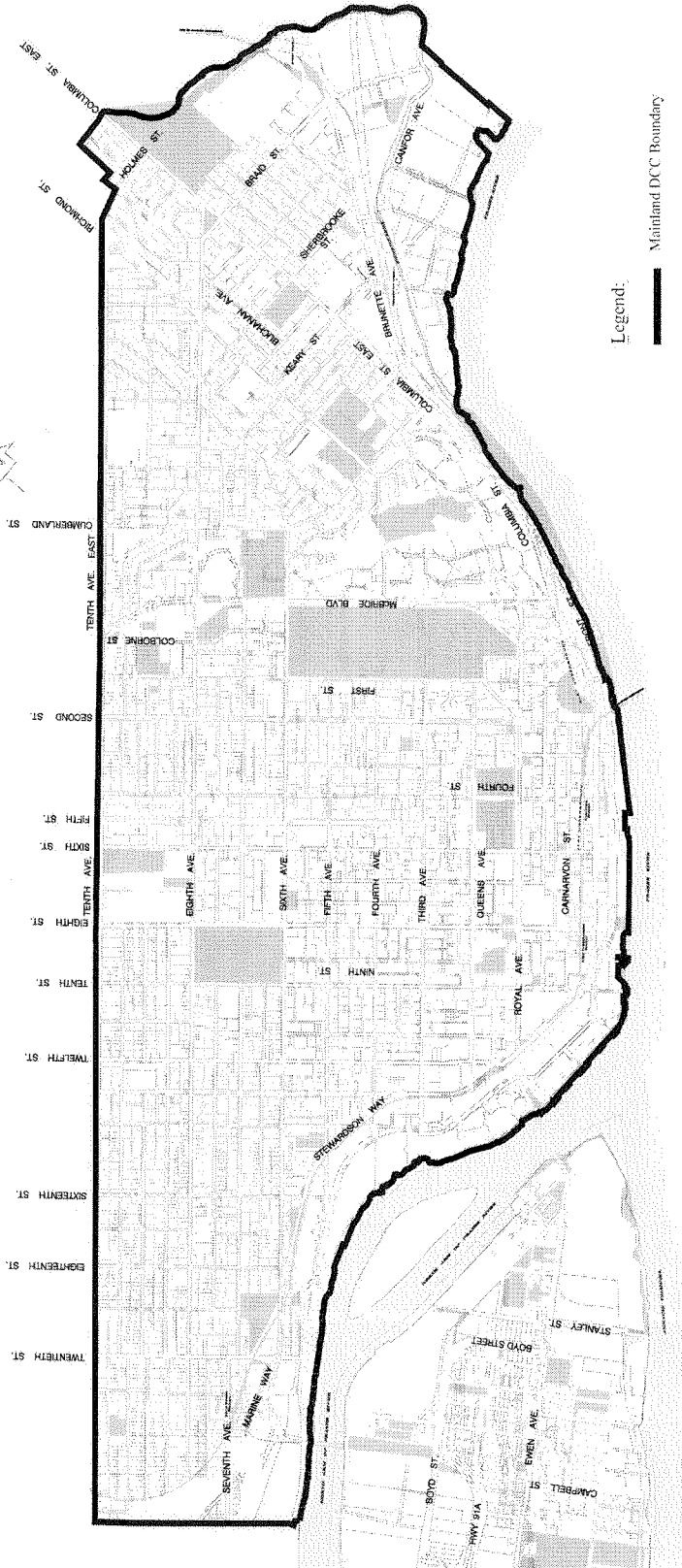
QUEENSBOROUGH DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "A" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq.ft.	Drainage by sq.ft.	Water by sq.ft.	Sanitary by sq.ft.	Park Acquisition and Development by sq.ft.	Total DCC by sq.ft.
Queensborough								
Single Detached – Residential Queensborough	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.75	\$0.02	\$0.03	\$0.32	\$2.33	\$3.46
Compact Lot Single Detached Residential	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.81	\$0.02	\$0.03	\$0.28	\$2.08	\$3.22
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$1.72	\$0.04	\$0.06	\$0.64	\$4.69	\$7.14
Apartment Residential	Gross Floor Area	Building Permit Approval	\$1.66	\$0.03	\$0.06	\$0.59	\$4.37	\$6.72
Commercial	Gross Floor Area	Building Permit Approval	\$9.62	\$0.03	\$0.04	\$0.40		\$10.09
Office	Gross Floor Area	Building Permit Approval	\$4.81	\$0.03	\$0.03	\$0.34		\$5.21
Float Home	Gross Floor Area	Building Permit Approval	\$1.72		\$0.06	\$0.64	\$4.69	\$7.10
Industrial	Improved Site Area	Building Permit Approval	\$0.63	\$0.02	\$0.01	\$0.14		\$0.80

SCHEDULE "C"

Schedule "C" The City of New Westminster Mainland DCC Boundary



Legend:
 Mainland DCC Boundary

April 07, 2009

SCHEDULE "D1"

