



LAKE COUNTRY

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REPORT

District of Lake Country

Development Cost Charge Bylaw

Background Report

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Table of Contents

EXECUTIVE SUMMARY	1
1.0 BACKGROUND	2
1.1 Purpose of this Review	2
1.2 Legislative and Regulatory Background	2
1.3 Ability to Waive or Reduce DCCs	3
1.4 Use of DCC Best Practices Guide	3
2.0 PUBLIC PARTICIPATION PROCESS	4
2.1 Community Open House, January 19 th , 2016	4
2.2 Urban Development Institute Comments	4
3.0 DEVELOPING THE DCC PROGRAM AND COSTS – GUIDING PRINCIPLES AND ASSUMPTIONS	5
3.1 Relationship to Other Municipal Documents	5
3.2 DCC Time Frame	5
3.3 Community-Wide and Area-Specific DCCs	5
3.4 Recoverable Costs	6
3.5 Carrying Previous DCC Costs Forward	7
3.6 Grant Assistance	7
3.7 Interim Financing	7
3.8 Allocation of Costs	7
3.9 Municipal Assist Factor	8
3.10 Units of Charge	9
4.0 GROWTH PROJECTIONS	10
4.1 Residential	10
4.2 Commercial	11
4.3 Industrial	12
4.4 Institutional	12
5.0 ROADS DEVELOPMENT COST CHARGES	13
5.1 Roads DCC Program	13
5.2 Road Demand and Calculation of Equivalent Units	13
5.3 Road DCC Calculation	14
6.0 WATER SYSTEM DEVELOPMENT COST CHARGES	18
6.1 Water System DCC Program	18
6.2 Water System Demand and Calculation of Equivalent Units	18
6.3 Water System Sectors	19
6.4 Water System DCC Calculation	19
7.0 DRAINAGE PROGRAM DEVELOPMENT COST CHARGES	23
7.1 Drainage DCC Program	23

7.2	Drainage System Demand and Calculation of Equivalent Units	23
7.3	Drainage System Sectors.....	24
7.4	Drainage System DCC Calculation	24
8.0	SEWAGE SYSTEM DEVELOPMENT COST CHARGES	28
8.1	Sewage System DCC Program	28
8.2	Sewage System Demand and Calculation of Equivalent Units	28
8.3	Sewage System DCC Calculation	29
9.0	PARKS DEVELOPMENT COST CHARGES	32
9.1	Parks DCC Program	32
9.2	Parks Calculation of Equivalent Units	33
9.3	Parks DCC Calculation	34
10.0	DCC RATES SUMMARY AND IMPLEMENTATION.....	37
10.1	Summary of Proposed DCC Rates	37
10.2	Bylaw Exemptions	37
10.3	Collection of Charges at Building Permit.....	38
10.4	In-Stream Applications and Grace Periods	38
10.5	DCC Rebates and Credits	38
10.6	DCC Monitoring and Accounting	39
10.7	DCC Reviews	39

Tables

Table ES 1.0: Proposed DCC Rates	1
Table 3.1: Allocation of Costs Attributable to New Growth.....	8
Table 3.2: Municipal Assist Factor by DCC Type	9
Table 4.1: Residential Growth Population Measures	11
Table 4.2: Residential Growth Projections	11
Table 4.3: Commercial Growth Projections	11
Table 4.4: Industrial Growth Projections.....	12
Table 4.5: Institutional Growth Projections	12
Table 5.1: Road DCC Program Costs	13
Table 5.2: Road System DCC Equivalent Units	13
Table 5.3: Proposed Road DCC Rates	14
Table 5.4: Road Projects and Cost Estimates.....	15
Table 5.5 Road Project DCC Calculations	17
Table 6.1: Water DCC Program Costs	18
Table 6.2: Water System DCC Equivalent Units	18
Table 6.3: Proposed Water DCC Rates	19
Table 6.4: Water Projects and Cost Estimates.....	21
Table 6.5: Water DCC Project Calculations	22
Table 7.1: Drainage DCC Program Costs	23
Table 7.2: Drainage System DCC Equivalent Units	23
Table 7.3: Proposed Drainage DCC Rates	24
Table 7.4: Drainage Projects DCC and Cost Estimates.....	26
Table 7.5: Drainage Project Calculations	27
Table 8.1: Sewage System DCC Program Costs.....	28
Table 8.2: Sewage System DCC Equivalent Units.....	28
Table 8.3: Proposed Sewage System DCC Rates.....	29
Table 8.4: Sewage System Projects and Cost Estimates	30
Table 8.5: Sewage System DCC Project Calculations.....	31
Table 9.1: Parks DCC Program Costs.....	28
Table 9.2: Parks DCC Equivalent Units.....	31
Table 9.3: Parks Sewage System DCC Rates	32
Table 9.4: Parks Projects and Cost Estimates	32
Table 9.5: Parks DCC Project Calculations.....	33
Table 10.1: Proposed DCC Rates	37

EXECUTIVE SUMMARY

This report presents the proposed Development Cost Charges (DCCs) that reflect current growth projections and DCC capital programs for the District of Lake Country. The report consists of the following parts.

- **Part 1.0** outlines the purpose of the DCC review and includes information on the legislation enabling DCCs, and the use of the DCC Best Practices Guide.
- **Part 2.0** reviews the public consultation process.
- **Part 3.0** outlines the guiding principles used to develop the DCC program and identify DCC recoverable costs. This part discusses the time frame for the DCC program, the explanation for applying DCCs on a community-wide or area-wide basis, the allocation of costs between existing and new development, the municipal assist factor, grant assistance and interim financing.
- **Part 4.0** presents the growth projections for the District of Lake Country. Based on a comprehensive review of the OCP and discussions with staff, the growth for the different land uses is forecast.
- **Parts 5.0-9.0** summarize the costs of each DCC program (i.e. roads, water, drainage, sewage, and parks).
- **Part 10.0** includes information on implementation issues such as exemptions to the bylaw, grace periods, DCC rebates and credits, as well as suggestions for monitoring and accounting related to the DCC bylaw.

Table ES 1.0 illustrates the proposed DCC rates will be applied by development type and infrastructure category:

Table ES 1.0: Proposed DCC Rates

	Collection Basis	Road System	Water System	Drainage System	Sewage System	Parks	Total
Single Detached Residential	Per Lot	\$4,346	\$7,533	\$738	\$5,256	\$2,171	\$20,044
Multi-family Residential	Per Unit	\$2,825	\$4,897	\$480	\$3,416	\$1,411	\$13,029
Commercial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34
Industrial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34
Institutional	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34

1.0 BACKGROUND

1.1 Purpose of this Review

The last review of the District of Lake Country's Development Cost Charge (DCC) programs and rates was completed in 2005 – DCC Bylaw (No. 499). Since 2005 the District has undertaken a Water Master Plan (2012); Transportation for Tomorrow (2014); Liquid Waste Management Plan (2009); Integrated Community Sustainability Plan (2014); and, an Official Community Plan (OCP) update (2010). Further, the District is currently updating its Parks and Recreation Master Plan. Between these documents, consideration of historical and future population projections, infrastructure needs and capital project priorities were identified.

The current DCC bylaw levies DCCs for Roads, Drainage, Water, Sewage and Parks. The DCCs are levied on a community-wide basis for most services, except for Drainage and Water, which apply to specific sectors. The DCCs apply to single detached residential lots and to the development of multiple residential units as well as commercial, industrial and institutional developments.

The proposed program ensures that the people who will use and benefit from the services provided pay their share of the costs in a fair and equitable manner. The proposed DCC program creates certainty by providing stable charges to the development industry and by allowing the orderly and timely construction of infrastructure.

It should be noted that the material provided in the background report is meant for information only. Reference should be made to the current Bylaw No. 499 (2005) for the specific DCC rates for all development within the District until Council has adopted a new DCC bylaw.

1.2 Legislative and Regulatory Background

Development cost charges are special charges collected by local governments to help pay for infrastructure expenditures required to service growth. The *Local Government Act* (LGA) provides the authority for municipalities to levy DCCs. The purpose of a DCC is to assist the municipality to accommodate development by providing a dedicated source of funding for the capital costs of:

- providing, constructing, altering or expanding road, drainage, water, sewage and park facilities, transportation infrastructure (other than off-street parking); and
- providing and improving parkland.

Municipalities wanting to collect DCCs must adopt a DCC bylaw that specifies the amount of the DCCs that will be collected. The charges may vary with respect to:

- different zones or different defined or specific areas;
- different uses;
- different capital costs as they relate to different classes of development; and
- different sizes or different numbers of lots or units in a development.

Funds collected through DCCs must be deposited in separate reserve accounts. These funds may only be used to pay for the capital costs of the works and short-term financing costs of a debt incurred for capital works identified in the DCC program. The costs for capital works include not only the actual construction of the works, but also the

planning, engineering and legal costs, which are directly related to the works, as well as improving parkland if a parkland acquisition and development DCC is established.

1.3 Ability to Waive or Reduce DCCs

In 2008 the Provincial Government enacted legislation pertaining to waiving or reducing DCCs in certain situations. The legislative changes include the option for municipalities to reduce or waive DCCs for the following classes of “eligible development”:

- not-for-profit rental housing, including supportive living housing;
- for-profit affordable rental housing;
- subdivisions of small lots designed to result in low greenhouse gas emissions; and
- developments designed to result in a low environmental impact.

If the District of Lake Country wishes to provide DCC waivers or reductions, it must adopt a DCC bylaw that establishes definitions for each class of “eligible development”, corresponding rates of reduction and requirements that must be met in order to obtain a waiver or reduction. Council, however, is not obligated to adopt any of these new provisions. To make up for any foregone DCC revenue, the District would have to secure alternate revenue sources. In other words, the District needs to pay for the exemption, the costs cannot be passed on to other development through higher DCCs.

1.4 Use of DCC Best Practices Guide

The Ministry of Community, Sport and Cultural Development (the “Ministry”) has prepared a Development Cost Charge Best Practices Guide (the “Best Practices Guide”). The purpose of this document is to outline an accepted process to develop a DCC program. This report was developed in consideration of the Best Practices Guide.

2.0 PUBLIC PARTICIPATION PROCESS

Although the LGA does not require a public participation process, the Best Practices Guide does suggest that an opportunity for public participation be included as part of the formulation of the 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 municipality itself.

The District of Lake Country completed the public consultation process set out below as part of its DCC Bylaw update.

2.1 Community Open House, January 19th, 2016

Members of the development community and residents of the District were invited to participate in a public open house on January 19th, 2016 to view the draft DCC rate update. The open house was attended by approximately 12 developers or builders. During the event a variety of opinions were given by the community and there was a constructive discussion regarding the proposed District of Lake Country DCC Bylaw. Some elements of the proposed bylaw update generated more discussion and concern than others. Attendees expressed concern over the timelines for the implementation of the updated bylaw and the scale of the rate increase. Some felt the approximately 50% increase was too much at one time. Some suggested that the District should consider a gradual phase-in of the rate increase. Several participants also stated that the large increase in DCCs may hinder investment in the community and discourage developers; especially for multi-family development.

During the open house attendees were given an opportunity to fill out a survey, which covered topics presented in the open house. Respondents from the survey provided feedback on a variety of identified issues related to the proposed DCC Bylaw. Feedback from 6 survey responses was collected. A summary of the open house survey and letters submitted by developers to the District can be found in Appendix B.

2.2 Urban Development Institute Comments

The Urban Development Institute (UDI) reviewed the DCC report and the proposed rates, and submitted a letter dated January 29, 2016 expressing their concerns. Their concerns fell into some general categories including: questions about whether or not the report and calculation process followed the Ministry Best Practices Guide; concern over carrying previous DCC costs forward; concerns over the method used to allocate costs for specific types of projects including roads, water, sewer and drainage projects; and concerns over the proportion of costs allocated to new development versus existing residents. The letter is included in Appendix B to this report. In order to address the concerns noted, the District and the UDI met on February 12, 2016. Through the meeting, the District gained a better understanding of the UDI's concerns, and the UDI was able to hear the rationale behind the direction in the report. Based on the discussion, the District made a subsequent revision to the cost allocation in the DCC calculation.

3.0 DEVELOPING THE DCC PROGRAM AND COSTS – GUIDING PRINCIPLES AND ASSUMPTIONS

3.1 Relationship to Other Municipal Documents

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

- Local Government Act
- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Water Master Plan (2012);
- District of Lake Country Transportation for Tomorrow Plan (2014);
- District of Lake Country Liquid Waste Management Plan (2009);
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- District of Lake Country Integrated Community Sustainability Plan (2014)
- District of Lake Country Official Community Plan (2010)
- District of Lake Country Five Year Financial Plan (2015 – 2019)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Roads, Water, Sewer, Drainage and Parks projects required to address growth.

3.2 DCC Time Frame

The first step in determining DCC costs is to set a time frame for the DCC program. The time frame for the District of Lake Country's DCC program extends twenty (20) years into the future to 2035. The capital expenditure forecasts include all of the DCC projects that need to be constructed to allow for anticipated development within the 20 year time frame. This time frame was also used in the current Bylaw No. 499 (2005). The 20 year time frame is used as the projection period for calculations, and the growth projections are based on the Official Community Plan and building permit data from the past 10 years.

3.3 Community-Wide and Area-Specific DCCs

In a community-wide DCC, the same DCC rate is applied for each land use deemed to generate a similar or same capital cost burden regardless of the location of the development. An area-specific DCC typically divides the community into different areas according to geographic or other distinctive areas based on technical reasons. For example, it would be appropriate to establish an area-specific DCC for an area that is uniquely serviced by a series of specific drainage works, which can only service that particular area due to the unique location and circumstances of the area.

The questions contemplated in concluding that a community-wide DCC is the best alternative for the District of Lake Country DCC include the following:

1. What does the Provincial DCC Best Practice Guide (BPG) recommend?
2. How is the existing DCC bylaw applied?
3. Who benefits from the capital works in a direct or indirect manner?
4. Is a community-wide DCC a fair manner to distribute the costs in relationship to the development of land throughout the District?
5. What are the cash flow implications of collecting area-specific DCCs vs. community-wide DCCs on a community the size of the District of Lake Country with the specific District of Lake Country DCC capital program?
6. How will the manner of DCC collection affect the District's ability to get the DCC program built?
7. What are the typical complexities and costs of establishing the community-wide vs. area-specific DCC?
8. Does a community-wide DCC support growth throughout the District in a more cost effective manner?

The answers to the questions above led to the conclusion that a community-wide DCC rate structure is the best alternative to implement the DCC capital program, except for Drainage and Water.

The community-wide DCCs give the District the most flexibility in terms of accumulating and spending DCC revenues. Area-specific DCCs can limit the amount of DCCs available to fund works throughout the District by having multiple DCC reserves with a small amount in different reserves. This can result in long time frames to collect a significant amount of DCCs to build any works in a timely manner. However, the Drainage projects only benefit a limited area of the community. The water projects benefit most of the new development in Lake Country; however, there is a part of the community that does not benefit from the water projects, so water is also area specific, although it covers much of the developable area of the District.

Having DCCs collected community-wide for Roads, Sewer, and Parks capital works gives the District the flexibility to construct these types of DCC works anywhere in the District. This can be beneficial should development shift from one area in the District to another area over time. If all areas develop in a slow manner the DCCs available in a community-wide DCC program will allow the District to respond to development throughout the District.

3.4 Recoverable Costs

The DCC recoverable costs for the projects include construction costs, contingency, engineering, administration and net GST. The capital costs included in this report do not include charges for interim financing or interest on long-term debt financing. The Best Practices Guide further clarifies the interpretation of the Ministry that costs include:

- Planning;
- Public consultation;
- Engineering design;
- Right-of-way or parkland acquisition;
- Legal costs;
- Interim financing;
- Contract administration;
- Construction; and,
- Contingencies

While interest on long-term debt has not been included in the capital costs presented in this report, it should be noted that the definition of “capital costs” (Section 932 of the Act) includes interest in exceptional circumstances where borrowing is required. The Inspector of Municipalities will only allow interest costs to be included in the DCC calculations in exceptional circumstances that necessitate the construction of specific infrastructure projects in advance of sufficient DCC cash flows (e.g. fixed-capacity infrastructure, out-of-sequence projects, or greenfield developments). In these cases, local governments or developers are required to front-end the cost of the growth-related infrastructure, and recover their costs through DCCs as growth occurs. However, the Ministry continues to encourage local governments to adopt DCC programs that limit the need for borrowing to exceptional cases.

