Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 10, 2019 - REGULAR EVENING MEETING	**REPORT:**	19-96
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	BA000026
SUBJECT:	2019 DEVELOPMENT COST CHARGES		

RECOMMENDATIONS:

That Council give first, second and third reading to the Langley Development Cost Charges Bylaw 2019 No. 5470;

That Council authorize inclusion of interest charges for the 232 Street Interchange Project; and further

That Council direct staff to consider and if deemed appropriate present Council with an annual update to the proposed DCC Bylaw based on the Vancouver Consumer Price Index.

EXECUTIVE SUMMARY:

To facilitate changes to the development cost charges to reflect current land acquisition values and constructions costs, it is recommended that Council adopt a new bylaw. The proposed 2019 Development Cost Charges (DCC) Bylaw No. 5470 establishes new rates to ensure the Township is collecting sufficient funds to support the needs of growth for the next 25 years. If the bylaw is not updated to reflect current land values and construction costs it would affect the Municipality's ability to provide the necessary infrastructure to support growth in an efficient and sustainable manner.

The current DCC program was adopted in 2012 and the DCC rate increase from 2008 rates was 0 to 4%, which reflected a modest increase in land values and construction costs over that period. This trend continued until 2016 when there was a significant increase in land value that continued through 2018 resulting in an increase ranging from 200 – 400% of 2012. Noting the increase, in 2017, the services of a consultant (Urban Systems Ltd.) that specializes in the review and update of DCC Programs was retained. With input from a team of staff guiding the review process, the consultant has updated the bylaw to reflect current growth projections, land values, construction cost as well as revised proposed projects.

The proposed DCC rates have increased between 75% and 90% (depending on land use category) as a result of the significant land value and construction cost increases. A table has been provided summarizing the current and proposed DCC rates under the Discussion/Analysis Section of this report.

PURPOSE:

To request Council's consideration of three readings of the Development Cost Charges Bylaw 2019 No. 5470, prior to it being forwarded to the Inspector of Municipalities for approval and to seek Council approval of interest charges for 232 Street and annual DCC updates.

BACKGROUND/HISTORY:

The Local Government Act (Section 564 (1)) provides the legislative authority for local governments to establish Development Cost Charges (DCCs) to assist them in recovering a portion of the capital costs associated with supporting new growth, such as costs for roads, drainage, water, and sanitary infrastructure as well as the purchase and development of parkland. DCCs are paid by developers at the time of subdivision approval or building permit issuance. DCCs are considered to be the best way for local governments to: a) ensure growth pays for growth; b) allocate costs fairly across multiple developers; and c) provide certainly to developers for infrastructure and parks costs. In high-growth communities, DCCs are an especially important tool to help ensure the community's financial sustainability.

In 2012 the DCC rates increased by 0 to 4% over the 2008 rates mainly due to a modest increase in land values and construction costs. This trend continued until 2016 when land values increased approximately 150% and continued to increase until 2018 when the land value levelled off resulting in an increase ranging from 200% to 400% of 2012 land values.

As a result, in 2017 staff retained the services of Urban Systems Ltd., a consultant that specializes in the review and update of DCC Programs. The proposed rates have been calculated based on current population growth projections over the next 25 years, updated land acquisition and construction costs as well as revised project lists for roads, water, drainage, sanitary sewerage and parks infrastructure, to include recently adopted plan areas, such as Smith, Williams and Brookswood.

After a comprehensive review and update of the program, the initial rate increase was calculated at approximately 110% (for residential uses). This information was shared with stakeholders on February 22, 2018 where as part of an engagement process, they understood the need for the increase but asked the following:

- if rates could be phased in over a period of 2 or 3 years, and
- if staff could revisit the project list and consider eliminating projects considered not to be required until later stages of the Program (25-year time horizon).

Staff investigated the affects of phasing the rates and it was determined that a phased approach would negatively impact the DCC reserves. More specifically, by phasing in the rates, the Township could be foregoing approximately $12M in overall DCC revenues over the phase-in period, which could effectively put the reserves into deficit in the second year of the phase-in. If the phase in were to be accomplished by shifting only transportation projects beyond the 25-year time horizon, then the transportation reserve would be in deficit by approximately $7M in the second year. These deficits would reduce the Township's ability to deliver needed growth-related infrastructure projects in a timely and efficient manner.

Staff revisited the original project list presented to stakeholders on February 22, 2019 and moved construction of some sections of arterial roads in the rural areas outside of the 25-year Program timeline. Additionally, the number of forecasted traffic signals and the construction of roundabouts were amended. The result of the above reduced the residential rates that ranged from 111% to 113% to 86% to 90%.

DISCUSSION/ANALYSIS:

A review of a DCC program has a number of critical factors that must be determined before establishing rates associated with various land use. These include, but are not limited to, determining a population growth rate, land values for urban and rural property, construction costs, and updating project lists.

The proposed rates now include the following:

- population growth projections for the next 25 years in accordance with the Regional Growth Strategy (RGS);
- land values for urban property have increased from $930k/acre to $3.0M/acre and rural property has increased from $155k/acre to $300k/acre to reflect current real estate market rates;
- construction rates have been adjusted to current industry rates based on information collected by the Township and by the development industry over the last 10 years;
- staff have reviewed project lists (road/sewer/water and drainage) to remove projects that have been completed and included new ones that have been identified in Engineering Servicing Neighbourhood Plans;
- interest has been included for 232 Street Interchange to collect for anticipated borrowing costs;
- Parkland acquisition area for Municipal and Community Park reflects the adopted 2002 Parks & Recreation Master Plan requirements;
- Parkland development cost for Neighbourhood/Community and Municipal parks has been reviewed and adjustments have been made to assign the responsibility percentage from 67% benefitting development and 33% Township to 100% benefitting development and 0% Township responsibility to meet the growth related needs for park development. Staff note statutory DCC limitations will require TOL funding of certain components to meet current park development standards; and
- Municipal Assist Factor remains at 1%, as the Local Government Act does not allow different assist factors for different land uses only to different utilities (roads/sewer/water/drainage/parks).

The rates are significantly influenced by:

- Land value increase between 200 to 400%
- Construction cost increase of approximately 30%

Based on the above the following Table summarizes the proposed (2019) net costs for the various classes of service in comparison with the amount in the current (2012) bylaw

Service Class	2012 (million)	2019 (million)	Change (%)
Roads	305	604	+ 98
Drainage	99	172	+ 74
Water	78	85	+ 8
Sanitary	23	23	0
Parkland Acquisition	201	398	+ 98
Parkland Development	76	137	+ 80
Total	782	1,419	+ 81

The proposed net cost continues to be based on the existing DCC principle that the developer is responsible for a “base” road standard. Only the incremental cost for road widening and upsizing services are eligible for cost recovery.

Further, community facilities such as storm water detention facilities, pressure reducing stations (PRV's) and pump stations are 100% eligible for cost recovery, including land acquisition costs.

A comparison of the current (2012) DCC and proposed (2019) DCC rates is provided below:

Land Use	Unit	Current 2012 DCC Rates	Proposed 2019 DCC Rates	% Change
Residential 1 (< 15 units/hectare)	edu	$26,629.14	$49,564.00	+ 86
Residential 2 (16 – 44 units/acre)	edu	$21,954.93	$41,231.00	+ 88
Residential 3 (45 -74 units/acre)	edu	$17,824.02	$33,659.00	+ 89
Residential 4 (> 75 units/acre)	edu	$14,437.47	$27,458.00	+ 90
Commercial 1 (< 3,700 m2) – Road, Sewage and Water	m2 gfa	$54.19	$103.05	+ 90
Commercial 1 (< 3,700 m2) – Drainage	m2 da	$9.57	$17.35	+ 81
Commercial 2 (> 3,700 m2) – Roads, Sewage and Water	m2 gfa	$44.61	$82.78	+ 86
Commercial 2 (> 3,700 m2) – Drainage	m2 da	$9.57	$17.35	+ 81
Commercial 3 (2nd floor & up) – Roads, Sewage and Water	m2 gfa	$23.61	$41.30	+ 75
Commercial 3 (2nd floor & up) – Drainage	m2 da	$0.00	$0.00	n/a
Industrial	m2 da	$20.01	$35.01	+ 75
Institutional – Roads, Sewage and Water	m2 gfa	$31.55	$55.15	+ 75
Institutional – Drainage	m2 da	$8.52	$15.44	+ 81

As the Township continues to grow and areas develop, it is imperative that DCC rates are established accurately such that sufficient funding is collected to provide the necessary infrastructure to support the needs of development. The proposed rates have been established as a result of a collaborative effort by a team of staff and with input from a consultant (Urban Systems) that specializes in DCC analysis, programs and bylaws. The development community has reviewed the proposed rates and understand the significant increase is required to address the current land value and construction costs.

Including Interest for 232 Street Interchange

A $27M contribution is required from the Municipality towards the 232nd Street Interchange project delivered by the Ministry of Transportation and Infrastructure. As construction is anticipated to begin in 2021, DCC reserves will not be sufficient to pay for this project without affecting the Municipality's ability to deliver other growth-related projects.

The above proposed rates reflect inclusion of $17M in borrowing costs which allows the Township to collect sufficient DCCs over time to fund this project and the associated borrowing costs.

The Inspector of Municipalities will allow interest to be included in exceptional circumstances, such as an out-of-sequence project, which applies to this project. A council resolution to include allowable interest is required to be submitted with the DCC Bylaw for approval by the provincial Inspector of Municipalities.

An excerpt from the Local Government Act (LGA) Part 14, Division 19, Section 564 (4) outlines the considerations Council must make in approving the DCC rate charges, as follows:

(4) In setting development cost charges, a local government must take the following into consideration:

(a) future land use patterns and development;

(b) the phasing of works and services;

(c) the provision of park land described in an official community plan;

(d) how development designed to result in a low environmental impact may affect the capital costs of infrastructure referred to in section 559 (2) and (3) [purposes of imposing development cost charge];

(e) whether the charges are excessive in relation to the capital cost of prevailing standards of service in the municipality or regional district;

(f) whether the charges will, in the municipality or regional district,

(i) deter development,

(ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land, or

(iii) discourage development designed to result in a low environmental impact.

In considering the above-noted items, the following information is relevant:

- **Project costs have risen sharply:** As noted earlier, construction and land costs have risen significantly since the last DCC update in 2012. Land costs are the primary driver behind the DCC rate increase. If land costs were held constant at 2012 values, rates would rise by only 30% to 40% for residential land uses.

- **DCC increases are not expected to impact housing affordability:** It is widely held that any increase in DCCs lowers the price developers are willing to pay for developable land and are not passed on to the home buyer. The market, meaning the forces of supply and demand, determine the price of a housing unit. DCCs may negatively impact the housing market only indirectly, if the price for land is pushed down low enough that it threatens project viability and reduces housing supply. The proposed 2019 DCCs are approximately 5% of the benchmark price of a single-family home in Langley. In 2012, DCCs were also 5% of the benchmark price of a single-family home.

Future Development Cost Charges Bylaw

Under the Community Charter, Development Cost Charge Amendment Bylaw Approval Exemption Regulation, Council may, by bylaw, adjust the DCC rates based on the Vancouver Consumer Price Index (CPI), for municipalities in the Metro Vancouver Regional District, once each year after the DCC Bylaw adoption date, for a period of up to four years, without requiring approval from the Inspector of Municipalities. Adjusting DCC rates annually by the CPI will help address some of the rising costs and will provide for incremental (more gradual) rate increases.

Staff will submit to Council proposed CPI adjustments to DCC rates annually over the next few years, unless a more comprehensive DCC Bylaw amendment is warranted based on more significant increased to land values or construction costs.

Additionally, staff will continue to monitor the need for the next overall DCC Bylaw review based on land value and construction costs and will advise Council as part of the above noted CPI adjustment.

Respectfully submitted,

Dave Anderson
MANAGER, DEVELOPMENT ENGINEERING
for
COMMUNITY DEVELOPMENT DIVISION

This report has been prepared in consultation with the following listed departments.

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Division / Department	**Name**
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ARTS, CULTURE, AND COMMUNITY INITIATIVES	A. Neufeld

ATTACHMENT A 2019 Development Cost Charge Bylaw Review and Update Report

Township of Langley
Est. 1873

Development Cost Charge Bylaw Review and Update

June 2019

URBAN systems

Township of Langley
Development Cost Charge Byla w Review and Update

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Appendix B Existing Township of Langley Development Cost Charge Bylaw 2012 No. 4963
Appendix C Proposed Township of Langley Development Cost Charge Bylaw 2019 No. 5470

EXECUTIVE SUMMARY

The Township of Langley's (Township's) Development Cost Charge (DCC) Bylaw was last updated in 2012. The Township initiated a major update to its DCC Bylaw to reflect new information on:

- anticipated growth (as per its 2016 Official Community Plan and recently completed neighbourhood plans);
- infrastructure and parks needs to support future development; and
- construction and land costs (which have risen significantly since the last update).

This major updated included a full review of growth estimates, project lists, and adjustments to cost estimates to reflect current construction and land costs.

The proposed DCC rate increases are significant. Rates are proposed to change by 75% to 90%. Much of the increase is due to land costs, which have escalated dramatically since 2012 – the estimate used for urban land has increased by 223% and the estimate used for rural land has increased by 94%. If land costs were held constant at 2012 levels, residential DCC rates would rise by only 30 to 40%.

DCC rates proposed for the Township as a result of this major update are provided in Table ES 1.

Table ES 1
Proposed DCC Rates

	Roads	Drainage	Sanitary	Water	Park Acquisition	Park Development	Total Development Cost Charge
Residential 1 (per dwelling unit)	$18,423.00	$7,081.00	$665.00	$2,497.00	$15,596.00	$5,302.00	**$49,564.00**
Residential 2 (per dwelling unit)	$17,962.00	$2,853.00	$565.00	$2,119.00	$13,233.00	$4,499.00	**$41,231.00**
Residential 3 (per dwelling unit)	$15,660.00	$1,957.00	$444.00	$1,665.00	$10,398.00	$3,535.00	**$33,659.00**
Residential 4 (per dwelling unit)	$13,817.00	$1,246.00	$343.00	$1,286.00	$8,034.00	$2,732.00	**$27,458.00**
Commercial 1 (per m^2 gross floor area)	$92.12	-	$2.30	$8.63	-	-	**$103.05**
Commercial 1 (drainage) (per m^2 area of dev.)	-	$17.35	-	-	-	-	**$17.35**
Commercial 2 (per m^2 gross floor area)	$71.85	-	$2.30	$8.63	-	-	**$82.78**
Commercial 2 (drainage) (per m^2 area of dev.)	-	$17.35	-	-	-	-	**$17.35**
Commercial 3 (per m^2 gross floor area)	$33.16	-	$1.71	$6.43	-	-	**$41.30**
Industrial *(per m^2 area of dev.)*	$14.29	$16.41	$0.91	$3.40	-	-	**$35.01**
Institutional (per m^2 gross floor area)	$44.22	-	$2.30	$8.63	-	-	**$55.15**
Institutional (drainage) (per m^2 area of dev.)	-	$15.44	-	-	-	-	**$15.44**

PART 1. BACKGROUND

The Township of Langley (Township) last conducted a major review of its Development Cost Charge (DCC) Bylaw in 2012. Since 2012, the Township has obtained new information on: anticipated growth; infrastructure and parks needs to support this growth; and costs.

In 2017, the Township initiated a major DCC update, which involved:

- Review and update of growth projections
- Review and update of eligible projects and costs
- Consultation with stakeholders

This DCC program was developed to be consistent with the following legislation, plans, and policy guides:

- *Local Government Act*
- Development Cost Charges Best Practices Guide
- Township of Langley Development Cost Charge Bylaw No. 4963
- Township of Langley Official Community Plan
- Township of Langley Plans and Studies, including:
  - 16 Avenue Corridor Study 2016
  - Brookswood-Fernridge Neighbourhood Plan 2013
  - Gordon Neighbourhood Plan 2012
  - Smith Neighbourhood Plan 2017
  - Latimer Neighbourhood Plan 2015
  - Williams Neighbourhood Plan 2018
  - Fernridge ISMP 2014
  - Bertrand Creek ISMP 2009
  - Anderson Creek ISMP 2014
  - Upper Nicomekl River ISMP 2017
  - North East Gordon Neighbourhood Plan
  - Yorkson Neighbourhood Plan 2008
  - Anderson Creek ISMP, 2014
  - Bertrand ISMP 2009

It should be noted that the material provided in the background report is meant for information only. Reference should be made to Bylaw No. 4963 for the specific DCC rates until a new DCC Bylaw has been adopted.

PART 2. DCC KEY ELEMENTS

The Development Cost Charge Best Practice Guide (prepared by the Ministry of Municipal Affairs and Housing) 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 proposed approach aligns with the Best Practices Guide.

Table 1
DCC Key Elements

Key Element	Proposed DCC Update	Rationale	Aligns with Best Practices Guide?
Time Frame	25 Years	• Aligns with OCP and capital planning time frames	✓
Township-wide or area-specific charge	Township-wide	• All DCC projects are components of township-wide infrastructure/parks systems and therefore provide a township-wide benefit	✓
Grant Assistance	No grants are included. Some projects include cost-sharing	• Specific roads projects include cost sharing with TransLink, MoTI and other major funding partners as detailed in Section 4.3 and included in Appendix A.	✓
Developer Contribution	None	• No identified DCC projects include a developer contribution	✓
Financing	Yes	• Long-term debt financing is included in the roads program for the 232 Street Interchange as detailed in Section 4.2.	✓
Benefit Allocation	25 - 100%	• Majority of projects at 100% allocation since most project costs included are for upsizing only • Where projects are not for upsizing only, specific benefit has been calculated for each project	✓
Municipal Assist Factor	All infrastructure types – 1%	• The Township is contributing the minimum allowable assist factor to ensure the long- term financial sustainability of the Township	✓

Key Element	Proposed DCC Update	Rationale	Aligns with Best Practices Guide?
Units of charge	Per dwelling unit; per square metre of gross floor area; and per square metre of area of dev.	• *Per dwelling unit* for Residential 1, 2, 3 and 4. DCCs levied on Residential 1 at time of subdivision when number of units is known and at time of building permit for Residential 2, 3 and 4 categories, when number of units is known. • *Per square metre of gross floor area* for commercial and institutional uses (except for drainage) as impact on infrastructure is expected to correlate with floor space. • *Per square metre of area of dev.* for commercial and institutional uses for drainage as impact on infrastructure is expected to correlate with developable area • *Per square metre of area of dev.* for industrial uses as impact on infrastructure is expected to correlate with developable area	✓

PART 3. GROWTH PROJECTIONS AND EQUIVALENCIES

3.1 Residential Growth Projections

The Metro Vancouver Regional Growth Strategy (RGS) total population estimate for the Township to 2041 is 211,000 which is consistent with the growth projections used in the DCC program. Based on the RGS, the Township's population is estimated to grow at a rate of approximately 2% per year.

The Township levies DCCs on four residential types distinguished by specific ranges of development units per hectare as shown in Table 2. The allocation of new units across residential dwelling types has been adjusted based on completed neighbourhood plans, resulting in a higher number of anticipated Residential 1 units than previously anticipated.

Table 2
Distribution of Population Growth by Dwelling Type (25-year time horizon)

Dwelling Type	New Units	Persons per Unit	New Population
Residential 1 (15 or less du per ha)	10,000	3.3	33,000
Residential 2 (16 to 44 du per ha)	6,000	2.8	16,800
Residential 3 (45 to 74 du per ha)	13,800	2.2	30,360
Residential 4 (Greater than 74 du per ha)	2,200	1.7	3,740
Total Residential Growth (25-year time horizon)			**83,900**

3.2 Non-Residential Growth Projections

Commercial projections are based on recent development trends. Reduced commercial need is forecasted due to the changing retail landscape as well as bankruptcies and consolidations seen in the Township recently.

The Township levies commercial DCC on three categories: Commercial 1 represents commercial developments where the first storey is less than 3,700 square meters of gross floor area; Commercial 2 represents commercial developments where the first storey is more than 3,700 square metres of gross floor area; and Commercial 3 represents commercial developments that are located on the second floor and higher.

Industrial and institutional growth projections reflect the anticipated demand in the Township for these uses.

Table 3
Non-Residential Growth Projections

Land Use	New Development	Units
Commercial 1	19,550	m^2 gross floor area
Commercial 1 (drainage)	48,875	m^2 area of dev.
Commercial 2	19,550	m^2 gross floor area
Commercial 2 (drainage)	48,875	m^2 area of dev.
Commercial 3	3,500	m^2 gross floor area
Industrial	2,010,000	m^2 area of dev.
Institutional	335,000	m^2 gross floor area
Institutional (drainage)	957,143	m^2 area of dev.

3.3 Equivalencies

The equivalencies used in this update remain the same as those in the previous update as there have been no significant changes in expectations regarding relative impact.

Table 4
Equivalencies

Land Use	Roads (weighted trip rate)	Drainage (EDUs)	Sewer/Water (pop.)	Parks (pop.)
Residential 1 (per dwelling unit)	1	1	3.3	3.3
Residential 2 (per dwelling unit)	0.975	0.4029	2.8	2.8
Residential 3 (per dwelling unit)	0.85	0.2764	2.2	2.2
Residential 4 (per dwelling unit)	0.75	0.176	1.7	1.7
Commercial 1 (per m^2 GFA for roads, water and sewer; per m^2 area of dev. for drainage)	0.005	0.00245	0.0114	-

Land Use	Roads (weighted trip rate)	Drainage (EDUs)	Sewer/Water (pop.)	Parks (pop.)
Commercial 2 (per m^2 GFA for roads, water and sewer; per m^2 area of dev. for drainage)	0.0039	0.00245	0.0114	-
Commercial 3 (per m^2 GFA for roads, water and sewer; per m^2 area of dev. for drainage)	0.0018	0	0.0085	-
Industrial (per hectare area of dev.)	7.7545	23.1818	45.0	-
Institutional (per m^2 GFA for roads, water and sewer; per m^2 area of dev. for drainage)	0.0024	0.00218	0.0114	-

Roads

For roads projects, the cost of development is distributed based on the trips generated by each land use.

Drainage

In general terms, the impact on the storm drainage system of developing a parcel of land is expressed as the amount of stormwater run-off that must be accommodated by the system. The accepted parameter for expressing imperviousness in stormwater run-off calculations is the "run-off coefficient". Generally speaking, the run-off coefficient reflects the ratio between the impervious area on a parcel and the total area of the parcel. Run-off coefficients are then used to determine equivalency factors necessary to develop Equivalent Drainage Units (EDUs), the basis for calculating drainage DCCs.

Sanitary and Water

For residential demand, occupancy rates can be used to project demands for water and sanitary services. For non-residential land uses, equivalent populations per square metre are established.

Park Acquisition and Development

Given that the need for new park space and park development is generated by new residents (as opposed to commercial, industrial and institutional growth), the Township will levy Parks DCCs only on residential development. For residential demand, occupancy rates can be used to project demands for park acquisition and development.

PART 4. DCC PROJECTS AND COSTS

4.1 DCC Costs

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 full DCC program and calculations are included in Appendix A. An overview of the DCC costs by infrastructure type is provided in Table 5.

