



COUNCIL REPORT

Report Date: June 3, 2025
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RTS No.: 17891
VanRIMS No.: 08-2000-20
Meeting Date: June 17, 2025
[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Supporting Development Viability and Unlocking New Housing Supply

Recommendations

- A. THAT Council approve, in principle, amendments to the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law and the Area Specific Development Cost Levy By-law that authorize an option for applicants to pay their Development Cost Levies in three equal installments for development projects with DCLs valued over \$500,000, generally aligning with the payment by installment framework in the Local Government Act and generally in accordance with Appendix A;
- FURTHER THAT Council approve, in-principle, an amendment to the Vancouver Building By-law to impose a cost recovery fee of \$1,000 be collected from each applicant for a deferral;
- AND FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council amendments to the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law, the Area Specific Development Cost Levy By-law and the Vancouver Building By-law as generally set out in Appendix A, to give effect to the deferral option.
- B. THAT, subject to the approval of Recommendation A, Council direct staff to report back on further measures to optimize development cost levy payment timing and/or deferrals, including possible *Vancouver Charter* amendments.
- C. THAT Council amend the Community Amenity Contributions Policy for Rezoning to lower the minimum required cash CAC payment due at zoning by-law enactment from \$20 million to \$5 million and in the City's sole discretion allow the balance above \$5 million to be deferred post-enactment as set out in Appendix B, along with associated administrative amendments;

FURTHER THAT this change, upon applicant request, be applicable to new rezoning applications and applications that have been approved in principle by Council but have not yet been enacted, as shown in Appendix C.

- D. THAT Council approve foregoing the calculated 2025 inflationary rate adjustment of 3.2% for the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law, the Area Specific Development Cost Levy By-law; and to Community Amenity Contribution targets and density bonus contributions.
- E. THAT Council approve foregoing the inflationary rate adjustment of 5.7% to Community Amenity Contribution targets and density bonus contributions that was approved in-principle in 2024 but deferred to 2025.
- F. THAT Council approve, in principle, an amendment to reduce the Development Cost Levy rate for “works yard for public bus transportation” in the Vancouver Development Cost Levy By-law and the Vancouver Utilities Development Cost Levy By-law, to be effective upon approval of this recommendation as generally set out in Appendix A;

AND FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council amendments to the Vancouver Development Cost Levy By-law and the Vancouver Utilities Development Cost Levy By-law to give effect to Recommendation F.

- G. THAT Council delegate the authority to revise the financial security requirements for rezoning applications to allow “pay-on-demand” Surety Bonds as financial security for infrastructure and amenity obligations, in the sole discretion of the Director of Legal Services and the Chief Financial Officer, in consultation with the City Engineer, provided that all financial security revisions are generally in accordance with the criteria in Appendix D.

Recommendation G requires an affirmative vote of 2/3 of Council members in accordance with section 161 of the Vancouver Charter.

Purpose and Executive Summary

Development viability is under increasing strain due to a wide range of factors, such as construction cost escalation, impending tariff implications, an elevated interest rate environment, and recent changes to immigration policy, all of which have created greater uncertainty and dampened consumer and investor confidence. At the same time, the cost basis for construction – including land, labour, regulatory requirements, and government charges – has dramatically outpaced inflation since 2019, while home prices have approached affordability ceilings. The investor pool is shrinking, driven by the end of foreign investment, stagnating rent yields, and diminished expectations of future appreciation. This shift has left both purpose-built rental and strata development financially challenging, particularly at the scale, price points, and speed required to meet the city’s housing needs. Without intervention, supply will continue to lag behind demand, exacerbating affordability pressures and excluding key market segments – especially families and middle-income earners – from viable housing options.

While increasing density to improve viability has provided some relief, its effectiveness is limited as higher densities often introduce additional costs and risks. Other measures such as DCL waivers continue to provide ongoing relief, it is essential for the City to recalibrate its approach to support housing delivery while ensuring its ability to deliver infrastructure and amenities to support growth. This report outlines the first step in a series of initiatives, including deferral of development contributions and broadening the use of surety bonds, and highlights recent policy changes along with upcoming policy updates and process improvements aimed at improving development feasibility.