3.5 Carrying Previous DCC Costs Forward

During the process of developing the updated DCC Bylaw, the District has considered continuing to collect DCCs for completed DCC projects included in Bylaw No. 499 (2005) where all of the funds for the project have not been collected yet. Several projects have been completed ahead of collecting the full amount of DCCs. This DCC shortfall was made up by either borrowing or from other reserves, and these shortfall costs are being carried forward into the current DCC Bylaw, so they can be recovered by the District. Furthermore some previous DCC projects have been constructed, but the full amount of development required to pay for those projects has not yet occurred. These types of projects have been retained on the DCC project list to ensure that new development will continue to pay for their share of these projects.

3.6 Grant Assistance

The capital costs included in this report do not anticipate the receipt of any grant funding.

3.7 Interim Financing

The capital costs shown in the report do not include interim financing.

3.8 Allocation of Costs

For each proposed infrastructure project, costs are allocated between the existing development and new growth; this is referred to as the “Benefit Factor”. In each of the District’s DCC programs (see Sections 5.0, 6.0, 7.0, 8.0 and 9.0), the exact percentage of the benefit that can be attributed to new growth is indicated in the column entitled “Benefit Factors %”. That factor is applied to the estimated costs to arrive at the amount that can be recovered by DCCs before the municipal assist factor is applied. That information can be found in the column entitled “*Benefit Allocation*” in the “*Projects and Cost Estimate*” Table of all of the DCC programs (see Tables 5.4, 6.4, 7.4, 8.4 and 9.4).

To determine the proper allocation for each project, individual projects can be divided into two broad categories:

1. Projects that upgrade the level of service or resolve existing deficiencies, as well as provide benefits to new growth; and,
2. Projects that are required solely to accommodate new growth.

Projects in the first category provide some benefit to existing development, but they also benefit new growth. In order to allocate the degree of benefit equitably between the existing population and the new growth, the new growth

is expressed as a percentage factor (amount of new growth divided by total future population or equivalents) that is then applied to the estimated costs of the projects in order to determine how much benefit would be attributed to new growth.

The District considers the following factors when determining what percentage to allocate to new growth:

- Current level of service standards required by the District.
- Whether the work on the project is primarily for upgrading deficiencies and upkeep of the system or whether it is primarily for increasing capacity.
- A comparison of the size of the project if the project was for the existing population, versus the size of the project if the project was expanded to accommodate new growth.
- The proximity of the project in relation to where development is anticipated to occur within the District and the degree to which the development depends on the project in order to ensure that development occurs.

Projects in the second category benefit new growth only. In other words, they would not be contemplated if no new growth were forecasted. One hundred percent (100%) of the benefit and cost of each project in this category has been allocated to new growth. **Table 3.1** illustrates, in general terms, the percentage of the costs that are attributable to new growth according to the type of service.

Table 3.1: Allocation of Costs Attributable to New Growth

DCC Type	Benefit Factors %
Roads	47% - 100%
Water	47% - 100%
Storm Drainage	100%
Sanitary Sewer	50% - 100%
Parks	100%

3.9 Municipal Assist Factor

The LGA recognizes that it would be unfair to impose all of the costs that are attributable to new development on new development. As such, the LGA stipulates that an assist factor will be included as part of the calculation of the DCCs. An assist factor represents the District's contribution towards the capital costs for the projects that are attributed to new development; this is called the "Municipal Assist Factor." This contribution is in addition to the costs that were allocated in the calculations to the existing population which are to be paid by the District. The portion of the costs that the District will have to cover because of the assist factor will have to be financed through other means available to the District such as taxation or utility fund revenue.

While the District can have a different assist factor for each type of capital works, i.e. water and sewer etc., the District cannot have an assist factor that varies for different land uses within the District, i.e. single detached dwelling residential, townhouse residential, commercial, etc.

According to the LGA, the District should consider the following factors when setting DCC rates and the municipal assist factor:

- future land use patterns and development;
- the phasing of works and services;
- whether the charges are excessive in relation to the capital costs of prevailing standards of service;
- whether the costs will deter development; or
- whether the charges will discourage the construction of reasonably-priced housing or the provision of reasonably-priced serviced land.

In consideration of all of the above matters, the municipal assist factor has been set at the following rates for each type of DCC, as shown in **Table 3.2**:

Table 3.2: Municipal Assist Factor by DCC Type

DCC Type	Municipal Assist Factor
Roads	1%
Water	1%
Storm Drainage	1%
Sanitary Sewer	1%
Parks	1%

The existing municipal assist factors are set at 1% (DCC Bylaw No. 499). The District has decided to keep the existing municipal assist factor. Therefore, a municipal assist factor of 1% was used to calculate the DCC rates.

3.10 Units of Charge

Single family residential land uses will be levied the DCC at the subdivision stage of development, and multifamily residential, commercial, industrial, and institutional land uses will be levied the DCC at the building permit stage of development. The DCCs for single family residential, will be levied on a per lot basis, while multifamily residential will be levied based on the number of dwelling units. Commercial, industrial, and institutional uses will be levied DCCs at the building permit stage of development based on the gross floor area in m² as defined in the building permit.

4.0 GROWTH PROJECTIONS

4.1 Residential

Growth projections for residential land uses are based on a population growth rate of 3.1% provided by the District's OCP. Ten years of subdivision and building permit data was also reviewed to estimate the ratios of Single Detached Housing and Multi-family Residential units over 20 years. The 10 year ratio was averaged to create a yearly average, which was then used in the projection over the 20 year DCC time frame (see **Table 4.1**).

Table 4.1 – Residential Growth Population Measures:

	Population Measures
Population (2015)	13,015 people
Population Growth Rate	3.1%
Population 2035 (20 Years)	24,710 people
Population Growth	11,695 people
People per Household	2.5
Residential Split (Single-family/ Multi-family) ¹	53.3 % SF 46.7 % MF
Growth Single-Family Lots	2,494 lots
Growth Mutli-Family Units	2,184 units

For some infrastructure projects, the costs are allocated based on population. Where a project benefits both the existing and future population somewhat equally, the costs can be allocated based on the proportion of new population growth during the 20 year projection period compared to the total population. Based on the projections above, new population growth of 11,695 people forms 47.3% (rounded to 47%) of the total population at the end of the projection period. The existing population forms 52.7% (rounded to 53%) of the total population at the end of the projection period. For projects that benefit both existing and new population, the costs can be allocated 47% to the new population and 53% to the existing population.

¹ BC Stats (2015). British Columbia Building Permits -for Development Regions, Regional Districts, and Communities, by Type 2006 – 2014, (2015 year-to-date). (www.bcstats.gov.bc.ca).

As shown on **Table 4.2**, the District is expected to grow by approximately 4,678 residential units by 2035. It should be noted that in the table below (Table 4.2) growth projections applied to water and drainage programs have been adjusted to correspond with anticipated population growth within the specific water and drainage sectors. The water sector includes almost all areas of potential development except for an area that can accommodate approximately 60 single detached homes. The amount of units in the drainage area is based on potential projected development within the sector boundaries.

Table 4.2: Residential Growth Projections 20 years

	Estimated Growth (Roads, Sewer and Parks)	Estimated Growth (Water)	Estimated Growth (Drainage)	Unit of Measure
Single Detached Housing	2494	2,434	1,200	lots
Multi-family Residential	2184	2,184	300	dwelling units
Total	4678	4618	1500	Residential Units

4.2 Commercial

To estimate future commercial growth the current DCC bylaw was reviewed along with the 10 years of provincial building permit data. This data was then compared to local building permit values and construction cost estimates to evaluate recent trends in commercial development. While the amount of development varies widely from year to year, this analysis helped to determine a range (33,887 m² – 67,186 m²) of potential commercial growth over the next 20 years, and an average was used to establish the annual rate of commercial growth. From this analysis, it was estimated there will be on average 2,490 m² of commercial development per year, which for administrative purposes, was then rounded to 2,500 m² of commercial development per year. All commercial growth is projected to occur within an area covered by all service sectors, including the water and drainage sectors, which means the same commercial growth projection can be applied to all service sectors.

As shown in **Table 4.3**, 50,000 m² of new commercial floor space is expected to be developed over the next 20 years.

Table 4.3: Commercial Growth Projections

Land Use	Yearly Average	20 year Forecast
Commercial	2,500 m ²	50,000 m ²

4.3 Industrial

To estimate future industrial development the current DCC bylaw was reviewed along with the last 10 years of provincial building permit data. This data was then compared to local building permit values and construction cost estimates to evaluate recent trends in industrial development. While the amount of Industrial development can vary widely from year to year with none in some years and significant amounts in other years, this analysis helped evaluate the potential amount of industrial growth over the next 20 years; an average was used to establish the annual rate of industrial growth. From this analysis, it was estimated there will be on average 2,778 m² of industrial growth per year, which for administrative purposes, was then rounded to 2,750 m² of industrial development per year. All industrial growth is projected to occur within an area covered by all service sectors, including the water and drainage sectors, which means the same industrial growth projection can be applied to all service sectors.

As shown in **Table 4.4**, 55,500 m² of new industrial growth is expected over the next 20 years.

Table 4.4: Industrial Growth Projections

Land Use	Yearly Average	20 year Forecast
Industrial	2,750 m ²	55,000 m ²

4.4 Institutional

To estimate future institutional growth the current DCC bylaw was reviewed along with the 10 years of provincial building permit data. This data was then compared to local building permit values and construction cost estimates to evaluate recent trends in institutional development. While institutional development is quite sporadic in Lake Country, this analysis helped to determine a range (3,933 m² - 9,796 m²) of potential institutional growth over the next 20 years, and an average was used to establish the annual rate of institutional growth. From this analysis, it was estimated there will be on average 377 m² of institutional growth per year, which for administrative purposes, was then rounded to 375 m² of institutional development per year. All institutional growth is projected to occur within an area covered by all service sectors, including the water and drainage sectors, which means the same institutional growth projection can be applied to all service sectors.

As shown in **Table 4.4**, 7,500 m² of new institutional development is expected over the next 20 years.

Table 4.4: Institutional Growth Projections

Land Use	Yearly Average	20 year Forecast
Institutional	375 m ²	7,500 m ²

5.0 ROADS DEVELOPMENT COST CHARGES

5.1 Roads DCC Program

The Roads DCC Program includes a number of projects which primarily include improvements to existing roads in order to address growth, as well as the construction of new road connections, and the extension of existing roads. The Total of all Roads DCC Program costs are included in **Table 5.1**. **Table 5.4** breaks down each project's cost, benefit to new development and municipal costs. The project costs utilized in the DCC calculations stem primarily from the Transportation for Tomorrow report. All costs are in 2015 dollars.

Table 5.1: Road DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$18,058,160	\$20,579,241	\$38,637,401

5.2 Road Demand and Calculation of Equivalent Units

The Road DCC is based on the need for additional services to meet the demands of population growth. To calculate demand, weighted equivalency units were used to project demands for road services. The equivalent unit figures are the same as those used in the existing DCC bylaw, where 3,200 square feet (297 square metres) of Commercial, Industrial and Institutional floor space is equivalent to one Single Detached Housing unit. This means one square metre is equal to 0.00336 Single Detached Housing units. For the Road DCC calculations, equivalent unit conversion factors are established in **Table 5.2**.

Table 5.2: Road System DCC Equivalent Units

Land Use Category	Unit of Development	Equivalent Unit Conversion Factors
Single Detached Housing	Per Lot	1.0
Multi-family Residential	Per Unit	0.65
Commercial	Per floor area in m2	0.00336
Industrial	Per floor area in m2	0.00336
Institutional	Per floor area in m2	0.00336

5.3 Road DCC Calculation

The Road program DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The proposed rates are shown in **Table 5.3** below and the detailed Road Project DCC calculations are included in **Table 5.5** at the end of this section.

Table 5.3: Proposed Road DCC Rates

Road System DCC By Land Use Category

Land Use	DCC Rate	Unit
Single Detached Housing	\$4,346	Per Lot
Medium Density Residential	\$2,825	Per Unit
Commercial	\$14.60	Per floor area in m ²
Industrial	\$14.60	Per floor area in m ²
Institutional	\$14.60	Per floor area in m ²

Table 5.4: Road Projects and Cost Estimates

ROAD SYSTEM CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Description				% to New Dev.	% to Existing				
T2	Bottom Wood Lake Road - 270m North of Berry Road to Taiji Court	1 - 5 years	\$319,459	\$319,459	47%	53%	\$150,146	\$1,501	\$148,644	\$170,815
T3	Bottom Wood Lake Road - Berry Road to 270m North of Berry Road	1 - 5 years	\$236,350	\$236,350	47%	53%	\$111,085	\$1,111	\$109,974	\$126,376
T4	Bottom Wood Lake Road - Taiji Court to Lodge Road	1 - 5 years	\$40,396	\$40,396	47%	53%	\$18,986	\$190	\$18,796	\$21,600
T5	Glenmore Road - Shanks Road to Boundary	1 - 5 years	\$908,071	\$908,071	47%	53%	\$426,793	\$4,268	\$422,525	\$485,545
T6	Glenmore Road - Seaton Road to Shanks Road	1 - 5 years	\$192,947	\$192,947	47%	53%	\$90,685	\$907	\$89,778	\$103,169
T7	Glenmore Road - Highway 97 to Seaton Road	1 - 5 years	\$81,371	\$81,371	47%	53%	\$38,244	\$382	\$37,862	\$43,509
T8	Okanagan Centre Road E - Ocoola Road to Carr's Landing Road	1 - 5 years	\$948,077	\$948,077	47%	53%	\$445,596	\$4,456	\$441,140	\$506,937
T9	Woodsdale Road - 255m East of Reisinger Road to Lodge Road	1 - 5 years	\$266,999	\$266,999	47%	53%	\$125,490	\$1,255	\$124,235	\$142,765
T10	Camp Road - Okanagan Centre Road E to Seaton Road	1 - 5 years	\$204,754	\$204,754	47%	53%	\$96,234	\$962	\$95,272	\$109,482
T11	Davidson Road - McGowan Road to Camp Road	1 - 5 years	\$385,472	\$385,472	47%	53%	\$181,172	\$1,812	\$179,360	\$206,112
T12	Lodge Road - Sherman Drive to Woodsdale Road	5 - 10 years	\$393,428	\$393,428	47%	53%	\$184,911	\$1,849	\$183,062	\$210,366
T13	Okanagan Centre Road E - Highway 97 to Berry Road	5 - 10 years	\$866,063	\$866,063	47%	53%	\$407,050	\$4,070	\$402,979	\$463,084
T14	Sherman Drive - Lodge Road to Peter Greer School	1 - 5 years	\$389,776	\$389,776	47%	53%	\$183,195	\$1,832	\$181,363	\$208,413
T15	Carr's Landing Road - Commonage Road (South) to Commonage Road (North)	5 - 10 years	\$909,914	\$909,914	47%	53%	\$427,660	\$4,277	\$423,383	\$486,531
T16	Bond Road - Camp Road to Davidson Road	5 - 10 years	\$1,005,549	\$1,005,549	47%	53%	\$472,608	\$4,726	\$467,882	\$537,667
T17	Camp Road - Tyndall Road to Davidson Road	5 - 10 years	\$552,645	\$552,645	47%	53%	\$259,743	\$2,597	\$257,146	\$295,499
T18	Carr's Landing Road - Okanagan Centre Road E to Commonage Road (South)	1 - 5 years	\$932,972	\$932,972	47%	53%	\$438,497	\$4,385	\$434,112	\$498,860
T19	Lodge Road - 90 Degree Corner to Sherman Drive	5 - 10 years	\$764,712	\$764,712	47%	53%	\$359,415	\$3,594	\$355,821	\$408,892
T20	Okanagan Centre Road E - Davidson Road to Ocoola Road	1 - 5 years	\$825,965	\$825,965	47%	53%	\$388,204	\$3,882	\$384,322	\$441,643
T21	Robinson Road - Pretty Road to Okanagan Centre Road E	1 - 5 years	\$83,264	\$83,264	47%	53%	\$39,134	\$391	\$38,743	\$44,521
T22	Okanagan Centre Road E - Berry Road to Davidson Road	1 - 5 years	\$2,464,562	\$2,464,562	47%	53%	\$1,158,344	\$11,583	\$1,146,761	\$1,317,801
T23	Ocoola Road - Pretty Road to Okanagan Centre Road E	1 - 5 years	\$478,077	\$478,077	47%	53%	\$224,696	\$2,247	\$222,449	\$255,628
T24	Camp Road - Hallam Drive to Tyndall Road	5 - 10 years	\$581,971	\$581,971	47%	53%	\$273,526	\$2,735	\$270,791	\$311,180
T25	Bottom Wood Lake Road - Swalwell Park to Roundabout	1 - 5 years	\$87,115	\$87,115	47%	53%	\$40,944	\$409	\$40,535	\$46,581
T26	Oyama Road - Hebbert Road to Woodsdale Road	5 - 10 years	\$860,385	\$860,385	47%	53%	\$404,381	\$4,044	\$400,337	\$460,048
T27	Bottom Wood Lake Road - Beaver Lake Road to Swalwell Park	1 - 5 years	\$639,093	\$639,093	47%	53%	\$300,374	\$3,004	\$297,370	\$341,723
T28	Camp Road - Davidson Road to Okanagan Centre Road W	5 - 10 years	\$384,262	\$384,262	47%	53%	\$180,603	\$1,806	\$178,797	\$205,465
T29	Darlene Road - Russell Road - Cul-de-sac	5 - 10 years	\$201,476	\$201,476	47%	53%	\$94,694	\$947	\$93,747	\$107,729
T30	Okanagan Centre Road W - 200m north of Granite Road to Camp Road	5 - 10 years	\$3,225,754	\$3,225,754	47%	53%	\$1,516,104	\$15,161	\$1,500,943	\$1,724,811
T31	Oyama Road - Greenhow Road to Sawmill Road	5 - 10 years	\$97,860	\$97,860	47%	53%	\$45,994	\$460	\$45,534	\$52,326
T32	Oyama Road - Sawmill Road to Hebbert Road	5 - 10 years	\$970,819	\$970,819	47%	53%	\$456,285	\$4,563	\$451,722	\$519,097

