



TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE BYLAW 2023

BACKGROUND REPORT

JULY 14, 2023

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EXECUTIVE SUMMARY

The Township of Langley (the Township) undertook a major Development Cost Charge (DCC) update in 2018 with DCC bylaw adoption occurring in 2020. A minor update to the roads program in the DCC bylaw was completed in 2022 to reflect the Township's portion of projects cost-shared with the Ministry of Transportation and Infrastructure. The Township initiated this major update to its DCC Bylaw to reflect new information on:

- Anticipated growth;
- Infrastructure and parks needed to support future growth; and,
- Construction and land costs.

This major update included a full review of growth estimates, project lists, and cost estimate adjustments to reflect current construction and land costs. Equivalencies were also reviewed and adjusted for residential uses based on new information about the average number of people living in different dwelling types.

The recoverable DCC cost has increased significantly because of this DCC update. Construction costs increased approximately 35% (or more in some cases) and urban land costs increased approximately 65% since 2018. The existing DCC Bylaw and rates reflect 2018 costs; these percentage increases therefore reflect five years of cost increases. These changes are key factors resulting in DCC rate increases in all land use categories.

DCC rates proposed for the Township are provided in Table ES 1.

Table ES 1: DCC Rate Comparison

Land Use	Unit of Charge	Existing Rate (2020) ¹	Proposed Rate (2023)
Residential 1	dwelling unit	\$48,355.58	\$87,615
Residential 2	dwelling unit	\$40,104.14	\$58,592
Residential 3	dwelling unit	\$32,704.94	\$53,044
Residential 4	dwelling unit	\$26,647.18	\$38,934
Commercial 1	m ² gross floor area	\$97.62	\$128.93
<i>Commercial 1 (drainage)</i>	<i>m² area of dev.</i>	<i>\$17.35</i>	<i>\$27.12</i>
Commercial 2	m ² gross floor area	\$78.24	\$104.27
<i>Commercial 2 (drainage)</i>	<i>m² area of dev.</i>	<i>\$17.35</i>	<i>\$27.12</i>
Commercial 3	m ² gross floor area	\$38.81	\$52.91
<i>Commercial 3 (drainage)</i>	<i>m² area of dev.</i>	<i>\$0.00</i>	<i>\$0.00</i>
Industrial	m ² area of dev.	\$33.84	\$49.69
Institutional	m ² gross floor area	\$51.81	\$70.65
<i>Institutional (drainage)</i>	<i>m² area of dev.</i>	<i>\$15.44</i>	<i>\$24.13</i>

¹Reflects 2022 Minor Update

1.0 BACKGROUND

The Township undertook a major update in 2018 with DCC bylaw adoption occurring in 2020. The existing DCC Bylaw is based on 2018 construction and land costs. A minor update to the roads program in the DCC bylaw was completed in 2022 to reflect the Township's portion of projects cost-shared with the Ministry of Transportation and Infrastructure. The Township has since obtained new information on:

- Anticipated growth;
- Infrastructure and parks needed to support future growth; and,
- Construction and land costs.

In 2023, the Township initiated a major DCC update, which involved:

- Review and update of growth projections;
- Minor adjustments to residential equivalency factors to reflect new information on the anticipated number of people living in different dwelling types;
- Review and update of eligible projects and costs; and,
- 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;
- Metro Vancouver Regional Growth Strategy: Metro Vancouver 2040;
- Langley Development Cost Charges Bylaw 2020 No. 5555;
- Township of Langley Official Community Plan (OCP), consolidated April 3, 2023;
- 2023-2027 Five Year Financial Plan Bylaw 2022 No. 5867; and,
- Township of Langley Plans and Studies, including:
 - 16 Avenue Corridor Study, 2016
 - Aldergrove Core ESP, 2020
 - Anderson Creek ISMP, 2014
 - Bertrand ISMP, 2009
 - Brookwood ESP 2013
 - Fernridge Area ISMP, 2014
 - Gordon Estates ESP, 2012
 - Latimer Creek ISMP, 2015
 - Water Master Plan Update, 2008
 - North Langley Truck Route Assessment
 - NW Industrial ISMP, 2022
 - Park Land Standards Analysis, 2014
 - Parks and Recreation Master Plan, 2002
 - Smith ESP, 2017
 - South West Gordon Neighbourhood Plan, 2000
 - Upper Nicomekl River ISMP, 2017
 - Upper Nicomekl River Drainage Study, 1996
 - Williams ESP, 2018

- o Yorkson Creek Water Resource Plan, 2003

It should be noted that the material provided in the background report is meant for information only. Reference should be made to DCC Bylaw No. 5555 for the specific DCC rates until a new DCC Bylaw has been adopted.

2.0 DCC KEY ELEMENTS

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

Table 1: DCC Key Elements

Key Element	Township 2023 DCC Update	Rationale	Aligns with Best Practices Guide?
Time Frame	25 Years	<ul style="list-style-type: none"> Aligns with OCP and capital planning time frames. 	✓
Township-wide or Area-specific Charge	Township-wide charge	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> Specific roads projects include cost sharing with TransLink and other major funding partners as detailed in Section 4.1 and reflected in Appendix A. 	✓
Developer Contribution	None	<ul style="list-style-type: none"> No identified DCC projects include a developer contribution. 	✓
Financing	Yes	<ul style="list-style-type: none"> No new DCC projects include long-term debt financing. 	✓
Benefit Allocation	25-100%	<ul style="list-style-type: none"> Many projects are at 100% allocation since most included project costs reflect upsizing only. Where projects are not for upsizing only, specific benefit has been calculated for each project. 	✓
Municipal Assist Factor	All infrastructure types – 1%	<ul style="list-style-type: none"> The Township is contributing the minimum allowable assist factor to ensure its long-term financial sustainability. 	✓

Key Element	Township 2023 DCC Update	Rationale	Aligns with Best Practices Guide?
Units of Charge	Per dwelling unit, per square metre gross floor area, and per square metre of area of dev.	<ul style="list-style-type: none"> • <i>Per dwelling unit</i> for Residential 1, 2, 3, and 4. DCCs are 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. • <i>Per square metre of gross floor area</i> for Commercial 1, 2, 3, and institutional uses (excluding drainage) as impact on infrastructure is expected to correlate with floor space. • <i>Per square metre of area of dev.</i> For commercial 1, 2, and institutional uses for drainage as impact on infrastructure is expected to correlate with developable area. • <i>Per square metre of area of dev.</i> For industrial uses as impact on infrastructure is expected to correlate with developable area. 	✓

3.0 GROWTH PROJECTIONS AND EQUIVALENCIES

3.1 RESIDENTIAL GROWTH PROJECTIONS

The Metro Vancouver Regional Growth Strategy (RGS) informed the total population estimate for the Township. According to the RGS, the Township is expected to reach 225,500 people by 2048, reflecting a growth rate of approximately 2% annually. The growth projections used in the DCC program are consistent with this anticipated growth.

The Township levies DCCs on four residential types, distinguished by density of development units per hectare, as shown in Table 2. The allocation of the number of new units across residential dwelling types is based on recent census data and input from Township staff on historical and expected development trends. Residential 1 considers secondary suites that are prevalent in lower density residential units.

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

Dwelling Type	Number Units	Persons per Unit	New Population
Residential 1 (<15 u/ha)	10,900	3.4	37,060
Residential 2 (15-44 u/ha)	1,500	2.4	3,600
Residential 3 (44-74 u/ha)	8,900	2.3	20,470
Residential 4 (>74 u/ha)	14,900	1.5	22,350
Total	36,200	-	83,500¹

¹number rounded to nearest hundred

3.2 NON-RESIDENTIAL GROWTH PROJECTIONS

Commercial growth projections are based on recent development trends and Metro Vancouver Employment Projections.

The Township levies commercial DCCs on three categories:

- Commercial 1 - represents commercial developments where the first storey is 3,700 square metres of gross floor area or less;
- 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 located on the second floor and higher.

Informed by Township staff, the industrial and institutional growth projections reflect the anticipated demand in the Township for these uses. Industrial DCCs are based on site development area due to the type of industrial development occurring in the Township.

The Township levies drainage DCCs based on site development area for Commercial 1, Commercial 2, and Institutional uses to best reflect impact on infrastructure; therefore, anticipated growth by development area is also identified for these land uses.

Table 3: Non-Residential Growth by Land Use (25-year time horizon)

Land Use	New Development	Units	New Development (Drainage)	Units
Commercial 1	169,000	m ² gross floor area	422,500	m ² development area
Commercial 2	169,000	m ² gross floor area	422,500	m ² development area
Commercial 3	60,000	m ² gross floor area	N/A	-
Industrial	135	hectare development area	N/A	-
Institutional	236,000	m ² gross floor area	674,286	m ² development area

3.3 EQUIVALENCIES

The equivalencies used to calculate DCC rates were reviewed and residential equivalency factors for water, sewer, and parks were adjusted to reflect new information from Township staff and census data on the anticipated number of people living in the specified land uses.

Table 4: Equivalencies

Land Use	Road (weighted trip ends)	Water / Sewer (population)	Drainage (EDU)	Parkland Acquisition & Development (population)
Residential 1 (per dwelling unit)	1.38	3.4	1	3.4
Residential 2 (per dwelling unit)	0.975	2.4	0.4029	2.4
Residential 3 (per dwelling unit)	0.85	2.3	0.2764	2.3
Residential 4 (per dwelling unit)	0.75	1.5	0.1760	1.5
Commercial 1 (per m ² gross floor area)	0.005	0.0114	0.00245	-

Land Use	Road (weighted trip ends)	Water / Sewer (population)	Drainage (EDU)	Parkland Acquisition & Development (population)
Commercial 2 (per m ² gross floor area)	0.0039	0.0114	0.00245	-
Commercial 3 (per m ² gross floor area)	0.0018	0.0085	-	-
Industrial (per ha)	7.7545	45.0	23.1818	-
Institutional (per m ² gross floor area)	0.0024	0.0114	0.00218	-

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 for developing a parcel of land is expressed as the amount of stormwater run-off that must be accommodated by the system. The accepted parameters for expressing imperviousness in stormwater run-off calculations is the “run-off coefficient.” 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 used to determine equivalency factors necessary to develop Equivalent Drainage Units (EDUs), the basis for calculating drainage DCCs.

Sewer and Water

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

Parkland Acquisition & Development

Since 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 anticipate demands for park acquisition and development.

4.0 DCC PROJECTS AND COSTS

4.1 DCC PROJECTS

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

Roads

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

In August 2020, the Township adopted the Willoughby Arterial Road Completion Amenity Program (WARCAP) Policy. This policy was intended to provide a means of providing transportation amenities in the Willoughby area through amenity zoning provisions to obtain required land. These transportation amenities are required due to growth and provide a Township-wide benefit. These land costs have now been included in the DCC program to promote ease of administration. Once the updated DCC bylaw is adopted by Council, Council will then rescind the WARCAP policy.

The roads program includes various cost-sharing arrangements:

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

TransLink provides all municipalities with annual funding 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.

The Township receives \$2M per year of MRNB funding from TransLink that can be used for road capacity and safety improvements on the major road network. Most of the Township's major road network is in urban areas where growth is occurring or on roads linking urban areas, such as Fraser Highway, where growth has increased travel between the Township's urban areas. The roads program assumes the Township will receive \$50M over the next 25 years (\$2M per year).

The Township currently receives \$500,000 per year from TransLink for cycling improvements. Accordingly, the DCC program assumes the Township will receive \$12.5M over the next 25 years (\$500,000 per year). The Township has included its matching contribution of \$12.5M in the DCC program.

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

The Township, like other BC municipalities, frequently cost shares with MoTI on infrastructure projects deemed to provide a municipal benefit and needed due to increased population and employment growth. The Township has historically contributed 1/3 to 1/2 of the cost of these projects. The roads program reflects the Township's remaining portion owing of \$11.0M (borrowing costs, principal only) for the 216 Street Interchange project. The roads program also reflects the Township's portion of \$23.4M for the 232 Street Interchange project, \$31.5M for the 264 Street interchange project, and \$17.0M for the 272 Street Overpass project.

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 needed 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 RBRC 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 then formed. Each party's contribution 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. The Township received permission from the Ministry to include borrowing for their portion of the cost. The remaining cost included in the program is \$6.3M.

One other rail overpass, at 216 Street/Glover Road, was identified and included in the 2018 DCC update as needed to support the Township's growth. The Township's portion continues to be included in the DCC program assuming the same cost sharing portion for a total of \$29.8M.

Sewer

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

Water

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

Drainage

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

Parkland Acquisition & Development

The parkland acquisition and development program is based on the Township of Langley Parks and Recreation Master Plan, 2002. Park standards are set at 0.8 hectare of community park per 1,000 people and 1.6 hectares of municipal park per 1,000 people. The standards for required parkland for municipal parks is met by the regional parks, based on a 2014 Park Land Standards Analysis. Neighbourhood parkland acquisition is not included in the DCC program; these are funded through the 5% parkland dedication at subdivision.

The parkland development program provides for improvements to community and neighbourhood parks. Parkland development costs include only those eligible for DCC funding, including: playgrounds, landscaping, washrooms, trails, and site preparation and grading costs.

For ease of administration, the parkland acquisition and development projects are combined in this update to create a single Parkland Acquisition and Development DCC charge.

4.2 DCC COSTS

DCC rates are determined by applying the key elements, growth projections, and equivalencies described earlier in this report to DCC eligible projects expected to be built within the specified DCC timeframe. The full DCC program, calculations, and maps are included in Appendix A. An overview of the DCC costs by infrastructure type is provided in Table 5. Costs reflect 2023 dollars.

The Township only includes upsizing costs of projects for those project types. As a result, the majority of the projects have a 100% benefit factor. Where projects are not only for upsizing, specific benefit has been calculated for each project.

Table 5: DCC Program Overview and Capital Costs

Service	Total Capital Costs (\$M)	Benefit Allocation	Municipal Assist Factor	DCC Recoverable (\$M)	Municipal Contribution (\$M) ⁽¹⁾
Road	1,056	50-100%	1%	911.6	15.2
Sewer	57.1	100%	1%	56.6	0.5
Water	148.0	80-100%	1%	106.3	41.6
Drainage	271.2	25-100%	1%	264.7	6.5
Parkland Acquisition & Development	1,054.6	100%	1%	1,044.1	10.5
Total ⁽²⁾	2,586.5	-	-	2,383.3	74.3

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

⁽²⁾ Figures may not add due to rounding.

4.3 CHANGES IN PROGRAM FROM PREVIOUS UPDATE

This update includes the following key changes:

- Project lists have been updated to include new projects and cost estimates have been updated to reflect current construction and land costs. The existing DCC Bylaw reflects 2018 costs; since then, construction costs increased 35% or more depending on the type of infrastructure, and urban land costs rose 67% from \$3M per acre to \$5M per acre.
- Willoughby Arterial Road Completion Amenity Program (WARCAP) projects have been included (see Section 4.1).
- The Parkland Acquisition and Parkland Development programs were combined in this update for ease of administration. Alone, this does not result in DCC rate changes.

5.0 DCC RATES

A comparison of existing DCC rates (based on 2018 cost estimates) from 2020 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 of Charge	Existing Rate (2020) ¹	Proposed Rate (2023)
Residential 1	dwelling unit	\$48,355.58	\$87,615
Residential 2	dwelling unit	\$40,104.14	\$58,592
Residential 3	dwelling unit	\$32,704.94	\$53,044
Residential 4	dwelling unit	\$26,647.18	\$38,934
Commercial 1	m ² gross floor area	\$97.62	\$128.93
<i>Commercial 1 (drainage)</i>	<i>m² area of dev.</i>	<i>\$17.35</i>	<i>\$27.12</i>
Commercial 2	m ² gross floor area	\$78.24	\$104.27
<i>Commercial 2 (drainage)</i>	<i>m² area of dev.</i>	<i>\$17.35</i>	<i>\$27.12</i>
Commercial 3	m ² gross floor area	\$38.81	\$52.91
<i>Commercial 3 (drainage)</i>	<i>m² area of dev.</i>	<i>\$0.00</i>	<i>\$0.00</i>
Industrial	m ² area of dev.	\$33.84	\$49.69
Institutional	m ² gross floor area	\$51.81	\$70.65
<i>Institutional (drainage)</i>	<i>m² area of dev.</i>	<i>\$15.44</i>	<i>\$24.13</i>

¹Reflects 2022 Minor update

Table 7: Proposed DCC Rates

Land Use	Unit of Charge	Roads	Water	Drainage	Sewer	Parkland Acquisition & Development	Proposed Development Cost Charges
Residential 1	dwelling unit	\$30,825	\$3,152	\$11,067	\$1,870	\$40,701	\$87,615
Residential 2	dwelling unit	\$21,858	\$2,225	\$4,459	\$1,320	\$28,730	\$58,592
Residential 3	dwelling unit	\$19,055	\$2,132	\$3,059	\$1,265	\$27,533	\$53,044
Residential 4	dwelling unit	\$16,814	\$1,391	\$1,948	\$825	\$17,956	\$38,934
Commercial 1	m ² gross floor area	\$112.09	\$10.57	-	\$6.27	-	\$128.93
Commercial 1 (drainage)	m ² area of dev	-	-	\$27.12	-	-	\$27.12
Commercial 2	m ² gross floor area	\$87.43	\$10.57	-	\$6.27	-	\$104.27
Commercial 2 (drainage)	m ² area of dev	-	-	\$27.12	-	-	\$27.12
Commercial 3	m ² gross floor area	\$40.35	\$7.88	-	\$4.68	-	\$52.91
Commercial 3 (drainage)	m ² area of dev	-	-	\$0.00	-	-	\$0.00
Industrial	m ² area of dev.	\$17.38	\$4.17	\$25.66	\$2.48	-	\$49.69
Institutional	m ² gross floor area	\$53.81	\$10.57	-	\$6.27	-	\$70.65
Institutional (drainage)	m ² area of dev	-	-	\$24.13	-	-	\$24.13

6.0 STAKEHOLDER CONSULTATION

Although the *Local Government Act (LGA)* does not require a public participation process, the Best Practices Guide suggests an opportunity for public participation be included as part of the development of a DCC program. The purpose of such a process is to allow those who are interested in, or affected by, the proposed DCCs to offer comments and input. The Best Practices Guide does not set a recommended format to be followed for public participation. Instead, the type of public participation to be used is decided by the local government itself.

The Township invited input from stakeholders on the proposed DCC rates by requesting comment through direct correspondence to the Urban Development Institute (UDI), Homebuilders Association Vancouver (HAVAN), and other known developers operating within the Township.

The Township received response letters from both UDI and HAVAN and a summary of the comments received is provided below:

- Development community needs more notice and additional time and opportunity for consultation
- DCC updates should happen more frequently in future to minimize significant rate increases
- Development community is concerned about increases in housing prices for buyers

It is the widely held view that DCCs affect the price of raw land and the price developers are willing to pay for that land due to servicing costs. Home prices are determined by the market.

7.0 DCC IMPLEMENTATION

7.1 BYLAW EXEMPTIONS

The *LGA* is clear that a DCC is not payable if the development does not impose new capital cost burdens on the Township or if a DCC has already been paid for the same development. A new capital cost burden will be imposed where there is a new demand created for designated services. In determining if there is a “new demand,” the appropriate point of comparison is the most recent use of the property prior to the application. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township for which development cost charges may be imposed.

The *LGA* further restricts levying DCCs at the time of building permit issuance if:

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

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

7.2 DCC WAIVERS AND REDUCTIONS

Changes to the *LGA* 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

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 or development area are 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 or builder should pay the applicable

DCCs based on the additional floor area for commercial, industrial, or institutional land uses at the DCC rates in the DCC bylaw at the time of redevelopment or expansion. In essence, the Township is giving a DCC credit for the existing development or building. DCCs are only levied on the *new* development or building area.