Council Authority/Previous Decisions

- Council Motion on March 12, 2025 on Deferring the Collection of Development Cost Levies (DCLs) and Related Development Charges to Support New Housing and Job Supply
- Vancouver (City-wide) Development Cost Levy By-law No. 9755
- Vancouver Utilities Development Cost By-law No. 12183
- Area-specific Development Cost Levy By-law No. 9418
- In July 2024, Council approved the 2024 inflationary rate adjustment of 5.7% to be deferred to September 30, 2025. (RTS 16347, RTS 16348)
- Community Amenity Contributions Policy for Rezoning (1999, last amended 2024)

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

In 2024, staff began exploring strategies to support development viability amid challenging market conditions. Initial idea sessions in the fall brought together senior staff across departments to identify potential actions to accelerate housing and other development projects. Two dedicated working groups were formed to focus on priority actions related to financial mechanisms and policy initiatives. Staff also engaged with the Urban Development Institute and other industry parties in Spring 2025 to align efforts and discuss ongoing viability initiatives. Through this engagement, industry shared detailed concerns and put forward a range of suggestions. In response, staff undertook further analysis, reviewed what was feasible within the City's policy and regulatory framework, and refined proposed actions accordingly. This collaborative, iterative process ensured that industry feedback was incorporated into the development of practical, responsive solutions.

This report also responds to the Council motion of March 12, 2025 directing staff to consider the implications of deferring development charges as part of the broader effort to support development viability. It examines the potential impacts of deferring development contributions on housing delivery and the City's cashflow and ability to deliver infrastructure and amenities to support growth. This report highlights forecasted DCL revenues, the realization of those revenues rest on those projects proceeding to construction. As such, unless viability challenges are addressed, those projects and their associated revenues are at risk of not materializing along with the housing supply generated through development.

Discussion

The following section outlines the proposed initiatives for Council consideration.

1. Deferring DCL Payment

To alleviate development cash flow challenges, staff recommend that DCL payment be deferred from the outset of a project to later in the construction phase. Currently, and in accordance with DCL By-laws, DCLs must be paid in full before a building permit is issued (i.e., before construction begins). While the Vancouver Charter allows for DCL payment by installment, this option is not currently included in Vancouver's DCL By-laws.

The Local Government Act (LGA) authorizes Development Cost Charges (DCCs) (largely equivalent to the City's DCLs), including their imposition and collection. Under the LGA and its regulations, local governments allow DCC payments exceeding \$50,000 to be paid in three equal installments: the first at building permit issuance, the second 12 months later, and the third 24 months following permit issuance. The Development Cost Charge (Installments) Regulation has been in effect since 1984 and has largely remained unchanged.

Staff applied the following principles in formulating the City's DCL deferral approach:

- Supporting development viability while ensuring the City's ability to deliver infrastructure and amenities to support growth
- Aligning with Metro Vancouver and TransLink's DCC deferral framework (LGA framework)
- Ensuring simplicity in understanding, implementation, and administration
- Ensuring applicability to Amenity Cost Charges (ACCs) when implemented

A two-step approach is recommended for implementing DCL deferrals:

Immediate action: DCL deferral in 3 equal installments (Recommendation A) would take effect upon Council enactment and generally align with the existing DCC installment (deferral) approach under the LGA. This approach would move the initial DCL payment out by ~1.5 years to full construction building permit, the second payment out by ~2.5 years and the final DCL payment out by ~3.5 years. The deferral program would be applicable to all types and tenures of development projects with the following terms and conditions:

- Applicable to development projects with total DCL payments of \$500,000 or more (encompassing all City DCLs: City-wide, Area-specific and Utilities)
- Submission of an application with a \$1,000 fee
- Installment payments as follows:
 - One-third prior to Full Construction Building Permit (BP) issuance (only if project is processed through staged BPs, otherwise due at initial permit issuance).
 - One-third due 12 months after BP issuance
 - One-third due 24 months after BP issuance

- All payments made prior to issuance of occupancy permit
- Interest-free deferral secured by “pay-on-demand” Surety Bond or Letter of Credit at the City’s discretion
- DCL rates locked in at the time of BP issuance after payment (not subject to rate increases)
- Default on any installment payment will result in the full remaining unpaid levy becoming due, and the City could i) draw down on the financial security or ii) insert the amount in the real property tax roll with applicable late payment charge.

While deferral of DCLs could pose a sizeable one-time impact on funding for infrastructure and amenities to support growth in the next capital plan (2027-2030), collections are expected to stabilize thereafter. To mitigate such impact, staff recommend using interim financing, repayable over 10 years, to bridge the funding gap. Refer to the Financial Implications section for further details.

Should Council approve Recommendation A, staff will monitor the uptake and impacts of DCL deferrals to inform future program adjustments as appropriate. Information on the deferral program will also be included as part of annual reports on DCLs.

Future Consideration for optimizing payment timing:

Staff are continuing to explore measures to optimize development charge payment timing and/or deferrals, including possible Vancouver Charter amendments. These mechanisms seek to improve financial flexibility for housing delivery while safeguarding City revenues. Staff will report back to Council on potential deferral options, implementation considerations (including Vancouver Charter amendments) and associated financial implications for the City.