ROAD SYSTEM CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Description				% to New Dev.	% to Existing		Municipal Assist		
T33	Russell Road - Pheasant Road to Sherman Drive	5- 10 years	\$102,657	\$102,657	47%	53%	\$48,249	\$482	\$47,766	\$54,891
T34	Woodsdale Road - Highway 97 to 50m East of Woodsdale Court	5- 10 years	\$335,743	\$335,743	47%	53%	\$157,799	\$1,578	\$156,221	\$179,522
T35	Woodsdale Road - 50m East of Woodsdale Court to 50m East of Seymour Road	1 - 5 years	\$109,320	\$109,320	47%	53%	\$51,380	\$514	\$50,866	\$58,453
T36	Woodsdale Road - 50m East of Seymour Road to Bottom Wood Lake Road	1 - 5 years	\$216,096	\$216,096	47%	53%	\$101,565	\$1,016	\$100,550	\$115,547
T37	Greenhow Road - Oyama Road to 104m North of Young Road	1 - 5 years	\$101,377	\$101,377	47%	53%	\$47,647	\$476	\$47,171	\$54,206
T38	Okanagan Centre Road W - Glenmore Road to McCoubrey Road	5- 10 years	\$1,329,172	\$1,329,172	47%	53%	\$624,711	\$6,247	\$618,464	\$710,708
T39	Okanagan Centre Road W - McCoubrey Road to 200m north of Granite Road	10 -15 years	\$2,138,699	\$2,138,699	47%	53%	\$1,005,189	\$10,052	\$995,137	\$1,143,562
T40	Trask Road - Trask Road to Kaloya Park	10 -15 years	\$266,226	\$266,226	47%	53%	\$125,126	\$1,251	\$123,875	\$142,351
T41	Trask Road - Oyama Road to Trask Road	10 -15 years	\$256,841	\$256,841	47%	53%	\$120,715	\$1,207	\$119,508	\$137,333
T42	Bond Road - Davidson Road to Amundsen Road	10 -15 years	\$67,012	\$67,012	47%	53%	\$31,496	\$315	\$31,181	\$35,831
T43	Bond Road - Amundsen Road to Lacresta Road	10 -15 years	\$74,148	\$74,148	47%	53%	\$34,849	\$348	\$34,501	\$39,647
T44	Robinson Road - Highway 97 to Pretty Road	10 -15 years	\$226,016	\$226,016	47%	53%	\$106,227	\$1,062	\$105,165	\$120,851
T45	Okanagan Centre Road W - Camp Road to Carr's Landing Road	10 -15 years	\$1,892,939	\$1,892,939	47%	53%	\$889,681	\$8,897	\$880,785	\$1,012,155
T46	Tyndall Road - Pavement to Camp Road	10 -15 years	\$1,700,000	\$1,700,000	47%	53%	\$799,000	\$7,990	\$791,010	\$908,990
T47	Glenmore Rd Extension	10 -15 years	\$3,366,619	\$3,366,619	50%	50%	\$1,683,310	\$16,833	\$1,666,476	\$1,700,143
T48	Main St Extension	10 -15 years	\$1,471,206	\$1,471,206	50%	50%	\$735,603	\$7,356	\$728,247	\$742,959
T49	Sherman Dr Extension	10 -15 years	\$820,386	\$820,386	100%	0%	\$820,386	\$8,204	\$812,182	\$8,204
T50	Lodge Road Extension	15 - 20 years	\$3,863,386	\$3,863,386	100%	0%	\$3,863,386	\$38,634	\$3,824,752	\$38,634
TOTAL			\$38,637,401	\$38,637,401			\$20,787,112	\$207,871	\$20,579,241	\$18,058,160

Table 5.5: Road Project DCC Calculations

A: Roads Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	
	Estimated New Development	Unit	Weighted Equivalent Units	Equivalent Units	
Single Detached Housing	2,494	Lots	1.00000	2,494	
High Density Multi-family Residential	2,184	Units	0.65000	1,420	
Commercial	50,000	Square Metre	0.00336	168	
Industrial	55,000	Square Metre	0.00336	185	
Institutional	7,500	Square Metre	0.00336	25	
			Total equivalent units	4,292	(a)
B: Unit Roads DCC Calculation					
Net Roads DCC Program Recoverable		\$20,579,241.24	(b)		
Existing DCC Reserve Monies		\$1,926,448.00	(c)		
Net Amount to be Paid by DCCs		\$18,652,793.24	(d) = (b) - (c)		
DCC per equivalent unit		\$4,346.35	(e) = (d) / (a)		
C: Resulting Roads DCCs					
Single Detached Housing		\$4,346	Lots		
High Density Multi-family Residential		\$2,825	Units		
Commercial		\$14.60	Square Metre		
Industrial		\$14.60	Square Metre		
Institutional		\$14.60	Square Metre		

6.0 WATER SYSTEM DEVELOPMENT COST CHARGES

6.1 Water System DCC Program

The Water DCC Program includes a wide variety of projects including water treatment facilities, pump stations and reservoir upgrades and many other projects. The total cost estimates for all projects is included in **Table 6.1**. **Table 6.4** breaks down each project’s cost, benefit to new development and municipal costs. The project costs utilized in the DCC calculations are a combination of recent design costs, costs identified in the Water Master Plan, discussions with staff, and projects identified in the District’s Five Year Capital Plan. All costs are in 2015 dollars.

Table 6.1: Water DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$27,709,278	\$32,347,932	\$60,057,210

6.2 Water System Demand and Calculation of Equivalent Units

The Water DCC is based on the need for additional services to meet the demands of population growth. To calculate demand, weighted equivalency units were used to project demands for water system services. The equivalent unit figures are the same as those used in the existing DCC bylaw, where 3,200 square feet (297 square metres) of Commercial, Industrial and Institutional floor space is equivalent to one Single Detached Housing unit. This means one square metre is equal to 0.00336 Single Detached Housing units. For the DCC calculation, equivalent conversion factors per unit and per square metre are established in **Table 6.2**.

Table 6.2: Water System DCC Equivalent Units

Land Use Category	Unit of Development	Equivalent Unit Conversion Factors
Single Detached Housing	Per Lot	1.0
Multi-family Residential	Per Unit	0.65
Commercial	Per floor area in m ²	0.00336
Industrial	Per floor area in m ²	0.00336
Institutional	Per floor area in m ²	0.00336

6.3 Water System Sectors

The Water DCC Program is established on an area-specific or sector basis, rather than a municipal-wide basis. This approach is consistent with the recommended best practice within the DCC Best Practices Guide based on the fact there would be a disparity between those who pay Water DCCs and those who benefit from the DCC Program, if the Water DCC was applied municipal-wide.

The Water DCC applies to future development serviced by the District of Lake Country water system (see **Map 6.1**). Development not being serviced by these systems generally will not benefit from the projects in the Water DCC Program. Most of the future growth is located within areas that will be serviced by the District of Lake Country water system.

It is anticipated that the majority of new development in the District Lake Country will occur inside the Water DCC Service Sector. However, there may be a small portion of single-family development in area zoned Rural Residential, which do not receive water service. In order to account for having a portion of development outside of the boundary of the Water DCC service area an analysis of developable land outside this area was conducted. From this analysis it was concluded that there would be development potential in the North West area of the District outside of the water service area that could be developed for Rural residential. It was then determine that based on a minimum parcel size of 1 hectare approximately 60 single-family units or 2.5% of the total Single-Family development would be developed outside the Water DCC Service Sector. This has been accounted for the Water DCC growth projections, by deducting 60 single family residential units from the total used in Table 6.5: Water Project DCC Calculations.

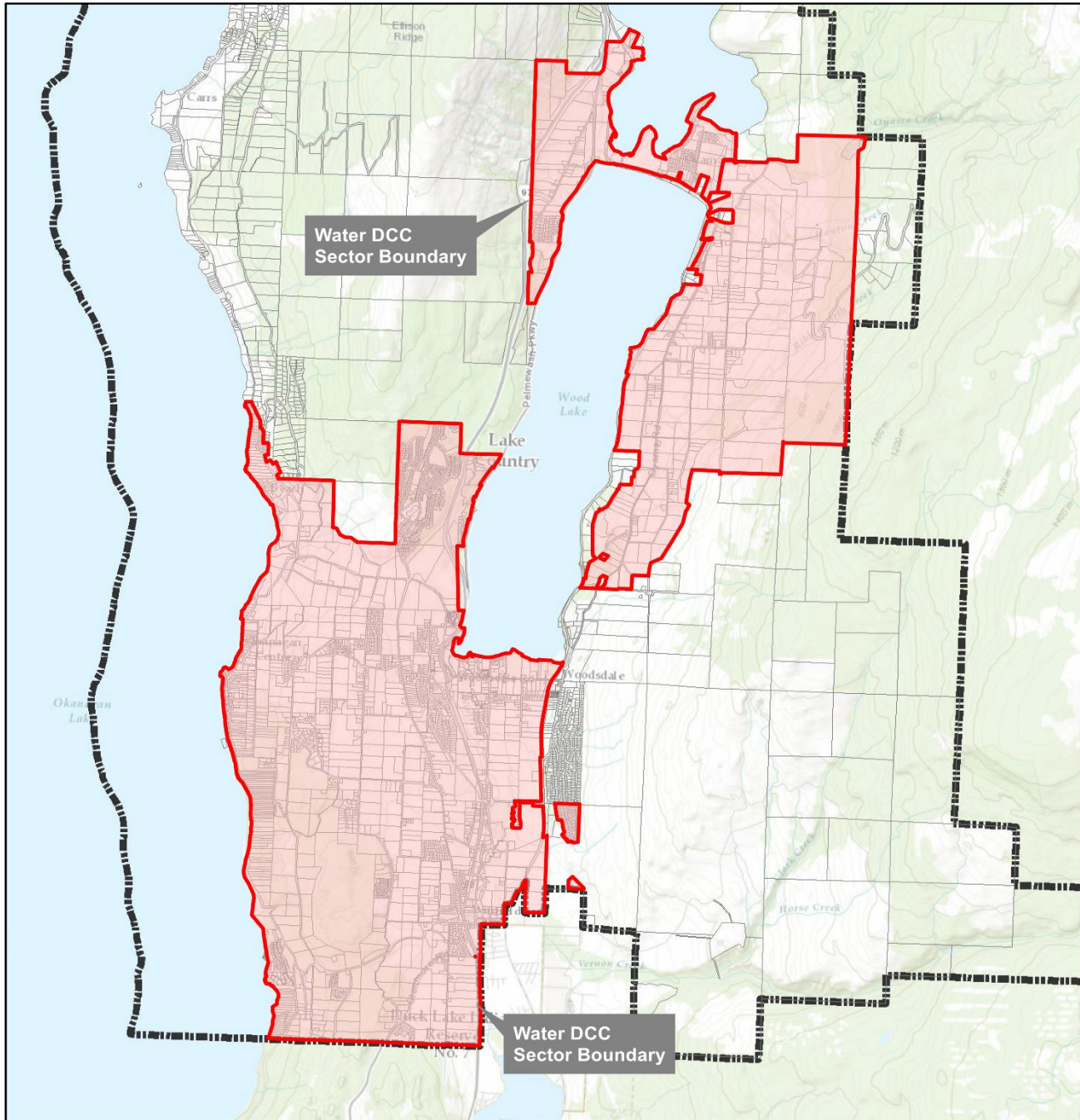
6.4 Water System DCC Calculation

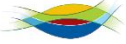



The Water DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The proposed Water DCC rates are shown in **Table 6.3** below. The detailed Water DCC calculations are included in **Table 6.5** at the end of this section.

