CITY OF NANAIMO
THE HARBOUR CITY

Staff Report for Decision

DATE OF MEETING JUNE 23, 2025

AUTHORED BY POUL ROSEN, DIRECTOR, ENGINEERING
LISA BRINKMAN, MANAGER, COMMUNITY PLANNING
WENDY FULLA, DIRECTOR, FINANCE

SUBJECT **DEVELOPMENT COST CHARGE BYLAW UPDATE AND AMENITY COST CHARGE BYLAW**

OVERVIEW

Purpose of Report

To present rate options and seek direction for next steps for a Development Cost Charge bylaw update, and for an Amenity Cost Charge bylaw.

Recommendation

That the Governance and Priorities Committee recommend to Council:

1. One of the rate tier / assist factor Scenarios for the Development Cost Charge (DCC) update, and Amenity Cost Charge (ACC) program;
2. To direct Staff to proceed with:
   a) Public engagement, including consultation with relevant stakeholders;
   b) An economic impact assessment of the proposed DCC and ACC rates;
   c) Preparation of a DCC bylaw and Fire Protection and Police Development Cost Charge Reserve Fund bylaws;
   d) Preparation of an ACC bylaw and ACC Reserve Fund bylaw;
   e) Preparation of a Local Area Transportation DCC bylaw for South Nanaimo and South Nanaimo Transportation Development Cost Charge Reserve Fund bylaw; and
   f) Preparation of a DCC and ACC Waivers and Reductions bylaw to provide an incentive for the development of not-for-profit rental housing and supportive housing.
3. To allocate $125,000 from the Special Initiatives Reserve to fund additional consultant work to support the economic impact assessment.

BACKGROUND

Development Cost Charges (DCCs)

Development Cost Charges (DCCs) are a provincially regulated development finance tool that helps a municipality recover the cost of off-site infrastructure needed to support growth. DCCs are based on the principle of cost-sharing between existing taxpayers and new developments. As per Integrated Action Plan Priority Action #203, Staff undertook a "review and update the City of Nanaimo 'Development Cost Charge Bylaw 2017 No. 7252'". At the November 25th, 2024 Governance and Priorities Committee (GPC) meeting, a report and presentation introduced the subject.

The current DCC bylaw was adopted approximately seven years ago. Since then, significant changes have occurred. City Plan established growth forecasts and provided land use priorities that help guide the future direction of the City. Multi-family style residential development is more prevalent now than it was at the time of the last bylaw update. Also, project costs have undergone significant cost inflation. The infrastructure costs the City of Nanaimo sees have gone up from 50% to 100% over the past ten years. While this is frustrating, these cost increases are not unique to Nanaimo, they are typical for the sector. The unfortunate result is that there is far less DCC revenue than is needed to build the infrastructure required to support the increase in population and the need for new housing. Ideally, DCC revenue should be sufficient to cover the infrastructure required to support new housing, commercial and industrial development.

20 Year Investment Plan Update

The 20 Year Investment Plan and Asset Management Plan Update was presented to the Finance and Audit Committee in Spring 2023. Projected investment required over the next 20 years was identified at $2.6 billion with possible funding identified of $1.6 billion. Strategies were identified to help address the projected funding shortfall of approximately $1.0 billion which included a $74.9 million shortfall in DCC contributions for new/upgraded infrastructure. Strategies included the completion of a DCC review and adoption of a new bylaw.

Amenity Cost Charges (ACCs)

In Fall 2023, the Province introduced *Bill 46 – Housing Statutes (Development Financing) Amendment Act, 2023* (Bill 46), which allows local governments to create an Amenity Cost Charge (ACC) bylaw. ACC's help a municipality recover the costs of amenities that provide social, cultural, heritage, recreational, or environmental benefits to a community. The amenity projects must benefit current and future users and be driven by growth. An ACC bylaw will allow the City to impose charges at the time of subdivision or building permit, to assist in paying for the capital costs of eligible community amenities. To proceed with the development of the ACC program it was necessary to determine what facilities or amenities are eligible to be supported with ACC funds. At the December 2, 2024 meeting, Council passed the following motion:

> *"That Council direct Staff to proceed with the development of an Amenity Cost Charge (ACC) program that includes the following facilities:*
> 1. *Improvements and expansions as outlined in the Beban Park Master Plan;*
> 2. *Improvements and expansions in the Stadium District; and,*
> 3. *A community recreation facility in the Southgate Urban Centre."*

The selection of the three facilities for the ACC program was based on *Local Government Act* (LGA) criteria and best practice criteria, as shown in the decision matrix in Attachment A. A separate ACC Reserve Fund would need to be established for the ACC funds, and rules apply as to how the reserve fund can be used with annual reporting requirements. As the development of the ACC bylaw progresses, Staff will also present proposed amendments to the City's Community Amenity Contribution (CAC) policy to ensure that both programs are aligned.

DISCUSSION

Development Cost Charges (DCCs)

While the previous Provincial legislation allowed municipalities to establish DCCs for Water, Sewer, Storm, Transportation and Parks, Bill 46 included the ability to also collect for police facilities, fire protection, solid waste and recycling facilities and cost shared provincial highway projects. Each of those categories can see very costly infrastructure that has historically presented municipalities with funding challenges. Bill 46 is intended to help ensure funding is available to construct the infrastructure when needed.

The first step in determining a DCC rate is to establish what infrastructure is required to support the additional people. Staff and consultants working together in each infrastructure category develop population growth forecasts and corresponding infrastructure upgrade requirements to generally maintain a certain level of service. On those project lists, some projects are more critical than others and some have more of an impact on levels of service.

With the various types of infrastructure services some are more flexible than others. For instance, the utilities are not that flexible, the additional population will likely use a typical amount of water and sewer; however, the impact on the transportation system can vary. Also, the transportation system can absorb increased loading through peak spreading (congestion); however, it does decrease the level of service for all users. The impact on water and sewer infrastructure could be reduced, but it would require more intense restrictions that would likely not be viewed favorably.

Given the substantial potential increase in DCC rates, Staff are providing Council with scenarios (options) in the more flexible categories. Staff have prioritized the projects into tiers. The more flexible categories are: Transportation, Parks, and Amenities, so reducing the project lists for those categories is viable, but importantly, it does reduce levels of service, likely resulting in not meeting community expectations.

Transportation Levels of Service

Nanaimo remains a car dominant community with roughly 85% of daily trips being made by personal vehicle. Despite this, most roads and intersections currently operate with minimal delay. Those areas that do experience a peak period increase in traffic, do so for only a short period of time, typically a little over an hour in the afternoon. By 2046, daily travel demand is expected to exceed 400,000 trips—up 60% from 2014.

City Plan promotes managing this growth through densified land use and a shift toward sustainable transportation. While expanding vehicle capacity offers immediate benefits, mode shift requires significant behavioural change and long-term investment. As such, the updated Transportation DCC Program prioritizes infrastructure that supports non-vehicle modes first, followed by vehicle capacity enhancements where needed.

Local Area DCC - South End Transportation

While most DCC’s reflect a City-wide need, there are some instances where a project may only serve a neighbourhood or sub-area of the City. In these instances, there is an option to define a local area DCC with an area specific project list. The rationale to support such a decision is to

clearly outline how the project is directly tied to the growth within the area and how the project is needed to support the planned growth.

In the case of the South End Transportation Local Area DCC, traffic analysis indicates that full build out in South Nanaimo (south of the Chase River) will result in heavy congestion on the Trans-Canada Highway (TCH). Without intervention, during the afternoon peak period, the queue will be lengthy causing significant delay and potentially forcing drivers to re-route onto Highway 19 (Hwy 19) via Fifth Street or Jingle Pot Road, which will be operating in failing conditions unless the signalized intersections have been upgraded to interchanges. During the morning rush hour, the queues on the TCH approaching Nanaimo will be so extensive the Hwy 19 on ramp will be periodically blocked, causing northbound travel to be significantly impeded. Below is a diagram outlining the area proposed to be defined by the local area DCC as well as the sections of road most heavily affected by the growth in the area.

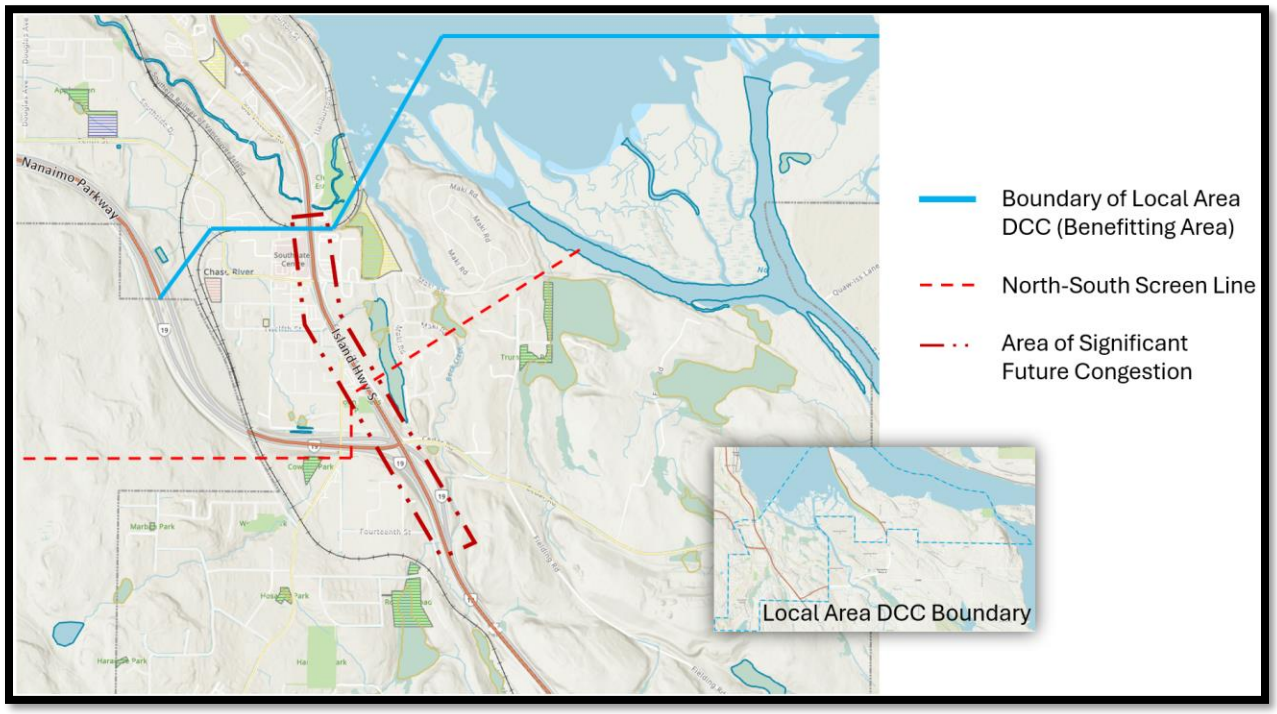


Figure 1 South End Transportation DCC Area

Consideration was given to adding auxiliary lanes at each of the three intersections; Cedar Road, Cranberry Avenue, and Tenth Street/Maki Road; however, this does not create sufficient capacity to alleviate the inevitable congestion. Instead, the most effective solution is to construct a new bypass—the Maki-Fielding Connector—linking Cedar Road to the TCH, similar to the recent Midtown Gateway project. Given that the system failure is primarily driven by localized traffic demand, Staff suggest a local area DCC to ensure the costs are borne by the developments generating the demand, rather than by the broader development community.

DCC and ACC Economic Impact & Assist Factor

The enabling legislation requires a municipality to include an "assist factor" in DCC and ACC rate calculations. The assist factor reduces the amount charged to developers; however, the revenue is still needed. The City currently funds the assist factor from the General, Sewer and Water Asset Management Reserve Funds which are funded by general taxation, and water and sewer user fees. The minimum allowable assist factor is 1%; a municipality can increase that at its discretion. Historically, Nanaimo has used a 1% assist factor for most categories, with water supply set at 25%. Council can choose any assist factor between 1% and 100%; however, there are significant financial implications that need to be considered. The options presented below include assist factors that mimic Council's previous choice, with some options for the new categories included (RCMP and Fire Protection). Council can change the assist factor as desired independently of other factors.

DCC and ACC Waivers and Reductions

The Local Government Act allows the City to offer a DCC and/or ACC waiver or reduction for the following categories:

- not-for-profit rental housing, including supportive living housing;
- for-profit affordable rental housing;
- a subdivision of small lots that is designed to result in low greenhouse gas emissions;
- a development that is designed to result in a low environmental impact.

The current DCC bylaw includes a 50% reduction on DCCs for eligible not-for-profit housing. Although this reduction appears to be achieving the desired effect, it is best practice to separate waivers and reductions from the actual DCC bylaw. With that, Staff propose to remove the reduction component from the next bylaw and prepare a separate policy for Council's consideration. This will make it more straightforward to amend and adjust the waivers and reductions to ensure they continue to achieve the desired result.

DCC and ACC Rate Options

To simplify matters, three scenarios with rate options have been packaged for Council's consideration and summarized below. More information about the scenario rate options and proposed DCC and ACC programs can be found in Attachment B - DCC Background Report, and Attachment C - ACC Background Report.

Scenario 1 (Full Infrastructure Program)

- Includes all growth driven required infrastructure projects.
- Maintains current assist factors: 1% generally, 25% Water, 25% for RCMP.
- Offers the most comprehensive response to growth pressures.
- **Note**: Even with full investment, service levels may still decline in some areas (e.g., transportation).

The rates would look like:

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$52,695.26**	**$5,278.43**	**$57,973.70**
Medium Density Residential	per unit	**$29,372.85**	**$3,591.83**	**$32,964.68**
High Density Residential	per unit	**$21,824.34**	**$2,186.33**	**$24,010.68**
Commercial	per m^2 GFA*	**$246.56**	**$3.44**	**$249.99**
Industrial	per m^2 GFA	**$82.15**	**$1.41**	**$83.56**
Institutional	per m^2 GFA	**$246.56**	**$3.44**	**$249.99**

*Gross Floor Area

Scenario 2 (Moderate Investment) Recommended Scenario

- Includes Priority 1 and Priority 2 projects for Transportation and Parks.
- Maintains existing assist factors: 1% generally, 25% Water, 25% for RCMP.
- Balances service delivery and affordability.

The rates would look like:

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$42,887.29**	**$5,278.43**	**$48,165.73**
Medium Density Residential	per unit	**$24,881.45**	**$3,591.83**	**$28,473.29**
High Density Residential	per unit	**$17,632.20**	**$2,186.33**	**$19,818.53**
Commercial	per m^2 GFA*	**$179.67**	**$3.44**	**$183.10**
Industrial	per m^2 GFA	**$62.08**	**$1.41**	**$63.48**
Institutional	per m^2 GFA	**$179.67**	**$3.44**	**$183.10**

*Gross Floor Area

Scenario 3 (Minimum Cost Option)

- Includes only Priority 1 projects for Transportation and Parks.
- Assist factors: 1% generally, 25% for Water, 50% for RCMP.
- Limits the City's ability to meet future infrastructure needs.

The rates would look like:

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$33,038.17**	**$5,278.43**	**$38,316.61**
Medium Density Residential	per unit	**$19,771.89**	**$3,591.83**	**$23,363.73**
High Density Residential	per unit	**$13,458.07**	**$2,186.33**	**$15,644.40**
Commercial	per m^2 GFA*	**$129.11**	**$3.44**	**$132.55**
Industrial	per m^2 GFA	**$46.71**	**$1.41**	**$48.12**
Institutional	per m^2 GFA	**$129.11**	**$3.44**	**$132.55**

**Gross Floor Area*

Scenario 1 would be ideal and would include all the projects that are deemed necessary to support the growing community. While this option includes the full project lists, areas such as transportation will still experience reductions in levels of service and congestion. It is not deemed financially viable or practicable to build larger roads to maintain the current level of service. Even implementing the most costly option, the community can expect reductions in the level of service (increased congestion) over time.

Scenario 2 includes the most critical infrastructure, and Staff believe presents a reasonable balance between level of service for the community and affordability. **This is the Scenario that Staff are recommending.**

Scenario 3 is included as an extreme option to provide Council with a lowest cost alternative. Choosing this scenario will severely limit the amount of Transportation and Parks infrastructure that can be brought online and likely result in congestion that the community would find unacceptable.

Local Area DCC (Recommended)

- Includes the Maki Fielding Connector Project/s
- Includes a 1% municipal assist factor
- Is in addition to the general DCC fees

The rates would look like:

Land Use	Unit of Charge	Draft Area-specific DCC Rate
Low Density Residential	per lot	**$5,520.21**
Medium Density Residential	per unit	**$2,512.65**
High Density Residential	per unit	**$2,360.37**
Commercial	per m^2 GFA	**$38.07**
Industrial	per m^2 GFA	**$11.42**
Institutional	per m^2 GFA	**$38.07**

The local area DCC would provide funding to complete the Maki Fielding connector project that is critical for transportation and mobility in the South End.

Over many years, infrastructure costs have increased faster than the Consumer Price Index (CPI), which is putting increased cost pressures on housing and development. The City has very little influence over the cost of basic infrastructure; however, without it, it may not be possible to support growth for new housing, eventually bottlenecks will be reached and funding to resolve them will likely not be available. To help understand the impact of the rates to development, an economic impact assessment is proposed and included with the engagement materials as part of the consultation. This assessment will include a financial analysis on development to determine viability of typical developments and ability to absorb the new rates.

Next Steps

Should Council select a preferred Scenario, Staff will proceed with public consultation as outlined in Attachment D – Communications Plan. Following engagement, a new DCC bylaw, Fire Protection DCC Reserve Fund bylaw, Police DCC Reserve Fund bylaw, South Nanaimo Transportation DCC Reserve Fund bylaw, ACC bylaw, ACC Reserve Fund bylaw, and Waivers and Reductions bylaw along with a “What we heard report”, will be presented for Council’s consideration. Provincial approval is required before final adoption of the DCC bylaw.

OPTIONS

1. That the Governance and Priorities Committee recommend to Council:
    1. One of the rate tier / assist factor Scenarios for the Development Cost Charge (DCC) update, and Amenity Cost Charge (ACC) program;
    2. To direct Staff to proceed with:
        a. Public engagement, including consultation with relevant stakeholders;
        b. An economic impact assessment of the proposed DCC and ACC rates;
        c. Preparation of a DCC bylaw and Fire Protection and Police Development Cost Charges Reserve Fund bylaws;
        d. Preparation of an ACC bylaw and an ACC Reserve Fund bylaw;
        e. Preparation of a Local Area Transportation DCC bylaw for South Nanaimo and South Nanaimo Transportation Development Cost Charge Reserve Fund bylaw; and
        f. Preparation of a DCC and ACC Waivers and Reductions bylaw to provide an incentive for the development of not-for-profit rental housing and supportive housing.

    3. To allocate $125,000 from the Special Initiatives Reserve to fund additional consultant work to support the economic impact assessment.

    - The advantages of this option: This selection moves the City towards an update to the DCC bylaw that will bring in additional revenue to build needed infrastructure to support growth. An ACC bylaw will allow for growth related capital improvements at Beban Park, the Stadium District, and for a new community facility in the South End Urban Centre.
    - The disadvantages of this selection: The new rates will be an added cost for development that may have an impact on growth in the short term.
    - Financial Implications: The Special Initiative has uncommitted funds of $4,144,259 which includes $4,000,000 allocated from 2024 surplus for a Council priority project(s). Allocating $125,000 from the reserve will still leave the full $4,000,000 available for Council to allocate to a priority project(s). If approved, the 2025 - 2029 Financial Plan will be amended to reflect the allocation.

SUMMARY POINTS

- The City collects Development Cost Charges (DCCs) to help fund new infrastructure needed to support growth.
- The City's DCC bylaw was last updated seven (7) years ago and the revenue collected falls short of what is needed to build the needed infrastructure; thus, the City is in the process of updating the DCC rates.
- Similar to DCCs, Amenity Cost Charges (ACCs) will allow the City to impose a charge at the time of development to pay for the growth-related capital costs of improvements at Beban Park, the Stadium District, and for a community centre in the South End Urban Centre.
- The proposed new DCC and ACC rates chosen by Council will be presented as part of public engagement prior to bylaw consideration.

ATTACHMENTS:

ATTACHMENT A - ACC Decision Matrix
ATTACHMENT B - DCC Background Report
ATTACHMENT C - ACC Background Report
ATTACHMENT D - Communications Plan
ATTACHMENT E - Presentation

Submitted by:

Poul Rosen
Director, Engineering

Lisa Brinkman
Manager, Community Planning

Wendy Fulla
Director, Finance

Concurrence by:

Poul Rosen
Director, Engineering

Jeremy Holm
Director, Planning and Development

Kerry Ing
Acting General Manager, Corporate Services

Bill Sims
General Manager, Engineering and Public Works

ATTACHMENT A: Decision Matrix – Selecting projects for a City of Nanaimo Amenity Cost Charge Bylaw

	Beban Park Capital Improve-ments	Stadium District Capital Improvements	Community Centre (South Gate Area)	Purchase Land for Community Centre in Woodgrove Area	Waterfront Walkway	General Active Mobility Improve-ments Fund
Local Government Act ACC Required Criteria						
ACC projects must be an amenity that provides social, cultural, heritage, recreational or environmental benefit.	✓	✓	✓	✓	✓	✓
ACCs can only help fund the capital costs of amenities, thus there must be the potential for capital costs.	✓	✓	✓	✓	✓	✓
ACC amenities must benefit increased population growth.	✓	✓	✓	✓	✓	✗ Limited benefit to new population
The ACC amenities should not overlap with projects in the City's DCC program.	✓	✓	✓	✓	✗ Portions of waterfront walkway are in the DCC program	✗ There is potential for overlap with DCC program
ACC Best Practice Criteria						
ACC projects should benefit all City residents (existing and future).	✓	✓	✓	✓	✓	✗ Project dependant
To reduce risk the ACC amenities should be on City owned land.	✓	✓	✓	✓	✗ Some projects not on City land.	✓
The ACC reserve should support capital improvements within the designated ACC program timeframe.	✓	✓	✓	✗ Potentially beyond the ACC program timeframe	✓	✓
The ACC amenities should not overlap with amenities that may be secured as part of site specific rezoning negotiations.	✓	✓	✓	✓	✗ Potential to secure at rezoning	✗ Potential to secure at rezoning
The ACC projects should be a Council Priority in the Integrated Action Plan and have cost information.	✓	✓	✓	✓	✓	✗ Project dependant

ATTACHMENT B

DEVELOPMENT COST CHARGE BYLAW UPDATE

CITY OF NANAIMO

DCC Background Report - DRAFT

URBAN SYSTEMS

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

PREPARED FOR:

Poul Rosen

Director, Engineering

City of Nanaimo

455 Wallace Street

Nanaimo, BC, V9R 5J6

PREPARED BY:

Shaun Heffernan

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

File: 1296.0103.02

CONTENTS

APPENDICES

TABLES

This page is intentionally blank.

EXECUTIVE SUMMARY

In 2023, the City of Nanaimo initiated an update to their current Development Cost Charge (DCC) Bylaw. The development of the City-wide DCC bylaw included the following elements:

- **Developing residential and non-residential growth estimates.**

  As part of the Bylaw update, revised growth projections were prepared. These were primarily developed using projection information prepared by City staff for the City's Official Community Plan (City Plan) projection data with additional information from Statistics Canada (Census), City building permit data, and a population growth and land capacity analysis completed by Colliers as references.

- **Identifying benefitting users and areas of charge** (i.e., Jurisdiction-Wide or Area-Specific Charge).

  Given the impact of large-scale development on municipally and provincially owned infrastructure in South Nanaimo, an area-specific Transportation DCC is being proposed for Council's consideration to ensure an equitable and fair distribution of project costs. This work has included:

  - A land capacity analysis conducted by Colliers;
  - Identifying eligible area-specific Transportation DCC projects, developing cost estimates, and determining appropriate benefit allocations;
  - Application of City-provided formulas to determine non-residential growth projections; and
  - Establishing the boundaries of the benefitting area for the area-specific DCC projects in South Nanaimo.

- **Developing project lists for eligible DCC projects and services.**

  Project lists for the existing Transportation, Water Supply, Water Distribution, Drainage, Sanitary Sewer, and Parks programs were updated to reflect the most recent information on the infrastructure needed to service growth in the City, as indicated in master plans, infrastructure studies, and conversations with staff across departments.

  In response to new provincial legislation that created new DCC-eligible categories, the City also opted to develop new Fire Services and Police Services programs.

- **Determining land use categories, units of charge, and infrastructure impact.**

  Applying the key elements, growth projections, and land use equivalencies to identify charges for DCC-eligible projects anticipated based on infrastructure impact within the defined DCC timeframe.

This report presents the City of Nanaimo's proposed DCC rates and program. The proposed 2025 DCC rates are provided in **Table ES-1 and Table ES-2**.

Note: Three scenarios were developed to test the sensitivity of the City-wide DCC programs and rates. Unless otherwise stated, this report considers **Scenario 2** for the City-wide DCC program (more information can be found in **Section 4.3**).

Table ES-1: Proposed 2025 City-Wide DCC Rates

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	*Per lot*	*Per lot*	*Per lot*	*Per m^2 of GFA**	*Per m^2 of GFA*	*Per m^2 of GFA*
Transportation	$17,255.76	$7,854.34	$7,378.32	$119.01	$35.70	$119.01
Water Distribution	$1,968.92	$1,339.80	$815.53	$6.41	$2.62	$6.41
Water Supply	$6,235.92	$4,243.37	$2,582.92	$20.29	$8.30	$20.29
Drainage	$2,102.41	$1,016.16	$508.08	$5.61	$3.85	$5.61
Sanitary Sewer	$5,228.75	$3,558.02	$2,165.75	$17.02	$6.96	$17.02
Parks	$2,853.10	$1,941.46	$1,181.76	$1.86	$0.76	$1.86
Fire	$1,830.85	$1,245.84	$758.34	$5.96	$2.44	$5.96
Police	$5,411.60	$3,682.45	$2,241.49	$3.52	$1.44	$3.52
TOTAL	*$42,887.29*	*$24,881.45*	*$17,632.20*	*$179.67*	*$62.08*	*$179.67*

*Gross Floor Area
Note: The Regional District of Nanaimo (RDN) administers a regional Sanitary DCC charge, which will be levied on top of these rates.

Table ES-2: Proposed 2025 Area-Specific Transportation DCC

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	*Per lot*	*Per lot*	*Per lot*	*Per m^2 of GFA**	*Per m^2 of GFA*	*Per m^2 of GFA*
Transportation	$5,520.21	$2,512.65	$2,360.37	$38.07	$11.42	$38.07
TOTAL	$5,520.21	$2,512.65	$2,360.37	$38.07	$11.42	$38.07

*Gross Floor Area
*Note: The proposed Area-specific Transportation DCC will apply **in addition to** the City-wide DCC (only on parcels identified in the South Nanaimo area).*

1.1 DCC KEY ELEMENTS

Prepared by the Ministry of Municipal Affairs and Housing, the Development Cost Charge Best Practices Guide (Best Practices Guide) stipulates key elements that should be considered when determining DCC rates. **Table 1** outlines the key elements, decisions and supporting rationale used in this update. The table also indicates whether the approach aligns with the Best Practices Guide.

Table 1: DCC Key Elements in alignment with the DCC Best Practice Guide

Key Element	Rationale
Time Horizon *25 and 40 years (Water Supply)*	• Aligns with capital plans and infrastructure planning studies • Different time horizon for Water Supply reflects the scale of the included projects
Benefitting area *(City-wide AND area-specific charge)*	• **City-wide charge:** DCC projects are components of City-wide infrastructure/parks systems and, therefore, provide a City-wide benefit • **Area-specific charge** *(select Transportation projects):* Three Transportation DCC projects were identified as providing an area-specific benefit to of South Nanaimo: o Maki Road Upgrade and Improvements o Fielding Road o Maki-Fielding Connector
Programs *(Addition of new categories)*	• As per the *LGA* and DCC Best Practices Guide, the following programs were identified for inclusion into the updated bylaw: o Transportation o Water (Supply and Distribution) o Drainage o Sanitary Sewer o Parks o Fire Services (new) o Police Services (new)
Grant Assistance *(none)*	• **None** – no identified DCC projects include grant assistance
Developer Contribution *(none)*	• **None** – no identified DCC projects include a developer contribution
Financing *(required)*	• Projects in the **Sanitary Sewer** program are being carried forward to capture internal borrowing: o Chase River Pump Station and Forcemain o Millstone Trunk/Buttertubs Upsizing o Hammond Bay & Turner Area • The Jump Creek Dam (**Water Supply** program) is being carried forward to capture borrowing. • Interest and debt is described in further detail in **Section 4.2.**
Benefit Allocation *(20%-100%)*	• **Baseline benefit to the population at large**: Benefits existing development and adds proportionate capacity for future population (expected to grow by 27% over 25 years). • **Technical Analysis**: Based on the percentage increase of pipe capacity beyond population growth. Note that in some instances, utility modelling and capacity analysis resulted in benefit allocations below the baseline population growth. • **Rule of Thumb**: 50% (least benefit to growth) to 100% (most benefit to growth)
Municipal Assist Factor (MAF) *(1%, 25%)*	• **1% MAF** to be carried over from previous DCC update for most services. • **25% MAF** applied to the Water Supply and Police Services programs.
Units of Charge *Per dwelling unit, per lot, and per m^2 of GFA*	• **Per lot or dwelling unit for low density residential**. DCCs are levied on single detached dwellings at time of subdivision or building permit, as determined by the City, to collect DCCs as early in the process as possible. • **Per dwelling unit for medium- and high-density residential**. DCCs are levied on ground-oriented dwellings and apartment units when the number of units is known. • **Per square meter (m^2) of gross floor area (GFA) for non-residential uses**. Commercial, institutional and industrial uses are levied of m^2 of GFA as impact on infrastructure is expected to correlate most closely with floor space.

This page is intentionally blank.

2.0 INTRODUCTION AND BACKGROUND

2.1 CONTEXT

The City of Nanaimo currently collects Development Cost Charges (DCCs) for sanitary sewer, drainage, water distribution, water supply, parks, and roads. The existing DCC Program was adopted in 2018.