At the time of this report, Provincial staff are conducting stakeholder meetings with local governments and industry representatives to explore the possibility of legislative changes that would enable greater flexibility in the timing of development cost charge (DCC) and development cost levy (DCL) payments. These discussions include options such as installment plans, interest accrual, and financial security to support deferred payment structures.

2. Lowering Cash CAC Payment at Enactment

Recommendation C expands the eligibility for cash CAC payment deferral to projects delivering significant housing and public benefits by lowering the upfront payment at enactment and interest applicable to the deferred payment.

Currently, the City’s CAC policy for rezonings provides discretion to allow for deferral for the portion of cash CACs exceeding \$20 million, with interest at Prime + 3% applicable to the deferred payment and payment due by the earlier of 24 months of rezoning enactment or prior to issuance of the first building permit. Up to 50% of the deferred CAC may be secured by “pay-on-demand” Surety Bond and the remainder by Letter of Credit.

Under the proposed amendments, the City may, at its discretion, allow for deferral for the portion of cash CACs exceeding \$5 million, with interest at Prime + 1% applicable to the deferred payment and payment due by the earlier of 24 months of rezoning enactment or prior

to issuance of the first building permit. The first \$10 million of the deferred CAC may be secured, at the City's discretion, by "pay-on-demand" Surety Bond and the balance over \$10 million may be secured by a combination of "pay-on-demand" Surety Bond (up to 50%) and Letter of Credit.

This approach would apply to new, in-stream, and approved-but-not yet enacted rezonings. Refer to the Financial Implications section for further details.

3. Foregoing Annual Inflationary Adjustment to Development Contributions

The inflationary rate adjustment to development contributions (e.g., DCLs, CAC targets, density bonus contributions) is applied annually to keep pace with the increasing cost of providing growth-supporting infrastructure and amenities. The annual inflation index is based on a blend of property value and construction cost inflation and calculated using public, third-party data.

Since 2023, local market conditions have been challenged by escalating construction and financing costs, and Council has approved deferring the rate increases to the following year in both 2023 and 2024. The 2025 inflationary index indicates an increase of 3.2%. However, current market conditions remain challenging, and in light of next year's comprehensive update and rate recalibration on all development contributions, staff recommend foregoing the 2025 inflationary adjustment to DCLs, CAC Targets and density bonus contributions (Recommendation D).

Staff also recommend foregoing the deferred 2024 inflationary adjustment of 5.7% to CAC Targets and density bonus contributions (Recommendation E). CAC Targets and density bonus contributions are set based on the value of additional density. An external review of local market conditions indicated that the value of additional density has not increased from when CAC targets and density bonus contributions were recalibrated in 2023 and as such proceeding with the deferred inflationary adjustment of 5.7% would not be appropriate at this time. As DCLs are set to recover the costs of growth-supporting capital programs, the deferred 2024 inflationary adjustment of 5.7% to DCLs will proceed to reflect cost escalation in delivering infrastructure and amenities.

Refer to the Financial Implications section for further details.

4. Reducing DCL Rate for Works Yard for Public Bus Transportation

Recommendation F reduces the DCL rate for "works yard for public bus transportation" to align with that of "works yard" to support essential transportation infrastructure and reflect their limited impact on City services. These facilities are foundational to a city's transportation network, contributing directly to public safety and wellbeing by reducing traffic congestion, improving air quality, and providing reliable access to work, education, and health services for all residents, especially those without private vehicles.

This additional definition of "works yard for public bus transportation" will be added to DCL By-laws, which can be found in Appendix A.

5. Broadening the Use of "Pay-on-Demand" Surety Bonds

To unlock developers' capital being tied up to collateralize Letters of Credit for productive purposes, such as financing more housing projects, staff recommend broadening the use of

“pay-on-demand” Surety Bonds to secure infrastructure and amenity obligations with an aggregate value per project over \$5 million with a minimum \$3 million for infrastructure obligations (aggregate value excludes DCLs and cash CACs,). In cases where the infrastructure is considered critical and/or the City needs to deliver the works on the developer’s behalf at the developer’s cost, Letters of Credit may still apply. Refer to Appendix D for further detail on criteria the City will consider in determining eligibility for “pay-on-demand” Surety Bond as security.