Table 6.3: Proposed Water DCC Rates

Water System DCC By Land Use Category		
Land Use	DCC Rate	Unit
Single Detached Housing	\$7,533	Per Lot
Multi-family Residential	\$4,897	Per Unit
Commercial	\$25.31	Per floor area in m ²
Industrial	\$25.31	Per floor area in m ²
Institutional	\$25.31	Per floor area in m ²

Map 6.1 – Water DCC Sector Boundary



 LAKE COUNTRY Life. The Okanagan Way.	<p>Legend</p> <p> Boundaries of Water DCC Sector</p> <p> DLC Boundary</p>	<p>0 250 500 1,000 1,500</p> <p>Metres</p> 
<p>Lake Country Development Cost Charge Bylaw</p>	<p>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</p>	<p>Coordinate System: NAD 1983 UTM Zone 11N</p> <p>Data Sources: Data provided by - District of Lake Country</p>
<p>Drainage DCC Sector</p>	<p>Project #: 1577.0066.01 Author: BP Checked: JS Status: FINAL Revision: A Date: 2016 / 2 / 22</p>	<p>URBAN systems</p> <p>Map 6.1</p>

U:\Projects_KEL\1577\0066\01D-Drafting-Design-Analysis\GIS\Projects\MXD\Current\Map 6.1 - Water DCC Sector.mxd Last updated by bpauls on February-22-16 at 9:22:31 AM

Table 6.4: Water Projects and Cost Estimates

WATER SYSTEM CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name				% to New Dev.	% to Existing				
W-1	Eldorado Storage and Balancing Reservoir	Built - not paid for	\$3,953,646	\$3,953,646	47%	53%	\$1,858,214	\$18,582	\$1,839,631	\$2,114,015
W-2	Okanagan Lake Pump Station Upgrade	Built - not paid for	\$777,961	\$777,961	47%	53%	\$365,642	\$3,656	\$361,985	\$415,976
W-3	Gravity supply from OK Lake Reservoir Phase I - TC/Woodsdale	Built - not paid for	\$340,000	\$340,000	47%	53%	\$159,800	\$1,598	\$158,202	\$181,798
W-4	Gravity supply from OK Lake Reservoir Phase II - OK Centre Road	Built - not paid for	\$2,466,547	\$2,466,547	47%	53%	\$1,159,277	\$11,593	\$1,147,684	\$1,318,863
W-5	Glenmore Road Pump Station (Jim Bailey PS Replacement)	1- 5 years	\$1,275,000	\$1,275,000	47%	53%	\$599,250	\$5,993	\$593,258	\$681,743
W-6	Berry Road/Grant Road/Main Street Watermains	5-10 years	\$275,000	\$275,000	100%	0%	\$275,000	\$2,750	\$272,250	\$2,750
W-7	McCarthy/Bottom Wood Lake/Konschuh/ Meadow Roads Watermain	5-10 years	\$975,000	\$975,000	100%	0%	\$975,000	\$9,750	\$965,250	\$9,750
W-8	Jim Bailey/Beaver Lake Roads Watermain	5-10 years	\$575,000	\$575,000	100%	0%	\$575,000	\$5,750	\$569,250	\$5,750
W-9	Lakestone Southeast Supply Main (Chase Road and Okanagan Centre Roads)	5-10 years	\$747,000	\$747,000	100%	0%	\$747,000	\$7,470	\$739,530	\$7,470
W-10	Oceola Road Watermain	1- 5 years	\$405,000	\$405,000	100%	0%	\$405,000	\$4,050	\$400,950	\$4,050
W-11	Lodge Road Watermain	5-10 years	\$985,000	\$985,000	100%	0%	\$985,000	\$9,850	\$975,150	\$9,850
W-12	Oyama Booster Pump Station	Built - not paid for	\$250,000	\$250,000	100%	0%	\$250,000	\$2,500	\$247,500	\$2,500
W-13	Oyama Balancing Reservoir	10 - 15 years	\$400,000	\$400,000	100%	0%	\$400,000	\$4,000	\$396,000	\$4,000
W-14	Vernon Creek Water Treatment Facility	5-10 years	\$34,000,000	\$34,000,000	47%	53%	\$15,980,000	\$159,800	\$15,820,200	\$18,179,800
W-15	Okanagan Lake Pump Station	Built - not paid for	\$580,056	\$580,056	100%	0%	\$580,056	\$5,801	\$574,255	\$5,801
W-16	Miscellaneous PRV Station Reconfigurations and Over-sizing	Ongoing	\$300,000	\$300,000	100%	0%	\$300,000	\$3,000	\$297,000	\$3,000
W-17	OK Lake Reservoir - dedicated feed line	1- 5 years	\$592,000	\$592,000	47%	53%	\$278,240	\$2,782	\$275,458	\$316,542
W-18	Eldorado Low Lift Pump Station and Treated Storage Phase 1 (6000 m ³)	1 -5 Years	\$5,695,000	\$5,695,000	47%	53%	\$2,676,650	\$26,767	\$2,649,884	\$3,045,117
W-19	Eldorado Treated Storage Phase 2 (5,335 m ³)	10 - 15 years	\$2,700,000	\$2,700,000	100%	0%	\$2,700,000	\$27,000	\$2,673,000	\$27,000
W-20	Okanagan Lake Reservoir UV Treatment	1- 5 years	\$2,565,000	\$2,565,000	47%	53%	\$1,205,550	\$12,056	\$1,193,495	\$1,371,506
W-21	Planning and Engineering	Ongoing	\$200,000	\$200,000	100%	0%	\$200,000	\$2,000	\$198,000	\$2,000
TOTAL			\$60,057,210	\$60,057,210			\$32,674,678	\$326,747	\$32,347,932	\$27,709,278

Table 6.5: Water Project DCC Calculations

A: Water Calculations					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	
	Estimated New Development	Unit	Weighted Equivalent Units	Equivalent Units	
Single Detached Housing	2,434	Lots	1.00000	2,434	
High Density Multi-family Residential	2,184	Units	0.65000	1,420	
Commercial	50,000	Square Metre	0.00336	168	
Industrial	55,000	Square Metre	0.00336	185	
Institutional	7,500	Square Metre	0.00336	25	
			Total equivalent units	4,232	(a)
B: Unit Water DCC Calculation					
Net Water DCC Program Recoverable		\$32,347,931.60	(b)		
Existing DCC Reserve Monies		\$469,839.00	(c)		
Net Amount to be Paid by DCCs		\$31,878,092.60	(d) = (b) - (c)		
DCC per equivalent unit		\$7,533.09	(e) = (d) / (a)		
C: Resulting Water DCCs					
Single Detached Housing		\$7,533.09	Lots		
High Density Multi-family Residential		\$4,896.51	Units		
Commercial		\$25.31	Square Metre		
Industrial		\$25.31	Square Metre		
Institutional		\$25.31	Square Metre		

7.0 DRAINAGE PROGRAM DEVELOPMENT COST CHARGES

7.1 Drainage DCC Program

The Drainage DCC Program is based on costs set out in the previous DCC program, with updated costs, plus the deletion of projects that are no longer relevant and the addition of drainage projects required in the future. The total cost estimate for these drainage improvements are included in **Table 7.1**. **Table 7.4** breaks down the project costs, benefit to new development and municipal costs.

Table 7.1: Drainage DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$17,662	\$1,748,491	\$1,766,152

7.2 Drainage System Demand and Calculation of Equivalent Units

The Drainage DCC is based on the need for additional services to meet the demands of population growth. To calculate demand, weighted equivalency units were used to project demands for drainage services. The equivalent unit figures are the same as those used in the existing DCC bylaw, where 3,200 square feet (297 square metres) of Commercial, Industrial and Institutional floor space is equivalent to one Single Detached Housing unit. This means one square metre is equal to 0.00336 Single Detached Housing units. For the DCC calculation, equivalent conversion factors per unit and per square metre are established in **Table 7.2**.

Table 7.2: Drainage System DCC Equivalent Units

Project	Cost Estimate	Equivalent Unit Conversion Factors
Single Detached Housing	Per Lot	1.0
Multi-family Residential	Per Unit	0.65
Commercial	Per floor area in m ²	0.00336
Industrial	Per floor area in m ²	0.00336
Institutional	Per floor area in m ²	0.00336

7.3 Drainage System Sectors

The Drainage DCC Program is established on an area-specific or sector basis, rather than a municipal-wide basis. This approach is consistent with the recommended best practice within the DCC Best Practices Guide based on the fact there would be a significant disparity between those who pay DCC's and those who benefit from the DCC Program, if the Drainage DCC was applied municipal-wide.

The District contains numerous drainage basins due to its topography. However, only the Winfield/Vernon Creek Drainage Basin and its sub-basins form the basis of a Drainage DCC. There are no projects included within the Drainage DCC Program outside of this basin.

The Drainage DCC applies only to future development within the Winfield/Vernon Creek Drainage Basin as detailed on the Drainage DCC **Map 7.1**. Future development outside the basin will not benefit from the projects in the Drainage DCC Program and are excluded from the Drainage DCC calculations and rates.

Development outside the Winfield/Vernon Creek Drainage Basin is required to deal with their drainage onsite and/or construct offsite works to accommodate the storm water generated from their site.

7.4 Drainage System DCC Calculation

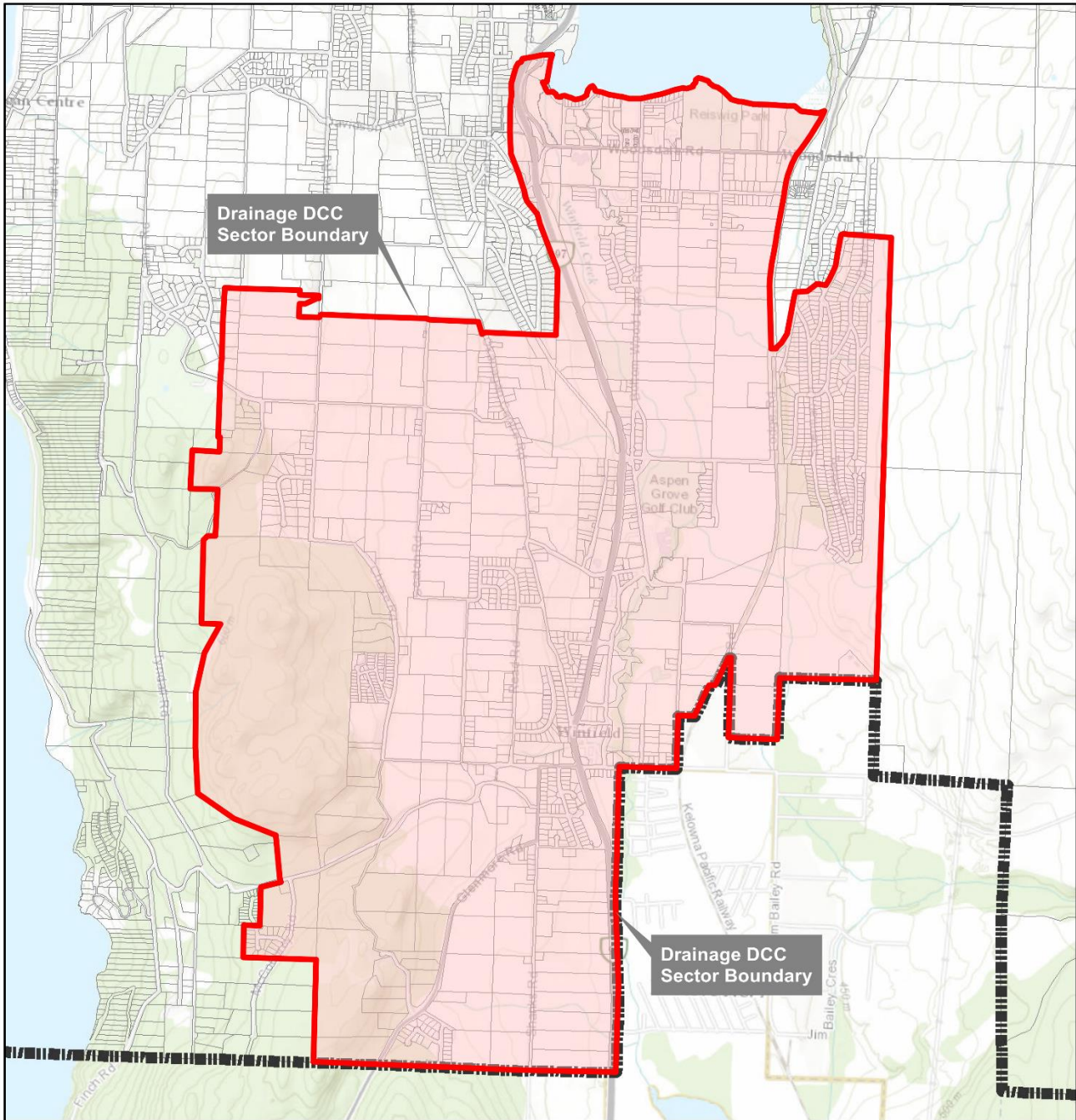
The Drainage DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The proposed Drainage DCC rates are shown in **Table 7.3**. The Drainage DCC calculations are included in **Table 7.5** at the end of this section.

Table 7.3: Proposed Drainage DCC Rates

Drainage System DCC By Land Use Category

Land Use	DCC Rate	Unit
Single Detached Housing	\$738	Per Lot
Multi-family Residential	\$480	Per Unit
Commercial	\$2.48	Per floor area in m ²
Industrial	\$2.48	Per floor area in m ²
Institutional	\$2.48	Per floor area in m ²

Map 7.1 - Drainage DCC Sector Boundary



<p>LAKE COUNTRY Life. The Okanagan Way.</p>	<p>Legend</p> <ul style="list-style-type: none"> Boundary of Drainage DCC Sector DLC Boundary 	<p>0 75 150 300 450 Metres</p>
<p>Lake Country Development Cost Charge Bylaw</p> <p>Drainage DCC Sector</p>	<p>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</p>	<p>Coordinate System: NAD 1983 UTM Zone 11N</p> <p>Data Sources: Data provided by - District of Lake Country</p> <p>Project #: 1577 0066.01 Author: BP Checked: JS Status: FINAL Revision: A Date: 2016 / 2 / 22</p> <p>Map 7.1</p>

U:\Projects_KEL\1577\0066\01D-Drafting-Design-Analysis\GIS\Projects\MXD\Current\Map 7.1 - Drainage DCC Sector.mxd Last updated by bpauts on February-22-16 at 9:22:48 AM

Table 7.4: Drainage Projects and Cost Estimates

DRAINAGE SYSTEM CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name				% to New Dev.	% to Existing		Municipal Assist		
D1	Vernon Creek Swale System	5- 10 years	\$ 165,468	\$ 165,468	100%	0%	\$ 165,468	\$ 1,655	\$ 163,813	\$ 1,655
D2	Beasley Detention Pond	5- 10 years	\$ 402,878	\$ 402,878	100%	0%	\$ 402,878	\$ 4,029	\$ 398,849	\$ 4,029
D3	Winfield Creek Swale System	5- 10 years	\$ 158,274	\$ 158,274	100%	0%	\$ 158,274	\$ 1,583	\$ 156,691	\$ 1,583
D4	Knopf Brook Detention Pond #4	5- 10 years	\$ 143,885	\$ 143,885	100%	0%	\$ 143,885	\$ 1,439	\$ 142,446	\$ 1,439
D5	Knopf Brook Detention Pond #3	5- 10 years	\$ 115,108	\$ 115,108	100%	0%	\$ 115,108	\$ 1,151	\$ 113,957	\$ 1,151
D6	Misc. Oversizing	Ongoing	\$ 287,770	\$ 287,770	100%	0%	\$ 287,770	\$ 2,878	\$ 284,892	\$ 2,878
D7	Berry Road/ Main Street Storm Detention Pond	5- 10 years	\$ 205,000	\$ 205,000	100%	0%	\$ 205,000	\$ 2,050	\$ 202,950	\$ 2,050
D8	Planning and Engineering	Ongoing	\$ 287,770	\$ 287,770	100%	0%	\$ 287,770	\$ 2,878	\$ 284,892	\$ 2,878
TOTAL			\$1,766,152	\$1,766,152			\$1,766,152	\$17,662	\$1,748,491	\$17,662

Table 7.5: Drainage Project DCC Calculations

Drainage Calculations					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	
	Estimated New Development	Unit	Weighted Equivalent Units	Equivalent Units	
Single Detached Housing	1,200	Lots	1	1,200	
High Density Multi-family Residential	300	Units	0.65	195	
Commercial	50,000	Square Metre	0.00336	168	
Industrial	55,000	Square Metre	0.00336	185	
Institutional	7,500	Square Metre	0.00336	25	
			Total equivalent units	1,773	(a)
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		\$1,748,490.73	(b)		
Existing DCC Reserve Monies		\$439,742.00	(c)		
Net Amount to be Paid by DCCs		\$1,308,748.73	(d) = (b) - (c)		
DCC per equivalent unit		\$738.15	(e) = (d) / (a)		
C: Resulting Drainage DCCs					
Single Detached Housing		\$738	Lots		
High Density Multi-family Residential		\$480	Units		
Commercial		\$2.48	Square Metre		
Industrial		\$2.48	Square Metre		
Institutional		\$2.48	Square Metre		

8.0 SEWAGE SYSTEM DEVELOPMENT COST CHARGES

8.1 Sewage System DCC Program

The Sewage System DCC Program includes new sewer mains and trunk upgrades. The total cost for all sewage system projects is included in **Table 8.1**. Detailed rate calculations are provided in **Table 8.3**. **Table 8.4** breaks down the project cost, benefit to new development, and municipal costs. These costs include the construction of new sewer infrastructure plus engineering, contingency, and project administration. Much of the need for the new works can be attributed to the needs of both new development and the existing community.

Table 8.1: Sewage System DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$6,622,245	\$22,348,723	\$30,470,968

As shown in **Table 8.1**, the total cost of the improvements is \$30,470,968, of which \$22,348,723 is DCC recoverable. The Municipal costs are \$6,622,245 and \$1,500,000 is contributed through cost sharing by the Regional District of Central Okanagan for the Stage 3 Capacity Expansion (WWTP3).