Table 5
DCC Program Overview and Capital Costs

Service	Total Capital Costs	Benefit Allocation	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs (1)
Roads	$621 M	50-100%	1%	$604 M	$17 M
Drainage	$176 M	25-100%	1%	$172 M	$4 M
Sanitary Sewer	$24 M	67-100%	1%	$23 M	$1 M
Water	$85 M	80-100%	1%	$85 M	$1 M
Park Acquisition	$402 M	100%	1%	$398 M	$4 M
Park Development	$138 M	100%	1%	$137 M	$1 M
Total	1.446 B	-	1%	1.418 B	$28 M

(1) Includes municipal assist factor and portion allocated to existing development.

4.2 Interest on Long-term Debt

Interest on long-term debt is included for the 232nd Street overpass at Highway 1. This project is Provincially led (with Federal funding support) and has recently been approved as part of the Highway 1 expansion from 216th to 264th Streets.

The DCC Best Practices Guide identifies three circumstances where the Inspector will consider allowing interest costs, one of which is out-of-sequence projects. The 232nd Street overpass expansion project qualifies as an out-of-sequence project. Timing for this project is being driven by the Province as part of larger upgrades to Highway 1; therefore, the Township is unable to delay these costs to allow for sufficient DCC revenues to accumulate. The Township's portion of funding for this project is anticipated to be required in 2021.

Capital costs allocated to the Township for this project are $27.0 M with interest costs anticipated at $17.4 M. The total DCC recoverable cost including interest, after benefit to existing and municipal assist, is $42.7 M.

4.3 DCC Projects

The DCC program was developed by reviewing new master planning studies and by reviewing the previous program to remove existing projects and update costs. Project details for each class of infrastructure/parks is included below.

Roads

The roads program is based on detailed neighbourhood plans and studies and includes urban and rural road upgrades, intersection improvements, traffic signals, pedestrian improvements, interchanges, and rail overpasses.

The roads program includes various cost-sharing arrangements:

Major Road Network and Bicycle Funding and Bicycle Infrastructure Capital Cost Sharing

TransLink provides all municipalities funding annually on a 50% cost share basis through the Major Road Network and Bicycle funding (MRNB) and Bicycle Infrastructure Capital Cost Sharing (BICCS) program. The funding has been in place for over a decade and is included in TransLink's long-term plans on an ongoing basis moving forward.

The Township receives $1.5 million per year of MRNB funding from TransLink that can be used for road capacity and safety improvements on the MRN. The majority of the Township MRN is in urban areas where growth is occurring, or on roads linking urban areas, such as Fraser Highway, where growth has increased travel between urban areas in the Township. The roads program assumes the Township will receive $37.5 M over the next 25 years ($1.5 M per year).

The Township also receives $500,000 per year from TransLink for cycling improvements for projects that meet their eligibility criteria. The eligibility criteria focus on high traffic areas with denser populations and areas near the TransLink major bike network. As the cycling projects would primarily be in urban growth areas, the added population would exceed the current population, and as such, a 50% benefit allocation to new development is appropriate. The roads program assumes the Township will receive $12.5 M over the next 25 years ($500,000 per year).

Major Infrastructure Projects – Ministry of Transportation and Infrastructure (MoTI)

The Township, similar to other BC municipalities, frequently cost shares with MoTI on infrastructure projects that are deemed to provide a municipal benefit and are also needed due to increased growth in population and employment. The Township has historically contributed 1/3 to 1/2 of the cost of these projects. MoTI has been in contact with the Township regarding the future 232 St

Interchange and discussions regarding cost sharing have taken place, with a 1/3 cost share proposed. It is anticipated that future projects such as the 264 Street Interchange would have a similar cost share. The roads program reflects the Township's remaining portion owing of $18.9 M for the 216 Street Interchange project currently underway. The roads program assumes the same cost share agreement (1/3 to 1/2 of costs contributed by the Township) for interchange improvement projects on Highway 1 at 232 Street and 264 Street with the Township's portion valued at $27 M plus interest (total of $44.4 M) and $14 M, respectively.

Major Infrastructure Projects – Rail Overpasses

In 2007, the Township participated in a Port Metro Vancouver led Roberts Bank Rail Corridor Study (RBRC) that identified a list of 10 grade separation and road network improvement projects that were needed in order to address the increased rail traffic due to economic growth and the increased vehicle traffic due to increased population and employment in developing communities. A Roberts Bank Rail Corridor Program partnership between the City of Delta, City of Surrey, City of Langley, Township of Langley, CP Rail, CN Rail, Southern Rail of BC, TransLink, MoTI, ICBC, Port Metro Vancouver and Transport Canada was formed. The contribution from each party was based upon the relative jurisdiction and benefit to each party. Under this arrangement, the Township contributed approximately 20% of the cost of the Mufford Overpass with the remaining funding provided by TransLink, MoTI, Port Metro Vancouver and Transport Canada.

Two other rail overpasses (at 216 Street/Glover Road and 200 Street) have also been identified as being needed to support growth in the Township. The Township's portion has been included in the DCC program assuming the same cost sharing portion for a total of $17.5 M and $6 M, respectively.

Drainage

The drainage program is based on detailed neighbourhood plans and studies and consists of trunk sewers, upsizing existing sewers, detention ponds and pond outlets, open channel reconstruction and drainage improvements.

Sanitary

The sanitary program is based on detailed neighbourhood plans and studies consists of new trunk sewer, upsizing existing sewers, new forcemain, new sanitary pump station and pump station upgrades.

Water

The water program is based on detailed neighbourhood plans and studies and consists of new water mains, upsizing existing watermains, new booster stations, new pump stations, PRVs, new water supply and water supply treatment.

Park Acquisition

The park acquisition program is based on the Township of Langley Parks and Recreation Master Plan 2002 where park acquisition standards are set at 0.8 hectare of community park per 1,000 people and 1.6 hectares of municipal park for 1,000 people. The required parkland for community parks included in the DCC program has been reduced by 65 acres (26.3 ha) due to undeveloped parkland the Township already holds in a land bank.

Park Development

The park development program provides for improvements to community, neighbourhood and municipal parks. The parkland development requirements are based on the Township of Langley Parks and Recreation Master Plan 2002.

4.4 Changes in Program from Previous Update

The capital costs have changed substantially since the previous update resulting in significant DCC rate increases across all land uses. Additional neighbourhood plans have been completed since the previous update that provides better information on needed infrastructure and associated costs to service growth throughout the Township. The significant increase in land costs have had a dramatic effect on program costs. Since the previous update, urban land costs have risen 223% from $930,000 to $3,000,000 per acre. Rural land costs have risen 94% from $155,000 to $300,000 per acre. If land costs were held constant at 2012 levels, residential DCC rates would rise by only 30 to 40%.

PART 5. DCC RATES

A comparison of existing (2012) and proposed rates is provided in Table 6. Detailed proposed DCC rates are included in Table 7.

Table 6
DCC Rate Comparison

Land Use	Unit	Existing Rate (2012)	Proposed Rate (2019)	Change
Residential 1	Dwelling unit	$26,629.14	$49,564.00	86%
Residential 2	Dwelling unit	$21,954.93	$41,231.00	88%
Residential 3	Dwelling unit	$17,824.02	$33,659.00	89%
Residential 4	Dwelling unit	$14,437.47	$27,458.00	90%
Commercial 1	m^2 GFA	$54.19	$103.05	90%
Commercial 1 (drainage)	m^2 area of dev.	*$9.57*	$17.35	81%
Commercial 2	m^2 GFA	$44.61	$82.78	86%
Commercial 2 (drainage)	m^2 area of dev.	*$9.57*	$17.35	81%
Commercial 3	m^2 GFA	$23.61	$41.30	75%
Industrial	m^2 area of dev.	$20.01	$35.01	75%
Institutional	m^2 GFA	$31.55	$55.15	75%
Institutional (drainage)	m^2 area of dev.	*$8.52*	$15.44	81%

Table 7
Proposed DCC Rates

	Roads	Drainage	Sanitary	Water	Park Acquisition	Park Development	Total Development Cost Charge
Residential 1 (per dwelling unit)	$18,423.00	$7,081.00	$665.00	$2,497.00	$15,596.00	$5,302.00	**$49,564.00**
Residential 2 (per dwelling unit)	$17,962.00	$2,853.00	$565.00	$2,119.00	$13,233.00	$4,499.00	**$41,231.00**
Residential 3 (per dwelling unit)	$15,660.00	$1,957.00	$444.00	$1,665.00	$10,398.00	$3,535.00	**$33,659.00**
Residential 4 (per dwelling unit)	$13,817.00	$1,246.00	$343.00	$1,286.00	$8,034.00	$2,732.00	**$27,458.00**
Commercial 1 (per m^2 gross floor area)	$92.12	-	$2.30	$8.63	-	-	**$103.05**
Commercial 1 (drainage) (per m^2 area of dev.)	-	$17.35	-	-	-	-	**$17.35**
Commercial 2 (per m^2 gross floor area)	$71.85	-	$2.30	$8.63	-	-	**$82.78**
Commercial 2 (drainage) (per m^2 area of dev.)	-	$17.35	-	-	-	-	**$17.35**
Commercial 3 (per m^2 gross floor area)	$33.16	-	$1.71	$6.43	-	-	**$41.30**
Industrial *(per m^2 area of dev.)*	$14.29	$16.41	$0.91	$3.40	-	-	**$35.01**
Institutional (per m^2 gross floor area)	$44.22	-	$2.30	$8.63	-	-	**$55.15**
Institutional (drainage) (per m^2 area of dev.)	-	$15.44	-	-	-	-	**$15.44**

PART 6. STAKEHOLDER CONSULTATION

The Township consulted with the development community throughout the DCC review and update process. In addition to presentations at regular development community meetings, the Township established a DCC sub-committee with industry representatives to provide input to inform staff recommendations to Council on the proposed DCC update. Meetings with the UDI sub-committee were held on:

- September 20, 2018
- October 17, 2018
- November 18, 2018

The DCC update and options for reducing rates, including phasing-in the rates, was discussed and considered in detail by the sub-committee and subsequently by Township staff.

The Township is proceeding with the full DCC rate increase to maintain level of service for existing and new residents and to ensure financial sustainability for the Township.

PART 7. DCC IMPLEMENTATION

7.1 Bylaw Exemptions

The *Local Government Act (LGA)* is clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the Township, 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 to charge DCCs 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 Township does not charge DCCs on fewer than four self-contained dwelling units.

7.2 DCC Waivers and Reductions

Changes to the *Local Government Act* in 2008 provide local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. The Township waives DCCs for Affordable and Supportive Housing as per Bylaw 2019, No. 5462.

7.3 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 Township will collect DCCs for Residential 1 (detached dwelling) uses at time of subdivision approval. Collecting DCCs early will allow the Township to ensure timely provision of infrastructure and services. DCCs for other residential land use categories will be collected at time of building permit 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.

7.4 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 attached dwellings, multiple dwellings, commercial, industrial or institutional land uses at the DCC rates in the current DCC bylaw. In essence, the Township is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/ building area.

If a single family residential unit is replaced by another single family residential unit then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single family residential units, then DCCs are payable on the one additional single family residential lot.

7.5 In-Stream Applications

The new DCC rates will be in force immediately after the updated Development Cost Charge Bylaw is adopted; however, the Local Government Act (LGA) provides special protection from rate increases for development applications that are submitted prior to the adoption date.

In-stream protection applies to both building permit and subdivision applications received prior to the adoption of the new DCC Bylaw. Protection is also extended to rezoning and development permit applications that are submitted prior to the adoption of the new DCC Bylaw and that will result in a building permit within 12 months of the adoption of the Bylaw. Division 19, Sections 511 and 568 of the LGA outline the criteria that must be met in order for an application to qualify for in-stream protection.

If an application meets the required criteria and is submitted prior to the adoption of the new DCC Bylaw, it will be provided protection from rate increases for a period of twelve months after the adoption date.

7.6 Rebates and Credits

The Township's DCC Bylaw includes direction on credits for existing development and DCC credits in instances where a developer funds a required DCC project. The Township has a Council Policy, last revised by Council on May 30, 2016, that outlines existing policies used for the administration of DCCs, including application of credits and rebates.

7.7 DCC Monitoring and Accounting

In order to monitor the DCC Program, the Township 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.

7.8 DCC Reviews

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

APPENDIX A

DCC Program, Calculations and Mapping

TOWNSHIP OF LANGLEY
Roads DCC Program

Label	DCC ID	Description	Location	From	To	Cost-Sharing	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Signals (Group A)	Roundabouts (Group B)	16 Avenue (Group C)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	18 R 001	Rural Road Construction	8 Ave	264 St	272 St		1598	$9,003,000	$1,511,000	$7,492,000	40%	$0	$0	$0	$4,495,200	$44,952	$4,450,248	$3,041,752
2	18 R 002	Rural Road Construction	8 Ave	272 St	276 St		805	$4,537,000	$761,000	$3,776,000	40%	$0	$0	$0	$2,265,600	$22,656	$2,242,944	$1,533,056
3	18 R 003	Traffic Signal	16 Ave	196 St		Eligible for TransLink		$693,000		$693,000	0%	$0	$0	$693,000	$693,000	$6,930	$686,070	$6,930
4	18 R 004	Urban Road Construction	16 Ave	196 St	198 St	Eligible for TransLink[1]	403	$2,700,000	$381,000	$2,319,000	0%	$0	$0	$2,319,000	$2,319,000	$23,190	$2,295,810	$23,190
5	18 R 005	Rural Road Construction	16 Ave	198 St	200 St	Eligible for TransLink	403	$2,939,000	$381,000	$2,558,000	0%	$0	$0	$2,558,000	$2,558,000	$25,580	$2,532,420	$25,580
6	18 R 006	Expand Existing Signal	16 Ave	200 St		Eligible for TransLink		$793,000		$793,000	0%	$0	$0	$793,000	$793,000	$7,930	$785,070	$7,930
7	18 R 007	Rural Road Construction	16 Ave	200 St	208 St	Eligible for TransLink	1626	$11,857,000	$1,536,000	$10,321,000	0%	$0	$0	$10,321,000	$10,321,000	$103,210	$10,217,790	$103,210
8	18 R 008	Expand Existing Signal	16 Ave	208 St		Eligible for TransLink		$378,000		$378,000	0%	$0	$0	$378,000	$378,000	$3,780	$374,220	$3,780
9	18 R 009	Rural Road Construction	16 Ave	208 St	216 St	Eligible for TransLink	1619	$11,808,000	$1,530,000	$10,278,000	0%	$0	$0	$10,278,000	$10,278,000	$102,780	$10,175,220	$102,780
10	18 R 010	Rural Road Construction	16 Ave	216 St	224 St	Eligible for TransLink	1559	$11,370,000	$1,473,000	$9,897,000	0%	$0	$0	$9,897,000	$9,897,000	$98,970	$9,798,030	$98,970
11	18 R 011	Traffic Signal	16 Ave	224 St		Eligible for TransLink		$693,000		$693,000	0%	$0	$0	$693,000	$693,000	$6,930	$686,070	$6,930
12	18 R 012	Rural Road Construction	16 Ave	224 St	232 St	Eligible for TransLink	1590	$11,599,000	$1,503,000	$10,096,000	0%	$0	$0	$10,096,000	$10,096,000	$100,960	$9,995,040	$100,960
13	18 R 013	Expand Existing Signal	16 Ave	232 St		Eligible for TransLink		$378,000		$378,000	0%	$0	$0	$378,000	$378,000	$3,780	$374,220	$3,780
14	18 R 014	Rural Road Construction	16 Ave	232 St	240 St	Eligible for TransLink	1632	$11,899,000	$1,542,000	$10,357,000	0%	$0	$0	$10,357,000	$10,357,000	$103,570	$10,253,430	$103,570
15	18 R 015	Expand Existing Signal	16 Ave	240 St		Eligible for TransLink		$378,000		$378,000	0%	$0	$0	$378,000	$378,000	$3,780	$374,220	$3,780
16	18 R 016	Rural Road Construction	16 Ave	240 St	246 St	Eligible for TransLink	1241	$9,052,000	$1,173,000	$7,879,000	0%	$0	$0	$7,879,000	$7,879,000	$78,790	$7,800,210	$78,790
17	18 R 017	Rural Road Construction	16 Ave	246 St	248 St	Eligible for TransLink	413	$3,009,000	$390,000	$2,619,000	0%	$0	$0	$2,619,000	$2,619,000	$26,190	$2,592,810	$26,190
18	18 R 018	Expand Existing Signal	16 Ave	248 St		Eligible for TransLink		$693,000		$693,000	0%	$0	$0	$693,000	$693,000	$6,930	$686,070	$6,930
19	18 R 019	Rural Road Construction	16 Ave	248 St	250 St	Eligible for TransLink	407	$2,970,000	$385,000	$2,585,000	0%	$0	$0	$2,585,000	$2,585,000	$25,850	$2,559,150	$25,850
20	18 R 020	Rural Road Construction	16 Ave	250 St	256 St	Eligible for TransLink	1221	$8,905,000	$1,154,000	$7,751,000	0%	$0	$0	$7,751,000	$7,751,000	$77,510	$7,673,490	$77,510
21	18 R 021	Traffic Signal	16 Ave	256 St		Eligible for TransLink		$693,000		$693,000	0%	$0	$0	$693,000	$693,000	$6,930	$686,070	$6,930
22	18 R 022	Rural Road Construction	16 Ave	256 St	264 St	Eligible for TransLink	1622	$11,831,000	$1,533,000	$10,298,000	0%	$0	$0	$10,298,000	$10,298,000	$102,980	$10,195,020	$102,980
23	18 R 023	Rural Road Construction	16 Ave	264 St	272 St	Eligible for TransLink	1599	$11,661,000	$1,511,000	$10,150,000	0%	$0	$0	$10,150,000	$10,150,000	$101,500	$10,048,500	$101,500
24	18 R 024	Traffic Signal	16 Ave	272 St		Eligible for TransLink		$693,000		$693,000	0%	$0	$0	$693,000	$693,000	$6,930	$686,070	$6,930
25	18 R 025	Rural Road Construction	16 Ave	272 St	276 St	Eligible for TransLink	799	$5,825,000	$755,000	$5,070,000	0%	$0	$0	$5,070,000	$5,070,000	$50,700	$5,019,300	$50,700
26	18 R 026	Traffic Signal	24 Ave	196 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
27	18 R 027	Urban Road Construction	24 Ave	196 St	200 St		806	$5,820,000	$3,046,000	$2,774,000	0%	$0	$0	$0	$2,774,000	$27,740	$2,746,260	$27,740
28	18 R 028	Urban Road Construction	24 Ave	200 St	208 St		1614	$11,658,000	$6,102,000	$5,556,000	0%	$0	$0	$0	$5,556,000	$55,560	$5,500,440	$55,560
29	18 R 029	Expand Existing Bridge	24 Ave	204 St				$5,040,000		$5,040,000	50%	$0	$0	$0	$2,520,000	$25,200	$2,494,800	$2,545,200
30	18 R 030	Traffic Signal	24 Ave	204 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
31	18 R 031	Rural Road Construction	24 Ave	208 St	216 St		1632	$9,192,000	$1,542,000	$7,650,000	0%	$0	$0	$0	$7,650,000	$76,500	$7,573,500	$76,500
32	18 R 032	Intersection Improvements	29 Ave	260 St				$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
33	18 R 033	Intersection Improvements	29 Ave	268A St				$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
34	18 R 034	Traffic Signal	32 Ave	196 St		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
35	18 R 035	Urban Road Construction	32 Ave	196 St	200 St	Eligible for TransLink	804	$5,806,000	$3,039,000	$2,767,000	0%	$0	$0	$0	$2,767,000	$27,670	$2,739,330	$27,670
36	18 R 036	Traffic Signal	32 Ave	198 St		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
37	18 R 037	Urban Road Construction	32 Ave	200 St	208 St		1621	$11,706,000	$6,127,000	$5,579,000	0%	$0	$0	$0	$5,579,000	$55,790	$5,523,210	$55,790
38	18 R 038	Traffic Signal	32 Ave	202 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
39	18 R 039	Traffic Signal	32 Ave	204 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
40	18 R 040	Bridge	32 Ave	207 St				$7,560,000		$7,560,000	25%	$0	$0	$0	$5,670,000	$56,700	$5,613,300	$1,946,700
41	18 R 041	Urban Road Construction	32 Ave	208 St	210 St		408	$2,948,000	$1,543,000	$1,405,000	0%	$0	$0	$0	$1,405,000	$14,050	$1,390,950	$14,050
42	18 R 042	Urban Road Construction	32 Ave	210 St	216 St		1232	$18,035,000	$4,658,000	$13,377,000	0%	$0	$0	$0	$13,377,000	$133,770	$13,243,230	$133,770
43	18 R 043	Traffic Signal	32 Ave	268 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
44	18 R 044	Traffic Signal	32 Ave	276 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
45	18 R 045	Traffic Signal	36 Ave	196 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
46	18 R 046	Urban Road Construction	36 Ave	196 St	200 St		807	$4,119,000	$3,050,000	$1,069,000	0%	$0	$0	$0	$1,069,000	$10,690	$1,058,310	$10,690
47	18 R 047	Traffic Signal	36 Ave	198 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
48	18 R 048	Urban Road Construction	36 Ave	200 St	208 St		1614	$8,236,000	$6,099,000	$2,137,000	0%	$0	$0	$0	$2,137,000	$21,370	$2,115,630	$21,370
49	18 R 049	Urban Road Construction	36 Ave	208 St	210 St		427	$2,179,000	$1,614,000	$565,000	0%	$0	$0	$0	$565,000	$5,650	$559,350	$5,650
50	18 R 050	Urban Road Construction	36 Ave	210 St	216 St		1223	$8,058,000	$4,624,000	$3,434,000	0%	$0	$0	$0	$3,434,000	$34,340	$3,399,660	$34,340
51	18 R 051	Urban Road Construction	40 Ave	200 St	208 St		1616	$8,247,000	$6,108,000	$2,139,000	0%	$0	$0	$0	$2,139,000	$21,390	$2,117,610	$21,390
52	18 R 052	Traffic Signal	40 Ave	204 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
53	18 R 053	Urban Road Construction	40 Ave	208 St	212 St		812	$4,144,000	$3,069,000	$1,075,000	0%	$0	$0	$0	$1,075,000	$10,750	$1,064,250	$10,750
54	18 R 054	Roundabout	40 Ave	212 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
55	18 R 055	Urban Road Construction	40 Ave	212 St	216 St		850	$4,337,000	$3,212,000	$1,125,000	0%	$0	$0	$0	$1,125,000	$11,250	$1,113,750	$11,250
56	18 R 056	Urban Road Construction	44 Ave	216 St	222 St		1260	$4,762,000	$4,562,000	$200,000	0%	$0	$0	$0	$200,000	$2,000	$198,000	$2,000
57	18 R 057	Urban Road Construction	47 Ave	224 St	228 St		1002	$4,156,000	$3,787,000	$369,000	0%	$0	$0	$0	$369,000	$3,690	$365,310	$3,690
58	18 R 058	Shoulder Widening or Sidewalk	48 Ave	210 St	216 St		1206	$8,708,000	$4,558,000	$4,150,000	0%	$0	$0	$0	$4,150,000	$41,500	$4,108,500	$41,500
59	18 R 059	Urban Road Construction	48 Ave	216 St	219 St		578	$4,175,000	$2,185,000	$1,990,000	0%	$0	$0	$0	$1,990,000	$19,900	$1,970,100	$19,900
60	18 R 060	Urban Road Construction	56 Ave	211 St	216 St		1049	$15,357,000	$3,966,000	$11,391,000	0%	$0	$0	$0	$11,391,000	$113,910	$11,277,090	$113,910
61	18 R 061	Traffic Signal	56 Ave	224 St				$1,008,000		$1,008,000	0%	$1,008,000	$0	$0	$1,008,000	$10,080	$997,920	$10,080
62	18 R 062	Traffic Signal	56 Ave	240 St				$1,008,000		$1,008,000	0%	$1,008,000	$0	$0	$1,008,000	$10,080	$997,920	$10,080
63	18 R 063	Traffic Signal	56 Ave	268 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
64	18 R 064	Traffic Signal	56 Ave	275 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
65	18 R 065	Traffic Signal	56 Ave	Gloucester Way				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
66	18 R 066	Urban Road Construction	62 Ave	201 St	204 St	Cost-share [2]	652	$1,664,000	$1,232,500	$431,500	0%	$0	$0	$0	$431,500	$4,315	$427,185	$4,315
67	18 R 067	Traffic Signal	62 Ave	203 St		Cost-share		$189,000		$189,000	0%	$189,000	$0	$0	$189,000	$1,890	$187,110	$1,890
68	18 R 068	Urban Road Construction	62 Ave	204 St	Mufford Cres	Cost-share	689	$2,781,000	$1,302,500	$1,478,500	0%	$0	$0	$0	$1,478,500	$14,785	$1,463,715	$14,785
69	18 R 069	Traffic Signal	62 Ave	Willowbrook Dr		Cost-share		$189,000		$189,000	0%	$189,000	$0	$0	$189,000	$1,890	$187,110	$1,890
70	18 R 070	Intersection Improvements	66 Ave	202 St				$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
71	18 R 071	Traffic Signal	72 Ave	198B St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
72	18 R 072	Urban Road Construction	72 Ave	202 St	204 St		323	$2,330,000	$1,220,000	$1,110,000	0%	$0	$0	$0	$1,110,000	$11,100	$1,098,900	$11,100
73	18 R 073	Traffic Signal	72 Ave	204 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
74	18 R 074	Urban Road Construction	72 Ave	204 St	210 St		1236	$8,928,000	$4,673,000	$4,255,000	0%	$0	$0	$0	$4,255,000	$42,550	$4,212,450	$42,550
75	18 R 075	Traffic Signal	72 Ave	206 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
76	18 R 076	Urban Road Construction	72 Ave	210 St	Smith Cres		355	$2,564,000	$1,342,000	$1,222,000	0%	$0	$0	$0	$1,222,000	$12,220	$1,209,780	$12,220
77	18 R 077	Roundabout	73A Ave	205 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
78	18 R 078	Roundabout	73A Ave	206A St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
79	18 R 079	Roundabout	73A Ave	209A St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
80	18 R 080	Roundabout	74B Ave	205 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
81	18 R 081	Roundabout	74B Ave	206ASt				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
82	18 R 082	Traffic Signal	76 Ave	216 St				$441,000		$441,000	0%	$441,000	$0	$0	$441,000	$4,410	$436,590	$4,410
83	18 R 083	Traffic Signal	78 Ave	212 St				$441,000		$441,000	0%	$441,000	$0	$0	$441,000	$4,410	$436,590	$4,410