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

7.5 IN-STREAM APPLICATIONS

The new DCC rates will be in force immediately after the updated DCC Bylaw is adopted; however, the *LGA* provides special protection from rate increases for development applications submitted prior to the adoption date. There are two ways a developer can qualify for the 'old' DCC rates:

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

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

OR

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

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

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

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

7.6 REBATES AND CREDITS

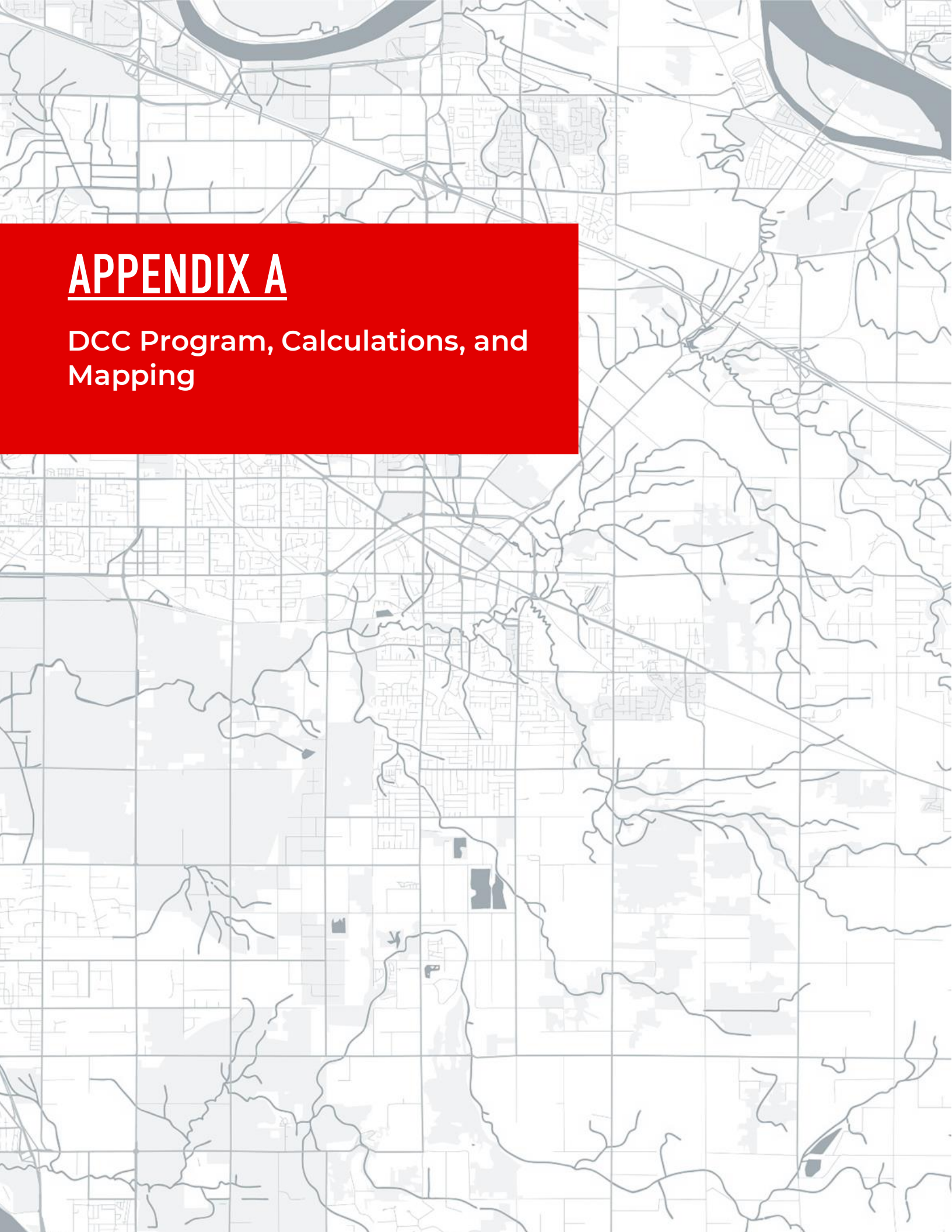
The DCC Bylaw provides for credits for single and multi family subdivisions. For single family subdivisions, a credit should only be applied based on the number of existing fee simple lots but excluding any existing stratified lots. For greater certainty, without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township for which DCCs may be imposed.

7.7 DCC MONITORING AND ACCOUNTING

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 project's status 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 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 Canadian Price Index (CPI) inflationary factor, as permitted by legislation, annually (to a maximum of four years). Typically, a major amendment to the DCC program and rates is recommended every three to five years. All DCC Bylaw amendments require approval from the Ministry, except for CPI adjustments.

The background of the page is a detailed map of a city, likely St. Louis, showing a grid of streets, a major river (the Mississippi) flowing through the center, and various urban features. A prominent red rectangular box is overlaid on the upper left portion of the map, containing the title text.

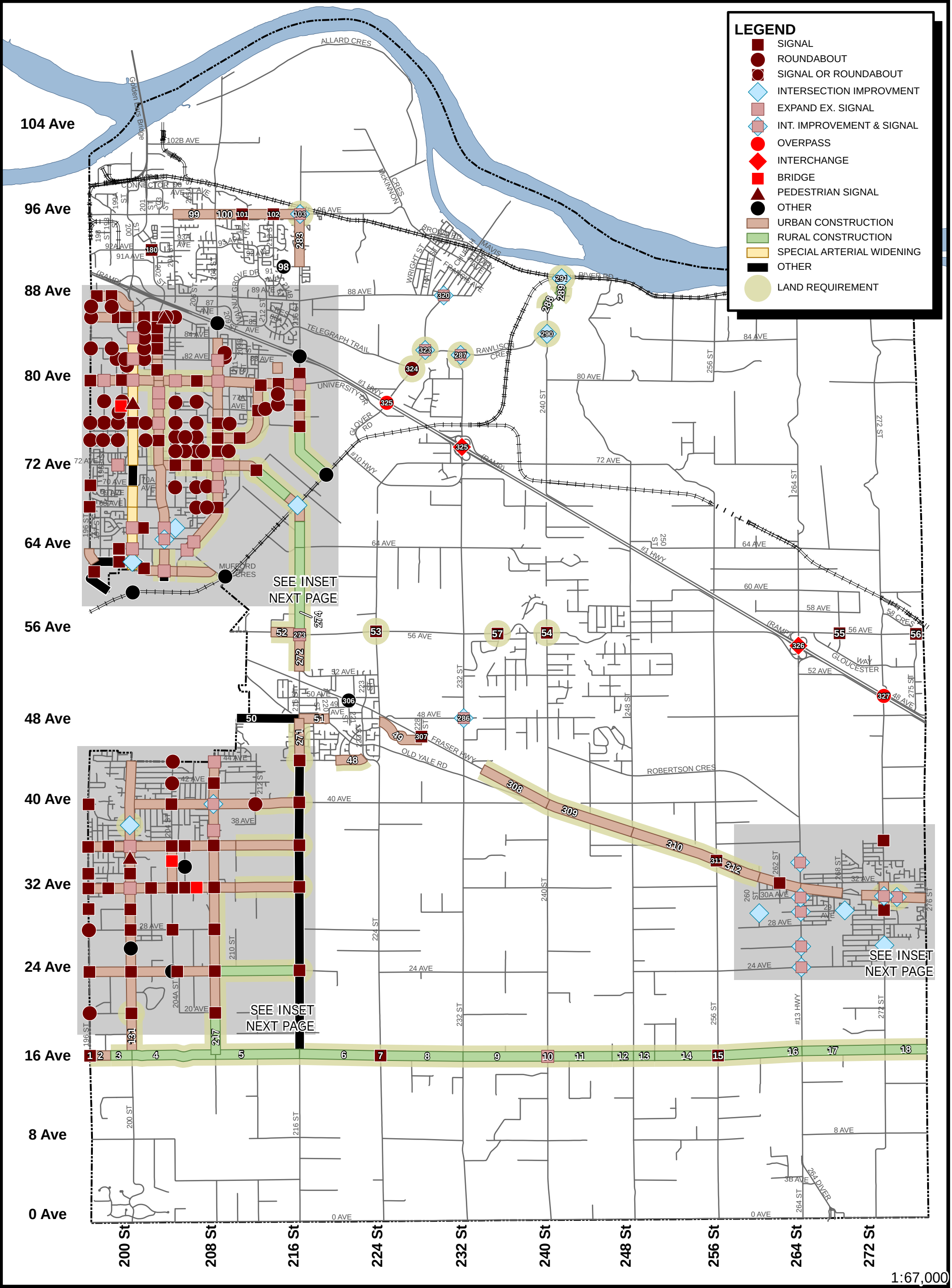
APPENDIX A

DCC Program, Calculations, and Mapping



TOWNSHIP OF LANGLEY

2023 HIGHWAY DCC PROGRAM

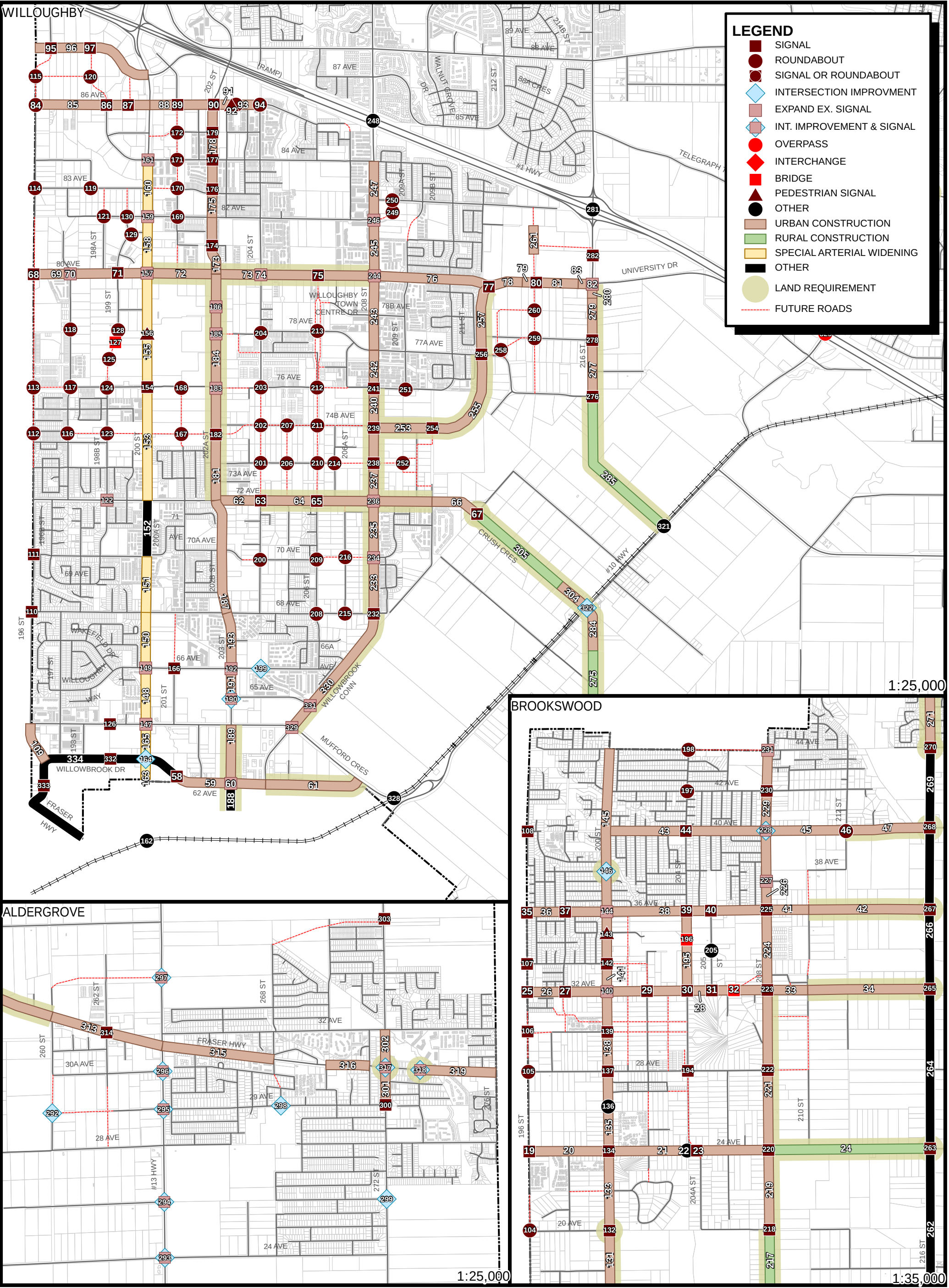


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TOWNSHIP OF LANGLEY

2023 HIGHWAY DCC PROGRAM



TOWNSHIP OF LANGLEY
ROADS DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	Outside Share	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 R 001	Traffic Signal	16 Ave	196 St		Eligible for TransLink		\$742,500	\$0	\$936,000	\$0	\$936,000	0%	\$936,000	\$9,360	\$926,640	\$9,360
23 R 002	Urban Road Construction	16 Ave	196 St	198 St	Eligible for TransLink	400	\$1,905,609	\$3,953,671	\$6,355,000	\$378,000	\$5,977,000	0%	\$5,977,000	\$59,770	\$5,917,230	\$59,770
23 R 003	Rural Road Construction	16 Ave	198 St	200 St	Eligible for TransLink	410	\$1,953,249	\$810,503	\$3,272,000	\$387,000	\$2,885,000	0%	\$2,885,000	\$28,850	\$2,856,150	\$28,850
23 R 004	Rural Road Construction	16 Ave	200 St	208 St	Eligible for TransLink	1630	\$7,765,358	\$3,222,242	\$13,007,000	\$1,540,000	\$11,467,000	0%	\$11,467,000	\$114,670	\$11,352,330	\$114,670
23 R 005	Rural Road Construction	16 Ave	208 St	216 St	Eligible for TransLink	1620	\$7,717,718	\$3,202,473	\$12,927,000	\$1,531,000	\$11,396,000	0%	\$11,396,000	\$113,960	\$11,282,040	\$113,960
23 R 006	Rural Road Construction	16 Ave	216 St	224 St	Eligible for TransLink	1560	\$7,431,876	\$3,083,863	\$12,448,000	\$1,474,000	\$10,974,000	0%	\$10,974,000	\$109,740	\$10,864,260	\$109,740
23 R 007	Traffic Signal	16 Ave	224 St		Eligible for TransLink		\$742,500	\$0	\$936,000	\$0	\$936,000	0%	\$936,000	\$9,360	\$926,640	\$9,360
23 R 008	Rural Road Construction	16 Ave	224 St	232 St	Eligible for TransLink	1590	\$7,574,797	\$3,143,168	\$12,687,000	\$1,503,000	\$11,184,000	0%	\$11,184,000	\$111,840	\$11,072,160	\$111,840
23 R 009	Rural Road Construction	16 Ave	232 St	240 St	Eligible for TransLink	1630	\$7,765,358	\$3,222,242	\$13,007,000	\$1,540,000	\$11,467,000	0%	\$11,467,000	\$114,670	\$11,352,330	\$114,670
23 R 010	Expand Existing Signal	16 Ave	240 St		Eligible for TransLink		\$405,000	\$0	\$510,000	\$0	\$510,000	0%	\$510,000	\$5,100	\$504,900	\$5,100
23 R 011	Rural Road Construction	16 Ave	240 St	246 St	Eligible for TransLink	1240	\$5,907,389	\$2,451,276	\$9,895,000	\$1,172,000	\$8,723,000	0%	\$8,723,000	\$87,230	\$8,635,770	\$87,230
23 R 012	Rural Road Construction	16 Ave	246 St	248 St	Eligible for TransLink	410	\$1,953,249	\$810,503	\$3,272,000	\$387,000	\$2,885,000	0%	\$2,885,000	\$28,850	\$2,856,150	\$28,850
23 R 013	Rural Road Construction	16 Ave	248 St	250 St	Eligible for TransLink	410	\$1,953,249	\$810,503	\$3,272,000	\$387,000	\$2,885,000	0%	\$2,885,000	\$28,850	\$2,856,150	\$28,850
23 R 014	Rural Road Construction	16 Ave	250 St	256 St	Eligible for TransLink	1220	\$5,812,108	\$2,411,739	\$9,735,000	\$1,153,000	\$8,582,000	0%	\$8,582,000	\$85,820	\$8,496,180	\$85,820
23 R 015	Traffic Signal	16 Ave	256 St		Eligible for TransLink		\$742,500	\$0	\$936,000	\$0	\$936,000	0%	\$936,000	\$9,360	\$926,640	\$9,360
23 R 016	Rural Road Construction	16 Ave	256 St	264 St	Eligible for TransLink	1620	\$7,717,718	\$3,202,473	\$12,927,000	\$1,531,000	\$11,396,000	0%	\$11,396,000	\$113,960	\$11,282,040	\$113,960
23 R 017	Rural Road Construction	16 Ave	264 St	272 St	Eligible for TransLink	1600	\$7,622,437	\$3,162,937	\$12,767,000	\$1,512,000	\$11,255,000	0%	\$11,255,000	\$112,550	\$11,142,450	\$112,550
23 R 018	Rural Road Construction	16 Ave	272 St	276 St	Eligible for TransLink	800	\$3,811,219	\$1,581,468	\$6,384,000	\$756,000	\$5,628,000	0%	\$5,628,000	\$56,280	\$5,571,720	\$56,280
23 R 019	Traffic Signal	24 Ave	196 St				\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 020	Urban Road Construction	24 Ave	196 St	200 St		810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 021	Urban Road Construction	24 Ave	200 St	208 St		1610	\$12,456,736	\$0	\$15,695,000	\$8,215,000	\$7,480,000	0%	\$7,480,000	\$74,800	\$7,405,200	\$74,800
23 R 022	Expand Existing Bridge	24 Ave	204 St				\$5,400,000	\$0	\$6,804,000	\$0	\$6,804,000	50%	\$3,402,000	\$34,020	\$3,367,980	\$3,436,020
23 R 023	Traffic Signal	24 Ave	204 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 024	Rural Road Construction	24 Ave	208 St	216 St		1630	\$7,765,358	\$3,222,242	\$13,007,000	\$1,540,000	\$11,467,000	0%	\$11,467,000	\$114,670	\$11,352,330	\$114,670
23 R 025	Traffic Signal	32 Ave	196 St		Eligible for TransLink		\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 026	Urban Road Construction	32 Ave	196 St	200 St	Eligible for TransLink	800	\$6,189,682	\$0	\$7,799,000	\$4,082,000	\$3,717,000	0%	\$3,717,000	\$37,170	\$3,679,830	\$37,170
23 R 027	Traffic Signal	32 Ave	198 St		Eligible for TransLink		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 028	Urban Road Construction	32 Ave	200 St	208 St		1620	\$12,534,107	\$0	\$15,793,000	\$8,266,000	\$7,527,000	0%	\$7,527,000	\$75,270	\$7,451,730	\$75,270
23 R 029	Traffic Signal	32 Ave	202 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 030	Traffic Signal	32 Ave	204 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 031	Traffic Signal	32 Ave	205 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 032	Bridge	32 Ave	207 St				\$8,100,000	\$0	\$10,206,000	\$0	\$10,206,000	25%	\$7,654,500	\$76,545	\$7,577,955	\$2,628,045
23 R 033	Urban Road Construction	32 Ave	208 St	210 St		410	\$3,172,212	\$0	\$3,997,000	\$2,092,000	\$1,905,000	0%	\$1,905,000	\$19,050	\$1,885,950	\$19,050
23 R 034	Urban Road Construction	32 Ave	210 St	216 St		1230	\$9,516,637	\$15,196,922	\$27,188,000	\$6,276,000	\$20,912,000	0%	\$20,912,000	\$209,120	\$20,702,880	\$209,120
23 R 035	Traffic Signal	36 Ave	196 St				\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 036	Urban Road Construction	36 Ave	196 St	200 St		810	\$4,429,361	\$0	\$5,581,000	\$4,133,000	\$1,448,000	0%	\$1,448,000	\$14,480	\$1,433,520	\$14,480
23 R 037	Traffic Signal	36 Ave	198 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 038	Urban Road Construction	36 Ave	200 St	208 St		1610	\$8,804,039	\$0	\$11,093,000	\$8,215,000	\$2,878,000	0%	\$2,878,000	\$28,780	\$2,849,220	\$28,780
23 R 039	Traffic Signal	36 Ave	204 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 040	Traffic Signal	36 Ave	205 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 041	Urban Road Construction	36 Ave	208 St	210 St		430	\$2,351,389	\$0	\$2,963,000	\$2,194,000	\$769,000	0%	\$769,000	\$7,690	\$761,310	\$7,690
23 R 042	Urban Road Construction	36 Ave	210 St	216 St		1220	\$6,671,384	\$3,014,674	\$11,421,000	\$6,225,000	\$5,196,000	0%	\$5,196,000	\$51,960	\$5,144,040	\$51,960
23 R 043	Urban Road Construction	40 Ave	200 St	208 St		1620	\$8,858,722	\$0	\$11,162,000	\$8,266,000	\$2,896,000	0%	\$2,896,000	\$28,960	\$2,867,040	\$28,960
23 R 044	Traffic Signal	40 Ave	204 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 045	Urban Road Construction	40 Ave	208 St	212 St		810	\$4,429,361	\$0	\$5,581,000	\$4,133,000	\$1,448,000	0%	\$1,448,000	\$14,480	\$1,433,520	\$14,480
23 R 046	Roundabout	40 Ave	212 St				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 047	Urban Road Construction	40 Ave	212 St	216 St		850	\$4,648,095	\$1,050,194	\$6,907,000	\$4,337,000	\$2,570,000	0%	\$2,570,000	\$25,700	\$2,544,300	\$25,700
23 R 048	Urban Road Construction	44 Ave	219 St	222 St		560	\$2,267,789	\$691,892	\$3,549,000	\$0	\$3,549,000	0%	\$3,549,000	\$35,490	\$3,513,510	\$35,490
23 R 049	Urban Road Construction	47 Ave	224 St	228 St		1000	\$4,444,323	\$0	\$5,600,000	\$5,103,000	\$497,000	0%	\$497,000	\$4,970	\$492,030	\$4,970
23 R 050	Shoulder Widening or Sidewalk	48 Ave	210 St	216 St		1210	\$9,361,895	\$0	\$11,796,000	\$6,174,000	\$5,622,000	0%	\$5,622,000	\$56,220	\$5,565,780	\$56,220
23 R 051	Urban Road Construction	48 Ave	216 St	219 St		580	\$4,487,520	\$0	\$5,654,000	\$2,959,000	\$2,695,000	0%	\$2,695,000	\$26,950	\$2,668,050	\$26,950
23 R 052	Urban Road Construction	56 Ave	213A St	216 St		560	\$4,332,778	\$6,918,924	\$12,378,000	\$2,857,000	\$9,521,000	0%	\$9,521,000	\$95,210	\$9,425,790	\$95,210
23 R 053	Traffic Signal	56 Ave	224 St				\$1,080,000	\$150,000	\$1,511,000	\$0	\$1,511,000	0%	\$1,511,000	\$15,110	\$1,495,890	\$15,110
23 R 054	Traffic Signal	56 Ave	240 St				\$1,080,000	\$150,000	\$1,511,000	\$0	\$1,511,000	0%	\$1,511,000	\$15,110	\$1,495,890	\$15,110
23 R 055	Traffic Signal	56 Ave	268 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 056	Traffic Signal	56 Ave	275 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 057	Traffic Signal	56 Ave	Clovermeadow Cres				\$540,000	\$150,000	\$830,000	\$0	\$830,000	0%	\$830,000	\$8,300	\$821,700	\$8,300
23 R 058	Traffic Signal	62 Ave	201 St		Up to 50% City of Langley		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 059	Urban Road Construction	62 Ave	201 St	204 St	Cost-share	650	\$1,777,213	\$0	\$2,239,000	\$1,658,500	\$580,500	0%	\$580,500	\$5,805	\$574,695	\$5,805
23 R 060	Expand Existing Signal	62 Ave	203 St		Up to 50% City of Langley		\$168,750	\$0	\$213,000	\$0	\$213,000	0%	\$213,000	\$2,130	\$210,870	\$2,130
23 R 061	Urban Road Construction	62 Ave	204 St	Mufford Cres	Up to 50% City of Langley	690	\$1,886,580	\$1,705,021	\$4,082,000	\$1,760,500	\$2,321,500	0%	\$2,321,500	\$23,215	\$2,298,285	\$23,215
23 R 062	Urban Road Construction	72 Ave	202 St	204 St		320	\$2,475,873	\$0	\$3,120,000	\$0	\$3,120,000	0%	\$3,120,000	\$31,200	\$3,088,800	\$31,200
23 R 063	Traffic Signal	72 Ave	204 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 064	Urban Road Construction	72 Ave	204 St	210 St		1240	\$9,594,008	\$15,320,475	\$27,409,000	\$0	\$27,409,000	0%	\$27,409,000	\$274,090	\$27,134,910	\$274,090
23 R 065	Traffic Signal	72 Ave	206 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 066	Urban Road Construction	72 Ave	210 St	Smith Cres		360	\$2,785,357	\$0	\$3,510,000	\$1,837,000	\$1,673,000	0%	\$1,673,000	\$16,730	\$1,656,270	\$16,730
23 R 067	Traffic Signal	72 Ave	Smith Cres				\$530,000	\$150,000	\$818,000	\$0	\$818,000	0%	\$818,000	\$8,180	\$809,820	\$8,180
23 R 068	Traffic Signal	80 Ave	196 St				\$315,000	\$0	\$397,000	\$0	\$397,000	0%	\$397,000	\$3,970	\$393,030	\$3,970
23 R 069	Urban Road Construction	80 Ave	196 St	200 St		820	\$6,344,425	\$0	\$7,994,000	\$4,184,000	\$3,810,000	0%	\$3,810,000	\$38,100	\$3,771,900	\$38,100
23 R 070	Expand Existing Signal	80 Ave	197 St				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,25		