The City has traditionally relied on Letters of Credit to secure infrastructure and amenity obligations as part of development. In recent years, the City has started to accept “pay-on-demand” Surety Bonds on a limited basis to secure delivery of turnkey amenities above \$20 million and cash CAC payment deferral. Surety Bonds are a financial instrument where the surety guarantees the obligation of the developer to the City. “Pay-on-demand” Surety Bonds are intended to function like Letters of Credit in that the City is intended to have the right to demand payment or fulfillment of an obligation of the developer from the surety, by providing a notice of default and the surety contracts that it will fulfill the obligation. However, there are key differences between Letters of Credit and “pay-on-demand” Surety Bonds, which creates the potential for greater collection risk. Please refer to the Legal Implications section.

The proposed reduction in the eligibility threshold from \$20 to \$5 million and the inclusion of infrastructure obligations will benefit more projects. To manage exposure, the City limits development contribution deferrals and use of Surety Bonds to 15% of its financial assets. The City only accepts Surety Bonds from a list of sureties approved by the City’s Chief Financial Officer and in a form of agreement approved by the City’s Director of Legal Services.

6. Floorplate Flexibility

The current tower floorplate guideline of 6,500 sq. ft. has become outdated due to evolving building codes, energy requirements, and rising construction costs. To better support project viability, a shift towards a more flexible, principles-based framework is necessary. Smaller sites will still require tighter limits to achieve urban design goals like tower separation and sunlight access, while larger or less constrained sites – especially those for mass timber or social housing – may accommodate up to 8,000 sq. ft. floorplates. Additionally, taller buildings and larger sites offer opportunities for additional flexibility rooted in sound urban design principles. However, this flexibility requires stricter tower separation standards to maintain livability. Floorplate sizes should be flexible, allowing professional discretion to achieve high-quality, context-sensitive urban design. A bulletin is now available to guide this flexible approach for current and incoming projects.

7. Future and Ongoing Measures to Address Viability

Staff are continually reviewing policies and process improvements to ensure they are appropriately applied and streamlined to support development viability. This ongoing work aims to enhance clarity and efficiency while balancing the need for timely project delivery with the City’s commitment to building complete communities and delivering essential amenities for residents. The following are examples of ongoing initiatives that are set to be implemented in the near term.

Community Benefits Agreements

The Community Benefits Agreement (CBA) Policy, in place since 2018, applies to development projects over 45,000 square metres and requires developers to commit to hiring at least 10% of new, entry-level employees from local, equity-denied communities; sourcing 10% of procurement locally; allocating 10% to social value businesses; and funding a third-party monitor to ensure compliance. Staff have monitored the policy since inception and implemented related process improvements, and additionally have recently undertaken a full evaluation. Analysis of the evaluation results has shown generally positive economic and social impacts. It also identified challenges around policy interpretation, scope, associated costs, internal processes, reporting, and communication. In response, staff continue to clarify policy expectations, explore policy refinements and have initiated related communication efforts. A comprehensive report on the evaluation results, internal improvements, and further recommendations for policy updates will be presented to Council in Fall 2025.

Rezoning Process Improvements

Work is underway to improve the development and rezoning processes with a focus on efficiency, clarity, and collaboration. Key goals include reducing processing times, streamlining workflows, aligning discretion with clear policy priorities, and supporting a smooth transition from current to future practices. The following initiatives are underway for 2025-2026:

- Introduce new enquiry streams to manage complex or non-compliant proposals early
- Establish clearer application streams
- Implement a “complete application” process to support workflow management
- Revise resubmission protocols, including fees and potential refunds
- Develop a service level commitment strategy between staff and applicants

On-site Rainwater Management

Work is underway to improve the way the City manages the impact of development on its sewer system with a focus on reducing the flow of water into the sewer system at its origin. Staff are updating the sewer capacity development review approach and requirements for increased application of on-site rainwater management. This update aims to reduce the need for more expensive sewer upgrade conditions and enhance standardization, thereby boosting predictability and viability for development projects. It is expected that there are no proposed changes to the costs of Utility Development Cost Levies (UDCLs) through this update. At present, the UDCL program faces more growth-related capacity demands than it can support. This criteria update will help manage UDCL program needs within existing financial constraints and allow prioritization of UDCL funded projects in the areas of greatest need. These initiatives will be reported on in more detail in upcoming industry engagement and revisions to the Vancouver Building By-law.

Financial Implications

The current macro-economic environment has a high degree of uncertainty, with significant constraints on development contributions arising from challenging market conditions as well as changes in provincial legislation on development finance tools (e.g., DCLs, Amenity Cost

Charges, inclusionary zoning, density bonusing, and engineering conditions). Staff are undertaking two streams of work: i) developing a city-wide Public Infrastructure Investment Framework (PIIF) to establish service levels that reflect the City's financial capacity, and ii) conducting a comprehensive review of the City's financing growth tools; and will bring forward recommendations for Council consideration in Fall 2025 and Spring 2026 respectively.