TOWNSHIP OF LANGLEY
Roads DCC Program

Label	DCC ID	Description	Location	From	To	Cost-Sharing	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Signals (Group A)	Roundabouts (Group B)	16 Avenue (Group C)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
84	18 R 084	Roundabout	78 Ave	213 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
85	18 R 085	Roundabout	78 Ave	214 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
86	18 R 086	Traffic Signal	78 Ave	216 St				$441,000		$441,000	0%	$441,000	$0	$0	$441,000	$4,410	$436,590	$4,410
87	18 R 087	Roundabout	79 Ave	214 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
88	18 R 088	Traffic Signal	80 Ave	196 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
89	18 R 089	Urban Road Construction	80 Ave	196 St	200 St		823	$5,942,000	$3,110,000	$2,832,000	0%	$0	$0	$0	$2,832,000	$28,320	$2,803,680	$28,320
90	18 R 090	Traffic Signal	80 Ave	197 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
91	18 R 091	Traffic Signal	80 Ave	198A St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
92	18 R 092	Traffic Signal	80 Ave	199 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
93	18 R 093	Urban Road Construction	80 Ave	200 St	202A St		498	$3,599,000	$1,884,000	$1,715,000	0%	$0	$0	$0	$1,715,000	$17,150	$1,697,850	$17,150
94	18 R 094	Expand Existing Signal	80 Ave	201 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
95	18 R 095	Traffic Signal	80 Ave	202A St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
96	18 R 096	Urban Road Construction	80 Ave	202A St	208 St		1142	$8,247,000	$4,317,000	$3,930,000	0%	$0	$0	$0	$3,930,000	$39,300	$3,890,700	$39,300
97	18 R 097	Traffic Signal	80 Ave	204 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
98	18 R 098	Traffic Signal	80 Ave	206 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
99	18 R 099	Urban Road Construction	80 Ave	208 St	212 St		835	$6,030,000	$3,156,000	$2,874,000	0%	$0	$0	$0	$2,874,000	$28,740	$2,845,260	$28,740
100	18 R 100	Traffic Signal	80 Ave	209 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
101	18 R 101	Expand Existing Signal	80 Ave	212 St				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
102	18 R 102	Urban Road Construction	80 Ave	212 St	214 St		245	$2,352,000	$926,000	$1,426,000	0%	$0	$0	$0	$1,426,000	$14,260	$1,411,740	$14,260
103	18 R 103	Traffic Signal	80 Ave	214 St				$441,000		$441,000	0%	$441,000	$0	$0	$441,000	$4,410	$436,590	$4,410
104	18 R 104	Urban Road Construction	80 Ave	214 St	EB dual LT		100	$1,004,000	$378,000	$626,000	0%	$0	$0	$0	$626,000	$6,260	$619,740	$6,260
105	18 R 105	Urban Road Construction	80 Ave	214 St	216 St		315	$3,024,000	$1,191,000	$1,833,000	0%	$0	$0	$0	$1,833,000	$18,330	$1,814,670	$18,330
106	18 R 106	Expand Existing Signal	80 Ave	216 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
107	18 R 107	Rural Road Construction (borrowing)	80 Ave	216 St	Glover Rd		1805	$1,000,000		$1,000,000	40%	$0	$0	$0	$600,000	$0	$600,000	$400,000
108	18 R 108	Urban Road Construction	80 Ave	216 St	EB dual LT		100	$1,004,000	$378,000	$626,000	0%	$0	$0	$0	$626,000	$6,260	$619,740	$6,260
109	18 R 109	Traffic Signal	81 Ave	216 St				$441,000		$441,000	0%	$441,000	$0	$0	$441,000	$4,410	$436,590	$4,410
110	18 R 110	Roundabout	82 Ave	207B St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
111	18 R 111	Roundabout	82 Ave	208A St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
112	18 R 112	Roundabout	83 Ave	209B St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
113	18 R 113	Roundabout	86 Ave	196 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
114	18 R 114	Urban Road Construction	86 Ave	196 St	200 St		824	$5,949,000	$3,114,000	$2,835,000	0%	$0	$0	$0	$2,835,000	$28,350	$2,806,650	$28,350
115	18 R 115	Traffic Signal	86 Ave	199 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
116	18 R 116	Urban Road Construction	86 Ave	200 St	202 St		461	$3,328,000	$1,742,000	$1,586,000	0%	$0	$0	$0	$1,586,000	$15,860	$1,570,140	$15,860
117	18 R 117	Traffic Signal	86 Ave	201 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
118	18 R 118	Traffic Signal	86 Ave	202 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
119	18 R 119	Urban Road Construction	86 Ave	202 St	204 St		333	$1,700,000	$1,259,000	$441,000	0%	$0	$0	$0	$441,000	$4,410	$436,590	$4,410
120	18 R 120	Pedestrian Signal	86 Ave	203 St				$252,000		$252,000	0%	$252,000	$0	$0	$252,000	$2,520	$249,480	$2,520
121	18 R 121	Roundabout	86 Ave	203A St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
122	18 R 122	Roundabout	86 Ave	204 St				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
123	18 R 123	Traffic Signal	88 Ave	196 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
124	18 R 124	Urban Road Construction	88 Ave	196 St	200 St		893	$5,511,000	$3,377,000	$2,134,000	0%	$0	$0	$0	$2,134,000	$21,340	$2,112,660	$21,340
125	18 R 125	Traffic Signal	88 Ave	198 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
126	18 R 126	Pedestrian Bridge	91 Ave	E Munday Ck				$1,260,000		$1,260,000	0%	$0	$0	$0	$1,260,000	$12,600	$1,247,400	$12,600
127	18 R 127	Urban Road Construction	96 Ave	204 St	208 St		808	$5,837,000	$3,055,000	$2,782,000	0%	$0	$0	$0	$2,782,000	$27,820	$2,754,180	$27,820
128	18 R 128	Urban Road Construction	96 Ave	208 St	216 St		1623	$11,722,000	$6,135,000	$5,587,000	0%	$0	$0	$0	$5,587,000	$55,870	$5,531,130	$55,870
129	18 R 129	Traffic Signal	96 Ave	210 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
130	18 R 130	Traffic Signal	96 Ave	213 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
131	18 R 131	Intersection Improvements & Signal	96 Ave	216 St				$1,445,000		$1,445,000	0%	$0	$0	$0	$1,445,000	$14,450	$1,430,550	$14,450
132	18 R 132	Roundabout	196 St	20 Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
133	18 R 133	Roundabout	196 St	28 Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
134	18 R 134	Traffic Signal	196 St	30 Ave		Cost-share		$189,000		$189,000	0%	$189,000	$0	$0	$189,000	$1,890	$187,110	$1,890
135	18 R 135	Traffic Signal	196 St	33A Ave		Cost-share		$189,000		$189,000	0%	$189,000	$0	$0	$189,000	$1,890	$187,110	$1,890
136	18 R 136	Traffic Signal	196 St	40 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
137	18 R 137	Urban Road Construction	196 St	64 Ave	Willowbrook Dr		303	$2,190,000	$1,146,000	$1,044,000	0%	$0	$0	$0	$1,044,000	$10,440	$1,033,560	$10,440
138	18 R 138	Traffic Signal	196 St	68 Ave		Cost-share		$158,000		$158,000	0%	$158,000	$0	$0	$158,000	$1,580	$156,420	$1,580
139	18 R 139	Traffic Signal	196 St	70 Ave		Cost-share		$158,000		$158,000	0%	$158,000	$0	$0	$158,000	$1,580	$156,420	$1,580
140	18 R 140	Roundabout	196 St	74B Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
141	18 R 141	Roundabout	196 St	76 Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
142	18 R 142	Roundabout	196 St	83 Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
143	18 R 143	Roundabout	196 St	87 Ave		Cost-share		$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
144	18 R 144	Roundabout	197 St	74B Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
145	18 R 145	Roundabout	197 St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
146	18 R 146	Roundabout	197 St	78 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
147	18 R 147	Roundabout	198 St	83 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
148	18 R 148	Roundabout	198 St	87 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
149	18 R 149	Roundabout	198A St	82 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
150	18 R 150	Traffic Signal	198A St	86 Ave				$378,000		$378,000	0%	$0	$378,000	$0	$378,000	$3,780	$374,220	$3,780
151	18 R 151	Roundabout	198B St	74B Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
152	18 R 152	Roundabout	198B St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
153	18 R 153	Roundabout	198B St	77 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
154	18 R 154	Bridge	199 St	77 Ave				$3,780,000		$3,780,000	0%	$0	$0	$0	$3,780,000	$37,800	$3,742,200	$37,800
155	18 R 155	Roundabout	199 St	78 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
156	18 R 156	Roundabout	199 St	81A Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
157	18 R 157	Roundabout	199 St	82 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
158	18 R 158	Roundabout	199 St	83 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
159	18 R 159	Urban Road Construction	200 St	16 Ave	20 Ave	Eligible for TransLink	807	$8,821,000	$3,051,000	$5,770,000	0%	$0	$0	$0	$5,770,000	$57,700	$5,712,300	$57,700
160	18 R 160	Traffic Signal	200 St	20 Ave		Eligible for TransLink		$478,000		$478,000	0%	$478,000	$0	$0	$478,000	$4,780	$473,220	$4,780
161	18 R 161	Urban Road Construction	200 St	20 Ave	24 Ave	Eligible for TransLink	802	$5,792,000	$3,032,000	$2,760,000	0%	$0	$0	$0	$2,760,000	$27,600	$2,732,400	$27,600
162	18 R 162	Traffic Signal	200 St	24 Ave		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
163	18 R 163	Urban Road Construction	200 St	24 Ave	28 Ave	Eligible for TransLink	806	$5,820,000	$3,046,000	$2,774,000	0%	$0	$0	$0	$2,774,000	$27,740	$2,746,260	$27,740
164	18 R 164	Expand Existing Bridge	200 St	26 Ave		Eligible for TransLink		$6,300,000		$6,300,000	0%	$0	$0	$0	$6,300,000	$63,000	$6,237,000	$63,000
165	18 R 165	Traffic Signal	200 St	28 Ave		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
166	18 R 166	Urban Road Construction	200 St	28 Ave	32 Ave	Eligible for TransLink	805	$5,813,000	$3,042,000	$2,771,000	0%	$0	$0	$0	$2,771,000	$27,710	$2,743,290	$27,710

TOWNSHIP OF LANGLEY
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167	18 R 167	Traffic Signal	200 St	30 Ave		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
168	18 R 168	Expand Existing Signal	200 St	32 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
169	18 R 169	Urban Road Construction	200 St	32 Ave	36 Ave	Eligible for TransLink	807	$4,711,000	$3,049,000	$1,662,000	0%	$0	$0	$0	$1,662,000	$16,620	$1,645,380	$16,620
170	18 R 170	Traffic Signal	200 St	33A Ave		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
171	18 R 171	Pedestrian Signal	200 St	35 Ave		Eligible for TransLink		$252,000		$252,000	0%	$252,000	$0	$0	$252,000	$2,520	$249,480	$2,520
172	18 R 172	Expand Existing Signal	200 St	36 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
173	18 R 173	Urban Road Construction	200 St	36 Ave	44A Ave	Eligible for TransLink	1644	$10,596,000		$10,596,000	0%	$0	$0	$0	$10,596,000	$105,960	$10,490,040	$105,960
174	18 R 174	Intersection Improvements	200 St	38 Ave		Eligible for TransLink		$1,130,000		$1,130,000	0%	$0	$0	$0	$1,130,000	$11,300	$1,118,700	$11,300
175	18 R 175	Expand Existing Signal	200 St	66 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
176	18 R 176	Special Arterial Widening	200 St	66 Ave	68 Ave	Eligible for TransLink	401	$3,005,000	$1,516,000	$1,489,000	0%	$0	$0	$0	$1,489,000	$14,890	$1,474,110	$14,890
177	18 R 177	Special Arterial Widening	200 St	68 Ave	70 Ave	Eligible for TransLink	402	$3,015,000	$1,521,000	$1,494,000	0%	$0	$0	$0	$1,494,000	$14,940	$1,479,060	$14,940
178	18 R 178	Median Work	200 St	70 Ave	72 Ave	Eligible for TransLink	404	$3,025,000	$1,526,000	$1,499,000	0%	$0	$0	$0	$1,499,000	$14,990	$1,484,010	$14,990
179	18 R 179	Special Arterial Widening	200 St	72 Ave	76 Ave	Eligible for TransLink	816	$6,255,000	$3,085,000	$3,170,000	0%	$0	$0	$0	$3,170,000	$31,700	$3,138,300	$31,700
180	18 R 180	Traffic Signal	200 St	76 Ave		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
181	18 R 181	Special Arterial Widening	200 St	76 Ave	80 Ave	Eligible for TransLink	823	$6,307,000	$3,111,000	$3,196,000	0%	$0	$0	$0	$3,196,000	$31,960	$3,164,040	$31,960
182	18 R 182	Pedestrian Signal	200 St	78 Ave		Eligible for TransLink		$252,000		$252,000	0%	$252,000	$0	$0	$252,000	$2,520	$249,480	$2,520
183	18 R 183	Expand Existing Signal	200 St	80 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
184	18 R 184	Special Arterial Widening	200 St	80 Ave	82 Ave	Eligible for TransLink	408	$3,124,000	$1,541,000	$1,583,000	0%	$0	$0	$0	$1,583,000	$15,830	$1,567,170	$15,830
185	18 R 185	Expand Existing Signal	200 St	82 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
186	18 R 186	Special Arterial Widening	200 St	82 Ave	84 Ave	Eligible for TransLink	409	$3,131,000	$1,545,000	$1,586,000	0%	$0	$0	$0	$1,586,000	$15,860	$1,570,140	$15,860
187	18 R 187	Expand Existing Signal	200 St	84 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
188	18 R 188	Intersection Improvements	200 St	Willowbrook Dr		Eligible for TransLink		$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
189	18 R 189	Rail Overpass	200 St			Cost-share with MOTI and other parties[3]		$7,560,000		$7,560,000	0%	$0	$0	$0	$7,560,000	$75,600	$7,484,400	$75,600
190	18 R 190	Traffic Signal	201 St	66 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
191	18 R 191	Roundabout	201 St	74B Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
192	18 R 192	Roundabout	201 St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
193	18 R 193	Roundabout	201 St	82 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
194	18 R 194	Roundabout	201 St	83 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
195	18 R 195	Roundabout	201 St	84 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
196	18 R 196	Roundabout	201 St	85 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
197	18 R 197	Urban Road Construction	202 / 202A St	80 Ave	82 Ave		416	$2,566,000	$1,572,000	$994,000	0%	$0	$0	$0	$994,000	$9,940	$984,060	$9,940
198	18 R 198	Traffic Signal	202 St	82 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
199	18 R 199	Urban Road Construction	202 St	82 Ave	84 Ave		415	$2,560,000	$1,569,000	$991,000	0%	$0	$0	$0	$991,000	$9,910	$981,090	$9,910
200	18 R 200	Traffic Signal	202 St	83 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
201	18 R 201	Traffic Signal	202 St	84 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
202	18 R 202	Urban Road Construction	202 St	84 Ave	86 Ave		399	$2,461,000	$1,508,000	$953,000	0%	$0	$0	$0	$953,000	$9,530	$943,470	$9,530
203	18 R 203	Traffic Signal	202 St	85 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
204	18 R 204	Traffic Signal	202 St	92A Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
205	18 R 205	Urban Road Construction	202A St	72 Ave	76 Ave		809	$4,988,000	$3,057,000	$1,931,000	0%	$0	$0	$0	$1,931,000	$19,310	$1,911,690	$19,310
206	18 R 206	Traffic Signal	202A St	76 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
207	18 R 207	Urban Road Construction	202A St	76 Ave	80 Ave		824	$5,079,000	$3,113,000	$1,966,000	0%	$0	$0	$0	$1,966,000	$19,660	$1,946,340	$19,660
208	18 R 208	Traffic Signal	202A St	78 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
209	18 R 209	Urban Road Construction	202B St	68 Ave	72 Ave		827	$5,101,000	$3,126,000	$1,975,000	0%	$0	$0	$0	$1,975,000	$19,750	$1,955,250	$19,750
210	18 R 210	Traffic Signal	202B St	70A Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
211	18 R 211	Urban Road Construction	203 St	62 Ave	64 Ave		459	$5,898,000	$1,736,000	$4,162,000	0%	$0	$0	$0	$4,162,000	$41,620	$4,120,380	$41,620
212	18 R 212	Expand Existing Signal	203 St	65 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
213	18 R 213	Urban Road Construction	203 St	65 Ave	66 Ave		218	$1,346,000	$824,000	$522,000	0%	$0	$0	$0	$522,000	$5,220	$516,780	$5,220
214	18 R 214	Expand Existing Signal	203 St	66 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
215	18 R 215	Urban Road Construction	203 St	66 Ave	68 Ave		406	$2,504,000	$1,535,000	$969,000	0%	$0	$0	$0	$969,000	$9,690	$959,310	$9,690
216	18 R 216	Road Improvements	203 St	Langley Bypass	62 Ave	Cost-share	199	$5,110,000	$754,000	$4,356,000	0%	$0	$0	$0	$4,356,000	$43,560	$4,312,440	$43,560
217	18 R 217	Traffic Signal	204 St	28 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
218	18 R 218	Traffic Signal	204 St	36 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
219	18 R 219	Roundabout	204 St	42 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
220	18 R 220	Roundabout	204 St	44 Ave		Cost-share		$32,000		$32,000	0%	$0	$32,000	$0	$32,000	$320	$31,680	$320
221	18 R 221	Intersection Improvements	204 St	66 Ave				$95,000		$95,000	0%	$0	$0	$0	$95,000	$950	$94,050	$950
222	18 R 222	Roundabout	204 St	70 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
223	18 R 223	Roundabout	204 St	73A Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
224	18 R 224	Roundabout	204 St	74B Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
225	18 R 225	Roundabout	204 St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
226	18 R 226	Roundabout	204 St	78 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
227	18 R 227	Roundabout (credits owed)	204 St	82 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$0	$63,000	$0
228	18 R 228	Roundabout	204 St	84 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
229	18 R 229	Roundabout	206 St	68 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
230	18 R 230	Roundabout	206 St	70 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
231	18 R 231	Roundabout	206 St	73A Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
232	18 R 232	Roundabout	206 St	74B Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
233	18 R 233	Roundabout	206 St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
234	18 R 234	Roundabout	206 St	78 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
235	18 R 235	Roundabout	207 St	68 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
236	18 R 236	Roundabout	207 St	70 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
237	18 R 237	Rural Road Construction	208 St	16 St	20 Ave		805	$6,414,000	$3,044,000	$3,370,000	0%	$0	$0	$0	$3,370,000	$33,700	$3,336,300	$33,700
238	18 R 238	Traffic Signal	208 St	20 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
239	18 R 239	Urban Road Construction	208 St	20 Ave	24 Ave		804	$5,808,000	$3,040,000	$2,768,000	0%	$0	$0	$0	$2,768,000	$27,680	$2,740,320	$27,680
240	18 R 240	Traffic Signal	208 St	24 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
241	18 R 241	Urban Road Construction	208 St	24 Ave	32 Ave		1616	$11,668,000	$6,107,000	$5,561,000	0%	$0	$0	$0	$5,561,000	$55,610	$5,505,390	$55,610
242	18 R 242	Traffic Signal	208 St	28 Ave				$504,000		$504,000	0%	$504,000	$0	$0	$504,000	$5,040	$498,960	$5,040
243	18 R 243	Traffic Signal	208 St	32 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
244	18 R 244	Urban Road Construction	208 St	32 Ave	36 Ave		809	$5,840,000	$3,057,000	$2,783,000	0%	$0	$0	$0	$2,783,000	$27,830	$2,755,170	$27,830
245	18 R 245	Traffic Signal	208 St	36 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
246	18 R 246	Urban Road Construction	208 St	36 Ave	40 Ave		798	$5,762,000	$3,016,000	$2,746,000	0%	$0	$0	$0	$2,746,000	$27,460	$2,718,540	$27,460
247	18 R 247	Expand Existing Signal	208 St	37A Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
248	18 R 248	Intersection Improvements & Signal	208 St	40 Ave				$252,000		$252,000	0%	$0	$0	$0	$252,000	$2,520	$249,480	$2,520
249	18 R 249	Urban Road Construction	208 St	40 Ave	44 Ave		813	$5,871,000	$3,073,000	$2,798,000	0%	$0	$0	$0	$2,798,000	$27,980	$2,770,020	$27,980