TOWNSHIP OF LANGLEY
ROADS DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	Outside Share	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 R 072	Urban Road Construction	80 Ave	200 St	202A St		500	\$3,868,552	\$6,177,611	\$11,052,000	\$0	\$11,052,000	0%	\$11,052,000	\$110,520	\$10,941,480	\$110,520
23 R 073	Urban Road Construction	80 Ave	202A St	208 St		1140	\$8,820,298	\$14,084,953	\$25,199,000	\$0	\$25,199,000	0%	\$25,199,000	\$251,990	\$24,947,010	\$251,990
23 R 074	Expand Existing Signal	80 Ave	204 St				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 075	Traffic Signal	80 Ave	206 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 076	Urban Road Construction	80 Ave	208 St	212 St		830	\$6,421,796	\$0	\$8,091,000	\$4,235,000	\$3,856,000	0%	\$3,856,000	\$38,560	\$3,817,440	\$38,560
23 R 077	Traffic Signal	80 Ave	212 St				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 078	Urban Road Construction	80 Ave	212 St	214 St		250	\$2,099,467	\$0	\$2,645,000	\$0	\$2,645,000	0%	\$2,645,000	\$26,450	\$2,618,550	\$26,450
23 R 079	Urban Road Construction	80 Ave	213 St	214 St		100	\$839,787	\$0	\$1,058,000	\$0	\$1,058,000	0%	\$1,058,000	\$10,580	\$1,047,420	\$10,580
23 R 080	Traffic Signal	80 Ave	214 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 081	Urban Road Construction	80 Ave	214 St	216 St		300	\$2,519,360	\$0	\$3,174,000	\$0	\$3,174,000	0%	\$3,174,000	\$31,740	\$3,142,260	\$31,740
23 R 082	Expand Existing Signal	80 Ave	216 St				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 083	Urban Road Construction	80 Ave	216 St	EB dual LT		100	\$839,787	\$0	\$1,058,000	\$0	\$1,058,000	0%	\$1,058,000	\$10,580	\$1,047,420	\$10,580
23 R 084	Roundabout	86 Ave	196 St				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 085	Urban Road Construction	86 Ave	196 St	200 St		820	\$6,344,425	\$0	\$7,994,000	\$4,184,000	\$3,810,000	0%	\$3,810,000	\$38,100	\$3,771,900	\$38,100
23 R 086	Traffic Signal	86 Ave	198A St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 087	Traffic Signal	86 Ave	199 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 088	Urban Road Construction	86 Ave	200 St	202 St		460	\$3,559,067	\$0	\$4,484,000	\$2,347,000	\$2,137,000	0%	\$2,137,000	\$21,370	\$2,115,630	\$21,370
23 R 089	Traffic Signal	86 Ave	201 St				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 090	Traffic Signal	86 Ave	202 St				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 091	Urban Road Construction	86 Ave	202 St	204 St		330	\$1,804,555	\$0	\$2,274,000	\$1,684,000	\$590,000	0%	\$590,000	\$5,900	\$584,100	\$5,900
23 R 092	Pedestrian Signal	86 Ave	203 St				\$270,000	\$0	\$340,000	\$0	\$340,000	0%	\$340,000	\$3,400	\$336,600	\$3,400
23 R 093	Roundabout	86 Ave	203A St				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 094	Roundabout	86 Ave	204 St				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 095	Traffic Signal	88 Ave	196 St				\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 096	Urban Road Construction	88 Ave	196 St	200 St		890	\$5,881,726	\$0	\$7,411,000	\$4,541,000	\$2,870,000	0%	\$2,870,000	\$28,700	\$2,841,300	\$28,700
23 R 097	Traffic Signal	88 Ave	198 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 098	Pedestrian Bridge	91 Ave	E Munday Ck				\$1,350,000	\$0	\$1,701,000	\$0	\$1,701,000	0%	\$1,701,000	\$17,010	\$1,683,990	\$17,010
23 R 099	Urban Road Construction	96 Ave	204 St	208 St		810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 100	Urban Road Construction	96 Ave	208 St	216 St		1620	\$12,534,107	\$0	\$15,793,000	\$8,266,000	\$7,527,000	0%	\$7,527,000	\$75,270	\$7,451,730	\$75,270
23 R 101	Traffic Signal	96 Ave	210 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 102	Traffic Signal	96 Ave	213 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 103	Intersection Improvements & Signal	96 Ave	216 St				\$1,012,500	\$150,000	\$1,426,000	\$0	\$1,426,000	0%	\$1,426,000	\$14,260	\$1,411,740	\$14,260
23 R 104	Roundabout	196 St	20 Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 105	Roundabout	196 St	28 Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 106	Traffic Signal	196 St	30 Ave		Up to 50% City of Surrey		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 107	Traffic Signal	196 St	33A Ave		Up to 50% City of Surrey		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 108	Traffic Signal	196 St	40 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 109	Urban Road Construction	196 St	64 Ave	Willowbrook Dr		300	\$2,321,131	\$0	\$2,925,000	\$1,531,000	\$1,394,000	0%	\$1,394,000	\$13,940	\$1,380,060	\$13,940
23 R 110	Traffic Signal	196 St	68 Ave		Up to 50% City of Surrey		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 111	Traffic Signal	196 St	70 Ave		Up to 50% City of Surrey		\$265,000	\$0	\$334,000	\$0	\$334,000	0%	\$334,000	\$3,340	\$330,660	\$3,340
23 R 112	Roundabout	196 St	74B Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 113	Roundabout	196 St	76 Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 114	Roundabout	196 St	83 Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 115	Roundabout	196 St	87 Ave		Up to 50% City of Surrey		\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 116	Roundabout	197 St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 117	Roundabout	197 St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 118	Roundabout	197 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 119	Roundabout	198 St	83 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 120	Roundabout	198 St	87 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 121	Roundabout	198A St	82 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 122	Expand Existing Signal	198B St	72 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 123	Roundabout	198B St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 124	Roundabout	198B St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 125	Roundabout	198B St	77 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 126	Traffic Signal	199 St	64 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 127	Bridge	199 St	77 Ave				\$4,050,000	\$0	\$5,103,000	\$0	\$5,103,000	0%	\$5,103,000	\$51,030	\$5,051,970	\$51,030
23 R 128	Roundabout	199 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 129	Roundabout	199 St	81A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 130	Roundabout	199 St	82 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 131	Urban Road Construction	200 St	16 Ave	20 Ave	Eligible for TransLink	810	\$6,267,053	\$5,003,865	\$12,900,000	\$4,133,000	\$8,767,000	0%	\$8,767,000	\$87,670	\$8,679,330	\$87,670
23 R 132	Traffic Signal	200 St	20 Ave		Eligible for TransLink		\$530,000	\$150,000	\$818,000	\$0	\$818,000	0%	\$818,000	\$8,180	\$809,820	\$8,180
23 R 133	Urban Road Construction	200 St	20 Ave	24 Ave	Eligible for TransLink	800	\$6,189,682	\$0	\$7,799,000	\$4,082,000	\$3,717,000	0%	\$3,717,000	\$37,170	\$3,679,830	\$37,170
23 R 134	Traffic Signal	200 St	24 Ave		Eligible for TransLink		\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 135	Urban Road Construction	200 St	24 Ave	28 Ave	Eligible for TransLink	810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 136	Expand Existing Bridge	200 St	26 Ave		Eligible for TransLink		\$6,750,000	\$0	\$8,505,000	\$0	\$8,505,000	0%	\$8,505,000	\$85,050	\$8,419,950	\$85,050
23 R 137	Traffic Signal	200 St	28 Ave		Eligible for TransLink		\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 138	Urban Road Construction	200 St	28 Ave	32 Ave	Eligible for TransLink	800	\$6,189,682	\$0	\$7,799,000	\$4,082,000	\$3,717,000	0%	\$3,717,000	\$37,170	\$3,679,830	\$37,170
23 R 139	Traffic Signal	200 St	30 Ave		Eligible for TransLink		\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 140	Expand Existing Signal	200 St	32 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 141	Urban Road Construction	200 St	32 Ave	36 Ave	Eligible for TransLink	810	\$5,066,976	\$0	\$6,384,000	\$4,133,000	\$2,251,000	0%	\$2,251,000	\$22,510	\$2,228,490	\$22,510
23 R 142	Traffic Signal	200 St	33A Ave		Eligible for TransLink		\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680

TOWNSHIP OF LANGLEY
ROADS DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	Outside Share	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 R 143	Pedestrian Signal	200 St	35 Ave		Eligible for TransLink		\$270,000	\$0	\$340,000	\$0	\$340,000	0%	\$340,000	\$3,400	\$336,600	\$3,400
23 R 144	Expand Existing Signal	200 St	36 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 145	Urban Road Construction	200 St	36 Ave	44A Ave	Eligible for TransLink	1640	\$10,259,063	\$0	\$12,926,000	\$8,368,000	\$4,558,000	0%	\$4,558,000	\$45,580	\$4,512,420	\$45,580
23 R 146	Intersection Improvements	200 St	38 Ave		Eligible for TransLink		\$675,000	\$150,000	\$1,001,000	\$0	\$1,001,000	0%	\$1,001,000	\$10,010	\$990,990	\$10,010
23 R 147	Expand Existing Signal	200 St	64 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 148	Special Arterial Widening	200 St	64 Ave	66 ave	Eligible for TransLink	410	\$3,366,154	\$0	\$4,241,000	\$2,092,000	\$2,149,000	0%	\$2,149,000	\$21,490	\$2,127,510	\$21,490
23 R 149	Expand Existing Signal	200 St	66 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 150	Special Arterial Widening	200 St	66 Ave	68 Ave	Eligible for TransLink	400	\$3,210,228	\$0	\$4,045,000	\$0	\$4,045,000	0%	\$4,045,000	\$40,450	\$4,004,550	\$40,450
23 R 151	Special Arterial Widening	200 St	68 Ave	70 Ave	Eligible for TransLink	400	\$3,210,228	\$0	\$4,045,000	\$2,041,000	\$2,004,000	0%	\$2,004,000	\$20,040	\$1,983,960	\$20,040
23 R 152	Median Work	200 St	70 Ave	72 Ave	Eligible for TransLink	400	\$3,210,228	\$0	\$4,045,000	\$2,041,000	\$2,004,000	0%	\$2,004,000	\$20,040	\$1,983,960	\$20,040
23 R 153	Special Arterial Widening	200 St	72 Ave	76 Ave	Eligible for TransLink	820	\$6,732,308	\$0	\$8,483,000	\$0	\$8,483,000	0%	\$8,483,000	\$84,830	\$8,398,170	\$84,830
23 R 154	Traffic Signal	200 St	76 Ave		Eligible for TransLink		\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 155	Special Arterial Widening	200 St	76 Ave	80 Ave	Eligible for TransLink	820	\$6,732,308	\$0	\$8,483,000	\$0	\$8,483,000	0%	\$8,483,000	\$84,830	\$8,398,170	\$84,830
23 R 156	Pedestrian Signal	200 St	78 Ave		Eligible for TransLink		\$270,000	\$0	\$340,000	\$0	\$340,000	0%	\$340,000	\$3,400	\$336,600	\$3,400
23 R 157	Expand Existing Signal	200 St	80 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 158	Special Arterial Widening	200 St	80 Ave	82 Ave	Eligible for TransLink	410	\$3,366,154	\$0	\$4,241,000	\$2,092,000	\$2,149,000	0%	\$2,149,000	\$21,490	\$2,127,510	\$21,490
23 R 159	Expand Existing Signal	200 St	82 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 160	Special Arterial Widening	200 St	82 Ave	84 Ave	Eligible for TransLink	410	\$3,366,154	\$0	\$4,241,000	\$2,092,000	\$2,149,000	0%	\$2,149,000	\$21,490	\$2,127,510	\$21,490
23 R 161	Expand Existing Signal	200 St	84 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 162	Rail Overpass	200 St	Railway		Cost-share with MOTI and other parties		\$0	\$0	\$0	\$0	\$0	0%	\$0	\$0	\$0	\$0
23 R 163	Special Arterial Widening	200 St	City	Willowbrook	Eligible for TransLink	150	\$1,231,520	\$0	\$1,552,000	\$765,000	\$787,000	0%	\$787,000	\$7,870	\$779,130	\$7,870
23 R 164	Intersection Improvements	200 St	Willowbrook Dr		Eligible for TransLink		\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 165	Special Arterial Widening	200 St	Willowbrook	64 Ave	Eligible for TransLink	250	\$2,052,533	\$0	\$2,586,000	\$1,276,000	\$1,310,000	0%	\$1,310,000	\$13,100	\$1,296,900	\$13,100
23 R 166	Traffic Signal	201 St	66 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 167	Roundabout	201 St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 168	Roundabout	201 St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 169	Roundabout	201 St	82 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 170	Roundabout	201 St	83 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 171	Roundabout	201 St	84 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 172	Roundabout	201 St	85 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 173	Urban Road Construction	202 / 202A St	80 Ave	82 Ave		420	\$2,775,646	\$0	\$3,497,000	\$2,143,000	\$1,354,000	0%	\$1,354,000	\$13,540	\$1,340,460	\$13,540
23 R 174	Traffic Signal	202 St	81 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 175	Urban Road Construction	202 St	82 Ave	84 Ave		420	\$2,775,646	\$0	\$3,497,000	\$2,143,000	\$1,354,000	0%	\$1,354,000	\$13,540	\$1,340,460	\$13,540
23 R 176	Traffic Signal	202 St	83 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 177	Traffic Signal	202 St	84 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 178	Urban Road Construction	202 St	84 Ave	86 Ave		400	\$2,643,472	\$0	\$3,331,000	\$2,041,000	\$1,290,000	0%	\$1,290,000	\$12,900	\$1,277,100	\$12,900
23 R 179	Traffic Signal	202 St	85 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 180	Traffic Signal	202 St	92A Ave				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 181	Urban Road Construction	202A St	72 Ave	76 Ave		810	\$5,353,031	\$9,006,956	\$15,752,000	\$0	\$15,752,000	0%	\$15,752,000	\$157,520	\$15,594,480	\$157,520
23 R 182	Traffic Signal	202A St	74B Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 183	Expand Existing Signal	202A St	76 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 184	Urban Road Construction	202A St	76 Ave	80 Ave		820	\$5,419,118	\$9,118,153	\$15,946,000	\$0	\$15,946,000	0%	\$15,946,000	\$159,460	\$15,786,540	\$159,460
23 R 185	Expand Existing Signal	202A St	77 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 186	Expand Existing Signal	202A St	79 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 187	Urban Road Construction	202B St	68 Ave	72 Ave		830	\$5,485,205	\$0	\$6,911,000	\$4,235,000	\$2,676,000	0%	\$2,676,000	\$26,760	\$2,649,240	\$26,760
23 R 188	Road Improvements	203 St	Langley Byp	62 Ave	w/ City of Langley	200	\$4,050,000	\$2,223,940	\$7,327,000	\$1,021,000	\$6,306,000	0%	\$6,306,000	\$63,060	\$6,242,940	\$63,060
23 R 189	Urban Road Construction	203 St	62 Ave	64 Ave		420	\$2,775,646	\$4,670,274	\$8,168,000	\$2,143,000	\$6,025,000	0%	\$6,025,000	\$60,250	\$5,964,750	\$60,250
23 R 190	Intersection Improvements & Signal	203 St	65 Ave				\$1,350,000	\$0	\$1,701,000	\$0	\$1,701,000	0%	\$1,701,000	\$17,010	\$1,683,990	\$17,010
23 R 191	Urban Road Construction	203 St	65 Ave	66 Ave		220	\$1,453,910	\$0	\$1,832,000	\$1,123,000	\$709,000	0%	\$709,000	\$7,090	\$701,910	\$7,090
23 R 192	Expand Existing Signal	203 St	66 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 193	Urban Road Construction	203 St	66 Ave	68 Ave		410	\$2,709,559	\$0	\$3,414,000	\$2,092,000	\$1,322,000	0%	\$1,322,000	\$13,220	\$1,308,780	\$13,220
23 R 194	Traffic Signal	204 St	28 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 195	Urban Road Construction	204 St	32 Ave	36 Ave		806	\$3,582,124	\$0	\$4,513,000	\$0	\$4,513,000	0%	\$4,513,000	\$45,130	\$4,467,870	\$45,130
23 R 196	Bridge	204 St	Anderson Ck.				\$6,750,000	\$0	\$8,505,000	\$0	\$8,505,000	0%	\$8,505,000	\$85,050	\$8,419,950	\$85,050
23 R 197	Roundabout	204 St	42 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 198	Roundabout	204 St	44 Ave		Cost Share with other parties. This is TOL portio		\$33,750	\$0	\$43,000	\$0	\$43,000	0%	\$43,000	\$430	\$42,570	\$430
23 R 199	Intersection Improvements	204 St	66 Ave				\$101,250	\$0	\$128,000	\$0	\$128,000	0%	\$128,000	\$1,280	\$126,720	\$1,280
23 R 200	Roundabout	204 St	70 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 201	Roundabout	204 St	73A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 202	Roundabout	204 St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 203	Roundabout	204 St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 204	Roundabout	204 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 205	Expand Existing Bridge	205 St	Anderson Ck.				\$6,750,000	\$0	\$8,505,000	\$0	\$8,505,000	0%	\$8,505,000	\$85,050	\$8,419,950	\$85,050
23 R 206	Roundabout	205 St	73A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 207	Roundabout	205 St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 208	Roundabout	206 St	68 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 209	Roundabout	206 St	70 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 210	Roundabout	206 St	73A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 211	Roundabout	206 St	74B Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 212	Roundabout	206 St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 213	Roundabout	206 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850