8.2 Sewage System Demand and Calculation of Equivalent Units

By using the estimated number of persons per unit for residential growth and equivalent population for non-residential growth, the relative degree of impact that the new development would have on the capital projects can be ascertained. The equivalent unit figures are the same as those used in the existing DCC bylaw, where 3,200 square feet (297 square metres) of Commercial, Industrial and Institutional floor space is equivalent to one Single Detached Housing unit. This means one square metre is equal to 0.00336 Single Detached Housing units. For this purpose, **Table 8.2** sets the equivalent unit conversion factors that were used to determine the relative impact of each land use type.

Table 8.2: Sewage System DCC Equivalent Units

Land Use Category	Unit of Development	Equivalent Unit Conversion Factors
Single Detached Housing	Per Lot	1.0
Multi-family Residential	Per Unit	0.65
Commercial	Per floor area in m ²	0.00336
Industrial	Per floor area in m ²	0.00336
Institutional	Per floor area in m ²	0.00336

8.3 Sewage System DCC Calculation

The Sewage System DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The proposed Sewage System DCC rates are shown in **Table 8.3**. The detailed Sewage System DCC calculations are included in **Table 8.5** at the end of this section.

Table 8.3: Proposed Sewage System DCC Rates

Sewage System DCC By Land Use Category

Land Use	DCC Rate	Unit
Single Detached Housing	\$5,256	Per Lot
Multi-family Residential	\$3,416	Per Unit
Commercial	\$17.66	Per floor area in m ²
Industrial	\$17.66	Per floor area in m ²
Institutional	\$17.66	Per floor area in m ²

Table 8.4: Sewage System Projects and Cost Estimates

SANITARY SEWER SYSTEM CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name				% to New Dev.	% to Existing		Municipal Assist		
S1	Carr's Landing Feasibility Study	5 - 10 years	\$50,000	\$50,000	50%	50%	\$25,000	\$250	\$24,750	\$25,250
S2	Lodge Road Lift Station Upgrade	Built not paid for	\$150,000	\$150,000	100%	0%	\$150,000	\$1,500	\$148,500	\$1,500
S3	McCarthy Road Lift Station & Forcemain	5 - 10 years	\$595,000	\$595,000	50%	50%	\$297,500	\$2,975	\$294,525	\$300,475
S4	Seymour Road Lift Station Upgrade	1- 5 years	\$750,000	\$750,000	50%	50%	\$375,000	\$3,750	\$371,250	\$378,750
S5	Oyama Lift Station and Forcemain	10 - 15 years	\$5,122,000	\$5,122,000	50%	50%	\$2,561,000	\$25,610	\$2,535,390	\$2,586,610
S6	Phase I Trunkmain	Built not paid for	\$377,968	\$377,968	100%	0%	\$377,968	\$3,780	\$374,188	\$3,780
S7	Jensen Road	5 - 10 years	\$300,000	\$300,000	100%	0%	\$300,000	\$3,000	\$297,000	\$3,000
S8	Lodge Road Lift Station Upgrade	5 - 10 years	\$250,000	\$250,000	100%	0%	\$250,000	\$2,500	\$247,500	\$2,500
S9	Lodge Road Twin Forcemain/LS Upgrade	5 - 10 years	\$1,300,000	\$1,300,000	100%	0%	\$1,300,000	\$13,000	\$1,287,000	\$13,000
S10	Woodsdale lift station	1- 5 years	\$485,000	\$485,000	50%	50%	\$242,500	\$2,425	\$240,075	\$244,925
S11	Woodsdale forcemain re-routing	5 - 10 years	\$291,000	\$291,000	50%	50%	\$145,500	\$1,455	\$144,045	\$146,955
S12	Planning and Engineering	Ongoing	\$200,000	\$200,000	100%	0%	\$200,000	\$2,000	\$198,000	\$2,000
Waste Water Treatment Projects										
WWTP3	Stage 3 (Capacity expansion)	Built not paid for	\$7,000,000	\$5,500,000	50%	50%	\$2,750,000	\$27,500	\$2,722,500	\$2,777,500
WWTP4	RI Basin expansion	1 -5 years	\$1,000,000	\$1,000,000	100%	0%	\$1,000,000	\$10,000	\$990,000	\$10,000
WWTP5	Twin primary and secondary clarifiers	1 -5 years	\$2,600,000	\$2,600,000	100%	0%	\$2,600,000	\$26,000	\$2,574,000	\$26,000
WWTP6	Capacity expansion	5 - 10 years	\$10,000,000	\$10,000,000	100%	0%	\$10,000,000	\$100,000	\$9,900,000	\$100,000
TOTAL			\$30,470,968	\$28,970,968			\$22,574,468	\$225,745	\$22,348,723	\$6,622,245

Table 8.5: Sewage System Project DCC Calculations

A: Sanitary Sewer Calculations					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	
	Estimated New Development	Unit	Weighted Equivalent Units	Equivalent Units	
Single Detached Housing	2,494	Lots	1.000	2,494	
High Density Multi-family Residential	2,184	Units	0.650	1,420	
Commercial	50,000	Square Metre	0.003	168	
Industrial	55,000	Square Metre	0.003	185	
Institutional	7,500	Square Metre	0.003	25	
			Total equivalent units	4,292	(a)
B: Unit Sanitary Sewer DCC Calculation					
Net Sanitary Sewer DCC Program Recoverable		\$22,348,723.32	(b)		
Existing DCC Reserve Monies		-\$207,940.00	(c)		
Net Amount to be Paid by DCCs		\$22,556,663.32	(d) = (b) - (c)		
DCC per equivalent unit		\$5,256.00	(e) = (d) / (a)		
C: Resulting Sanitary Sewer DCCs					
Single Detached Housing		\$5,256	Lots		
High Density Multi-family Residential		\$3,416	Units		
Commercial		\$17.66	Square Metre		
Industrial		\$17.66	Square Metre		
Institutional		\$17.66	Square Metre		

9.0 PARKS DEVELOPMENT COST CHARGES

9.1 Parks DCC Program

The District of Lake Country is currently updating their Parks and Recreation Master Plan, however the Plan will not be complete until later in 2016 and updated DCC capital projects information will not be available until then. In the meantime, the District still needs to update its Parks DCC. Consequently, this report will use the Parks DCC information from the previous 2005 DCC bylaw and report, update it with new population projections, and apply an inflation factor to the costs from the previous background report. The following section provides those updates on required projects and land acquisition from the previous DCC program with project costs increased for inflation.²

The previous Parks DCC Program includes both the cost of acquiring community parks and the cost of improving parks acquired through the DCC Program and other development processes. All forms of development contribute to the District's Parks DCC Program as employees of local businesses, and the businesses themselves, enjoy the use of the parks alongside residents.

The desired standard set within the existing Parks & Recreation Master Plan for the provision of parkland is 4 hectares per 1,000 population, a standard which originates from guidelines established by Canadian Parks and Recreation Association and the National Recreation and Park Association. Currently a mix of community parks, neighbourhood parks, foreshore, linear trails, sports fields, and natural open space is required to meet the community's needs.

Based on a population increase of 11,695 people and the standard of 4 hectares per 1,000, the District will need to acquire 46.8 hectares of land over the next 20 years, to accommodate the population increase. The previous DCC background report assumed 40 people per hectare for new development; applying that ratio to the new projection results in 11,695 people requiring 292 hectares of residential land. It can be assumed that from future development, with a 5% parkland dedication from the 292 hectares, that 14.6 hectares of land (neighbourhood parks, trails, lakefront, and access to water bodies) will be acquired through the development approval process. This amount of parkland is subtracted from the total demand since the land is provided through dedications, and DCCs are not required to acquire this 5% parkland dedication.

As a result, the Parks DCC Program will need to purchase 32.2 hectares (46.8 ha -14.6 ha) of parkland for Community Park purposes, including a minor amount of trail network linkages. The previous DCC Bylaw (No. 499) estimates parkland acquisition will cost \$200,000 per hectare; this amount has been adjusted for inflation to \$287,770. The land acquisition component of the Parks DCC is 32.2 hectares at \$287,770 per hectare for a total of \$9,255,043.

² Inflation factor (1.4388) for project costs based on the Engineering News-Record (ENR) Construction Cost Index

In addition, capital projects for parks improvements include: Landscaping and Playing Field; Washroom and Changing Rooms; Fencing; Irrigation; Playground Installations; and Long-term Planning, which are set out in Table 9.4. The costs used are the costs from the previous DCC report increased by the inflation factor.

The total cost for all park projects is included in Table 9.1. Detailed rate calculations are provided in Table 9.3. Table 9.4 breaks down the project cost, benefit to new development and municipal costs. These costs include the construction of new parks infrastructure and land acquisition. Much of the need for new parkland can be attributed to population growth and the District target of having 4.0 hectares of parkland per 1000 residents.

Table 9.1: Parks DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$ 107,946	\$ 10,686,666	\$ 10,794,612

As shown in Table 9.1, the total cost of the parkland acquisition improvements is \$10,794,612, of which \$10,686,666 is DCC recoverable.

9.2 Parks Calculation of Equivalent Units

By using the estimated number of persons per unit for residential growth and equivalent population for non-residential growth, the relative degree of impact that the new development would have on the capital projects can be ascertained. For this purpose, Table 9.2 sets the equivalent unit conversion factors that were used to determine the relative impact of each land use type.

Table 9.2: Parks DCC Equivalent Units

Land Use Category	Unit of Development	Equivalent Unit Conversion Factors
Single Detached Housing	Per Lot	1.0
Multi-family Residential	Per Unit	0.65
Commercial	Per floor area in m ²	0.00336
Industrial	Per floor area in m ²	0.00336
Institutional	Per floor area in m ²	0.00336

9.3 Parks DCC Calculation

The Parks DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The proposed Parks DCC rates are shown in **Table 9.3**. The detailed Parks DCC calculations are included in **Table 9.5** at the end of this section.

Table 9.3: Proposed Parks DCC Rates

Parks DCC By Land Use Category

Land Use	DCC Rate	Unit
Single Detached Housing	\$2,171	Per Lot
Multi-family Residential	\$1,411	Per Unit
Commercial	\$7.29	Per floor area in m ²
Industrial	\$7.29	Per floor area in m ²
Institutional	\$7.29	Per floor area in m ²

Table 9.4: Parks Projects and Cost Estimates

PARKS CAPITAL COSTS		Project Timing	TOTAL CAPITAL COST	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name				% to New Dev.	% to Existing		Municipal Assist		
P1	Landscaping and Playing Field	1 – 5 Years	\$ 431,655	\$ 431,655	100%	0%	\$ 431,655	\$ 4,317	\$ 427,338	\$ 4,317
P2	Washroom and Changing Rooms	1 – 5 Years	\$ 431,655	\$ 431,655	100%	0%	\$ 431,655	\$ 4,317	\$ 427,338	\$ 4,317
P3	Fencing	5- 10 years	\$ 244,605	\$ 244,605	100%	0%	\$ 244,605	\$ 2,446	\$ 242,158	\$ 2,446
P4	Irrigation	5- 10 years	\$ 215,828	\$ 215,828	100%	0%	\$ 215,828	\$ 2,158	\$ 213,669	\$ 2,158
P5	Playground Installations	1 - 5 years	\$ 71,943	\$ 71,943	100%	0%	\$ 71,943	\$ 719	\$ 71,223	\$ 719
P6	Long-term Planning	Ongoing	\$ 143,885	\$ 143,885	100%	0%	\$ 143,885	\$ 1,439	\$ 142,446	\$ 1,439
P7	Land Acquisition	1 – 20 Years	\$ 9,255,043	\$ 9,255,043	100%	0%	\$ 9,255,043	\$ 92,550	\$ 9,162,492	\$ 92,550
TOTAL			\$10,794,612	\$10,794,612			\$10,794,612	\$107,946	\$10,686,666	\$107,946

Table 9.5: Parks Project DCC Calculations

Park Calculations					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	
	Estimated New Development	Unit	Weighted Equivalent Units	Equivalent Units	
Single Detached Housing	2,494	Lots	1	2,494	
High Density Multi-family Residential	2,184	Units	0.65	1,420	
Commercial	50,000	Square Metre	0.00336	168	
Industrial	55,000	Square Metre	0.00336	185	
Institutional	7,500	Square Metre	0.00336	25	
			Total equivalent units	4,292	(a)
B: Unit Parks DCC Calculation					
Net Parks DCC Program Recoverable		\$10,686,666.29	(b)		
Existing DCC Reserve Monies		\$1,371,586.00	(c)		
Net Amount to be Paid by DCCs		\$9,315,080.29	(d) = (b) - (c)		
DCC per equivalent unit		\$2,170.54	(e) = (d) / (a)		
C: Resulting Parks DCCs					
Single Detached Housing		\$2,171	Lots		
High Density Multi-family Residential		\$1,411	Units		
Commercial		\$7.29	Square Metre		
Industrial		\$7.29	Square Metre		
Institutional		\$7.29	Square Metre		

10.0 DCC RATES SUMMARY AND IMPLEMENTATION

10.1 Summary of Proposed DCC Rates

Table 10.1 summarizes the proposed District of Lake Country DCC rates. The proposed DCC rates are levied per lot for single detached residential developments and per unit for multi-family residential. Commercial, industrial and institutional developments are levied per m² of gross floor area.

Table 10.1: Proposed DCC Rates

	Collection Basis	Road System	Water System	Drainage System	Sewage System	Parks	Total
Single Detached Residential	Per Lot	\$4,346	\$7,533	\$738	\$5,256	\$2,171	\$20,044
Multi-family Residential	Per Unit	\$2,825	\$4,897	\$480	\$3,416	\$1,411	\$13,029
Commercial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34
Industrial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34
Institutional	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29	\$67.34

10.2 Bylaw Exemptions

The Local Government Act (LGA) is quite clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the District, or if a DCC has already been paid in regard to the same development. However, if additional expansion for the same development creates new capital cost burdens or uses up capacity, the DCCs can be levied for the additional costs.

The LGA further exempts the levying of the DCC at the time of application for a building permit if:

- the building permit is for a church or place of worship; and
- the value of the work authorized by the building permit does not exceed \$50,000 or an amount as prescribed by bylaw.

The legislation now allows local governments to charge DCCs on residential developments of less than four units, as long as such a charge is provided for in the local government's DCC bylaw. To enact this approach the DCC bylaw must include a specific provision. In addition, as discussed in Section 1.3, local governments have the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. Under this legislation, the District is required to adopt a bylaw to waive or reduce DCCs.

10.3 Collection of Charges at Building Permit

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. The District of Lake Country has decided to collect DCCs for single detached residential dwellings at subdivision. All other DCCs will continue to be collected at the building permit stage in **Bylaw No. #### (YYYY)**.

10.4 In-Stream Applications and Grace Periods

A municipality can establish a grace period that delays when the new charges apply after the DCC bylaw is adopted. For example, the District could adopt the bylaw and then indicate that developers do not need to pay the charges until, say, 6 months after the bylaw is adopted. Because the grace period will delay long overdue increases in rates, no grace period has period has been established for **Bylaw No. #### (YYYY)**.

Under Part 26, Section 943 of the LGA subdivision applications submitted before the bylaw comes into force are considered “in-stream” applications and are provided a 12 month exemption period under the Act. These “in-stream” applications will be exempted from DCCs charges for one year after the new DCC Bylaw comes into force. Also, as stated in Part 26, Section 937.001(2) of the LGA:

“A bylaw under section 933 that imposes development cost charges that would otherwise be applicable to the construction, alteration or extension of a building or structure has no effect with respect to that construction, alteration or extension if

- (a) the building permit authorizing that construction, alteration or extension is issued within 12 months of the date the bylaw is adopted, and*
- (b) a precursor application to that building permit is in-stream on the date the bylaw is adopted.”*

Note: A precursor application is defined as an application for a building permit, a development permit or an amendment to a zoning bylaw, which has been submitted to a designated local government officer in a form satisfactory to the designated local government officer, in accordance with the applicable procedures, and the applicable fee has been paid.

10.5 DCC Rebates and Credits

The LGA stipulates that should an owner pay for specific services outside of the boundaries of the land being subdivided or developed and these services are included in the calculation to determine the DCC, then the amount paid must be deducted from the class of DCC that is applicable to the service. In practice, if an owner were to build a watermain outside their development and the watermain is in the DCC program, the District will credit the owner the cost of the watermain up to the water DCCs paid.