TOWNSHIP OF LANGLEY
Roads DCC Program

Label	DCC ID	Description	Location	From	To	Cost-Sharing	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Signals (Group A)	Roundabouts (Group B)	16 Avenue (Group C)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
250	18 R 250	Expand Existing Signal	208 St	44 Ave		Cost-share		$236,000		$236,000	0%	$236,000	$0	$0	$236,000	$2,360	$233,640	$2,360
251	18 R 251	Traffic Signal	208 St	68 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
252	18 R 252	Urban Road Construction	208 St	68 Ave	70 Ave		405	$2,921,000	$1,529,000	$1,392,000	0%	$0	$0	$0	$1,392,000	$13,920	$1,378,080	$13,920
253	18 R 253	Expand Existing Signal	208 St	70 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
254	18 R 254	Urban Road Construction	208 St	70 Ave	72 Ave		408	$3,053,000	$1,540,000	$1,513,000	0%	$0	$0	$0	$1,513,000	$15,130	$1,497,870	$15,130
255	18 R 255	Expand Existing Signal	208 St	72 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
256	18 R 256	Urban Road Construction	208 St	72 Ave	74B Ave		528	$3,957,000	$1,997,000	$1,960,000	0%	$0	$0	$0	$1,960,000	$19,600	$1,940,400	$19,600
257	18 R 257	Traffic Signal	208 St	73A Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
258	18 R 258	Traffic Signal	208 St	74B Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
259	18 R 259	Urban Road Construction	208 St	74B Ave	76 Ave		285	$2,056,000	$1,076,000	$980,000	0%	$0	$0	$0	$980,000	$9,800	$970,200	$9,800
260	18 R 260	Traffic Signal	208 St	76 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
261	18 R 261	Urban Road Construction	208 St	76 Ave	77A Ave		275	$1,987,000	$1,040,000	$947,000	0%	$0	$0	$0	$947,000	$9,470	$937,530	$9,470
262	18 R 262	Expand Existing Signal	208 St	77A Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
263	18 R 263	Urban Road Construction	208 St	77A Ave	80 Ave		537	$3,877,000	$2,029,000	$1,848,000	0%	$0	$0	$0	$1,848,000	$18,480	$1,829,520	$18,480
264	18 R 264	Expand Existing Signal	208 St	78B Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
265	18 R 265	Expand Existing Signal	208 St	80 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
266	18 R 266	Urban Road Construction	208 St	80 Ave	82 Ave		401	$2,895,000	$1,515,000	$1,380,000	0%	$0	$0	$0	$1,380,000	$13,800	$1,366,200	$13,800
267	18 R 267	Expand Existing Signal	208 St	82 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
268	18 R 268	Urban Road Construction	208 St	82 Ave	84 Ave		424	$3,061,000	$1,602,000	$1,459,000	0%	$0	$0	$0	$1,459,000	$14,590	$1,444,410	$14,590
269	18 R 269	Expand Existing Overpass (borrowing)	208 St	Hwy 1				$11,300,000		$11,300,000	0%	$0	$0	$0	$11,300,000	$113,000	$11,187,000	$113,000
270	18 R 270	Roundabout	209 St	76 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
271	18 R 271	Urban Road Construction	212 Conn	208 St	210 St		423	$3,053,000	$1,598,000	$1,455,000	0%	$0	$0	$0	$1,455,000	$14,550	$1,440,450	$14,550
272	18 R 272	Traffic Signal	212 Conn	210 St				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
273	18 R 273	Urban Road Construction	212 Conn	210 St	77A Ave		767	$5,538,000	$2,898,000	$2,640,000	0%	$0	$0	$0	$2,640,000	$26,400	$2,613,600	$26,400
274	18 R 274	Urban Road Construction	212 St	78 Ave	80 Ave		482	$4,364,000	$1,822,000	$2,542,000	0%	$0	$0	$0	$2,542,000	$25,420	$2,516,580	$25,420
275	18 R 275	Urban Road Construction	214 St	81 Ave	82 Ave		200	$1,099,000	$756,000	$343,000	0%	$0	$0	$0	$343,000	$3,430	$339,570	$3,430
276	18 R 276	Rural Road Construction - Pave Shoulders	216 St	16 Ave	24 Ave		1610	$4,101,000	$1,521,000	$2,580,000	0%	$0	$0	$0	$2,580,000	$25,800	$2,554,200	$25,800
277	18 R 277	Traffic Signal	216 St	24 Ave				$604,000		$604,000	0%	$604,000	$0	$0	$604,000	$6,040	$597,960	$6,040
278	18 R 278	Rural Road Construction - Pave Shoulders	216 St	24 Ave	32 Ave		1610	$7,157,000	$1,521,000	$5,636,000	0%	$0	$0	$0	$5,636,000	$56,360	$5,579,640	$56,360
279	18 R 279	Traffic Signal	216 St	32 Ave				$604,000		$604,000	0%	$604,000	$0	$0	$604,000	$6,040	$597,960	$6,040
280	18 R 280	Rural Road Construction - Pave Shoulders	216 St	32 Ave	40 Ave		1629	$7,243,000	$1,539,000	$5,704,000	0%	$0	$0	$0	$5,704,000	$57,040	$5,646,960	$57,040
281	18 R 281	Traffic Signal	216 St	36 Ave				$604,000		$604,000	0%	$604,000	$0	$0	$604,000	$6,040	$597,960	$6,040
282	18 R 282	Traffic Signal	216 St	40 Ave				$604,000		$604,000	0%	$604,000	$0	$0	$604,000	$6,040	$597,960	$6,040
283	18 R 283	Rural Road Construction - Pave Shoulders	216 St	40 Ave	44 Ave		810	$3,600,000	$765,000	$2,835,000	0%	$0	$0	$0	$2,835,000	$28,350	$2,806,650	$28,350
284	18 R 284	Traffic Signal	216 St	44 Ave				$604,000		$604,000	0%	$604,000	$0	$0	$604,000	$6,040	$597,960	$6,040
285	18 R 285	Urban Road Construction	216 St	44 Ave	48 Ave		806	$11,798,000	$3,047,000	$8,751,000	0%	$0	$0	$0	$8,751,000	$87,510	$8,663,490	$87,510
286	18 R 286	Urban Road Construction	216 St	52 Ave	56 Ave	Eligible for TransLink	703	$10,295,000	$2,659,000	$7,636,000	0%	$0	$0	$0	$7,636,000	$76,360	$7,559,640	$76,360
287	18 R 287	Expand Existing Signal	216 St	56 Ave		Eligible for TransLink		$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
288	18 R 288	Rural Road Construction	216 St	56 Ave	64 Ave	Eligible for TransLink	1684	$9,487,000	$1,592,000	$7,895,000	0%	$0	$0	$0	$7,895,000	$78,950	$7,816,050	$78,950
289	18 R 289	Rural Road Construction	216 St	64 Ave	6700 Block	Eligible for TransLink	500	$2,817,000	$473,000	$2,344,000	0%	$0	$0	$0	$2,344,000	$23,440	$2,320,560	$23,440
290	18 R 290	Urban Road Construction	216 St	6700 Block	Glover Rd	Eligible for TransLink	323	$4,729,000	$1,221,000	$3,508,000	0%	$0	$0	$0	$3,508,000	$35,080	$3,472,920	$35,080
291	18 R 291	Urban Road Construction	216 St	76 Ave	78 Ave		403	$5,142,000	$1,523,000	$3,619,000	0%	$0	$0	$0	$3,619,000	$36,190	$3,582,810	$36,190
292	18 R 292	Urban Road Construction	216 St	78 Ave	80 Ave		300	$3,828,000	$1,134,000	$2,694,000	0%	$0	$0	$0	$2,694,000	$26,940	$2,667,060	$26,940
293	18 R 293	Urban Road Construction	216 St	80 Ave	NB dual LT		100	$1,438,000	$378,000	$1,060,000	0%	$0	$0	$0	$1,060,000	$10,600	$1,049,400	$10,600
294	18 R 294	Urban Road Construction	216 St	91 Ave	96 Ave		1012	$6,244,000	$3,826,000	$2,418,000	0%	$0	$0	$0	$2,418,000	$24,180	$2,393,820	$24,180
295	18 R 295	Rural Road Construction	216 St	Glover Rd	76 Ave		1164	$6,558,000	$1,100,000	$5,458,000	0%	$0	$0	$0	$5,458,000	$54,580	$5,403,420	$54,580
296	18 R 296	Urban Road Construction	216 St	Telegraph Tr	88 Ave		508	$5,600,000	$1,921,000	$3,679,000	0%	$0	$0	$0	$3,679,000	$36,790	$3,642,210	$36,790
297	18 R 297	Intersection Improvements & Signal	232 St	48 Ave		Eligible for TransLink		$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
298	18 R 298	Roundabout	232 St	64 Ave		Eligible for TransLink		$1,663,000		$1,663,000	0%	$0	$0	$0	$1,663,000	$16,630	$1,646,370	$16,630
299	18 R 299	Intersection Improvements	232 St	Rawlison Cres				$730,000		$730,000	0%	$0	$0	$0	$730,000	$7,300	$722,700	$7,300
300	18 R 300	Traffic Signal	264 St	24 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
301	18 R 301	Traffic Signal	264 St	26 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
302	18 R 302	Traffic Signal	264 St	29 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
303	18 R 303	Traffic Signal	264 St	30A Ave				$504,000		$504,000	0%	$504,000	$0	$0	$504,000	$5,040	$498,960	$5,040
304	18 R 304	Traffic Signal	264 St	35 Ave				$504,000		$504,000	0%	$504,000	$0	$0	$504,000	$5,040	$498,960	$5,040
305	18 R 305	Intersection Improvements	272 St	26 Ave				$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
306	18 R 306	Roundabout	272 St	29 Ave				$63,000		$63,000	0%	$0	$63,000	$0	$63,000	$630	$62,370	$630
307	18 R 307	Urban Road Construction	272 St	29 Ave	Fraser Hwy		270	$1,360,000	$1,019,000	$341,000	0%	$0	$0	$0	$341,000	$3,410	$337,590	$3,410
308	18 R 308	Traffic Signal	272 St	35 Ave				$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
309	18 R 309	Urban Road Construction	272 St	Fraser Hwy	32 Ave		273	$1,379,000	$1,033,000	$346,000	0%	$0	$0	$0	$346,000	$3,460	$342,540	$3,460
310	18 R 310	Urban Road Construction	Crush Cres	6900 Block	Glover Rd		256	$3,741,000	$966,000	$2,775,000	0%	$0	$0	$0	$2,775,000	$27,750	$2,747,250	$27,750
311	18 R 311	Rural Road Construction	Crush Cres	Smith Cres	6900 Block		787	$4,431,000	$743,000	$3,688,000	0%	$0	$0	$0	$3,688,000	$36,880	$3,651,120	$36,880
312	18 R 312	Pedestrian Overpass	Fraser Hwy	221 St		Eligible for TransLink		$3,780,000		$3,780,000	0%	$0	$0	$0	$3,780,000	$37,800	$3,742,200	$37,800
313	18 R 313	Traffic Signal	Fraser Hwy	228 St		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
314	18 R 314	Urban Road Construction	Fraser Hwy	23300 Block	240 St	Eligible for TransLink	1429	$20,953,000	$5,400,000	$15,553,000	0%	$0	$0	$0	$15,553,000	$155,530	$15,397,470	$155,530
315	18 R 315	Urban Road Construction	Fraser Hwy	240 St	248 St	Eligible for TransLink	1717	$25,183,000	$6,490,000	$18,693,000	0%	$0	$0	$0	$18,693,000	$186,930	$18,506,070	$186,930
316	18 R 316	Urban Road Construction	Fraser Hwy	248 St	256 St	Eligible for TransLink	1712	$25,100,000	$6,469,000	$18,631,000	0%	$0	$0	$0	$18,631,000	$186,310	$18,444,690	$186,310
317	18 R 317	Traffic Signal	Fraser Hwy	256 St		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
318	18 R 318	Urban Road Construction	Fraser Hwy	256 St	260 St	Eligible for TransLink	879	$12,896,000	$3,324,000	$9,572,000	0%	$0	$0	$0	$9,572,000	$95,720	$9,476,280	$95,720
319	18 R 319	Urban Road Construction	Fraser Hwy	260 St	264 St	Eligible for TransLink	827	$5,974,000	$3,127,000	$2,847,000	0%	$0	$0	$0	$2,847,000	$28,470	$2,818,530	$28,470
320	18 R 320	Traffic Signal	Fraser Hwy	262 St		Eligible for TransLink		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
321	18 R 321	Urban Road Construction	Fraser Hwy	264St	268 St	Eligible for TransLink	808	$5,838,000	$3,056,000	$2,782,000	0%	$0	$0	$0	$2,782,000	$27,820	$2,754,180	$27,820
322	18 R 322	Urban Road Construction	Fraser Hwy	270 St	271 St	Eligible for TransLink	315	$2,272,000	$1,189,000	$1,083,000	0%	$0	$0	$0	$1,083,000	$10,830	$1,072,170	$10,830
323	18 R 323	Intersection Improvements & Signal	Fraser Hwy	272 St		Eligible for TransLink		$830,000		$830,000	0%	$0	$0	$0	$830,000	$8,300	$821,700	$8,300
324	18 R 324	Intersection Improvements & Signal	Fraser Hwy	273 St		Eligible for TransLink		$830,000		$830,000	0%	$0	$0	$0	$830,000	$8,300	$821,700	$8,300
325	18 R 325	Urban Road Construction	Fraser Hwy	273 St	276 St	Eligible for TransLink	547	$3,948,000	$2,066,000	$1,882,000	0%	$0	$0	$0	$1,882,000	$18,820	$1,863,180	$18,820
326	18 R 326	Rail Overpass	Glover Rd	216 St		Cost-share with MOTI and other parties [3]		$22,050,000		$22,050,000	0%	$0	$0	$0	$22,050,000	$220,500	$21,829,500	$220,500
327	18 R 327	Traffic Signal	Glover Rd	216 St		Cost share with MOTI [4]		$378,000		$378,000	0%	$378,000	$0	$0	$378,000	$3,780	$374,220	$3,780
328	18 R 328	Traffic Signal	Glover Rd	96 Ave				$504,000		$504,000	0%	$0	$0	$0	$504,000	$5,040	$498,960	$5,040
329	18 R 329	Intersection Improvements	Glover Rd	Crush Cres				$630,000		$630,000	0%	$0	$0	$0	$630,000	$6,300	$623,700	$6,300
330	18 R 330	Traffic Signal or Roundabout	Glover Rd	Rawlison Cres				$730,000		$730,000	0%	$0	$0	$0	$730,000	$7,300	$722,700	$7,300
331	18 R 331	Roundabout	Glover Rd	Telegraph Tr				$604,000		$604,000	0%	$0	$0	$0	$604,000	$6,040	$597,960	$6,040
332	18 R 332	Interchange (underway - borrowing)	Hwy 1	216 St		Cost-share with MOTI and other parties [5]		$18,900,000		$18,900,000	0%	$0	$0	$0	$18,900,000	$189,000	$18,711,000	$189,000

TOWNSHIP OF LANGLEY
Roads DCC Program

Label	DCC ID	Description	Location	From	To	Cost-Sharing	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Signals (Group A)	Roundabouts (Group B)	16 Avenue (Group C)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
333	18 R 333	Interchange [6]	Hwy 1	232 St		Cost-share with MOTI and other parties [5]		$44,442,000		$44,442,000	4%	$0	$0	$0	$42,664,320	$426,643	$42,237,677	$2,204,323
334	18 R 334	Interchange	Hwy 1	264 St		Cost-share with MOTI and other parties [5]		$14,000,000		$14,000,000	0%	$0	$0	$0	$14,000,000	$140,000	$13,860,000	$140,000
335	18 R 335	Overpass	Hwy 1	272 St				$10,000,000		$10,000,000	0%	$0	$0	$0	$10,000,000	$100,000	$9,900,000	$100,000
336	18 R 336	Overpass (borrowing)	Mufford	Glover Rd				$7,744,396		$7,744,396	0%	$0	$0	$0	$7,744,396	$0	$7,744,396	$0
337	18 R 337	Expand Existing Signal	Willowbrook Conn	64 Ave				$315,000		$315,000	0%	$315,000	$0	$0	$315,000	$3,150	$311,850	$3,150
338	18 R 338	Urban Road Construction	Willowbrook Conn	64 Ave	68 Ave		1029	$7,441,000	$3,889,000	$3,552,000	0%	$0	$0	$0	$3,552,000	$35,520	$3,516,480	$35,520
339	18 R 339	Expand Existing Signal	Willowbrook Conn	65 Ave				$365,000		$365,000	0%	$365,000	$0	$0	$365,000	$3,650	$361,350	$3,650
340	18 R 340	Miscellaneous Roads DCC Projects	General					$10,000,000		$10,000,000	0%	$0	$0	$0	$10,000,000	$100,000	$9,900,000	$100,000
341	18 R 341	Miscellaneous Cycling	General			Cost-share with Translink [7]		$12,500,000		$12,500,000	0%	$0	$0	$0	$12,500,000	$125,000	$12,375,000	$125,000
342	18 R 342	Outstanding Frontending Agreements						$1,370,105		$1,370,105	0%	$0	$0	$0	$1,370,105	$0	$1,370,105	$0
		TOTAL						**$1,008,662,501**	**$286,937,000**	**$721,725,501**		**$43,034,000**	**$4,064,000**	**$107,570,000**	**$710,630,621**	**$7,008,531**	**$703,622,090**	**$18,103,411**
		REDUCTIONS													$100,704,600	$1,007,046	$99,697,554	$1,007,046
															$609,926,021	**$6,001,485**	**$603,924,536**	**$17,096,365**

r Translink projects refer to those that are eligible for Major Road Network and Bicycle Funding (MRNB) and Bicycle Infrastrucrure Capital Cost Sharing (BICCS). Because certainty around which projects will be required first, Translink funding will be spent on eligible projects that occur first (see also note 6).

Reductions8

	Benefit to New Development	Will Not Complete in 20 yrs.	Reduction
Signals (Group A)	$ 43,034,000	20%	$ 8,606,800
Roundabouts (Group B)	$ 4,064,000	20%	$ 812,800
16 Avenue (Group C)	$ 107,570,000	50%	$ 53,785,000
MRNB Contributions	$1.5M/yr * 25yrs		$ 37,500,000
			$ 100,704,600

erwise noted, projects with cost-sharing are those where costs are shared with another municipality. Only the Township of Langley's portion for these projects is included in rtation Program.

ing for rail overpass projects is based on identifed need in the Roberts Bank Trade Area Study in 2016. The study cited the previous Roberts Bank Rail Corridor Program as a model, including the cost sharing agreement, so new rail overpass projects anticipate the same funding agreement from parties such as CP Rail, CN Rail, Southern Rail of ink, MoTI, ICBC, Port Metro Vancouver and Transport Canada.

an interim solution that preceeds the 216 St. Rail Overpass project and costs are split 50/50 with MoTI.

nterchange projects are typically shared between municipalities and MoTI. The Township historically contributes 1/3 to 1/2 of project costs. 216 Street Interchange is under n and cost sharing discussions for 232 St. Interchanged have been proposed with a 1/3 cost to the Township. 264 St. Interchange is expected to have a similar cost-share

nterest as per anticipated 20 year amortization based on current MFA interest rates. Benefit Allocation to existing is based on ToL's portion of cost ($1.1 M) for safety upgrade have mitigated existing safety deficiencies.

has confirmed contribution of $500,000 per year for cycling projects in urban areas to match ToL investment. As both existing and future residents will benefit, costs are 0% each to existing and new residents. The $12.5 M included in the program represents the costs to new development.

of projects for Signals, Roundabouts and 16 Avenue upgrades are not anticipated to be completed within the DCC timeframe. Reductions represent portion of projects to occur outside the DCC timeframe without restricting specific projects. MRNB contributions of $1.5 M/yr will apply towards eligible projects from these categories and will new development.