TOWNSHIP OF LANGLEY
ROADS DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	Outside Share	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 R 214	Roundabout	206A St	73A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 215	Roundabout	207 St	68 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 216	Roundabout	207 St	70 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 217	Rural Road Construction	208 St	16 St	20 Ave		810	\$6,267,053	\$1,000,773	\$8,897,000	\$4,133,000	\$4,764,000	0%	\$4,764,000	\$47,640	\$4,716,360	\$47,640
23 R 218	Traffic Signal	208 St	20 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 219	Urban Road Construction	208 St	20 Ave	24 Ave		800	\$6,189,682	\$4,942,089	\$12,741,000	\$4,082,000	\$8,659,000	0%	\$8,659,000	\$86,590	\$8,572,410	\$86,590
23 R 220	Traffic Signal	208 St	24 Ave				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 221	Urban Road Construction	208 St	24 Ave	32 Ave		1620	\$12,534,107	\$10,007,729	\$25,801,000	\$8,266,000	\$17,535,000	0%	\$17,535,000	\$175,350	\$17,359,650	\$175,350
23 R 222	Traffic Signal	208 St	28 Ave				\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 223	Traffic Signal	208 St	32 Ave				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 224	Urban Road Construction	208 St	32 Ave	36 Ave		810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 225	Traffic Signal	208 St	36 Ave				\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 226	Urban Road Construction	208 St	36 Ave	40 Ave		800	\$6,189,682	\$0	\$7,799,000	\$4,082,000	\$3,717,000	0%	\$3,717,000	\$37,170	\$3,679,830	\$37,170
23 R 227	Expand Existing Signal	208 St	37A Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 228	Intersection Improvements & Signal	208 St	40 Ave				\$270,000	\$0	\$340,000	\$0	\$340,000	0%	\$340,000	\$3,400	\$336,600	\$3,400
23 R 229	Urban Road Construction	208 St	40 Ave	44 Ave		810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 230	Traffic Signal	208 St	42 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 231	Expand Existing Signal	208 St	44 Ave		Cost Share with other parties. This is TOL portic		\$253,125	\$0	\$319,000	\$0	\$319,000	0%	\$319,000	\$3,190	\$315,810	\$3,190
23 R 232	Traffic Signal	208 St	68 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 233	Urban Road Construction	208 St	68 Ave	70 Ave		400	\$3,094,841	\$2,471,044	\$6,371,000	\$0	\$6,371,000	0%	\$6,371,000	\$63,710	\$6,307,290	\$63,710
23 R 234	Expand Existing Signal	208 St	70 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 235	Urban Road Construction	208 St	70 Ave	72 Ave		410	\$3,290,484	\$4,305,795	\$8,452,000	\$0	\$8,452,000	0%	\$8,452,000	\$84,520	\$8,367,480	\$84,520
23 R 236	Expand Existing Signal	208 St	72 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 237	Urban Road Construction	208 St	72 Ave	74B Ave		530	\$4,253,553	\$11,132,055	\$16,492,000	\$0	\$16,492,000	0%	\$16,492,000	\$164,920	\$16,327,080	\$164,920
23 R 238	Traffic Signal	208 St	73A Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 239	Traffic Signal	208 St	74B Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 240	Urban Road Construction	208 St	74B Ave	76 Ave		280	\$2,166,389	\$3,459,462	\$6,189,000	\$0	\$6,189,000	0%	\$6,189,000	\$61,890	\$6,127,110	\$61,890
23 R 241	Traffic Signal	208 St	76 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 242	Urban Road Construction	208 St	76 Ave	77A Ave		280	\$2,166,389	\$0	\$2,730,000	\$1,429,000	\$1,301,000	0%	\$1,301,000	\$13,010	\$1,287,990	\$13,010
23 R 243	Urban Road Construction	208 St	77A Ave	80 Ave		540	\$4,178,036	\$0	\$5,264,000	\$2,755,000	\$2,509,000	0%	\$2,509,000	\$25,090	\$2,483,910	\$25,090
23 R 244	Expand Existing Signal	208 St	80 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 245	Urban Road Construction	208 St	80 Ave	82 Ave		400	\$3,094,841	\$0	\$3,899,000	\$2,041,000	\$1,858,000	0%	\$1,858,000	\$18,580	\$1,839,420	\$18,580
23 R 246	Expand Existing Signal	208 St	82 Ave				\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 247	Urban Road Construction	208 St	82 Ave	84 Ave		420	\$3,249,583	\$0	\$4,094,000	\$2,143,000	\$1,951,000	0%	\$1,951,000	\$19,510	\$1,931,490	\$19,510
23 R 248	Expand Existing Overpass (Borrowing	208 St	Hwy 1				\$9,401,115	\$0	\$9,401,115	\$0	\$9,401,115	0%	\$9,401,115	\$94,011	\$9,307,104	\$94,011
23 R 249	Roundabout	208A St	82 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 250	Roundabout	208A St	83 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 251	Roundabout	209 St	76 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 252	Roundabout	209A St	73A Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 253	Urban Road Construction	212 Conn	208 St	210 St		420	\$3,249,583	\$5,189,193	\$9,284,000	\$0	\$9,284,000	0%	\$9,284,000	\$92,840	\$9,191,160	\$92,840
23 R 254	Traffic Signal	212 Conn	210 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 255	Urban Road Construction	212 Conn	210 St	77A Ave		770	\$5,957,569	\$9,513,521	\$17,020,000	\$0	\$17,020,000	0%	\$17,020,000	\$170,200	\$16,849,800	\$170,200
23 R 256	Traffic Signal	212 Conn	78 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 257	Urban Road Construction	212 Conn	78 Ave	80 Ave		510	\$3,494,744	\$3,150,581	\$7,554,000	\$0	\$7,554,000	0%	\$7,554,000	\$75,540	\$7,478,460	\$75,540
23 R 258	Roundabout	213 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 259	Roundabout	214 St	78 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 260	Roundabout	214 St	79 Ave				\$67,500	\$0	\$85,000	\$0	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 R 261	Urban Road Construction	214 St	81 Ave	82 Ave		200	\$843,695	\$0	\$1,063,000	\$1,021,000	\$42,000	0%	\$42,000	\$420	\$41,580	\$420
23 R 262	Rural Road Construction - Pave Shou	216 St	16 Ave	24 Ave		1610	\$4,393,633	\$0	\$5,536,000	\$1,521,000	\$4,015,000	0%	\$4,015,000	\$40,150	\$3,974,850	\$40,150
23 R 263	Traffic Signal	216 St	24 Ave				\$630,000	\$150,000	\$944,000	\$0	\$944,000	0%	\$944,000	\$9,440	\$934,560	\$9,440
23 R 264	Rural Road Construction - Pave Shou	216 St	24 Ave	32 Ave		1610	\$7,670,077	\$0	\$9,664,000	\$1,521,000	\$8,143,000	0%	\$8,143,000	\$81,430	\$8,061,570	\$81,430
23 R 265	Traffic Signal	216 St	32 Ave				\$630,000	\$150,000	\$944,000	\$0	\$944,000	0%	\$944,000	\$9,440	\$934,560	\$9,440
23 R 266	Rural Road Construction - Pave Shou	216 St	32 Ave	40 Ave		1630	\$7,765,358	\$0	\$9,784,000	\$1,540,000	\$8,244,000	0%	\$8,244,000	\$82,440	\$8,161,560	\$82,440
23 R 267	Traffic Signal	216 St	36 Ave				\$630,000	\$150,000	\$944,000	\$0	\$944,000	0%	\$944,000	\$9,440	\$934,560	\$9,440
23 R 268	Traffic Signal	216 St	40 Ave				\$630,000	\$150,000	\$944,000	\$0	\$944,000	0%	\$944,000	\$9,440	\$934,560	\$9,440
23 R 269	Rural Road Construction - Pave Shou	216 St	40 Ave	44 Ave		810	\$3,858,859	\$0	\$4,862,000	\$765,000	\$4,097,000	0%	\$4,097,000	\$40,970	\$4,056,030	\$40,970
23 R 270	Traffic Signal	216 St	44 Ave				\$530,000	\$150,000	\$818,000	\$0	\$818,000	0%	\$818,000	\$8,180	\$809,820	\$8,180
23 R 271	Urban Road Construction	216 St	44 Ave	48 Ave		810	\$6,267,053	\$10,007,729	\$17,904,000	\$4,133,000	\$13,771,000	0%	\$13,771,000	\$137,710	\$13,633,290	\$137,710
23 R 272	Urban Road Construction	216 St	52 Ave	56 Ave	Eligible for TransLink	700	\$5,415,972	\$864,866	\$7,689,000	\$3,572,000	\$4,117,000	0%	\$4,117,000	\$41,170	\$4,075,830	\$41,170
23 R 273	Expand Existing Signal	216 St	56 Ave		Eligible for TransLink		\$337,500	\$0	\$425,000	\$0	\$425,000	0%	\$425,000	\$4,250	\$420,750	\$4,250
23 R 274	Rural Road Construction	216 St	56 Ave	64 Ave	Eligible for TransLink	1680	\$8,003,559	\$3,321,084	\$13,406,000	\$1,588,000	\$11,818,000	0%	\$11,818,000	\$118,180	\$11,699,820	\$118,180
23 R 275	Rural Road Construction	216 St	64 Ave	6700 Block	Eligible for TransLink	500	\$2,382,012	\$988,418	\$3,990,000	\$473,000	\$3,517,000	0%	\$3,517,000	\$35,170	\$3,481,830	\$35,170
23 R 276	Traffic Signal	216 St	76 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 277	Urban Road Construction	216 St	76 Ave	78 Ave		410	\$2,809,500	\$2,532,820	\$6,073,000	\$2,092,000	\$3,981,000	0%	\$3,981,000	\$39,810	\$3,941,190	\$39,810
23 R 278	Traffic Signal	216 St	78 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 279	Urban Road Construction	216 St	78 Ave	80 Ave		300	\$2,055,732	\$1,853,283	\$4,444,000	\$1,531,000	\$2,913,000	0%	\$2,913,000	\$29,130	\$2,883,870	\$29,130
23 R 280	Urban Road Construction	216 St	80 Ave	NB dual LT		100	\$782,288	\$815,445	\$1,801,000	\$510,000	\$1,291,000	0%	\$1,291,000	\$12,910	\$1,278,090	\$12,910
23 R 281	Interchange (Borrowing)	216 St	80 Ave	Hwy 1	Cost-share with MOTI and other parties		\$11,028,416	\$0	\$11,028,416	\$0	\$11,028,416	0%	\$11,028,416	\$110,284	\$10,918,132	\$110,284
23 R 282	Traffic Signal	216 St	81 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 283	Urban Road Construction	216 St	91 Ave	96 Ave		1010	\$6,674,767	\$0	\$8,410,000	\$5,154,000	\$3,256,000	0%	\$3,256,000	\$32,560	\$3,223,440	\$32,560
23 R 284	Urban Road Construction	216 St	6700 Block	Glover Rd	Eligible for TransLink	320	\$2,475,873	\$395,367	\$3,515,000	\$1,633,000	\$1,882,000	0%	\$1,882,000	\$18,820	\$1,863,180	\$18,820

TOWNSHIP OF LANGLEY
ROADS DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	Outside Share	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 R 285	Rural Road Construction	216 St	Glover Rd	76 Ave		1160	\$5,526,267	\$2,293,129	\$9,256,000	\$1,096,000	\$8,160,000	0%	\$8,160,000	\$81,600	\$8,078,400	\$81,600
23 R 286	Intersection Improvements & Signal	232 St	48 Ave		Eligible for TransLink		\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 287	Intersection Improvements & Signal	232 St	Rawlison Cres				\$6,029,800	\$150,000	\$7,748,000	\$0	\$7,748,000	0%	\$7,748,000	\$77,480	\$7,670,520	\$77,480
23 R 288	Rural Road Construction	240 St	86 Ave	87 Ave		170	\$2,738,400	\$150,000	\$3,600,000	\$161,000	\$3,439,000	0%	\$3,439,000	\$34,390	\$3,404,610	\$34,390
23 R 289	Rural Road Construction	240 St	88 Ave	89 Ave		200	\$3,557,400	\$150,000	\$4,632,000	\$189,000	\$4,443,000	0%	\$4,443,000	\$44,430	\$4,398,570	\$44,430
23 R 290	Intersection Improvements	240 St	Rawlison Cres				\$3,014,200	\$150,000	\$3,948,000	\$0	\$3,948,000	0%	\$3,948,000	\$39,480	\$3,908,520	\$39,480
23 R 291	Intersection Improvements	240 St	River Rd				\$806,400	\$150,000	\$1,166,000	\$0	\$1,166,000	0%	\$1,166,000	\$11,660	\$1,154,340	\$11,660
23 R 292	Intersection Improvements	260 St	29 Ave				\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 293	Intersection Improvements & Signal	264 St	24 Ave				\$700,000	\$0	\$882,000	\$0	\$882,000	0%	\$882,000	\$8,820	\$873,180	\$8,820
23 R 294	Intersection Improvements & Signal	264 St	26 Ave				\$700,000	\$0	\$882,000	\$0	\$882,000	0%	\$882,000	\$8,820	\$873,180	\$8,820
23 R 295	Intersection Improvements & Signal	264 St	29 Ave				\$700,000	\$0	\$882,000	\$0	\$882,000	0%	\$882,000	\$8,820	\$873,180	\$8,820
23 R 296	Intersection Improvements & Signal	264 St	30A Ave				\$700,000	\$0	\$882,000	\$0	\$882,000	0%	\$882,000	\$8,820	\$873,180	\$8,820
23 R 297	Intersection Improvements & Signal	264 St	35 Ave				\$700,000	\$0	\$882,000	\$0	\$882,000	0%	\$882,000	\$8,820	\$873,180	\$8,820
23 R 298	Intersection Improvements	268A St	29 Ave				\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 299	Intersection Improvements	272 St	26 Ave				\$540,000	\$0	\$680,000	\$0	\$680,000	0%	\$680,000	\$6,800	\$673,200	\$6,800
23 R 300	Traffic Signal	272 St	29 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 301	Urban Road Construction	272 St	29 Ave	Fraser Hwy		270	\$1,459,375	\$0	\$1,839,000	\$1,378,000	\$461,000	0%	\$461,000	\$4,610	\$456,390	\$4,610
23 R 302	Urban Road Construction	272 St	Fraser Hwy	32 Ave		270	\$1,459,375	\$0	\$1,839,000	\$1,378,000	\$461,000	0%	\$461,000	\$4,610	\$456,390	\$4,610
23 R 303	Traffic Signal	272 St	35 Ave				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 304	Urban Road Construction	Crush Cres	6900 Block	Glover Rd		260	\$2,011,647	\$321,236	\$2,556,000	\$1,327,000	\$1,529,000	0%	\$1,529,000	\$15,290	\$1,513,710	\$15,290
23 R 305	Rural Road Construction	Crush Cres	Smith Cres	6900 Block		790	\$3,763,578	\$1,561,700	\$6,304,000	\$747,000	\$5,557,000	0%	\$5,557,000	\$55,570	\$5,501,430	\$55,570
23 R 306	Pedestrian Overpass	Fraser Hwy	221 St		Eligible for TransLink		\$4,050,000	\$0	\$5,103,000	\$0	\$5,103,000	0%	\$5,103,000	\$51,030	\$5,051,970	\$51,030
23 R 307	Traffic Signal	Fraser Hwy	228 St		Eligible for TransLink		\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 308	Urban Road Construction	Fraser Hwy	23300 Block	240 St	Eligible for TransLink	1430	\$9,975,518	\$19,434,763	\$32,004,000	\$7,297,000	\$24,707,000	0%	\$24,707,000	\$247,070	\$24,459,930	\$247,070
23 R 309	Urban Road Construction	Fraser Hwy	240 St	248 St	Eligible for TransLink	1720	\$11,998,525	\$2,337,608	\$17,456,000	\$8,776,000	\$8,680,000	0%	\$8,680,000	\$86,800	\$8,593,200	\$86,800
23 R 310	Urban Road Construction	Fraser Hwy	248 St	256 St	Eligible for TransLink	1710	\$11,928,766	\$2,324,017	\$17,354,000	\$8,725,000	\$8,629,000	0%	\$8,629,000	\$86,290	\$8,542,710	\$86,290
23 R 311	Traffic Signal	Fraser Hwy	256 St		Eligible for TransLink		\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 312	Urban Road Construction	Fraser Hwy	256 St	260 St	Eligible for TransLink	880	\$6,138,780	\$1,195,985	\$8,931,000	\$4,490,000	\$4,441,000	0%	\$4,441,000	\$44,410	\$4,396,590	\$44,410
23 R 313	Urban Road Construction	Fraser Hwy	260 St	264 St	Eligible for TransLink	830	\$6,421,796	\$0	\$8,091,000	\$4,235,000	\$3,856,000	0%	\$3,856,000	\$38,560	\$3,817,440	\$38,560
23 R 314	Traffic Signal	Fraser Hwy	262 St		Eligible for TransLink		\$630,000	\$0	\$794,000	\$0	\$794,000	0%	\$794,000	\$7,940	\$786,060	\$7,940
23 R 315	Urban Road Construction	Fraser Hwy	264St	268 St	Eligible for TransLink	810	\$6,267,053	\$0	\$7,896,000	\$4,133,000	\$3,763,000	0%	\$3,763,000	\$37,630	\$3,725,370	\$37,630
23 R 316	Urban Road Construction	Fraser Hwy	270 St	271 St	Eligible for TransLink	310	\$2,398,502	\$0	\$3,022,000	\$1,582,000	\$1,440,000	0%	\$1,440,000	\$14,400	\$1,425,600	\$14,400
23 R 317	Intersection Improvements & Signal	Fraser Hwy	272 St		Eligible for TransLink		\$700,000	\$275,000	\$1,157,000	\$0	\$1,157,000	0%	\$1,157,000	\$11,570	\$1,145,430	\$11,570
23 R 318	Intersection Improvements & Signal	Fraser Hwy	273 St		Eligible for TransLink		\$700,000	\$275,000	\$1,157,000	\$0	\$1,157,000	0%	\$1,157,000	\$11,570	\$1,145,430	\$11,570
23 R 319	Urban Road Construction	Fraser Hwy	273 St	276 St	Eligible for TransLink	550	\$4,255,407	\$0	\$5,362,000	\$2,806,000	\$2,556,000	0%	\$2,556,000	\$25,560	\$2,530,440	\$25,560
23 R 320	Intersection Improvements & Signal	Glover Rd	88 Ave				\$2,231,600		\$2,812,000	\$0	\$2,812,000	0%	\$2,812,000	\$28,120	\$2,783,880	\$28,120
23 R 321	Rail Overpass	Glover Rd	216 St		Cost Share with other parties. This is TOL portio		\$23,625,000	\$0	\$29,768,000	\$0	\$29,768,000	0%	\$29,768,000	\$297,680	\$29,470,320	\$297,680
23 R 322	Intersection Improvements	Glover Rd	Crush Cres				\$675,000	\$0	\$851,000	\$0	\$851,000	0%	\$851,000	\$8,510	\$842,490	\$8,510
23 R 323	Intersection Improvements & Signal	Glover Rd	Rawlison Cres				\$1,286,000	\$150,000	\$1,770,000	\$0	\$1,770,000	0%	\$1,770,000	\$17,700	\$1,752,300	\$17,700
23 R 324	Roundabout	Glover Rd	Telegraph Tr				\$540,000	\$150,000	\$830,000	\$0	\$830,000	0%	\$830,000	\$8,300	\$821,700	\$8,300
23 R 325	Interchange	Hwy 1	232 St		Cost-share with MOTI and other parties		\$23,374,500	\$0	\$23,374,500	\$0	\$23,374,500	0%	\$23,374,500	\$233,745	\$23,140,755	\$233,745
23 R 326	Interchange	Hwy 1	264 St		Cost-share with MOTI and other parties		\$25,000,000	\$0	\$31,500,000	\$0	\$31,500,000	0%	\$31,500,000	\$315,000	\$31,185,000	\$315,000
23 R 327	Overpass	Hwy 1	272 St				\$13,500,000	\$0	\$17,010,000	\$0	\$17,010,000	0%	\$17,010,000	\$170,100	\$16,839,900	\$170,100
23 R 328	Overpass (Borrowing)	Mufford	Glover Rd				\$6,306,732	\$0	\$6,306,732	\$0	\$6,306,732	0%	\$6,306,732	\$63,067	\$6,243,665	\$63,067
23 R 329	Expand Existing Signal	Willowbrook C	64 Ave				\$337,500	\$75,000	\$500,000	\$0	\$500,000	0%	\$500,000	\$5,000	\$495,000	\$5,000
23 R 330	Urban Road Construction	Willowbrook C	64 Ave	68 Ave		1030	\$7,969,216	\$636,294	\$10,678,000	\$0	\$10,678,000	0%	\$10,678,000	\$106,780	\$10,571,220	\$106,780
23 R 331	Expand Existing Signal	Willowbrook C	65 Ave				\$337,500	\$75,000	\$500,000	\$0	\$500,000	0%	\$500,000	\$5,000	\$495,000	\$5,000
23 R 332	Traffic Signal	Willowbrook D	199 St				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 333	Traffic Signal	Willowbrook D	Mall Entrance				\$530,000	\$0	\$668,000	\$0	\$668,000	0%	\$668,000	\$6,680	\$661,320	\$6,680
23 R 334	Pedestrian Improvements	Willowbrook D	Fraser Hwy	62 Ave		1770	\$1,362,900	\$0	\$1,717,000	\$0	\$1,717,000	0%	\$1,717,000	\$17,170	\$1,699,830	\$17,170
23 R 335	Miscellaneous Cycling	General			Cost-share with Translink		\$12,500,000	\$0	\$12,500,000	\$0	\$12,500,000	0%	\$12,500,000	\$125,000	\$12,375,000	\$125,000
23 R 336	DCCFA Commitments	General						\$	589,617	\$0	\$589,617	0%	\$589,617	\$0	\$589,617	\$0
23 R 337	Miscellaneous Roads DCC Projects	General					\$25,000,000	\$0	\$25,000,000	\$0	\$25,000,000	0%	\$25,000,000	\$250,000	\$24,750,000	\$250,000
							\$913,794,687	\$242,081,142	\$1,371,278,380	\$315,654,000	\$1,055,624,380		\$1,049,670,880	\$10,490,813	\$1,039,180,067	\$16,444,313

Notes on Outside Share												REDUCTION	\$128,864,200	\$1,288,642	\$127,575,558	\$1,288,642
TOTAL													\$920,806,680	\$9,202,171	\$911,604,509	\$15,155,671

- (1) Projects with Eligible for Translink label refer to those that are eligible for Major Road Network and Bicycle Funding (MRNB) and Bicycle Infrastrucrure Capital Cost Sharing (BICCS).
- (2) Projects with the label Cost-share are those where costs are shared with another municipality. Only the Township of Langley's portion for these projects is included in the Transportation Program.
- (3) Cost-sharing for rail overpass projects is based on identified need in the Roberts Bank Trade Area Study in 2016. The study cited the previous Roberts Bank Rail Corridor Program as a successful 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 BC, TransLink, MoTI, ICBC, Port Metro Vancouver and Transport Canada.
- (4) Projects labelled 23 R 281, 23 R 325, & 23 R326 are interchange projects where costs are typically shared between municipalities and MoTI. The Township historically contributes 1/3 to 1/2 of project costs.
- (5) Project labelled 23 R 335 has confirmed contribution from Translink of \$500,000 per year for cycling projects in urban areas to match ToL investment. As both existing and future residents will benefit and projects, costs are allocated 50% each to existing and new residents. The \$12.5 M included in the program represents the costs to new development.