In 2023, the City of Nanaimo initiated a process to update the DCC bylaw (Development Cost Charge Bylaw 2017, No. 7252) to align the DCC program, rates, and bylaw with new legislation and infrastructure costs.

As part of this update, it was determined that an Area-specific DCC for select transportation projects supports best practices. The proposed area-specific DCC program follows the inputs prepared for the City-wide DCC.

The material provided in this background report is meant for information only. The City's adopted **DCC Bylaw should be referred to for rates and requirements**.

2.2 DRIVERS

Many municipalities across British Columbia (BC) use DCCs as a cost-recovery tool to support municipal financial sustainability. The advantages of implementing a DCC bylaw include:

- **Clear and consistent rules** – It gives developers a predictable and transparent framework to follow.
- **Sustainable funding** – It helps the City collect money to pay for the services and infrastructure needed as the community grows.
- **Fair cost sharing** – It ensures that developments benefiting from new infrastructure help pay for it, following the "growth pays for growth" principle.
- **Transparency** – It makes it clear how much growth-related infrastructure costs and how those costs are funded.
- **Reduced financial risk** – It allows the City to plan and save for future infrastructure, avoiding large, unexpected expenses.

The DCC update captures current infrastructure costs for capital projects that are driven by growth. The proposed rates ensures that those who will use and benefit from the services provided by the City pay their share of the growth-related costs in a fair and equitable manner.

Key drivers for the City of Nanaimo DCC update include:

- Increasing development pressures, community growth, and changing development patterns, including a large-scale development that will impact municipal and provincial infrastructure;
- New legislation that enables the City to collect DCCs for fire protection facilities and police facilities; and
- Refreshing the infrastructure projects needed to support growth, along with updated costs.

2.3 LEGISLATIVE CONTEXT

This DCC update aligns with the legislative requirements outlined in Part 14, Division 19 of the *Local Government Act*, the *Community Charter,* and the DCC Best Practices Guide.

SOURCES

The update aligns with the City's capital planning, historical growth and building permit data, Official Community Plan (City Plan) and Integrated Action Plan.

As part of the bylaw update, staff from the Transportation; Engineering & Public Works; Finance; and, Parks, Recreation, and Culture (PRC) departments also worked closely with the project team to develop project lists and the draft rates.

3.0 DCC CALCULATION METHODOLOGY AND KEY FINDINGS

This section outlines the technical inputs and analysis used to determine the costs of the DCC program and the infrastructure required to support future growth:

- **Scope of the program:** Establishing whether DCCs will be applied across the entire jurisdiction or to specific areas, identifying the services eligible for DCC funding, and determining the planning time frame.
- **Estimating growth:** Projecting population and development growth, classifying development by land use categories, and applying equivalency factors to ensure consistent and fair cost allocation.
- **Identifying projects lists:** Listing growth-related capital projects, determining how much each project benefits new versus existing development, and identifying the portion of costs to be funded by the City rather than through DCCs.

These technical components, together with Council's discretion in setting the MAF, are used to calculate the draft DCC rates.

3.1 SCOPE OF PROGRAM

JURISDICTION-WIDE VERSUS AREA-SPECIFIC CHARGES

Area-specific rates are preliminary; should Council direct staff to proceed with developing an area-specific DCC program, the inputs for this program will be reviewed and refined in greater detail.

DCCs can be applied on a jurisdiction-wide or area-specific basis. Through discussions with staff, it was determined that the City would implement both a City-wide and area-specific DCC to ensure greater alignment between development-related capital costs in the City and where growth is expected to occur.

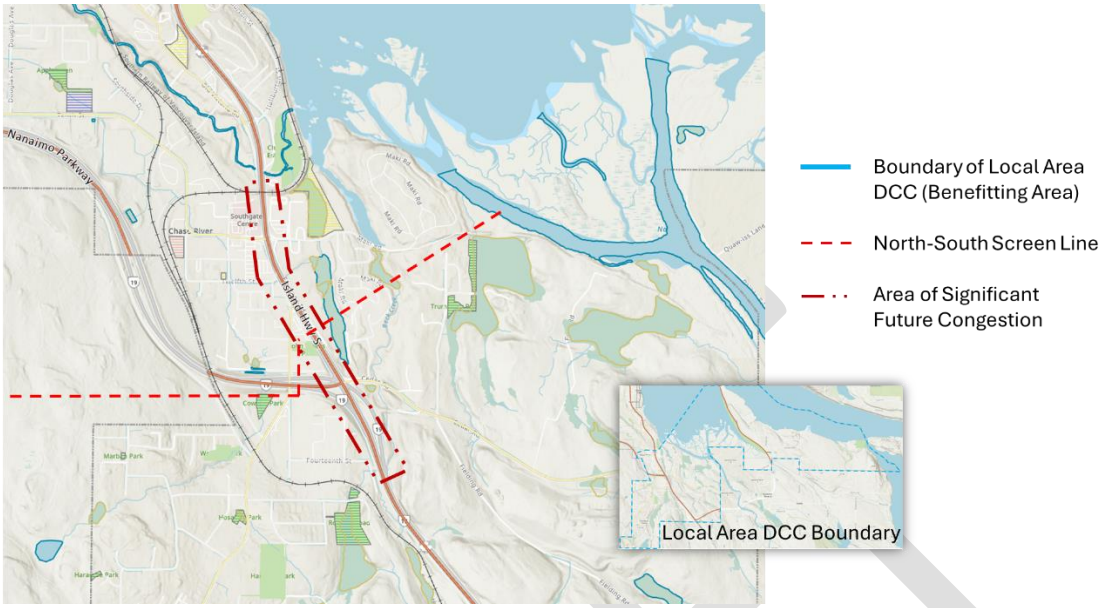
Sensitivity testing and a Traffic Impact Analysis (2023) highlighted that growth in the South Nanaimo area will result in heavy traffic congestion. As a result, the area-specific DCC applies only to South Nanaimo (see **Figure 1**) and contains three transportation projects, as outlined in **Section 0** that will provide unique benefits to the South Nanaimo growth area.

In selecting these projects, staff considered how they benefit the City at-large versus the South Nanaimo area, whether the areas could be clearly defined, the equitable and fair distribution of costs, and funding flexibility.

LAYERING OF JURISDICTION-SPECIFIC DCCS WITH JURISDICTION-WIDE CHARGES

New development within the identified area-specific boundaries will pay both the City-wide and Area-specific DCCs.

Figure 1: Area-Specific DCC Map



PROGRAM TIME FRAME

To align with existing documents, such as the City's OCP (City Plan), Housing Needs Report, and financial planning, **a 25-year time horizon** is largely used for the City-wide and Area-specific DCC programs.

However, a **40-year time horizon is used for the Water Supply DCC program** to reflect the larger infrastructure projects included within the list and the expected construction timelines. A longer time horizon for the Water Supply program also supports rate stability.

DCC-ELIGIBLE SERVICES

The following services were included in the DCC program:

- Transportation
- Sanitary Sewer
- Drainage
- Water Supply
- Water Distribution
- Parks (Improvements and Acquisition)
- Fire Services
- Police Services

There are no DCC eligible solid waste and recycling services included as part of the Bylaw update. All projects in these programs were vetted against the information provided in the *LGA* and the Best Practices Guide to ensure eligibility.

3.2 ESTIMATING GROWTH

LAND USE CATEGORIES

The proposed DCCs are based on different land use categories that reflect the impact of different built forms on infrastructure services. The definitions in **Table 2** apply to the land use categories used in the DCC Bylaw.

Table 2: Land Use Categories and Definitions

Land Use	Inclusions and Definitions
Low Density Residential	A Single Residential Dwelling, which may contain one additional Dwelling Unit in the form of a Secondary Suite; or a Duplex comprising 2 dwelling units within one building located on a single lot wherein each may contain one attached Secondary Suite.
Medium Density Residential	A building or cluster of buildings that is used or designed as 3 or more self-contained dwelling units (Multiple Family Dwellings), each having direct access to the outside at grade level and does not contain a self-contained dwelling unit wholly or partly above another self-contained dwelling unit (e.g., Row House). May also include an Accessory Suite or a Mobile Home.
High Density Residential	A Multiple Family Dwelling containing 3 or more self-contained Dwelling Units, one or more of which are wholly or partly above another self-contained Dwelling Unit (e.g., apartments).
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.
Industrial	An industrial development in an industrial 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 an industrial nature.
Institutional	An institutional development in an institutional use 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 an institutional nature.

DEVELOPMENT FORECAST

Residential growth projections (below) were referenced using multiple sources and references, including:

Unit Projections

- City of Nanaimo. (2022). *City Plan: Nanaimo ReImagined. Population Growth Estimates (Geodatabase). "Residential Unit Projections – 2023.04.06."* Provided: August 31, 2023 by City staff.

Other References

- Statistics Canada. (2022). *Census Profiles, 2016 and 2021 Census of Population*. Government of Canada
- City of Nanaimo. (2017-2022). *Building Statistics;* and,
- Conversations with staff across departments.

The above references provided information on the expected population increase and related dwelling unit construction over a 20-year time horizon (2020-2040). Projections were extrapolated to align with the proposed DCC program time frame (25 years). These projections were then refined through collaboration with staff as new and ongoing building permit applications were received. As a result, adjustments were made based to better reflect recent permit data and development trends.

Growth projections for commercial, industrial, and institutional (ICI) uses are based on:

- City of Nanaimo. (2022). *City Plan: Nanaimo ReImagined*;
- Colliers Strategy & Consulting Group. (2020). *City of Nanaimo Land Inventory and Capacity Analysis*; and,
- Conversations with staff across departments.

Non-residential projections were prepared by completing a review of historical building permit data provided by the City for the last 10 years, then adjusted to account for new and ongoing development applications in order to better reflect anticipated changes development over the next 25 and 40 years.

As the Water Supply program has larger infrastructure projects slated for construction, a 40-year time horizon was used to calculate growth projections. These projections were created by extending the existing 25-year growth projections out to 2061 to align with infrastructure lifecycles and benefiting users. All projections are outlined in **Table 3** below.

Table 3: Residential and Non-Residential Growth Projections (2046 and 2061)

Land Use	Unit	25-Year Growth Projections	40-Year Growth Projections
Low-Density Residential	Per lot or dwelling unit	2,200	3,520
Medium-Density Residential	Per dwelling unit	5,300	8,480
High-Density Residential	Per dwelling unit	12,200	19,520
Commercial	Per m^2 of GFA	95,300	152,480
Industrial	Per m^2 of GFA	515,600	824,960
Institutional	Per m^2 of GFA	95,300	152,480

For the area-specific Transportation DCC, additional growth projections were prepared that only include expected residential and non-residential growth within the area's defined boundaries in South Nanaimo. As is also the case with the City-wide projections, the area-specific projections follow a 25-year time horizon. These draft projections are outlined in **Table 4** below and are intended to serve as a preliminary projection for draft rate purposes. Should Council direct staff to proceed with the development of an area-specific DCC program, these projections will be further refined.

In preparing these growth projections, the following sources were consulted:

Residential Projections:

- City of Nanaimo. (2022). *City Plan: Nanaimo ReImagined. Population Growth Estimates (Geodatabase). "populationparcels_TableToExcel."* Provided: May 23, 2025 by City staff.

Non-Residential Projections:

- City of Nanaimo. (2025). *City of Nanaimo Zoning Bylaw, No. 4500*; and,
- Conversations with staff across departments.

References:

- Colliers Strategy & Consulting Group. (2023). *Chase River (Population Growth Analysis)*; and,
- Colliers Strategy & Consulting Group. (2020). *City of Nanaimo Land Inventory and Capacity Analysis.*

To prepare the area-specific residential projections, City-wide projections were filtered to only include parcels in South Nanaimo. These projections were then categorized to determine the percentages of expected low-, medium-, and high-density residential growth in the area.

The non-residential data was developed using staff-identified reference sites and adjusted to reflect the same proportion of development as observed in the residential area, which included site coverage maximums in the Zoning Bylaw and the ratio

of commercial use (in m^2) to new residents used by staff. Memorandums prepared by Colliers were also referenced, one of which focused exclusively on the Chase River area in South Nanaimo.

During and after the preparation of the initial projections, staff assisted with refining the information to account for recent changes in development trends and applications.

Table 4: Draft Growth Projections - Area-Specific DCC (South Nanaimo)

Land Use	Unit	25-Year Growth Projections (2046)
Low-Density Residential	Per lot or dwelling unit	1,200
Medium-Density Residential	Per dwelling unit	3,200
High-Density Residential	Per dwelling unit	1,200
Commercial	Per m^2 of GFA	35,000
Industrial	Per m^2 of GFA	185,000
Institutional	Per m^2 of GFA	35,000

EQUIVALENCIES

Different land uses have different impacts on infrastructure. To reflect these differences, equivalent units are used to allocate DCC costs across land uses.

Table 5: Equivalent Unit Methodology

Water Distribution and Supply	For residential demand, occupancy rates were used to project demands for water and sewer services. For non-residential land uses, equivalent populations per square metre are established.
Sewer	For residential demand, occupancy rates were used to project demands for water and sewer services. For non-residential land uses, equivalent populations per square metre are established.
Transportation	For roads and transportation projects, the cost of development is distributed based on the trips generated by each land use.
Parks	Parks improvement equivalents are also based on residential demand, occupancy rates since increases in parks usage are generally reflective of overall population growth.
Drainage	Stormwater equivalents are largely based on runoff coefficients for various uses.
Fire Services	Fire services equivalencies were based on future service population, anticipated needs for land use, and water equivalencies.
Police Services	Police services equivalencies were based on future service population, anticipated needs for land use, and parks equivalencies.

The equivalency units in **Table 6** are aligned with the City's modelling work, past equivalencies, and growth trends. Updates were made to consider the presence of secondary suites and accessory dwelling units in the Low-Density Residential land use category. These equivalencies apply to both the City-wide and Area-specific DCCs.

Table 6: Equivalent Units

Land Use	Roads	Water Distribution	Water Supply	Drainage	Sewer	Parks	Fire	Police
Low Density Residential	1.450	3.380	3.380	1.200	3.380	3.380	3.380	3.380
Medium Density Residential	0.660	2.300	2.300	0.580	2.300	2.300	2.300	2.300
High Density Residential	0.620	1.400	1.400	0.290	1.400	1.400	1.400	1.400
Commercial	0.010	0.011	0.011	0.0032	0.011	0.0022	0.011	0.0022
Industrial	0.003	0.005	0.005	0.002	0.005	0.001	0.005	0.001
Institutional	0.010	0.011	0.011	0.003	0.011	0.002	0.011	0.002

Across the City, the total new residential population is projected as 36,706 people. For non-residential land uses, equivalent populations per square metre (m^2) are established. The total equivalent population, determined by applying the equivalent unit conversion factors to the total estimated non-residential GFA, is 4,417 people (City-wide).

As part of this update, the Drainage program's High Density Residential (previously the Multi-Family Dwellings category) unit of charge changed from being levied per m^2 of GFA on the first floor (i.e., on the building footprint) to a per dwelling unit charge. This ensures greater alignment with best practices. The equivalencies for the High Density Residential drainage category also reflect this change.

3.3 PROJECT LIST

DCC PROJECT LIST

The proposed projects in this DCC update align the DCC programs to reflect current construction and material costs and were vetted for eligibility according to the Ministerial requirements for DCCs. Capital costs for projects are based on information from the existing project lists, new master planning, capacity modelling, and additional information provided by staff. All costs were updated to include contingency and engineering allowances. Comprehensive DCC project lists are provided in **Appendix A**.

Table 7: DCC Project Summary – City-wide

Transportation	• Intersection improvements • Sidewalk installations and improvements • Transit stop improvements • Bicycle lane installation
Water Distribution	• Water main upgrades and upsizing
Water Supply	• Water Supply System Demand Review • Reservoir capacity upsizing • Jump Creek Dam construction
Sanitary Sewer	• Sanitary main upgrades • Trunk main upgrades • Sanitary sewer modelling update • Sanitary Sewer Master Plans
Drainage	• Stormwater modelling update • Stormwater drainage system upgrades (channel upgrades, pond construction, new pipes)
Parks	• Parkland improvements • Parkland acquisition • Trail improvements
Fire	• Fire Hall construction
Police	• Police Facility construction

*Please note: the City of Nanaimo will own and control all projects in this DCC program.

All parkland improvement projects in this DCC update align with the eligibility requirements of the legislation. As per the Best Practices Guide, parkland improvement works are limited to:

- Fencing
- Landscaping
- Drainage and irrigation
- Trails
- Restrooms
- Changing rooms
- Playground equipment
- Playing field equipment

The area-specific Transportation DCC program includes three (3) projects that were identified as benefiting new development and existing residents within the South Nanaimo area:

Table 8: DCC Projects - Area-Specific

Transportation	• Maki Rd Upgrade and Improvements • Fielding Rd Upgrade and Improvements • Maki-Fielding Connector construction

DETERMINING BENEFIT FACTORS

Project benefit allocations are used to determine to what extent a proposed project benefits future growth versus existing users and are determined on a project-by-project basis.

Some DCC projects may benefit the population at large, in which case the capital costs (or a portion of them) should be shared by the entire community. Other projects will only benefit new growth, in which case the new users benefiting from these services will pay most of the project costs.

The benefit allocation of each DCC eligible project was evaluated on a scale of 20% to 100%: Factors considered when determining benefit allocations include:

- Proximity to areas experiencing new growth and /or redevelopment for some active transportation;
- Population growth (new vs. existing population); and,
- Project triggers and timing.

The benefit factor of each DCC eligible project was evaluated on a scale of 25% to 100% using three approaches:

1. **Baseline - Benefit to the population at large (27%):** Primarily benefits existing development but will also add capacity that proportionately benefits and supports the future population of the community, which is expected to grow by approximately 27% over the next 30 years.
   Note: some projects within the underground utilities lists have benefit allocations lower than the expected population growth due to utility modelling and capacity analysis results.
2. **Rule of thumb:**
   - **50%** – Primarily benefits existing development but will also add capacity that benefits and supports the future population of the community.
   - **60-65%** – Allocated to projects that benefit both existing residents and provide additional capacity to service growth (e.g., new projects on secondary transportation routes in projected medium-density areas).
   - **75-80%** – Allocated to projects that primarily benefit growth, but will also support the existing population (e.g., new projects on primary transportation routes in projected high-density areas).
   - **100%** – Allocated to projects that exclusively benefit growth (i.e., this project would not be built without growth).
3. **Technical Analysis:** Based on utility modelling and capacity analysis.

A summary of the benefit factor methodology is included in **Table 9**.

Table 9: Summary of Benefit Factor Methodology

Service	Benefit Allocation (Developer Responsibility)	Benefit Factor Methodology
Water Distribution	25% - 100%	• Technical analysis • Benefit to the population at large
Water Supply	27% - 100%	
Sanitary	27% - 100%	
Transportation	27% - 100%	• Rule of thumb • Benefit to the population at large
Transportation (Area-Specific)	75%	
Drainage	20% - 100%	
Parks	27% - 75%	
Fire Services	75%	
Police Services	30%	

USE OF MUNICIPAL ASSIST FACTOR

The City has opted for 1% assist factors across most of the DCC programs. However, the assist factor is higher for the following programs:

- **Water Supply (25%)** – a higher assist factor is being carried forward from the past DCC bylaw.

- **Police Services (25%)** – a higher assist factor was used to capture a more equitable distribution between population growth and existing residents.

When setting these assist factors, Council considered the impact of the proposed rates on the viability of new development as well as infrastructure needs over the course of the proposed program's time horizon of 25 years. As a result, there will be no phase-in of the DCC rates in the initial years of program implementation.

4.0 DCC RATES

DCC rates are determined by applying the key elements, growth projections and equivalencies, described earlier in this report, to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

4.1 PROGRAM COSTS

The total City-wide DCC Program costs amount to **$1,161.4 M**—of those costs, **$612.4 M** are eligible for recovery through DCCs (i.e., paid by developers) and **$19.5 M** must be funded through City revenues (i.e., from general tax revenue or other revenue) over 25- and 40-year time horizons. This is a key consideration for Council when considering the City's financial sustainability and the costs to developers and existing taxpayers.

All costs are included in **Table 10** below. Note that the area-specific Transportation DCC is separated out in **Table 11** but will only apply to an identified subset of the population.

Table 10: Total Cost of Proposed City-wide DCC Program (25 year; except Water Supply [40 y])

	Program Inputs		Developer Responsibility		Municipal Responsibility	
Service	Total Capital Costs	Benefit Factor	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs	Annual Municipal Costs
Transportation	$308.8 M	27%-100%	1%	$225.5 M	$83.3 M	$3.3 M
Water Distribution	$49.6 M	25%-100%	1%	$28.5 M	$21.1 M	$0.8 M
Water Supply	$305.5 M	27%-100%	25%	$142.1 M	$163.4 M	$4.1 M
Sanitary	$77.7 M	27%-100%	1%	$67.2 M	$10.5 M	$0.4 M
Drainage	$63.5 M	20%-100%	1%	$34.1 M	$29.4 M	$1.2 M
Parks	$58.8 M	27%-75%	1%	$32.6 M	$26.2 M	$1.0 M
Fire Services	$30.0 M	75%	1%	$22.3 M	$7.7 M	$0.3 M
Police Services	$267.5 M	30%	25%	$60.2 M	$207.3 M	$8.3 M
Total	$1,161.4 M			$612.4 M	$549.0 M	$19.5 M

Table 11: Total Cost of Proposed Area-Specific DCC Program

	Program Inputs		Developer Responsibility		Municipal Responsibility	
Service	Total Capital Costs	Benefit Factor	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs	Annual Municipal Costs (25y)
Transportation (Area-specific)	$30.0 M	75%	1%	$22.3 M	$7.7 M	$0.3 M

4.2 INTEREST ON LONG-TERM DEBT

While no interest on long-term debt is included in the DCC program, the City has debt obligations that are included in the programs as follows:

- **Sanitary Program** – all three projects are being carried forward from the previous DCC bylaw.
    - Chase River Pump Station and Forcemain – $2,205,061

    - Hammond Bay & Turner Area – $2,184,782
    - Millstone Trunk/Buttertubs Upsizing – $2,793,985
- **Water Supply Program** – this project is being carried forward from the previous DCC bylaw.
    - Jump Creek Dam – $84,279,128

4.3 DCC RATE SCENARIOS

While preparing the DCC program, different rate scenarios were explored through adjustments to project prioritization and the Municipal Assist Factor. Three scenarios are outlined below and will be included in the presentation to Council in June 2025.

A summary of all three scenarios alongside the existing DCC rate is included in the following section.

SCENARIO 1	This scenario includes all Transportation and Parks projects (Priority 1, Priority 2, and Priority 3). All other programs include all projects within the final project lists prepared by staff. In Scenario 1, the Municipal Assist Factor is 1% for all programs except Water Supply (25%) and Police Services (25%).
SCENARIO 2	This scenario includes projects indicated as Priority 1 and Priority 2 on the Transportation and Parks lists. It does not include any Priority 3 projects on either list. All other programs include all projects within the final project lists prepared by staff. In Scenario 2, the Municipal Assist Factor is 1% for all programs except Water Supply (25%) and Police Services (25%).
SCENARIO 3	This scenario includes projects indicated as Priority 1 on the Transportation and Parks lists. It does not include any Priority 2 or 3 projects on either list. All other programs include all projects within the final project lists prepared by staff. In Scenario 3, the Municipal Assist Factor is 1% for all programs except Water Supply (25%) and Police Services (50%).

4.4 PROPOSED DCC RATES (TO BE DETERMINED)

A comparison of the existing and proposed rates (all scenarios) is provided in **Table 12**. Note that subsequent tables in this section only feature Scenario 2.

Table 12: DCC Rate Comparison

Previous Land Use Category	New Land Use Category	Unit	Existing Rate	Scenario 1 (2025)	Scenario 2 (2025)	Scenario 3 (2025)
Single Family Dwellings	Low Density Residential	Per Lot or Dwelling Unit	$14,862.27	$52,695.26	$42,887.29	$33,038.17
Small Lot Single Family Dwelling*	Medium Density Residential	Per Dwelling Unit	$10,406.64	$29,372.85	$24,881.45	$19,771.89
Multi-Family Dwellings	High Density Residential	Per m² of GFA*	$89.10	N/A	N/A	N/A
		Per Dwelling Unit	N/A	$21,824.34	$17,632.20	$13,458.07
Commercial /Institutional	Commercial	Per m² of GFA	$77.42	$246.56	$179.67	$129.11
Industrial	Industrial	Per m² of GFA	$19.75	$82.15	$62.08	$46.71
Commercial /Institutional	Institutional	Per m² of GFA	$77.42	$246.56	$179.67	$129.11
Mobile Home	N/A	Per Unit	$9,136.78	N/A	N/A	N/A
Campground	N/A	Per Unit	$2,337.70	N/A	N/A	N/A

GFA = Gross Floor Area

Note: the Small Lot Single Family Dwelling category applied to row housing and/or lot areas less than 370m²; as a result, this category was reclassified as Medium Density Residential.

The following tables summarize the total proposed City-wide and Area-specific DCC rates for the City, along with each DCC program (as applicable). DCC rates are determined by applying the key elements, growth projections and equivalencies described earlier in this report to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

The initial DCC calculations were based on **Scenario 2**, which uses a 1% assist factor for all categories except Water Supply (25%) and Police Services (25%), resulting in the DCC rates shown in **Table 13** below.

For the area-specific Transportation DCC, the initial calculations were also based on a 1% assist factor for all categories, resulting in the DCC rates shown in **Table 14** below.

Table 13: Draft Nanaimo DCC Rates

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	*Per lot*	*Per lot*	*Per lot*	*Per m^2 of GFA*	*Per m^2 of GFA*	*Per m^2 of GFA*
Transportation	$17,255.76	$7,854.34	$7,378.32	$119.01	$35.70	$119.01
Water Distribution	$1,968.92	$1,339.80	$815.53	$6.41	$2.62	$6.41
Water Supply	$6,235.92	$4,243.37	$2,582.92	$20.29	$8.30	$20.29
Drainage	$2,102.41	$1,016.16	$508.08	$5.61	$3.85	$5.61
Sanitary Sewer	$5,228.75	$3,558.02	$2,165.75	$17.02	$6.96	$17.02
Parks	$2,853.10	$1,941.46	$1,181.76	$1.86	$0.76	$1.86
Fire	$1,830.85	$1,245.84	$758.34	$5.96	$2.44	$5.96
Police	$5,411.60	$3,682.45	$2,241.49	$3.52	$1.44	$3.52
TOTAL	$42,887.29	$24,881.45	$17,632.20	$179.67	$62.08	$179.67

*Gross Floor Area

Note: The Regional District of Nanaimo (RDN) administers a regional Sanitary DCC charge, which will be levied on top of these rates.

Table 14: Proposed Area-Specific Transportation DCC Rate

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	*Per lot*	*Per lot*	*Per lot*	*Per m^2 of GFA*	*Per m^2 of GFA*	*Per m^2 of GFA*
Transportation	$5,520.21	$2,512.65	$2,360.37	$38.07	$11.42	$38.07
TOTAL	$5,520.21	$2,512.65	$2,360.37	$38.07	$11.42	$38.07

*Gross Floor Area

Note: The Regional District of Nanaimo (RDN) administers a regional Sanitary DCC charge, which will be levied on top of these rates.

This page is intentionally blank.

5.0 POLICY CONSIDERATIONS & DECISIONS

5.1 FINANCIAL FEASIBILITY

When setting DCCs, the *LGA* requires local governments to consider (through some form of analysis) whether the charges will: deter development; discourage the construction of reasonably priced housing; or, discourage the provision of reasonably priced serviced land.

Analysis varies based on several factors, including the magnitude of the proposed changes, the local housing market, and land supply conditions.

The City is currently seeking Council direction on conducting an economic analysis into the effects of the proposed DCCs on development. This work is expected to be completed in tandem with an analysis into the effects of the City's proposed Amenity Cost Charges (ACCs). If directed to proceed with consultation by Council, any feedback received will also be considered to ensure that the DCCs are fair, transparent, and balanced.

5.2 INTERESTED PARTIES CONSULTATION

[To be completed; pending Council direction]

All materials prepared for the consultation session and correspondence received are included in **Appendix C.**

5.3 BYLAW EXEMPTIONS

The *LGA* is clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the City, or if a DCC has already been paid in regard to the same development. However, if additional further expansion for the same development creates new capital cost burdens or uses up capacity, the DCCs can be levied for the additional costs.

The *LGA* further restricts the levying of the DCC at the time of application for a building permit if:

- The building permit is for a church or place of public worship as per the Community Charter; or
- The value of the work authorized by the building permit does not exceed $50,000 or a higher amount as prescribed by bylaw; or
- Unit size is no larger than 29 sq.m. and only for residential use

Changes to the legislation allow local governments at building permit to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units, if such a charge is provided for in the local government's DCC bylaw. The City has included provisions in the proposed DCC bylaw to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units.

5.4 COLLECTION OF CHARGES – BUILDING PERMIT AND SUBDIVISION

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. Of the two possible collection times, subdivision approval occurs earlier in the process.

The City will collect DCCs for Low Density Residential uses at time of final subdivision approval. Collecting DCCs early will allow the City to ensure timely provision of infrastructure and services. DCCs for other residential land use categories will be collected prior to building permit issuance when the final number of apartment or townhouse units are known. Non-residential land uses will also be levied DCCs at time of building permit when total floor area will be known. For mobile home parks and campgrounds, DCCs are collected prior to building permit (for servicing) issuance.

5.5 COLLECTION OF DCCS ON REDEVELOPED OR EXPANDED DEVELOPMENTS

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

If a detached dwelling unit is replaced by another detached dwelling unit then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single detached dwelling units, then DCCs are payable on the one additional single detached residential lot. If a multi-family residential development is replaced by another multi-family residential development with the same unit mix and number of units, then no additional DCCs are payable.

5.6 IN-STREAM PROTECTION AND PHASE-IN OF DCC RATES

The new DCC rates will be in force as per the effective date in the DCC Bylaw when it is adopted. Protection from rate increases for development applications that are submitted prior to the adoption date will be provided as per legislation.

There are two ways a developer can qualify for exclusion from the new DCC rates:

1. Pursuant to section 511 of the *LGA* (subdivision).

   If the new DCC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new DCC Bylaw has no application to the subdivision for 12 months after the DCC Bylaw is adopted. As such, if the subdivision is approved during the 12 months' in-stream protection period, no DCC rates apply. This only applies in cases where DCCs are levied at subdivision.

