



Burnaby Development Cost Charges

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The City of Burnaby has established five charges to assist the City in paying the capital cost of providing public open space and pedestrian overpasses. The application of charges is coordinated by the Planning and Building Department so that the possibility of double assessment of a given development proposal is avoided. The requisite charges for a development proposal are submitted by the applicant in the form of a certified cheque in favour of the City of Burnaby. All charges collected by the City are deposited in separate reserve accounts and used only for the purpose for which the charges were deposited.

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Parkland Acquisition Charge 1998 December

The establishment of the Parkland Acquisition Charge is based on the fact that the need to expand Burnaby's park system is directly related to growth. Due in part to the financial priorities and constraints of the City in budgeting for parkland acquisitions, it is appropriate that new residential development, in addition to existing development and the City, assist in the provision of necessary parks to meet its own needs. The Parkland Acquisition Charge applies to all new residential development throughout the City and is utilized to acquire parkland.

The Parkland Acquisition Charge is applied in accordance with the following development procedures:

(I) Subdivision

A per lot charge related to a residential Subdivision application under the Land Titles Act or the Strata Property Act.

(II) Rezoning and Preliminary Plan Approval

A per square foot charge for any residential Rezoning proposal containing more than three units. Should this

charge not have been obtained at the time of Rezoning, the required charge will be applied at the time of Preliminary Plan Approval.

The established charges are:
(updated to 1999 January 01)

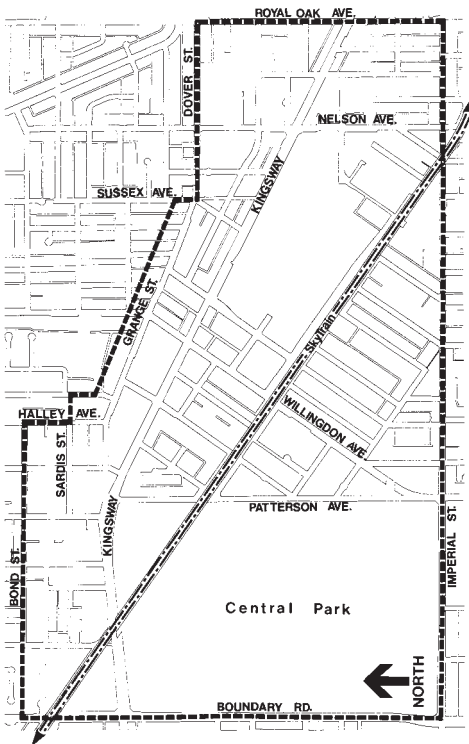
(i) Single and Two-Family Dwellings	\$6,521.00 per lot
(ii) Multiple Low-Density Residential Townhouses (RM1-Type)	\$38.97 per m ² or \$3.62 per sq. ft. of gross floor area
(iii) Multiple Medium-Density Residential Low-Rise and Ground-Oriented Apartments (RM2-RM3-Type)	\$41.33 per m ² or \$3.84 per sq. ft. of gross floor area
(iv) Multiple High-Density Residential High-Rise Apartments (RM4-RM5-Type)	\$38.21 per m ² or \$3.55 per sq. ft. of gross floor area

**2 Metrotown Public Open Space Charge
1979 April**

It is vital that adequate public open space be provided in Metrotown. The key sketch outlines a precinct bounded by Boundary Road on the west, Imperial Street on the south, Royal Oak Avenue on the east, and an indefinite boundary on the north generally oriented along Bond, Grange, and Dover. This precinct has been designated by Council as Metrotown, a higher level town centre, and by the Greater Vancouver Regional District as a Regional Town Centre. The success of the Metrotown pedestrian open space system will depend on the detailed comprehensive development of the interdependent major component parts of the open space system. The acquisition of public pedestrian linkages and spaces related in particular to the core and secondary mixed-use areas, will be assisted by funds obtained through the Metrotown Open Space Charge on commercial development within the designated precinct.