Notes on Reductions Table

A portion of projects for Signals, Roundabouts and 16 Avenue upgrades are not anticipated to be completed within the DCC timeframe. Reductions represent portion of projects anticipated to occur outside the DCC timeframe without restricting specific projects. MRNB contributions of \$2 M/yr will apply towards eligible projects from these categories and will only benefit new development.

	Benefit to New Development	Will Not Complete in 20 yrs.	Reduction
Signals (Group A)	\$88,973,000	20%	\$17,794,600
Roundabouts (Group B)	\$5,293,000	20%	\$1,058,600
16 Avenue (Group C)	\$120,022,000	50%	\$60,011,000
MRNB Contributions	\$2M/yr * 25yrs		\$50,000,000
			\$128,864,200

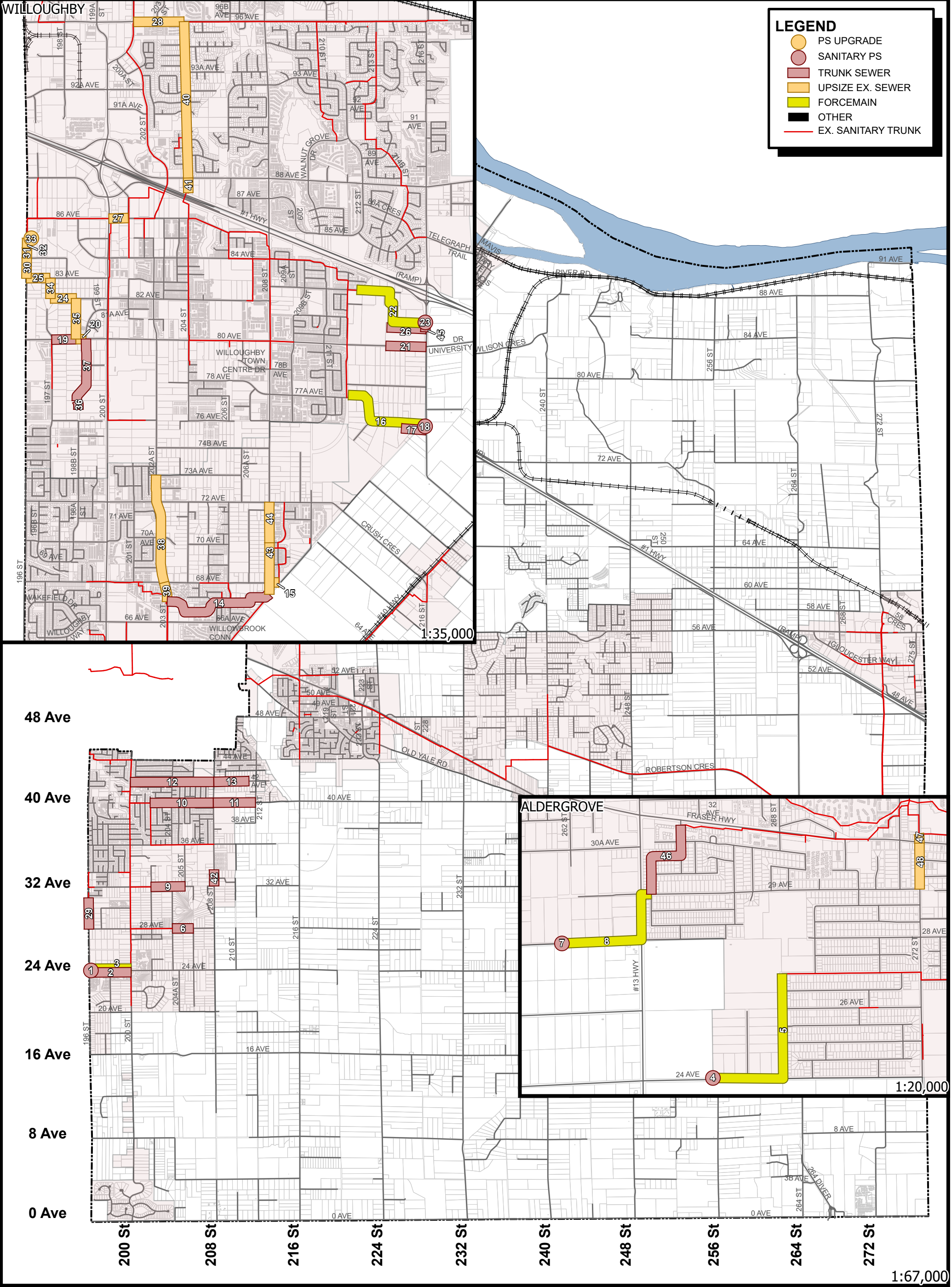
**TOWNSHIP OF LANGLEY
ROADS DCC RATE CALCULATION**

A: Road 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	10,900	dwelling units	1.375	14,987.50	39%
Residential 2	1,500	dwelling units	0.975	1,462.50	4%
Residential 3	8,900	dwelling units	0.850	7,565.00	20%
Residential 4	14,900	dwelling units	0.750	11,175.00	29%
Commercial					
Commercial 1	169,000	square metres gross floor area	0.005	845.00	2%
Commercial 2	169,000	square metres gross floor area	0.0039	659.10	2%
Commercial 3	60,000	square metres gross floor area	0.0018	108.00	0%
Industrial	135	hectare	7.7545	1,046.86	3%
Institutional	236,000	square metres gross floor area	0.0024	566.40	1%
			Total Trip Ends	38,415.36 (a)	100%
B: Unit Road DCC Calculation					
Net Roads DCC Program Recoverable		\$911,604,508.98	(b)		
Existing DCC Reserve Monies		\$50,401,538.09	(c)		
Net Amount to be Paid by DCCs		\$861,202,970.89	(d) = (b) - (c)		
DCC per trip end		\$22,418.19	(e) = (d) / (a)		
C: Resulting Road DCCs					DCC Revenue Estimates
Residential					
Residential 1		\$30,825.00	per dwelling unit	(e) x Col. (3)	\$335,992,500.00
Residential 2		\$21,858.00	per dwelling unit	(e) x Col. (3)	\$32,787,000.00
Residential 3		\$19,055.00	per dwelling unit	(e) x Col. (3)	\$169,589,500.00
Residential 4		\$16,814.00	per dwelling unit	(e) x Col. (3)	\$250,528,600.00
Commercial					
Commercial 1		\$112.09	per square metres gross floor area	(e) x Col. (3)	\$18,943,374.68
Commercial 2		\$87.43	per square metres gross floor area	(e) x Col. (3)	\$14,775,832.25
Commercial 3		\$40.35	per square metres gross floor area	(e) x Col. (3)	\$2,421,165.05
Industrial		\$173,841.89	per hectare area of dev.	(e) x Col. (3)	\$23,468,655.45
		\$17.38	per square metres area of dev.	Col. (2)/10000	
Institutional		\$53.81	per square metres gross floor area	(e) x Col. (3)	\$12,699,160.00



TOWNSHIP OF LANGLEY

2023 SEWER DCC PROGRAM



TOWNSHIP OF LANGLEY
SEWER DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 S 001	Sanitary PS	24 Ave	196 St			\$2,025,000	\$494,209	\$3,046,000	\$0	\$3,046,000	0%	\$3,046,000	\$30,460	\$3,015,540	\$30,460
23 S 002	Trunk Sewer	24 Ave	196 St	200 St	792	\$1,496,854	\$0	\$1,886,000	\$1,347,000	\$539,000	0%	\$539,000	\$5,390	\$533,610	\$5,390
23 S 003	Forcemain	24 Ave	196 St PS	200 St	802	\$1,364,114	\$0	\$1,719,000	\$0	\$1,719,000	0%	\$1,719,000	\$17,190	\$1,701,810	\$17,190
23 S 004	Sanitary PS	24 Ave	266 St			\$2,253,825	\$494,209	\$3,334,000	\$0	\$3,334,000	0%	\$3,334,000	\$33,340	\$3,300,660	\$33,340
23 S 005	Forcemain	24 Ave	268 St	27 Ave	1010	\$1,616,000	\$0	\$2,036,000	\$0	\$2,036,000	0%	\$2,036,000	\$20,360	\$2,015,640	\$20,360
23 S 006	Trunk Sewer	28 Ave	204 St	206 St	402	\$705,197	\$0	\$889,000	\$683,000	\$206,000	0%	\$206,000	\$2,060	\$203,940	\$2,060
23 S 007	Sanitary PS	28 Ave	262 St			\$1,369,966	\$494,209	\$2,220,000	\$0	\$2,220,000	0%	\$2,220,000	\$22,200	\$2,197,800	\$22,200
23 S 008	Forcemain	28 Ave	264 Ave	264 Ave	780	\$780,000	\$0	\$983,000	\$0	\$983,000	0%	\$983,000	\$9,830	\$973,170	\$9,830
23 S 009	Trunk Sewer	32 Ave	202 St	206 St	657	\$1,152,295	\$0	\$1,452,000	\$1,117,000	\$335,000	0%	\$335,000	\$3,350	\$331,650	\$3,350
23 S 010	Trunk Sewer	40 Ave	202 St	208 St	1216	\$2,133,555	\$0	\$2,688,000	\$2,068,000	\$620,000	0%	\$620,000	\$6,200	\$613,800	\$6,200
23 S 011	Trunk Sewer	40 Ave	208 St	212 St	812	\$1,424,943	\$0	\$1,795,000	\$1,381,000	\$414,000	0%	\$414,000	\$4,140	\$409,860	\$4,140
23 S 012	Trunk Sewer	42 Ave	200 St	208 St	1607	\$2,821,122	\$0	\$3,555,000	\$2,734,000	\$821,000	0%	\$821,000	\$8,210	\$812,790	\$8,210
23 S 013	Trunk Sewer	42 Ave	208 St	212 St	678	\$1,190,352	\$0	\$1,500,000	\$1,154,000	\$346,000	0%	\$346,000	\$3,460	\$342,540	\$3,460
23 S 014	Upsize Existing Sewer	67 Ave	203 St	208 St	1215	\$2,460,375	\$0	\$3,100,000	\$0	\$3,100,000	0%	\$3,100,000	\$31,000	\$3,069,000	\$31,000
23 S 015	Upsize Existing Sewer	68 Ave	208 St	208A St	96	\$181,641	\$0	\$229,000	\$0	\$229,000	0%	\$229,000	\$2,290	\$226,710	\$2,290
23 S 016	Forcemain	76 Ave	76 Ave PS	212 St	1040	\$1,664,000	\$0	\$2,097,000	\$0	\$2,097,000	0%	\$2,097,000	\$20,970	\$2,076,030	\$20,970
23 S 017	Trunk Sewer	76 Ave	215 St	76 Ave PS	243	\$360,855	\$0	\$455,000	\$413,000	\$42,000	0%	\$42,000	\$420	\$41,580	\$420
23 S 018	Sanitary PS	76 Ave	216 St			\$2,025,000	\$1,013,128	\$3,565,000	\$0	\$3,565,000	0%	\$3,565,000	\$35,650	\$3,529,350	\$35,650
23 S 019	Trunk Sewer	80 Ave	197 St	198A St	250	\$405,000	\$0	\$510,000	\$425,000	\$85,000	0%	\$85,000	\$850	\$84,150	\$850
23 S 020	Upsize Existing Sewer	80 Ave	199 St	198A St	101	\$177,495	\$0	\$224,000	\$0	\$224,000	0%	\$224,000	\$2,240	\$221,760	\$2,240
23 S 021	Trunk Sewer	80 Ave	215 St	216 St	406	\$602,910	\$0	\$760,000	\$691,000	\$69,000	0%	\$69,000	\$690	\$68,310	\$690
23 S 022	Forcemain	81 Ave	81 Ave PS	213 St	1070	\$1,819,000	\$0	\$2,292,000	\$0	\$2,292,000	0%	\$2,292,000	\$22,920	\$2,269,080	\$22,920
23 S 023	Sanitary PS	81 Ave	216 St			\$2,025,000	\$1,111,970	\$3,663,000	\$0	\$3,663,000	0%	\$3,663,000	\$36,630	\$3,626,370	\$36,630
23 S 024	Upsize Existing Sewer	82 Ave	198A St	197 St	262	\$459,630	\$0	\$579,000	\$0	\$579,000	0%	\$579,000	\$5,790	\$573,210	\$5,790
23 S 025	Upsize Existing Sewer	83 Ave	197 St	196 St	237	\$447,692	\$0	\$564,000	\$0	\$564,000	0%	\$564,000	\$5,640	\$558,360	\$5,640
23 S 026	Trunk Sewer	83 Ave	214 St	81 Ave PS	405	\$656,100	\$0	\$827,000	\$689,000	\$138,000	0%	\$138,000	\$1,380	\$136,620	\$1,380
23 S 027	Upsize Existing Sewer	86 Ave	200 St	201 St	196	\$475,534	\$0	\$599,000	\$0	\$599,000	0%	\$599,000	\$5,990	\$593,010	\$5,990
23 S 028	Upsize Existing Sewer	96 Ave	201 St	204 St	510	\$1,870,000	\$0	\$2,356,000	\$0	\$2,356,000	0%	\$2,356,000	\$23,560	\$2,332,440	\$23,560
23 S 029	Trunk Sewer	196 St	28 Ave	33A Ave	600	\$1,134,000	\$0	\$1,429,000	\$1,021,000	\$408,000	0%	\$408,000	\$4,080	\$403,920	\$4,080
23 S 030	Upsize Existing Sewer	196 St	83 Ave	84 Ave	200	\$378,000	\$0	\$476,000	\$0	\$476,000	0%	\$476,000	\$4,760	\$471,240	\$4,760
23 S 031	Upsize Existing Sewer	196 St	84 Ave	85 Ave PS	102	\$193,268	\$0	\$244,000	\$0	\$244,000	0%	\$244,000	\$2,440	\$241,560	\$2,440
23 S 032	Upsize Existing Sewer	196 St	84A Ave		100	\$201,960	\$0	\$254,000	\$0	\$254,000	0%	\$254,000	\$2,540	\$251,460	\$2,540
23 S 033	PS Upgrade	196 St	85 Ave			\$405,000	\$0	\$510,000	\$0	\$510,000	0%	\$510,000	\$5,100	\$504,900	\$5,100
23 S 034	Upsize Existing Sewer	197 St	82 Ave	83 Ave	203	\$357,015	\$0	\$450,000	\$0	\$450,000	0%	\$450,000	\$4,500	\$445,500	\$4,500
23 S 035	Upsize Existing Sewer	198A St	80 Ave	82 Ave	411	\$720,792	\$0	\$908,000	\$0	\$908,000	0%	\$908,000	\$9,080	\$898,920	\$9,080
23 S 036	Trunk Sewer	198B St	76A Ave	76B Ave	91	\$134,881	\$0	\$170,000	\$154,000	\$16,000	0%	\$16,000	\$160	\$15,840	\$160
23 S 037	Trunk Sewer	199 St	76B Ave	80 Ave	658	\$1,154,718	\$0	\$1,455,000	\$1,119,000	\$336,000	0%	\$336,000	\$3,360	\$332,640	\$3,360
23 S 038	Upsize Existing Sewer	202B St	68 Ave	73A Ave	1095	\$1,626,611	\$0	\$2,050,000	\$0	\$2,050,000	0%	\$2,050,000	\$20,500	\$2,029,500	\$20,500
23 S 039	Upsize Existing Sewer	203 St	67 Ave	68 Ave	195	\$289,210	\$0	\$364,000	\$0	\$364,000	0%	\$364,000	\$3,640	\$360,360	\$3,640
23 S 040	Upsize Existing Sewer	204 St	88 Ave	96 Ave	1575	\$3,750,000	\$0	\$4,725,000	\$0	\$4,725,000	0%	\$4,725,000	\$47,250	\$4,677,750	\$47,250
23 S 041	Upsize Existing Sewer	204 St	Hwy 1	88 Ave	148	\$279,245	\$0	\$352,000	\$0	\$352,000	0%	\$352,000	\$3,520	\$348,480	\$3,520
23 S 042	Trunk Sewer	208 St	36 Ave	32 Ave	310	\$544,050	\$0	\$686,000	\$527,000	\$159,000	0%	\$159,000	\$1,590	\$157,410	\$1,590
23 S 043	Upsize Existing Sewer	208 St	70 Ave	68 Ave	405	\$656,326	\$0	\$827,000	\$0	\$827,000	0%	\$827,000	\$8,270	\$818,730	\$8,270
23 S 044	Upsize Existing Sewer	208 St	72 Ave	70 Ave	406	\$657,696	\$0	\$829,000	\$0	\$829,000	0%	\$829,000	\$8,290	\$820,710	\$8,290
23 S 045	Trunk Sewer	216 St	81 Ave	81 Ave PS	38	\$66,690	\$0	\$84,000	\$65,000	\$19,000	0%	\$19,000	\$190	\$18,810	\$190
23 S 046	Trunk Sewer	264A St	29 Ave	Fraser Hwy	562	\$1,600,000	\$0	\$2,016,000	\$956,000	\$1,060,000	0%	\$1,060,000	\$10,600	\$1,049,400	\$10,600
23 S 047	Upsize Existing Sewer	272 St	Fraser Hwy		60	\$97,200	\$0	\$122,000	\$0	\$122,000	0%	\$122,000	\$1,220	\$120,780	\$1,220
23 S 048	Upsize Existing Sewer	272 St	Fraser Hwy		265	\$357,750	\$0	\$451,000	\$0	\$451,000	0%	\$451,000	\$4,510	\$446,490	\$4,510
23 S 049	DCCFA Commitments	General						\$5,319,178	\$0	\$5,319,000	0%	\$5,319,000	\$0	\$5,319,000	\$0
23 S 050	Miscellaneous Sanitary DCC Project	General				\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$10,000	\$990,000	\$10,000
TOTAL						\$51,567,866	\$3,607,725	\$73,644,178	\$16,544,000	\$57,100,000		\$57,100,000	\$517,810	\$56,582,190	\$517,810