The District may establish a DCC rebate policy to fund DCC works advanced by owners and developers prior to the District building such services. For example, an owner may be required to service their property to the local sanitary sewer standard, but the District would request that this main be upsized to a trunk sewer. The incremental portion of costs beyond the local requirement may be offered as a DCC rebate from DCC reserves. Again, a District policy or practice is recommended to ensure consistent application of the DCC rebate principle.

10.6 DCC Monitoring and Accounting

In order to monitor the DCC program, the District should continue to enter all of the projects contained in the DCC program into its tracking system. The tracking system monitors the status of the project from the conceptual stage through to its final construction. The tracking system includes 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 indicates when projects are completed, their actual costs, and includes new projects that are added to the program.

10.7 DCC Reviews

To keep the DCC program as current as possible, the District should review its program at least once every 1-2 years. Based on a regular review, the District may make minor amendments to the DCC rates. Minor amendments may include the replacement of estimated construction costs with actual construction costs and updates to estimated construction costs due to inflation. These changes require a minor DCC bylaw amendment, which can follow an expedited process with the Ministry of Community Sport and Cultural Development.

Major amendments of the DCC program and rates will occur when significant land use changes are made, when new servicing plans are prepared or when the information upon which the DCCs are calculated has become significantly outdated or requires significant revision. Based on experience, and as identified as a Best Practice in the DCC Best Practices Guide, a major update to the DCC program and rates is needed approximately every 5 years.

APPENDIX A

Public Consultation Materials

District of Lake Country Development Cost Charge (DCC) Update Information Panels

Why Does the District Levy DCCs?

To pay for the costs of expanding and upgrading the District's roads, water, parks, drainage and wastewater infrastructure to meet the needs and impacts of growth.

What Do DCCs Pay For?

DCCs can be levied for:

- Transportation infrastructure
- Wastewater infrastructure
- Water infrastructure
- Drainage infrastructure
- Parks and park development

Infrastructure needs must be related to development.

By legislation, DCCs cannot be used to pay for:

- Operation and maintenance of District engineering infrastructure or parkland
- New or upgraded works needed only for the existing population
- New libraries, fire halls, police stations and recreation buildings.

Who Pays For DCCs?

- Applicants for subdivision approval to create single-family development sites.
- Applicants for building permits to construct multi-family or commercial development.

Why Update the DCC Bylaw?

Development cost charge bylaws must be reviewed periodically to ensure consistency with development, Lake Country master planning documents and to accurately reflect construction costs.

The last review of the DCC programs and rates was completed in 2005. Since then, the following changes have taken place:

- Official Community Plan (OCP) has been updated in 2010.
- Liquide Waste Management plan undertaken in 2009.
- Water Master Plan completed in 2012.
- Transportation for Tomorrow completed in 2014.
- Integrated Community Sustainability Plan completed in 2014.
- Growth projections have been revised.
- DCC reserves have been updated.
- Construction costs have been updated.

The District is now revising its DCC rates to reflect these changes.



How Were the New Rates Calculated?

The following steps were followed to calculate the new DCC rates:

STEP 1: ESTIMATE GROWTH:

Growth estimates were revised to reflect land use plans for Lake Country.

STEP 2: DETERMINE CAPITAL COSTS:

To service anticipated growth, existing DCC capital programs were updated.

STEP 3: DETERMINE BENEFIT FACTORS:

To ensure costs were shared fairly between new and existing development, a benefit factor was determined for each DCC project. The benefit factor is the percentage of a project's costs that is attributed to growth.

STEP 4: DETERMINE MUNICIPAL ASSIST FACTOR

The Local Government Act requires municipalities to assist new development with the DCC program costs. The District of Lake Country will contribute 1% of DCC costs attributed to growth (the Assist Factor is currently 1%).

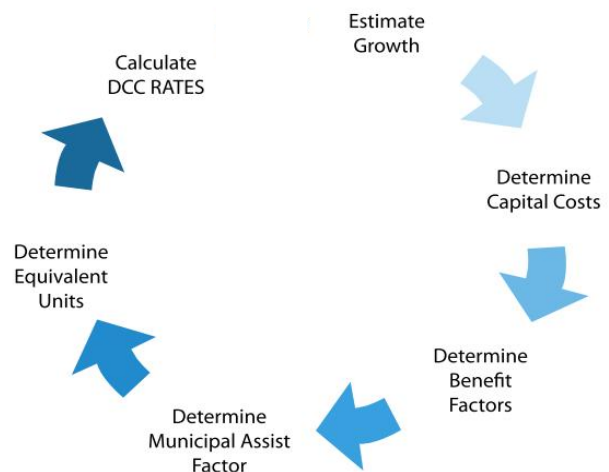
STEP 5: DETERMINE EQUIVALENT UNITS

Different land uses have different impacts on infrastructure. To reflect these differences, equivalent units were used to allocate DCC costs across land uses.

STEP 6: CALCULATE DCC RATES

The final step was to calculate DCC rates. In general, this meant dividing the DCC costs by the amount of growth to generate a charge per lot/unit/square metre.

DCC Rate Calculation



Growth Projections

Residential Growth

Residential Growth estimates (20 years) are based on population projections developed by the District through the Official Community Plan.

- The OCP estimates a growth rate of 3.1% annually over the next 20 years.
- This equates to an increase of about 4,678 residential units by 2035.
- Ten years of subdivision and building permit data was also reviewed to estimate the ratios of Single Detached Housing and Multi-family Residential units over 20 years.

Non-Residential Growth

To determine future commercial, industrial and institutional growth:

- 10 years of subdivision and building permit data was reviewed
- local building permit values and construction cost estimates were used to evaluate recent trends

Growth Projections by Category

Development Category	Estimated New Development (20 years)	Unit of Measure
Residential- Single Family	2494	lots
Residential- Multi-family	2184	dwelling units
Commercial	50,000	square metres
Industrial	55,000	square metres
Institutional	7,500	square metres

Transportation Projects

Supporting Studies

- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Transportation for Tomorrow Plan (2014);
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- District of Lake Country Official Community Plan (2010)
- District of Lake Country Five Year Financial Plan (2015 – 2019)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Roads projects required to address growth.

Project List

Project Code	ROAD SYSTEM CAPITAL COSTS Description	Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
			% to New Dev.	% to Existing				
34	Bottom Wood Lake Road - Lodge Road to Woodsdale Road	\$1,230,107	47%	53%	\$578,150.44	\$5,782	\$572,369	\$657,738
35	Bottom Wood Lake Road - 270m Northof Berry Road to Taiji Court	\$319,459	47%	53%	\$150,146	\$1,501	\$148,644	\$170,815
38	Bottom Wood Lake Road - Berry Road to 270m North of Berry Road	\$236,350	47%	53%	\$111,085	\$1,111	\$109,974	\$126,376
346	Bottom Wood Lake Road - Taiji Court to Lodge Road	\$40,396	47%	53%	\$18,986	\$190	\$18,796	\$21,600
109	Glenmore Road - Shanks Road to Boundary	\$908,071	47%	53%	\$426,793	\$4,268	\$422,525	\$485,545
110	Glenmore Road - Seaton Road to Shanks Road	\$192,947	47%	53%	\$90,685	\$907	\$89,778	\$103,169
111	Glenmore Road - Highway 97 to Seaton Road	\$81,371	47%	53%	\$38,244	\$382	\$37,862	\$43,509
222	Okanagan Centre Road E - Ocoela Road to Carr's Landing Road	\$948,077	47%	53%	\$445,596	\$4,456	\$441,140	\$506,937
340	Woodsdale Road - 255m East of Reiswig Road to Lodge Road	\$266,999	47%	53%	\$125,490	\$1,255	\$124,235	\$142,765
48	Camp Road - Okanagan Centre Road E to Seaton Road	\$204,754	47%	53%	\$96,234	\$962	\$95,272	\$109,482
87	Davidson Road - McGowan Road to Camp Road	\$385,472	47%	53%	\$181,172	\$1,812	\$179,360	\$206,112
174	Lodge Road - Sherman Drive to Woodsdale Road	\$393,428	47%	53%	\$184,911	\$1,849	\$183,062	\$210,366
220	Okanagan Centre Road E - Highway 97 to Berry Road	\$866,063	47%	53%	\$407,050	\$4,070	\$402,979	\$463,084
287	Sherman Drive - Lodge Road to Peter Greer School	\$389,776	47%	53%	\$183,195	\$1,832	\$181,363	\$208,413
344	Carr's Landing Road - Commonage Road (South) to Commonage Road (North)	\$909,914	47%	53%	\$427,660	\$4,277	\$423,383	\$486,531
18	Bond Road - Camp Road to Davidson Road	\$1,005,549	47%	53%	\$472,608	\$4,726	\$467,882	\$537,667
47	Camp Road - Tyndall Road to Davidson Road	\$552,645	47%	53%	\$259,743	\$2,597	\$257,146	\$295,499
52	Carr's Landing Road - Okanagan Centre Road E to Commonage Road (South)	\$932,972	47%	53%	\$438,497	\$4,385	\$434,112	\$498,860
172	Lodge Road - 90 Degree Corner to Sherman Drive	\$764,712	47%	53%	\$359,415	\$3,594	\$355,821	\$408,892
217	Ocoela Road - Pretty Road to Okanagan Centre Road E	\$478,077	47%	53%	\$224,696	\$2,247	\$222,449	\$255,628
221	Okanagan Centre Road E - Davidson Road to Ocoela Road	\$825,965	47%	53%	\$388,204	\$3,882	\$384,322	\$441,643
267	Robinson Road - Pretty Road to Okanagan Centre Road E	\$83,264	47%	53%	\$39,134	\$391	\$38,743	\$44,521
343	Okanagan Centre Road E - Berry Road to Davidson Road	\$2,464,562	47%	53%	\$1,158,344	\$11,583	\$1,146,761	\$1,317,801
347	Camp Road - Hallam Drive to Tyndall Road	\$581,971	47%	53%	\$273,526	\$2,735	\$270,791	\$311,180
348	Bottom Wood Lake Road - Swalwell Park to Roundabout	\$87,115	47%	53%	\$40,944	\$409	\$40,535	\$46,581
350	Oyama Road - Hebbert Road to Woodsdale Road	\$860,385	47%	53%	\$404,381	\$4,044	\$400,337	\$460,048
37	Bottom Wood Lake Road - Beaver Lake Road to Swalwell Park	\$639,093	47%	53%	\$300,374	\$3,004	\$297,370	\$341,723
49	Camp Road - Davidson Road to Okanagan Centre Road W	\$384,262	47%	53%	\$180,603	\$1,806	\$178,797	\$205,465
86	Darlene Road - Russell Road - Cul-de-sac	\$201,476	47%	53%	\$94,694	\$947	\$93,747	\$107,729
225	Okanagan Centre Road W - 200m north of Granite Road to Camp Road	\$3,225,754	47%	53%	\$1,516,104	\$15,161	\$1,500,943	\$1,724,811
233	Oyama Road - Greenhow Road to Sawmill Road	\$97,860	47%	53%	\$45,994	\$460	\$45,534	\$52,326
234	Oyama Road - Sawmill Road to Hebbert Road	\$970,819	47%	53%	\$456,285	\$4,563	\$451,722	\$519,097
273	Russell Road - Pheasant Road to Sherman Drive	\$102,657	47%	53%	\$48,249	\$482	\$47,766	\$54,891
334	Woodsdale Road - Highway 97 to 50m East of Woodsdale Court	\$335,743	47%	53%	\$157,799	\$1,578	\$156,221	\$179,522
335	Woodsdale Road - 50m East of Woodsdale Court to 50m East of Seymour Road	\$109,320	47%	53%	\$51,380	\$514	\$50,866	\$58,453
336	Woodsdale Road - 50m East of Seymour Road to Bottom Wood Lake Road	\$216,096	47%	53%	\$101,565	\$1,016	\$100,550	\$115,547
119	Greenhow Road - Oyama Road to 104m North of Young Road	\$101,377	47%	53%	\$47,647	\$476	\$47,171	\$54,206
223	Okanagan Centre Road W - Glenmore Road to McCoubrey Road	\$1,329,172	47%	53%	\$624,711	\$6,247	\$618,464	\$710,708
226	Okanagan Centre Road W - McCoubrey Road to 200m north of Granite Road	\$2,138,699	47%	53%	\$1,005,189	\$10,052	\$995,137	\$1,143,562
313	Trask Road - Trask Road to Kaloya Park	\$266,226	47%	53%	\$125,126	\$1,251	\$123,875	\$142,351
314	Trask Road - Oyama Road to Trask Road	\$256,841	47%	53%	\$120,715	\$1,207	\$119,508	\$137,333
17	Bond Road - Davidson Road to Amundsen Road	\$67,012	47%	53%	\$31,496	\$315	\$31,181	\$35,831
31	Bond Road - Amundsen Road to Lacresta Road	\$74,148	47%	53%	\$34,849	\$348	\$34,501	\$39,647
351	Robinson Road - Highway 97 to Pretty Road	\$226,016	47%	53%	\$106,227	\$1,062	\$105,165	\$120,851
224	Okanagan Centre Road W - Camp Road to Carr's Landing Road	\$1,892,939	47%	53%	\$889,681	\$8,897	\$880,785	\$1,012,155
320	Tyndall Road - Okanagan Centre Road W to Start of Pavement	\$2,508,349	47%	53%	\$1,178,924	\$11,789	\$1,167,135	\$1,341,214
New	Glenmore Rd Extension	\$3,366,619	50%	50%	\$1,683,310	\$16,833	\$1,666,476	\$1,700,143
New	Main St Extension	\$1,471,206	50%	50%	\$735,603	\$7,356	\$728,247	\$742,959
New	Sherman Dr Extension	\$820,386	100%	0%	\$820,386	\$8,204	\$812,182	\$8,204
New	Lodge Road Extension	\$3,863,386	100%	0%	\$3,863,386	\$38,634	\$3,824,752	\$38,634
TOTAL		\$40,675,858			\$21,745,187	\$217,452	\$21,527,735	\$19,148,123

Water Projects

Supporting Studies

- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Water Master Plan (2012);
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- District of Lake Country Official Community Plan (2010)
- District of Lake Country Five Year Financial Plan (2015 – 2019)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Water projects required to address growth.

Project List

WATER SYSTEM CAPITAL COSTS		Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name		% to New Dev.	% to Existing				
W-1	Eldorado Storage and Balancing Reservoir	\$3,953,646	47%	53%	\$1,858,214	\$18,582	\$1,839,631	\$2,114,015
W-2	Okanagan Lake Pump Station Upgrade	\$777,961	47%	53%	\$365,642	\$3,656	\$361,985	\$415,976
W-3	Gravity supply from OK Lake Reservoir Phase I - TC/Woodsdale	\$340,000	47%	53%	\$159,800	\$1,598	\$158,202	\$181,798
W-4	Gravity supply from OK Lake Reservoir Phase II - OK Centre Road	\$2,466,547	47%	53%	\$1,159,277	\$11,593	\$1,147,684	\$1,318,863
W-5	Glenmore Road Pump Station (Jim Bailey PS Replacement)	\$1,275,000	47%	53%	\$599,250	\$5,993	\$593,258	\$681,743
W-6	Berry Road/Grant Road/Main Street Watermains	\$275,000	100%	0%	\$275,000	\$2,750	\$272,250	\$2,750
W-7	McCarthy/Bottom Wood Lake/Konschuh/ Meadow Roads Watermain	\$975,000	100%	0%	\$975,000	\$9,750	\$965,250	\$9,750
W-8	Jim Bailey/Beaver Lake Roads Watermain	\$575,000	100%	0%	\$575,000	\$5,750	\$569,250	\$5,750
W-9	Lakestone Southeast Supply Main (Chase Road and Okanagan Centre Roads)	\$747,000	100%	0%	\$747,000	\$7,470	\$739,530	\$7,470
W-10	Oceola Road Watermain	\$405,000	100%	0%	\$405,000	\$4,050	\$400,950	\$4,050
W-11	Lodge Road Watermain	\$985,000	100%	0%	\$985,000	\$9,850	\$975,150	\$9,850
W-12	Oyama Booster Pump Station	\$250,000	100%	0%	\$250,000	\$2,500	\$247,500	\$2,500
W-13	Oyama Balancing Reservoir	\$400,000	100%	0%	\$400,000	\$4,000	\$396,000	\$4,000
W-14	Vernon Creek Water Treatment Facility	\$34,000,000	47%	53%	\$15,980,000	\$159,800	\$15,820,200	\$18,179,800
W-15	Okanagan Lake Pump Station	\$580,056	100%	0%	\$580,056	\$5,801	\$574,255	\$5,801
W-16	Miscellaneous PRV Station Reconfigurations and Over-sizing	\$300,000	100%	0%	\$300,000	\$3,000	\$297,000	\$3,000
W-17	OK Lake Reservoir - dedicated feed line	\$592,000	47%	53%	\$278,240	\$2,782	\$275,458	\$316,542
W-18	Eldorado Low Lift Pump Station and Treated Storage Phase 1 (6000 m ³)	\$5,695,000	47%	53%	\$2,676,650	\$26,767	\$2,649,884	\$3,045,117
W-19	Eldorado Treated Storage Phase 2 (5,335 m ³)	\$2,700,000	100%	0%	\$2,700,000	\$27,000	\$2,673,000	\$27,000
W-20	Okanagan Lake Reservoir UV Treatment	\$2,565,000	47%	53%	\$1,205,550	\$12,056	\$1,193,495	\$1,371,506
W-21	Planning and Engineering	\$200,000	100%	0%	\$200,000	\$2,000	\$198,000	\$2,000
TOTAL		\$60,057,210			\$32,674,678	\$326,747	\$32,347,932	\$27,709,278

Sanitary Sewer Projects

Supporting Studies

- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Liquid Waste Management Plan (2009);
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- District of Lake Country Official Community Plan (2010)
- District of Lake Country Five Year Financial Plan (2015 – 2019)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Sewer projects required to address growth.