While the provincial legislation changes present an opportunity for the City to modernize and optimize its financing growth framework, the available tools for municipalities to support growth are limited. As part of the capital planning and budgeting processes, Council will need to make trade-off decisions regarding allocation of limited development contributions to ensure core municipal infrastructure and community amenity needs are prioritized. The City will also continue to pursue advocacy through the Federation of Canadian Municipalities on modernization of the municipal growth framework to address the funding challenges associated with renewing and expanding infrastructure and amenities to support growth and build complete communities.

As the first step towards addressing development viability, this report puts forward a number of recommendations, such as deferring development contributions and foregoing certain inflationary adjustments, to support housing delivery amid challenging market conditions. Below summarizes the potential impact on the City's ability to deliver growth-supporting infrastructure and amenities in the 2027-2030 Capital Plan and viable mitigation that will be considered as part of the capital planning process.

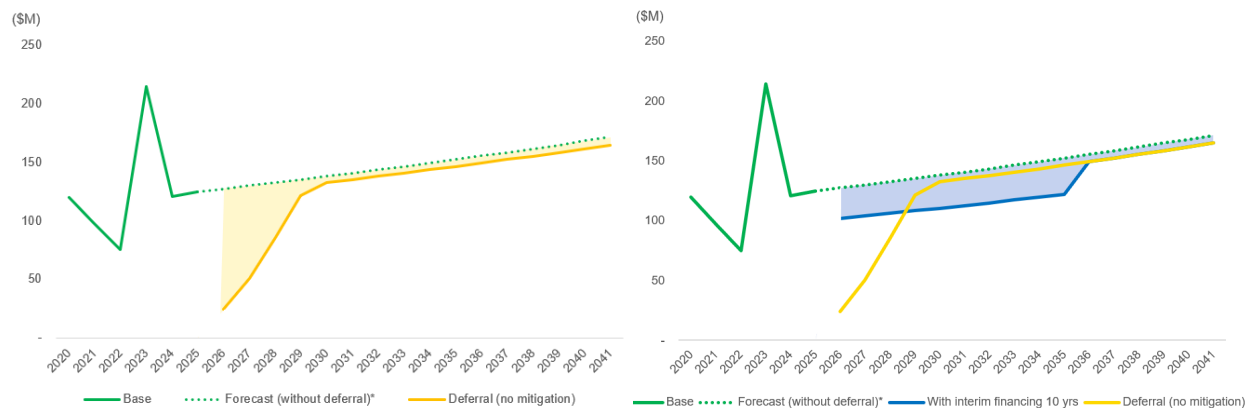
Deferring DCL Payment in 3 equal installments (Recommendation A)

While DCL deferrals, as proposed, could pose a ~45% one-time reduction in DCL funding available for growth-supporting infrastructure and amenities in the 2027-2030 Capital Plan, DCL collections are expected to stabilize thereafter. The 45% reduction is estimated to be ~\$245 million based on the historical 5-year average DCL collection, which could be lower or higher depending on future development activities.

To lessen the immediate impact, staff recommend using interim financing, repayable over 10 years from future DCL collections, to bridge the funding gap for the next Capital Plan. As shown in Figure 1, spreading the one-time impact over 10 years would mitigate the projected reduction in new DCL funding for the next Capital Plan from 45% (~\$245 million) to 26% (~\$140 million).

Funding sources for the interim financing, estimated to be ~\$175 million, will consist of capital reserves and/or borrowing. Should development activities slow down in the coming years, the actual dollar impact and required bridge financing would also come down. It should be noted that, even with interim financing, some infrastructure and amenity projects may need to be descope, phased and/or deferred to future Capital Plans to fit within the City's financial capacity. As the deferral program is proposed to be interest-free, the cost escalation associated with deferring capital works as well as interest costs associated with the interim financing will have to be accommodated in future DCL programs.

Figure 1: Impact on DCL deferrals with and without mitigation



*Forecast DCL revenue without deferral, projected as \$125m per year with 2% annual escalation, based on historical 5-year average.

Staff will assess the uptake of DCL deferrals and bring forward for Council consideration a comprehensive mitigation strategy as part of the 2027-2030 Capital Plan, which may include interim financing from capital reserves and/or borrowing, rationalization of capital programs/projects and trade-off options. To prioritize delivery of critical growth-supporting infrastructure (e.g., water, sewer, transportation), Council could adjust the allocation of development contributions and other funding sources as part of the capital planning and budgeting processes.