TOWNSHIP OF LANGLEY
Roads DCC Rate Calculation

A: Roads DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Average Vehicle Trip Ends/Unit	Trip Ends	% Trip Ends
Residential					
Residential 1	10,000	dwelling units	1	10,000.00	31%
Residential 2	6,000	dwelling units	0.975	5,850.00	18%
Residential 3	13,800	dwelling units	0.85	11,730.00	37%
Residential 4	2,200	dwelliing units	0.75	1,650.00	5%
Commercial				0.00	0%
Commercial 1	19,550	square metres gross floor area	0.005	97.75	0%
Commercial 2	19,550	square metres gross floor area	0.0039	76.25	0%
Commercial 3	3,500	square metres gross floor area	0.0018	6.30	0%
Industrial	201	hectare	7.7545	1,558.65	5%
Institutional	335,000	square metres gross floor area	0.0024	804.00	3%
			Total Trip Ends	31,772.95 (a)	100%

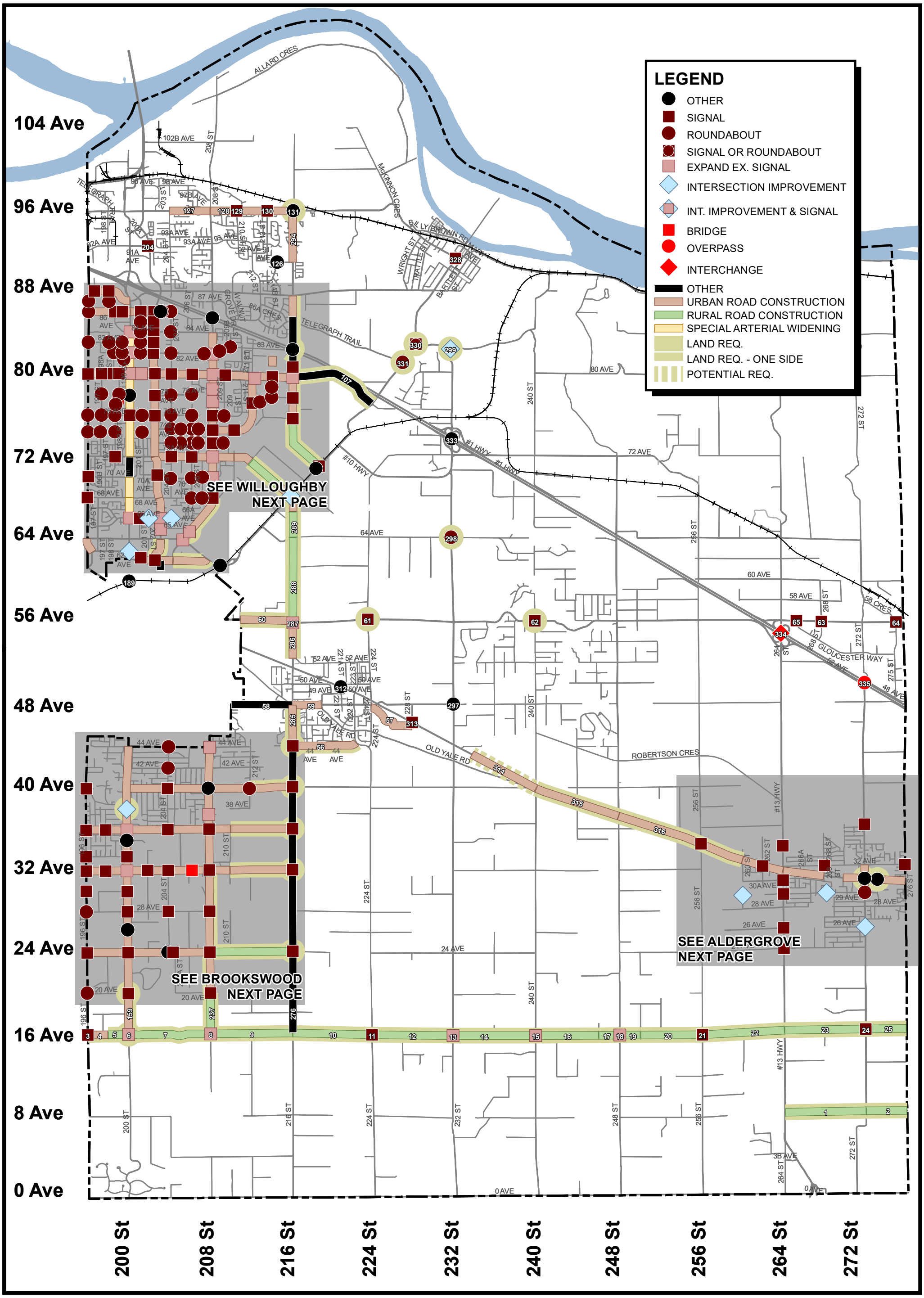
B: Unit Roads DCC Calculation		
Net Transportation DCC Program Recoverable	$603,924,535.64	(b)
Existing DCC Reserve Monies	$18,570,802.53	(c)
Net Amount to be Paid by DCCs	$585,353,733.11	(d) = (b) - (c)
DCC per trip end	$18,423.02	(e) = (d) / (a)

C: Resulting Roads DCCs				DCC Revenue Estimates
Residential				
Residential 1	$18,423	per dwelling unit	(e) x Col. (3)	$184,230,215.43
Residential 2	$17,962	per dwelling unit	(e) x Col. (3)	$107,774,676.02
Residential 3	$15,660	per dwelling unit	(e) x Col. (3)	$216,102,042.69
Residential 4	$13,817	per dwelling unit	(e) x Col. (3)	$30,397,985.55
Commercial				
Commercial 1	$92.12	per square metres gross floor area	(e) x Col. (3)	$1,800,850.36
Commercial 2	$71.85	per square metres gross floor area	(e) x Col. (3)	$1,404,663.28
Commercial 3	$33.16	per square metres gross floor area	(e) x Col. (3)	$116,065.04
Industrial	$142,861.32	per hectare development area	(e) x Col. (3)	$28,715,125.43
	$14.29	*per square metres development area*		
Institutional	$44.22	per square metres gross floor area	(e) x Col. (3)	$14,812,109.32

Township of Langley
Est. 1873

TOWNSHIP OF LANGLEY
2018 HIGHWAY DCC PROGRAM

G.1



June 2019

Township of Langley
Est. 1873

TOWNSHIP OF LANGLEY
2018 HIGHWAY DCC PROGRAM

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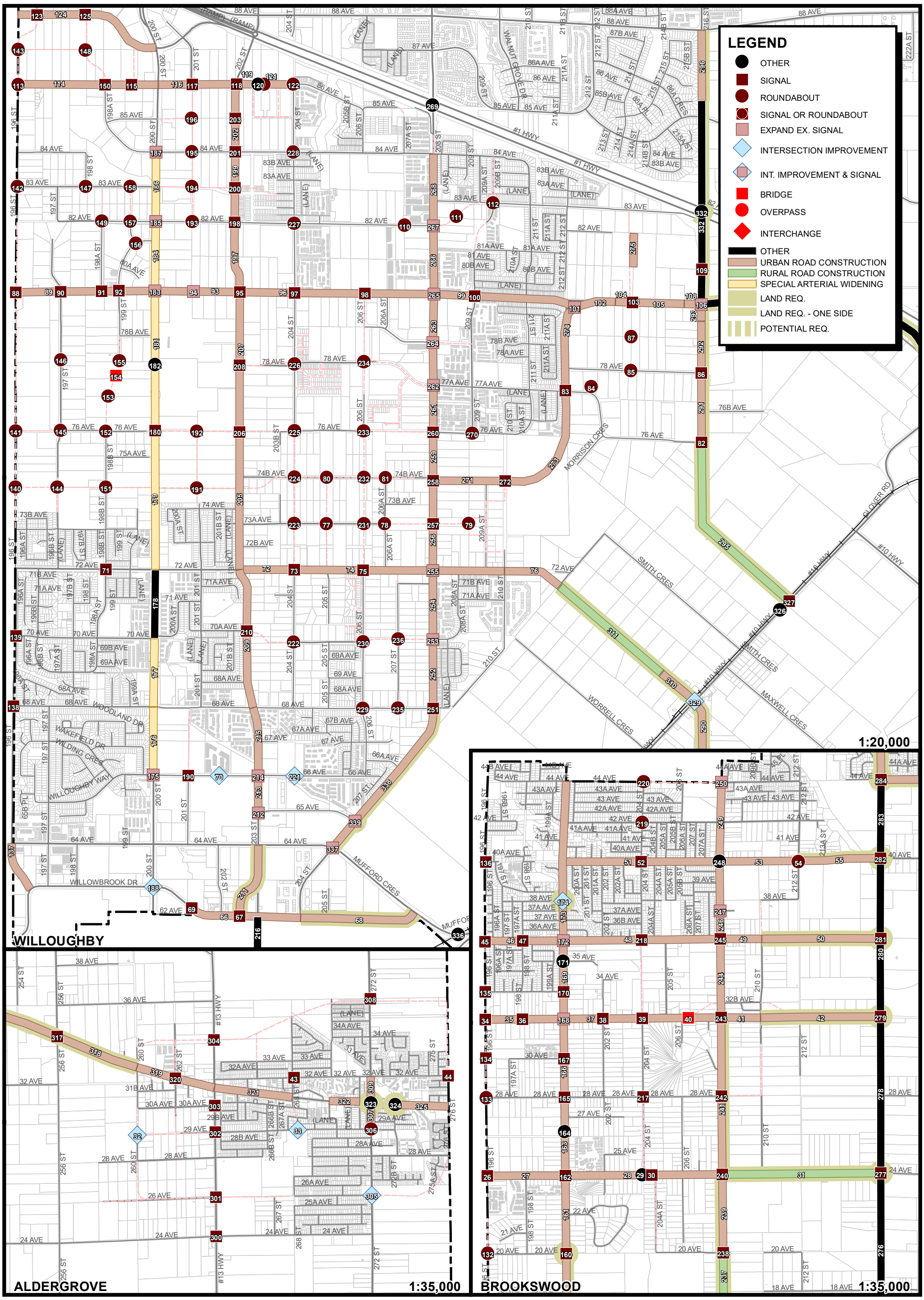

June 2019

TOWNSHIP OF LANGLEY
Sanitary DCC Program

Label	DCC ID	Description	Location	From	To	Cost Share	Diameter	GIS Length	Area L	Area W	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	18 S 001	Sanitary PS	24 Ave	196 St					20	20	$2,187,000	$0	$2,187,000	0%	$ 2,187,000	$ 21,870	$ 2,165,130	$21,870
2	18 S 002	Trunk Sewer	24 Ave	196 St	200 St		450	792			$699,000	$499,000	$200,000	0%	$ 200,000	$ 2,000	$ 198,000	$2,000
3	18 S 003	Forcemain	24 Ave	196 St PS	200 St		250F	802			$455,000	$0	$455,000	0%	$ 455,000	$ 4,550	$ 450,450	$4,550
6	18 S 006	Trunk Sewer	28 Ave	204 St	200 St		450	808			$713,000	$509,000	$204,000	0%	$ 204,000	$ 2,040	$ 201,960	$2,040
7	18 S 007	Trunk Sewer	28 Ave	204 St	206 St		375	402			$329,000	$253,000	$76,000	0%	$ 76,000	$ 760	$ 75,240	$760
10	18 S 010	Trunk Sewer	32 Ave	200 St	202 St		450	405			$357,000	$255,000	$102,000	0%	$ 102,000	$ 1,020	$ 100,980	$1,020
11	18 S 011	Trunk Sewer	32 Ave	202 St	206 St		375	657			$538,000	$414,000	$124,000	0%	$ 124,000	$ 1,240	$ 122,760	$1,240
12	18 S 012	Trunk Sewer	33 Ave	199A St	200 St		450	150			$132,000	$95,000	$37,000	33%	$ 24,790	$ 248	$ 24,542	$12,458
13	18 S 013	Sanitary PS	33A Ave	196 St					20	10	$2,038,000	$0	$2,038,000	33%	$ 1,365,460	$ 13,655	$ 1,351,805	$686,195
14	18 S 014	Forcemain	33A Ave	196 St PS	199A St		250F	648			$367,000	$0	$367,000	33%	$ 245,890	$ 2,459	$ 243,431	$123,569
15	18 S 015	Trunk Sewer	36 Ave	202 St	208 St		375	1211			$992,000	$763,000	$229,000	0%	$ 229,000	$ 2,290	$ 226,710	$2,290
16	18 S 016	Upsize Existing Sewer	40 Ave	200 St	201 St		525	199			$188,000	$0	$188,000	0%	$ 188,000	$ 1,880	$ 186,120	$1,880
17	18 S 017	Trunk Sewer	40 Ave	201 St	202 St		525	199			$188,000	$125,000	$63,000	0%	$ 63,000	$ 630	$ 62,370	$630
18	18 S 018	Trunk Sewer	40 Ave	202 St	208 St		375	1216			$996,000	$766,000	$230,000	0%	$ 230,000	$ 2,300	$ 227,700	$2,300
19	18 S 019	Trunk Sewer	40 Ave	208 St	212 St		375	812			$665,000	$512,000	$153,000	0%	$ 153,000	$ 1,530	$ 151,470	$1,530
20	18 S 020	Trunk Sewer	42 Ave	200 St	208 St		375	1607			$1,317,000	$1,013,000	$304,000	0%	$ 304,000	$ 3,040	$ 300,960	$3,040
21	18 S 021	Trunk Sewer	42 Ave	208 St	212 St		375	678			$555,000	$427,000	$128,000	0%	$ 128,000	$ 1,280	$ 126,720	$1,280
22	18 S 022	Trunk Sewer	67 Ave	203B St	204 St		450	81			$72,000	$51,000	$21,000	0%	$ 21,000	$ 210	$ 20,790	$210
23	18 S 023	Upsize Existing Sewer	68 Ave	208 St	208A St		450	96			$85,000	$0	$85,000	0%	$ 85,000	$ 850	$ 84,150	$850
24	18 S 024	Trunk Sewer	76 Ave	215 St	76 Ave PS		250	243			$168,000	$153,000	$15,000	0%	$ 15,000	$ 150	$ 14,850	$150
25	18 S 025	Sanitary PS	76 Ave	216 St					20	41	$2,498,000	$0	$2,498,000	0%	$ 2,498,000	$ 24,980	$ 2,473,020	$24,980
26	18 S 026	Forcemain	76 Ave	76 Ave PS	212 St		200F	1040			$524,000	$0	$524,000	0%	$ 524,000	$ 5,240	$ 518,760	$5,240
27	18 S 027	Trunk Sewer	80 Ave	197 St	198A St		300	250			$189,000	$158,000	$31,000	0%	$ 31,000	$ 310	$ 30,690	$310
28	18 S 028	Upsize Existing Sewer	80 Ave	199 St	198A St		375	101			$83,000	$0	$83,000	0%	$ 83,000	$ 830	$ 82,170	$830
29	18 S 029	Trunk Sewer	80 Ave	215 St	216 St		250	406			$281,000	$256,000	$25,000	0%	$ 25,000	$ 250	$ 24,750	$250
30	18 S 030	Sanitary PS	81 Ave	216 St					20	45	$2,557,000	$0	$2,557,000	0%	$ 2,557,000	$ 25,570	$ 2,531,430	$25,570
31	18 S 031	Forcemain	81 Ave	81 Ave PS	213 St		250F	1070			$607,000	$0	$607,000	0%	$ 607,000	$ 6,070	$ 600,930	$6,070
32	18 S 032	Trunk Sewer	83 Ave	198A St	197 St		375	262			$214,000	$165,000	$49,000	0%	$ 49,000	$ 490	$ 48,510	$490
33	18 S 033	Trunk Sewer	83 Ave	214 St	81 Ave PS		300	405			$306,000	$255,000	$51,000	0%	$ 51,000	$ 510	$ 50,490	$510
34	18 S 034	Trunk Sewer	84 Ave	197 St	196 St		450	237			$209,000	$149,000	$60,000	0%	$ 60,000	$ 600	$ 59,400	$600
35	18 S 035	Upsize Existing Sewer	86 Ave	200 St	201 St		600	196			$222,000	$0	$222,000	0%	$ 222,000	$ 2,220	$ 219,780	$2,220
36	18 S 036	Upsize Existing Sewer	87 Ave	201 St	202 St		750	465			$762,000	$0	$762,000	0%	$ 762,000	$ 7,620	$ 754,380	$7,620
37	18 S 037	Trunk Sewer	196 St	28 Ave	33A Ave		450	1089			$961,000	$686,000	$275,000	0%	$ 275,000	$ 2,750	$ 272,250	$2,750
38	18 S 038	Upsize Existing Sewer	196 St	84 Ave	84A Ave		450	102			$90,000	$0	$90,000	0%	$ 90,000	$ 900	$ 89,100	$900
39	18 S 039	Upsize Existing Sewer	196 St	84A Ave	85 Ave PS		525	100			$94,000	$0	$94,000	0%	$ 94,000	$ 940	$ 93,060	$940
40	18 S 040	PS Upgrade	196 St	85 Ave							$378,000	$0	$378,000	0%	$ 378,000	$ 3,780	$ 374,220	$3,780
41	18 S 041	Trunk Sewer	197 St	83 Ave	83B Ave		300	102			$77,000	$64,000	$13,000	0%	$ 13,000	$ 130	$ 12,870	$130
42	18 S 042	Trunk Sewer	197 St	83B Ave	84 Ave		450	102			$90,000	$64,000	$26,000	0%	$ 26,000	$ 260	$ 25,740	$260
43	18 S 043	Upsize Existing Sewer	198A St	80 Ave	82 Ave		375	411			$336,000	$0	$336,000	0%	$ 336,000	$ 3,360	$ 332,640	$3,360
44	18 S 044	Trunk Sewer	198A St	82 Ave	83 Ave		375	203			$167,000	$128,000	$39,000	0%	$ 39,000	$ 390	$ 38,610	$390
45	18 S 045	Trunk Sewer	198B St	76A Ave	76B Ave		250	91			$63,000	$57,000	$6,000	0%	$ 6,000	$ 60	$ 5,940	$60
46	18 S 046	Trunk Sewer	199 St	76B Ave	80 Ave		375	658			$539,000	$415,000	$124,000	0%	$ 124,000	$ 1,240	$ 122,760	$1,240
47	18 S 047	Trunk Sewer	200 St	76 Ave	76B Ave		300	255			$193,000	$161,000	$32,000	0%	$ 32,000	$ 320	$ 31,680	$320
48	18 S 048	Trunk Sewer	200 St	82 Ave	83 Ave		375	203			$166,000	$128,000	$38,000	0%	$ 38,000	$ 380	$ 37,620	$380
49	18 S 049	Upsize Existing Sewer	200 St	83 Ave	84 Ave		450	203			$179,000	$0	$179,000	0%	$ 179,000	$ 1,790	$ 177,210	$1,790
51	18 S 051	Trunk Sewer	202 St	36 Ave	40 Ave		375	812			$665,000	$511,000	$154,000	0%	$ 154,000	$ 1,540	$ 152,460	$1,540
52	18 S 052	Upsize Existing Sewer	202B St	70A Ave	72 Ave		250	1095			$759,000	$0	$759,000	0%	$ 759,000	$ 7,590	$ 751,410	$7,590
53	18 S 053	Upsize Existing Sewer	203 St	67 Ave	70A Ave		250	195			$135,000	$0	$135,000	0%	$ 135,000	$ 1,350	$ 133,650	$1,350
54	18 S 054	Trunk Sewer	204 St	78 Ave	80 Ave		300	411			$310,000	$259,000	$51,000	0%	$ 51,000	$ 510	$ 50,490	$510
55	18 S 055	Upsize Existing Sewer	204 St	Hwy 1	88 Ave		450	148			$130,000	$0	$130,000	0%	$ 130,000	$ 1,300	$ 128,700	$1,300
56	18 S 056	Trunk Sewer	208 St	36 Ave	32 Ave		375	809			$663,000	$510,000	$153,000	0%	$ 153,000	$ 1,530	$ 151,470	$1,530
57	18 S 057	Upsize Existing Sewer	208 St	70 Ave	68 Ave		300	405			$306,000	$0	$306,000	0%	$ 306,000	$ 3,060	$ 302,940	$3,060
58	18 S 058	Upsize Existing Sewer	208 St	72 Ave	70 Ave		300	406			$307,000	$0	$307,000	0%	$ 307,000	$ 3,070	$ 303,930	$3,070
59	18 S 059	Trunk Sewer	216 St	81 Ave	81 Ave PS		375	38			$31,000	$24,000	$7,000	0%	$ 7,000	$ 70	$ 6,930	$70
62	18 S 062	Miscellaneous Sanitary DCC Projects	General								$750,000	$0	$750,000	0%	$ 750,000	$ 7,500	$ 742,500	$7,500
63	18 S 063	Outstanding Frontending Agreements									$4,752,398		$4,752,000	0%	$ 4,752,000	$0	$ 4,752,000	$0
		TOTAL									**$33,634,398**	**$9,825,000**	**$23,809,000**		**$23,003,140**	**$182,511**	**$22,820,629**	**$988,371**

TOWNSHIP OF LANGLEY
Sanitary DCC Rate Calculation

A: Sanitary 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/hectare (other land uses)	Multiple	% Population Equivalent
Residential					
Residential 1	10,000	dwelling units	3.3	33,000.00	34%
Residential 2	6,000	dwelling units	2.8	16,800.00	17%
Residential 3	13,800	dwelling units	2.2	30,360.00	31%
Residential 4	2,200	dwelliing units	1.7	3,740.00	4%
Commercial					
Commercial 1	19,550	square metres gross floor area	0.0114	222.87	0%
Commercial 2	19,550	square metres gross floor area	0.0114	222.87	0%
Commercial 3	3,500	square metres gross floor area	0.0085	29.75	0%
Industrial	201	hectare development area	45.0	9,045.00	9%
Institutional	335,000	square metres gross floor area	0.0114	3,819.00	4%
			Total Equivalent Population	97,239.49 (a)	100%

B: Unit Sanitary DCC Calculation		
Net Sanitary DCC Program Recoverable	$22,820,628.60	(b)
Existing DCC Reserve Monies	$3,211,776.97	(c)
Net Amount to be Paid by DCCs	$19,608,851.63	(d) = (b) - (c)
DCC per person	$201.66	(e) = (d) / (a)

C: Resulting Sanitary DCCs				DCC Revenue Estimates
Residential				
Residential 1	$665	per dwelling unit	(e) x Col. (3)	$6,654,622.56
Residential 2	$565	per dwelling unit	(e) x Col. (3)	$3,387,807.85
Residential 3	$444	per dwelling unit	(e) x Col. (3)	$6,122,252.75
Residential 4	$343	per dwelling unit	(e) x Col. (3)	$754,190.56
Commercial			(e) x Col. (3)	$0.00
Commercial 1	$2.30	per square metres gross floor area	(e) x Col. (3)	$44,942.90
Commercial 2	$2.30	per square metres gross floor area	(e) x Col. (3)	$44,942.90
Commercial 3	$1.71	per square metres gross floor area	(e) x Col. (3)	$5,999.24
Industrial	$9,074.49	per hectare development area	(e) x Col. (3)	$1,823,971.55
	$0.91	*per square metres development area*		
Institutional	$2.30	per square metres gross floor area	(e) x Col. (3)	$770,121.32

Township of Langley
Est. 1873

TOWNSHIP OF LANGLEY
2018 SANITARY DCC PROGRAM

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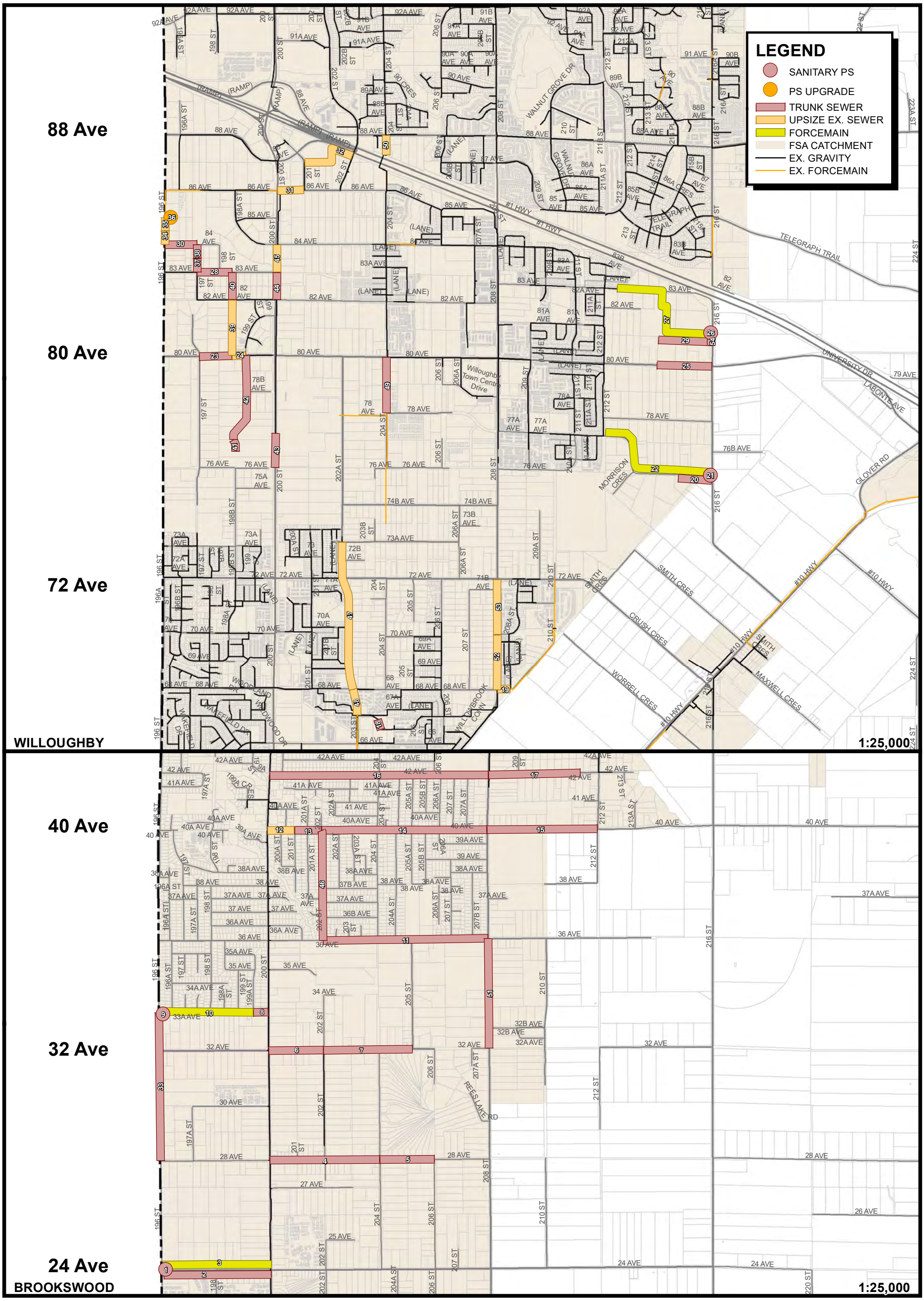