CITY OF NEW WESTMINSTER

MAINLAND DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "C" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq.ft.	Drainage by sq.ft.	Water by sq.ft.	Sanitary by sq.ft.	Park Acquisition and Development by sq.ft.	Total DCC by sq.ft.
Mainland								
Single Detached – Residential Mainland	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.29	\$0.06	\$0.15	\$0.25	\$1.28	\$2.03
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$0.56	\$0.11	\$0.33	\$0.55	\$2.80	\$4.35
Apartment Residential	Gross Floor Area	Building Permit Approval	\$0.50	\$0.07	\$0.29	\$0.48	\$2.43	\$3.76
Commercial	Gross Floor Area	Building Permit Approval	\$4.05	\$0.07	\$0.19	\$0.32		\$4.64
Office	Gross Floor Area	Building Permit Approval	\$1.45	\$0.07	\$0.16	\$0.27		\$1.96
Live/work	Gross Floor Area	Building Permit Approval	\$1.01	\$0.09	\$0.25	\$0.41	\$2.61	\$4.37
Industrial	Improved Site Area	Building Permit Approval	\$0.19	\$0.05	\$0.07	\$0.16		\$0.47

SCHEDULE "D2"

CITY OF NEW WESTMINSTER

MAINLAND DEVELOPMENT COST CHARGES

The following development cost charges apply to development within the DCC boundary shown on Schedule "C" of this Bylaw:

Area of Land Use	How Charge is Calculated	When Payable	Transportation by sq.ft.	Drainage by sq.ft.	Water by sq.ft.	Sanitary by sq.ft.	Park Acquisition and Development by sq.ft.	Total DCC by sq.ft.
Mainland								
Single Detached – Residential Mainland	Parcel Area	Subdivision Approval/ Building Permit Approval	\$0.29	\$0.06	\$0.15	\$0.25	\$1.73	\$2.48
Townhouse Residential	Gross Floor Area	Building Permit Approval	\$0.56	\$0.11	\$0.33	\$0.55	\$3.79	\$5.34
Apartment Residential	Gross Floor Area	Building Permit Approval	\$0.50	\$0.07	\$0.29	\$0.48	\$3.29	\$4.62
Commercial	Gross Floor Area	Building Permit Approval	\$4.05	\$0.07	\$0.19	\$0.32		\$4.64
Office	Gross Floor Area	Building Permit Approval	\$1.45	\$0.07	\$0.16	\$0.27		\$1.96
Live/work	Gross Floor Area	Building Permit Approval	\$1.01	\$0.09	\$0.25	\$0.41	\$3.54	\$5.29
Industrial	Improved Site Area	Building Permit Approval	\$0.19	\$0.05	\$0.07	\$0.16		\$0.47

Appendix C

DCC Capital Cost Summary

**CITY OF NEW WESTMINSTER
CAPITAL COST SUMMARY
2008**

	Total Capital Program Cost	Costs Recovered by DCCs	City Financial Responsibility	Contribution from Other Sources (1)
Mainland				
Transportation	\$ 25,715,900	\$ 6,751,122	\$ 7,576,488	\$ 11,388,290
Water	\$ 2,655,896	\$ 2,629,337	\$ 26,559	
Sanitary	\$ 3,786,024	\$ 3,748,164	\$ 37,860	
Drainage	\$ 3,187,321	\$ 701,921	\$ 7,090	
Parks Acquisition	\$ -	\$ -	\$ -	\$ 2,478,310
Parks Development	\$ 10,055,400	\$ 7,736,042	\$ 2,319,358	
Sub-total	\$ 45,400,541	\$ 21,566,585	\$ 9,967,356	\$ 13,866,600
Queensborough				
Transportation	\$ 10,566,000	\$ 10,460,340	\$ 105,660	
Water	\$ 619,310	\$ 613,116	\$ 6,193	
Sanitary	\$ 2,006,100	\$ 1,986,039	\$ 20,061	
Drainage	\$ 5,362,500	\$ 3,265,515	\$ 2,096,985	
Parks Acquisition	\$ 1,827,800	\$ 1,809,522	\$ 18,278	
Parks Development	\$ 4,716,500	\$ 4,669,335	\$ 47,165	
Sub-total	\$ 25,098,210	\$ 22,803,867	\$ 2,294,342	
City-Wide				
Parkland Acquisition	\$ 8,400,000	\$ 8,316,000	\$ 84,000	
Parkland Development	\$ 19,876,500	\$ 19,677,735	\$ 198,765	
Sub-total	\$ 28,276,500	\$ 27,993,735	\$ 282,765	
Total	\$ 98,775,250	\$ 72,364,187	\$ 12,544,463	\$ 13,866,600

Notes:

(1) The contribution from other sources towards the Mainland Transportation program is based on monies coming from Translink, ICBC, City of Burnaby and other sources. The contribution from other sources towards the Mainland Drainage program is based in receiving DCCs from development beyond the 2021 time period used in this DCC review. Only a portion of the \$3,187,321 program has been included in the calculation of the proposed DCC rates. DCC programs based on a time period beyond 2021 will need to include the additional costs.