Staff will monitor the efficacy of the DCL deferral program on housing delivery and may bring forward program adjustments as appropriate.

Lowering Cash CAC Payment at Enactment (Recommendation C)

There are 13 developments that have been approved in principle by Council, but are not yet enacted rezonings with cash CACs over \$5 million. If all opt for deferral, ~\$270 million of cash CAC payment could be delayed by up to 24 months. Interest applicable on the deferral at prime +1% would help offset the impact of cost escalation associated with deferring capital works.

As the City cannot compel a rezoning applicant to proceed to rezoning enactment after receiving approval in principle, cash CACs are typically not incorporated in a Capital Plan as available funding until enactment. Without the ability to defer cash CAC payments, some developments may not proceed.

Forgoing Annual Inflationary Adjustments to Development Contributions (Recommendations D & E)

Forgoing the 2025 inflationary adjustment to DCLs, CAC Targets and DBZs will reduce development contributions in the following year by ~\$4 million based on recent historical collections.

Foregoing the implementation of the deferred 2024 inflationary adjustment to CAC Targets and DBZs will reduce development contributions by an additional ~\$2 million in the following year.

Reducing DCL Rate for Works Yard for Public Bus Transportation (Recommendation F)

Applying a reduced DCL rate for “works yard for public bus transportation” is intended to support essential transportation infrastructure and reflect their limited impact on City services. This change would offset development costs by \$7 to 9 million for Translink’s Marpole Transit Centre project that is currently underway.

Legal Implications

If the Recommendations in this report are adopted by Council, Council will, amongst other things, be approving an option to defer DCL payments, amending the CAC policy to reduce the minimum of cash CAC payments to be paid prior to rezoning enactment. This will allow for the deferral of the balance of the CAC payments in the City’s discretion, approving the delegation of authority to permit the expanded use of surety bonds as financial security, and introducing a new DCL rate category. Council is authorized to impose DCLs under section 523D of the Vancouver Charter.

With limited exceptions, the City has required the provision of letters of credit by developers as financial security to secure the payment of deferred CAC payments, the delivery of City infrastructure and the delivery of in-kind amenities. The recommendations in this report, if approved by Council, would provide for the expanded use of surety bonds in place of letters of credit to secure outstanding obligations.

Notwithstanding that the surety bonds are intended to function in a similar manner to letters of credit, the two financial instruments are not the same. There are a number of key differences between surety bonds and letters of credit from a legal and a practical collection perspective in the event that the City would need to make a demand for payment pursuant to the financial security in the event of a default by the developer in fulfilling the obligations being secured.

Letters of Credit, accepted by the City, are issued by chartered banks and the bank generally requires that the developer has the funds deposited with or secured by the bank in the event that a demand is made of the bank for payment pursuant to the letter of credit. The bank is required by the letter of credit, upon the City making a demand under the letter of credit, to pay out the amount demanded up to the maximum amount of the letter of credit upon the City presenting the letter of credit to the bank.

Surety bonds are issued by large insurance companies and the insurance company (the “Surety”) is not holding funds of the developer in the event of a demand for payment. The Surety is contractually covenanting to fulfill the obligations of the developer in the event of a default by the developer and a demand being made by the City.

These differences, among others, may give rise to the potential for more comprehensive steps in the acceptance of surety bonds and in the collection procedures, longer timing and potential increased collection risk associated with seeking to collect under a surety bond as compared to a letter of credit.

Staff will be taking steps and putting procedures in place to mitigate against any potential risks associated with the expanded use of surety bonds.

DRAFT DCL BY-LAW AMENDMENTS

BY-LAW NO.

A By-law to amend

Vancouver Development Cost Levy By-law No. 9755

regarding Payment of levy by installments and DCL rates

1. THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:
2. This By-law amends the indicated provisions of the Vancouver Development Cost Levy By-law.
3. Council strikes the word “and” from the end of the definition of both “surface parking lot” and “temporary building” in section 1.2.
4. Council strikes the period “.” at the end of the definition of “works yard” in section 1.2 and replaces it with “; and”.
5. Council adds the following definition to the end of section 1.2:
“works yard for public bus transportation” means the use of land or a building, or a portion thereof, for storing, maintaining, repairing, or cleaning equipment or vehicles that are used off-site for the purposes of mass transportation of the public on public roads.”.
6. Council adds a new section 3.12, 3.13, 3.14, 3.15 and 3.16 as follows:
“Payment of levy by installments
 - 3.12 If the total of development cost levies imposed by the City exceeds \$500,000, the payer may elect to pay the levy by instalments in accordance with section 3.13.
 - 3.13 If the payer elects to pay in installments, the payer shall:
 - (a) pay 1/3 of the total levy when issued a full construction stage building permit, 1/3 of the total levy within one year of building permit issuance and the final 1/3 within 2 years of building permit issuance; and
 - (b) post a pay-on-demand surety bond or irrevocable and unconditional letter of credit, determined at the City’s sole discretion, for the balance of the levy owing at the time of payment.
 - 3.14 Failure to make any payment under section 3.13 results in the full remaining unpaid levy becoming due and owing, which amount, if it is not satisfied by the security posted, may be inserted in the real property tax roll as a charge imposed with respect to the parcel or parcels in relation to which the building permit was issued.
 - 3.15 Annual interest of prime rate plus 1% shall be payable on any levy amount that is due and owing.