June 2019

TOWNSHIP OF LANGLEY
Water DCC Program

Label	DCC ID	Description	Location	From	To	Cost Share	GIS Length	Area L	Area W	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	18 W 001	Upsize Ex. Watermain	30A Ave	260 St	262 St		379			$310,000	$0	$310,000	0%	$310,000	$3,100	$306,900	$3,100
2	18 W 002	New Watermain	32 Ave	196 St	200 St		804			$659,000	$557,000	$102,000	0%	$102,000	$1,020	$100,980	$1,020
3	18 W 003	Upsize Ex. Watermain	32 Ave	205 St	Well #7		248			$378,000	$0	$378,000	0%	$378,000	$3,780	$374,220	$3,780
4	18 W 004	Upsize Ex. Watermain	32 Ave	Reservoir	208 St		87			$88,000	$0	$88,000	0%	$88,000	$880	$87,120	$880
5	18 W 005	PRV / 45 Hp Booster Station	52 Ave	224 St						$1,386,000	$0	$1,386,000	0%	$1,386,000	$13,860	$1,372,140	$13,860
6	18 W 006	New Watermain	56 Ave	250 St	Gloucester Way		3200			$5,494,000	$0	$5,494,000	0%	$5,494,000	$54,940	$5,439,060	$54,940
8	18 W 008	Upsize Ex. Watermain	72 Ave	204A St	206 St		326			$267,000	$0	$267,000	0%	$267,000	$2,670	$264,330	$2,670
9	18 W 009	Booster Upgrade	72B Ave	204 St						$12,852,000	$0	$12,852,000	0%	$12,852,000	$128,520	$12,723,480	$128,520
10	18 W 010	New Watermain	76 Ave	200 St	202A St		496			$406,000	$344,000	$62,000	0%	$62,000	$620	$61,380	$620
11	18 W 011	New Watermain	77A Ave	212 St	213 St		145			$119,000	$100,000	$19,000	0%	$19,000	$190	$18,810	$190
12	18 W 012	PRV	78 Ave	214 St				7.5	5	$504,000	$0	$504,000	0%	$504,000	$5,040	$498,960	$5,040
13	18 W 013	New Watermain	80 Ave	203 St	206 St		548			$449,000	$380,000	$69,000	0%	$69,000	$690	$68,310	$690
14	18 W 014	New Watermain	80 Ave	212 St	213 St		354			$290,000	$245,000	$45,000	0%	$45,000	$450	$44,550	$450
15	18 W 015	Upsize Ex. Watermain	80 Ave	213 St	214 St		79			$65,000	$0	$65,000	0%	$65,000	$650	$64,350	$650
16	18 W 016	New Watermain	81 Ave	214 St	216 St		410			$336,000	$284,000	$52,000	0%	$52,000	$520	$51,480	$520
17	18 W 017	New Watermain	82 Ave	199 St	200 St		106			$87,000	$74,000	$13,000	0%	$13,000	$130	$12,870	$130
18	18 W 018	Pump Station	82 Ave							$688,000	$0	$688,000	0%	$688,000	$6,880	$681,120	$6,880
19	18 W 019	PRV	83 Ave	200 St				7.5	5	$658,000	$0	$658,000	0%	$658,000	$6,580	$651,420	$6,580
20	18 W 020	Upsize Ex. Watermain	83 Ave	212 St	213 St		232			$219,000	$0	$219,000	0%	$219,000	$2,190	$216,810	$2,190
21	18 W 021	Upsize Ex. Watermain	83 Ave	213 St	214 St		277			$262,000	$0	$262,000	0%	$262,000	$2,620	$259,380	$2,620
22	18 W 022	Upsize Ex. Watermain	85 Ave	212 St	Telegraph Tr		99			$93,000	$0	$93,000	20%	$74,400	$744	$73,656	$19,344
23	18 W 023	New Watermain	86 Ave	200 St	206 St / 84 Ave		1405			$1,151,000	$974,000	$177,000	0%	$177,000	$1,770	$175,230	$1,770
24	18 W 024	PRV	86 Ave	202 St				7.5	5	$658,000	$0	$658,000	0%	$658,000	$6,580	$651,420	$6,580
25	18 W 025	New Watermain	196 St	20 Ave	24 Ave		813			$769,000	$564,000	$205,000	0%	$205,000	$2,050	$202,950	$2,050
26	18 W 026	New Watermain	196 St	24 Ave	28 Ave		803			$759,000	$557,000	$202,000	0%	$202,000	$2,020	$199,980	$2,020
27	18 W 027	New Watermain	196 St	28 Ave	32 Ave		805			$761,000	$558,000	$203,000	0%	$203,000	$2,030	$200,970	$2,030
28	18 W 028	New Watermain	200 St	74 Ave	76 Ave		464			$380,000	$321,000	$59,000	0%	$59,000	$590	$58,410	$590
29	18 W 029	New Watermain	200 St	76 Ave	80 Ave		823			$674,000	$570,000	$104,000	0%	$104,000	$1,040	$102,960	$1,040
30	18 W 030	New Watermain	204 St	73A Ave	82 Ave		1840			$3,942,000	$0	$3,942,000	0%	$3,942,000	$39,420	$3,902,580	$39,420
31	18 W 031	Upsize PRV Inlet / Outlet	206 St	67B Ave	68 Ave		94			$77,000	$0	$77,000	0%	$77,000	$770	$76,230	$770
32	18 W 032	Booster Station	208 St	20 Ave				35	20	$2,598,000	$0	$2,598,000	0%	$2,598,000	$25,980	$2,572,020	$25,980
33	18 W 033	Upsize Ex. Watermain	208 St	32 Ave	36 Ave		765			$772,000	$0	$772,000	0%	$772,000	$7,720	$764,280	$7,720
34	18 W 034	Booster Station	208 St	32 Ave						$2,079,000	$0	$2,079,000	0%	$2,079,000	$20,790	$2,058,210	$20,790
35	18 W 035	Upsize Ex. Watermain	208 St	68 Ave	71BAve		727			$504,000	$0	$504,000	0%	$504,000	$5,040	$498,960	$5,040
36	18 W 036	Upsize Ex. Watermain	208 St	WPS	80 Ave		2155			$2,444,000	$0	$2,444,000	0%	$2,444,000	$24,440	$2,419,560	$24,440
37	18 W 037	New Watermain	214 St	80 Ave	81 Ave		213			$174,000	$148,000	$26,000	0%	$26,000	$260	$25,740	$260
38	18 W 038	New Watermain	214 St	81 Ave	83 Ave		352			$288,000	$244,000	$44,000	0%	$44,000	$440	$43,560	$440
39	18 W 039	New Watermain	224 St	Old Yale Rd	52 Ave		1376			$2,948,000	$0	$2,948,000	0%	$2,948,000	$29,480	$2,918,520	$29,480
40	18 W 040	Upsize Ex. Watermain	262 St	30A Ave	Fraser Hwy		297			$243,000	$0	$243,000	0%	$243,000	$2,430	$240,570	$2,430
41	18 W 041	Upsize Ex. Watermain	272 St	32 Ave	34A Ave		491			$402,000	$0	$402,000	0%	$402,000	$4,020	$397,980	$4,020
42	18 W 042	Upsize Ex. Watermain	272 St	32 Ave	Fraser Hwy		274			$259,000	$0	$259,000	0%	$259,000	$2,590	$256,410	$2,590
43	18 W 043	Upsize Ex. Watermain	272 St	34A Ave	35A Ave		140			$132,000	$0	$132,000	0%	$132,000	$1,320	$130,680	$1,320
44	18 W 044	New Water Supply	Brookswood					10	10	$1,964,000	$0	$1,964,000	0%	$1,964,000	$19,640	$1,944,360	$19,640
45	18 W 045	New Water Supply / Treatment	Fort Langley					15	10	$3,465,000	$0	$3,465,000	0%	$3,465,000	$34,650	$3,430,350	$34,650
46	18 W 046	Miscellaneous Water DCC Projects	General							$1,000,000	$0	$1,000,000	0%	$1,000,000	$10,000	$990,000	$10,000
47	18 W 047	New Reservoir - Phase 1 (partial borrowing)	Jericho			Cost-share with GVWD				$21,000,000	$0	$21,000,000	0%	$21,000,000	$210,000	$20,790,000	$210,000
48	18 W 048	New Reservoir - Phase 2	Jericho			Cost-share with GVWD				$12,000,000	$0	$12,000,000	0%	$12,000,000	$120,000	$11,880,000	$120,000
49	18 W 049	Pump Station	Strawberry							$3,175,000	$0	$3,175,000	0%	$3,175,000	$31,750	$3,143,250	$31,750
50	18 W 050	Pump Station	Willoughby							$950,000	$0	$950,000	0%	$950,000	$9,500	$940,500	$9,500
51	18 W 051	Outstanding Frontending Agreements								$161,413	$0	$161,413	0%	$161,413	$1,614	$159,799	$1,614
		TOTAL								**$91,339,413**	**$5,920,000**	**$85,419,413**		**$85,400,813**	**$854,008**	**$84,546,805**	**$872,608**

TOWNSHIP OF LANGLEY
Water DCC Rate Calculation

A: Water DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalent Population	Multiple	% Population Equivalent
Residential					
Residential 1	10,000	dwelling units	3.3	33,000.00	34%
Residential 2	6,000	dwelling units	2.8	16,800.00	17%
Residential 3	13,800	dwelling units	2.2	30,360.00	31%
Residential 4	2,200	dwelliing units	1.7	3,740.00	4%
Commercial					
Commercial 1	19,550	square metres gross floor area	0.0114	222.87	0%
Commercial 2	19,550	square metres gross floor area	0.0114	222.87	0%
Commercial 3	3,500	square metres gross floor area	0.0085	29.75	0%
Industrial	201	ha area of development	45.0	9,045.00	9%
Institutional	335,000	square metres gross floor area	0.0114	3,819.00	4%
			Total Equivalent Population	97,239.49 (a)	100%

B: Unit Water DCC Calculation		
Net Waterworks DCC Program Recoverable	$84,546,805.05	(b)
Existing DCC Reserve Monies	$10,971,866.66	(c)
Net Amount to be Paid by DCCs	$73,574,938.39	(d) = (b) - (c)
DCC per person	$756.64	(e) = (d) / (a)

C: Resulting Water DCCs				DCC Revenue Estimates
Residential				
Residential 1	$2,497	per dwelling unit	(e) x Col. (3)	$24,969,001.45
Residential 2	$2,119	per dwelling unit	(e) x Col. (3)	$12,711,491.65
Residential 3	$1,665	per dwelling unit	(e) x Col. (3)	$22,971,481.33
Residential 4	$1,286	per dwelling unit	(e) x Col. (3)	$2,829,820.16
Commercial				
Commercial 1	$8.63	per square metres gross floor area	(e) x Col. (3)	$168,631.56
Commercial 2	$8.63	per square metres gross floor area	(e) x Col. (3)	$168,631.56
Commercial 3	$6.43	per square metres gross floor area	(e) x Col. (3)	$22,509.93
Industrial	$34,048.64	per hectare development area	(e) x Col. (3)	$6,843,776.31
	$3.40	*per square metres development area*		
Institutional	$8.63	per square metres gross floor area	(e) x Col. (3)	$2,889,594.44

Township of Langley
Est. 1873

TOWNSHIP OF LANGLEY
2018 WATER DCC PROGRAM

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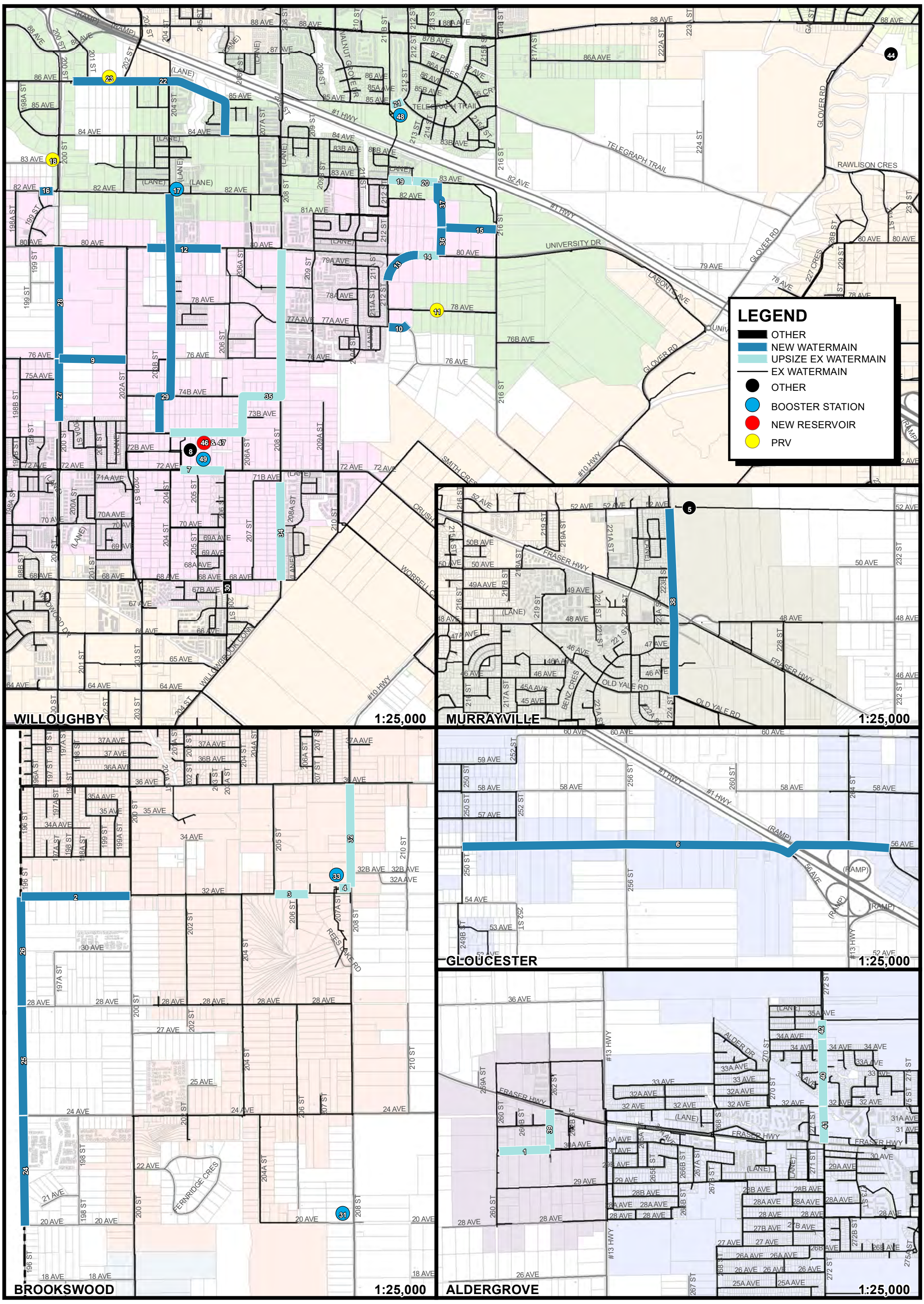


June 2019

TOWNSHIP OF LANGLEY
Drainage DCC Program

											Col. (1)	Col. (2)	Col. (3) = Col. (1) x (1-Col. (2))	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col. (1) - Col. (5)
Label	DCC ID	Description	Location	From	To	Cost Sharing	Diameter	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
1	18 D 001	Pond 1	24 Ave	198 St					$ 9,426,000	$ -	$ 9,426,000	0%	$ 9,426,000	$ 94,260	$ 9,331,740	$ 94,260
2	18 D 002	Trunk Sewer	24 Ave	200 St	198 St		675	404	$ 560,000	$ 408,000	$ 152,000	0%	$ 152,000	$ 1,520	$ 150,480	$ 1,520
3	18 D 003	Culvert	24 Ave	261 St					$ 55,000	$ -	$ 55,000	0%	$ 55,000	$ 550	$ 54,450	$ 550
4	18 D 004	Culvert	26 Ave	260 St					$ 39,000	$ -	$ 39,000	0%	$ 39,000	$ 390	$ 38,610	$ 390
5	18 D 005	Culvert	26 Ave	261 St					$ 39,000	$ -	$ 39,000	0%	$ 39,000	$ 390	$ 38,610	$ 390
6	18 D 006	Culvert	28 Ave	260 St					$ 30,000	$ -	$ 30,000	0%	$ 30,000	$ 300	$ 29,700	$ 300
7	18 D 007	Culvert	28 Ave	261 St					$ 39,000	$ -	$ 39,000	0%	$ 39,000	$ 390	$ 38,610	$ 390
8	18 D 008	Culvert	32A Ave	273 St					$ 441,000	$ -	$ 441,000	0%	$ 441,000	$ 4,410	$ 436,590	$ 4,410
9	18 D 009	Culvert	33A Ave	272 St					$ 189,000	$ -	$ 189,000	0%	$ 189,000	$ 1,890	$ 187,110	$ 1,890
10	18 D 010	Pond 1	36 Ave	201 St					$ 9,111,000	$ -	$ 9,111,000	0%	$ 9,111,000	$ 91,110	$ 9,019,890	$ 91,110
11	18 D 011	Enlarge Control Structure Orifice	44 Ave	21700 Block					$ 25,000	$ -	$ 25,000	0%	$ 25,000	$ 250	$ 24,750	$ 250
12	18 D 012	Upsize Existing Sewer	48 Ave	21400 blk			1050		$ 86,000	$ -	$ 86,000	0%	$ 86,000	$ 860	$ 85,140	$ 860
13	18 D 013	Culvert	50 Ave	23000 Block			2400		$ 398,000	$ -	$ 398,000	0%	$ 398,000	$ 3,980	$ 394,020	$ 3,980
14	18 D 014	Reduce Control Structure Orifice	52 Ave	221A St					$ 25,000	$ -	$ 25,000	0%	$ 25,000	$ 250	$ 24,750	$ 250
15	18 D 015	Culvert	64 Ave	21800 Block			4200 x 2200		$ 1,535,000	$ -	$ 1,535,000	50%	$ 767,500	$ 7,675	$ 759,825	$ 775,175
16	18 D 016	Culvert	64 Ave	22700 Block			4800 x 2000 x2		$ 1,436,000	$ -	$ 1,436,000	50%	$ 718,000	$ 7,180	$ 710,820	$ 725,180
17	18 D 017	Trunk Sewer	66 Ave	200A St	202A St		750	400	$ 706,000	$ 403,000	$ 303,000	0%	$ 303,000	$ 3,030	$ 299,970	$ 3,030
18	18 D 018	Trunk Sewer	67 Ave	206 St	Pond 2		600	184	$ 209,000	$ 186,000	$ 23,000	0%	$ 23,000	$ 230	$ 22,770	$ 230
19	18 D 019	Trunk Sewer	68 Ave	206A St	207 St		600	103	$ 117,000	$ 104,000	$ 13,000	0%	$ 13,000	$ 130	$ 12,870	$ 130
20	18 D 020	Upsize Existing Sewer	68 Ave	208 St	Pond 3		1650	272	$ 943,000	$ -	$ 943,000	0%	$ 943,000	$ 9,430	$ 933,570	$ 9,430
21	18 D 021	Pond 9	68 Ave	208 St					$ 3,910,000	$ -	$ 3,910,000	0%	$ 3,910,000	$ 39,100	$ 3,870,900	$ 39,100
22	18 D 022	Trunk Sewer	72 Ave	206A St	Pond 6		900	141	$ 284,000	$ 142,000	$ 142,000	0%	$ 142,000	$ 1,420	$ 140,580	$ 1,420
23	18 D 023	Pond 6	72 Ave	208 St					$ 6,970,000	$ -	$ 6,970,000	0%	$ 6,970,000	$ 69,700	$ 6,900,300	$ 69,700
24	18 D 024	Pond 7B	72 Ave	210 St					$ 6,282,000	$ -	$ 6,282,000	0%	$ 6,282,000	$ 62,820	$ 6,219,180	$ 62,820
25	18 D 025	Raise Overflow Weir	73 Ave	200 St					$ 6,000	$ -	$ 6,000	0%	$ 6,000	$ 60	$ 5,940	$ 60
26	18 D 026	Trunk Sewer	73 Ave	206 St	206A St		600	114	$ 130,000	$ 115,000	$ 15,000	0%	$ 15,000	$ 150	$ 14,850	$ 150
27	18 D 027	Trunk Sewer	74B Ave	206 A St	208 St		600	330	$ 374,000	$ 332,000	$ 42,000	0%	$ 42,000	$ 420	$ 41,580	$ 420
28	18 D 028	Trunk Sewer	74B Ave	208 St	Pond 7A		750	115	$ 203,000	$ 116,000	$ 87,000	0%	$ 87,000	$ 870	$ 86,130	$ 870
29	18 D 029	Pond 7A	74B Ave	208 St					$ 4,889,000	$ -	$ 4,889,000	0%	$ 4,889,000	$ 48,890	$ 4,840,110	$ 48,890
30	18 D 030	Trunk Sewer	74B Ave	209 St	208A St		600	159	$ 180,000	$ 160,000	$ 20,000	0%	$ 20,000	$ 200	$ 19,800	$ 200
31	18 D 031	Trunk Sewer	76 Ave	197 St	Pond 7		675	113	$ 156,000	$ 114,000	$ 42,000	0%	$ 42,000	$ 420	$ 41,580	$ 420
32	18 D 032	Pond 7	76 Ave	197A St					$ 8,358,000	$ -	$ 8,358,000	0%	$ 8,358,000	$ 83,580	$ 8,274,420	$ 83,580
33	18 D 033	Trunk Sewer	76 Ave	198 St	Pond 7		750	32	$ 57,000	$ 33,000	$ 24,000	0%	$ 24,000	$ 240	$ 23,760	$ 240
34	18 D 034	Pond 6	76 Ave	200B St					$ 8,720,000	$ -	$ 8,720,000	0%	$ 8,720,000	$ 87,200	$ 8,632,800	$ 87,200
35	18 D 035	Trunk Sewer	76 Ave	201 St	Pond 6		900	58	$ 116,000	$ 58,000	$ 58,000	0%	$ 58,000	$ 580	$ 57,420	$ 580
36	18 D 036	Trunk Sewer	76 Ave	202A St	201 St		600	238	$ 270,000	$ 240,000	$ 30,000	0%	$ 30,000	$ 300	$ 29,700	$ 300
37	18 D 037	Trunk Sewer	76 Ave	206 St	207 St		600	198	$ 225,000	$ 200,000	$ 25,000	0%	$ 25,000	$ 250	$ 24,750	$ 250
38	18 D 038	Trunk Sewer	76 Ave	214 St	215 St		675	181	$ 251,000	$ 182,000	$ 69,000	0%	$ 69,000	$ 690	$ 68,310	$ 690
39	18 D 039	Trunk Sewer	76 Ave	215 St	Pond S		900	130	$ 262,000	$ 131,000	$ 131,000	0%	$ 131,000	$ 1,310	$ 129,690	$ 1,310
40	18 D 040	Pond S	76 Ave	216 St					$ 9,344,000	$ -	$ 9,344,000	0%	$ 9,344,000	$ 93,440	$ 9,250,560	$ 93,440
41	18 D 041	Trunk Sewer	78 Ave	206 St	208 St		750	211	$ 372,000	$ 212,000	$ 160,000	0%	$ 160,000	$ 1,600	$ 158,400	$ 1,600
42	18 D 042	Trunk Sewer	79 Ave	Pond 8	Latimer Ck		600	153	$ 173,000	$ 154,000	$ 19,000	0%	$ 19,000	$ 190	$ 18,810	$ 190
43	18 D 043	Replace Sewer	80 Ave	19800 Block	200 St		750	400	$ 706,000	$ -	$ 706,000	0%	$ 706,000	$ 7,060	$ 698,940	$ 7,060
44	18 D 044	Trunk Sewer	80 Ave	204 St	Pond 1		1800	263	$ 994,000	$ 265,000	$ 729,000	0%	$ 729,000	$ 7,290	$ 721,710	$ 7,290
45	18 D 045	Trunk Sewer	80 Ave	213 St	214 St		600	267	$ 303,000	$ 269,000	$ 34,000	0%	$ 34,000	$ 340	$ 33,660	$ 340
46	18 D 046	Trunk Sewer	80 Ave	214 St	215 St		750	215	$ 379,000	$ 217,000	$ 162,000	0%	$ 162,000	$ 1,620	$ 160,380	$ 1,620
47	18 D 047	Trunk Sewer	81 Ave	214 St	216 St		1050	400	$ 1,008,000	$ 403,000	$ 605,000	0%	$ 605,000	$ 6,050	$ 598,950	$ 6,050
48	18 D 048	Trunk Sewer	82 Ave	201 St	200 St		900	237	$ 478,000	$ 239,000	$ 239,000	0%	$ 239,000	$ 2,390	$ 236,610	$ 2,390
49	18 D 049	Pond N	82 Ave	216 St					$ 11,694,000	$ -	$ 11,694,000	0%	$ 11,694,000	$ 116,940	$ 11,577,060	$ 116,940
50	18 D 050	Trunk Sewer	83 Ave	200 St	Pond 9		1050	30	$ 76,000	$ 30,000	$ 46,000	0%	$ 46,000	$ 460	$ 45,540	$ 460
51	18 D 051	Trunk Sewer	83 Ave	201 St	84 Ave		900	237	$ 478,000	$ 239,000	$ 239,000	0%	$ 239,000	$ 2,390	$ 236,610	$ 2,390
52	18 D 052	Pond 9	83 Ave	201 St					$ 9,795,000	$ -	$ 9,795,000	0%	$ 9,795,000	$ 97,950	$ 9,697,050	$ 97,950
53	18 D 053	Pond 2	84 Ave	196B St					$ 5,132,000	$ -	$ 5,132,000	0%	$ 5,132,000	$ 51,320	$ 5,080,680	$ 51,320
54	18 D 054	Trunk Sewer	84 Ave	201 St	202 St		675	250	$ 347,000	$ 252,000	$ 95,000	0%	$ 95,000	$ 950	$ 94,050	$ 950
55	18 D 055	Trunk Sewer	84 Ave	Pond 2	Latimer Ck		675	220	$ 305,000	$ 222,000	$ 83,000	0%	$ 83,000	$ 830	$ 82,170	$ 830
56	18 D 056	Culvert	85 Ave	Munday Ck					$ 1,229,000	$ -	$ 975,000	0%	$ 975,000	$ 9,750	$ 965,250	$ 9,750
57	18 D 057	Trunk Sewer	86 Ave	196 St	Pond 3		900	58	$ 118,000	$ 59,000	$ 59,000	0%	$ 59,000	$ 590	$ 58,410	$ 590
58	18 D 058	Pond 3	86 Ave	196 St					$ 5,150,000	$ -	$ 5,150,000	0%	$ 5,150,000	$ 51,500	$ 5,098,500	$ 51,500
59	18 D 059	Trunk Sewer	86 Ave	201 St	Pond L3A		600	213	$ 241,000	$ 214,000	$ 27,000	0%	$ 27,000	$ 270	$ 26,730	$ 270