   OR

2. Pursuant to section 568 of the *LGA* (building permits).

   The new DCC Bylaw is not applicable to a construction, alteration, or extension if: (a) a building permit is issued within 12 months of the new DCC Bylaw adoption, AND (b) either a building permit application, a development permit application or a rezoning application associated with the construction (defined as "precursor application") is in-stream when the new DCC Bylaw is adopted, and the applicable application fee has been paid. The development authorized by the building permit must be entirely within the area subject to the precursor application.

The above is a summary of sections 511 and 568 of the *LGA* and not an interpretation or an explanation of these sections. Developers are responsible for complying with all applicable laws and bylaws and seeking legal advice as needed.

Note: One year in-stream protection is based on the adoption date of the DCC bylaw, not the effective date.

To reduce the initial impact of the DCC rates on development viability, Council may opt to increase the Municipal Assist Factor (MAF) and reduce it annually, as desired (i.e., an assist factor of 25% in Year 1, followed by 5% reductions each subsequent year until it reaches the minimum 1%).

5.7 REBATES AND CREDITS

The City should establish a practice to guide staff in the collection of DCCs and the use of DCC credits and rebates as stipulated in the LGA and referenced in the Best Practices Guide. There may be situations in which it is not in the best interests of the City to allow an owner to build DCC services outside their subdivision or development. Building such services may start or accelerate development in areas where the City is not prepared to support. Policies for DCC credits, rebates and latecomer agreements are often drafted to assist staff in development financing.

5.8 DCC MONITORING AND ACCOUNTING

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

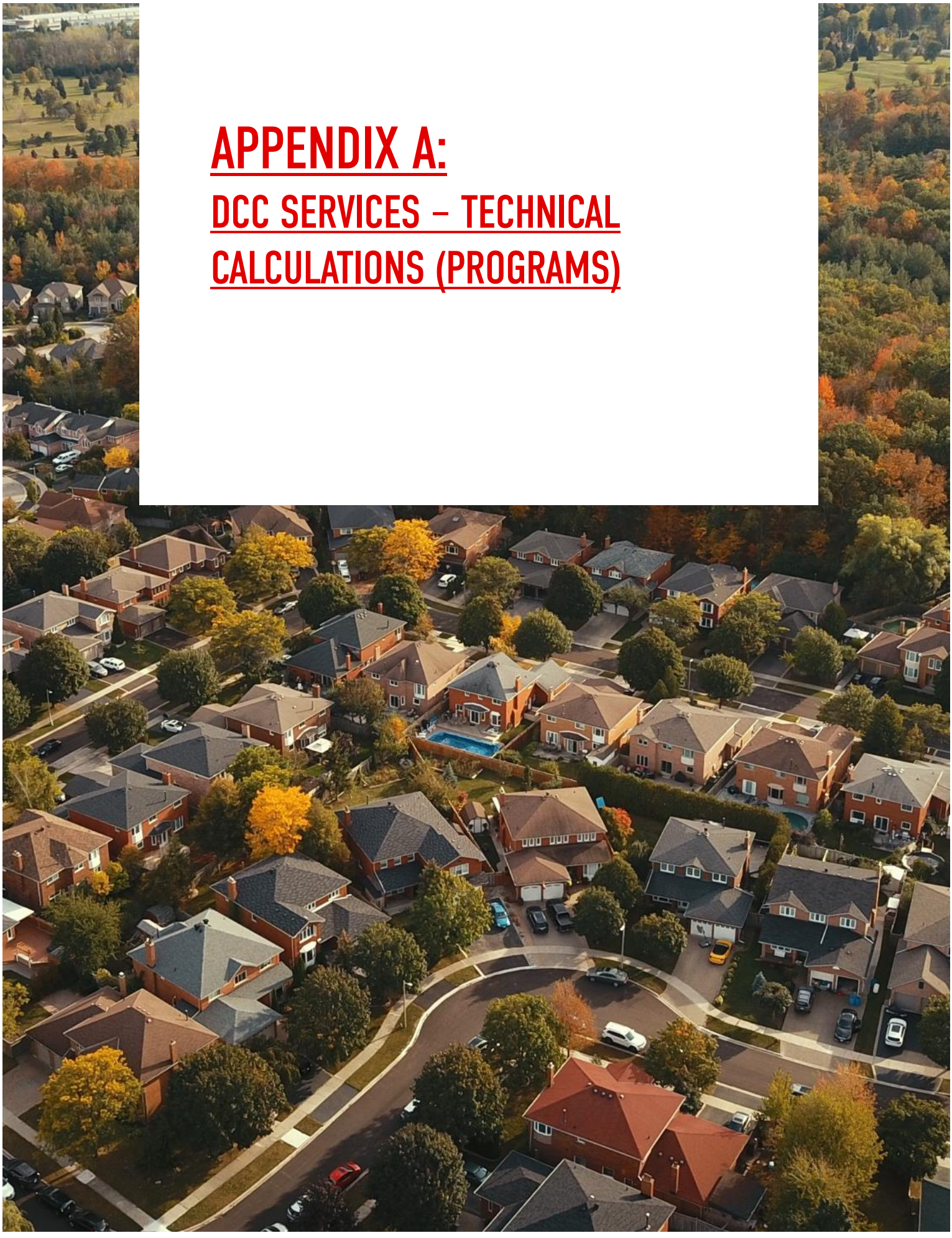
5.9 DCC REVIEWS AND UPDATES

To keep the DCC program as current as possible, the City should review its program annually. Based on its annual review, the City may make minor amendments to the DCC rates. The City should apply a CPI inflation factor, as permitted by the legislation, annually (to a maximum of 4 years). Typically, a major amendment to the DCC program and rates is recommended every 5 years.

This page is intentionally blank.

APPENDIX A:

DCC SERVICES – TECHNICAL CALCULATIONS (PROGRAMS)



This page is intentionally blank

CITY OF NANAIMO
TRANSPORTATION
DCC PROGRAM

Project Name	Description/Extent	Priority *High (1) to Low (3)*	Cost Estimate w/ cont.	Benefit Factor *(%)*	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Road Upgrades								
Boxwood Rd (Northfield to East Wellington)	Upgrades to Boxwood Rd between Northfield and East Wellington including a multi-use pathway between Northfield and Meridith (to be complete in 2024), a sidewalk along the east side of Boxwood Rd, and upgrades to the intersection at Madsen and East Wellington.	1	$ 8,500,000	100%	$ 8,500,000	$ 85,000	$ 8,415,000	$ 85,000
Boxwood Connector	Development of the Boxwood Connector which extends Boxwood Rd to Northfield Rd. Includes ground work and utilities as well as road works.	1	$ 16,000,000	60%	$ 9,600,000	$ 96,000	$ 9,504,000	$ 6,496,000
Third St (Wakesiah to Pine)	Upgrades to Third St, an urban collector roadway, between Wakesiah and Pine. Upgrades include adding left turn lanes at intersecting collector roads, transit improvements and adding pedestrian signalization at the intersection of Third St and Howard Ave.	1	$ 4,500,000	80%	$ 3,600,000	$ 36,000	$ 3,564,000	$ 936,000
Wakesiah Ave (Bowen to Fifth)	Upgrades to Wakesiah Ave, an urban collector roadway, between Bowen Rd and Fifth St. Upgrades include adding turn lanes throughout the corridor, transit improvements, and developing a multi-use trail from First St to Sixth St.	1	$ 12,600,000	100%	$ 12,600,000	$ 126,000	$ 12,474,000	$ 126,000
Fifth St (Wakesiah to Bruce)	Upgrades to Fifth St between Wakesiah Ave and Bruce Ave, including rescoping and transit improvements.	1	$ 3,750,000	60%	$ 2,250,000	$ 22,500	$ 2,227,500	$ 1,522,500
Uplands Dr (Hammond Bay to Cedar Grove)	Major upgrades to Uplands Dr from Hammonds Bay to Cedar Grove.	1	$ 5,000,000	100%	$ 5,000,000	$ 50,000	$ 4,950,000	$ 50,000
Rutherford Rd (Hammond Bay to Uplands)	Upgrades to Rutherford Rd between Hammond Bay and Uplands. Includes the addition of cycling facilities.	1	$ 10,000,000	80%	$ 8,000,000	$ 80,000	$ 7,920,000	$ 2,080,000
Northfield Road Complete Street	Upgrade Northfield Road into an urban arterial cross-section.	3	$ 12,000,000	80%	$ 9,600,000	$ 96,000	$ 9,504,000	$ 2,496,000
Bruce Ave (Third to Eighth)	Upgrade Bruce Avenue from Third Street to Eigth Street to an urban collector cross-section. Upgrade includes adding left turn lanes at 4th, Harewood, 5th, 6th, 7th, and 8th, and signalization at the intersections with 5th, 4th, and 7th.	3	$ 14,000,000	60%	$ 8,400,000	$ 84,000	$ 8,316,000	$ 5,684,000
Northfield Rd (Parkway to Boxwood Connector)	Upgrade Northfield Road to turn it into an urban arterial cross-section from Parkway to the Boxwood Connector.	3	$ 9,000,000	40%	$ 3,600,000	$ 36,000	$ 3,564,000	$ 5,436,000
Uplands Dr (Emerald-DBR)/DBR (Mexicana-Rock City)	Upgrade Uplands Drive to an urban collector cross-section between Emerald Road and Departure Bay Road and upgrades to Mexicana Rd near Departure Bay Road. Complete with signalization (Departure Bay @ Uplands).	3	$ 7,500,000	60%	$ 4,500,000	$ 45,000	$ 4,455,000	$ 3,045,000
Departure Bay Rd (HBR to Montrose)	Upgrade Departure Bay Road to an urban collector cross-section between Hammond Bay Road and Montrose. May be extended to Thetis Place.	3	$ 10,000,000	40%	$ 4,000,000	$ 40,000	$ 3,960,000	$ 6,040,000
South End Development Driven Road Upgrades								
Cedar Rd - Sandstone Spine to Eastern Limits	Mobility and urban arterials, turn slots at major roads, signal installation(s)	3	$ 17,000,000	100%	$ 17,000,000	$ 170,000	$ 16,830,000	$ 170,000
Extension Rd – DA 6 to Cranberry	Roundabout at DA6, active transportation network, urban collector	3	$ 13,500,000	100%	$ 13,500,000	$ 135,000	$ 13,365,000	$ 135,000
TCH & Cranberry Intersection	Redesign, which includes additional lanes, utility relocation, resolving frontage and access issues, rebuilding traffic signal, and upgrades to adjacent intersections.	2	$ 10,000,000	75%	$ 7,500,000	$ 75,000	$ 7,425,000	$ 2,575,000
TCH – Tenth – Maki	Redesign of the intersection of the trans-Canada Highway at Tenth Street and Maki Road.	3	$ 10,000,000	75%	$ 7,500,000	$ 75,000	$ 7,425,000	$ 2,575,000
Cedar Rd – TCH to Sandstone Spine	Upgrades to Cedar Road between the Trans-Canada Highway and Sandstone Spine.	3	$ 8,000,000	75%	$ 6,000,000	$ 60,000	$ 5,940,000	$ 2,060,000
Cranberry Ave - Extension to TCH	Mobility arterial, roundabout at Cranberry/Extension, active transportation network	1	$ 8,000,000	75%	$ 6,000,000	$ 60,000	$ 5,940,000	$ 2,060,000
Cranberry Connector	Mobility arterial through environmentally sensitive area	1	$ 20,000,000	75%	$ 15,000,000	$ 150,000	$ 14,850,000	$ 5,150,000
Intersection Upgrades								
Calinda (Enterprise to HBR)	New development triggers the construction of a new road: 100 meters of Mobility Arterial (MA) at ~$25,000 per meter; 400 meters of Mobility Collector (MC) at ~$20,000 per meter.	1	$ 10,500,000	60%	$ 6,300,000	$ 63,000	$ 6,237,000	$ 4,263,000
Pearson Bridge Intersection Upgrades	Bridge is Ministry-owned; cost Escalation 50% applied.	1	$ 9,000,000	40%	$ 3,600,000	$ 36,000	$ 3,564,000	$ 5,436,000
Bowen Rd/Island Hwy Intersection Upgrades	Intersection needed to support Active Transportation and Transit.	2	$ 25,000,000	40%	$ 10,000,000	$ 100,000	$ 9,900,000	$ 15,100,000
Hammond Bay Rd/Highway 19A Intersection Upgrades	Upgrades to intersection central to Woodgrove Urban Center and focus of nearby transit routes.	3	$ 25,000,000	40%	$ 10,000,000	$ 100,000	$ 9,900,000	$ 15,100,000
Norwell/Jingle Pot/Island Hwy Intersection Upgrades	Rescoping of project to add queue jump and transit improvement	3	$ 25,000,000	40%	$ 10,000,000	$ 100,000	$ 9,900,000	$ 15,100,000
Northfield Rd (Boundary to Sarnia)	Need to review in context of increased demand on Northfield/MOTI	3	$ 12,000,000	40%	$ 4,800,000	$ 48,000	$ 4,752,000	$ 7,248,000
Brechin (MOTI) / Hwy 19A N (MOTI) / Hwy 19A S (City) / Estevan (City) / Departure Bay Road (City)	City to add Active Transportation (>25% City for AT elements and 75% MOTI)	2	$ 35,000,000	80%	$ 28,000,000	$ 280,000	$ 27,720,000	$ 7,280,000
Sidewalk Upgrades								
Primary Urban Centre SW Infill	Sidewalk Infill at the Primary Urban Centre to upgrade existing sidewalks.	1	$ 10,863,000	80%	$ 8,690,400	$ 86,904	$ 8,603,496	$ 2,259,504
Secondary Urban Centre Sw Infill (Woodgrove)	Sidewalk Infill at the Woodgrove Secondary Urdan Centre to upgrade existing sidewalks.	2	$ 10,215,000	80%	$ 8,172,000	$ 81,720	$ 8,090,280	$ 2,124,720

CITY OF NANAIMO
TRANSPORTATION
DCC PROGRAM

Project Name	Description/Extent	Priority *High (1) to Low (3)*	Cost Estimate w/ cont.	Benefit Factor *(%)*	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Secondary Urban Centre Sw Infill (Country Club)	Sidewalk Infill at the Country Club Secondary Urdan Centre to upgrade existing sidewalks.	1	$ 3,087,000	80%	$ 2,469,600	$ 24,696	$ 2,444,904	$ 642,096
Secondary Urban Centre Sw Infill (NRGH)	Sidewalk Infill at the Nanaimo Regional General Hospital Secondary Urban Centre to upgrade existing sidewalks.	2	$ 7,344,000	80%	$ 5,875,200	$ 58,752	$ 5,816,448	$ 1,527,552
Secondary Urban Centre Sw Infill (South Gate)	Sidewalk Infill at the South Gate Secondary Urdan Centre to upgrade existing sidewalks.	1	$ 8,571,000	80%	$ 6,856,800	$ 68,568	$ 6,788,232	$ 1,782,768
Secondary Urban Centre Sw Infill (University)	Sidewalk Infill at the University Secondary Urdan Centre to upgrade existing sidewalks.	3	$ 6,462,000	40%	$ 2,584,800	$ 25,848	$ 2,558,952	$ 3,903,048
Active Transportation and Transit Improvements								
Primary Active Mobility Route - Haliburton	Upgrade Haliburton St to an urban collector road, based on "Waterfront Walkway." These upgrades are part of the City's initiative to establish Primary Active Mobility Routes, routes will be designed to accommodate all ages and abilities, ensuring separation from vehicles wherever possible.	1	$ 21,500,000	80%	$ 17,200,000	$ 172,000	$ 17,028,000	$ 4,472,000
Primary Active Mobility Route - Tenth	Upgrade Tenth Street St to an urban collector road.	3	$ 15,000,000	60%	$ 9,000,000	$ 90,000	$ 8,910,000	$ 6,090,000
Primary Mobility Route - Millstone Crossing East	Upgrade Active Transportation connection from 1 Terminal Ave to Holly at Eberts with urban hard surface trails and street lighting.	2	$ 3,300,000	80%	$ 2,640,000	$ 26,400	$ 2,613,600	$ 686,400
Transit Stop Improvements (Secondary networks)	Improve City Owned Transit Stops based on improvements that occurent in Nelson BC. The costs of this project will be shared with BC Transit.	1	$ 2,000,000	60%	$ 1,200,000	$ 12,000	$ 1,188,000	$ 812,000
2032 Transportation Plan (Update)	Update the 2023 Transportation Plan as the City Plan is updated. Work to occur in 2023.	1	$ 750,000	100%	$ 750,000	$ 7,500	$ 742,500	$ 7,500
Secondary Active Mobility Route - Uplands Drive Study	Create a plan for the Uplands Drive corridor to upgrade the road to an urban mobility cross section. This upgrade is part of the City's initiative to establish Secondary Active Mobility Routes.	1	$ 750,000	100%	$ 750,000	$ 7,500	$ 742,500	$ 7,500
Secondary Mobility Route - Millstone Crossing West	Upgrade Millstone Crossing West from Fuller to Buttertubs to be a Secondary Mobility Route as part of the City's initiative.	1	$ 1,000,000	60%	$ 600,000	$ 6,000	$ 594,000	$ 406,000
Secondary Mobility Route - Rutherford Road	Upgrade Rutherford Road from Highway 19A to Uplands Dr to be an urban collector road that serves as a Secondary Mobility Route as part of the City's initiative.	1	$ 4,000,000	60%	$ 2,400,000	$ 24,000	$ 2,376,000	$ 1,624,000
On Street Transit Exchange - Country Club	Upgrade the Country Club Exchange to be an On Street Transit Exchange. Improvements are based on the Downtown Exchange.	1	$ 15,000,000	80%	$ 12,000,000	$ 120,000	$ 11,880,000	$ 3,120,000
On Street Transit Exchange - Southgate	Upgrade the Southgate Exchange to be an On Street Transit Exchange. Improvements are based on the Downtown Exchange.	2	$ 15,000,000	80%	$ 12,000,000	$ 120,000	$ 11,880,000	$ 3,120,000
On Street Transit Exchange - Woodgrove	Upgrade the Woodgrove Exchange to be an On Street Transit Exchange. Improvements are based on the Downtown Exchange.	2	$ 15,000,000	80%	$ 12,000,000	$ 120,000	$ 11,880,000	$ 3,120,000
Secondary Active Mobility Route - Hammond Bay Road Study	Complete a routing study to optimise the upgrades to Hammond Bay Rd. This upgrade is part of the City's initiative to establish Secondary Active Mobility Routes.	1	$ 750,000	100%	$ 750,000	$ 7,500	$ 742,500	$ 7,500
Frequent Transit Route 2 Corridor Implementation	Upgrades to frequently used Transit Route 2. The primary focus is on the hardware and infrastructure along the route, including the implementation of signal pre-emtion to prioritize transit vehicles and the installation of new traffic signals at the intersections of Uplands Drive at Emerald Avenue, and Wakesiah Avenue at First Street. The project will be informed by the Transit Route Study and will involve coordination with various road authorities.	1	$ 5,000,000	80%	$ 4,000,000	$ 40,000	$ 3,960,000	$ 1,040,000
Frequent Transit Route 3 Corridor Implementation	Upgrades to frequently used Transit Route 3. The primary focus is on the hardware and infrastructure along the route, including the implementation of signal pre-emtion to prioritize transit vehicles and the installation of new traffic signals at the intersection of Northfield at Duggan. The project will be informed by the Transit Route Study and will involve coordination with various road authorities.	1	$ 2,500,000	80%	$ 2,000,000	$ 20,000	$ 1,980,000	$ 520,000
Rapid Transit Implementation	Upgrades to existing transit line(s) to become Rapid Transit Routes. Upgrades include adding signal pre-emption to prioritize transit vehicles, installing bus layby stops on Highway 19A, and adding a queue jump at Terminal Park. The project will be informed by the Transit Route Study, will involve coordination with various road authorities, and requires input from the Ministry of Transportation and Infrastructure.	1	$ 600,000	80%	$ 480,000	$ 4,800	$ 475,200	$ 124,800
Trail Projects								
E&N Trail (Seventh to Parkway Trail)	Extending the E&N Trail from Seventh Street to the Parkway Trail.	3	$ 15,000,000	60%	$ 9,000,000	$ 90,000	$ 8,910,000	$ 6,090,000

CITY OF NANAIMO
TRANSPORTATION
DCC PROGRAM

Project Name	Description/Extent	Priority *High (1) to Low (3)*	Cost Estimate w/ cont.	Benefit Factor *(%)*	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Hammond Bay Road Secondary Active Transportation - Walley Creek (east)	Design and Construction of Urban Hard Surface Trail	2	$ 2,365,000	27%	$ 635,647	$ 6,356	$ 629,291	$ 1,735,709
Hammond Bay Road Secondary Active Transportation - Walley Creek (west)	Design and Construction of Urban Hard Surface Trail	2	$ 1,320,000	27%	$ 354,780	$ 3,548	$ 351,232	$ 968,768
TOTALS			**$ 508,227,000**		**$ 347,259,227**	**$ 3,472,592**	**$ 343,786,635**	**$ 164,440,365**

CITY OF NANAIMO
TRANSPORTATION
DCC RATE CALCULATION
SCENARIO 1 (PRIORITY 1, PRIORITY 2, AND PRIORITY 3 PROJECTS)

A: Traffic Generation Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Wt. Trip Rate**	**Trip Ends**	**% Trip Ends**
Low Density Residential	2,200	Dwelling Unit/ Lot	1.450	3,190	18%
Medium Density Residential	5,300	Dwelling Unit	0.660	3,498	20%
High Density Residential	12,200	Dwelling Unit	0.620	7,564	43%
Commercial	95,300	m2 Gross Floor Area	0.010	953	5%
Industrial	515,600	m2 Gross Floor Area	0.003	1,547	9%
Institutional	95,300	m2 Gross Floor Area	0.010	953	5%
			Total Trip Ends	17,705 (a)	100%
B: Unit Transportation DCC Calculation					
Net Transportation DCC Program Recoverable		$343,786,635	(b)		
Existing DCC Reserve Monies		$14,800,328	(c)		
Net Amount to be Paid by DCCs		$328,986,307	(d) = (b) - (c)		
DCC per Trip End		$18,581.76	(e) = (d) / (a)		
C: Resulting Transportation DCCs					**DCC Revenue Estimates**
Low Density Residential		**$26,943.55**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$59,275,808
Medium Density Residential		**$12,263.96**	Per Dwelling Unit	(e) x Col. (3)	$64,998,989
High Density Residential		**$11,520.69**	Per Dwelling Unit	(e) x Col. (3)	$140,552,416
Commercial		**$185.82**	Per m2 Gross Floor Area	(e) x Col. (3)	$17,708,415
Industrial		**$55.75**	Per m2 Gross Floor Area	(e) x Col. (3)	$28,742,263
Institutional		**$185.82**	Per m2 Gross Floor Area	(e) x Col. (3)	$17,708,415

CITY OF NANAIMO
TRANSPORTATION
DCC RATE CALCULATION
SCENARIO 2 (PRIORITY 1 AND PRIORITY 2 PROJECTS ONLY)

A: Traffic Generation Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Wt. Trip Rate**	**Trip Ends**	**% Trip Ends**
Low Density Residential	2,200	Dwelling Unit/ Lot	1.450	3,190	18%
Medium Density Residential	5,300	Dwelling Unit	0.660	3,498	20%
High Density Residential	12,200	Dwelling Unit	0.620	7,564	43%
Commercial	95,300	m2 Gross Floor Area	0.010	953	5%
Industrial	515,600	m2 Gross Floor Area	0.003	1,547	9%
Institutional	95,300	m2 Gross Floor Area	0.010	953	5%
			Total Trip Ends	17,705 (a)	100%
B: Unit Transportation DCC Calculation					
Net Transportation DCC Program Recoverable		$225,496,683	(b)		
Existing DCC Reserve Monies		$14,800,328	(c)		
Net Amount to be Paid by DCCs		$210,696,355	(d) = (b) - (c)		
DCC per Trip End		$11,900.52	(e) = (d) / (a)		
C: Resulting Transportation DCCs					**DCC Revenue Estimates**
Low Density Residential		**$17,255.76**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$37,962,664
Medium Density Residential		**$7,854.34**	Per Dwelling Unit	(e) x Col. (3)	$41,628,025
High Density Residential		**$7,378.32**	Per Dwelling Unit	(e) x Col. (3)	$90,015,545
Commercial		**$119.01**	Per m2 Gross Floor Area	(e) x Col. (3)	$11,341,197
Industrial		**$35.70**	Per m2 Gross Floor Area	(e) x Col. (3)	$18,407,727
Institutional		**$119.01**	Per m2 Gross Floor Area	(e) x Col. (3)	$11,341,197

CITY OF NANAIMO
TRANSPORTATION
DCC RATE CALCULATION
SCENARIO 3 (PRIORITY 1 PROJECTS ONLY)

A: Traffic Generation Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Wt. Trip Rate**	**Trip Ends**	**% Trip Ends**
Low Density Residential	2,200	Dwelling Unit/ Lot	1.450	3,190	18%
Medium Density Residential	5,300	Dwelling Unit	0.660	3,498	20%
High Density Residential	12,200	Dwelling Unit	0.620	7,564	43%
Commercial	95,300	m2 Gross Floor Area	0.010	953	5%
Industrial	515,600	m2 Gross Floor Area	0.003	1,547	9%
Institutional	95,300	m2 Gross Floor Area	0.010	953	5%
			Total Trip Ends	17,705 (a)	100%
B: Unit Transportation DCC Calculation					
Net Transportation DCC Program Recoverable		$139,190,832	(b)		
Existing DCC Reserve Monies		$14,800,328	(c)		
Net Amount to be Paid by DCCs		$124,390,504	(d) = (b) - (c)		
DCC per Trip End		$7,025.81	(e) = (d) / (a)		
C: Resulting Transportation DCCs					**DCC Revenue Estimates**
Low Density Residential		**$10,187.42**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$22,412,324
Medium Density Residential		**$4,637.03**	Per Dwelling Unit	(e) x Col. (3)	$24,576,272
High Density Residential		**$4,356.00**	Per Dwelling Unit	(e) x Col. (3)	$53,143,203
Commercial		**$70.26**	Per m2 Gross Floor Area	(e) x Col. (3)	$6,695,594
Industrial		**$21.08**	Per m2 Gross Floor Area	(e) x Col. (3)	$10,867,518
Institutional		**$70.26**	Per m2 Gross Floor Area	(e) x Col. (3)	$6,695,594