- 3.16 Notwithstanding section 3.13, no levy may remain payable at the time of occupancy of the building subject to the development cost levy.”.
7. Council adds “Works Yard for Public Bus Transportation” as a “Category/Use” to the end of the Table in Schedule C with a “Rate” of \$10.00 Per building permit.
8. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
9. This By-law is to come into force and take effect immediately upon Council approval.

BY-LAW NO.

A By-law to amend

Vancouver Utilities Development Cost Levy By-law No. 12183

regarding Payment of levy by installments and DCL rates

1. THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:
2. This By-law amends the indicated provisions of the Vancouver Utilities Development Cost Levy By-law.
3. Council strikes the period “.” at the end of the definition of “works yard” in section 1.2 and replaces it with “; and”.
4. Council adds the following definition to the end of section 1.2:

“works yard for public bus transportation” means the use of land or a building, or a portion thereof, for storing, maintaining, repairing, or cleaning equipment or vehicles that are used off-site for the purposes of mass transportation of the public on public roads.”
5. Council adds a new section 3.13, 3.14, 3.15, 3.16 and 3.17 as follows:

“Payment of levy by installments

3.13 If the total of development cost levies imposed by the City exceeds \$500,000, the payer may elect to pay the levy by instalments in accordance with section 3.14.

3.14 If the payer elects to pay in installments, the payer shall:
 - (a) pay 1/3 of the total levy when issued a full construction stage building permit, 1/3 of the total levy within one year of building permit issuance and the final 1/3 within 2 years of building permit issuance; and
 - (b) post a pay-on-demand surety bond or irrevocable and unconditional letter of credit, determined at the City’s sole discretion, for the balance of the levy owing at the time of payment.
3.15 Failure to make any payment under section 3.14 results in the full remaining unpaid levy becoming due and owing, which amount, if it is not satisfied by the security posted, may be inserted in the real property tax roll as a charge imposed with respect to the parcel or parcels in relation to which the building permit was issued.

3.16 Annual interest of prime rate plus 1% shall be payable on any levy amount that is due and owing.

3.17 Notwithstanding section 3.14, no levy may remain payable at the time of occupancy of the building subject to the development cost levy.”

6. Council adds “Works Yard for Public Bus Transportation” as a “Category/Use” to the end of the Table in Schedule C with a “Rate” of \$10.00 Per building permit.
7. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
8. This By-law is to come into force and take effect on the take effect immediately upon Council approval.

BY-LAW NO.

A By-law to amend

Area Specific Development Cost Levy By-law No. 9418

regarding Payment of levy by installments and DCL rates

1. THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:
2. This By-law amends the indicated provisions of the Area Specific Development Cost Levy By-law.
3. Council adds a new section 3.20, 3.21, 3.22, 3.23 and 3.24 as follows:

“Payment of levy by installments

3.20 If the total of development cost levies imposed by the City exceeds \$500,000, the payer may elect to pay the levy by instalments in accordance with section 3.21.

3.21 If the payer elects to pay in installments, the payer shall:

- (a) pay 1/3 of the total levy when issued a full construction stage building permit, 1/3 of the total levy within one year of building permit issuance and the final 1/3 within 2 years of building permit issuance; and
- (b) post a pay-on-demand surety bond or irrevocable and unconditional letter of credit, determined at the City’s sole discretion, for the balance of the levy owing at the time of payment.

3.22 Failure to make any payment under section 3.21 results in the full remaining unpaid levy becoming due and owing, which amount, if it is not satisfied by the security posted, may be inserted in the real property tax roll as a charge imposed with respect to the parcel or parcels in relation to which the building permit was issued.

3.23 Annual interest of prime rate plus 1% shall be payable on any levy amount that is due and owing.

3.24 Notwithstanding section 3.21, no levy may remain payable at the time of occupancy of the building subject to the development cost levy.”.

4. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law and is not to affect the balance of this By-law.
5. This By-law is to come into force and take effect on the take effect immediately upon Council approval.

VANCOUVER BUILDING BY-LAW AMENDMENTS

BY-LAW NO. 12511

A By-law to amend

Vancouver Building By-law 12511

regarding adding a fee for Development Cost Levy Deferral Requests

Add the following new fee to Division C: Administrative Provisions, Part 1 – General, Schedule of Fees, Part A – Building, #1:

“For the service of the City providing a Development Cost Levy (DCL) deferral prior to the issuance of a full construction stage building permit – \$1,000.00”

BY-LAW NO. 14343

A By-law to amend

Vancouver Building By-law 14343

regarding adding a fee for Development Cost Levy Deferral Requests

Add the following new fee to Book 1 (General) - Division C, Part 1 – General, Schedule of Fees, Part A – Building, #1 (pg. 945):

“For the service of the City providing a Development Cost Levy (DCL) deferral prior to the issuance of a full construction stage building permit – \$1,000.00”

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COMMUNITY AMENITY CONTRIBUTIONS POLICY AMENDMENT

Council amends strikes section 5.1a and replaces it as follows:

- (a) Cash CACs must be paid prior to by-law enactment, except that, in the City's sole discretion, any or all cash CACs valued over \$5 million may be deferred on terms and conditions satisfactory to the City.

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**APPROVED BUT NOT YET ENACTED REZONING APPLICATIONS WITH CASH
COMMUNITY AMENITY CONTRIBUTIONS ELIGIBLE FOR NEW CAC DEFERRAL
INCLUDING CAC AMOUNT AND ELIGIBLE DEFERRAL AMOUNT AT THE CITY'S SOLE
DISCRETION**

1. 750-772 Pacific Boulevard (RTS 12589) - Total cash CAC of \$100,383,500, eligible deferral amount of \$95,383,500
2. 1444 Alberni Street and 740 Nicola Street (RTS 12627) - Total cash CAC of \$67,982,700, eligible deferral amount of \$62,982,700
3. 601 Beach Crescent (RTS 13886) - Total cash CAC of \$12,100,000, eligible deferral amount of \$7,100,000
4. 5910-5998 Cambie Street (RTS 14275) - Total cash CAC of \$13,680,000, eligible deferral amount of \$8,680,000
5. 1450 West Georgia Street (RTS 14548) - Total cash CAC of \$8,900,000, eligible deferral amount of \$3,900,000
6. 1157 Burrard Street (RTS 14593) - Total cash CAC of \$10,600,000, eligible deferral amount of \$5,600,000
7. 7730-7772 Cambie Street (RTS 14466) - Total cash CAC of \$5,524,038, eligible deferral amount of \$524,038
8. 1640-1650 Alberni Street (RTS 14754) - Total cash CAC of \$32,700,000, eligible deferral amount of \$27,700,000
9. 1668-1684 Alberni Street (RTS 14914) - Total cash CAC of \$37,041,000, eligible deferral amount of \$32,041,000
10. 8029-8225 Oak Street and 1012 West 64th Avenue (RTS 14932) - Total cash CAC of \$16,550,000, eligible deferral amount of \$11,550,000
11. 4949-5255 Heather Street and 657-707 West 37th Avenue (RTS 15100) - Total cash CAC of \$13,000,000, eligible deferral amount of \$8,000,000
12. 4711-4787 Cambie Street (RTS 15960) - Total cash CAC of \$7,455,648, eligible deferral amount of \$2,455,648
13. 5455 Balsam Street (RTS 16392) - Total cash CAC of \$7,500,000, eligible deferral amount of \$2,500,000

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**ELIGIBILITY CRITERIA TO PROVIDE PAY-ON-DEMAND SURETY BONDS AS SECURITY
FOR INFRASTRUCTURE AND IN-KIND AMENITIES**

The City will consider the following to determine if a development project may provide pay-on-demand surety bond in lieu of letter of credit:

- \$ value threshold:
 - Minimum aggregate \$5,000,000 value of infrastructure and in-kind amenities to be secured by the triggering development project; and
 - Minimum \$3,000,000 value for any infrastructure security
- Type of infrastructure eligible to be secured by pay-on-demand surety bond will be in the sole discretion of the General Manager of Engineering Services
- Development Permit issued after approval of this council report, expected to be June 18 2025, enabling new housing units

These criteria may be revised from time to time by the Director of Legal Services, in consultation with the Chief Financial Officer and the General Manager of Engineering Services and such others as are deemed necessary.

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