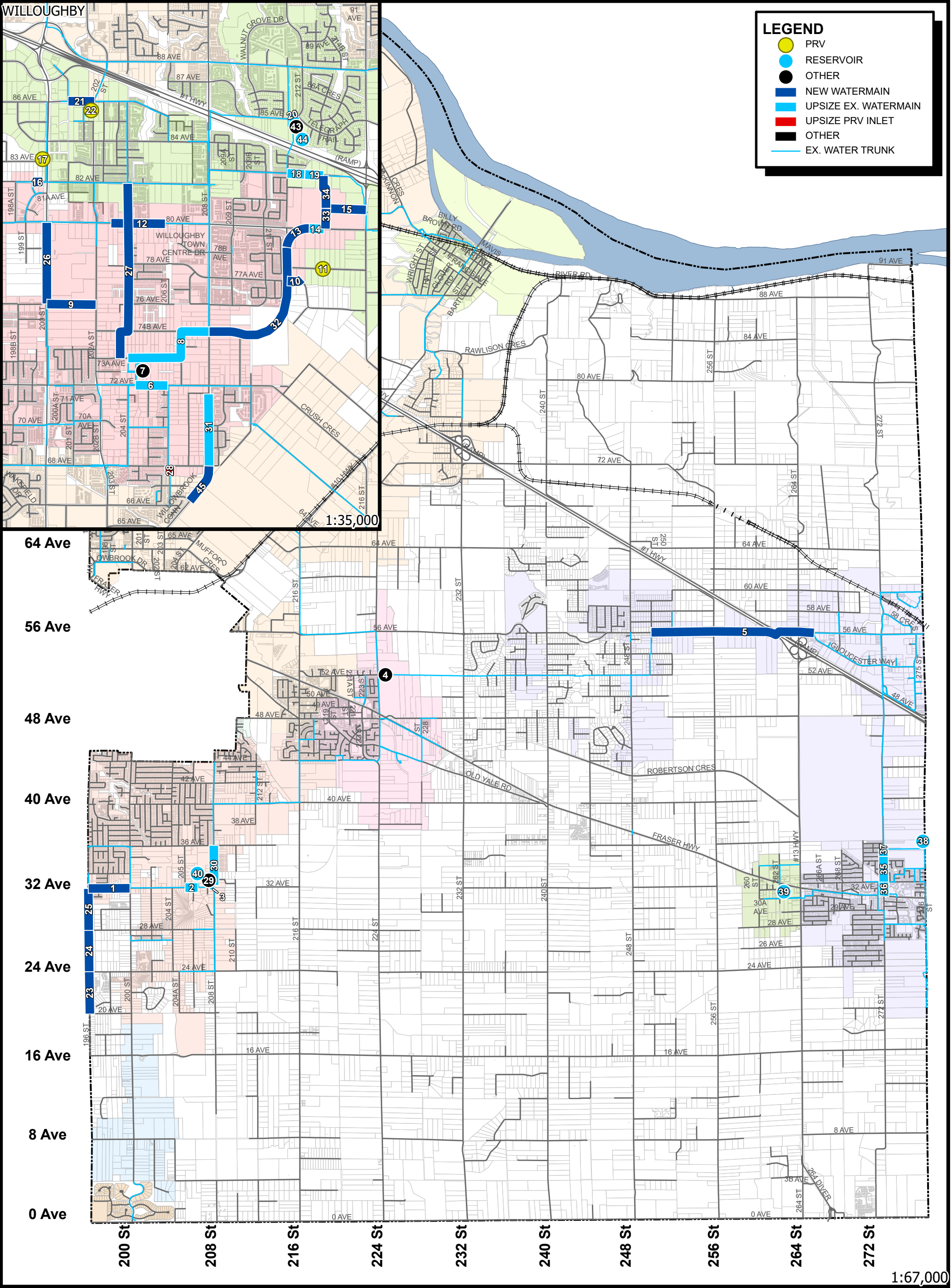
**TOWNSHIP OF LANGLEY
SEWER DCC RATE CALCULATION**

A: Sewer DCC Calculation						
Land Use		Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
		Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/hectare (other land uses)	Multiple	% Population Equivalent
Residential	Residential 1	10,900	dwelling units	3.40	37,060.00	38%
	Residential 2	1,500	dwelling units	2.40	3,600.00	4%
	Residential 3	8,900	dwelling units	2.30	20,470.00	21%
	Residential 4	14,900	dwelling units	1.50	22,350.00	23%
Commercial	Commercial 1	169,000	square metres gross floor area	0.0114	1,926.60	2%
	Commercial 2	169,000	square metres gross floor area	0.0114	1,926.60	2%
	Commercial 3	60,000	square metres gross floor area	0.0085	510.00	1%
Industrial		135	hectare development area	45.0	6,075.00	6%
Institutional		236,000	square metres gross floor area	0.0114	2,690.40	3%
				Total Equivalent Population	96,608.60 (a)	100%
B: Unit Sewer DCC Calculation						
Net Sewage DCC Program Recoverable			\$56,582,190.00	(b)		
Existing DCC Reserve Monies			\$3,443,535.80	(c)		
Net Amount to be Paid by DCCs			\$53,138,654.20	(d) = (b) - (c)		
DCC per person			\$550.04	(e) = (d) / (a)		
C: Resulting Sewer DCCs						DCC Revenue Estimates
Residential	Residential 1		\$1,870.00	per dwelling unit	(e) x Col. (3)	\$20,383,000.00
	Residential 2		\$1,320.00	per dwelling unit	(e) x Col. (3)	\$1,980,000.00
	Residential 3		\$1,265.00	per dwelling unit	(e) x Col. (3)	\$11,258,500.00
	Residential 4		\$825.00	per dwelling unit	(e) x Col. (3)	\$12,292,500.00
Commercial	Commercial 1		\$6.27	per square metres gross floor area	(e) x Col. (3)	\$1,059,708.26
	Commercial 2		\$6.27	per square metres gross floor area	(e) x Col. (3)	\$1,059,708.26
	Commercial 3		\$4.68	per square metres gross floor area	(e) x Col. (3)	\$280,520.72
Industrial			\$24,751.83	per hectare area of dev.	(e) x Col. (3)	\$3,341,496.76
			\$2.48	per square metres area of dev.	Col. (2)/10000	
Institutional			\$6.27	per square metres gross floor area	(e) x Col. (3)	\$1,479,829.28



TOWNSHIP OF LANGLEY

2023 WATER DCC PROGRAM



TOWNSHIP OF LANGLEY
WATER DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 W 001	New Watermain	32 Ave	196 St	200 St	804	\$705,572	\$0	\$889,000	\$752,000	\$137,000	0%	\$137,000	\$1,370	\$135,630	\$1,370
23 W 002	Upsize Ex. Watermain	32 Ave	205 St	Well #7	248	\$405,000	\$0	\$510,000	\$0	\$510,000	0%	\$510,000	\$5,100	\$504,900	\$5,100
23 W 003	Upsize Ex. Watermain	32 Ave	Reservoir	208 St	87	\$93,888	\$0	\$118,000	\$0	\$118,000	0%	\$118,000	\$1,180	\$116,820	\$1,180
23 W 004	PRV / 45 Hp Booster Station	52 Ave	224 St			\$405,000	\$0	\$510,000	\$0	\$510,000	0%	\$510,000	\$5,100	\$504,900	\$5,100
23 W 005	New Watermain	56 Ave	250 St	Gloucester W	3200	\$8,780,000	\$0	\$11,063,000	\$0	\$11,063,000	0%	\$11,063,000	\$110,630	\$10,952,370	\$110,630
23 W 006	Upsize Ex. Watermain	72 Ave	204A St	206 St	326	\$285,798	\$0	\$360,000	\$0	\$360,000	0%	\$360,000	\$3,600	\$356,400	\$3,600
23 W 007	Booster Upgrade	72B Ave	204 St			\$23,369,000	\$0	\$29,445,000	\$0	\$29,445,000	0%	\$29,445,000	\$294,450	\$29,150,550	\$294,450
23 W 008	Upsize Ex. Watermain	73A	WPS	208 St	1100	\$1,336,500	\$0	\$1,684,000	\$0	\$1,684,000	0%	\$1,684,000	\$16,840	\$1,667,160	\$16,840
23 W 009	New Watermain	76 Ave	200 St	202A St	496	\$434,992	\$0	\$548,000	\$464,000	\$84,000	0%	\$84,000	\$840	\$83,160	\$840
23 W 010	New Watermain	77A Ave	212 St	213 St	145	\$127,238	\$0	\$160,000	\$136,000	\$24,000	0%	\$24,000	\$240	\$23,760	\$240
23 W 011	PRV	78 Ave	214 St			\$510,300	\$46,332	\$689,000	\$0	\$689,000	0%	\$689,000	\$6,890	\$682,110	\$6,890
23 W 012	New Watermain	80 Ave	203 St	206 St	548	\$481,069	\$0	\$606,000	\$513,000	\$93,000	0%	\$93,000	\$930	\$92,070	\$930
23 W 013	New Watermain	80 Ave	212 St	213 St	354	\$310,635	\$0	\$391,000	\$331,000	\$60,000	0%	\$60,000	\$600	\$59,400	\$600
23 W 014	Upsize Ex. Watermain	80 Ave	213 St	214 St	79	\$69,323	\$0	\$87,000	\$0	\$87,000	0%	\$87,000	\$870	\$86,130	\$870
23 W 015	New Watermain	81 Ave	214 St	216 St	410	\$359,775	\$0	\$453,000	\$384,000	\$69,000	0%	\$69,000	\$690	\$68,310	\$690
23 W 016	New Watermain	82 Ave	199 St	200 St	106	\$93,142	\$0	\$117,000	\$99,000	\$18,000	0%	\$18,000	\$180	\$17,820	\$180
23 W 017	PRV	83 Ave	200 St			\$675,000	\$46,332	\$897,000	\$0	\$897,000	0%	\$897,000	\$8,970	\$888,030	\$8,970
23 W 018	Upsize Ex. Watermain	83 Ave	212 St	213 St	232	\$234,900	\$0	\$296,000	\$0	\$296,000	0%	\$296,000	\$2,960	\$293,040	\$2,960
23 W 019	Upsize Ex. Watermain	83 Ave	213 St	214 St	277	\$280,463	\$0	\$353,000	\$0	\$353,000	0%	\$353,000	\$3,530	\$349,470	\$3,530
23 W 020	Upsize Ex. Watermain	85 Ave	212 St	Telegraph Tr	99	\$100,124	\$0	\$126,000	\$0	\$126,000	20%	\$100,800	\$1,008	\$99,792	\$26,208
23 W 021	New Watermain	86 Ave	201 St	202 St	270	\$236,925	\$0	\$299,000	\$0	\$299,000	0%	\$299,000	\$2,990	\$296,010	\$2,990
23 W 022	PRV	86 Ave	202 St			\$675,000	\$46,332	\$897,000	\$0	\$897,000	0%	\$897,000	\$8,970	\$888,030	\$8,970
23 W 023	New Watermain	196 St	20 Ave	24 Ave	813	\$823,540	\$0	\$1,038,000	\$761,000	\$277,000	0%	\$277,000	\$2,770	\$274,230	\$2,770
23 W 024	New Watermain	196 St	24 Ave	28 Ave	803	\$813,523	\$0	\$1,025,000	\$752,000	\$273,000	0%	\$273,000	\$2,730	\$270,270	\$2,730
23 W 025	New Watermain	196 St	28 Ave	32 Ave	805	\$814,897	\$0	\$1,027,000	\$753,000	\$274,000	0%	\$274,000	\$2,740	\$271,260	\$2,740
23 W 026	New Watermain	200 St	76 Ave	80 Ave	823	\$1,444,504	\$0	\$1,820,000	\$770,000	\$1,050,000	0%	\$1,050,000	\$10,500	\$1,039,500	\$10,500
23 W 027	New Watermain	204 St	73A Ave	82 Ave	1840	\$4,223,936	\$0	\$5,322,000	\$0	\$5,322,000	0%	\$5,322,000	\$53,220	\$5,268,780	\$53,220
23 W 028	Upsize PRV Inlet / Outlet	206 St	67B Ave	68 Ave	94	\$82,366	\$0	\$104,000	\$0	\$104,000	0%	\$104,000	\$1,040	\$102,960	\$1,040
23 W 029	Booster Station	208 St	32 Ave			\$3,000,000	\$0	\$3,780,000	\$0	\$3,780,000	0%	\$3,780,000	\$37,800	\$3,742,200	\$37,800
23 W 030	Upsize Ex. Watermain	208 St	32 Ave	36 Ave	765	\$826,643	\$0	\$1,042,000	\$0	\$1,042,000	0%	\$1,042,000	\$10,420	\$1,031,580	\$10,420
23 W 031	Upsize Ex. Watermain	208 St	68 Ave	71BAve	727	\$540,092	\$0	\$681,000	\$0	\$681,000	0%	\$681,000	\$6,810	\$674,190	\$6,810
23 W 032	New Watermain	212 Conn	208 St	79 Ave	1510	\$1,834,650	\$0	\$2,312,000	\$0	\$2,312,000	0%	\$2,312,000	\$23,120	\$2,288,880	\$23,120
23 W 033	New Watermain	214 St	80 Ave	81 Ave	213	\$186,908	\$0	\$236,000	\$199,000	\$37,000	0%	\$37,000	\$370	\$36,630	\$370
23 W 034	New Watermain	214 St	81 Ave	83 Ave	352	\$308,880	\$0	\$389,000	\$329,000	\$60,000	0%	\$60,000	\$600	\$59,400	\$600
23 W 035	Upsize Ex. Watermain	272 St	32 Ave	34A Ave	491	\$430,639	\$0	\$543,000	\$0	\$543,000	0%	\$543,000	\$5,430	\$537,570	\$5,430
23 W 036	Upsize Ex. Watermain	272 St	32 Ave	Fraser Hwy	274	\$277,035	\$0	\$349,000	\$0	\$349,000	0%	\$349,000	\$3,490	\$345,510	\$3,490
23 W 037	Upsize Ex. Watermain	272 St	34A Ave	35A Ave	140	\$141,268	\$0	\$178,000	\$0	\$178,000	0%	\$178,000	\$1,780	\$176,220	\$1,780
23 W 038	New Reservoir	Aldergrove - East				\$24,206,349	\$0	\$30,500,000	\$0	\$30,500,000	63%	\$11,300,000	\$113,000	\$11,187,000	\$19,313,000
23 W 039	New Reservoir	Aldergrove - West				\$5,555,556	\$0	\$7,000,000	\$0	\$7,000,000	67%	\$2,310,000	\$23,100	\$2,286,900	\$4,713,100
23 W 040	New Reservoir	Brookswood - East				\$10,238,095	\$0	\$12,900,000	\$0	\$12,900,000	65%	\$4,550,000	\$45,500	\$4,504,500	\$8,395,500
23 W 041	New Reservoir - Phase 1 (Borrowin	Jericho				\$15,077,423	\$0	\$15,077,423	\$0	\$15,077,423	0%	\$15,077,423	\$150,774	\$14,926,649	\$150,774
23 W 043	Booster Station	Strawberry				\$3,402,000	\$0	\$4,287,000	\$0	\$4,287,000	0%	\$4,287,000	\$42,870	\$4,244,130	\$42,870
23 W 044	New Reservoir	Strawberry				\$9,920,635	\$0	\$12,500,000	\$0	\$12,500,000	66%	\$4,200,000	\$42,000	\$4,158,000	\$8,342,000
23 W 045	New Watermain	Willowbrook Conn.	66A Ave	68 Ave	420	\$464,286	\$0	\$585,000	\$0	\$585,000	0%	\$585,000	\$5,850	\$579,150	\$5,850
23 W 046	Miscellaneous Water DCC Projects	General				\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$10,000	\$990,000	\$10,000
TOTAL						\$125,582,867	\$138,996	\$154,193,423	\$6,243,000	\$147,950,423		\$107,385,223	\$1,073,852	\$106,311,371	\$41,639,052

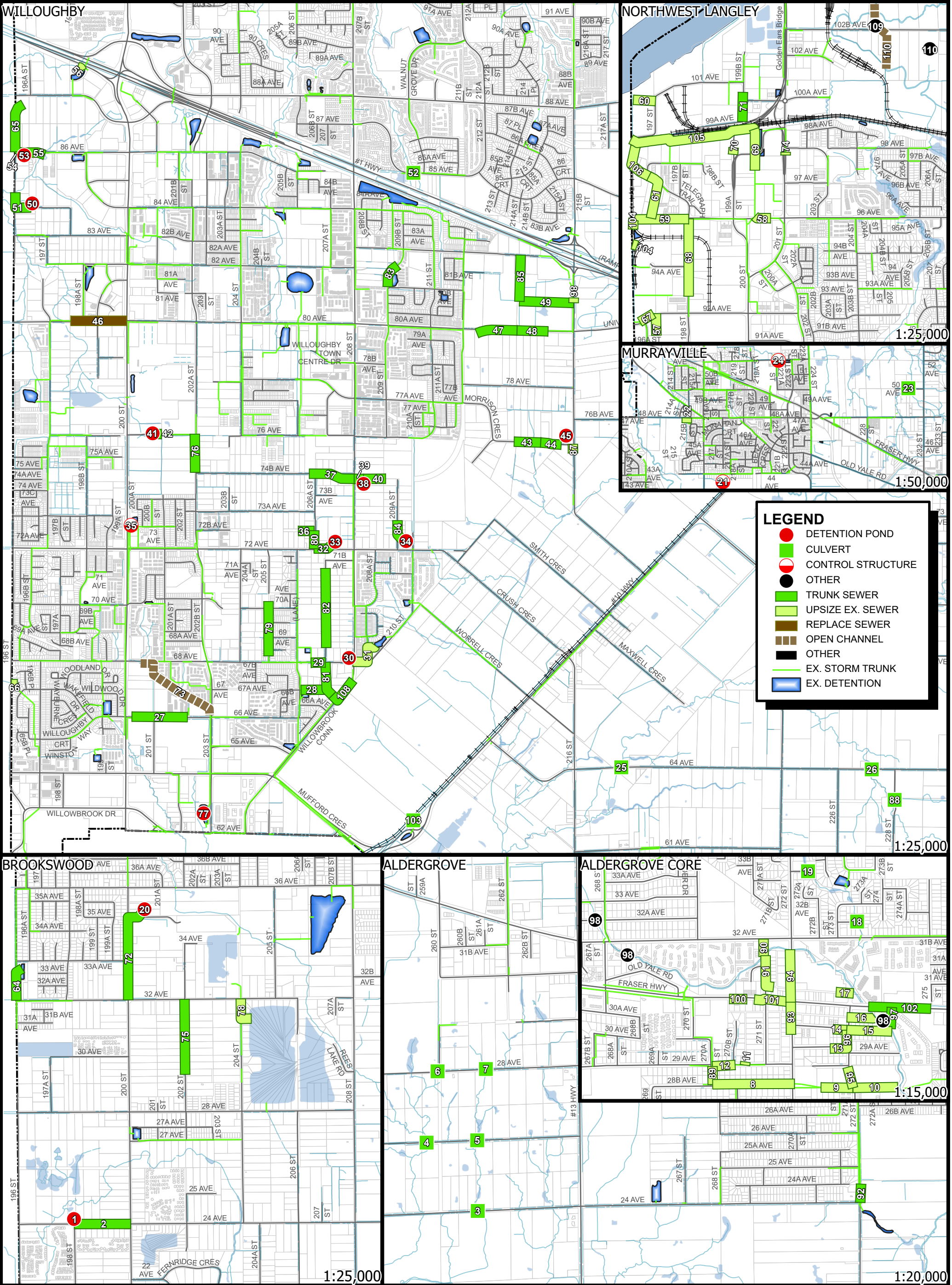
**TOWNSHIP OF LANGLEY
WATER DCC RATE CALCULATION**

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	10,900	dwelling units	3.4	37,060.00	38%
Residential 2	1,500	dwelling units	2.4	3,600.00	4%
Residential 3	8,900	dwelling units	2.3	20,470.00	21%
Residential 4	14,900	dwelling units	1.5	22,350.00	23%
Commercial					
Commercial 1	169,000	square metres gross floor area	0.0114	1,926.60	2%
Commercial 2	169,000	square metres gross floor area	0.0114	1,926.60	2%
Commercial 3	60,000	square metres gross floor area	0.0085	510.00	1%
Industrial	135	ha area of development	45.0	6,075.00	6%
Institutional	236,000	square metres gross floor area	0.0114	2,690.40	3%
			Total Equivalent Population	96,608.60 (a)	100%
B: Unit Water DCC Calculation					
Net Waterworks DCC Program Recoverable		\$106,311,370.62	(b)		
Existing DCC Reserve Monies		\$16,744,199.87	(c)		
Net Amount to be Paid by DCCs		\$89,567,170.75	(d) = (b) - (c)		
DCC per person		\$927.11	(e) = (d) / (a)		
C: Resulting Water DCCs					DCC Revenue Estimates
Residential					
Residential 1		\$3,152.00	per dwelling unit	(e) x Col. (3)	\$34,356,800.00
Residential 2		\$2,225.00	per dwelling unit	(e) x Col. (3)	\$3,337,500.00
Residential 3		\$2,132.00	per dwelling unit	(e) x Col. (3)	\$18,974,800.00
Residential 4		\$1,391.00	per dwelling unit	(e) x Col. (3)	\$20,725,900.00
Commercial					
Commercial 1		\$10.57	per square metres gross floor area	(e) x Col. (3)	\$1,786,177.54
Commercial 2		\$10.57	per square metres gross floor area	(e) x Col. (3)	\$1,786,177.54
Commercial 3		\$7.88	per square metres gross floor area	(e) x Col. (3)	\$472,828.06
Industrial		\$41,720.12	per hectare area of dev.	(e) x Col. (3)	\$5,632,216.62
		\$4.17	per square metres area of dev.	Col. (2)/10000	
Institutional		\$10.57	per square metres gross floor area	(e) x Col. (3)	\$2,494,307.09