CITY OF NANAIMO
WATER DISTRIBUTION
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/ Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Cranberry Connector	Install new 250mm diameter watermain on Cranberry Connector to Wexford Road	$ 723,000	30%	$ 216,900	$ 2,169	$ 214,731	$ 508,269
Hammond Bay Upgrades (Triggered by RDN Project)	Upsize existing 150/200/250mm to 250/300mm diameters at: 1318 Easement to Prince John; 3190 Hammond Bay to Crossbow; Crossbow to Nottingham N; Nottingham N to Oakridge Dr; Meadow Lane to Chinook; Chinook to Overlook; Overlook to 3891 Hammond Bay; 3891 Hammond Bay to Morningside; McGuffie to Morningside; Vistaview to McGuffie; Vistaview to Williamson; Tom's Turnabout to Williamson Rd	$ 7,310,000	43%	$ 3,164,943	$ 31,649	$ 3,133,294	$ 4,176,706
Hammond Bay Priority Upgrades (West)	Upsize existing 200mm to 300mm diameter from Vistaview to McGuffie;Upsize existing 200mm to 300mm diameter from Vistaview to Williamson;Upsize existing 200mm to 300mm diameter from Toms Turnabout to Williamson Rd	$ 3,292,000	50%	$ 1,646,000	$ 16,460	$ 1,629,540	$ 1,662,460
Model and Master Plan	Development of City Wide model and master plan to support future DCC reviews and the tracking of growth and performance in the City Wide Water Distribution Network.	$ 4,500,000	40%	$ 1,800,000	$ 18,000	$ 1,782,000	$ 2,718,000
Bowen Road	Upsize existing 200mm to 300mm diameter from Rosstown Rd to Labieux Rd.	$ 1,292,000	50%	$ 646,000	$ 6,460	$ 639,540	$ 652,460
Bruce Avenue	Upsize existing 150/200mm to 250mm diameter from Albion St to Fifth St.	$ 405,000	50%	$ 202,500	$ 2,025	$ 200,475	$ 204,525
Dover Road	Upsize existing 200mm to 300mm diameter from Dover Rd, FH 47047 to end (Mary Ellen Drive to Schtook Rd).	$ 456,000	60%	$ 273,600	$ 2,736	$ 270,864	$ 185,136
Old Victoria Road	Upsize existing 150/200mm to 250mm diameter at Old Victoria Rd (~20m south of McKenzie Rd to Lane), Melideo Road WM (Old Victoria to Island Hwy).	$ 437,000	100%	$ 437,000	$ 4,370	$ 432,630	$ 4,370
Pine Ridge Crescent	Upsize existing 150mm to 250/300mm diameter from Spartan Rd to Turner Rd.	$ 1,026,000	50%	$ 513,000	$ 5,130	$ 507,870	$ 518,130
Ross Road	Upsize existing 200mm to 250/300mm diameter from Norwell Rd to Emerald Dr.	$ 896,000	75%	$ 672,000	$ 6,720	$ 665,280	$ 230,720
Ross Road	Upsize existing 200mm to 250mm diameter at Ross Rd (Emerald Dr to Summit)/Marsh Wren).	$ 998,000	75%	$ 748,500	$ 7,485	$ 741,015	$ 256,985
Rosstown Road	Upsize existing 150/200mm to 250mm diameter from Boxwood Rd to Pheasant Terr. and Browns to Powder Works.	$ 2,489,000	49%	$ 1,219,610	$ 12,196	$ 1,207,414	$ 1,281,586
Shenton Road	Upsize existing 200mm to 250mm diameter from Jingle Pot Rd to Kenworth Rd.	$ 1,690,000	50%	$ 845,000	$ 8,450	$ 836,550	$ 853,450
Wakesiah Avenue, Johnson Place, Derby Place, Second Street, Taylor Place	Upsize existing 150/200mm to 250mm diameter at Wakesiah Ave (First St to Third St), Johnson Pl (Third to Taylor), Derby Pl (Taylor Pl to Second St), Second St (Derby Pl to Wakesiah Ave), Taylor Pl (Cul-de-sac to Derby Pl)	$ 2,504,000	25%	$ 626,000	$ 6,260	$ 619,740	$ 1,884,260
Montana Road	Upsize existing 200/300mm to 300mm diameter at Montana Road (Rajeena Way to Ranchview Dr).	$ 651,000	50%	$ 325,500	$ 3,255	$ 322,245	$ 328,755
Rajeena Way and Montana Road	Upsize existing 200mm to 300/350mm diameters at Rajeena Way (Extension Rd to Montana Rd), Montana Road (Rajeena Way to Ranchview Dr).	$ 290,000	50%	$ 145,000	$ 1,450	$ 143,550	$ 146,450
Extension Road	Upsize existing 150/200mm to 350mm diameter on Extension Rd (Lenwood Rd to Country Hills Rd).	$ 684,000	75%	$ 513,000	$ 5,130	$ 507,870	$ 176,130
Cedar Road and Thirteenth Street	Upsize existing 150/200/250mm to 300/350mm diameters at Cedar Rd (Island Highway S to end), Thirteenth Street (Cranberry Ave to Island Highway S).	$ 1,667,000	75%	$ 1,250,250	$ 12,503	$ 1,237,748	$ 429,253
Cedar Road and Island Hwy S	Upsize existing 150/200mm to 250/300/350mm diameters at Cedar Rd (Island Highway S to end), Island Highway S (Thirteenth St to Cedar Rd), Thirteenth Street (Cranberry Ave to Island Highway S).	$ 3,020,000	75%	$ 2,265,000	$ 22,650	$ 2,242,350	$ 777,650
Haliburton Street	Upsize existing 200mm to 300mm diameter from Hyd 3295 to 915 Haliburton St.	$ 1,134,000	50%	$ 567,000	$ 5,670	$ 561,330	$ 572,670
Pryde Ave	Upsize existing 200mm to 400mm diameter from Bowen Rd to Pump Station.	$ 168,000	75%	$ 126,000	$ 1,260	$ 124,740	$ 43,260
Northfield Rd	Upsize existing 200mm to 250/300mm diameter at Northfield Rd (Nanaimo Pkwy to Spencer Rd).	$ 2,511,000	75%	$ 1,883,250	$ 18,833	$ 1,864,418	$ 646,583
Bowen Road	Upsize existing 200/250mm to 300mm diameter at Bowen Rd (Northfield Rd to James Way)	$ 1,693,000	75%	$ 1,269,750	$ 12,698	$ 1,257,053	$ 435,948
Dufferin Crescent, Nelson Street, Grant Avenue, and Boundary Crescent	Upsize existing 150/200mm to 250mm diameter at Boundary Ave (Graham Cr to Dufferin Cr), Dufferin Cr (Grant Ave to Waddington Rd), Grant Ave (Nelson St to Dufferin Cres), Townsite Rd (PRV to Ex 250 mm dia. main), and Nelson St (Boundary Ave to Grant Ave).	$ 2,278,000	50%	$ 1,139,000	$ 11,390	$ 1,127,610	$ 1,150,390
Ambience Drive and Lost Lake Road	Upsize existing 250/300mm to 350mm diameter at Ambience Dr (Laguna Way to Glen Oaks Dr), Lost Lake Rd (Laguna Way to Burma Rd).	$ 727,000	75%	$ 545,250	$ 5,453	$ 539,798	$ 187,203
Glen Oaks Drive and Ambience Drive	Upsize existing 200/250/300mm to 350mm diameter at Glen Oaks Dr (Ambience Dr to Hyd 2060), Ambience Dr (Laguna Way to Glen Oaks Dr).	$ 2,525,000	75%	$ 1,893,750	$ 18,938	$ 1,874,813	$ 650,188

CITY OF NANAIMO
WATER DISTRIBUTION
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/ Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Howard Avenue	Upsize existing 150mm to 200mm diameter at Howard Ave (Third St to 369 Howard Ave), Wharton St (Howard Ave to 447 Wharton St), Foster St (Howard Ave to 445 Foster St).	$ 681,000	50%	$ 340,500	$ 3,405	$ 337,095	$ 343,905
Kenwill Drive (South)	Upsize existing 200/300mm to 600mm diameter from Rutherford Rd to pressure reducing valve (PRV).	$ 1,246,000	100%	$ 1,246,000	$ 12,460	$ 1,233,540	$ 12,460
Kenwill Drive (North)	Upsize existing 300mm to 600mm diameter from PRV to Butcher Rd.	$ 232,000	100%	$ 232,000	$ 2,320	$ 229,680	$ 2,320
Nanaimo Lakes Road	Upsize existing 200mm to 350mm diameter from Dogwood Rd to Normandy Way.	$ 1,507,000	100%	$ 1,507,000	$ 15,070	$ 1,491,930	$ 15,070
Bowen Road	Upsize existing 200mm to 250mm diameter from Emery Way Easement to Beban Park.	$ 550,000	100%	$ 550,000	$ 5,500	$ 544,500	$ 5,500
TOTALS		**$ 49,582,000**		**$ 28,809,303**	**$ 288,093**	**$ 28,521,210**	**$ 21,060,790**

CITY OF NANAIMO
WATER DISTRIBUTION
DCC RATE CALCULATION

A: Water Distribution DCC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Person per unit (residential)/ Equivalent Population/m2 (other land uses)**	**Multiple**	**% Population Equivalent**
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	18%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	30%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	42%
Commercial	95,300	m2 Gross Floor Area	0.011	1,048	3%
Industrial	515,600	m2 Gross Floor Area	0.005	2,320	6%
Institutional	95,300	m2 Gross Floor Area	0.011	1,048	3%
			Total Equivalent Population	41,123 (a)	100%
B: Unit Water Distribution DCC Calculation					
Net Water DCC Program Recoverable		$28,521,210	(b)		
Existing DCC Reserve Monies		$4,566,315	(c)		
Net Amount to be Paid by DCCs		$23,954,895	(d) = (b) - (c)		
DCC per Person		$582.52	(e) = (d) / (a)		
C: Resulting Water Distribution DCCs					**DCC Revenue Estimates**
Low Density Residential		**$1,968.92**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$4,331,626
Medium Density Residential		**$1,339.80**	Per Dwelling Unit	(e) x Col. (3)	$7,100,931
High Density Residential		**$815.53**	Per Dwelling Unit	(e) x Col. (3)	$9,949,459
Commercial		**$6.41**	Per m2 Gross Floor Area	(e) x Col. (3)	$610,657
Industrial		**$2.62**	Per m2 Gross Floor Area	(e) x Col. (3)	$1,351,565
Institutional		**$6.41**	Per m2 Gross Floor Area	(e) x Col. (3)	$610,657

CITY OF NANAIMO
WATER SUPPLY
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/ Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *25%*	DCC Recoverable	Total Municipal Responsibility
Water Supply System Demand Review	Study to review and update the current and future water supply system demands.	$ 100,000	32%	$ 32,000	$ 8,000	$ 24,000	$ 76,000
South Fork Dam Seismic Upgrades	Seismically retrofit the South Fork dam.	$ 30,470,000	32%	$ 9,750,400	$ 2,437,600	$ 7,312,800	$ 23,157,200
New Intake Structure at South Fork	Install a secondary siphon intake at the South Fork reservoir.	$ 6,170,000	32%	$ 1,974,400	$ 493,600	$ 1,480,800	$ 4,689,200
South Fork Dam to Reservoir #1 Upsizing - Stage 1	Stage 1 - Nanaimo Lakes Road, Dogwood to Abyss Cross-over	$ 19,193,000	27%	$ 5,182,110	$ 1,295,528	$ 3,886,583	$ 15,306,418
South Fork Dam to Reservoir #1 Upsizing - Stage 2	Stage 2 - South Fork Dam to Bunker	$ 26,440,000	27%	$ 7,138,800	$ 1,784,700	$ 5,354,100	$ 21,085,900
South Fork Dam to Reservoir #1 Upsizing - Stage 3	Stage 3 - Bunker to Nanaimo River Road Cross-over	$ 22,475,000	27%	$ 6,068,250	$ 1,517,063	$ 4,551,188	$ 17,923,813
South Fork Dam to Reservoir #1 Upsizing - Stage 4	Stage 4 - Nanaimo River Road, Cross-over to South Fork Road	$ 15,864,000	27%	$ 4,283,280	$ 1,070,820	$ 3,212,460	$ 12,651,540
South Fork Dam to Reservoir #1 Upsizing - Stage 5	Stage 5 - South Fork Road to Old Water Process Center	$ 22,113,750	27%	$ 5,970,713	$ 1,492,678	$ 4,478,034	$ 17,635,716
South Fork Dam to Reservoir #1 Upsizing - Stage 6	Stage 6 - Water Process to Abyss Cross-Over	$ 11,499,150	27%	$ 3,104,771	$ 776,193	$ 2,328,578	$ 9,170,572
Clear Well Expansion Phase 1 - New Reservoir 9A & 9B	New reservoir to balance increased demand, add storage, and create buffering of water treatment supply.	$ 6,893,000	100%	$ 6,893,000	$ 1,723,250	$ 5,169,750	$ 1,723,250
Duke Point Reservoir Modifications	Brings Duke Point Reservoir back online to reduce the demand on the City's water treatment plant.	$ 1,074,000	32%	$ 343,680	$ 85,920	$ 257,760	$ 816,240
WTP - UltraViolet Treatment Upgrade	Install UV water treatment at the emergency water supply from Harmac's ground water well source.	$ 2,930,000	32%	$ 937,600	$ 234,400	$ 703,200	$ 2,226,800
Extension Reservoir No. 8B - Lands Beyond	Increasing capacity to meet future demand at Extension Reservoir No. 8B.	$ 2,679,444	100%	$ 2,679,444	$ 669,861	$ 2,009,583	$ 669,861
Extension Reservoir No. 8B	Increasing capacity to meet future demand at Extension Reservoir No. 8B.	$ 6,788,556	100%	$ 6,788,556	$ 1,697,139	$ 5,091,417	$ 1,697,139
Towers Reservoir Expanded Storage	Additional water supply storage needed to meet system demands.	$ 5,373,000	53%	$ 2,847,690	$ 711,923	$ 2,135,768	$ 3,237,233
North End Water Supply: Labieux to New Reservoir No. 10	Transmission main to remove dependence on pumping (Labieux Pump Station).	$ 17,265,000	100%	$ 17,265,000	$ 4,316,250	$ 12,948,750	$ 4,316,250
New Reservoir No. 10	Increased capacity is required to meet future demand at Vanderneuk Reservoir.	$ 14,850,000	100%	$ 14,850,000	$ 3,712,500	$ 11,137,500	$ 3,712,500
Vanderneuk - Pump Station	Pump station to supply future New Reservoir No. 10.	$ 2,202,000	100%	$ 2,202,000	$ 550,500	$ 1,651,500	$ 550,500
Tanya Reservoir No. 7B	Increased capacity is required to meet future demand, including storage and pump station upgrade to service future development lands.	$ 6,855,000	100%	$ 6,855,000	$ 1,713,750	$ 5,141,250	$ 1,713,750
Jump Creek Dam	Increase storage capacity of primary water supply dam to 23 million cubic meters.	$ 84,279,128	100%	$ 84,279,128	$ 21,069,782	$ 63,209,346	$ 21,069,782
TOTALS		**$ 305,514,028**		**$ 189,445,821**	**$ 47,361,455**	**$ 142,084,366**	**$ 163,429,662**

CITY OF NANAIMO
WATER SUPPLY
DCC RATE CALCULATION

A: Water Supply DCC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Person per unit (residential)/ Equivalent Population/m2 (other land uses)**	**Multiple**	**% Population Equivalent**
Low Density Residential	3,520	Dwelling Unit/ Lot	3.380	11,898	18%
Medium Density Residential	8,480	Dwelling Unit	2.300	19,504	30%
High Density Residential	19,520	Dwelling Unit	1.400	27,328	42%
Commercial	152,480	m2 Gross Floor Area	0.011	1,677	3%
Industrial	824,960	m2 Gross Floor Area	0.005	3,712	6%
Institutional	152,480	m2 Gross Floor Area	0.011	1,677	3%
			Total Equivalent Population	65,796 (a)	100%
B: Unit Water Supply DCC Calculation					
Net Water DCC Program Recoverable		$142,084,366	(b)		
Existing DCC Reserve Monies		$20,693,444	(c)		
Net Amount to be Paid by DCCs		$121,390,922	(d) = (b) - (c)		
DCC per Person		$1,844.95	(e) = (d) / (a)		
C: Resulting Water Supply DCCs					**DCC Revenue Estimates**
Low Density Residential		**$6,235.92**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$21,950,424
Medium Density Residential		**$4,243.37**	Per Dwelling Unit	(e) x Col. (3)	$35,983,818
High Density Residential		**$2,582.92**	Per Dwelling Unit	(e) x Col. (3)	$50,418,671
Commercial		**$20.29**	Per m2 Gross Floor Area	(e) x Col. (3)	$3,094,490
Industrial		**$8.30**	Per m2 Gross Floor Area	(e) x Col. (3)	$6,849,028
Institutional		**$20.29**	Per m2 Gross Floor Area	(e) x Col. (3)	$3,094,490

Notes:
40 year Time Horizon

CITY OF NANAIMO
DRAINAGE
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Wexford Creek: South Wexford Ponds	Construction of the South Wexford pond and a sedimentation pond, installation of multiple stormwater diversion trunks, upgrading and realigning various creeks and tributaries, upsizing culverts across key intersections, and acquiring land for ponds and riparian setbacks. The project includes multiple channel upgrades across Wexford Creek, including realignments of the mainstem, south and north tributaries, and conversion of a ditch to a creek, all prioritized as long-term. Short-term upgrades focus on upsizing culverts at Quinn Lane, Lawlor Road & Twelfth, and Eleventh, with bridge design excluded from the current ISMP. Riparian setback construction is planned for 12th Street and along Lawlor Road, with additional enhancements through the Town Centre and BC Hydro site. A major stormwater diversion trunk installation is proposed, featuring large-diameter pipes and trunk/pond systems in both the north and south Wexford Creek sections, costing over $4.8 million combined. Medium-term land acquisition (totaling 9.0 ha) is intended for stormwater and environmental infrastructure, including a sedimentation pond and riparian areas.	$ 16,035,000	60%	$ 9,621,000	$ 96,210	$ 9,524,790	$ 6,510,210
Wexford Creek: Cranberry Ave / 13th Street Detention Facility	Construct 4900m3 storage pond at Cranberry Ave/13th St when Cranberry Connector goes through.	$ 1,291,000	60%	$ 774,600	$ 7,746	$ 766,854	$ 524,146
Northfield Creek	Pipe upsizing at two locations near creek to service new growth. Mallard Drive DR (1718 Mallard to Davies) and Northfield Road DR (McCullough to 1708 Northfield).	$ 858,000	100%	$ 858,000	$ 8,580	$ 849,420	$ 8,580
Cat Stream	Upgrades to channel and Robins Park stream bed. Channel upgrades, midblock between Wakesiah to Howard. Robins Park Stream Bed - Regrade and widen stream bed.	$ 386,000	54%	$ 209,218	$ 2,092	$ 207,126	$ 178,874
Chase River	New pipe construction to service growth. Upgrades to bank protection. Construction of new pipe in R.O.W. from Park Ave on undeveloped land (Branch 4-6); New pipes on 9th St (11-3 & 4), Howard to Bruce.; Construct new pipes in easements on Douglas Ave (Segment 2-2).; Construct new pipes in easements on Douglas Ave (Segment 2-3); North of Nova Street.	$ 4,434,000	60%	$ 2,660,400	$ 26,604	$ 2,633,796	$ 1,800,204
Millstone River	Culvert upsizing and channel section upgrades to improve capacity. Channel improvements between East Wellington Rd and Millstone River (sections J1-8 to J1-11; West Side of 155 Pryde) and between Northfield Rd and Boxwood Rd, east of Nanaimo Parkway (sections J1-1 to J1-3)	$ 1,885,000	20%	$ 377,000	$ 3,770	$ 373,230	$ 1,511,770
Citywide IWMP and drainage studies	Studies and MP required to determine necessary upgrades in areas where growth is expected to occur. Includes the Chase River Flood Prevention Study. 1 IWMP every 2 years.	$ 2,025,000	32%	$ 648,000	$ 6,480	$ 641,520	$ 1,383,480
Cottle Creek Dr	Storm drainage pipe upsizing to service future growth. (Rock City Rd Dr - Opal to Ocean Pearl)	$ 803,000	60%	$ 481,800	$ 4,818	$ 476,982	$ 326,018
Departure Creek Catchment	Upsizing storm pipes to address current capacity shortfall. To replace ~138.9m of existing 200mm, 300mm, 450mm with 450mm, 525mm, and 600mm PVC along easement on 3370 Opal and 3458 Tunnah due to capacity.; Replace ~65mm of existing 300mm CP with 450mm PVC along South Edge of 3326 Rock City Rd due to capacity. Property acquisition may be needed.; Replace ~41m of existing 600mm CMP on Singleton Rd due to capacity; Replace ~14.3m of existing 750mm CMP and 41m of existing 600mm CMP on Singleton Rd due to capacity; Replace 66m of existing 250mm diameter AC and ~236.2m of existing 1800mm diameter RCP with 3658x2134 concrete box at the bottom of Bay St (1430 Bay to Departure Bay)	$ 7,999,000	51%	$ 4,087,661	$ 40,877	$ 4,046,784	$ 3,952,216
Molecy Catchment	Add new and/or upsize pipes as determined in future Master Plan; improvements based on expected impermeable area increases arising from growth.	$ 9,347,000	75%	$ 7,010,250	$ 70,103	$ 6,940,148	$ 2,406,853
Harewood	New piping, future storm trunks for infill in Harewood area	$ 7,626,000	30%	$ 2,287,800	$ 22,878	$ 2,264,922	$ 5,361,078

CITY OF NANAIMO
DRAINAGE
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Brannen Lake Catchment	Add new and/or upsize pipes as determined in future Master Plan; improvements based on expected impermeable area increases arising from growth.	$ 10,803,000	50%	$ 5,401,500	$ 54,015	$ 5,347,485	$ 5,455,515
TOTALS		**$ 63,492,000**		**$ 34,417,228**	**$ 344,172**	**$ 34,073,056**	**$ 29,418,944**

CITY OF NANAIMO
DRAINAGE
DCC RATE CALCULATION

A: Storm Drainage DCC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Equivalence Factor**	**Multiple**	**% Population Equivalent**
Low Density Residential	2,200	Dwelling Unit/ Lot	1.200	2,640	24%
Medium Density Residential	5,300	Dwelling Unit	0.580	3,074	28%
High Density Residential	12,200	Dwelling Unit	0.290	3,538	32%
Commercial	95,300	m2 Gross Floor Area	0.003	305	3%
Industrial	515,600	m2 Gross Floor Area	0.002	1,134	10%
Institutional	95,300	m2 Gross Floor Area	0.003	305	3%
			Total Equivalent Population	10,996 (a)	100%
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		$34,073,056	(b)		
Existing DCC Reserve Monies		$14,807,570	(c)		
Net Amount to be Paid by DCCs		$19,265,486	(d) = (b) - (c)		
DCC per Equivalent Drainage Unit		$1,752.01	(e) = (d) / (a)		
C: Resulting Drainage DCCs					**DCC Revenue Estimates**
Low Density Residential		**$2,102.41**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$4,625,298
Medium Density Residential		**$1,016.16**	Per Dwelling Unit	(e) x Col. (3)	$5,385,669
High Density Residential		**$508.08**	Per Dwelling Unit	(e) x Col. (3)	$6,198,600
Commercial		**$5.61**	Per m2 Gross Floor Area	(e) x Col. (3)	$534,292
Industrial		**$3.85**	Per m2 Gross Floor Area	(e) x Col. (3)	$1,987,336
Institutional		**$5.61**	Per m2 Gross Floor Area	(e) x Col. (3)	$534,292

CITY OF NANAIMO
SANITARY SEWER
DCC PROGRAM

Project Name	Cost Estimate w/ Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Millstone Trunk - North	$ 10,088,000	60%	$ 6,091,000	$ 60,910	$ 6,030,090	$ 4,057,910
Millstone Trunk - Central	$ 2,225,000	97%	$ 2,154,676	$ 21,547	$ 2,133,129	$ 91,871
Metral Drive Area	$ 922,000	100%	$ 922,000	$ 9,220	$ 912,780	$ 9,220
Richard Lake Trunk	$ 5,295,000	100%	$ 5,295,000	$ 52,950	$ 5,242,050	$ 52,950
Island Highway Easement	$ 3,402,000	100%	$ 3,402,000	$ 34,020	$ 3,367,980	$ 34,020
Departure Bay Trunk	$ 11,926,000	82%	$ 9,779,320	$ 97,793	$ 9,681,527	$ 2,244,473
Buttertubs Lateral	$ 7,000,000	100%	$ 7,000,000	$ 70,000	$ 6,930,000	$ 70,000
Masterplans	$ 3,125,000	27%	$ 843,750	$ 8,438	$ 835,313	$ 2,289,688
Pine Street & Easement (Bruce to Albion)	$ 2,325,000	100%	$ 2,325,000	$ 23,250	$ 2,301,750	$ 23,250
Seventh & Brookfield Area	$ 5,556,000	92%	$ 5,099,000	$ 50,990	$ 5,048,010	$ 507,990
Long Lake Trunk - East	$ 3,025,000	70%	$ 2,113,000	$ 21,130	$ 2,091,870	$ 933,130
Long Lake Trunk - West	$ 3,023,000	100%	$ 3,023,000	$ 30,230	$ 2,992,770	$ 30,230
Nottingham to Stephenson Point Area	$ 804,000	100%	$ 804,000	$ 8,040	$ 795,960	$ 8,040
Chase River Pump Station and Forcemain	$ 2,205,061	100%	$ 2,205,061	$ 22,051	$ 2,183,011	$ 22,051
Hammond Bay & Turner Area	$ 2,184,782	100%	$ 2,184,782	$ 21,848	$ 2,162,934	$ 21,848

CITY OF NANAIMO
SANITARY SEWER
DCC PROGRAM

Project Name	Cost Estimate w/ Contingency	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Millstone Trunk/Buttertubs Upsizing	$ 2,793,985	100%	$ 2,793,985	$ 27,940	$ 2,766,045	$ 27,940
Roberta Road	$ 658,000	100%	$ 658,000	$ 6,580	$ 651,420	$ 6,580
Easement (End of Ranchview Dr)	$ 3,182,000	100%	$ 3,182,000	$ 31,820	$ 3,150,180	$ 31,820
Sealand/Sunset Sewer Pump Station	$ 8,000,000	100%	$ 8,000,000	$ 80,000	$ 7,920,000	$ 80,000
TOTALS	**$ 77,739,828**		**$ 67,875,574**	**$ 678,756**	**$ 67,196,818**	**$ 10,543,010**

CITY OF NANAIMO
SANITARY SEWER
DCC RATE CALCULATION

A: Sanitary Sewer DCC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Person per unit (residential)/ Equivalent Population/land area (other land uses)**	**Multiple**	**% Population Equivalent**
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	18%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	30%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	42%
Commercial	95,300	m2 Gross Floor Area	0.011	1,048	3%
Industrial	515,600	m2 Gross Floor Area	0.005	2,320	6%
Institutional	95,300	m2 Gross Floor Area	0.011	1,048	3%
			Total Equivalent Population	41,123 (a)	100%
B: Unit Sanitary Sewer DCC Calculation					
Net Sanitary Sewer DCC Program Recoverable		$67,196,818	(b)		
Existing DCC Reserve Monies		$3,581,241	(c)		
Net Amount to be Paid by DCCs		$63,615,577	(d) = (b) - (c)		
DCC per Person		$1,546.97	(e) = (d) / (a)		
C: Resulting Sanitary Sewer DCCs					**DCC Revenue Estimates**
Low Density Residential		**$5,228.75**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$11,503,240
Medium Density Residential		**$3,558.02**	Per Dwelling Unit	(e) x Col. (3)	$18,857,517
High Density Residential		**$2,165.75**	Per Dwelling Unit	(e) x Col. (3)	$26,422,181
Commercial		**$17.02**	Per m2 Gross Floor Area	(e) x Col. (3)	$1,621,685
Industrial		**$6.96**	Per m2 Gross Floor Area	(e) x Col. (3)	$3,589,271
Institutional		**$17.02**	Per m2 Gross Floor Area	(e) x Col. (3)	$1,621,685

CITY OF NANAIMO
PARKS
DCC PROGRAM

Project Name	Description/Extent	Priority *High (1) to Low (3)*	Cost Estimate w/ cont.	Benefit Factor *%*	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Park Improvements								
Parks Upgrades and Expansions								
Barney Moriez Park Improvements	Upgrades to equipment, landscaping, and drainage.	2	$ 300,000	27%	$ 81,000	$ 810	$ 80,190	$ 219,810
Beban Park Improvements	Upgrades and improvements, including seating, rest areas, landscaping, and directional signage. (198k) Creating accessible walking loops around the campus Trail completion (1.73M)	1	$ 1,931,700	27%	$ 521,559	$ 5,216	$ 516,343	$ 1,415,357
Departure Bay Recreational Area Improvements	Improvements to recreational area, including wayfinding, signage, new playground, and seating improvements.	2	$ 793,330	27%	$ 214,199	$ 2,142	$ 212,057	$ 581,273
Pleasant Valley Park Improvements	Landscaping and seating improvements.	2	$ 93,330	27%	$ 25,199	$ 252	$ 24,947	$ 68,383
East Wellington Park Improvements	Public access, trail system, and washroom improvements.	2	$ 1,000,000	27%	$ 270,000	$ 2,700	$ 267,300	$ 732,700
Georgia Park Improvements	Upgrades to the waterfront sloped park to improve public access connection between the park area and to connect Front Street, waterfront walkway and adjacent development site.	3	$ 5,000,000	27%	$ 1,350,000	$ 13,500	$ 1,336,500	$ 3,663,500
Harewood Centennial Park Improvements	Improvements such as playground expansion, signage, public plaza, landscaping, and seating improvements to support increased community demand.	1	$ 980,000	27%	$ 264,600	$ 2,646	$ 261,954	$ 718,046
Maffeo Sutton Park Improvements	Upgrades to perimeter trails, signage, and extension of park utilities. Includes concept design for landscaping and access points.	1	$ 3,000,000	27%	$ 810,000	$ 8,100	$ 801,900	$ 2,198,100
Port Drive Waterfront Park	Extension of the Waterfront path and new waterfront park on City owned section.	1	$ 5,000,000	27%	$ 1,350,000	$ 13,500	$ 1,336,500	$ 3,663,500
City Partners in Park (PIP) Program	New playground equipment in new parks.	1	$ 1,750,000	27%	$ 472,500	$ 4,725	$ 467,775	$ 1,282,225
Priority A Washroom Improvements	Washroom upgrades in the following parks: Maffeo Sutton Park (satellite washroom), Colliery Dam Park, Queen Elizabeth Promenade.	1	$ 3,780,000	27%	$ 1,020,600	$ 10,206	$ 1,010,394	$ 2,769,606
Parks Plans								
Nanaimo Lakes Road Park Plan	Development and implementation of Nanaimo Lakes Road Park Plan.	2	$ 1,000,000	27%	$ 270,000	$ 2,700	$ 267,300	$ 732,700
Linley Valley Park Improvements	Development of Park Improvement Plan and improvements to signage and trails, wayfinding.	1	$ 3,500,000	27%	$ 945,000	$ 9,450	$ 935,550	$ 2,564,450
Buttertubs & West Marsh Park Plan	Implement actions in the Buttertubs & West Marsh Parks Plan (signage, landscaping).	1	$ 200,000	27%	$ 54,000	$ 540	$ 53,460	$ 146,540
Park Acquisition								
Waterfront Park Acquisition	Park acquisition along identified areas of the waterfront.	1	$ 2,700,000	75%	$ 2,025,000	$ 20,250	$ 2,004,750	$ 695,250

CITY OF NANAIMO
PARKS
DCC PROGRAM

Project Name	Description/Extent	Priority *High (1) to Low (3)*	Cost Estimate w/ cont.	Benefit Factor *%*	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Community Park Acquisition	Land acquisition for community park expansion and new community parks.	2	$ 13,485,000	75%	$ 10,113,750	$ 101,138	$ 10,012,613	$ 3,472,388
Nature Park Acquisition	Land acquisition for nature park expansion and new nature parks.	1	$ 19,300,000	75%	$ 14,475,000	$ 144,750	$ 14,330,250	$ 4,969,750
TOTALS			**$ 63,813,360**		**$ 34,262,407**	**$ 342,624**	**$ 33,919,783**	**$ 29,893,577**

CITY OF NANAIMO
PARKS
DCC RATE CALCULATION
SCENARIO 1 (PRIORITY 1, PRIORITY 2, AND PRIORITY 3 PROJECTS)

A: Parks DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit Parks DCC Calculation					
Net Parks DCC Program Recoverable		$33,919,783	(b)		
Existing DCC Reserve Monies		$853,609	(c)		
Net Amount to be Paid by DCCs		$33,066,174	(d) = (b) - (c)		
DCC per Person		$879.67	(e) = (d) / (a)		
C: Resulting Parks DCCs					**DCC Revenue Estimates**
Low Density Residential		**$2,973.28**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$6,541,215
Medium Density Residential		**$2,023.24**	Per Dwelling Unit	(e) x Col. (3)	$10,723,158
High Density Residential		**$1,231.54**	Per Dwelling Unit	(e) x Col. (3)	$15,024,737
Commercial		**$1.94**	Per m2 Gross Floor Area	(e) x Col. (3)	$184,431
Industrial		**$0.79**	Per m2 Gross Floor Area	(e) x Col. (3)	$408,201
Institutional		**$1.94**	Per m2 Gross Floor Area	(e) x Col. (3)	$184,431

CITY OF NANAIMO
PARKS
DCC RATE CALCULATION
SCENARIO 2 (PRIORITY 1 AND PRIORITY 2 PROJECTS ONLY)