The Metrotown Public Open Space Charge is applied to a **commercial Rezoning** proposal where the value of work is generally estimated to exceed \$50,000. Should this charge not have been obtained at the time of Rezoning, the required charge will be applied at the time of Preliminary Plan Approval.

The established charge is **\$5.38 per gross square metre or \$0.50 per gross square foot** of building floor area.



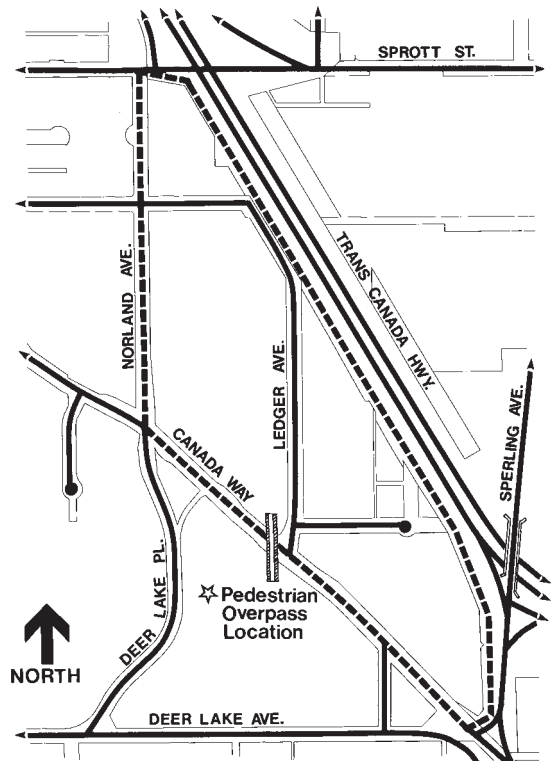
Metrotown Precinct

**3 Canada Way Pedestrian Overpass Charge
1979 April**

A pedestrian overpass of Canada Way, as indicated on the key sketch, is established on the basis that the bridge would: form an important part of the pedestrian circulation system for the linkage between the Central Administrative Area and the City cultural complex; connect major public open spaces; provide a positive pedestrian link to the overall City park/trail system; and provide for the safety of pedestrians across a busy arterial. The charge applies to commercial developments within the precinct bounded by Canada Way, Norland Avenue, the Trans-Canada Highway, and Sperling Avenue. The charge will assist the City in paying for the overpass.

The Canada Way Pedestrian Overpass Charge is applied to a **commercial Rezoning** proposal where the value of work is generally estimated to exceed \$50,000. Should this charge not have been obtained at the time of Rezoning, the required charge will be applied at the time of Preliminary Plan Approval.

The established charge is **\$3.21 per gross square metre or \$0.2982 per gross square foot** of building floor area



**Precinct Related to Canada Way
Pedestrian Overpass**

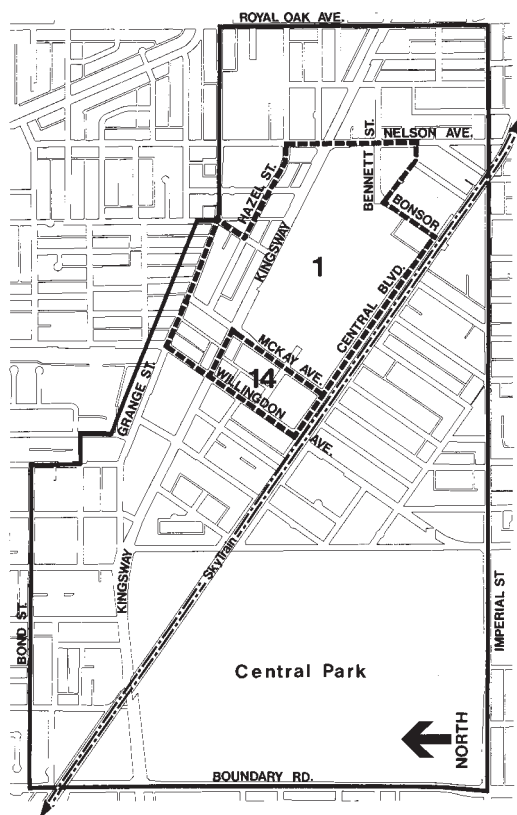
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Metrotown Grade-Separated Pedestrian Linkage Charge 1983 February