TOWNSHIP OF LANGLEY

2023 DRAINAGE DCC PROGRAM



TOWNSHIP OF LANGLEY
DRAINAGE DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 D 001	Pond 1	24 Ave	198 St			\$1,012,500	\$26,148,591	\$27,424,000	\$0	\$27,424,000	0%	\$27,424,000	\$274,240	\$27,149,760	\$274,240
23 D 002	Trunk Sewer	24 Ave	200 St	198 St	404	\$764,093	\$0	\$963,000	\$550,000	\$413,000	0%	\$413,000	\$4,130	\$408,870	\$4,130
23 D 003	Culvert	24 Ave	261 St			\$59,265	\$0	\$75,000	\$0	\$75,000	0%	\$75,000	\$750	\$74,250	\$750
23 D 004	Culvert	26 Ave	260 St			\$41,985	\$0	\$53,000	\$0	\$53,000	0%	\$53,000	\$530	\$52,470	\$530
23 D 005	Culvert	26 Ave	261 St			\$41,985	\$0	\$53,000	\$0	\$53,000	0%	\$53,000	\$530	\$52,470	\$530
23 D 006	Culvert	28 Ave	260 St			\$32,130	\$0	\$40,000	\$0	\$40,000	0%	\$40,000	\$400	\$39,600	\$400
23 D 007	Culvert	28 Ave	261 St			\$41,985	\$0	\$53,000	\$0	\$53,000	0%	\$53,000	\$530	\$52,470	\$530
23 D 008	Upsize Existing Sewer	28B Ave	270A Ave	272 St	353	\$1,310,513	\$0	\$1,651,000	\$0	\$1,651,000	0%	\$1,651,000	\$16,510	\$1,634,490	\$16,510
23 D 009	Upsize Existing Sewer	28B Ave	27200 Block	273 St	70	\$259,875	\$0	\$327,000	\$0	\$327,000	0%	\$327,000	\$3,270	\$323,730	\$3,270
23 D 010	Upsize Existing Sewer	28B Ave	273 St	Bertrand Cr	193	\$716,513	\$0	\$903,000	\$0	\$903,000	0%	\$903,000	\$9,030	\$893,970	\$9,030
23 D 011	Upsize Existing Sewer	29 Ave	27000 Block		13	\$14,040	\$0	\$18,000	\$0	\$18,000	0%	\$18,000	\$180	\$17,820	\$180
23 D 012	Upsize Existing Sewer	29 Ave	270A Ave	270B Ave	96	\$181,440	\$0	\$229,000	\$0	\$229,000	0%	\$229,000	\$2,290	\$226,710	\$2,290
23 D 013	Upsize Existing Sewer	29A Ave	27200 Block	273 St	87	\$93,960	\$0	\$118,000	\$0	\$118,000	0%	\$118,000	\$1,180	\$116,820	\$1,180
23 D 014	Upsize Existing Sewer	30 Ave	27200 Block	273 St	64	\$77,760	\$0	\$98,000	\$0	\$98,000	0%	\$98,000	\$980	\$97,020	\$980
23 D 015	Upsize Existing Sewer	30 Ave	273 St	Bertrand Cr	197	\$372,330	\$0	\$469,000	\$0	\$469,000	0%	\$469,000	\$4,690	\$464,310	\$4,690
23 D 016	Upsize Existing Sewer	30A Ave	273 St	Bertrand Cr	114	\$115,425	\$0	\$145,000	\$0	\$145,000	0%	\$145,000	\$1,450	\$143,550	\$1,450
23 D 017	Upsize Existing Sewer	31 Ave	27300 Block	Bertrand Cr	78	\$94,770	\$0	\$119,000	\$0	\$119,000	0%	\$119,000	\$1,190	\$117,810	\$1,190
23 D 018	Culvert	32A Ave	273 St			\$472,500	\$0	\$595,000	\$0	\$595,000	0%	\$595,000	\$5,950	\$589,050	\$5,950
23 D 019	Culvert	33A Ave	272 St			\$202,500	\$0	\$255,000	\$0	\$255,000	0%	\$255,000	\$2,550	\$252,450	\$2,550
23 D 020	Pond 1	36 Ave	201 St			\$675,000	\$26,148,591	\$26,999,000	\$0	\$26,999,000	0%	\$26,999,000	\$269,990	\$26,729,010	\$269,990
23 D 021	Enlarge Control Structure Orifice	44 Ave	21700 Block			\$27,000	\$0	\$34,000	\$0	\$34,000	0%	\$34,000	\$340	\$33,660	\$340
23 D 022	Upsize Existing Sewer	48 Ave	21400 blk			\$92,610	\$0	\$117,000	\$0	\$117,000	0%	\$117,000	\$1,170	\$115,830	\$1,170
23 D 023	Culvert	50 Ave	23000 Block			\$425,925	\$0	\$537,000	\$0	\$537,000	0%	\$537,000	\$5,370	\$531,630	\$5,370
23 D 024	Reduce Control Structure Orifice	52 Ave	221A St			\$27,000	\$0	\$34,000	\$0	\$34,000	0%	\$34,000	\$340	\$33,660	\$340
23 D 025	Culvert	64 Ave	21800 Block			\$1,644,435	\$0	\$2,072,000	\$0	\$2,072,000	50%	\$1,036,000	\$10,360	\$1,025,640	\$1,046,360
23 D 026	Culvert	64 Ave	22700 Block			\$1,539,000	\$0	\$1,939,000	\$0	\$1,939,000	50%	\$969,500	\$9,695	\$959,805	\$979,195
23 D 027	Trunk Sewer	66 Ave	200A St	202A St	400	\$863,897	\$0	\$1,089,000	\$544,000	\$545,000	0%	\$545,000	\$5,450	\$539,550	\$5,450
23 D 028	Trunk Sewer	67 Ave	206A St	Pond 2	184	\$273,959	\$0	\$345,000	\$251,000	\$94,000	0%	\$94,000	\$940	\$93,060	\$940
23 D 029	Trunk Sewer	68 Ave	206A St	207 St	103	\$153,435	\$0	\$193,000	\$141,000	\$52,000	0%	\$52,000	\$520	\$51,480	\$520
23 D 030	Pond 9	68 Ave	208 St			\$1,012,500	\$9,142,864	\$10,419,000	\$0	\$10,419,000	0%	\$10,419,000	\$104,190	\$10,314,810	\$104,190
23 D 031	Upsize Existing Sewer	68 Ave	208 St	Pond 3	272	\$1,101,960	\$0	\$1,388,000	\$0	\$1,388,000	0%	\$1,388,000	\$13,880	\$1,374,120	\$13,880
23 D 032	Trunk Sewer	72 Ave	206A St	Pond 6	141	\$381,024	\$0	\$480,000	\$192,000	\$288,000	0%	\$288,000	\$2,880	\$285,120	\$2,880
23 D 033	Pond 6	72 Ave	208 St			\$1,012,500	\$18,578,299	\$19,854,000	\$0	\$19,854,000	0%	\$19,854,000	\$198,540	\$19,655,460	\$198,540
23 D 034	Pond 7B	72 Ave	210 St			\$1,012,500	\$16,457,155	\$17,733,000	\$0	\$17,733,000	0%	\$17,733,000	\$177,330	\$17,555,670	\$177,330
23 D 035	Raise Overflow Weir	73 Ave	200 St			\$6,750	\$0	\$9,000	\$0	\$9,000	0%	\$9,000	\$90	\$8,910	\$90
23 D 036	Trunk Sewer	73 Ave	206 St	206A St	114	\$169,689	\$0	\$214,000	\$155,000	\$59,000	0%	\$59,000	\$590	\$58,410	\$590
23 D 037	Trunk Sewer	74B Ave	206 A St	208 St	330	\$489,533	\$0	\$617,000	\$449,000	\$168,000	0%	\$168,000	\$1,680	\$166,320	\$1,680
23 D 038	Pond 7A	74B Ave	208 St			\$1,012,500	\$12,160,009	\$13,436,000	\$0	\$13,436,000	0%	\$13,436,000	\$134,360	\$13,301,640	\$134,360
23 D 039	Trunk Sewer	74B Ave	208 St	Pond 7A	115	\$248,400	\$0	\$313,000	\$156,000	\$157,000	0%	\$157,000	\$1,570	\$155,430	\$1,570
23 D 040	Trunk Sewer	74B Ave	209 St	208A St	159	\$236,334	\$0	\$298,000	\$217,000	\$81,000	0%	\$81,000	\$810	\$80,190	\$810
23 D 041	Pond 6	76 Ave	200B St			\$1,012,500	\$23,972,589	\$25,248,000	\$0	\$25,248,000	0%	\$25,248,000	\$252,480	\$24,995,520	\$252,480
23 D 042	Trunk Sewer	76 Ave	201 St	Pond 6	58	\$155,974	\$0	\$197,000	\$79,000	\$118,000	0%	\$118,000	\$1,180	\$116,820	\$1,180
23 D 043	Trunk Sewer	76 Ave	214 St	215 St	181	\$342,090	\$0	\$431,000	\$246,000	\$185,000	0%	\$185,000	\$1,850	\$183,150	\$1,850
23 D 044	Trunk Sewer	76 Ave	215 St	Pond S	130	\$351,000	\$0	\$442,000	\$177,000	\$265,000	0%	\$265,000	\$2,650	\$262,350	\$2,650
23 D 045	Pond S	76 Ave	216 St			\$1,859,625	\$7,608,000	\$9,951,000	\$0	\$9,951,000	0%	\$9,951,000	\$99,510	\$9,851,490	\$99,510
23 D 046	Replace Sewer	80 Ave	19800 Block	200 St	400	\$864,000	\$0	\$1,089,000	\$0	\$1,089,000	0%	\$1,089,000	\$10,890	\$1,078,110	\$10,890
23 D 047	Trunk Sewer	80 Ave	213 St	214 St	267	\$396,495	\$0	\$500,000	\$363,000	\$137,000	0%	\$137,000	\$1,370	\$135,630	\$1,370
23 D 048	Trunk Sewer	80 Ave	214 St	215 St	215	\$464,400	\$0	\$585,000	\$293,000	\$292,000	0%	\$292,000	\$2,920	\$289,080	\$2,920
23 D 049	Trunk Sewer	81 Ave	214 St	216 St	400	\$1,134,000	\$0	\$1,429,000	\$544,000	\$885,000	0%	\$885,000	\$8,850	\$876,150	\$8,850
23 D 050	Pond 2	84 Ave	196B St			\$1,012,500	\$12,909,724	\$14,185,000	\$0	\$14,185,000	0%	\$14,185,000	\$141,850	\$14,043,150	\$141,850
23 D 051	Trunk Sewer	84 Ave	Pond 2	Latimer Ck	220	\$415,800	\$0	\$524,000	\$299,000	\$225,000	0%	\$225,000	\$2,250	\$222,750	\$2,250
23 D 052	Culvert	85 Ave	Munday Ck			\$1,316,250	\$0	\$1,658,000	\$0	\$1,316,250	0%	\$1,316,250	\$13,163	\$1,303,088	\$13,163
23 D 053	Pond 3	86 Ave	196 St			\$1,012,500	\$12,964,581	\$14,240,000	\$0	\$14,240,000	0%	\$14,240,000	\$142,400	\$14,097,600	\$142,400
23 D 054	Trunk Sewer	86 Ave	196 St	Pond 3	58	\$157,656	\$0	\$199,000	\$79,000	\$120,000	0%	\$120,000	\$1,200	\$118,800	\$1,200
23 D 055	Trunk Sewer	86 Ave	Pond 3	Latimer Ck	156	\$421,867	\$0	\$532,000	\$213,000	\$319,000	0%	\$319,000	\$3,190	\$315,810	\$3,190
23 D 056	Upsize Existing Sewer	88B Ave	Pond ToL52	Latimer Ck	45	\$84,483	\$0	\$106,000	\$0	\$106,000	0%	\$106,000	\$1,060	\$104,940	\$1,060
23 D 057	Upsize Existing Sewer	92A Ave	196A St	196 St	155	\$575,438	\$0	\$725,000	\$0	\$725,000	0%	\$725,000	\$7,250	\$717,750	\$7,250
23 D 058	Upsize Existing Sewer	96 Ave	20100 Block	20000 Block	120	\$364,500	\$0	\$459,000	\$0	\$459,000	0%	\$459,000	\$4,590	\$454,410	\$4,590
23 D 059	Upsize Existing Sewer	96 Ave	198 St	196 St	410	\$1,383,750	\$0	\$1,744,000	\$0	\$1,744,000	0%	\$1,744,000	\$17,440	\$1,726,560	\$17,440
23 D 060	Upsize Existing Sewer	100A Ave	197 St	19600 Block	160	\$453,600	\$0	\$572,000	\$0	\$572,000	0%	\$572,000	\$5,720	\$566,280	\$5,720
23 D 061	Upsize Existing Sewer	19600 Block	96 Ave	Telegraph Tr	340	\$1,262,250	\$0	\$1,590,000	\$0	\$1,590,000	0%	\$1,590,000	\$15,900	\$1,574,100	\$15,900
23 D 062	Pond 18 - Expansion	19600 Block	9500 Block			\$148,500	\$0	\$187,000	\$0	\$187,000	0%	\$187,000	\$1,870	\$185,130	\$1,870
23 D 063	Pond 18 - Environmental Enhanceme	19600 Block	9500 Block			\$148,500	\$0	\$187,000	\$0	\$187,000	0%	\$187,000	\$1,870	\$185,130	\$1,870
23 D 064	Trunk Sewer	196 St	32 Ave	Pond 2	254	\$479,937	\$0	\$605,000	\$346,000	\$259,000	0%	\$259,000	\$2,590	\$256,410	\$2,590
23 D 065	Trunk Sewer	196 St	87A Ave	86 Ave	367	\$792,929	\$0	\$999,000	\$500,000	\$499,000	0%	\$499,000	\$4,990	\$494,010	\$4,990
23 D 066	Upsize Existing Sewer	196 St	6700 blk			\$55,620	\$0	\$70,000	\$0	\$70,000	0%	\$70,000	\$700	\$69,300	\$700

TOWNSHIP OF LANGLEY
DRAINAGE DCC PROGRAM

2023-07-14

DCC ID	Description	Location	From	To	GIS Length	Construction	Land	Total Estimate	Base Estimate	Upsize Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor	DCC Recoverable	Total Municipal Responsibility
23 D 067	Upsize Existing Sewer	196A St	9100 Block	92A Ave	113	\$343,238	\$0	\$432,000	\$0	\$432,000	0%	\$432,000	\$4,320	\$427,680	\$4,320
23 D 068	Upsize Existing Sewer	198 Street	9300 Block	96 Ave	550	\$1,559,250	\$0	\$1,965,000	\$0	\$1,965,000	0%	\$1,965,000	\$19,650	\$1,945,350	\$19,650
23 D 069	Upsize Existing Sewer	199A St	9700 Block	Rail Corridor	300	\$1,012,500	\$0	\$1,276,000	\$0	\$1,276,000	0%	\$1,276,000	\$12,760	\$1,263,240	\$12,760
23 D 070	Upsize Existing Sewer	199A St	9800 Block		50	\$94,500	\$0	\$119,000	\$0	\$119,000	0%	\$119,000	\$1,190	\$117,810	\$1,190
23 D 071	Trunk Sewer	199B St	99A Ave	100A Ave	208	\$309,337	\$0	\$390,000	\$283,000	\$107,000	0%	\$107,000	\$1,070	\$105,930	\$1,070
23 D 072	Trunk Sewer	200 St	32 Ave	Pond 1	711	\$1,534,798	\$0	\$1,934,000	\$967,000	\$967,000	0%	\$967,000	\$9,670	\$957,330	\$9,670
23 D 073	Open Channel - Jeffrey Brook Recons	201 St to 203 St ROW	68 Ave	66 Ave	691	\$1,350,000	\$0	\$1,701,000	\$0	\$1,701,000	0%	\$1,701,000	\$17,010	\$1,683,990	\$17,010
23 D 074	Upsize Existing Sewer	201 St	9700 Block		20	\$29,700	\$0	\$37,000	\$0	\$37,000	0%	\$37,000	\$370	\$36,630	\$370
23 D 075	Trunk Sewer	202 St	31 Ave	32 Ave	540	\$801,997	\$0	\$1,011,000	\$735,000	\$276,000	0%	\$276,000	\$2,760	\$273,240	\$2,760
23 D 076	Trunk Sewer	202A St	74B Ave	76 Ave	274	\$406,819	\$0	\$513,000	\$373,000	\$140,000	0%	\$140,000	\$1,400	\$138,600	\$1,400
23 D 077	Enlarge Detention Pond	203 St	62 Ave			\$1,012,500	\$4,571,432	\$5,847,000	\$0	\$5,847,000	0%	\$5,847,000	\$58,470	\$5,788,530	\$58,470
23 D 078	Pond Outlet - Sunrise Lake	204 St	31 Ave	32 Ave	220	\$668,250	\$0	\$842,000	\$0	\$842,000	0%	\$842,000	\$8,420	\$833,580	\$8,420
23 D 079	Trunk Sewer	205 St	70 Ave	Pond 5	389	\$841,112	\$0	\$1,060,000	\$530,000	\$530,000	0%	\$530,000	\$5,300	\$524,700	\$5,300
23 D 080	Trunk Sewer	206A St	72B Ave	72 Ave	127	\$188,467	\$0	\$237,000	\$173,000	\$64,000	0%	\$64,000	\$640	\$63,360	\$640
23 D 081	Trunk Sewer	207 St	68 Ave	Pond 2	253	\$546,647	\$0	\$689,000	\$344,000	\$345,000	0%	\$345,000	\$3,450	\$341,550	\$3,450
23 D 082	Trunk Sewer	207 St	71A Ave	Pond 1	571	\$1,079,516	\$0	\$1,360,000	\$777,000	\$583,000	0%	\$583,000	\$5,830	\$577,170	\$5,830
23 D 083	Trunk Sewer	209 St	81A Ave	83 Ave	184	\$397,120	\$0	\$500,000	\$250,000	\$250,000	0%	\$250,000	\$2,500	\$247,500	\$2,500
23 D 084	Trunk Sewer	209A St	73A Ave	Pond 7B	165	\$357,224	\$0	\$450,000	\$225,000	\$225,000	0%	\$225,000	\$2,250	\$222,750	\$2,250
23 D 085	Trunk Sewer	214 St	83 Ave	81 Ave	327	\$485,595	\$0	\$612,000	\$445,000	\$167,000	0%	\$167,000	\$1,670	\$165,330	\$1,670
23 D 086	Upsize Existing Sewer	216 St	81 Ave	81A Ave	26	\$87,750	\$0	\$111,000	\$0	\$111,000	0%	\$111,000	\$1,110	\$109,890	\$1,110
23 D 087	Upsize Existing Sewer	216 St	Pond S	Outfall	68	\$183,600	\$0	\$231,000	\$0	\$231,000	0%	\$231,000	\$2,310	\$228,690	\$2,310
23 D 088	Culvert	228 St	6300 Block			\$1,453,275	\$0	\$1,831,000	\$0	\$1,831,000	50%	\$915,500	\$9,155	\$906,345	\$924,655
23 D 089	Upsize Existing Sewer	270A Ave	29 Ave	28B Ave	78	\$210,600	\$0	\$265,000	\$0	\$265,000	0%	\$265,000	\$2,650	\$262,350	\$2,650
23 D 090	Upsize Existing Sewer	271 St	32 Ave	Bertrand Cr	76	\$143,640	\$0	\$181,000	\$0	\$181,000	0%	\$181,000	\$1,810	\$179,190	\$1,810
23 D 091	Upsize Existing Sewer	271 St	3100 Block	Bertrand Cr	166	\$156,870	\$0	\$198,000	\$0	\$198,000	0%	\$198,000	\$1,980	\$196,020	\$1,980
23 D 092	Trunk Sewer	272 St	24 Ave	26 Ave	106	\$393,398	\$0	\$496,000	\$0	\$496,000	0%	\$496,000	\$4,960	\$491,040	\$4,960
23 D 093	Upsize Existing Sewer	272 St	2900 Block	Fraser Hwy	108	\$109,350	\$0	\$138,000	\$0	\$138,000	0%	\$138,000	\$1,380	\$136,620	\$1,380
23 D 094	Upsize Existing Sewer	272 St	Fraser Hwy	Bertrand Cr	266	\$502,740	\$0	\$633,000	\$0	\$633,000	0%	\$633,000	\$6,330	\$626,670	\$6,330
23 D 095	Upsize Existing Sewer	273 St	29 Ave	28B Ave	88	\$106,920	\$0	\$135,000	\$0	\$135,000	0%	\$135,000	\$1,350	\$133,650	\$1,350
23 D 096	Upsize Existing Sewer	273 St	29A Ave	30 Ave	64	\$77,760	\$0	\$98,000	\$0	\$98,000	0%	\$98,000	\$980	\$97,020	\$980
23 D 097	Trunk Sewer	274 St	Bertrand Ck	Fraser Hwy	92	\$199,237	\$0	\$251,000	\$0	\$251,000	0%	\$251,000	\$2,510	\$248,490	\$2,510
23 D 098	Erosion Repair	Bertrand Ck				\$400,140	\$0	\$504,000	\$0	\$504,000	0%	\$504,000	\$5,040	\$498,960	\$5,040
23 D 099	Drainage Improvements	Campbell River Watershed				\$438,750	\$0	\$553,000	\$0	\$553,000	0%	\$553,000	\$5,530	\$547,470	\$5,530
23 D 100	Upsize Existing Sewer	Fraser Hwy	27000 Block	27100 Block	75	\$75,938	\$0	\$96,000	\$0	\$96,000	0%	\$96,000	\$960	\$95,040	\$960
23 D 101	Upsize Existing Sewer	Fraser Hwy	27100 Block	272 St	160	\$194,400	\$0	\$245,000	\$0	\$245,000	0%	\$245,000	\$2,450	\$242,550	\$2,450
23 D 102	Trunk Sewer	Fraser Hwy	Bertrand Cr	275 St	268	\$578,304	\$0	\$729,000	\$0	\$729,000	0%	\$729,000	\$7,290	\$721,710	\$7,290
23 D 103	Culvert	Glover Rd	210 St			\$879,120	\$0	\$1,108,000	\$0	\$1,108,000	75%	\$277,000	\$2,770	\$274,230	\$833,770
23 D 104	Upsize Existing Sewer	Rail Corridor	95 Ave		50	\$141,750	\$0	\$179,000	\$0	\$179,000	0%	\$179,000	\$1,790	\$177,210	\$1,790
23 D 105	Upsize Existing Sewer	Rail Corridor	199A St	19600 Block	880	\$3,564,000	\$0	\$4,491,000	\$0	\$4,491,000	0%	\$4,491,000	\$44,910	\$4,446,090	\$44,910
23 D 106	Upsize Existing Sewer	Telegraph Trail	9700 Block	Rail Corridor	290	\$1,076,625	\$0	\$1,357,000	\$0	\$1,357,000	0%	\$1,357,000	\$13,570	\$1,343,430	\$13,570
23 D 107	West Creek Improvements	West Ck Watershed				\$977,400	\$0	\$1,232,000	\$0	\$1,232,000	20%	\$985,600	\$9,856	\$975,744	\$256,256
23 D 108	Trunk Sewer	Willowbrook Conn	208 St	Pond 2	236	\$349,819	\$0	\$441,000	\$321,000	\$120,000	0%	\$120,000	\$1,200	\$118,800	\$1,200
23 D 109	Drainage Outlet Structure	Yorkson Ck	102B Ave			\$35,100	\$0	\$44,000	\$0	\$44,000	0%	\$44,000	\$440	\$43,560	\$440
23 D 110	Yorkson Creek - Lowlands Improveme	Yorkson Ck Watershed				\$5,400,000	\$0	\$6,804,000	\$0	\$6,804,000	0%	\$6,804,000	\$68,040	\$6,735,960	\$68,040
23 D 111	Stormwater Monitoring Project	General				\$675,000	\$0	\$851,000	\$0	\$851,000	0%	\$851,000	\$8,510	\$842,490	\$8,510
23 D 112	DCCFA Commitments	General						\$20,942,964	\$0	\$20,942,964	0%	\$20,942,964	\$0	\$20,942,964	\$0
23 D 113	Miscellaneous Drainage DCC Project	General				\$5,940,000	\$0	\$7,484,000	\$0	\$7,484,000	0%	\$7,484,000	\$74,840	\$7,409,160	\$74,840
TOTAL						\$72,347,739	\$170,661,835	\$282,765,964	\$11,217,000	\$271,207,214		\$267,208,814	\$2,462,659	\$264,746,155	\$6,461,059