A: Parks DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit Parks DCC Calculation					
Net Parks DCC Program Recoverable		$32,583,283	(b)		
Existing DCC Reserve Monies		$853,609	(c)		
Net Amount to be Paid by DCCs		$31,729,674	(d) = (b) - (c)		
DCC per Person		$844.11	(e) = (d) / (a)		
C: Resulting Parks DCCs					**DCC Revenue Estimates**
Low Density Residential		**$2,853.10**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$6,276,826
Medium Density Residential		**$1,941.46**	Per Dwelling Unit	(e) x Col. (3)	$10,289,740
High Density Residential		**$1,181.76**	Per Dwelling Unit	(e) x Col. (3)	$14,417,453
Commercial		**$1.86**	Per m2 Gross Floor Area	(e) x Col. (3)	$176,977
Industrial		**$0.76**	Per m2 Gross Floor Area	(e) x Col. (3)	$391,702
Institutional		**$1.86**	Per m2 Gross Floor Area	(e) x Col. (3)	$176,977

CITY OF NANAIMO
PARKS
DCC RATE CALCULATION
SCENARIO 3 (PRIORITY 1 PROJECTS ONLY)

A: Parks DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit Parks DCC Calculation					
Net Parks DCC Program Recoverable		$21,718,876	(b)		
Existing DCC Reserve Monies		$853,609	(c)		
Net Amount to be Paid by DCCs		$20,865,267	(d) = (b) - (c)		
DCC per Person		$555.08	(e) = (d) / (a)		
C: Resulting Parks DCCs					**DCC Revenue Estimates**
Low Density Residential		**$1,876.19**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$4,127,608
Medium Density Residential		**$1,276.69**	Per Dwelling Unit	(e) x Col. (3)	$6,766,479
High Density Residential		**$777.12**	Per Dwelling Unit	(e) x Col. (3)	$9,480,842
Commercial		**$1.22**	Per m2 Gross Floor Area	(e) x Col. (3)	$116,379
Industrial		**$0.50**	Per m2 Gross Floor Area	(e) x Col. (3)	$257,581
Institutional		**$1.22**	Per m2 Gross Floor Area	(e) x Col. (3)	$116,379

CITY OF NANAIMO
FIRE FACILITIES
DCC PROGRAM

Project Name	Description/Extent	Cost Estimate w/ cont. *40%*	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *1%*	DCC Recoverable	Total Municipal Responsibility
Fire Hall	Construction of a new fire hall.	$ 30,000,000	75%	$ 22,500,000	$ 225,000	$ 22,275,000	$ 7,725,000
TOTALS		**$ 30,000,000**		**$ 22,500,000**	**$ 225,000**	**$ 22,275,000**	**$ 7,725,000**

CITY OF NANAIMO
FIRE FACILITIES
DCC RATE CALCULATION

A: Fire DCC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Person per unit (residential)/ Equivalent Population/m2 (other land uses)**	**Multiple**	**% Population Equivalent**
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	18%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	30%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	42%
Commercial	95,300	m2 Gross Floor Area	0.011	1,048	3%
Industrial	515,600	m2 Gross Floor Area	0.005	2,320	6%
Institutional	95,300	m2 Gross Floor Area	0.011	1,048	3%
			Total Equivalent Population	41,123 (a)	100%
B: Unit Fire DCC Calculation					
Net Fire DCC Program Recoverable		$22,275,000	(b)		
Existing DCC Reserve Monies		$0	(c)		
Net Amount to be Paid by DCCs		$22,275,000	(d) = (b) - (c)		
DCC per Person		$541.67	(e) = (d) / (a)		
C: Resulting Fire DCCs					**DCC Revenue Estimates**
Low Density Residential		**$1,830.85**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$4,027,860
Medium Density Residential		**$1,245.84**	Per Dwelling Unit	(e) x Col. (3)	$6,602,961
High Density Residential		**$758.34**	Per Dwelling Unit	(e) x Col. (3)	$9,251,729
Commercial		**$5.96**	Per m2 Gross Floor Area	(e) x Col. (3)	$567,833
Industrial		**$2.44**	Per m2 Gross Floor Area	(e) x Col. (3)	$1,256,783
Institutional		**$5.96**	Per m2 Gross Floor Area	(e) x Col. (3)	$567,833

CITY OF NANAIMO
POLICE FACILITIES
DCC PROGRAM
<u>25%</u> MUNICIPAL ASSIST FACTOR (SCENARIOS 1 AND 2)

Project Name	Description/Extent	Cost Estimate w/ cont. *40%*	Benefit Factor %	Benefit to New Development	Municipal Assist Factor *25%*	DCC Recoverable	Total Municipal Responsibility
Police Facility	Construction of new police facility.	$ 267,480,000	30%	$ 80,244,000	$ 20,061,000	$ 60,183,000	$ 207,297,000
TOTALS		**$ 267,480,000**		**$ 80,244,000**	**$ 20,061,000**	**$ 60,183,000**	**$ 207,297,000**

CITY OF NANAIMO
POLICE FACILITIES
DCC RATE CALCULATION
25% MUNICIPAL ASSIST FACTOR (SCENARIOS 1 AND 2)

A: Police DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit Police DCC Calculation					
Net Police DCC Program Recoverable		$60,183,000	(b)		
Existing DCC Reserve Monies		$0	(c)		
Net Amount to be Paid by DCCs		$60,183,000	(d) = (b) - (c)		
DCC per Person		$1,601.06	(e) = (d) / (a)		
C: Resulting Police DCCs					**DCC Revenue Estimates**
Low Density Residential		**$5,411.60**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$11,905,518
Medium Density Residential		**$3,682.45**	Per Dwelling Unit	(e) x Col. (3)	$19,516,980
High Density Residential		**$2,241.49**	Per Dwelling Unit	(e) x Col. (3)	$27,346,186
Commercial		**$3.52**	Per m2 Gross Floor Area	(e) x Col. (3)	$335,679
Industrial		**$1.44**	Per m2 Gross Floor Area	(e) x Col. (3)	$742,958
Institutional		**$3.52**	Per m2 Gross Floor Area	(e) x Col. (3)	$335,679

CITY OF NANAIMO
POLICE FACILITIES
DCC RATE CALCULATION
50% MUNICIPAL ASSIST FACTOR (SCENARIO 3)

A: Police DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit Police DCC Calculation					
Net Police DCC Program Recoverable		$40,122,000	(b)		
Existing DCC Reserve Monies		$0	(c)		
Net Amount to be Paid by DCCs		$40,122,000	(d) = (b) - (c)		
DCC per Person		$1,067.38	(e) = (d) / (a)		
C: Resulting Police DCCs					**DCC Revenue Estimates**
Low Density Residential		**$3,607.73**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$7,937,012
Medium Density Residential		**$2,454.97**	Per Dwelling Unit	(e) x Col. (3)	$13,011,320
High Density Residential		**$1,494.33**	Per Dwelling Unit	(e) x Col. (3)	$18,230,791
Commercial		**$2.35**	Per m2 Gross Floor Area	(e) x Col. (3)	$223,786
Industrial		**$0.96**	Per m2 Gross Floor Area	(e) x Col. (3)	$495,305
Institutional		**$2.35**	Per m2 Gross Floor Area	(e) x Col. (3)	$223,786

APPENDIX B:
DEVELOPMENT FORECAST

This page is intentionally blank.

CITY OF NANAIMO
DCC AND ACC PROGRAM INPUTS

Key Inputs

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	Dwelling Unit/ Lot	Dwelling Unit	Dwelling Unit	m^2 Gross Floor Area	m^2 Gross Floor Area	m^2 Gross Floor Area
Per Unit	Per Dwelling Unit/ Lot	Per Dwelling Unit	Per Dwelling Unit	Per m^2 Gross Floor Area	Per m^2 Gross Floor Area	Per m^2 Gross Floor Area
Growth Projections (25 y)	2,160	5,326	12,218	95,250	515,625	95,250
Rounded Growth Projections (25 y)	2,200	5,300	12,200	95,300	515,600	95,300
Rounded Growth Projections (40 y)	3,520	8,480	19,520	152,480	824,960	152,480
Annual Growth Projections	88	212	488	3,812	20,624	3,812

	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent
Transportation	1.450	3,190	0.660	3,498	0.620	7,564	0.010	953	0.003	1,547	0.010	953
Water Distribution	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Water Supply	3.380	11,898	2.300	19,504	1.400	27,328	0.011	1,677	0.005	3,712	0.011	1,677
Drainage	1.200	2,640	0.580	3,074	0.290	3,538	0.0032	305	0.002	1,134	0.003	305
Sewer	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Parks	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
Fire	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Police	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
Solid Waste	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
ACC	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210

	Municipal Assist Factor	Time Horizon
Transportation	1%	25
Water Distribution	1%	25
Water Supply	25%	40
Drainage	1%	25
Sewer	1%	25
Parks	1%	25
Fire	1%	25
Police	25%	25
ACC	1%	25

Reserves as of December 31, 2024	Rounded Total ($M)
$14,800,328	$14.8 M
$4,566,315	$4.57 M
$20,693,444	$20.69 M
$14,807,570	$14.81 M
$3,581,241	$3.58 M
$853,609	$.85 M
$0	$. M
$0	$. M
$0	$. M

Population growth	36,706
Current population (Census)	99,863
Total new population	136,569

Growth Rate (Growth / Total)	27%

CITY OF NANAIMO
DEVELOPMENT FORECAST
DCC AND ACC PROGRAMS

Final Projections

Final 25-Year Growth Scenario	Unit	Total New Units	Total New Units
Notes		City-wide combined	**City-wide combined (rounded)**
Low-Density Residential	Per unit	2,160	**2,200**
Medium-Density Residential*	Per unit	5,326	**5,300**
High-Density Residential (Apartments)	Per unit	12,218	**12,200**
All Residential (Total)	Per unit	19,704	**19,700**
Commercial/Institutional	Per m2 GFA**	190,600	**190,600**
Industrial	Per m2	515,625	**515,600**
ICI (Total)	Per m2	706,225	**706,200**

Split evenly between commercial and institutional (95,300 sq.m. each)

NOTES AND ASSUMPTIONS

• The projections use a window that extends to 2046 and follows the baseline projections (the Colliers Land Inventory and Capacity Analysis memo stretches up to 2046)
• Nanaimo's growth is projected to increase between 0.86% and 1.4% (Colliers projects 1.4%) per year until 2046 (1,070 people). By 2046, there is expected to be a total housing growth rate of 38%
• Growth units for Small Lot Single Family Dwelling are based on the "other ground-oriented" category from the housing projections provided by Nanaimo
• Assumed that 60% of homes in Nanaimo have secondary suites
• Additional institutional inflation factor (20,000 sq.m.) incorporated into commercial and estimated based on 6 hectares of vacant developable institutional land as identified in the Colliers report (Land Inventory and Capacity Analysis, 2020), with the assumption of ~6500m2 of development per developed hectare assuming a similar development demand is commercial uses at approximately 50% (i.e., 3 of 6 hectares developed in the next 20 years)

Legend

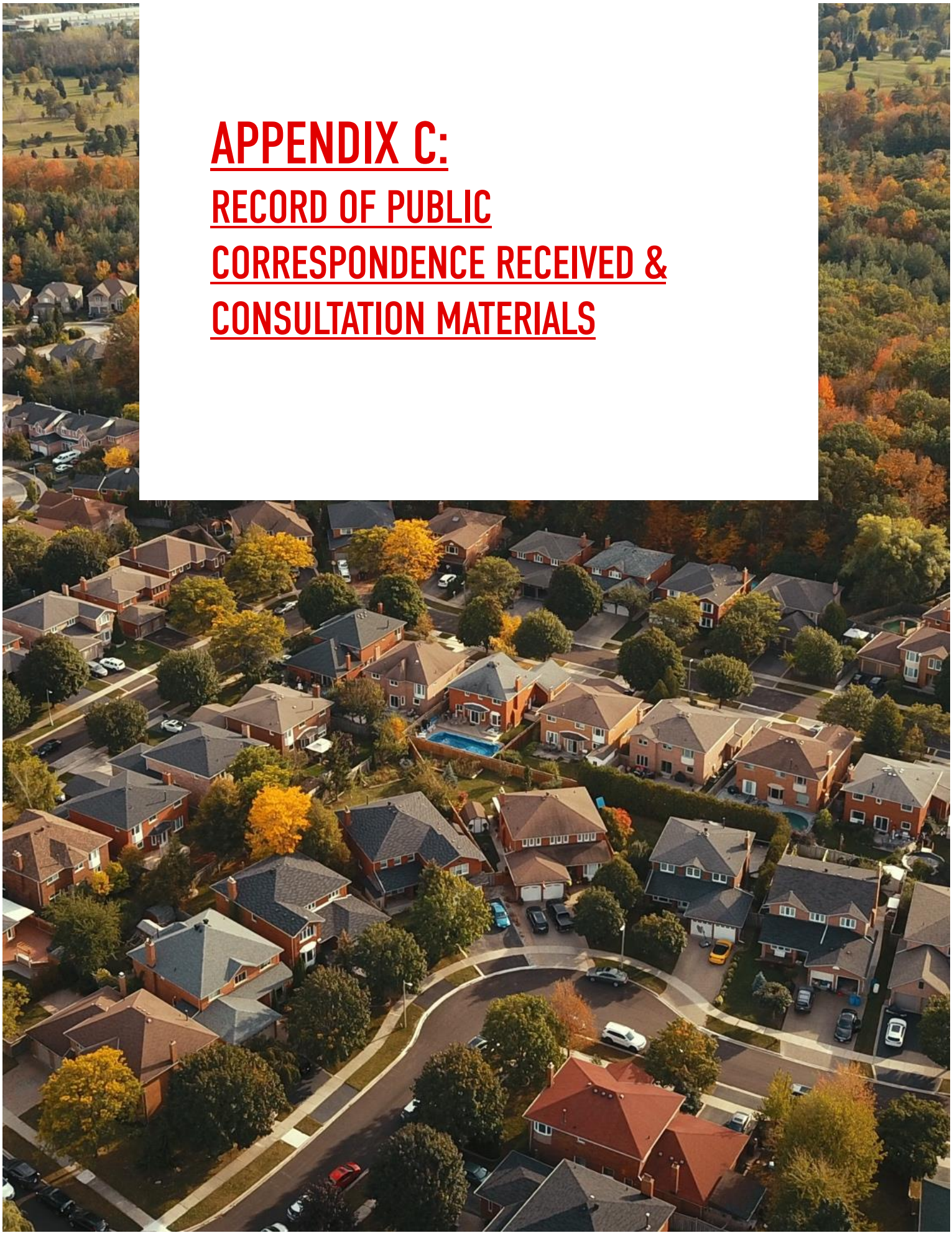
*includes Missing Middle, Townhouses, Duplexes, etc.
**Gross Floor Area

Sources & References

• City of Nanaimo. (2022). City Plan: Nanaimo ReImagined. Population Growth Estimates (Geodatabase). “Residential Unit Projections – 2023.04.06.” Provided: August 31, 2023 by City staff.
• Statistics Canada. (2022). Census Profile, 2021 Census of Population. Government of Canada;
• Statistics Canada. (2022). Census Profile, 2016 Census of Population. Government of Canada;
• City of Nanaimo. (2022). City Plan: Nanaimo ReImagined;
• Colliers Strategy & Consulting Group (2020). City of Nanaimo Land Inventory and Capacity Analysis;
• City of Nanaimo. (2022). City Plan Population Growth Estimates (Geodatabase);
• City of Nanaimo. (2017-2022). Building Statistics; and,
• Conversations with staff across departments.

APPENDIX C:

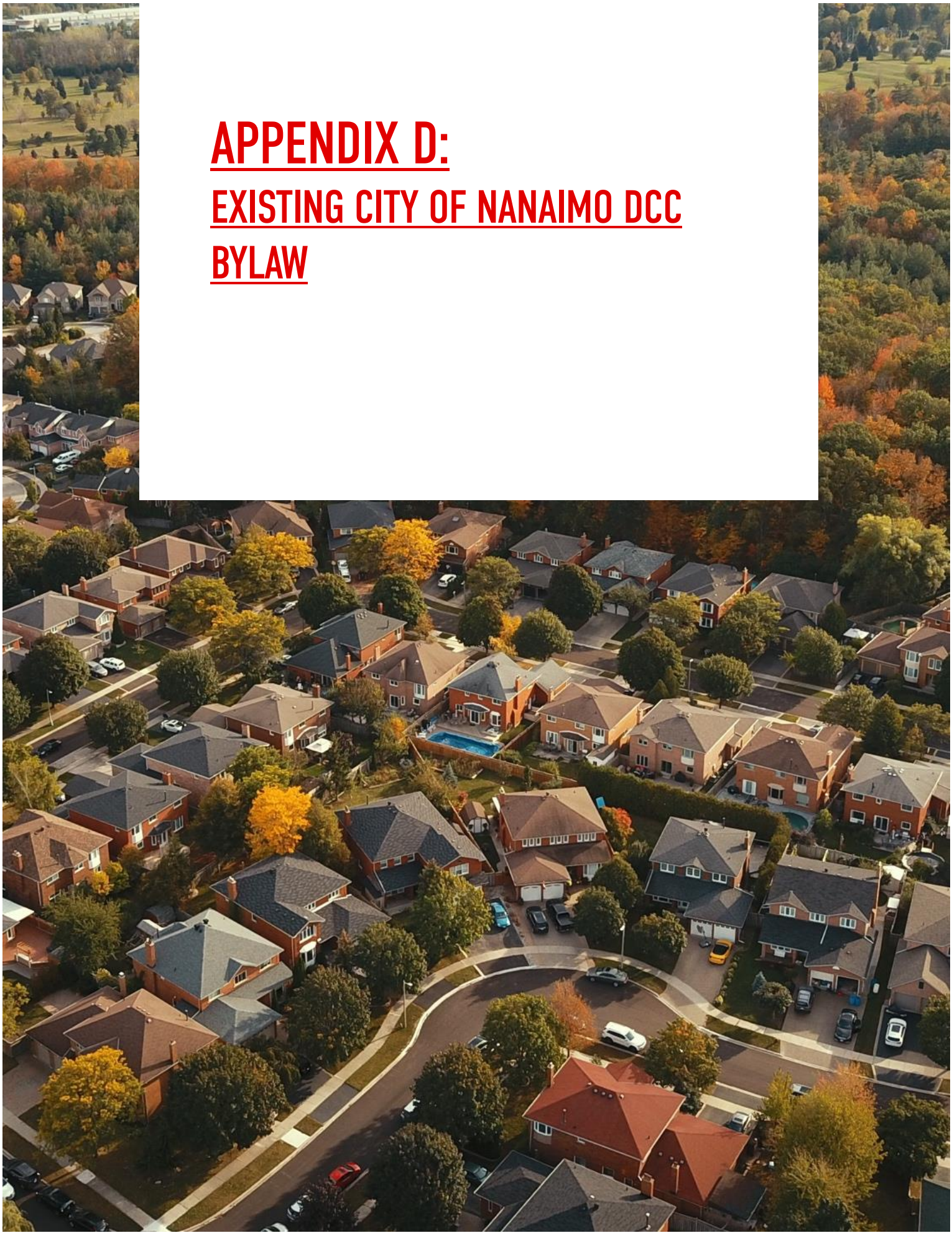
RECORD OF PUBLIC CORRESPONDENCE RECEIVED & CONSULTATION MATERIALS



This page is intentionally blank.

APPENDIX D:

EXISTING CITY OF NANAIMO DCC BYLAW



This page is intentionally blank.

CITY OF NANAIMO

BYLAW NO. 7252

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES
WITHIN THE CITY OF NANAIMO

WHEREAS the Council may, pursuant to Part 14, Division 19 of the *Local Government Act*, RSBC 2015 c1, impose development cost charges under the terms and conditions of that division;

AND WHEREAS development cost charges may be imposed for the sole purpose of providing funds to assist the City in paying the capital cost of providing, constructing, altering or expanding sewage, water, drainage, and highway facilities, other than off-street parking facilities, and providing and improving parkland, to service directly or indirectly the development in respect of which the charges are imposed;

AND WHEREAS Council has taken into consideration the following:

(1) future land use patterns and development in the city;

(2) the phasing of works and services in the city;

(3) the provision of park land described in the City's official community plan;

(4) how development designed to result in low environmental impact may affect the capital costs of infrastructure referred to in section 559(2) of the *Local Government Act*;

(5) whether the charges are excessive in relation to the capital cost of prevailing standards of service in the city; and

(6) whether the charges will, in the city: deter development, discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land, or discourage development designed to result in a low environmental impact.

AND WHEREAS in the opinion of Council the charges imposed by this Bylaw are:

(1) related to capital costs attributable to projects involved in the capital budget of the City; and

(2) related to capital projects consistent with the Official Community Plan of the City.

THEREFORE BE IT RESOLVED the Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

PART 1 – TITLE

1. This Bylaw may be cited for all purposes as "CITY OF NANAIMO DEVELOPMENT COST CHARGE BYLAW 2017 NO. 7252".

PART 2 – INTERPRETATION

2. In this Bylaw:

"**Affordable Unit**" means a Dwelling Unit occupied by one or more individuals whose collective annual before-tax income does not exceed the Housing Income Limit for the City, and where 12 months' rent for the Dwelling Unit does not exceed 30% of the occupants' collective before-tax annual income.

"**Building**" means a Structure that is used or intended for enclosing supporting or sheltering person, animals or property.

"**Building Permit**" means a permit authorizing the construction, alteration, or extension of a Building or Structure.

"**Campground**" means the use of land for providing the temporary accommodation of persons for vacation or recreational purposes in Recreational Vehicles or tents; but excludes Mobile Home Parks, hotels, or camps licensed under the *Community Care and Assisted Living Act*, SBC 2002, c75, or any enactment that replaces it.

"**Camping Space**" means a defined area in a Campground intended for the temporary occupation of one Recreational Vehicle or one or more tents.

"**City**" means the City of Nanaimo.

"**Commercial**" means any use of land or Buildings for any commercial use, including, but not limited to: retail, tourist accommodation, restaurant, office, personal or professional service, or recreation or entertainment.

"**Dwelling Unit**" means a habitable self-contained unit with cooking, sleeping, and sanitary facilities and a separate entrance that is used for the residential accommodation of only one family, and excludes a Mobile Home, Recreational Vehicle, and tent.

"**Eligible Development**" means the use of land for not-for-profit rental housing, including, but not limited to supportive housing.

"**Eligible Land**" means a Lot upon which an Eligible Development is situated.

"**Eligible Owner**" means the government of British Columbia, the government of Canada, a local government, a Public Housing Authority, or a not-for-profit

corporation incorporated under the *Societies Act*, SBC 2015, c18, or the *Not-for-Profit Corporation Act*, SC 2009, c23, and any enactments that replace them.

"**Gross Floor Area**" means the gross floor area of a Building or Structure calculated to the outside of the exterior walls, including floor areas over 1.8 metres in height, canopies with an occupancy or use, and parking structures as the principle use, with the following exemptions: stairwells and elevators exceeding one floor only, gas canopies and parking portions of a Structure.

"**Housing Income Limit**" means housing income limits established by the BC Housing Management Commission, as amended from time to time.

"**Industrial**" means any industrial use of land or Buildings, including, but not limited to uses related to the co-generation, manufacturing, processing, assembling, fabricating, servicing, testing, repair, storing, transporting, warehousing, or distributing of goods, materials, or things, wholesaling provided that the merchandise being sold is distributed from the Lot, and includes accessory offices that occupy less than 10% of the total Gross Floor Area of any Building on the Lot.

"**Institutional**" means the institutional use of land or Buildings including, but not limited to, use for a school, hospital, correctional facility, or for a care facility including a senior's care residence where a minimum of 20 percent of the floor area of all Buildings located on the Lot are operated under a license issued pursuant to the *Community Care and Assisted Living Act* or any enactments that replace it.

"**Land Use**" means the land use designations to which different development cost charges are applied, and which uses consist of: Small Lot Single Family, Single Family, Multi-Family, Commercial, Industrial, Institutional, Mobile Home Park, and Campground.

"**Lot**" means any parcel, block or other area in which land is held or into which it is Subdivided, and includes a water lot but does not include a phased subdivision boundary.

"**Mobile Home**" means a dwelling unit built in an enclosed factory environment in one or more sections, intended to be occupied in a place other than that of its manufacture, and includes mobile home and modular homes that are either completely self-contained or mobile homes that are incomplete and are assembled outside of the place their manufacture.

"**Mobile Home Park**" means a use of land, carried out in accordance with the Zoning Bylaw, for the purpose of providing pads for the accommodation of two or more Mobile Homes.

"**Multi-Family**" means the residential use of land for a Building consisting of two or more Dwelling Units, carried out in accordance with the Zoning Bylaw, and does not include an Institutional use of land.

"**Public Housing Authority**" means the BC Housing Management Commission or another public authority established by the government of British Columbia or the government of Canada that develops, manages, and administers subsidized housing.

"**Recreational Vehicle**" mean any camper, travel trailer, fifth wheel or motor home with a maximum width of 2.6 metres in transit mode that can be used to provide sleeping accommodation and that is capable of being licensed for highway use pursuant to the *Motor Vehicle Act*, RSBC 1996, c318, or any enactment that replaces it.

"**Row House**" means a Building, situated on a Lot other than a Lot created under the *Strata Property Act*, or any enactment that replaces it, that consists of a single Dwelling Unit that shares a common party wall or is otherwise connected at the side yard Lot line to another Building, situated on a Lot other than a Lot created under the *Strata Property Act*, that consists of a single Dwelling Unit.

"**Secondary Suite**" means one or more habitable rooms, but not more than two bedrooms and one cooking facility, constituting a self-contained Dwelling Unit with a separate entrance for the residential accommodation of one or more individuals who are related through marriage or common law, blood relationship, legal adoption, legal guardianship, or a group of not more than two unrelated individuals, and the use of which is clearly subordinate to the use of the principal Dwelling Unit.

"**Single Family**" means the residential use of land for a Lot that contains a Building consisting of a single Dwelling Unit, and which Building may include a Secondary Suite.

"**Small Lot Single Family**" means the residential use of land for a Lot that contains a Building consisting of a single Dwelling Unit where one or both of the following conditions are met:

(a) the Building is a Row House; or

(b) the Lot area is less than 370m^2.

"**Structure**" means anything constructed, placed, erected, or sunk into land.

"**Subdivision**" means the division of land into two or more parcels, whether by plan, apt descriptive words or otherwise, under the *Land Title Act*, RSBC 1996 c250, or the *Strata Property Act*, SBC 1998 c43, or any enactments that replace them, and "Subdivided" has the corresponding meaning.

PART 3 – SCHEDULES

3. (1) The following schedules attached to this Bylaw form an integral part of this Bylaw and are enforceable in the same manner as this Bylaw:

(a) Schedule A – DCC Area; and

(b) Schedule B – Development Cost Charges.

PART 4 – APPLICATION

4. (1) Except as provided in subsections 4(2) and 4(3), this Bylaw applies to all lands in the City identified as "DCC Area" on the attached Schedule "A".

(2) Lands identified as "Duke Point Area" on the attached Schedule "A" are subject only to development cost charges for water supply.

(3) Lands identified as Harmac Area on the attached Schedule "A" are not subject to development cost charges.

PART 5 – DEVELOPMENT COST CHARGES

5. (1) Subject to the exemptions provided in subsection 5(3) every person who obtains:

(a) approval of a Subdivision for a Single Family or Small Lot Single Family Land Use;

(b) a Building Permit for a Building that, not including Secondary Suites, consists of two or more Dwelling Units; or

(c) a Building Permit for all other Land Uses not described in subsections (a) and (b).

shall pay to the City the applicable development cost charge set out in Schedule "B" at the time of the approval of the Subdivision or the issuance of a Building Permit.

(2) A development cost charge imposed under this Bylaw must be paid to the City in full:

(a) in the case of a Subdivision for a Single Family or Small Lot Single Family Land Use, at the time of Subdivision approval; and

(b) in the case of all other Land Uses, upon issuance of the Building Permit.

(3) The obligations under Part 5 of this Bylaw do not apply where the payment of development cost charges is subject to an exception, exemption, waiver, or reduction provided for in the *Local Government Act*, this Bylaw, or in another enactment.

PART 6 – REDUCTIONS AND WAIVERS

6. The amount of development cost charges payable under Part 5 of this Bylaw will be reduced by 50%, where the Lot will be used for an Eligible Development that meets all of the following criteria:

(a) at least 50% of the Eligible Land is owned in fee simple by an Eligible Owner;

(b) the Eligible Land is either:

ii. owned in fee simple by the City and held by an Eligible Owner under a lease; or

iii. the Eligible Owner has entered into housing agreement with the City under section 483 of the *Local Government Act*, and the housing agreement has been registered against the title to the Lot on which the development is located;

(c) at least 30% of the units in the development are Affordable Units; and

(d) the Eligible Owner has provided the City with documentary proof, that demonstrates to the City's satisfaction, that the development is eligible for a housing subsidy, which subsidy may be in the form of rental subsidies or capital grants from the government of British Columbia, the government of Canada, or a Public Housing Authority.

PART 7 – CALCULATION OF DEVELOPMENT COST CHARGES

7. (1) The amount of development cost charges payable in relation to a particular development must be calculated in accordance with this part and the rates prescribed in Schedule "B".

(2) In the case of a subdivision, development cost charges are calculated by multiplying the total development cost charges payable for the applicable Land Use, as prescribed in Table 1 of Schedule "B", by the number of Lots being created.

(3) In the case of a Building Permit, other than a Building Permit for a Campground or Mobile Home Park, development cost charges are calculated by:

(a) multiplying the total development cost charges payable per square metre for the applicable Land Use, as prescribed in Table 1 of Schedule "B", by the Gross Floor Area of the Building to be constructed;

(b) multiplying the total development cost charges payable per square metre for the applicable Land Use, as prescribed in Table 2 of Schedule "B", by the Gross Floor Area of the first floor of the Building to be constructed; and

(c) adding the sum calculated under paragraph 7(3)(a) to the sum calculated under paragraph 7(3)(b).

(4) In the case of a Building Permit for a Campground, development cost charges are calculated by multiplying the total development cost charges payable per unit for a Campground, as prescribed in Table 1 of Schedule "B", by the number of Camping Spaces to be created.