TOWNSHIP OF LANGLEY
Drainage DCC Program

Label	DCC ID	Description	Location	From	To	Cost Sharing	Diameter	GIS Length	Total Estimate	Base Estimate	Upsize Estimate	ToL Share (Benefit Allocation)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
60	18 D 060	Trunk Sewer	86 Ave	Pond 3	Latimer Ck		900	156	$ 315,000	$ 157,000	$ 158,000	0%	$ 158,000	$ 1,580	$ 156,420	$ 1,580
61	18 D 061	Upsize Existing Sewer	88B Ave	Pond ToL52	Latimer Ck		675	45	$ 62,000	$ -	$ 62,000	0%	$ 62,000	$ 620	$ 61,380	$ 620
62	18 D 062	Trunk Sewer	196 St	32 Ave	Pond 2		675	254	$ 352,000	$ 256,000	$ 96,000	0%	$ 96,000	$ 960	$ 95,040	$ 960
63	18 D 063	Pond 2	196 St	33A Ave					$ 4,563,000	$ -	$ 4,563,000	0%	$ 4,563,000	$ 45,630	$ 4,517,370	$ 45,630
64	18 D 064	Upsize Existing Sewer	196 St	6700 blk			1050		$ 52,000	$ -	$ 52,000	0%	$ 52,000	$ 520	$ 51,480	$ 520
65	18 D 065	Pond 4	196 St	78B Ave					$ 2,671,000	$ -	$ 2,671,000	0%	$ 2,671,000	$ 26,710	$ 2,644,290	$ 26,710
66	18 D 066	Trunk Sewer	196 St	87A Ave	86 Ave		750	367	$ 648,000	$ 370,000	$ 278,000	0%	$ 278,000	$ 2,780	$ 275,220	$ 2,780
67	18 D 067	Trunk Sewer	196A St	34A Ave	35A Ave		750	217	$ 383,000	$ -	$ 383,000	0%	$ 383,000	$ 3,830	$ 379,170	$ 3,830
68	18 D 068	Trunk Sewer	196A St	Pond 2	34A Ave		525	260	$ 262,000	$ -	$ 262,000	0%	$ 262,000	$ 2,620	$ 259,380	$ 2,620
69	18 D 069	Trunk Sewer	197 St	78 Ave	Pond 8		600	223	$ 253,000	$ 225,000	$ 28,000	0%	$ 28,000	$ 280	$ 27,720	$ 280
70	18 D 070	Pond 8	197 St	78B Ave					$ 4,895,000	$ -	$ 4,895,000	0%	$ 4,895,000	$ 48,950	$ 4,846,050	$ 48,950
71	18 D 071	Trunk Sewer	198 St	Pond 7	Latimer Ck		1050	57	$ 144,000	$ 58,000	$ 86,000	0%	$ 86,000	$ 860	$ 85,140	$ 860
72	18 D 072	Pond ToL 15	198A St	82 Ave					$ 1,500,000	$ -	$ 1,500,000	0%	$ 1,500,000	$ -	$ 1,500,000	$ -
73	18 D 073	Trunk Sewer	199B St	99A Ave	100A Ave		600	208	$ 236,000	$ 210,000	$ 26,000	0%	$ 26,000	$ 260	$ 25,740	$ 260
74	18 D 074	Pond 2	200 St	27 Ave					$ 6,342,000	$ -	$ 6,342,000	0%	$ 6,342,000	$ 63,420	$ 6,278,580	$ 63,420
75	18 D 075	Trunk Sewer	200 St	32 Ave	Pond 1		750	711	$ 1,253,000	$ 716,000	$ 537,000	0%	$ 537,000	$ 5,370	$ 531,630	$ 5,370
76	18 D 076	Trunk Sewer	200 St	82 Ave	Pond 9		750	185	$ 326,000	$ 186,000	$ 140,000	0%	$ 140,000	$ 1,400	$ 138,600	$ 1,400
77	18 D 077	Open Channel - Jeffrey Brook Reconstruction	201 St to 203 St ROW	68 Ave	66 Ave			691	$ 1,260,000	$ -	$ 1,260,000	0%	$ 1,260,000	$ 12,600	$ 1,247,400	$ 12,600
78	18 D 078	Trunk Sewer	202 St	31 Ave	32 Ave		600	540	$ 612,000	$ 544,000	$ 68,000	0%	$ 68,000	$ 680	$ 67,320	$ 680
79	18 D 079	Trunk Sewer	202A St	74B Ave	76 Ave		600	274	$ 311,000	$ 276,000	$ 35,000	0%	$ 35,000	$ 350	$ 34,650	$ 350
80	18 D 080	Pond 8	202B St	70A Ave					$ 2,131,000	$ -	$ 2,131,000	0%	$ 2,131,000	$ 21,310	$ 2,109,690	$ 21,310
81	18 D 081	Trunk Sewer	202B St	72 Ave	Pond 8		900	277	$ 558,000	$ 279,000	$ 279,000	0%	$ 279,000	$ 2,790	$ 276,210	$ 2,790
82	18 D 082	Enlarge Detention Pond	203 St	62 Ave					$ 2,428,000	$ -	$ 2,428,000	0%	$ 2,428,000	$ 24,280	$ 2,403,720	$ 24,280
83	18 D 083	Pond Outlet - Sunrise Lake	204 St	31 Ave	32 Ave		1050	208	$ 524,000	$ -	$ 524,000	0%	$ 524,000	$ 5,240	$ 518,760	$ 5,240
84	18 D 084	Pond Inlet - Brookswood Pond	204 St	32 Ave	33 Ave		1500	222	$ 698,000	$ 223,000	$ 475,000	0%	$ 475,000	$ 4,750	$ 470,250	$ 4,750
85	18 D 085	Trunk Sewer	204 St	76 Ave	78 Ave		1050	402	$ 1,013,000	$ 405,000	$ 608,000	0%	$ 608,000	$ 6,080	$ 601,920	$ 6,080
86	18 D 086	Trunk Sewer	204 St	78 Ave	80 Ave		1050	411	$ 1,035,000	$ 414,000	$ 621,000	0%	$ 621,000	$ 6,210	$ 614,790	$ 6,210
87	18 D 087	Pond 5 + Diversion	205 St	68 Ave					$ 1,597,000	$ -	$ 1,597,000	0%	$ 1,597,000	$ 15,970	$ 1,581,030	$ 15,970
88	18 D 088	Trunk Sewer	205 St	70 Ave	Pond 5		750	389	$ 687,000	$ 393,000	$ 294,000	0%	$ 294,000	$ 2,940	$ 291,060	$ 2,940
89	18 D 089	Trunk Sewer	206 A St	72B Ave	72 Ave		600	127	$ 144,000	$ 128,000	$ 16,000	0%	$ 16,000	$ 160	$ 15,840	$ 160
90	18 D 090	Trunk Sewer	206 St	76 Ave	Pond 1		1050	739	$ 1,862,000	$ 745,000	$ 1,117,000	0%	$ 1,117,000	$ 11,170	$ 1,105,830	$ 11,170
91	18 D 091	Pond 2	207 St	67 Ave					$ 1,657,000	$ -	$ 1,657,000	0%	$ 1,657,000	$ 16,570	$ 1,640,430	$ 16,570
92	18 D 092	Trunk Sewer	207 St	68 Ave	Pond 2		750	253	$ 446,000	$ 255,000	$ 191,000	0%	$ 191,000	$ 1,910	$ 189,090	$ 1,910
93	18 D 093	Pond 1	207 St	69 Ave					$ 5,571,000	$ -	$ 5,571,000	0%	$ 5,571,000	$ 55,710	$ 5,515,290	$ 55,710
94	18 D 094	Trunk Sewer	207 St	71A Ave	Pond 1		675	571	$ 792,000	$ 576,000	$ 216,000	0%	$ 216,000	$ 2,160	$ 213,840	$ 2,160
95	18 D 095	Trunk Sewer	209 St	81A Ave	83 Ave		750	184	$ 324,000	$ 185,000	$ 139,000	0%	$ 139,000	$ 1,390	$ 137,610	$ 1,390
96	18 D 096	Trunk Sewer	209A St	73A Ave	Pond 7B		750	165	$ 292,000	$ 167,000	$ 125,000	0%	$ 125,000	$ 1,250	$ 123,750	$ 1,250
97	18 D 097	Trunk Sewer	214 St	83 Ave	81 Ave		600	327	$ 371,000	$ 330,000	$ 41,000	0%	$ 41,000	$ 410	$ 40,590	$ 410
98	18 D 098	Upsize Existing Sewer	216 St	81 Ave	81A Ave		1350	26	$ 74,000	$ -	$ 74,000	0%	$ 74,000	$ 740	$ 73,260	$ 740
99	18 D 099	Upsize Existing Sewer	216 St	Pond S	Outfall		900	68	$ 137,000	$ -	$ 137,000	0%	$ 137,000	$ 1,370	$ 135,630	$ 1,370
100	18 D 0100	Culvert	228 St	6300 Block			4200 x 2000 x2		$ 1,356,000	$ -	$ 1,356,000	50%	$ 678,000	$ 6,780	$ 671,220	$ 684,780
101	18 D 101	Trunk Sewer	272 St	24 Ave	26 Ave		1500	106	$ 334,000	$ -	$ 334,000	0%	$ 334,000	$ 3,340	$ 330,660	$ 3,340
102	18 D 102	Trunk Sewer	274 St	Bertrand Ck	Fraser Hwy		750	92	$ 163,000	$ -	$ 163,000	0%	$ 163,000	$ 1,630	$ 161,370	$ 1,630
103	18 D 103	Erosion Repair	Bertrand Ck						$ 373,000	$ -	$ 373,000	0%	$ 373,000	$ 3,730	$ 369,270	$ 3,730
104	18 D 104	Drainage Improvements	Campbell River Watershed						$ 410,000	$ -	$ 325,000	0%	$ 325,000	$ 3,250	$ 321,750	$ 3,250
105	18 D 105	Trunk Sewer	Fraser Hwy	Bertrand Cr	275 St		750	268	$ 472,000	$ -	$ 472,000	0%	$ 472,000	$ 4,720	$ 467,280	$ 4,720
106	18 D 106	Stormwater Monitoring Project	General						$ 630,000	$ -	$ 630,000	0%	$ 630,000	$ 6,300	$ 623,700	$ 6,300
107	18 D 107	Miscellaneous Drainage DCC Projects	General						$ 5,544,000	$ -	$ 4,400,000	0%	$ 4,400,000	$ 44,000	$ 4,356,000	$ 44,000
108	18 D 108	Culvert	Glover Rd	210 St					$ 821,000	$ -	$ 651,200	75%	$ 162,800	$ 1,628	$ 161,172	$ 490,028
109	18 D 109	West Creek Improvements	West Ck Watershed						$ 912,000	$ -	$ 724,000	20%	$ 579,200	$ 5,792	$ 573,408	$ 150,592
110	18 D 110	Trunk Sewer	Willowbrook Conn	208 St	Pond 2		600	236	$ 267,000	$ 237,000	$ 30,000	0%	$ 30,000	$ 300	$ 29,700	$ 300
111	18 D 111	Drainage Outlet Structure	Yorkson Ck	102B Ave					$ 33,000	$ -	$ 26,000	0%	$ 26,000	$ 260	$ 25,740	$ 260
112	18 D 112	Yorkson Creek - Lowlands Improvements	Yorkson Ck Watershed						$ 5,040,000	$ -	$ 4,000,000	0%	$ 4,000,000	$ 40,000	$ 3,960,000	$ 40,000
113	18 D 113	Outstanding Frontender Agreements							$ 11,511,259	$ -	$ 11,511,259	0%	$ 11,511,259	$0	$ 11,511,259	$ -
		TOTAL							**$192,021,259**	**$13,034,000**	**$176,099,459**		**$173,302,759**	**$1,602,915**	**$171,699,844**	**$4,399,615**

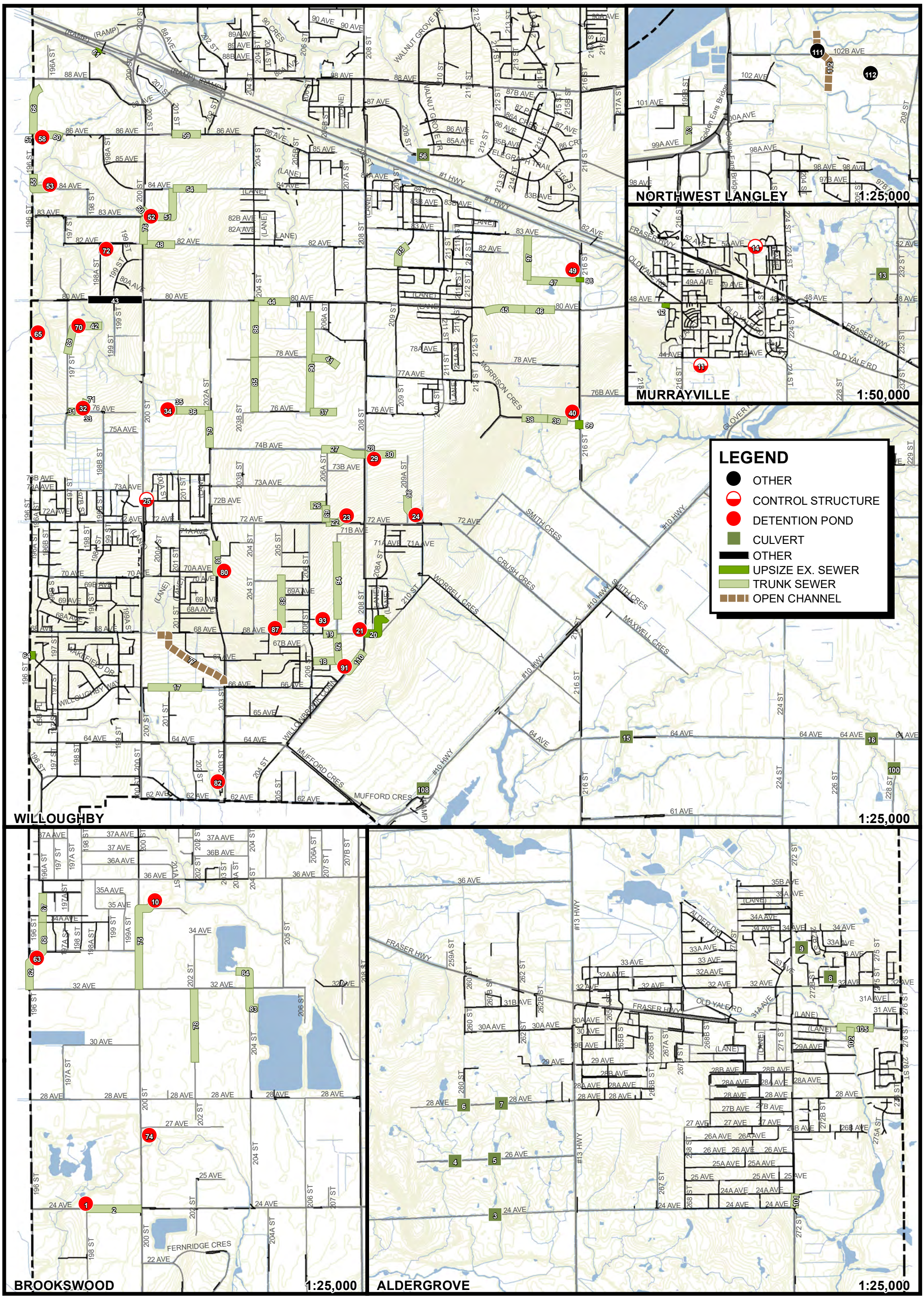
TOWNSHIP OF LANGLEY
Drainage DCC Rate Calculation

A: 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
Residential					
Residential 1	10,000	dwellling unit	1	10,000.00	42%
Residential 2	6,000	dwelling unit	0.4029	2,417.40	10%
Residential 3	13,800	dwelling unit	0.2764	3,814.32	16%
Residential 4	2,200	dwelling unit	0.176	387.20	2%
Commercial					
Commercial 1	48,875	square metres development area	0.00245	119.74	1%
Commercial 2	48,875	square metres development area	0.00245	119.74	1%
Commercial 3	0	square metres development area	0	0.00	0%
Industrial	201	hectare development area	23.1818	4,659.54	20%
Institutional	957,143	square metres development area	0.00218	2,086.57	9%
			Total Equivalent Units	23,604.52 (a)	100%
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		$171,699,844.31	(b)		
Existing DCC Reserve Monies		$4,557,315.07	(c)		
Net Amount to be Paid by DCCs		$167,142,529.24	(d) = (b) - (c)		
DCC per equivalent unit		$7,080.95	(e) = (d) / (a)		
C: Resulting Drainage DCCs					**DCC Revenue Estimates**
Residential					
Residential 1		$7,081	per dwelling unit	(e) x Col. (3)	$70,809,541.60
Residential 2		$2,853	per dwelling unit	(e) x Col. (3)	$17,117,498.59
Residential 3		$1,957	per dwelling unit	(e) x Col. (3)	$27,009,025.07
Residential 4		$1,246	per dwelling unit	(e) x Col. (3)	$2,741,745.45
Commercial				(e) x Col. (3)	$0.00
Commercial 1		$17.35	square metres area of dev.	(e) x Col. (3)	$847,900.00
Commercial 2		$17.35	square metres area of dev.	(e) x Col. (3)	$847,900.00
Commercial 3		$0	square metres area of dev.	(e) x Col. (3)	$0.00
Industrial		$164,149	per hectare area of dev.	(e) x Col. (3)	$32,994,001.89
		$16.41	*per square metres area of dev.*		
Institutional		$15.44	square metres area of dev.	(e) x Col. (3)	$14,774,916.64

Township of Langley
Est. 1873

TOWNSHIP OF LANGLEY
2018 DRAINAGE DCC PROGRAM

G.1 N DRAINAGE



June 2019

TOWNSHIP OF LANGLEY
Parkland Acquisition DCC Program

Column			Col. (1)	Col. (2)	Col. (3) = Col. (1) x (1-Col. (2))	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col. (1) - Col. (5)
Description	**Required Parkland (ha)**	**Acquisition Cost (per ha)**	**Cost Estimate**	**TOL Share (Benefit Allocation)**	**Benefit to New Development**	**Municipal Assist Factor 1%**	**DCC Recoverable**	**Total Municipal Responsibility**
Neighbourhood Parks	67.12	$ -	$ -	0%	$ -	$ -	$ -	$ -
Community Parks	40.804	$ 7,413,000.00	$ 302,481,612.63	0%	$ 302,481,612.63	$ 3,024,816.13	$ 299,456,796.51	$ 3,024,816.13
Municipal Parks	134.24	$ 741,300.00	$ 99,512,112.00	0%	$ 99,512,112.00	$ 995,121.12	$ 98,516,990.88	$ 995,121.12
		TOTAL	**$ 401,993,724.63**		**$ 401,993,724.63**	**$ 4,019,937.25**	**$ 397,973,787.39**	**$ 4,019,937.25**

Notes

1. Required parkland based on the following park standards from 2004 DCC Background Report:
 -Municipal Parks - 1.6 ha per 1,000 people
 -Community Parks - 0.8 ha per 1,000 people
 -Neighbourhood Parks - 0.8 ha per 1,000 people

2. New population estimate provided by the Township of Langley, January 8, 2018 83,900 people
3. Community parkland needs reduced by 65 ac (26.315 ha) due to 65 acres of undeveloped parkland in Willoughby and Brookswood that the City already holds in a "land bank" as per email from Al Neufeld May 15, 2018

3. Parkland acquisition costs based on $3,000,000/acre for urban land and $300,000/acre for rural land (source: Township of Langley, Dave A's emails dated Jan 15, 2018 and Jan 26, 2018). Municipal parks are based on rural land values; Community parks are based on urban land values.