Project List

SANITARY SEWER SYSTEM CAPITAL COSTS		Net Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name		% to New Dev.	% to Existing				
S1	Carr's Landing Feasibility Study	\$50,000	50%	50%	\$25,000	\$250	\$24,750	\$25,250
S2	Lodge Road Lift Station Upgrade	\$150,000	100%	0%	\$150,000	\$1,500	\$148,500	\$1,500
S3	McCarthy Road Lift Station & Forcemain	\$595,000	50%	50%	\$297,500	\$2,975	\$294,525	\$300,475
S4	Seymour Road Lift Station Upgrade	\$750,000	100%	0%	\$750,000	\$7,500	\$742,500	\$7,500
S5	Oyama Lift Station and Forcemain	\$5,122,000	50%	50%	\$2,561,000	\$25,610	\$2,535,390	\$2,586,610
S6	Phase I Trunkmain	\$377,968	100%	0%	\$377,968	\$3,780	\$374,188	\$3,780
S7	Jensen Road	\$300,000	100%	0%	\$300,000	\$3,000	\$297,000	\$3,000
S8	Lodge Road Lift Station Upgrade	\$250,000	100%	0%	\$250,000	\$2,500	\$247,500	\$2,500
S9	Lodge Road Twin Forcemain/LS Upgrade	\$1,300,000	100%	0%	\$1,300,000	\$13,000	\$1,287,000	\$13,000
S10	Woodsdale lift station	\$485,000	50%	50%	\$242,500	\$2,425	\$240,075	\$244,925
S11	Woodsdale forcemain re-routing	\$291,000	50%	50%	\$145,500	\$1,455	\$144,045	\$146,955
S12	Planning and Engineering	\$200,000	100%	0%	\$200,000	\$2,000	\$198,000	\$2,000
Waste Water Treatment Projects								
WWTP3	Stage 3 (Capacity expansion)	\$5,500,000	50%	50%	\$2,750,000	\$27,500	\$2,722,500	\$2,777,500
WWTP4	RI Basin expansion	\$1,000,000	100%	0%	\$1,000,000	\$10,000	\$990,000	\$10,000
WWTP5	Twin primary and secondary clarifiers	\$2,600,000	100%	0%	\$2,600,000	\$26,000	\$2,574,000	\$26,000
WWTP6	Capacity expansion	\$10,000,000	100%	0%	\$10,000,000	\$100,000	\$9,900,000	\$100,000
TOTAL		\$28,970,968			\$22,949,468	\$229,495	\$22,719,973	\$6,250,995

Drainage Projects

Supporting Studies

- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- District of Lake Country Integrated Community Sustainability Plan (2014)
- District of Lake Country Official Community Plan (2010)
- District of Lake Country Five Year Financial Plan (2015 – 2019)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Drainage projects required to address growth.

Project List

DRAINAGE SYSTEM CAPITAL COSTS		Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name		% to New Dev.	% to Existing		Municipal Assist		
D1	Vernon Creek Swale System	\$165,468	100%	0%	\$165,468	\$1,655	\$163,813	\$1,655
D2	Beasley Detention Pond	\$402,878	100%	0%	\$402,878	\$4,029	\$398,849	\$4,029
D3	Winfield Creek Swale System	\$158,274	100%	0%	\$158,274	\$1,583	\$156,691	\$1,583
D4	Knopf Brook Detention Pond #4	\$143,885	100%	0%	\$143,885	\$1,439	\$142,446	\$1,439
D5	Knopf Brook Detention Pond #3	\$115,108	100%	0%	\$115,108	\$1,151	\$113,957	\$1,151
D6	Misc. Oversizing	\$287,770	100%	0%	\$287,770	\$2,878	\$284,892	\$2,878
D7	Barry Road/ Main Street Storm Detention Pond	\$205,000	100%	0%	\$205,000	\$2,050	\$202,950	\$2,050
D8	Planning and Engineering	\$287,770	100%	0%	\$287,770	\$2,878	\$284,892	\$2,878
TOTAL		\$1,766,152			\$1,766,152	\$17,662	\$1,748,491	\$17,662

Parks Projects

Supporting Studies

- Development Cost Charges Best Practices Guide (2005)
- District of Lake Country Development Cost Charge Bylaw No. 499 (2005)
- District of Lake Country Subdivision & Development Servicing Bylaw No. # 97-139 (Consolidated 2013)
- Financial Information including current District of Lake Country DCC Reserves
- Other reports that identify future requirements for Parks projects required to address growth.

Project List

The District of Lake Country is currently updating the Parks and Recreation Master Plan, however the Plan will not be complete until later in 2016 and updated DCC capital projects information will not be available until then. In the meantime, the District still needs to update its Parks DCC.

Consequently, this update uses the Parks DCC information from the previous 2005 DCC bylaw with new population projections, and an inflation factor based on the Engineering News-Record (ENR) Construction Cost Index applied to the previous project costs of the previous background report.

PARKS CAPITAL COSTS		Capital Cost	Benefit Allocation		Benefit to New Development	1% Municipal Assist	Total Recoverable From DCC	Total Municipal Responsibility
Project Code	Project Name		% to New Dev.	% to Existing				
P1	Landscaping and Playing Field	\$ 431,655	100%	0%	\$431,655	\$4,317	\$427,338	\$4,317
P2	Washroom and Changing Rooms	\$ 431,655	100%	0%	\$431,655	\$4,317	\$427,338	\$4,317
P3	Fencing	\$ 244,605	100%	0%	\$244,605	\$2,446	\$242,158	\$2,446
P4	Irrigation	\$ 215,828	100%	0%	\$215,828	\$2,158	\$213,669	\$ 2,158
P5	Playground Installations	\$ 71,943	100%	0%	\$71,943	\$719	\$71,223	\$ 719
P6	Long-term Planning	\$ 143,885	100%	0%	\$143,885	\$1,439	\$142,446	\$ 1,439
P7	Land Acquisition	\$ 9,255,043	100%	0%	\$9,255,043	\$92,550	\$9,162,492	\$ 92,550
TOTAL		\$10,794,612			\$10,794,612	\$107,946	\$10,686,666	\$107,946

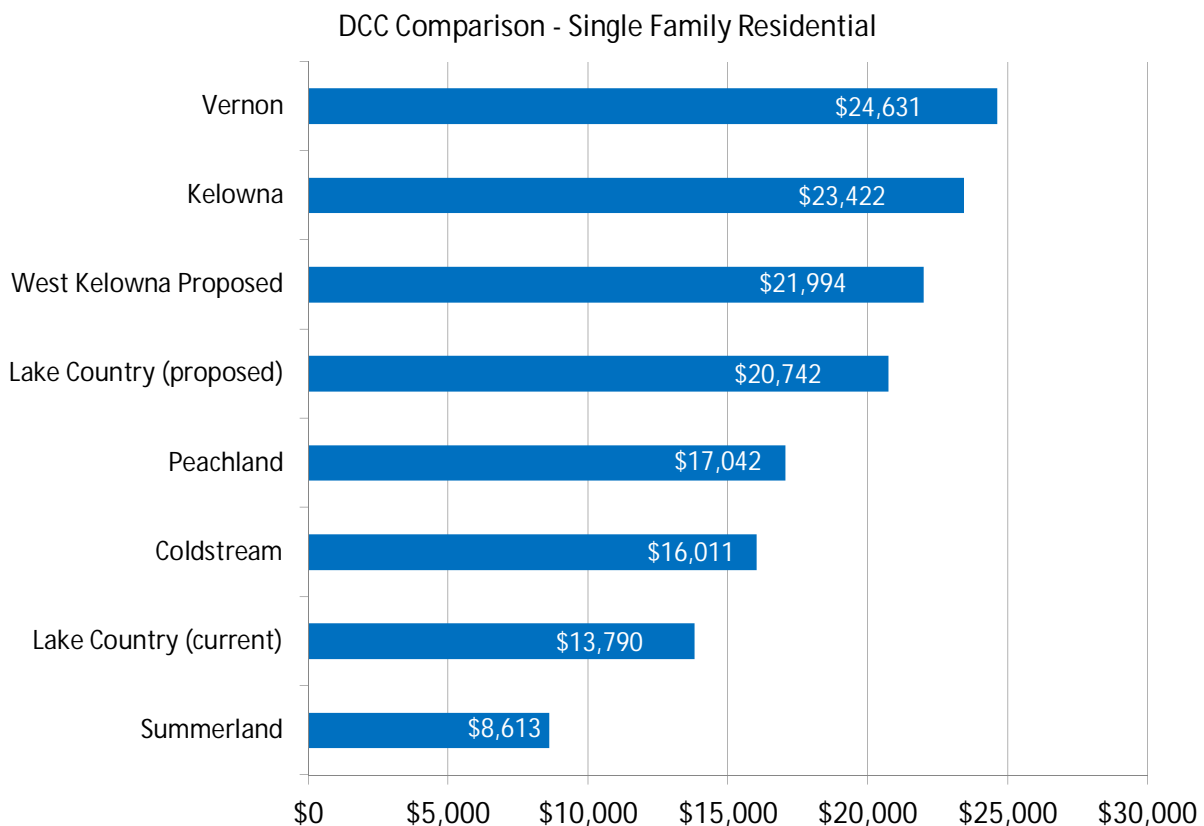
Okanagan DCC Capital Cost Comparison

Community	SF Residential 1 lot / unit	MF Residential 1 apartment unit	Year Adopted
Lake Country (Current)	\$13,790	\$8,964	2004
Lake Country (Proposed)	\$20,742	\$13,483	-
Coldstream*	\$16,011	\$13,328	2007
Vernon (average)	\$24,631	\$14,610	2013
Kelowna (average)	\$23,422	\$16,848	2011
West Kelowna (proposed)	\$21,994	\$13,317	-
Summerland	\$8,613	Large - \$8,431 Small - \$6,008	2011
Peachland**	\$17,042	\$13,974	2009

* DCC totals for Coldstream include Coldstream's base DCC rates, as well as fees for regional sewer services and regional parks services.

** DCC totals for Peachland include Peachland's base DCC rates, as well as the Regional District of Central Okanagan Sewer DCC rate.

Single Family Residential Comparison



DCCs Current vs. Proposed

Change in Total DCCs					
Land Use	Unit	Current	Proposed	Change (\$)	Percent Change Total
Single Family	Per Lot	\$13,790	\$20,742	\$6,952	+50%
Multi- Family	Per Unit	\$8,964	\$13,483	\$4,519	+50%
Commercial	Per Square Meter	\$46.43	\$69.69	\$23.26	+50%
Industrial	Per Square Meter	\$46.43	\$69.69	\$23.26	+50%
Institutional	Per Square Meter	\$46.43	\$69.69	\$23.26	+50%

DCC Rate Summary

Land Use	Unit Type	Roads	Water	Sanitary	Drainage	Parks	Total
Single Family	Per Lot	\$4,784	\$7,545	\$5,423	\$741	\$2,250	\$20,742
Multi- Family	Per Unit	\$3,109	\$4,905	\$3,525	\$482	\$1,462	\$13,483
Commercial	Per Square Meter	\$16.07	\$25.35	\$18.22	\$2.49	\$7.56	\$69.69
Industrial	Per Square Meter	\$16.07	\$25.35	\$18.22	\$2.49	\$7.56	\$69.69
Institutional	Per Square Meter	\$16.07	\$25.35	\$18.22	\$2.49	\$7.56	\$69.69

What are the Next Steps?

- Inform Council of the comments that were received and any refinements to the DCC program and rates.
- Develop a new DCC Bylaw for Council's consideration for three readings
- Send the Bylaw to the Inspector of Municipalities for approval.
- Council gives the DCC Bylaw fourth reading
- Implement new DCC rates



APPENDIX B

Open House Summary Memorandum

MEMORANDUM



Date: February 5, 2016
To: Mark Koch, District of Lake Country
From: Joel Short and Shaun Heffernan, Urban Systems
File: 1577.0066.01
Subject: DCC Update – Open House Feedback

This memo provides an overview of the feedback provided by residents and developers during the District of Lake Country DCC update open house, which took place on January 19th, 2016. It also includes feedback after the open house, received before February 1, 2016.

The open house was attended by around 12 people, most of whom represented the development community or development interests. The following memorandum outlines the feedback provided to facilitators and through the open house survey. Appendix A at the back of the document contains formal letters sent to the District of Lake Country from the Urban Development Institute (UDI), and the Lakes Development Limited Partnership and Macdonald Lakeshore Properties LP.

Attendees:

Name	Organization	Email
Merlin Kofoed	Kofoed Contracting	kofoed@shaw.ca
Kyle Kofoed	Kofoed Contracting	kyle@kofoedgroup.com
Don Erdely	MacDonald Lakeshore Properties	djerdely@gmail.com
Gino Dal Ponte	RE/MAX Kelowna	gino@thepropertysource.ca
Jim Roe	mmm/wsp	roej@mmm.ca
Murray Wills	Colliers	murray.wills@colliers.com
Chris Sinclair	Hank Ridge Group	chris.sinclair6@gmail.com
Alf Wiens	AJ Wiens Dev.	alfwiens@gmail.com
Michael Wuthrich	Emo-Tech Builders	etbuildersltd@gmail.com
Mike Large	DMT Const	large@shaw.ca
Mike and Sharon Crombie		mscrombie@gmail.com

Survey Findings:

The majority of people who attended the open house filled out a survey to provide feedback on the information presented. The following section highlights responses to each of the questions in the survey, as well as general comments.