(5) In the case of a Building Permit for a Mobile Home Park, development cost charges are calculated by multiplying the total development cost charges payable per unit for a Mobile Home Park, as prescribed in in Table 1 of Schedule "B", by the number of Mobile Home pads to be constructed.

(6) The amount of development cost charges payable in relation to mixed-use uses of land will be calculated separately for each portion of the development, according to the separate Land Uses included in the Building Permit application and will be equal to the sum of the charges payable under this Bylaw for each separate Land Use.

(7) Where:

(a) development cost charges have been paid with respect to a Lot under subsection (2) on the basis of a Single Family Land Use; and

(b) a Building Permit is approved for a Building on the Lot consisting of two or more Dwelling Units, not including any Secondary Suites;

then development cost charges payable under subsection (3) will be based on the number of Dwelling Units, not including Secondary Suites, being built, less the amount of development cost charges calculated for the Dwelling Unit with the largest Gross Floor Area.

PART 8 – SEVERABILITY

8. In the event that any portion of this Bylaw is held to be invalid by a court of competent jurisdiction, then such portion shall be deemed to be severed from the Bylaw with the intent that the remainder of the Bylaw shall continue in full force and effect.

PART 9 – REPEAL

9. The following City of Nanaimo bylaws are hereby repealed:

(a) Roads Development Cost Charge Bylaw 2008 No. 7065;

(b) Sanitary Sewer Development Cost Charge Bylaw 2008 No. 7066;

(c) Storm Sewer Development Cost Charge Bylaw 2008 No. 7067;

(d) Water Distribution Development Cost Charge Bylaw 2008 No. 7068;

(e) Parkland Acquisition Development Cost Charge Bylaw 2008 No. 7069;

(f) Water Supply Development Cost Charge Bylaw 2008 No. 7070; and

(g) Bylaws to Reduce Development Cost Charges (Not-for-Profit Rental Housing) Bylaw 2008 No. 7082.

PART 10 – EFFECTIVE DATE

10. This Bylaw comes into full force and effect upon the later of:

(a) Adoption of this Bylaw by the Council of the City; or

(b) April 2, 2018.

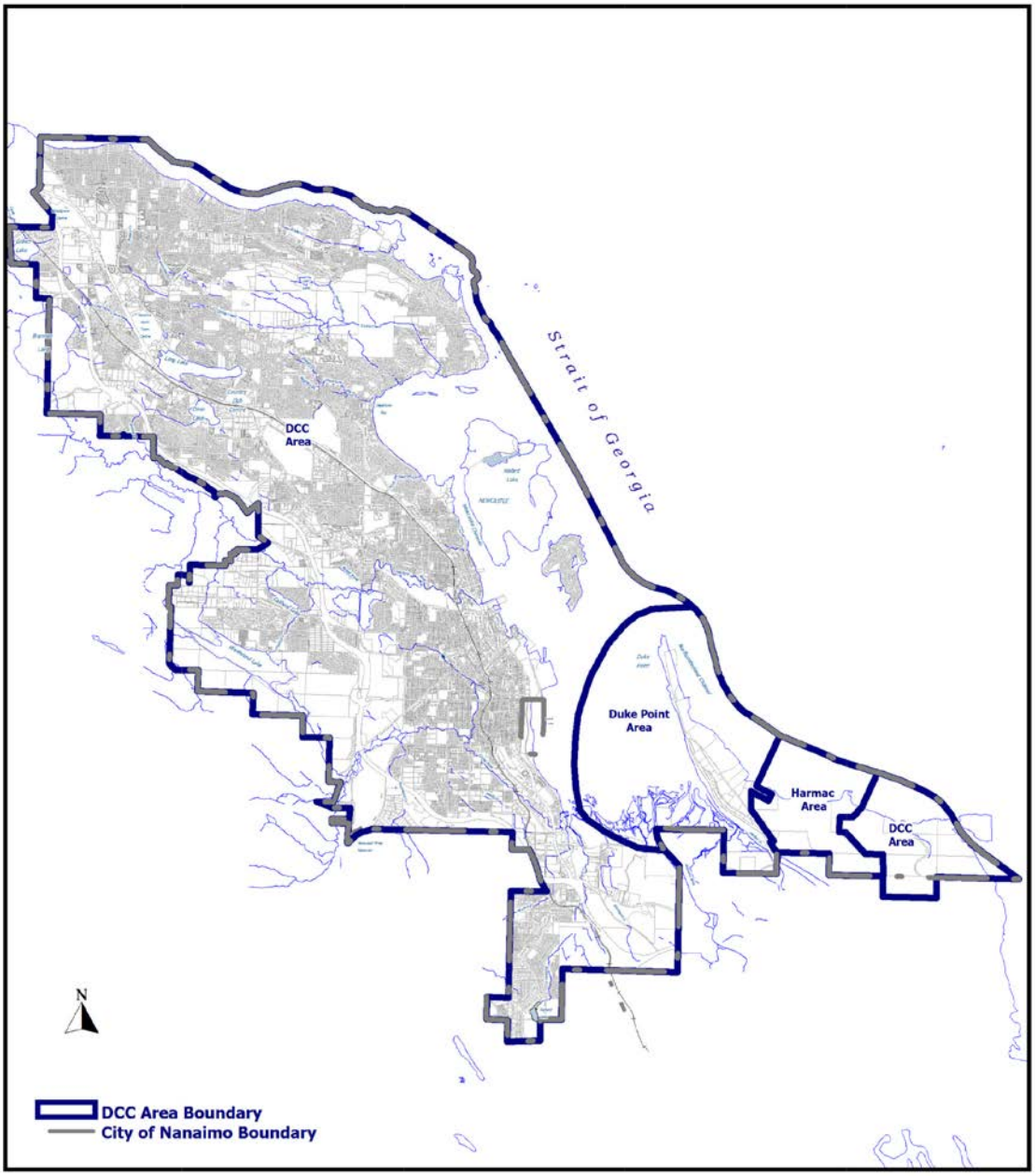
PASSED FIRST READING: 2017-NOV-06
PASSED SECOND READING: 2017-NOV-06
PUBLIC HEARING HELD: 2017-DEC-07
PASSED THIRD READING: 2017-DEC-07
RESCIND THIRD READING: 2018-MAR-05
PASSED THIRD READING AS AMENDED: 2018-MAR-05
APPROVED BY INSPECTOR OF MUNICIPALITIES: 2018-MAR-29
ADOPTED: 2018-APR-23

MAYOR

CORPORATE OFFICER

SCHEDULE "A"

DCC Area



SCHEDULE "B"

Development Cost Charges

Table 1

Categories	Single Family Dwellings	Small Lot Single Family Dwelling	Multi-Family Dwellings	Commercial / Institutional	Industrial	Mobile Home Parks	Camp Grounds
	$ per lot	*$ per lot*	*$ per m² of GFA**	*$ per m² of GFA**	*$ per m² of GFA**	*$ per unit*	*$ per unit*
Sanitary Sewer	$1,787.04	$1,250.93	$10.77	$10.22	$2.61	$1,098.28	$279.22
Drainage	75.94	56.20	-	-	-	49.36	15.19
Water Distribution	306.34	214.44	1.85	1.75	0.45	188.27	47.87
Water Supply	5,619.55	3,933.69	33.86	32.14	8.20	3,453.68	878.06
Parks	1,249.32	874.52	7.53	-	-	767.81	195.21
Roads	5,824.08	4,076.86	35.09	33.31	8.49	3,579.38	922.15

** GFA - Gross Floor Area*

Table 2

Categories	Single Family Dwellings	Small Lot Single Family Dwelling	Multi-Family Dwellings	Commercial / Institutional	Industrial	Mobile Home Parks	Camp Grounds
	$ per lot	*$ per lot*	*$ per m² of GFA* 1st Flr*	*$ per m² of GFA* 1st Flr*	*$ per m² of GFA* 1st Flr*	*$ per unit*	*$ per unit*
Drainage	-	-	0.38	0.38	0.38	-	-

** GFA - Gross Floor Area of 1st Floor*

BRITISH COLUMBIA

Statutory Approval

Under the provisions of sections 560

of the Local Government Act

I hereby approve Bylaw No. 7252

of the City of Nanaimo ,

a copy of which is attached hereto.

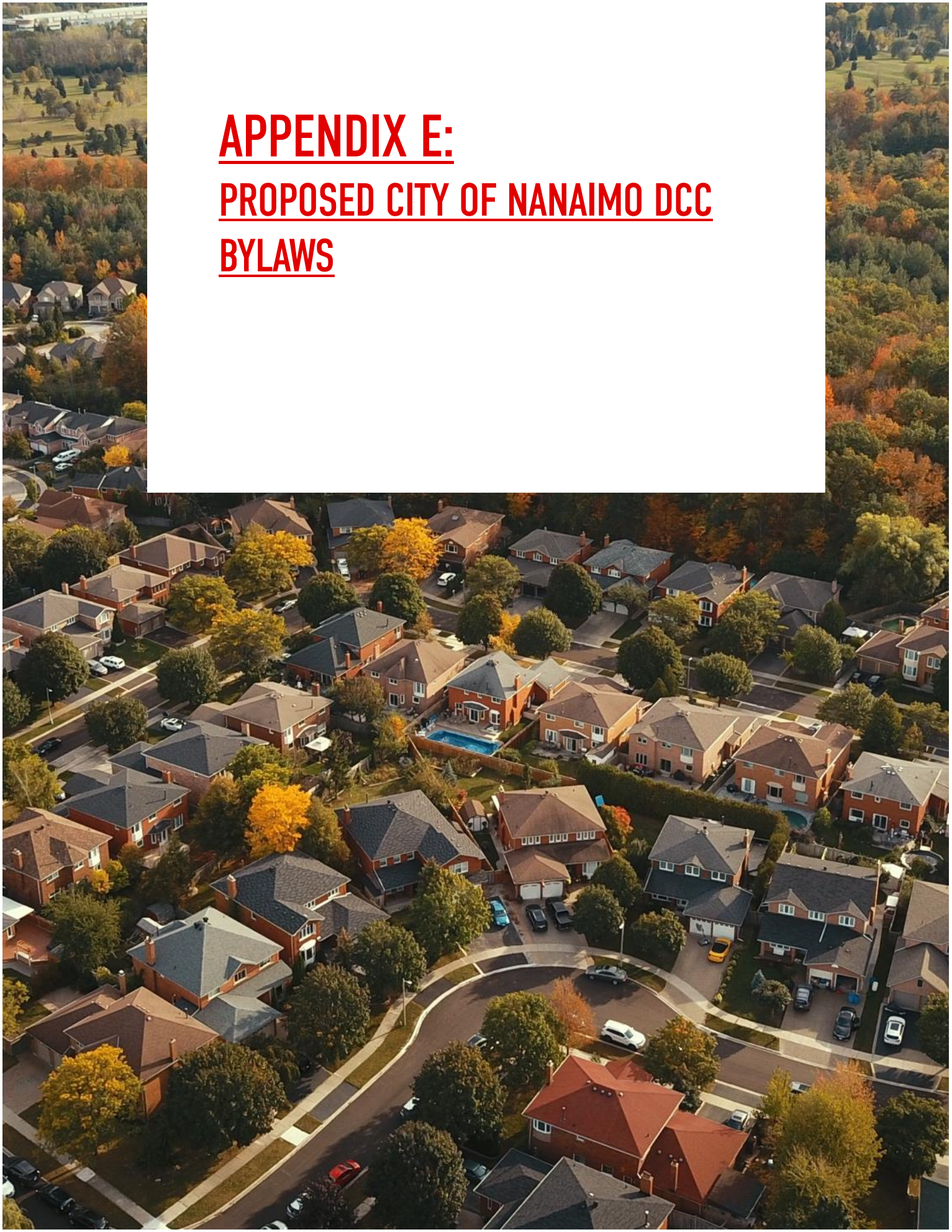
Dated this 29 ***day***

of March ***, 2018***

Deputy Inspector of Municipalities

APPENDIX E:

PROPOSED CITY OF NANAIMO DCC BYLAWS



This page is intentionally blank.

ATTACHMENT C

AMENITY COST CHARGE (ACC) BYLAW DEVELOPMENT

CITY OF NANAIMO

ACC BACKGROUND REPORT

JUNE 16, 2025

URBAN SYSTEMS

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

PREPARED FOR:

Lisa Brinkman
Manager, Community Planning
City of Nanaimo
455 Wallace Street
Nanaimo, BC, V9R 5J6

PREPARED BY:

Shaun Heffernan
E: sheffernan@urbansystems.ca

Laura Bernier
E: lbernier@urbansystems.ca

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

File: 1296.0103.04

CONTENTS

APPENDICES

TABLES

EXECUTIVE SUMMARY

In 2024, the City of Nanaimo (City) initiated the process to develop an Amenity Cost Charge (ACC) bylaw.

The City of Nanaimo does not currently collect ACCs. The ACC program has been created with the aim of capturing current growth trends and the amenities needed to support growth.

The proposed ACC program will capture current capital costs for amenities that are driven by growth. The proposed rates ensures that those who will use and benefit from City-provided amenities share the growth-related costs in a fair and equitable manner. Key drivers for the development of the City of Nanaimo ACC program include:

- Meeting the needs arising from future development and growth; and,
- Ensuring timely and transparent recovery on the capital costs of amenities.

The City's proposed ACC program aligns with the new DCC program; the development of both programs drew on capital planning, the Official Community Plan (City Plan), Integrated Action Plan, as well as conversations with key staff across various departments. Key inputs prepared and reviewed for the DCC program, such as growth projections and equivalencies, were carried over to the ACC program to ensure greater alignment and administrative ease.

This report presents the City's proposed ACC rates and program. The proposed 2025 ACC rates are provided in **Table ES-1**.

Table ES-1: Proposed 2025 ACC Rates

Land Use	Unit	Total Proposed ACC Rate
Low-Density Residential	per lot	**$5,278.43**
Medium-Density Residential	per unit	**$3,591.83**
High-Density Residential	per unit	**$2,186.33**
Commercial	per m^2 of GFA	**$3.44**
Industrial	per m^2 of GFA	**$1.41**
Institutional	per m^2 of GFA	**$3.44**

1.1 ACC KEY ELEMENTS

There are key elements within an ACC program that should be considered when determining rates. **Table ES-2** outlines the key elements, decisions, and supporting rationale used in this update. More information on these elements can be found throughout the report.

All aspects of the program are intended to align with the information outlined in the ACC Best Practices Guide and, where possible, the City's DCC program.

Table ES-2: Key Elements - ACCs

Key Element	ACC Program	Rationale	Aligns with ACC Best Practices Guide?
Time Horizon	25 Years	• Aligns with capital plans, OCP and infrastructure planning studies • Aligns with DCC Bylaw update	✓
City-wide or area-specific charge	City -wide charge	• ACC projects are components of City-wide services and amenities and therefore provide a City-wide benefit	✓
Grant Assistance	None	• No identified ACC projects include grant assistance	✓
Developer Contribution	None	• No identified ACC projects include a developer contribution	✓
Financing	No	• No identified ACC projects include financing	✓
Benefit Factor	30%	• Rule of Thumb ○ **30%** - Primarily benefits existing development but will also add amenity capacity that benefits and supports the future population of the community.	✓
Municipal Assist Factor (MAF)	1%	• A 1% municipal assist factor is proposed.	✓
Units of Charge	Per lot, per dwelling unit, and per m^2 Gross Floor Area (GFA)	• ***Per lot or per dwelling unit*** for low density residential. ACCs are levied on single family dwellings at time of subdivision or building permit, as determined by the city, to collect ACCs as early in the process as possible. • ***Per dwelling unit*** for medium density and high density residential. ACCs are levied on ground-oriented attached dwellings and apartment units at building permit when the number of units is known. • ***Per m^2 of Gross Floor Area (GFA)*** for commercial, industrial, and institutional uses as impact on infrastructure is expected to correlate most closely with floor space.	✓
Economic Viability	Not Yet Started	• The province requires that economic analysis be conducted to determine the economic impacts of ACCs on development. At this time, the City is evaluating options for an economic analysis and will be seeking Council approval to proceed.	✓

2.0 INTRODUCTION AND PURPOSE

In 2024, the City of Nanaimo (City) initiated the process to develop an Amenity Cost Charge (ACC) bylaw.

The City of Nanaimo does not currently collect ACCs. The ACC program has been created with the aim of capturing current growth trends and amenities needed to support growth.

As a new cost-recovery tool, many municipalities across B.C. are beginning to implement ACCs to support municipal financial sustainability. The advantages of implementing an ACC Bylaw are as follows:

- Provides certainty to the development community about amenity upgrade costs and what projects these costs will pay for;
- Ensures costs for future amenities are fairly distributed across the benefiting developments;
- Fosters fairness by ensuring the development community and existing property taxpayers share the costs of growth-related amenities; and,
- Minimizes financial risk by allowing the City to save for growth-related amenity costs.

The new ACC program will capture current capital costs for amenities that are driven by growth. The proposed rates ensures that those who will use and benefit from City-provided amenities share the growth-related costs in a fair and equitable manner. Key drivers for the development of the City of Nanaimo ACC program include:

- Meeting the needs arising from future development and growth; and,
- Ensuring timely and transparent recovery on the capital cost of amenities.

The City's proposed ACC program aligns with the new DCC program; the development of both programs drew on capital planning, the Official Community Plan (City Plan), Integrated Action Plan, as well as conversations with key staff across various departments. Key inputs prepared and reviewed for the DCC program, such as growth projections and equivalencies, were carried over to the ACC program to ensure greater alignment and administrative ease.

Please note that the material provided in this report is meant for information only. The City's adopted ACC Bylaw should be referred to for rates and requirements.

3.0 LEGISLATIVE AND POLICY CONTEXT

3.1 LEGISLATIVE FRAMEWORKS AND PROVINCIAL REQUIREMENTS

The ACC project list was reviewed to ensure it meets the criteria set out in the *Local Government Act* and the Amenity Cost Charge Best Practices Guide (Guide). The Guide sets a framework for local governments to underpin the creation and implementation process for new ACC bylaws. The proposed rates in this report follow the structure of the guide to ensure consistency with best practices.

3.2 LOCAL GOVERNMENT POLICIES AND DOCUMENTS

As the City's ACC program was developed, the following municipal documents were consulted:

- The Official Community Plan (OCP) – City Plan
- The Integrated Action Plan (IAP)
- The Housing Needs Report (HNR)
- The existing (2017) and proposed (2025) DCC programs

In addition to the above documents, staff were regularly consulted on the proposed program. These discussions supported program refinement and finalization.

4.0 ACC PROJECTS

4.1 ACC PROJECTS

All projects included in the ACC program are reflective of current hard costs (i.e., construction, materials) and were vetted for eligibility according to the Ministerial requirements for ACCs. Capital costs for projects are based on new project lists and include contingency and engineering allowances. A summary of the ACC project lists is included in **Table 1**.

Table 1: ACC Project List Summary

Service	Project List Summary
Amenities	• Beban Park Improvements • Stadium District Improvements • Community Centre (Design and Development)
Note: The City of Nanaimo will own and control all projects in this ACC program.	

5.0 ASSUMPTIONS AND METHODOLOGIES

5.1 CALCULATION METHODOLOGY

5.1.1 COST ESTIMATES

The ACC program was prepared using architectural cost estimates from 2024 as follows:

- **Beban Park Improvements**: $10,000/sq. m.
- **Stadium District Improvements**: $6,456/sq. m. (new build), $2,690/sq. m. (renovation), in addition to separate estimates for stadium amenities (e.g., scoreboard, seating)

The South End Community Centre was costed by Colliers as follows:

- **Community Centre (Design and Development)**: total cost estimate of $122.65 M (Proposed South End Community Centre Order of Magnitude Cost Estimate – February 2024)

5.1.2 GROWTH PROJECTIONS

The same projections used for the City-wide DCC bylaw update were used to calculate the proposed ACC rates. These residential and non-residential projections outlined in **Table 2** were prepared using multiple sources and references, including:

Unit Projections

- City of Nanaimo. (2022). *City Plan: Nanaimo ReImagined. Population Growth Estimates (Geodatabase). "Residential Unit Projections – 2023.04.06."* Provided: August 31, 2023 by City staff.

Other References

- Statistics Canada. (2022). *Census Profiles, 2016 and 2021 Census of Population.* Government of Canada;
- City of Nanaimo. (2017-2022). *Building Statistics*; and,
- Conversations with staff across departments.

Using these references, which provided information on the expected population increase and related dwelling unit construction over a 20-year time frame (2020-2040). These numbers were then extrapolated to align with the proposed DCC program time frame of 25 years. These projections were then refined through collaboration with staff as new and ongoing building permit applications were received. As a result, adjustments were made to better reflect recent permit data and development trends.

Growth projections for commercial, industrial, and institutional (ICI) uses are based on:

- City of Nanaimo. (2022). *City Plan: Nanaimo ReImagined*;
- Colliers Strategy & Consulting Group. (2020). *City of Nanaimo Land Inventory and Capacity Analysis;* and,
- Conversations with staff across departments.

Non-residential projections were prepared by completing a review of historical building permit data provided by the City for the last 10 years, then adjusted to account for new and ongoing development applications in order to better reflect anticipated changes in development over the next 25 years.

Table 2: ACC Growth Projections

Land Use	Unit(s) of Growth	25-Year Growth Projections (2046)
Low-Density Residential	lot or dwelling units	2,200
Medium-Density Residential	dwelling units	5,300
High-Density Residential	dwelling units	12,200
Commercial	m^2 of gross floor area	95,300
Industrial	m^2 of gross floor area	515,600
Institutional	m^2 of gross floor area	95,300

5.1.3 EQUIVALENCIES

Different land uses have different impacts on amenities. To reflect these differences, equivalent units are used to allocate ACC costs across land uses.

The amenity equivalencies included in **Table 3** are based on future service population and anticipated needs for future land use. They align with the equivalencies used to calculate the Parks DCCs, which are based on the City's modelling work, past equivalencies, and growth trends.

Table 3: ACC Equivalent Units

Land Use Category	ACC Equivalency Factor
Low-Density Residential	3.380
Medium-Density Residential	2.300
High-Density Residential	1.400
Commercial	0.0022
Industrial	0.001
Institutional	0.002

5.2 ACC COSTS

5.2.1 CAPITAL COST ESTIMATES AND REVENUE PROJECTIONS

The total ACC Program Costs amount to **$197.7 M**—of those costs, **$58.7 M** are eligible for recovery through ACCs (i.e., paid by the development community). The City is responsible for funding the remaining **$138.9 M** (**$5.6 M/year**) through City revenues (e.g., property tax). This is a key consideration for Council when considering the City's financial sustainability and the costs to developers and existing taxpayers. These costs are included in **Table 4**.

Table 4: Total Cost of Proposed ACC Program

	Program Inputs			Developer Responsibility	Municipal Responsibility	
Service	**Total Capital Costs**	**Benefit Factor**	**Municipal Assist Factor**	**ACC Recoverable Program Costs**	**Municipal Costs**	**Annual Municipal Costs (25 y)**
Amenities	$197.7 M	30%	1%	$58.7 M	$138.9 M	$5.6 M

5.2.2 INTEREST ON LONG-TERM DEBT

No interest on long-term debt is included in the ACC program.

5.3 BENEFIT ALLOCATIONS

As is also the case with DCCs, project benefit factors (or benefit allocations) for ACCs are used to determine to what extent a proposed project benefits future growth versus existing users and are determined on a project-by-project basis.

Some ACC projects may benefit the population at large, in which case the capital costs (or a portion of them) should be shared by the entire community. Other projects will only benefit new growth, in which case the new users benefiting from these services will pay most of the project costs.

The benefit factor of each ACC eligible project was evaluated using a rule of thumb approach based on anticipated population change.

> **Rule of thumb: 30%** – Primarily benefits existing development but will also add capacity that benefits and supports the future population of the community.

A summary of the benefit factor methodology is included in **Table 5.**

Table 5: Benefit Factor Methodology

Service	Benefit Allocation (Developer Responsibility)	Benefit Factor Methodology
Amenities	30%	• Rule of Thumb AND Baseline Population Growth

5.4 MUNICIPAL ASSIST FACTOR

The City is proposing a 1% assist factor. When selecting this assist factor, considerations included the impact of the proposed rates on development viability, as well as amenity needs over the course of the program's time frame of 25 years. As a result, no phase-in of the ACC rates in the initial years of program implementation is proposed.

5.5 DETAILED RATE ANALYSIS

ACC rates are determined by applying the key elements, growth projections, and equivalencies described earlier in this report to projects that are ACC eligible and expected to be built within the specified ACC timeframe.

Table 6 below summarizes the total proposed ACC rates for the City, along with each ACC program. The ACC calculations were based on a 1% assist factor for all categories.

Table 6: Total Draft ACC Rates

Land Use	Unit	Total
Low-Density Residential	Per lot	**$5,278.43**
Medium-Density Residential	Per unit	**$3,591.83**
High-Density Residential	Per unit	**$2,186.33**
Commercial	Per m^2 of GFA	**$3.44**
Industrial	Per m^2 of GFA	**$1.41**

Institutional	Per m^2 of GFA	**$3.44**
**The ACC rates include a 1% Municipal Assist Factor*		

6.0 ACC IMPLEMENTATION

6.1 FINANCIAL FEASIBILITY

As outlined in the *LGA* and ACC Best Practices Guide, local governments are required to consider whether ACCs will deter development and discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land.

The extent of the analysis can vary based on several factors, including the magnitude of the proposed charges, the local housing market, and land supply conditions.

The City is currently seeking Council direction on conducting an economic analysis into the effects of the proposed ACC on development. This work is expected to be completed in tandem with an analysis into the effects of the City's proposed Development Cost Charges (DCCs). If directed to proceed with consultation by Council, any feedback received will also be considered to ensure that the ACCs are fair, transparent, and balanced.

6.2 BYLAW EXEMPTIONS

As per s. 570.4 of the *LGA,* an amenity cost charge is not payable if any of the following apply at the time of application for a building permit:

- No increase in the population of residents or workers is expected to result from the development;
- An ACC in respect of a particular amenity is not payable if an ACC in respect of that amenity has previously been paid for the same development, unless further development is expected to result in an increase in the population of residents or workers;
- An ACC is not payable in relation to affordable and special needs housing units that are required under an affordable and special needs housing zoning bylaw as defined under section 478.1 and 482.7 of the *LGA*;
- Units created through Inclusionary Zoning bylaws;
- The development falls within a class of rental units, supportive housing, cooperative housing, transitional housing, or emergency shelters as prescribed by regulation; or,
- 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) or 224(2)(f) of the *Community Charter*;
- The *LGA* or any regulations thereunder provide that no ACC is payable.

6.3 COLLECTION OF CHARGES – BUILDING PERMIT AND SUBDIVISION

The *LGA* allows for ACCs to be collected at one of two times:

1. Subdivision approval; or,
2. Issuance of a building permit.

Of these two collection times, subdivision approval occurs earlier.

Local governments should consider the timing of amenity construction, along with the potential impacts of collection time on cash flow. For administrative simplicity, it is recommended that municipalities align ACC collection times with those set for DCCs.

The City will collect ACCs for Low Density Residential uses at time of final subdivision approval. Collecting ACCs early will allow the City to ensure the timely provision of amenities. ACCs for other residential land use categories will be collected prior to building permit issuance, when the final number of apartment or townhouse units are known.

Non-residential land uses will also be levied ACCs at time of building permit when the total floor area is known.

6.4 COLLECTION OF ACCs ON REDEVELOPED OR EXPANDED DEVELOPMENTS

Collection of ACCs in cases of redevelopment or expansion will follow the precedent set by DCC collection where a credit is provided for the existing development, ACCs would only apply to any additional floor space added.

6.5 IN-STREAM PROTECTION AND PHASE-IN OF ACC RATES

The proposed ACC rates would be in force the date the ACC Bylaw is adopted. Protection from rate increases for development applications that are submitted prior to the adoption date will be provided as per legislation.

There are two ways a developer can qualify for exclusion from the new ACC rates:

1. Pursuant to section 511 of the *LGA* (subdivision).

   If the new ACC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new ACC Bylaw has no application to the subdivision for 12 months after the ACC Bylaw is adopted. As such, if the subdivision is approved during the 12 months' in-stream protection period, no ACC rates apply. This only applies in cases where ACCs are levied at subdivision.

OR

2. Pursuant to section 568 and 570.91 of the *LGA* (building permits).

   The new ACC Bylaw is not applicable to a construction, alteration, or extension if: (a) a building permit is issued within 12 months of the new ACC Bylaw adoption, AND (b) either a building permit application, a development permit application or a rezoning application associated with the construction (defined as "precursor application") is in-stream when the new ACC Bylaw is adopted, and the applicable application fee has been paid. The development authorized by the building permit must be entirely within the area subject to the precursor application.

The above is a summary of sections 511, 568, and 570.91 of the *LGA* and not an interpretation or an explanation of these sections. Developers are responsible for complying with all applicable laws and bylaws and seeking legal advice as needed.

Note: One year in-stream protection is based on the adoption date of the ACC Bylaw, not the effective date.

To reduce the initial impact of the ACC rates on development viability, Council may opt to increase the Municipal Assist Factor (MAF) and reduce it annually (i.e., an assist factor of 25% in Year 1, followed by 5% reductions each subsequent year until it reaches the minimum 1%).

6.6 REBATES AND CREDITS

The City should establish a practice to guide staff in the collection of ACCs and the use of ACC credits. Policies for ACC credits, rebates and latecomer agreements are often drafted to assist staff with development financing.