TOWNSHIP OF LANGEY
Parkland Acquisition DCC Rate Calculation

A: Parkland Acquisition 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	Multiple	% Population Equivalent
Residential					
Residential 1	10,000	dwelling units	3.3	33,000	39%
Residential 2	6,000	dwelling units	2.8	16,800	20%
Residential 3	13,800	dwelling units	2.2	30,360	36%
Residential 4	2,200	dwelliing units	1.7	3,740	4%
			Total Equivalent Population	83,900 (a)	100%
B: Unit Parkland Acquisition DCC Calculation					
Net Parks DCC Program Recoverable		$397,973,787.39	(b)		
Existing DCC Reserve Monies		$1,448,826.78	(c)		
Net Amount to be Paid by DCCs		$396,524,960.61	(d) = (b) - (c)		
DCC per person		$4,726.16	(e) = (d) / (a)		
C: Resulting Parkland Acquisition DCCs					DCC Revenue Estimates
Residential					
Residential 1		$15,596	per dwelling unit	(e) x Col. (3)	$155,963,333.73
Residential 2		$13,233	per dwelling unit	(e) x Col. (3)	$79,399,515.35
Residential 3		$10,398	per dwelling unit	(e) x Col. (3)	$143,486,267.03
Residential 4		$8,034	per dwelling unit	(e) x Col. (3)	$17,675,844.49

Notes:

TOWNSHIP OF LANGEY
Parkland Development DCC Program

Column			Col. (1)	Col. (2)	Col. (3) = Col. (1) x (1-Col. (2))	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col. (1) - Col. (5)
Description	**Required Parkland (ha)**	**Development Cost (per ha)**	**Cost Estimate**	**TOL Share (Benefit Allocation)**	**Benefit to New Development**	**Municipal Assist Factor 1%**	**DCC Recoverable**	**Total Municipal Responsibility**
Neighbourhood Parks	67.12	$ 1,077,356.00	$ 72,312,134.72	0%	$ 72,312,134.72	$ 723,121.35	$ 71,589,013.37	$723,121.35
Community Parks	67.12	$ 757,608.60	$ 50,850,689.23	0%	$ 50,850,689.23	$ 508,506.89	$ 50,342,182.34	$508,506.89
Municipal Parks	134.24	111,195.00	$ 14,926,816.80	0%	$ 14,926,816.80	$ 149,268.17	$ 14,777,548.63	$149,268.17
		TOTAL	**$138,089,640.75**		**$138,089,640.75**	**$1,380,896.41**	**$136,708,744.34**	**$1,380,896.41**

Notes

1. Required parkland based on the following park standards from 2004 DCC Background Report:
   -Municipal Parks - 1.6 ha per 1,000 people
   -Community Parks - 0.8 ha per 1,000 people
   -Neighbourhood Parks - 0.8 ha per 1,000 people

2. New population estimate provided by the Township of Langley, January 8, 2018 83,900 people

3. Parkland development costs based "on Typical Park Type Components, Township of Langley", January 22, 2018:
   -Neighbourhood parks - $436,000/acre;
   -Community parks - $306,600/acre;
   -Municipal passive parks - $45,000/acre

TOWNSHIP OF LANGEY
Park Development DCC Rate Calculation

A: Parkland Development 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	Multiple	% Population Equivalent
Residential					
Residential 1	10,000	dwelling units	3.3	33,000	39%
Residential 2	6,000	dwelling units	2.8	16,800	20%
Residential 3	13,800	dwelling units	2.2	30,360	36%
Residential 4	2,200	dwelliing units	1.7	3,740	4%
			Total Equivalent Population	83,900 (a)	100%
B: Unit Parkland Development DCC Calculation					
Net Parks DCC Program Recoverable		$136,708,744.34	(b)		
Existing DCC Reserve Monies		$1,898,256.66	(c)		
Net Amount to be Paid by DCCs		$134,810,487.68	(d) = (b) - (c)		
DCC per person		$1,606.80	(e) = (d) / (a)		
C: Resulting Parkland Development DCCs					DCC Revenue Estimates
Residential					
Residential 1		$5,302	per dwelling unit	(e) x Col. (3)	$53,024,387.29
Residential 2		$4,499	per dwelling unit	(e) x Col. (3)	$26,994,233.53
Residential 3		$3,535	per dwelling unit	(e) x Col. (3)	$48,782,436.31
Residential 4		$2,732	per dwelling unit	(e) x Col. (3)	$6,009,430.56

Notes:

APPENDIX B

Existing Township of Langley Development Cost Charge Bylaw 2012 No. 4963

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2012 NO. 4963

A Bylaw to Impose Development Cost Charges for Highway, Drainage, Sewage, Water and Park Facilities

EXPLANATORY NOTE

Bylaw 2012 No. 4963 repeals the Langley Development Cost Charge Bylaw 2007 No. 4640 and amendments thereto and establishes a new Development Cost Charge Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2012 NO. 4963

WHEREAS Division 10, Part 26 of the *Local Government Act*, R.S.B.C. 1996 chp. 323 authorizes municipalities to impose development cost charges for the purpose of providing funds to assist local governments to pay certain capital costs;

AND WHEREAS the Council of the Township of Langley deems it necessary and desirable to offset some of the costs of infrastructure required to service the needs of development by collecting development costs charges from land developers;

AND WHEREAS the Council of the Township of Langley has considered future development and land use patterns, the phasing of works and services and the provision and development of parks, consistent with the Official Community Plan of the Township when determining the Development Cost Charges imposed by this Bylaw;

NOW THEREFORE, the Council of the Corporation of the Township of Langley, in open meeting assembled, ENACTS AS FOLLOWS:

Title

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw 2012 No. 4963”. As a short title, it may be known as “DCC Bylaw No. 4963”.

Definitions

2. For the purposes of this Bylaw:

Development Cost Charge	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. Abbreviated, the words Development Cost Charges may be referred to as “DCC’s”, “DCCs” or “DCC”.
Residential 1	means residential developments having a density of 15 or less dwelling units (du) per hectare.
Residential 2	means residential developments having a density greater than 15 up to 44 dwelling units per hectare.
Residential 3	means residential developments having a density greater than 44 up to 74 dwelling units per hectare.
Residential 4	means residential developments having a density greater than 74 dwelling units per hectare.

Commercial 1 means all developments zoned commercial, and all developments having commercial uses undertaken in buildings or on land where the zoning designation is other than commercial; and where the first storey gross floor area is 3,700 square metres (m^2) or less. This includes, but is not limited to all rural commercial, campgrounds, golf courses, outdoor recreational and similar uses.

Commercial 2 means all developments zoned commercial, and all developments having commercial uses undertaken in buildings or on land where the zoning designation is other than commercial; and where the first storey gross floor area is more than 3,700 square metres (m^2). This includes, but is not limited to all rural commercial, campgrounds, golf courses, outdoor recreational and similar uses.

Commercial 3 means all developments zoned commercial and all developments having commercial uses undertaken in buildings or on land, where the zoning designation is other than commercial; and is located on the second and higher floor levels. This includes, but is not limited to, all rural commercial, campgrounds, golf courses, outdoor recreational and similar uses.

Industrial means all developments zoned industrial, except where the use is other than Industrial as defined in this Bylaw.

Institutional means all developments zoned institutional and institutional uses undertaken in buildings or on land where the zoning designation is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings including public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and utility uses.

Gross Floor Area means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to the extreme outer limits of the building, excluding areas for parking and unenclosed balconies.

Area of Development means that portion of the parcel encompassing or covered by buildings and structures, including, but not limited to, zoning setbacks, storage yards and parking areas, driveways, easements and areas encumbered by rights-of-way, landscaping areas, detention and siltation ponds, ancillary structures and other areas used for a

	facility or structure to support the development or use of the property. Environmental reserve areas are not included in area of development provided they are protected by restrictive covenant.
Complete and Valid	in the case of a subdivision, means a subdivision application made in compliance with the Township of Langley Development Application and Fee Bylaw 1987 No. 2470 as amended from time to time, and in the case of a building permit, means a building permit application made in compliance with the Township of Langley Building Bylaw 2008 No. 4642, as amended from time to time.
Utility	means a use providing for public utility structures and facilities for road, water, sewer, drainage, electrical, telephone, cablevision, gas, and similar services, where such use is accepted by the Municipality, by another government body, or by a company regulated by a government commission, including broadcast transmission facilities.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form a part of this Bylaw.

4. The notes found at the bottom of each schedule form a part of this Bylaw.

Development Cost Charges

5. In accordance with the Local Government Act, Section 933 (1) Development Cost Charges, as set out in Schedules “A”, “B” and “C” hereto, may hereby be imposed on every person who obtains:

   a. approval of a subdivision, or

   b. a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or part of a building that:

      i. the value of the work authorized by the permit does not exceed $50 000;

      ii. will, after the construction, alteration or extension contain fewer than four (4) self contained dwelling units; and be put to no other use than the residential use in those dwelling units.

6. The Development Cost Charges imposed pursuant to this Bylaw must be paid prior to time of approval of a subdivision or issuance of a building permit.

7. In accordance with the Local Government Act , a complete and valid subdivision and building permit applications, submitted prior to the final adoption of this Bylaw, shall be granted a twelve (12) month grace period from the date of final adoption of this Bylaw, during which time the Development Cost Charge rates applicable at the time of application shall be payable, unless the developer requests in writing the application of the new bylaw, upon which the rates applicable under this Bylaw will apply.

8. For the Development Cost Charges imposed pursuant to this Bylaw on single family residential subdivisions, a credit is granted for each existing lot forming part of the subdivision at time of application. For multiple family residential developments, a credit is granted for each existing dwelling unit forming part of the development at time of application. For non-residential developments, DCCs area is assessed based on the additional “gross floor area” or additional “area of development” as defined in the bylaw.

9. Where a developer is required to provide, or pay to provide, a specific service or part of a service, outside the boundaries of land being subdivided or developed; and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the two following amounts:

   a) the amount of Development Cost Charges as indicated in the column entitled “DCC Recoverable” in the DCC Review Report which is part of the Supplementary Information Document for the 2012 Development Cost Charge Program as amended from time to time; or

   b) the amount of Development Cost Charges calculated for the subdivision or building project pursuant to the provisions of this Bylaw for the particular class of service.

General Provisions

10. In this Bylaw words importing the singular number include the plural number and vice versa.

11. Langley Development Cost Charge Bylaw 2007 No. 4640 and amendments thereto are hereby repealed.

READ A FIRST TIME the	05	day of	November	, 2012
READ A SECOND TIME the	05	day of	November	, 2012
READ A THIRD TIME the	05	day of	November	, 2012.
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the	05	day of	December	, 2012.
RECONSIDERED AND ADOPTED the	14	day of	January	, 2013.

"JACK FROESE" Mayor "SUSAN PALMER" Deputy Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2012 NO. 4963

Schedule "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Highway	Drainage	Sewage	Water	Parks	Total
Residential 1	du	$8,705.49	$3,906.95	$669.13	$2,415.84	$10,931.73	$26,629.14
Residential 2	du	$8,487.85	$1,574.11	$567.75	$2,049.81	$9,275.41	$21,954.93
Residential 3	du	$7,399.67	$1,079.88	$446.09	$1,610.56	$7,287.82	$17,824.02
Residential 4	du	$6,529.12	$687.62	$344.70	$1,244.53	$5,631.50	$14,437.47

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed use developments, other than institutional, is calculated and assessed in accordance with Schedule A; and is payable in addition to any other DCCs applicable to other uses.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2012 NO. 4963

Schedule B

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Highway	Drainage	Sewage	Water	TOTALS	
						Highways, Sewage and Water (gfa)	Drainage (da)
Commercial 1	m^2	$43.53	--	$2.31	$8.35	**$54.19**	**$9.57**
Commercial 2	m^2	$33.95	--	$2.31	$8.35	**$44.61**	**$9.57**
Commercial 3	m^2	$15.67	--	$1.72	$6.22	**$23.61**	**$0.00**
Institutional	m^2	$20.89	--	$2.31	$8.35	**$31.55**	**$8.52**

NOTE:

- The residential component of mixed use developments, other than institutional, is calculated and assessed in accordance with Schedule A; and is payable in addition to any other DCCs applicable to other uses.
- Commercial and Institutional DCCs, with the exception of the Drainage component, are imposed on gross floor area (gfa).
- Drainage component of all non-residential DCCs is imposed on development area (da).
- Commercial developments having a building with gross floor areas greater than 3,700 m^2, shall have the Highway component of the Commercial 1 rates applied to the first 3,700 m^2 and the Highway component of the Commercial 2 rates applied to all areas exceeding 3,700 m^2.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2012 NO. 4963

Schedule "C"

INDUSTRIAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Highway	Drainage	Sewage	Water	TOTALS
Industrial	m^2	$6.75	$9.06	$0.91	$3.29	**$20.01**

NOTE:

- The residential component of mixed use developments, other than institutional, is calculated and assessed in accordance with Schedule A; and is payable in addition to any other DCCs applicable to other uses.
- Industrial DCCs are imposed on development area (da).
- Drainage component of all non-residential DCCs is imposed on development area (da).

APPENDIX C

Proposed Township of Langley Development Cost Charge Bylaw 2019 No. 5470

Pending - to be added once bylaw is adopted

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2019 NO. 5470

A Bylaw to Impose Development Cost Charges for Road, Drainage, Sewage, Water and Park Projects

EXPLANATORY NOTE

Bylaw 2019 No. 5470 repeals the Langley Development Cost Charges Bylaw 2012 No. 4963 and amendments thereto and establishes a new Development Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2019 NO. 5470

The Municipal Council of the Corporation of the Township of Langley, in Open meeting assembled, ENACTS AS FOLLOWS:

Title

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw 2019 No. 5470”. As a short title, it may be known as “DCC Bylaw No. 5470”.

Definitions

2. For the purposes of this Bylaw:

Area of Development	means that portion of the parcel of land encompassing or covered by buildings and structures, including, but not limited to, zoning setbacks, storage yards and parking areas, driveways, easements and areas encumbered by rights-of-way, landscaping areas, detention and siltation ponds, ancillary structures and other areas used for a facility or structure to support the development or use of the property. Environmental reserve areas are not included in the Area of Development, provided such areas are protected by a restrictive covenant registered in favor of the Township of Langley, to the satisfaction of the General Manager of Engineering for the Township of Langley, or their designate.
Commercial 1	means all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial: and where the first storey Gross Floor Area is 3,700 square metres or less. This includes, but is not limited to, all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
Commercial 2	means all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey Gross Floor Area is more than 3,700 square metres, This

includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.

Commercial 3 means all developments zoned for commercial uses under the Zoning Bylaw; and all developments having commercial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than commercial; and where such commercial uses are located only on the second and higher floor levels. This includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.

Development Cost Charges means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Development Cost Charges may also be referred to as “DCCs” or “DCC” in this Bylaw.

Gross Floor Area means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.

Industrial means all developments zoned for industrial uses under the Zoning Bylaw, and all developments having industrial uses undertaken in buildings or on land, where the zoing designation under the Zoning Bylaw is other than industrial.

Institutional means:

(a) all developments zoned for institutional use under the Zoning Bylaw; or

(b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.

Residential 1 means residential developments having a density of 15 or less dwelling units (du) per hectare.

Residential 2	means residential developments having a density greater than 15 up to 44 dwelling units per hectare.
Residential 3	means residential developments having a density greater than 44 up to 74 dwelling units per hectare.
Residential 4	means residential developments having a density greater than 74 dwelling units per hectare.
Utility	means a use providing for public utility structures and facilities for road, water, sewer, drainage, electrical, telephone, cablevision, gas, and similar services, where such use is approved in writing by the Township of Langley, by another government body with jurisdiction, or by a company regulated by a government commission, including broadcast transmission facilities.
Zoning Bylaw	means the Township of Langley Zoning Bylaw, 1987 No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form a part of this Bylaw.

4. The notes found at the bottom of Schedules “A”, “B” and “C” form a part of this Bylaw.

Development Cost Charges

5. In accordance with Section 559(1) of the *Local Government Act*, every person who obtains:

    a. approval of a subdivision, or

    b. a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or structure or part of a building or structure where:

        i. the value of the work authorized by the permit does not exceed $50,000; or

        ii. the building or structure will, after the construction, alteration or extension contain fewer than four (4) self contained dwelling units, and be put to no other use than the residential use in those dwelling units,

    must pay to the Township of Langley the applicable Development Cost Charges set out in Schedules “A”, “B”, and “C” of this Bylaw.

6. For a type of development not identified under Schedules “A”, “B”, or “C” of this Bylaw, the imposition of a Development Cost Charge will be at the sole discretion of the General

Manager of Engineering for the Township of Langley, or their designate, with the amount payable based on the most comparable type of development, as determined by the General Manager of Engineering for the Township of Langley, or his or her designate, acting reasonably.

7. Subject to the *Development Cost Charge (Instalments) Regulation*, B.C. Reg. 166/84, as amended or replaced from time to time, Development Cost Charges imposed pursuant to this Bylaw must be paid at the time of the approval of the subdivision or the issue of the building permit.

8. For Development Cost Charges imposed pursuant to this Bylaw on single family residential subdivisions, a credit will be granted for each existing lot forming part of the subdivision at the time of the subdivision or building permit application. For multiple family residential developments, a credit will be granted for each existing dwelling unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Development Cost Charges are assessed based on the additional Gross Floor Area or additional Area of Development, as applicable.

9. Where a developer is required to provide, or pay to provide, a specific service or part of a service, pursuant to a Development Works Agreement under section 570 of the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall be calculated as the cost of the work less the amount to be paid by the Township of Langley to the developer under the Development Works Agreement, other than any amount paid as interest.

10. Where a developer is required to provide, or pay to provide, a specific service or part of a service, outside the boundaries of land being subdivided or developed, not pursuant to a Development Works Agreement under section 570 of the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the following amounts:

    a) the amount of Development Cost Charges identified as “DCC Recoverable” in the DCC review report prepared as part of the Township of Langley’s DCC program, as amended or replaced;

    b) the amount of Development Cost Charges calculated for the subdivision or building project pursuant to the provisions of this Bylaw for the particular class of service; or

    c) the estimated amount for providing the service, as determined by the developer’s qualified professional, acting reasonably.

Expenditures from DCC Reserves to Developers

11. Where the Township of Langley has entered into an agreement with a developer to complete works, including a Development Works Agreement under section 570 of the *Local Government Act*, and those works are included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, the Township of Langley may expend monies from the applicable Development Cost Charge reserve to repay the developer some or all of the capital costs the developer incurred in completing a project.

General Provisions

12. In this Bylaw, words importing the singular number include the plural number, and vice versa.

13. Langley Development Cost Charge Bylaw 2012 No. 4963 and amendments thereto are hereby repealed.

READ A FIRST TIME the	day of	, 2019.
READ A SECOND TIME the	day of	, 2019.
READ A THIRD TIME the	day of	, 2019.
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the	day of	, 2019.
ADOPTED the	day of	, 2019.

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2019 NO. 5470

Schedule "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition	Park Development	Total
Residential 1	du	$18,423.00	$7,081.00	$665.00	$2,497.00	$15,596.00	$5,302.00	$49,564.00
Residential 2	du	$17,962.00	$2,853.00	$565.00	$2,119.00	$13,233.00	$4,499.00	$41,231.00
Residential 3	du	$15,660.00	$1,957.00	$444.00	$1,665.00	$10,398.00	$3,535.00	$33,659.00
Residential 4	du	$13,817.00	$1,246.00	$343.00	$1,286.00	$8,034.00	$2,732.00	$27,458.00

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed use developments, other than Institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2019 NO. 5470

Schedule B

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Sewage	Water	TOTALS	
					Road, Sewage and Water (based on Gross Floor Area)	Drainage (based on Area of Development)
Commercial 1	m^2	$92.12	$2.30	$8.63	**$103.05**	**$17.35**
Commercial 2	m^2	$71.85	$2.30	$8.63	**$82.78**	**$17.35**
Commercial 3	m^2	$33.16	$1.71	$6.43	**$41.30**	**$0.00**
Institutional	m^2	$44.22	$2.30	$8.63	**$55.15**	**$15.44**

NOTE:

- The residential component of mixed use developments, other than institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.
- Commercial and Institutional DCCs, with the exception of the drainage component, are imposed based on Gross Floor Area (gfa).
- The drainage component is imposed based on Area of Development.
- Commercial developments having a building or buildings with total Gross Floor Areas greater than 3,700 m^2, shall have the road component of the Commercial 1 rates applied to the first 3,700 m^2 and the road component of the Commercial 2 rates applied to all areas of the buildings exceeding 3,700 m^2.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2019 NO. 5470

Schedule "C"

INDUSTRIAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	TOTALS
Industrial	m^2	$14.29	$16.41	$0.91	$3.40	**$35.01**

NOTE:

- The residential component of mixed use developments, other than Institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.
- Industrial DCCs are imposed based on Area of Development.