

Overview:

This document contains information related to frequently asked questions City of Vancouver staff received related to TransLink's Development Cost Charge (DCC). For more information, please refer to TransLink's webpage: <https://www.translink.ca/About-Us/Taxes/Development-Cost-Charges.aspx>

Who to contact for more information:

If you would like more information, please email us at DCLCoordinator@vancouver.ca

FAQs:

1. Why was the TransLink DCC created?

- TransLink required an additional revenue source to help pay for new transportation infrastructure.
- By using a DCC, they are trying to be consistent with the idea that growth should help pay for growth-related infrastructure costs.

2. What are the key differences between the Metro Vancouver DCC and TransLink DCC?

- The two by-laws diverge in how they define rate categories.
- Whereas Metro Vancouver defines all non-residential uses as one rate category, TransLink DCC By-law breaks non-residential uses into four separate rate categories (retail/service, office, industrial and institutional).
- The TransLink DCC identifies a two-family dwelling with separate exterior entrances as a duplex.
- The two by-laws are applied to three family multi-conversion dwellings (MCD) in the following manner:
 - i. Metro Vancouver DCC - for an existing 1FD being converted to a MCD containing three units, Metro Vancouver requires that we charge for the two additional units at the single family dwelling rate.
 - ii. TransLink DCC – for an existing 1FD being converted to a MCD containing three units, the two new dwelling units are calculated based on their entrance type, which can lead to multiple scenarios for determining the appropriate rate. Here are some examples:
 - If the two new units have their own exterior entrance, TransLink requires that we charge the townhouse rate for the two additional units.
 - If the two new units have a shared entrance, TransLink DCCs are not applicable as their by-law does not define this use within their rate categories.
 - If one of the two new units has a separate exterior entrance, and the other has a shared entrance with the existing 1FD, TransLink requires that we charge the townhouse rate for the one additional unit with a separate exterior entrance.

3. Do the TransLink use definitions align with City by-laws?

- TransLink's use definitions do not match Vancouver Zoning By-law definitions or Vancouver Building By-law major occupancy classifications.

4. How do these differences impact the demolition credit process?

- You can continue to submit one letter for both the Metro Vancouver and TransLink DCCs.
- As the TransLink DCC By-law separates the non-residential use categories, applicants must breakdown the total floor area of the existing building into the four separate rate categories based on the last approved use of the building.

5. Is there a difference in the way lock-off units are defined in the City's Zoning By-law and the TransLink and Metro Vancouver DCC By-laws?

- The City's Zoning By-law allows lock-off units to be constructed anywhere from 26-29.7 m².
- Both the TransLink and Metro Vancouver DCC By-laws provide an exemption for a self-contained dwelling unit that is no larger in area than 29 m².
- To summarize, if a lock-off unit is constructed anywhere from 26-29 m², it is exempted from both the TransLink and Metro Vancouver DCCs. Lock-off units constructed from 29.01-29.7 m² will be charged DCCs based on the principal dwelling use.

APPENDIX A

EXAMPLE DCC Credit Letter

Date: February 28, 2020
Project Name: The Vancouver Building
Address: 123 Vancouver St

To Whom It May Concern:

This is to certify that the total existing floor area of the above-cited mixed use building is 7,497.2 SF.

The building has 6 apartment units, and the following table provides a breakdown of the non-residential use categories defined by TransLink based on SF:

Use	SF
Retail/Service	4169.9
Office	502.3
Institutional	22.5

Please contact our office if you require any additional information.

Yours truly,

<INSERT SIGNATURE>

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