6.7 ACC MONITORING AND ACCOUNTING

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

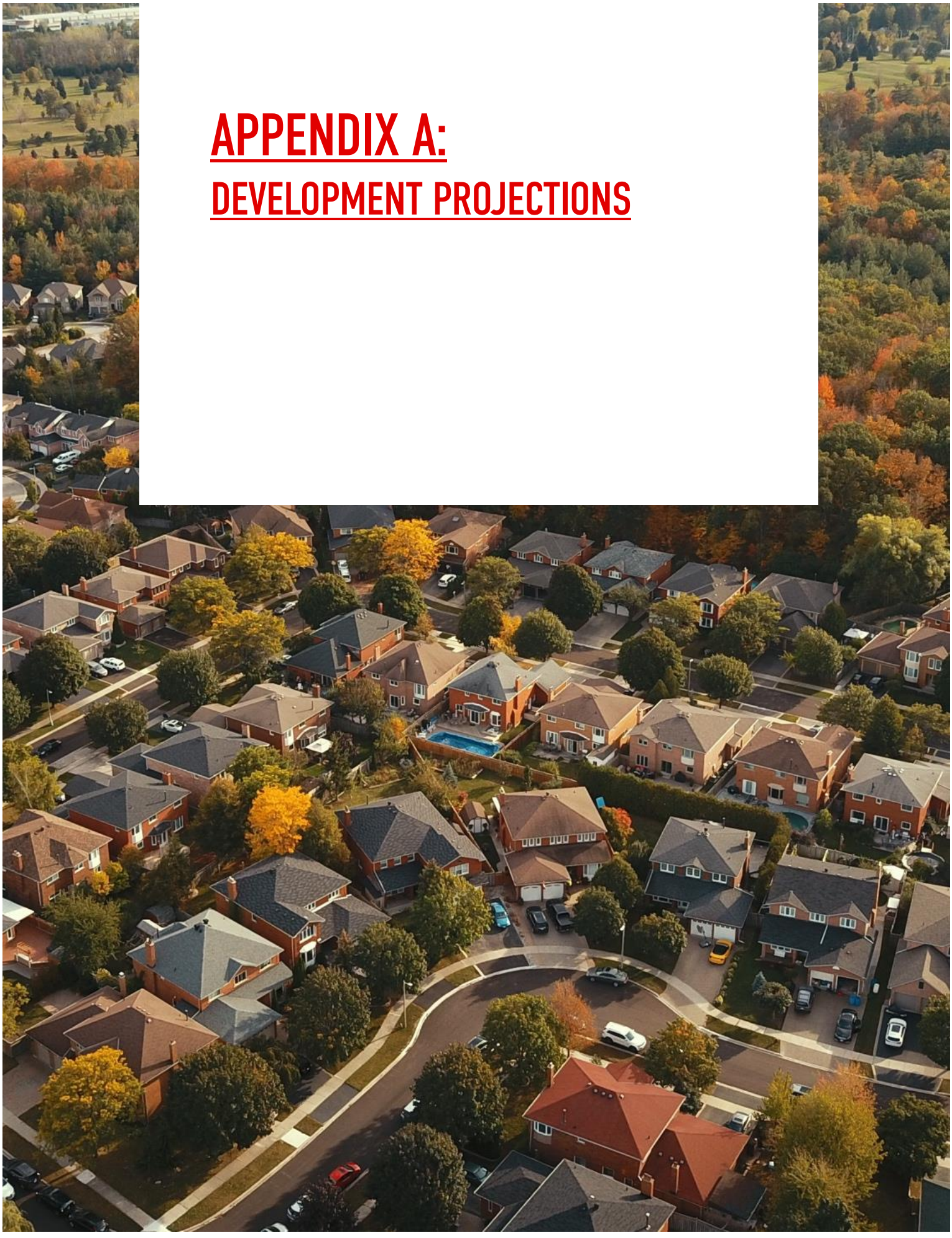
As part of the creation of an ACC program, s. 570.8 of the *LGA* requires that the City deposit ACCs into a statutory reserve fund established by separate bylaw.

6.8 ACC REVIEWS

As ACC reviews and updates do not require Ministry approval, the program may be updated as needed. However, it is recommended to complete ACC bylaw updates in tandem or with consideration with DCC updates, financial planning, OCP, Housing Needs Report, or Zoning Bylaw updates to support efficiency and greater alignment. Regular updates can prevent sudden rate increases, which may affect development viability.

APPENDIX A:

DEVELOPMENT PROJECTIONS



CITY OF NANAIMO
DCC AND ACC PROGRAM INPUTS

Key Inputs

Land Use	Low Density Residential	Medium Density Residential	High Density Residential	Commercial	Industrial	Institutional
Unit	Dwelling Unit/ Lot	Dwelling Unit	Dwelling Unit	m^2 Gross Floor Area	m^2 Gross Floor Area	m^2 Gross Floor Area
Per Unit	Per Dwelling Unit/ Lot	Per Dwelling Unit	Per Dwelling Unit	Per m^2 Gross Floor Area	Per m^2 Gross Floor Area	Per m^2 Gross Floor Area
Growth Projections (25 y)	2,160	5,326	12,218	95,250	515,625	95,250
Rounded Growth Projections (25 y)	2,200	5,300	12,200	95,300	515,600	95,300
Rounded Growth Projections (40 y)	3,520	8,480	19,520	152,480	824,960	152,480
Annual Growth Projections	88	212	488	3,812	20,624	3,812

	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent	Equivalent Pop. Factor	Trip Ends / Pop. Equivalent
Transportation	1.450	3,190	0.660	3,498	0.620	7,564	0.010	953	0.003	1,547	0.010	953
Water Distribution	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Water Supply	3.380	11,898	2.300	19,504	1.400	27,328	0.011	1,677	0.005	3,712	0.011	1,677
Drainage	1.200	2,640	0.580	3,074	0.290	3,538	0.0032	305	0.002	1,134	0.003	305
Sewer	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Parks	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
Fire	3.380	7,436	2.300	12,190	1.400	17,080	0.011	1,048	0.005	2,320	0.011	1,048
Police	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
Solid Waste	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210
ACC	3.380	7,436	2.300	12,190	1.400	17,080	0.0022	210	0.001	464	0.002	210

	Municipal Assist Factor	Time Horizon
Transportation	1%	25
Water Distribution	1%	25
Water Supply	25%	40
Drainage	1%	25
Sewer	1%	25
Parks	1%	25
Fire	1%	25
Police	25%	25
ACC	1%	25

Reserves as of December 31, 2024	Rounded Total ($M)
$14,800,328	$14.8 M
$4,566,315	$4.57 M
$20,693,444	$20.69 M
$14,807,570	$14.81 M
$3,581,241	$3.58 M
$853,609	$.85 M
$0	$. M
$0	$. M
$0	$. M

Population growth	36,706
Current population (Census)	99,863
Total new population	136,569

Growth Rate (Growth / Total)	27%

CITY OF NANAIMO
DEVELOPMENT FORECAST
DCC AND ACC PROGRAMS

Final Projections

Final 25-Year Growth Scenario	Unit	Total New Units	Total New Units
Notes		City-wide combined	**City-wide combined (rounded)**
Low-Density Residential	Per unit	2,160	**2,200**
Medium-Density Residential*	Per unit	5,326	**5,300**
High-Density Residential (Apartments)	Per unit	12,218	**12,200**
All Residential (Total)	Per unit	19,704	**19,700**
Commercial/Institutional	Per m2 GFA**	190,600	**190,600**
Industrial	Per m2	515,625	**515,600**
ICI (Total)	Per m2	706,225	**706,200**

Split evenly between commercial and institutional (95,300 sq.m. each)

NOTES AND ASSUMPTIONS

• The projections use a window that extends to 2046 and follows the baseline projections (the Colliers Land Inventory and Capacity Analysis memo stretches up to 2046)
• Nanaimo's growth is projected to increase between 0.86% and 1.4% (Colliers projects 1.4%) per year until 2046 (1,070 people). By 2046, there is expected to be a total housing growth rate of 38%
• Growth units for Small Lot Single Family Dwelling are based on the "other ground-oriented" category from the housing projections provided by Nanaimo
• Assumed that 60% of homes in Nanaimo have secondary suites
• Additional institutional inflation factor (20,000 sq.m.) incorporated into commercial and estimated based on 6 hectares of vacant developable institutional land as identified in the Colliers report (Land Inventory and Capacity Analysis, 2020), with the assumption of ~6500m2 of development per developed hectare assuming a similar development demand is commercial uses at approximately 50% (i.e., 3 of 6 hectares developed in the next 20 years)

Legend

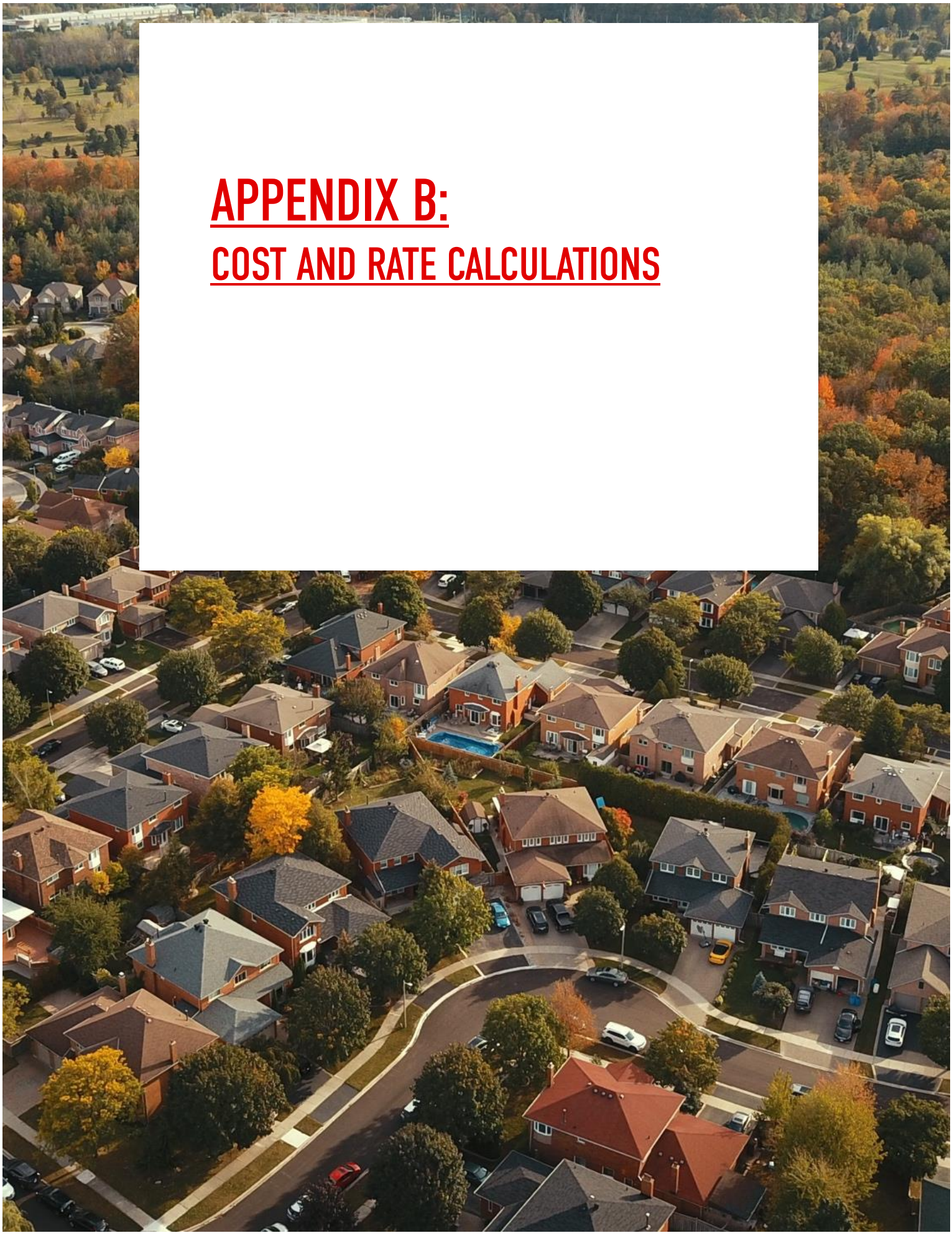
*includes Missing Middle, Townhouses, Duplexes, etc.
**Gross Floor Area

Sources & References

• City of Nanaimo. (2022). City Plan: Nanaimo ReImagined. Population Growth Estimates (Geodatabase). “Residential Unit Projections – 2023.04.06.” Provided: August 31, 2023 by City staff.
• Statistics Canada. (2022). Census Profile, 2021 Census of Population. Government of Canada;
• Statistics Canada. (2022). Census Profile, 2016 Census of Population. Government of Canada;
• City of Nanaimo. (2022). City Plan: Nanaimo ReImagined;
• Colliers Strategy & Consulting Group (2020). City of Nanaimo Land Inventory and Capacity Analysis;
• City of Nanaimo. (2022). City Plan Population Growth Estimates (Geodatabase);
• City of Nanaimo. (2017-2022). Building Statistics; and,
• Conversations with staff across departments.

APPENDIX B:

COST AND RATE CALCULATIONS



CITY OF NANAIMO
ACC PROGRAM

ACC Project List ID (2025)	Project Name	Description/Extent	Cost Estimate w/ cont.	Benefit Factor *%*	Benefit to New Development	Municipal Assist Factor *1%*	ACC Recoverable	Total Municipal Responsibility
A-1	Beban Park Improvements	Two new multi-purpose indoor buildings intended for flexible uses such as emergency shelters, community activity space, and recreation; will include a half-synthetic turf field	$ 60,000,000	30%	$ 18,000,000	$ 180,000	$ 17,820,000	$ 42,180,000
A-2	Community Centre	Design and development of a Community Wellness Facility in the South Gate Secondary Urban Centre that integrates recreation, health, culture, and community service components	$ 122,650,000	30%	$ 36,795,000	$ 367,950	$ 36,427,050	$ 86,222,950
A-3	Stadium District Improvements	Upgrades to, and expansion of, the Stadium Plaza, changerooms, and washrooms.	$ 15,000,000	30%	$ 4,500,000	$ 45,000	$ 4,455,000	$ 10,545,000
	TOTALS		**$ 197,650,000**		**$ 59,295,000**	**$ 592,950**	**$ 58,702,050**	**$ 138,947,950**

CITY OF NANAIMO
ACC RATE CALCULATION

A: Amenities ACC Calculation					
Land Use	**Col. (1)**	**Col. (2)**	**Col. (3)**	**Col. (4) = (1) x (3)**	**Col. (5) = (4) / (a)**
	Estimated New Development	**Unit**	**Person per unit (residential)**	**Multiple**	**% Population Equivalent**
Low Density Residential	2,200	Dwelling Unit/ Lot	3.380	7,436	20%
Medium Density Residential	5,300	Dwelling Unit	2.300	12,190	32%
High Density Residential	12,200	Dwelling Unit	1.400	17,080	45%
Commercial	95,300	m2 Gross Floor Area	0.002	210	1%
Industrial	515,600	m2 Gross Floor Area	0.001	464	1%
Institutional	95,300	m2 Gross Floor Area	0.002	210	1%
			Total Equivalent Population	37,589 (a)	100%
B: Unit ACC Calculation					
Net Amenities ACC Program Recoverable		$58,702,050	(b)		
Existing ACC Reserve Monies		$0	(c)		
Net Amount to be Paid by ACCs		$58,702,050	(d) = (b) - (c)		
ACC per Person		$1,561.67	(e) = (d) / (a)		
C: Resulting ACCs					**ACC Revenue Estimates**
Low Density Residential		**$5,278.43**	Per Dwelling Unit/ Lot	(e) x Col. (3)	$11,612,553
Medium Density Residential		**$3,591.83**	Per Dwelling Unit	(e) x Col. (3)	$19,036,716
High Density Residential		**$2,186.33**	Per Dwelling Unit	(e) x Col. (3)	$26,673,266
Commercial		**$3.44**	Per m2 Gross Floor Area	(e) x Col. (3)	$327,419
Industrial		**$1.41**	Per m2 Gross Floor Area	(e) x Col. (3)	$724,676
Institutional		**$3.44**	Per m2 Gross Floor Area	(e) x Col. (3)	$327,419

ATTACHMENT D

Communications Plan

Subject:	DCC bylaw and ACC bylaw, 2025
Purpose	To raise awareness of the Development Cost Charge bylaw project and Amenity Cost Charge bylaw project
Prepared by	Evelina Lamu, Communications and Marketing Specialist

Background

Situational Analysis	The City of Nanaimo is undertaking an update to its Development Cost Charges (DCCs) in 2025. DCCs are one-time fees collected from developers to help cover the cost of new infrastructure required to support growth. This ensures that "growth pays for growth" rather than shifting the financial burden to existing taxpayers. The last update to Nanaimo's DCCs was completed in 2018. Since then, construction costs have increased, provincial legislation has changed, and the City's infrastructure needs have evolved due to ongoing population growth. DCCs do not apply to existing homeowners or current properties. These charges are only collected when a new development is built or subdivided. DCCs ensure new growth pays for new infrastructure — not existing taxpayers. Without DCCs, the cost of expanding water systems, roads, parks, and other infrastructure would fall on existing residents through higher property taxes. This update protects current taxpayers by ensuring new development covers the costs it creates. This update builds on the previous DCC review and reflects the latest best practices, cost data, and regulatory changes introduced by the Province of British Columbia. New cost estimates for water, sewer, drainage, roads, parks, and additional infrastructure categories such as solid waste, police, and fire protection facilities are being integrated into the proposed DCC rates. As part of the DCC project the City is also proposing an Amenity Cost Charge (ACC) bylaw. In 2023, the Province introduced the opportunity for local governments to create an ACC bylaw to assist with recovering costs of amenities that are needed to support community growth. It is proposed that ACC funds collected be allocated to improvements at Beban Park, the Stadium District, and a future community recreation facility in the South End of Nanaimo. DCCs and ACCs are collected from developers at the time of subdivision or issuance of a building permit. The collected charges are deposited into separate reserve funds for each infrastructure category and can only be

	used for capital costs related to a project approved in a DCC bylaw and ACC bylaw. Public awareness and education will be key throughout this process. DCCs can be complex and may raise concerns around housing affordability, fairness, and transparency. Some members of the development community and general public may question how rates are calculated or how the funds will be used. Public engagement and clear communication will help ensure trust in the process and understanding of the long-term benefits. By updating its DCCs and proposing ACCs, the City is working to balance growth with sustainability and financial responsibility, ensuring the necessary infrastructure is in place to support future generations while maintaining affordability and fairness for today's residents.
Communication	
Objectives	• Inform residents, stakeholders, and development professionals about what DCCs and ACCs are and why the update is needed. • Engage stakeholders through consultation to gather input and answer questions. • Build awareness of how DCCs and ACCs support infrastructure planning and equitable community development. • Ensure transparency by clearly outlining the process, impacts, and timelines of the update.
Audience	• General public • Development community • City Council and Governance and Priorities Committee
Key Messages	• DCCs and ACCs do not apply to existing homeowners or current properties. • DCCs ensure that new development contributes fairly to the infrastructure needed to support growth. • This update is essential due to rising construction costs, population growth, and updated provincial legislation. • The revised bylaw will support infrastructure planning across eight categories: roads, water, sewer, drainage, parks, solid waste/recycling, fire, and police. • As part of this project Amenity Cost Charges (ACCs) are also proposed to offer a more complete growth funding framework for recreation facilities in the City. • Public input is welcome and valued as part of the City's commitment to transparent planning.
Talking Points	**What Are DCCs?** Development Cost Charges, or DCCs, are one-time fees collected from developers when new buildings or developments are approved. These charges help cover the cost of expanding infrastructure—like roads, water systems, sewers, and parks—to support growth. DCCs

	make sure that the cost of building new infrastructure needed for growth is paid for by new developments, not existing taxpayers. They only apply to projects that add capacity for growth and do *not* fund maintenance or replacement of existing infrastructure. **Why Are We Updating DCCs?** The City last reviewed its DCCs in 2018. Since then, provincial legislation has changed, infrastructure costs have increased, and Nanaimo's population continues to grow. The City is projected to grow by 40,000 residents over the next 25 years. Updating the DCC bylaw ensures alignment with current provincial standards, reflects updated cost estimates, and helps secure the funding needed to expand infrastructure to support future growth. **What Are ACCs?** Amenity Cost Charges (ACCs) help a municipality recover the costs of amenities that provide social, cultural, heritage, recreational, or environmental benefits to a community. ACCs closely resemble DCCs because they are based on the principle of cost-sharing for capital costs for amenity projects. **Collection and Use of Charges:** DCCs and ACCs are collected from developers at the time of subdivision or issuance of a building permit. The collected charges are deposited into separate reserve funds and can only be used for capital costs related to an approved project in the DCC bylaw and ACC bylaw. **Supporting Affordable Housing:** The City may reduce or waive DCCs and ACCs for certain developments, including not-for-profit rental housing, supportive housing, and some below market housing, helping to support broader housing and social equity goals. **Transparency and Public Input:** The City of Nanaimo is committed to transparency and meaningful community involvement. As part of the 2025 DCC's update process, public consultation sessions will be held to gather input from residents, builders, and other interested parties. These sessions will help ensure the updated DCC bylaw and proposed ACC bylaw reflect the community's needs and priorities before it is finalized.

Tools	• External Communications
	  – Media Relations
	  ▪ News release
	  – Social Media
	  ▪ Facebook, Bluesky, Threads. LinkedIn Informational posts
	  – DCC Project Website - https://www.nanaimo.ca/your-government/projects/development-cost-charge-bylaw-project
	  – ACC Project Website - https://www.nanaimo.ca/your-government/projects/amenity-cost-charge-bylaw-project
	  – Podcast Episode
	  – E-newsletter
	• Internal Communications
	  – Intranet
	• Engagement
	  – Get Involved Nanaimo project page

<table>
<tr><td></td><td>

Direct sessions with industry groups i.e. Chamber of Commerce, VIREB, Canadian Home Builders' Association
Open House

</td></tr>
<tr><td>Timeline</td><td>
<table>
<tr><th>Task</th><th>Date</th><th>Lead</th></tr>
<tr><td>News Release</td><td>Fall 2025</td><td></td></tr>
<tr><td>Develop key messaging</td><td>Fall 2025</td><td></td></tr>
<tr><td>Update project page on website</td><td>Fall 2025</td><td></td></tr>
<tr><td>Update project page on Get Involved</td><td>Fall 2025</td><td></td></tr>
<tr><td>Prep and schedule content for social media</td><td>Fall 2025</td><td></td></tr>
<tr><td>Podcast</td><td>Fall 2025</td><td></td></tr>
<tr><td>Open House</td><td>Fall 2025</td><td></td></tr>
</table>
</td></tr>
</table>

CITY OF NANAIMO DEVELOPMENT COST CHARGE (DCC) AND AMENITY COST CHARGE (ACC) PROGRAMS

GPC Presentation
June 23, 2025

URBAN SYSTEMS
CITY OF NANAIMO

1

PURPOSE AND OUTCOMES

PROJECT PURPOSE	Ensure the City captures appropriate funding for essential growth-driven infrastructure and amenities through Development Cost Charges (DCCs) and Amenity Cost Charges (ACCs)
PRESENTATION PURPOSE	Familiarize Council with the proposed DCC and ACC programs and rates and receive direction on next steps

DESIRED OUTCOMES	• Council understands the considerations supporting the different DCC rate options
	• Council provides direction on:
	  ○ The preferred DCC rate option and Municipal Assist Factors
	  ○ Proceeding with the Area-specific Transportation DCC
	  ○ Proceeding with interested parties' engagement
	  ○ Proceeding with waivers and reductions
	  ○ Proceeding with economic analysis

CITY OF NANAIMO
URBAN SYSTEMS

2

AGENDA

- DCC and ACC Refresher
- Area-Specific Transportation DCC
- Proposed DCC and ACC rates
- DCC and ACC Implementation
- Timeline and Next Steps
- Questions and Discussion

3

DCC AND ACC REFRESHER

4

WHAT ARE DCCs AND ACCs?

- Help communities recover the costs of **off-site infrastructure needed for growth**
- Based on the **principle of cost-sharing,** ensuring new development pays its share of growth-related infrastructure
- **Provincially-regulated** development finance tool
  - Part 14, Division 19 of the Local Government Act (LGA)
  - New legislation (Bill 46) now allows a wider scope of services and amenities (November 2023)
  - DCC Best Practices Guide (March 2025)
  - ACC Best Practices Guide (March 2025)

5

WHY USE DCCs AND ACCs?

- Fosters a **fair** and **equitable** approach where growth pays for growth and infrastructure costs are **transparent**
- Creates **consistency** for the development community through a clear policy framework
- Ensures **certainty** that services support growth and development
- Minimizes **financial risk** to the City
- Ensures **timely** processing of development applications

6

WHAT PROJECTS ARE DCC-ELIGIBLE?

DCCs CAN BE USED TO FUND	DCCs CANNOT BE USED TO FUND
Capital costs for planning, engineering, design, or studies for: • Transportation services • Water services • Drainage services • Sewer services • Parkland acquisition and improvements • Fire protection facilities **(new)** • Police facilities **(new)** • Solid waste and recycling facilities **(new)**	• Infrastructure or parks needed to serve the existing population (deficiencies, asset replacement) • In other words: **DCC projects must be growth-related** • Operations and maintenance costs • Community buildings – *eligible under ACCs*

CITY OF NANAIMO

URBAN SYSTEMS

7

WHAT WORKS ARE ACC-ELIGIBLE?

ACCs CAN BE USED TO FUND	ACCs CANNOT BE USED TO FUND
AMENITIES (NON-EXHAUSTIVE) • Community, youth, or seniors' centre • Recreation or athletic facility • Library • Daycare facility • Public square	• Projects otherwise eligible for DCCs • Projects needed to serve the **existing** population (deficiencies, asset replacement), i.e., **ACC projects must be growth-related** • Operations and Maintenance Costs

CITY OF NANAIMO

URBAN SYSTEMS

8

PROPOSED ACC PROJECTS

Projects	Description	Cost Estimate (2024$)	Allocation to Growth
Beban Park Improvements	Two new multi-purpose indoor buildings intended for flexible uses such as emergency shelters, community activity space, and recreation; will include a half-synthetic turf field	$60 M	30%
Community Centre	Design and development of a Community Wellness Facility in the South Gate Secondary Urban Centre that integrates recreation, health, culture, and community service components	$122.7 M	30%
Stadium District Improvements	Upgrades to, and expansion of, the Stadium Plaza, changerooms, and washrooms	$15 M	30%

Note: Inclusion of projects in the ACC program does not obligate the City to construct these works; however, ACC reserves must be spent on projects in the ACC Program.

CITY OF NANAIMO

URBAN SYSTEMS

9

ACC PROJECT RATIONALES

- The Integrated Action Plan (IAP) was used to assemble a draft project list
  - 80+ IAP projects were considered for the ACC program
- *Local Government Act (LGA)* ACC required criteria and ACC best practice criteria were used to select projects for the ACC program

CITY OF NANAIMO

URBAN SYSTEMS

10

ACC PROJECT RATIONALES – CONTINUED

***LGA* - ACC Required Criteria**

- ACC projects must be an amenity that provides social, cultural, heritage, recreational, or environmental benefit
- ACCs can only help fund the capital costs of amenities, thus there must be the potential for capital costs
- ACC amenities must benefit increased population growth
- Amenities should not overlap with projects in the City's DCC program

ACC Best Practice Criteria

- ACC projects should benefit all City residents (existing and future)
- To reduce risk, ACC amenities should be on City-owned land
- ACC reserve should support capital improvements within the program timeframe
- ACC amenities should not overlap with amenities that may be secured as part of site-specific rezoning negotiations
- ACC projects should be a Council Priority in the Integrated Action Plan and have cost information

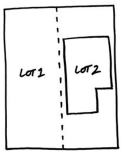
11

TECHNICAL INPUTS

12

HOW AND WHEN ARE DCCS AND ACCS COLLECTED?

DCCs and ACCs must be paid by applicants at either:



- **subdivision approval** for low density development sites, or
- **building permits** for medium- and high-density residential uses, commercial, industrial, and institutional development.

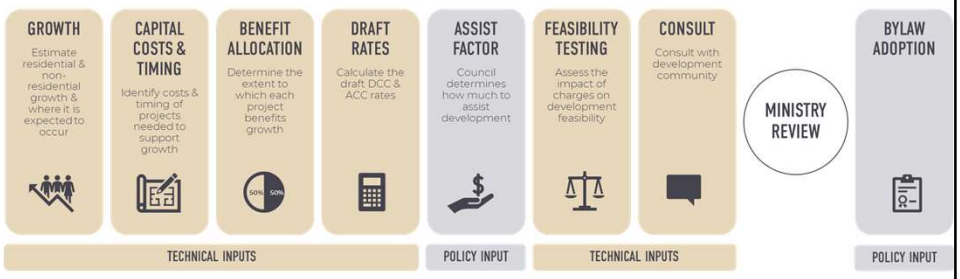
Where subdivision is not applicable for low-density development sites, DCCs and ACCs may be charged at building permit.

CITY OF NANAIMO

URBAN SYSTEMS

13

HOW DO WE DETERMINE THE RATES?