As a result of the intensive commercial redevelopment planned for both sides of Kingsway in the Metrotown area, there is a need for the provision of grade-separated commercial linkages for pedestrians over Kingsway. The planned linkages will be important in connecting commercial developments on both sides of Kingsway, and in establishing pedestrian and open space system continuity, in order to overcome the potentially divisive effect that Kingsway as a regional vehicular corridor and primary arterial could have on the area. The charge applies to all development within the Core Sub-Area 1 and Public Assembly & Development Sub-Area 14 of Metrotown and will assist the City in paying for the linkages.

The Metrotown Grade-Separated Pedestrian Linkage Charge is applied to a *non-residential Rezoning* proposal where the value of work is generally estimated to exceed \$50,000. Should this charge not have been obtained at the time of Rezoning, the required charge will be applied at the time of Preliminary Plan Approval.

The established charge is **\$3.29 per gross square metre or \$0.306 per gross square foot** of building floor area.



Metrotown Sub-Areas 1 and 14

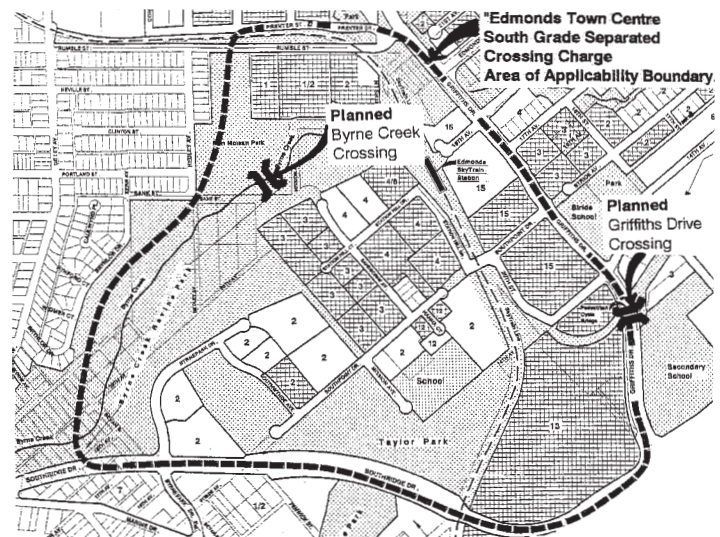
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Edmonds Town Centre South Grade - Separated Crossings Charge 1998 November

The Edmonds Town Centre South Development Plan provides for residential development in an area which was previously generally undeveloped or industrially utilized. Two grade-separated crossings are required as a result of the residential and secondary school developments which are taking place in the area, and are key elements of the integrated pedestrian system for the plan area as a whole. The crossing over Griffiths Drive near 14th Avenue will link the planned South Spur Urban Trail, connect the residential communities east and west of Griffiths Avenue, and provide direct access from the Edmonds Town Centre South residential area to the new Southeast Secondary School. The planned crossing over Byrne Creek will link the trail system in the Edmonds Town Centre South area with Ron McLean Park and the adjacent neighbourhood.

The Edmonds Town Centre South Grade-Separated Crossings Charge is applied to all *residential Rezoning* proposals within the Edmonds Town Centre South area. Should this charge not have been obtained at the time of Rezoning, the required charge will be applied at the time of Preliminary Plan Approval.

The established charge is **\$392.00 per unit**.



Edmonds Town Centre - South