**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	10,900	dwelling unit	1	10,900.00	47%
Residential 2	1,500	dwelling unit	0.4029	604.35	3%
Residential 3	8,900	dwelling unit	0.2764	2,459.96	11%
Residential 4	14,900	dwelling unit	0.1760	2,622.40	11%
Commercial					
Commercial 1	422,500	square metres development area	0.00245	1,035.13	4%
Commercial 2	422,500	square metres development area	0.00245	1,035.13	4%
Commercial 3	0	square metres development area	0	0.00	0%
Industrial	135	hectare development area	23.1818	3,129.54	13%
Institutional	674,286	square metres development area	0.00218	1,469.94	6%
			Total Equivalent Units	23,256.45 (a)	100%
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		\$264,746,155.28 (b)			
Existing DCC Reserve Monies		\$7,357,738.07 (c)			
Net Amount to be Paid by DCCs		\$257,388,417.21 (d) = (b) - (c)			
DCC per equivalent unit		\$11,067.40 (e) = (d) / (a)			
C: Resulting Drainage DCCs					DCC Revenue Estimates
Residential					
Residential 1		\$11,067.00	per dwelling unit	(e) x Col. (3)	\$120,630,300.00
Residential 2		\$4,459.00	per dwelling unit	(e) x Col. (3)	\$6,688,500.00
Residential 3		\$3,059.00	per dwelling unit	(e) x Col. (3)	\$27,225,100.00
Residential 4		\$1,948.00	per dwelling unit	(e) x Col. (3)	\$29,025,200.00
Commercial					
Commercial 1		\$27.12	square metres area of dev.	(e) x Col. (3)	\$11,456,143.69
Commercial 2		\$27.12	square metres area of dev.	(e) x Col. (3)	\$11,456,143.69
Commercial 3		\$0	square metres area of dev.	(e) x Col. (3)	\$0.00
Industrial					
		\$256,562	per hectare area of dev.	(e) x Col. (3)	\$34,635,908.01
		\$25.66	per square metres area of dev.	Col. (2)/10000	
Institutional					
		\$24.13	square metres area of dev.	(e) x Col. (3)	\$16,268,447.37

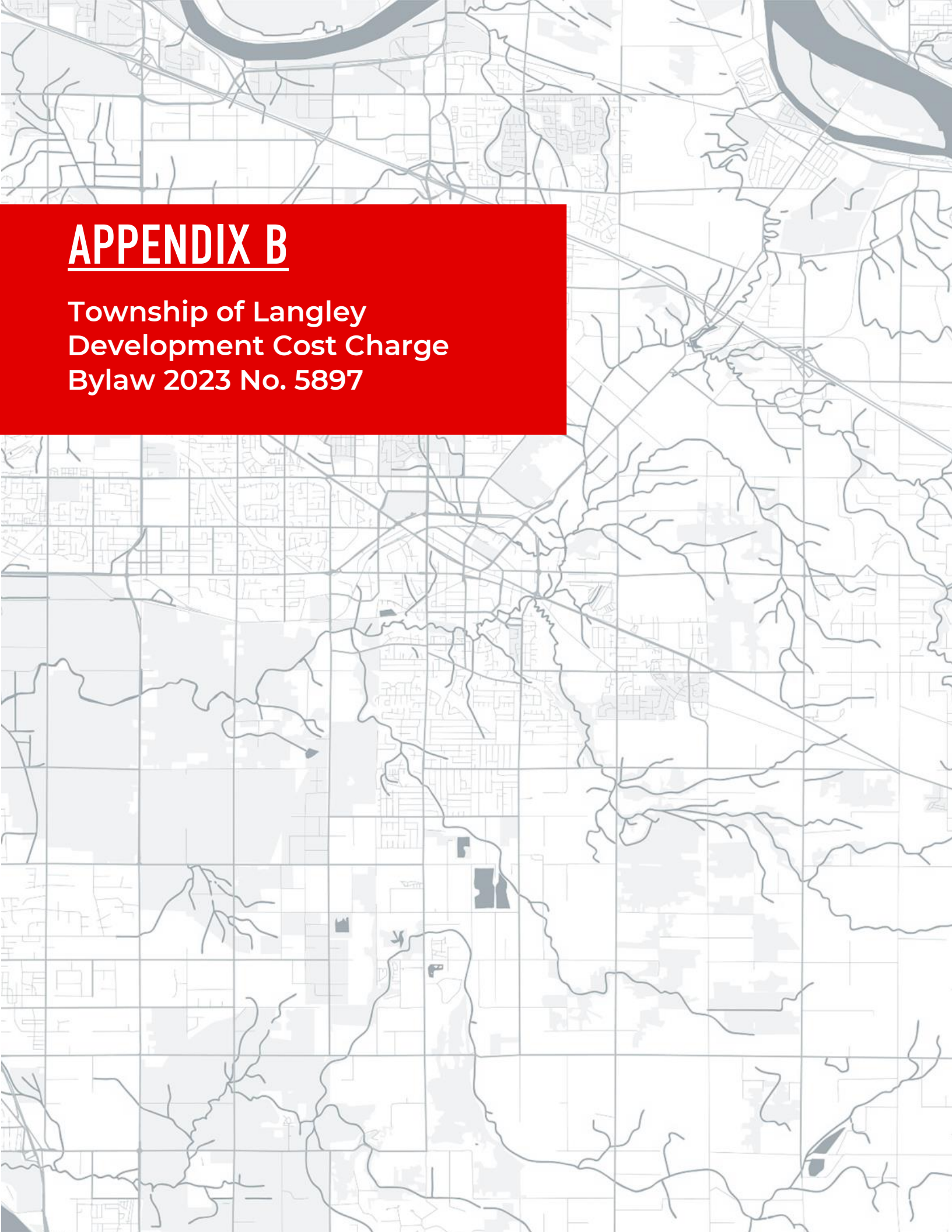
TOWNSHIP OF LANGLEY PARKLAND ACQUISITION AND DEVELOPMENT DCC PROGRAM								
Column			Col. (1)	Col. (2)	Col. (3) = Col. (1) x (1-Col. (2))	Col. (4)	Col. (5) = Col. (3) - Col. (4)	Col. (6) = Col. (1) - Col. (5)
Description	Required Parkland (ha)	Acquisition and Development Cost (per ha)	Cost Estimate	TOL Share (1-Benefit Allocation)	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
PARK ACQUISITION								
Neighbourhood Parks	66.784	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -
Community Parks	66.784	\$ 12,355,000.00	\$ 825,116,320.00	0%	\$ 825,116,320.00	\$ 8,251,163.20	\$ 816,865,156.80	\$ 8,251,163.20
PARK DEVELOPMENT								
Neighbourhood Parks	66.784	\$ 1,976,800.00	\$ 132,018,611.20	0%	\$ 132,018,611.20	\$ 1,320,186.11	\$ 130,698,425.09	\$1,320,186.11
Community Parks	66.784	\$ 965,666.80	\$ 64,491,091.57	0%	\$ 64,491,091.57	\$ 644,910.92	\$ 63,846,180.66	\$644,910.92
Municipal Parks	133.568	\$ 247,100.00	\$ 33,004,652.80	0%	\$ 33,004,652.80	\$ 330,046.53	\$ 32,674,606.27	\$330,046.53
		TOTAL	\$ 1,054,630,675.57		\$ 1,054,630,675.57	\$ 10,546,306.76	\$ 1,044,084,368.82	\$ 10,546,306.76

Notes

1. Required parkland based on the following park standards from 2004 DCC Background Report:
- Neighbourhood Parks - 0.8 ha per 1,000 people
- Community Parks - 0.8 ha per 1,000 people
- Municipal Parks - 1.6 ha per 1,000 people
2. Regional Parks counted towards Municipal Parks. Regional Parks provide 3000 acres of space, exceeding the required parkland. Therefore no Municipal park DCCs are required at this time.
3. New population estimate provided by Township of Langley April 6, 2023 - 83,480
4. Parkland Acquisition Costs, informed by March 8, 2023 meeting with Township of Langley staff
- Community Parks: \$5M per acre
5. Assumed typical park site size and cost per acre per park type
- Neighbourhood Park - 5 acre; Cost per acre - \$800,000 per acre
- Community Park - 50 acre; Cost per acre - \$390,800 per acre
- Municipal Park - 20 acre; Cost per acre - \$100,000 per acre
- Costs informed by 'Parks DCC Costs Update April 2023 - Updated' provided by Township of Langley
- Typical Park Site Size informed by prior program information "Typical Park Type Components, Township of Langley" January 22, 2018

**TOWNSHIP OF LANGLEY
PARKLAND ACQUISITION DEVELOPMENT
DCC RATE 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	10,900	dwelling units	3.4	37,060	44%
Residential 2	1,500	dwelling units	2.4	3,600	4%
Residential 3	8,900	dwelling units	2.3	20,470	25%
Residential 4	14,900	dwelling units	1.5	22,350	27%
			Total Equivalent Population	83,480 (a)	100%
B: Unit Parkland Acquisition and Development DCC Calculation					
Net Parks DCC Program Recoverable		<u>\$1,044,084,368.82</u>	(b)		
Existing DCC Reserve Monies		\$44,750,493.07	(c)		
Net Amount to be Paid by DCCs		\$999,333,875.75	(d) = (b) - (c)		
DCC per person		\$11,970.94	(e) = (d) / (a)		
C: Resulting Parkland Acquisition and Development DCCs					DCC Revenue Estimates
Residential					
Residential 1		\$40,701	per dwelling unit	(e) x Col. (3)	\$443,640,900.00
Residential 2		\$28,730	per dwelling unit	(e) x Col. (3)	\$43,095,000.00
Residential 3		\$27,533	per dwelling unit	(e) x Col. (3)	\$245,043,700.00
Residential 4		\$17,956	per dwelling unit	(e) x Col. (3)	\$267,544,400.00



APPENDIX B

Township of Langley
Development Cost Charge
Bylaw 2023 No. 5897

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

EXPLANATORY NOTE

Bylaw No. 5897 repeals the Langley Development Cost Charges Bylaw No. 5555 and amendments thereto and establishes a new Development Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw No. 5897”. As a short title, it may be known as “DCC Bylaw No. 5897”.

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 Director 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 zoning designation under the Zoning Bylaw is other than industrial.
Institutional	<p>means:</p> <ul style="list-style-type: none">(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 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:

the value of the work authorized by the permit does not exceed \$50,000;

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

- c. For certainty, this bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units and for which the dwelling unit in the building or structure will be put to no other than residential use.
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. A development cost charge is not payable if the development does not impose new capital cost burdens on the Township of Langley. A new capital cost burden will be imposed where there is a new demand created for designated services. A determination of whether a development imposes a new capital cost burden on the Township of Langley will be in the sole discretion of the Director of Engineering for the Township of Langley. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, and without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township of Langley for which development cost charges may be imposed.
9. For Development Cost Charges imposed pursuant to this Bylaw on single family residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified 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.
10. 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.
11. 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 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

12. 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

13. In this Bylaw, words importing the singular number include the plural number, and vice versa.
14. Langley Development Cost Charge Bylaw No. 5555 and amendments thereto are hereby repealed.

READ A FIRST TIME the	24	day of	July	, 2023
READ A SECOND TIME the	24	day of	July	, 2023
READ A THIRD TIME the	24	day of	July	, 2023
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the		day of		, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

CERTIFIED CORRECT AT THIRD READING



WENDY BAUER
Township Clerk

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

Schedule "A"

**RESIDENTIAL
DEVELOPMENT COST CHARGES**

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Total
Residential 1	du	\$30,825	\$11,067	\$1,870	\$3,152	\$40,701	\$87,615
Residential 2	du	\$21,858	\$4,459	\$1,320	\$2,225	\$28,730	\$58,592
Residential 3	du	\$19,055	\$3,059	\$1,265	\$2,132	\$27,533	\$53,044
Residential 4	du	\$16,814	\$1,948	\$825	\$1,391	\$17,956	\$38,934

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 NO. 5897

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	\$112.09	\$6.27	\$10.57	\$128.93	\$27.12
Commercial 2	m ²	\$87.43	\$6.27	\$10.57	\$104.27	\$27.12
Commercial 3	m ²	\$40.35	\$4.68	\$7.88	\$52.91	\$0.00
Institutional	m ²	\$53.81	\$6.27	\$10.57	\$70.65	\$24.13

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 Area greater than 3,700 m², shall have the road component of the Commercial 1 rate applied to the first 3,700 m² and the road component of the Commercial 2 rates applied to all areas of the buildings exceeding 3,700 m².

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

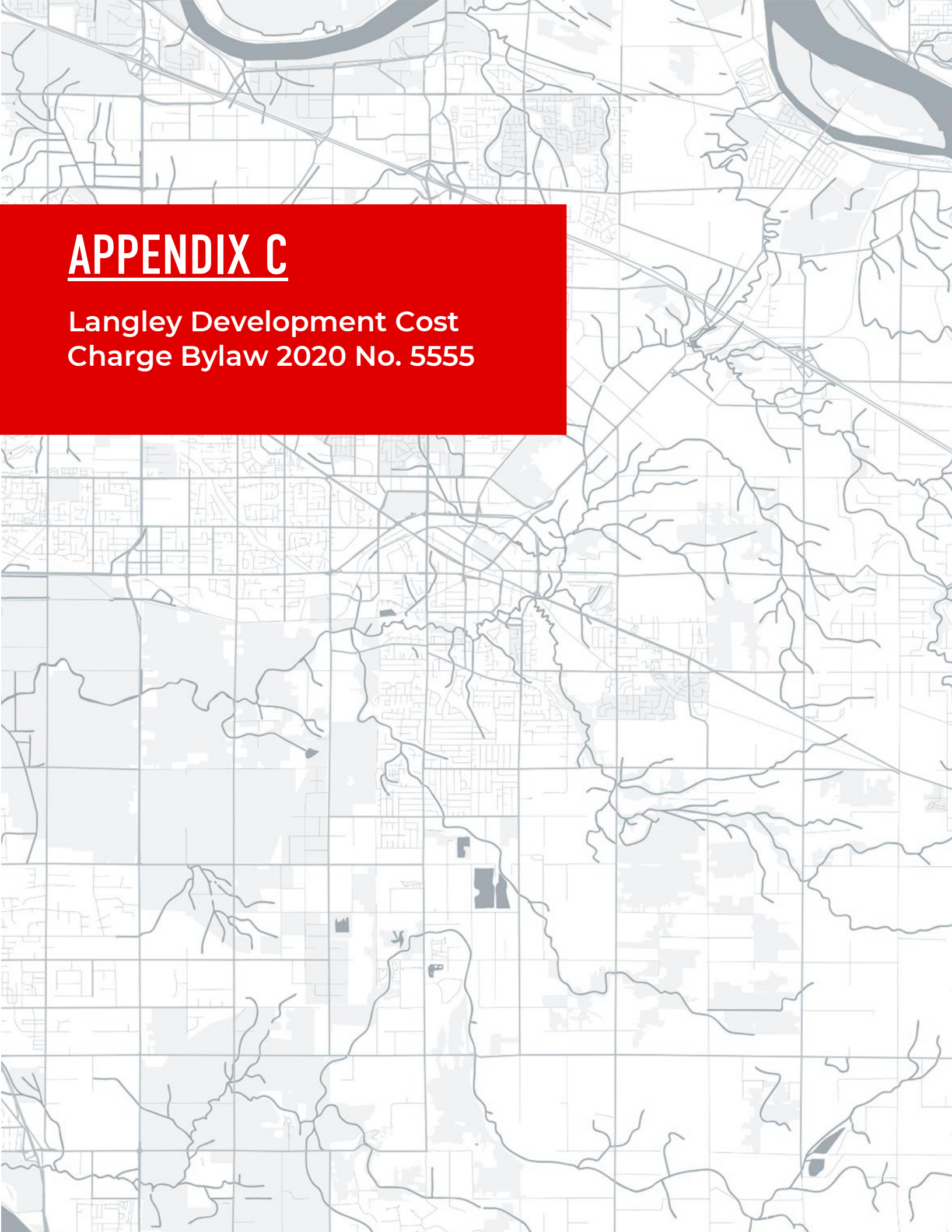
Schedule “C”

INDUSTRIAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	TOTALS
Industrial	m ²	\$17.38	\$25.66	\$2.48	\$4.17	\$49.69

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.



APPENDIX C

Langley Development Cost
Charge Bylaw 2020 No. 5555

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2020 NO. 5555

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

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw 2020 No. 5555 repeals Langley Development Cost Charges Bylaw 2012 No. 4963 and amendments thereto and establishes a new Development Cost Charges Bylaw.

Amending Bylaw No. 5770 – adopted June 13, 2022

Bylaw No. 5770 amends Langley Development Cost Charges Bylaw 2020 No. 5555 by revising the Highway DCC Program to include components of the 232 Street Interchange and Glover Road Overpass to the DCC program, and to amend the Highway DCC rates.

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW 2020 NO. 5555

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 2020 No. 5555”. As a short title, it may be known as “DCC Bylaw No. 5555”.

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 zoning 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	27	day of	January	, 2020.
READ A SECOND TIME the	27	day of	January	, 2020.
READ A THIRD TIME the	27	day of	January	, 2020.
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the	23	day of	March	, 2020.
ADOPTED the	23	day of	March	, 2020.

“JACK FROESE”

Mayor

“WENDY BAUER”

Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY DEVELOPMENT COST CHARGES BYLAW 2020 NO. 5555

Schedule “A”

**RESIDENTIAL
DEVELOPMENT COST CHARGES**

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition	Park Development	Total
Residential 1	du	\$17,617.58	\$7,081.00	\$665.00	\$2,094.00	\$15,596.00	\$5,302.00	\$48,355.58
Residential 2	du	\$17,177.14	\$2,853.00	\$565.00	\$1,777.00	\$13,233.00	\$4,499.00	\$40,104.14
Residential 3	du	\$14,974.94	\$1,957.00	\$444.00	\$1,396.00	\$10,398.00	\$3,535.00	\$32,704.94
Residential 4	du	\$13,213.18	\$1,246.00	\$343.00	\$1,079.00	\$8,034.00	\$2,732.00	\$26,647.18

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 2020 NO. 5555

Schedule "B"

**COMMERCIAL AND INSTITUTIONAL
DEVELOPMENT COST CHARGES**

#5770
13/06/22

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	\$88.09	\$2.30	\$7.23	\$97.62	\$17.35
Commercial 2	m ²	\$68.71	\$2.30	\$7.23	\$78.24	\$17.35
Commercial 3	m ²	\$31.71	\$1.71	\$5.39	\$38.81	\$0.00
Institutional	m ²	\$42.28	\$2.30	\$7.23	\$51.81	\$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 m², shall have the road component of the Commercial 1 rates applied to the first 3,700 m² and the road component of the Commercial 2 rates applied to all areas of the buildings exceeding 3,700 m².

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY DEVELOPMENT COST CHARGES BYLAW 2020 NO. 5555

Schedule “C”

INDUSTRIAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	TOTALS
Industrial	m ²	\$13.66	\$16.41	\$0.91	\$2.86	\$33.84

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.