CITY OF NANAIMO

URBAN SYSTEMS

14

GROWTH

- Population forecasts are based on:
  - BC Stats and Census data
  - Planning documents (e.g., OCP, Housing Needs Reports)
  - Building permit trends by unit type
  - Colliers reports
  - Staff knowledge of zoning, land capacity, and servicing constraints
- Population and job growth are translated into development units using persons-per-unit and floor area assumptions
- The time horizon of the growth projections align with infrastructure and land use plans (typically between 10 to 30 years)

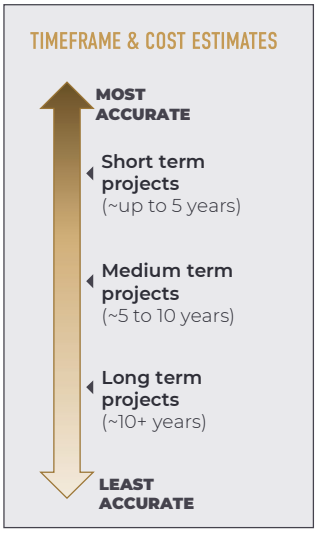
CITY OF NANAIMO

URBAN SYSTEMS

15

CAPITAL COSTS AND TIMING

- Timing is aligned with anticipated development and infrastructure needs
- Typically based on a rolling 10- to 30-year program, updated every 3 to 5 years
- May extend further for long-term projects that benefit future generations (e.g., treatment plant)
- Cost estimate accuracy is typically more precise for near-term projects



CITY OF NANAIMO

URBAN SYSTEMS

16

ALLOCATING BENEFIT

- Each project is assigned a benefit allocation between 1%* and 100%
  **projects that are not growth-driven (i.e., 0%) are ineligible for DCCs*
- Percent is based on the extent to which a project will benefit new development
- Ensures costs are shared equitably between existing and future users

CITY OF NANAIMO
URBAN SYSTEMS

17

MUNICIPAL ASSIST FACTOR

- Legislation requires local governments to assist development for DCCs and ACCs
- Assist amount must be made up through other revenue sources (e.g., general taxation)
- **Council has discretion** to set an assist factor from 1% (least assistance) to 99% (most assistance)
- The assist factor can vary by:
  - DCC infrastructure program (e.g., roads, water, sewer)
  - Amenity category (e.g., libraries, community centres)

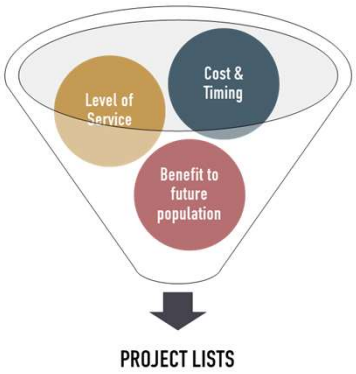
Proposed DCC Rate Options largely assume a MAF of 1% (except for Water Supply and Police Services at 25%)

CITY OF NANAIMO
URBAN SYSTEMS

18

PROJECT PRIORITIZATION

- DCCs and ACCs should reflect the costs of capital projects needed for new development
- Each project is prioritized in the context of the project list based on:
  - Cost and timing of projects
  - Target levels of service to be achieved
  - Benefit to future population



19

PROJECT PRIORITIZATION

- Determining what is (or is not) included in an ACC or DCC project list requires thoughtful review and consideration of the trade-offs between project cost and timing, as well as the level of service (LoS) the City is expected to provide
- These trade-offs can be explored by creating options through prioritization:

High (P1)

- Near-term (< 5 years)
- Highest potential for cost recovery
- Essential 'must-have' projects for preventing major service interruptions
- Address critical City priorities

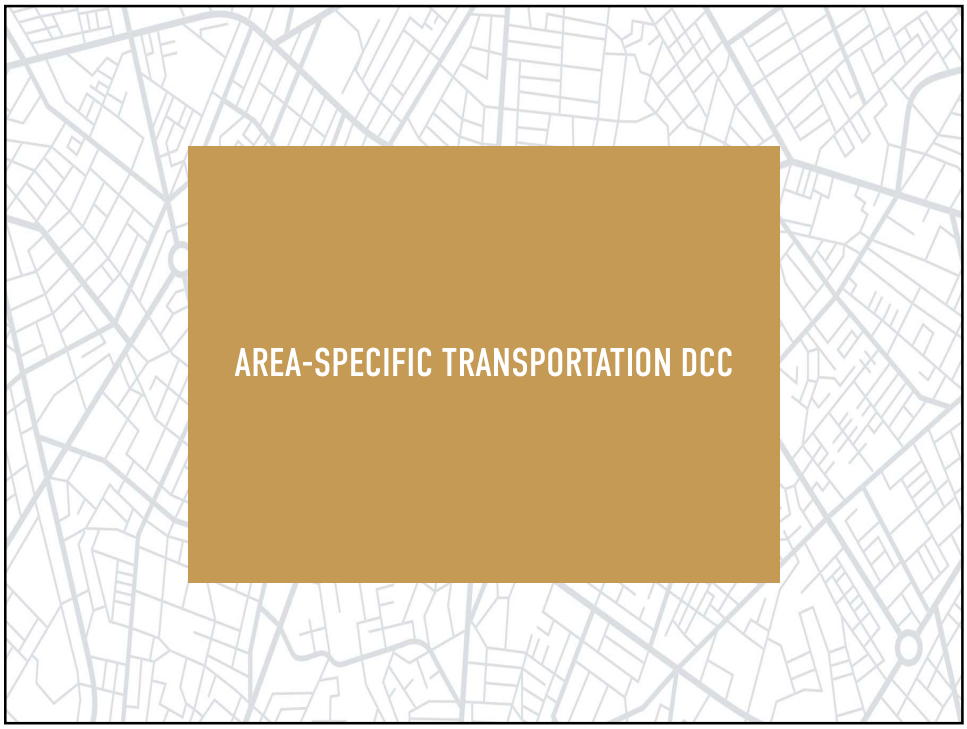
Med (P2)

- Medium-term (5-10 years)
- Moderate to good cost-recovery potential
- Necessary to meet City needs but less critical than high priority; projects address important issues but no immediate risk of service interruptions

Low (P3)

- Long-term (10+ years)
- Some cost-recovery potential
- Non-urgent and more discretionary; these projects can be deferred without significant service impacts in the near- to medium-term

20



21

AREA-SPECIFIC TRANSPORTATION DCC – CONTEXT

- DCCs can be charged on a City-wide or Area-specific basis
- The City-wide Transportation DCC rate currently includes 50 projects; all were determined to benefit the City as a whole
- Sensitivity analysis and a traffic impact analysis were completed, which highlighted three projects that primarily benefit existing residents and new development in the South Nanaimo area
  - Localized growth is expected to drive heavy congestion; staff decided to proceed with the development of an area-specific charge for these projects to ensure costs are borne by developments generating the demand

It is best practice to create separate bylaws for these programs to streamline future amendments for the Area-specific program (e.g., area adjustments, project addition/removal)

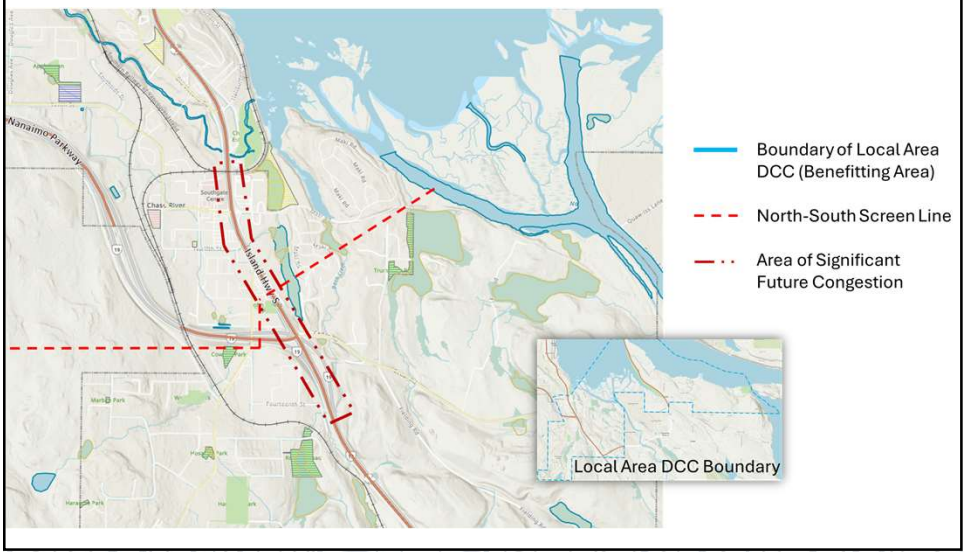
22

AREA-SPECIFIC DCC - PROJECTS

- The Area-Specific Transportation DCC projects:
  - Maki Road: Upgrade and Improvements
  - Fielding Road: Upgrade and Improvements
  - Maki-Fielding Connector
- The Area-specific DCC will be charged in addition to the City-wide DCC on parcels within the defined area (see map)

23

AREA-SPECIFIC DCC - EXTENT



24

PROPOSED AREA-SPECIFIC DCC RATE

Land Use	Unit of Charge	Draft Area-specific DCC Rate
Low Density Residential	per lot	**$5,520.21**
Medium Density Residential	per unit	**$2,512.65**
High Density Residential	per unit	**$2,360.37**
Commercial	per m^2 GFA	**$38.07**
Industrial	per m^2 GFA	**$11.42**
Institutional	per m^2 GFA	**$38.07**

Note: A proposed MAF of 1% is used

25

PROPOSED DCC AND ACC RATES

26

CURRENT DCC RATE (TOTALS)

Categories	Unit	City of Nanaimo	Regional District of Nanaimo (RDN)	City + RDN
		DCC Total	Sanitary DCC Rate	DCC Total
SF Dwellings	*per lot*	$14,862	$4,622	**$19,484**
Small Lot SF Dwellings**	*per lot*	$10,407	$4,622	**$15,029**
Multi-Family Dwellings	*per m² of GFA**	$89	$26	**$115**
Commercial/Institutional	*per m² of GFA**	$78	$26	**$104**
Industrial	*per m² of GFA**	$20	$7	**$27**
Mobile Home Parks	*per unit*	$9,137	$2,587	**$11,724**
Campground	*per unit*	$2,338	$713	**$3,051**

**Gross Floor Area*
***Row-housing lot or a residential lot < 370m²*
Note: the Drainage DCC for Multi-Family and non-residential uses is charged per m2 of GFA on the first floor only

CITY OF NANAIMO
URBAN SYSTEMS

27

PROPOSED DCC RATE SCENARIOS

- Staff prepared three DCC rate scenarios for Council's consideration
- Scenarios were created by adjusting:
  - Project prioritization for Transportation and Parks programs
  - The Municipal Assist Factor (MAF) for Water Supply and Police Services

PRIORITY CONSIDERATION	Removing projects will impact the overall level of service
MAF CONSIDERATION	Increases to the MAF must be recovered through existing residents

CITY OF NANAIMO
URBAN SYSTEMS

28

PROPOSED SCENARIOS – CONSIDERATIONS

- A **1% Municipal Assist Factor** was applied across all the programs, with the exception of:
  - Water Supply (25%)
  - Police Services (25%)
- A **25-year program time horizon** was used for most programs, with the exception of:
  - Water Supply (40 years)

These programs include large, long-term infrastructure projects designed to serve future generations; these adjustments reflect the scale and broad community benefits of the included projects.

CITY OF NANAIMO

URBAN SYSTEMS

29

SCENARIO SUMMARY

SCENARIO 1
- Includes all projects at all priority levels for each service
- MAF is at the minimum 1%, except for Water Supply (25%) and Police Services (25%)

SCENARIO 2
- Low Priority Transportation and Parks projects are removed from project lists
- MAF is at the minimum 1%, except for Water Supply (25%) and Police Services (25%)

SCENARIO 3
- Low and Medium Priority Transportation and Parks projects are removed from project lists
- MAF is at the minimum 1%, except for Water Supply (25%) and Police Services (50%)

CITY OF NANAIMO

URBAN SYSTEMS

30

PROPOSED DCC RATES – SCENARIO 1

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$52,695.26**	**$5,278.43**	**$57,973.70**
Medium Density Residential	per unit	**$29,372.85**	**$3,591.83**	**$32,964.68**
High Density Residential	per unit	**$21,824.34**	**$2,186.33**	**$24,010.68**
Commercial	per m^2 GFA*	**$246.56**	**$3.44**	**$249.99**
Industrial	per m^2 GFA	**$82.15**	**$1.41**	**$83.56**
Institutional	per m^2 GFA	**$246.56**	**$3.44**	**$249.99**

Gross Floor Area

Note: A proposed MAF of 1% is used across all programs, except for Water Supply (25%) and Police Services (25%)

CITY OF NANAIMO

URBAN SYSTEMS

31

PROPOSED DCC RATES – SCENARIO 2

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$42,887.29**	**$5,278.43**	**$48,165.73**
Medium Density Residential	per unit	**$24,881.45**	**$3,591.83**	**$28,473.29**
High Density Residential	per unit	**$17,632.20**	**$2,186.33**	**$19,818.53**
Commercial	per m^2 GFA*	**$179.67**	**$3.44**	**$183.10**
Industrial	per m^2 GFA	**$62.08**	**$1.41**	**$63.48**
Institutional	per m^2 GFA	**$179.67**	**$3.44**	**$183.10**

Gross Floor Area

Note: A proposed MAF of 1% is used across all programs, except for Water Supply (25%) and Police Services (25%)

CITY OF NANAIMO

URBAN SYSTEMS

32

PROPOSED DCC RATES – SCENARIO 3

Land Use	Unit of Charge	Total DCC	Total ACC	Grand Total (DCC + ACC)
Low Density Residential	per lot/unit	**$33,038.17**	**$5,278.43**	**$38,316.61**
Medium Density Residential	per unit	**$19,771.89**	**$3,591.83**	**$23,363.73**
High Density Residential	per unit	**$13,458.07**	**$2,186.33**	**$15,644.40**
Commercial	per m^2 GFA*	**$129.11**	**$3.44**	**$132.55**
Industrial	per m^2 GFA	**$46.71**	**$1.41**	**$48.12**
Institutional	per m^2 GFA	**$129.11**	**$3.44**	**$132.55**

**Gross Floor Area*

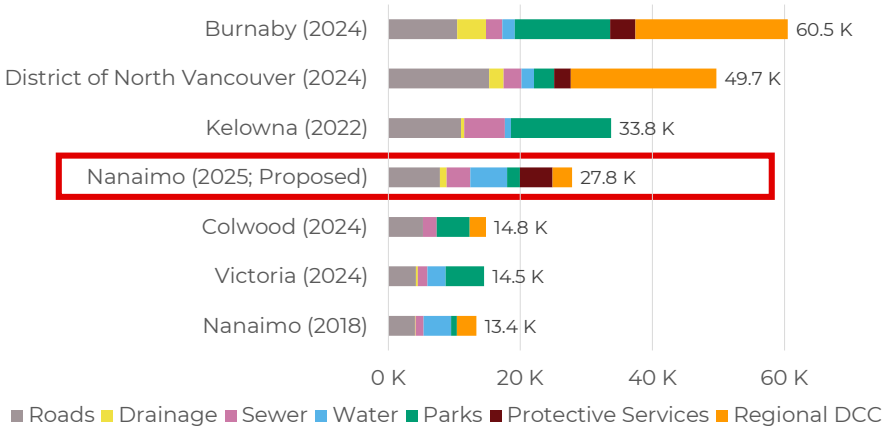
Note: A proposed MAF of 1% is used across all programs, except for Water Supply (25%) and Police Services (50%)

CITY OF NANAIMO

URBAN SYSTEMS

33

DCC COMPARISON: MEDIUM DENSITY RESIDENTIAL (PER UNIT)

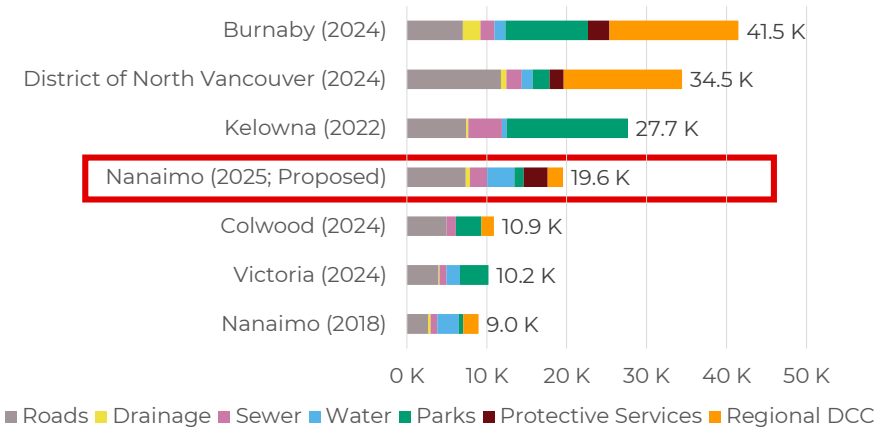


CITY OF NANAIMO

URBAN SYSTEMS

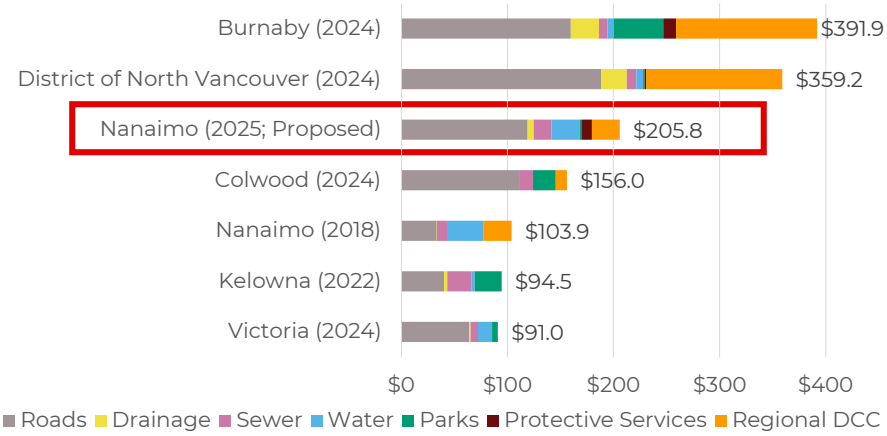
34

DCC COMPARISON: HIGH DENSITY RESIDENTIAL (PER UNIT)



35

DCC COMPARISON: COMMERCIAL (PER M2 GROSS FLOOR AREA)



36

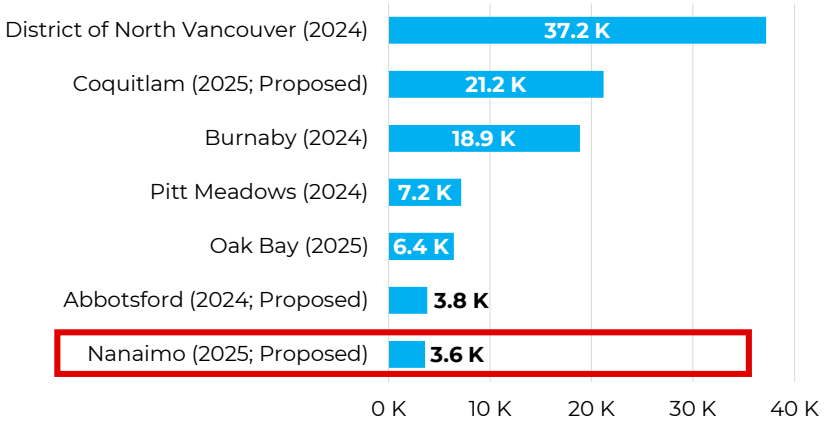
PROPOSED ACC RATE

Land Use	Unit of Charge	Draft ACC Rates
Low Density Residential	per lot	**$5,278.43**
Medium Density Residential	per unit	**$3,591.83**
High Density Residential	per unit	**$2,186.33**
Commercial	per m^2 GFA	**$3.44**
Industrial	per m^2 GFA	**$1.41**
Institutional	per m^2 GFA	**$3.44**

Note: A proposed MAF of 1% is used

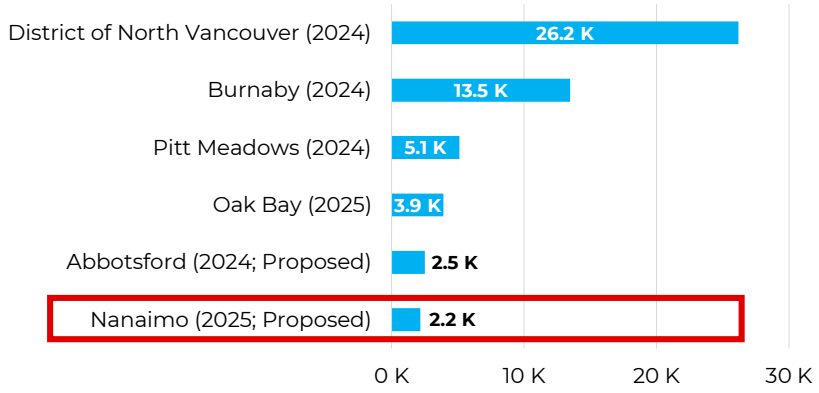
37

ACC COMPARISON: MEDIUM DENSITY RESIDENTIAL (PER UNIT)



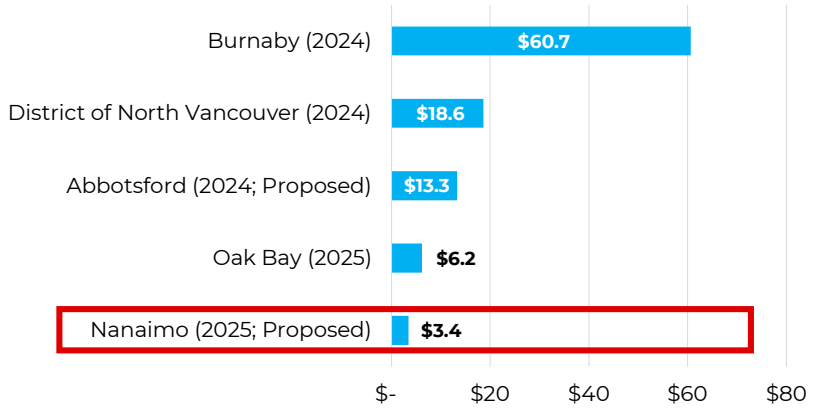
38

ACC COMPARISON: HIGH DENSITY RESIDENTIAL (PER UNIT)



39

ACC COMPARISON: COMMERCIAL (PER M2 GROSS FLOOR AREA)



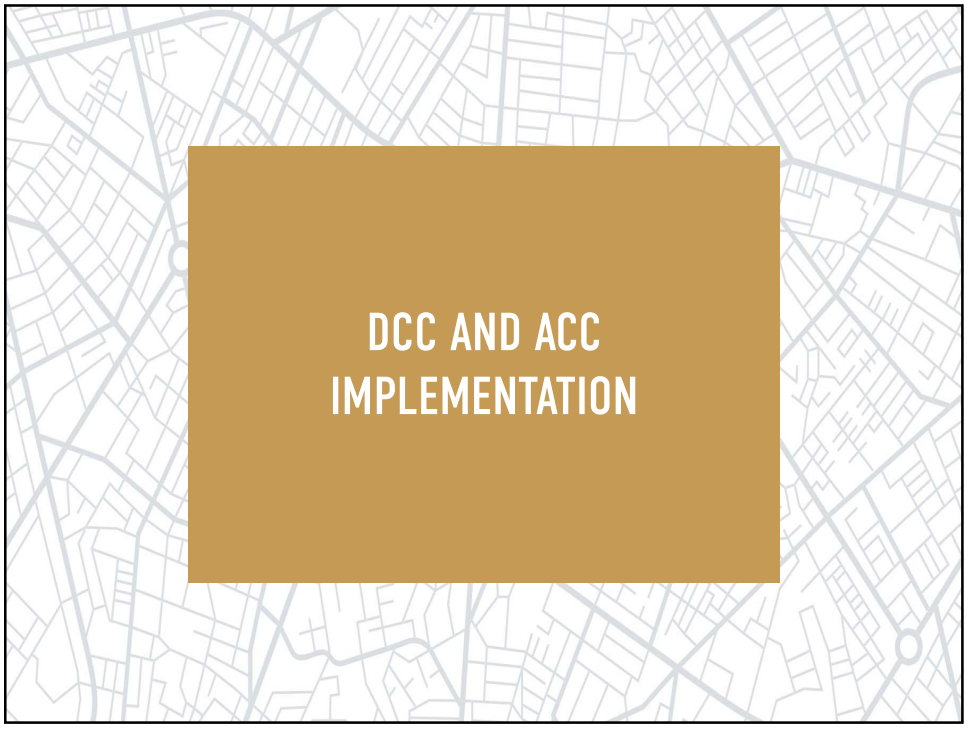
40

PROPOSED DCC AND ACC RATES (TOTALS)

Land Use	Unit of Charge	DCC Scenario 1	DCC Scenario 2	DCC Scenario 3	Proposed ACC
Low Density Residential	per lot	**$52,695.26**	**$42,887.29**	**$33,038.17**	**$5,278.43**
Medium Density Residential	per unit	**$29,372.85**	**$24,881.45**	**$19,771.89**	**$3,591.83**
High Density Residential	per unit	**$21,824.34**	**$17,632.20**	**$13,458.07**	**$2,186.33**
Commercial	per m^2 GFA	**$246.56**	**$179.67**	**$129.11**	**$3.44**
Industrial	per m^2 GFA	**$82.15**	**$62.08**	**$46.71**	**$1.41**
Institutional	per m^2 GFA	**$246.56**	**$179.67**	**$129.11**	**$3.44**

Notes:
- ***The Proposed ACC rate would be charged in addition to the preferred DCC rate***
- ***The RDN Sanitary DCC (regional charge) would be charged in addition to these rates***

41



42

ENGAGEMENT

- The DCC and ACC Best Practice Guides outline consultation requirements with parties considered affected by these Bylaws, which can include:
  - General public
  - Council
  - Public authorities
  - Development community
- One or more opportunities is required
- Possible formats include:
  - Information posted on City website and social media pages
  - Engagement sessions (in-person or virtual)
  - Online survey

CITY OF NANAIMO

URBAN SYSTEMS

43

STATUTORY EXEMPTIONS (UNDER LEGISLATION)

DCC Exemptions	ACC Exemptions
• Buildings for public worship • Development does not impose a new capital cost burden • DCCs have been charged previously Can be varied by Council: • Building permits for ≤ $50,000 • Residential units ≤ 29m² in size • Fewer than 4 units, i.e. duplex/triplexes	• Development does not result in growth • ACCs have been charged previously • In some cases, affordable housing

CITY OF NANAIMO

URBAN SYSTEMS

44

WAIVERS AND REDUCTIONS

Council can waive or reduce DCCs or ACCs on eligible developments, including:

DCCs:	ACCs:
• Not-for-profit affordable housing • For-profit rental housing • Housing designed for reduced environmental impact/GHGs	• Not-for-profit affordable housing • For-profit rental housing • Housing subject to requirements under an affordable and special needs housing zoning bylaw

- Waivers and Reductions can be established in a separate bylaw (does not require Ministerial approval)
- Where a DCC or ACC is waived or reduced, **the amount waived is to be entirely supported by the existing taxpayer**

CITY OF NANAIMO

URBAN SYSTEMS

45

IN-STREAM PROTECTION

- New ACC and DCC rates are effective at Bylaw adoption
- Legislation provides a 12-month protection period from time of application for:
  - In-stream building permit applications
  - In-stream subdivision applications

A complete application is one:
- ☑ that has been received
- ☑ is complete
- ☑ has been paid

CITY OF NANAIMO

URBAN SYSTEMS

46

CREDITS

- Credits are deducted from the DCCs and/or ACCs levied, to reduce the total DCCs and ACCs Payable by the applicant

EXISTING USE CREDITS	WORKS CREDITS
Developers may receive credits if DCCs or ACCs were previously levied on an existing use, provided: • The development **maintains the same land use**, or • The land use changes from one **residential land use** type to another.	Developers may receive credits for capital works extending services beyond their development site **if the works are included in a DCC or ACC project list**.

47

ECONOMIC ANALYSIS

- ACCs and DCCs must not deter development or discourage reasonably priced housing or land development
- Legislation does not establish the type of analysis required for DCCs; however, the new ACC Best Practices Guide provides direction on the extent of analysis required for ACCs
  - Scope can range from a high-level qualitative assessment of market conditions to a more detailed analysis of several representative case studies
- The Lieutenant Governor may make additional regulations prescribing economic and other analyses

48

OTHER FACTORS IMPACTING VIABILITY

- Market conditions
- Rising land and construction costs
- Zoning and parking restrictions
- Development approval process timelines and complexity
- Other development costs and charges
- Infrastructure requirements and standards
- Other Provincial/Municipal legislation (i.e., inclusionary zoning)

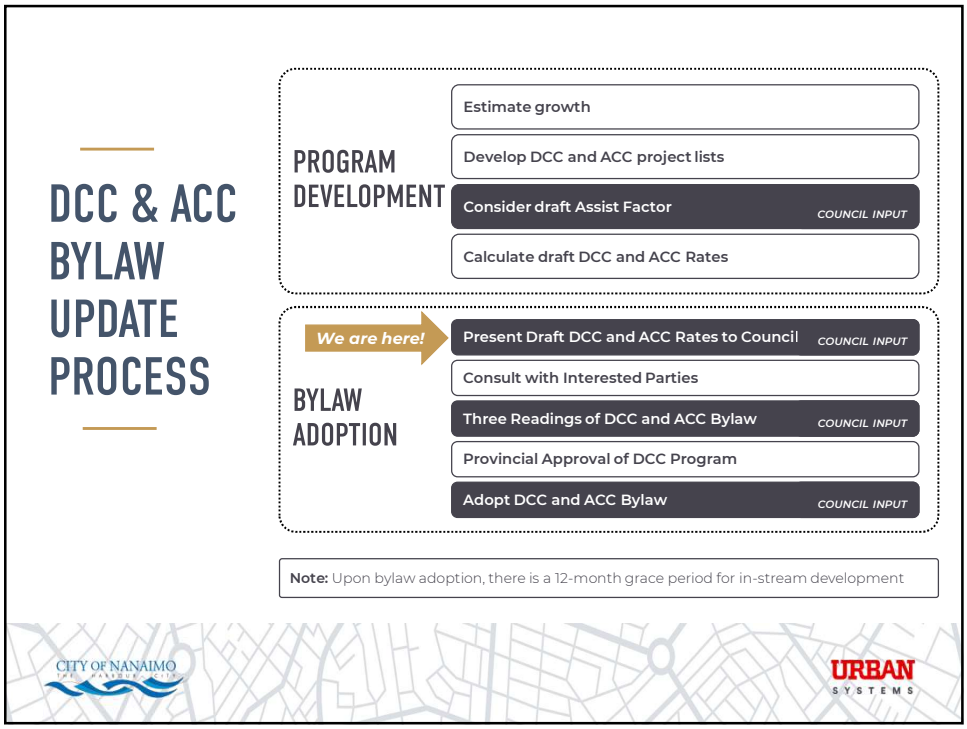
CITY OF NANAIMO

URBAN SYSTEMS

49

TIMELINE & NEXT STEPS

50


DCC & ACC BYLAW UPDATE PROCESS
PROGRAM DEVELOPMENT
Estimate growth
Develop DCC and ACC project lists
Consider draft Assist Factor
COUNCIL INPUT
Calculate draft DCC and ACC Rates
We are here!
BYLAW ADOPTION
Present Draft DCC and ACC Rates to Council
COUNCIL INPUT
Consult with Interested Parties
Three Readings of DCC and ACC Bylaw
COUNCIL INPUT
Provincial Approval of DCC Program
Adopt DCC and ACC Bylaw
COUNCIL INPUT
Note: Upon bylaw adoption, there is a 12-month grace period for in-stream development
CITY OF NANAIMO
URBAN SYSTEMS

51


QUESTIONS & DISCUSSION
THANK YOU!

52