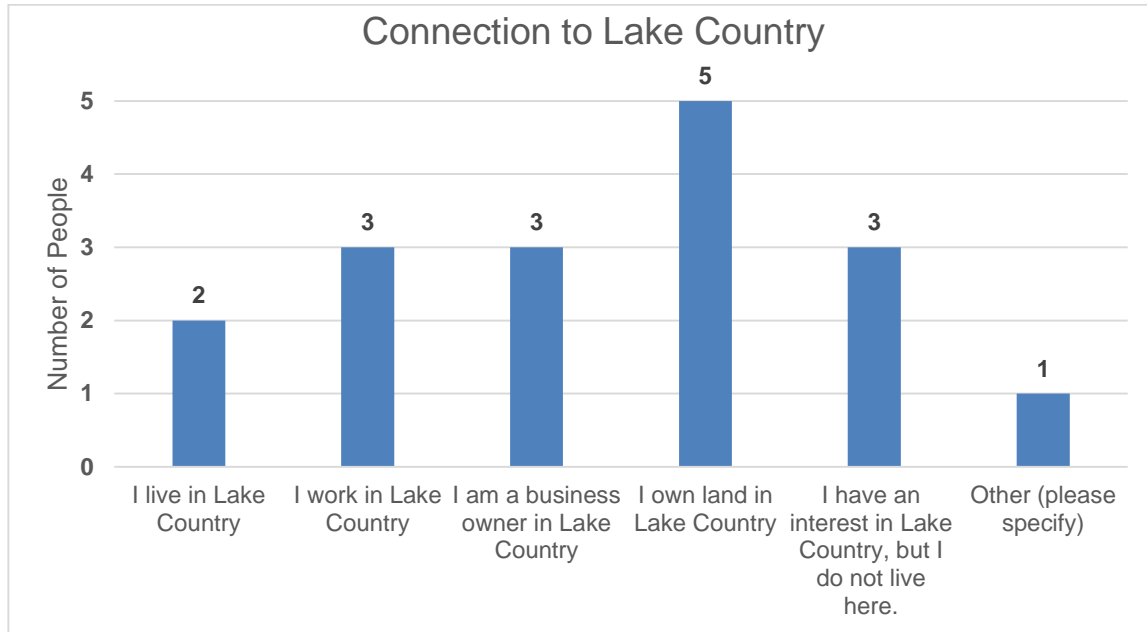
MEMORANDUM

Date: February 5, 2016
File: 1577.0066.01
Subject: DCC Update – Open House Feedback
Page: 2 of 4



Question #1:

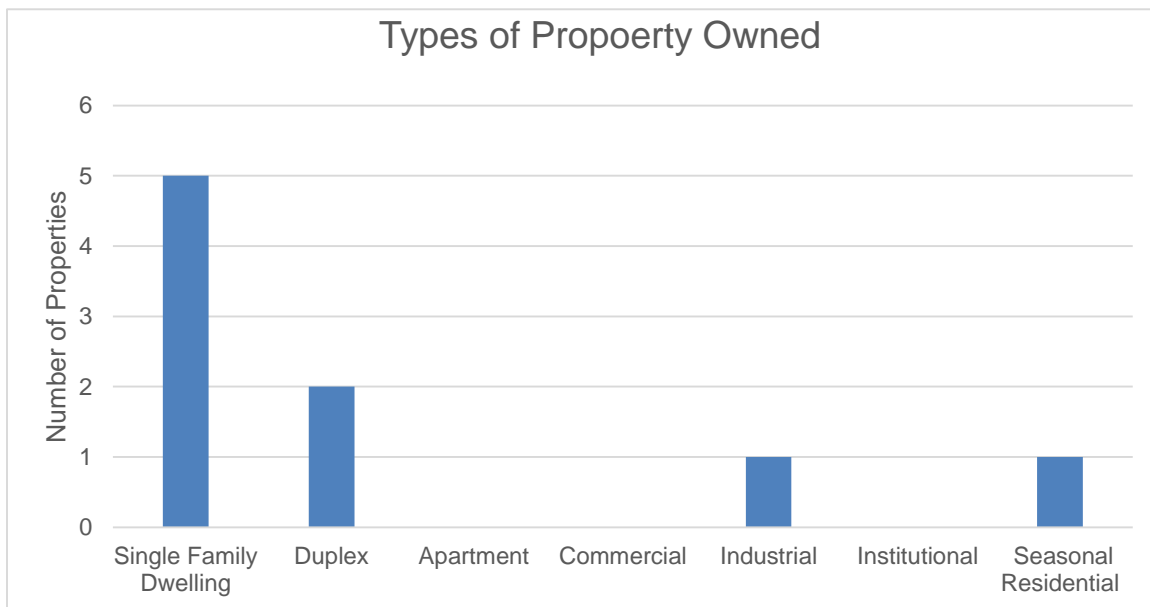
What is your connection to Lake Country? Please select any of the following that may apply.



Note: The one other response was noted as being an engineering consultant.

Question #2:

What type of property do you own/occupy? (Check all that apply)



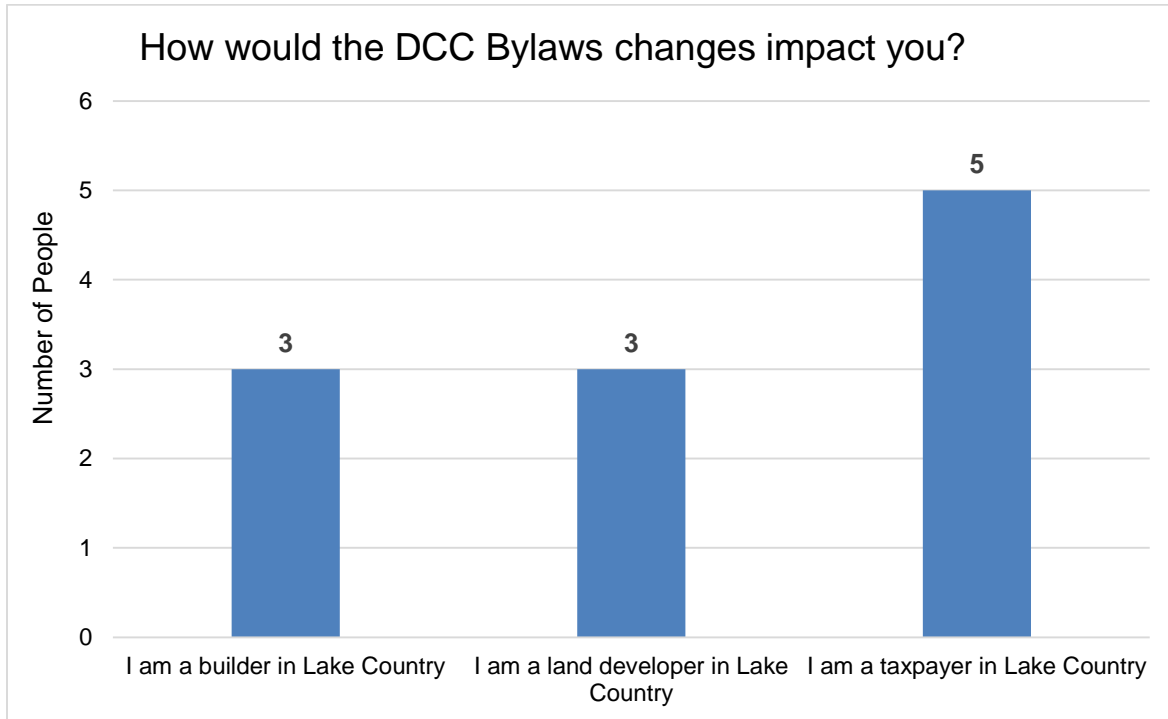
MEMORANDUM

Date: February 5, 2016
File: 1577.0066.01
Subject: DCC Update – Open House Feedback
Page: 3 of 4



Question #3:

How do the proposed changes to the DCC bylaw impact you? (Check all that apply)



Question #4:

In view of the desirable level of services we want to maintain in Lake Country for roads, sewer, water, drainage and parks, how do you feel about the proposed Development Cost Charges?

- It will make me think twice about investing in Lake Country. The house prices are not the same here as Kelowna. Costs are equal or more. Will not pay for me to build here.
- Step by step process always feels like a fair process.
- If the money is used towards future services. I see it as a positive step towards maintaining the community.
 - The intersection at the corner of HWY 97/Glenmore and Beaver Lake Road needs to be improved much more than shown. Kelowna should have its own road to access the industrial park from HWY 97.
- Perhaps too much of an increase to keep builders/developers from shopping in Kelowna or West Kelowna.
- Weighted heavily on the property development to partly achieve the dollars Lake Country is projecting for their 20 year infrastructure costs. The proposed 50% increase in DCC's will, of course, in reality, be passed on to property buyers, and would this additional cost be advantageous to further residential development in Lake Country at this time? I feel the increase in DCC charges should be in smaller increments over the 20 years proposed and more in keeping with smaller

MEMORANDUM

Date: February 5, 2016
File: 1577.0066.01
Subject: DCC Update – Open House Feedback
Page: 4 of 4



communities pricing (i.e. Peachland and Coldstream) which would help keep building costs down in the short term while the community is growing, thus attracting buyers to Lake Country over Kelowna/W. Kelowna.

We are glad to see L.C. finally growing and developing, but keep in mind what this area has to offer and will be capable of offering considering it is a small town and a bedroom community to Kelowna with strong emphasis currently placed in rural and agriculture. We are not a big city (yet) and perhaps the DCC's should reflect this.

Facilitator Insights:

In order to capture the insights gained by facilitators during the open house, this section highlights feedback provided through discussions with event attendees. The facilitator insights are as follows:

- Several event attendees inquired about the implementation of the updated bylaw and the timelines associated with this. Some property owners or representatives were concerned that the increase in DCC rate may affect ongoing property transactions or developments. Some suggested a phase-in of rates, for example instead of increasing the DCC rates by 50% in one year, increase the rates by 25% in year one and then another 25% in year 2. An extended grace period was suggested as another way to gradually introduce new rates.
- Some event attendees requested clarification on project timelines and how benefits would be realized for new developments in areas where DCC projects would occur toward the end of the DCC program life (20 years).
- Some attendees requested more information on the possibility of using latecomer agreements to reclaim costs for 'new growth' projects constructed in advance of future development.
- A question was asked about the Drainage DCC area and how it was defined; further clarification could be provided in the DCC report to explain how the area was determined.
- One attendee noted that the existing developments may be able to absorb the \$7000 increase to single family DCCs, but it may be much more difficult for multi-family developers to absorb the \$4500 per unit increase in DCCs. Apparently the margins are thinner for multi-family developments in Lake Country.
- Another attendee expressed concern over increases to Multi-family DCC rates.
- One attendee expressed concern over costs for building permits that he felt were high in Lake Country compared to Kelowna, on top of the proposed DCC increase.
- One attendee thought that if the DCCs are going up the District should have a shorter processing time for applications. Time is money for developers.

APPENDIX A

Formal Letters



URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER

210 – 1460 Pandosy Street
Kelowna, BC V1Y 1P3 Canada
T. 778.478.9649 F. 778.478.0393
udiokanagan@udi.org
www.udiokanagan.ca

January 29, 2016

District of Lake Country
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: Mark Koch and Joel Short

Subject: DCC Bylaw Update

The Urban Development Institute (UDI) is a national association (with international affiliations) of the development industry and its related professions. The corporate members of the UDI - Okanagan Chapter represent hundreds of individuals involved in all facets of land development and planning, including: developers, property managers, financial lenders, lawyers, engineers, planners, architects, appraisers, real estate professionals, local governments and government agencies.

As a Partner in Community Building, the UDI Okanagan Chapter is committed to working with communities and governments to create and achieve the vision of balanced, well-planned, sustainable and affordable communities.

Thank you for inviting UDI Okanagan to provide comments on the District of Lake Country's DCC Bylaw Update.

One of the primary struggles the development industry is challenged with in Lake Country and across much of British Columbia is maintaining a level of affordability and attainability in our market. DCC costs are one of the largest individual cost bases in a new home; if these costs are not carefully composed, there is a risk that increased DCC rates will have an immediate effect on the soft, still recovering real estate market of the Okanagan.

After reviewing the Development Cost Charge Bylaw Draft Background Report prepared for the District of Lake Country by Urban Systems, we have the following comments for your consideration:

- **On page 3, Section 1.4 Use of DCC Best Practices Guide** – It is recommended to change the wording from 'This report was developed in consideration of the Best Practices Guide' to 'This report was developed in accordance of the Best Practices Guide'. It is also recommended to carefully review all calculations and allocations and bring those that are contravening the Best Practices Guide into alignment with it.

- **Assist Factor** - The District is encouraged to revisit the 1% Assist Factor in order to continue to incentivize development in Lake Country and mitigate some of the negative effects that an increase in DCCs will bring.
- **On Page 7, Section 3.5 Carrying Previous DCC Costs Forward** – UDI is questioning the legality of carrying forward completed projects so that DCCs can continue to be collected from them and would like to know if the District has sought any legal advice in advance of preparing this practice. Any clarification around this issue would be much appreciated.
- **On Page 10, Section 4 Growth Projections** – It is recommended that the District review the current growth projections and consider averaging the number of taxpayers over the 20 years at 23.5% rather than having new growth start paying 47% of the benefit today because the population is projected to grow by 47% in 20 years. To allocate 47% to growth is not allocating true expansion and infrastructure triggered by growth; it is that in 20 years, 47% of the traffic on the road will have come from growth. It is only the infrastructure upgrade projects that increase capacity that are supposed to be in the DCC program. If a road capacity is increased, that percentage goes to growth. If there is no capacity increase, there should be no DCC.
- **On Page 14, Section 5 Roads** – Please provide the map to aid in further analysis of this section. It appears as though if no new development were to occur, the public would still need these road improvements. We request a review of the 47% allocation to new development; this may never occur and would leave the District with large shortfalls should development fail to materialize as expected.
- **On Page 18, Section 6 Water** – UDI strongly believes that allocating 47% of water treatment to development, which the Interior Health Authority (IHA) requires to be installed, is inappropriate and contravenes the Best Practices Guide principle of fairness and equity which states ‘recognizing that costs should be shared in some way amongst benefiting parties, DCCs should employ mechanisms that distribute these costs between users and new development in a fair manner’. The District is encouraged to zero-out the growth and see which of these upgrades are still required in order to establish an appropriate allocation to growth.
- **On page 22, Section 7 Drainage** - Since there is only one basin with significant existing development, it appears problematic to allocate 100% to development. The District is encouraged to revisit this allocation to make it more equitable.
- **On Page 26, Section 8 Sewage** – UDI strongly believes that allocating almost 100% to development is inappropriate as these existing treatment upgrades would be necessary regardless of if development occurred or not. The District is encouraged to review this and devise a more equitable allocation.
- **On page 30, Section 9 Parks** – UDI has some concerns with the proposed Parks DCC and would like to discuss further.
- **Grants** – Please ensure that all grants are subtracted from the project cost before DCCs as this is the correct way to apply grant funding.

We hope that we can work together to ensure that any DCC update be reviewed thoroughly before going to Council and that it is compliant with the Best Practices Guide. Failure to comply with the Best Practices Guide can send a negative message to the development community and when

development does not occur, it can leave the municipality in the unfortunate position of having a large infrastructure deficit without having the capacity to pay for required and mandated upgrades.

We look forward to ongoing discussions on this important matter.

Sincerely

URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER

Per: Andrew Gaucher, Chair of UDI Okanagan

Lakes Development Limited Partnership and Macdonald Lakeshore Properties LP
1100-938 Howe Street
Vancouver, BC
V6Z 1N9

February 1, 2016

District of Lake Country
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: Mark Koch and Joel Shaw

Dear sirs,

Re: DCC Bylaw Update – Comments from the Urban Development Institute (“UDI”)

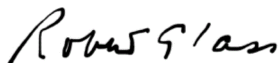
We are the developers of the Lakes and LakeStone subdivisions and we are the owners and operators of the Wood Lake RV Park. We have carefully read the letter to you dated January 29, 2016 from the UD regarding the proposed DCC Bylaw Update. In our view the comments as made by the UDI have merit, and we support the recommendations put forward by this group.

Please advise the Mayor and Council of our support.

We would be pleased to further discuss this important matter with you at any time.

Yours truly,

Lakes Development Limited Partnership and Macdonald Lakeshore Properties LP



Per: Robert Glass

Copy: Don Erdely

APPENDIX C

Existing Development Cost Charge Bylaw No. 2079 (2008)

DISTRICT OF LAKE COUNTRY

BYLAW 499

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

WHEREAS pursuant to the Local Government Act, R.S.B.C., 2000, Chapter 323, as amended, and Regulations passed pursuant thereto, the Council of the District of Lake Country may, by bylaw, impose development cost charges;

AND WHEREAS development cost charges may be imposed for the purpose of providing funds to assist the municipality in paying the capital cost of providing, constructing, altering, or expanding sewage, water, drainage and highway facilities, other than off-street parking facilities, and providing and improving parkland to service directly or indirectly, the development for which the charges are imposed;

AND WHEREAS the Council of the District of Lake Country has deemed the charges imposed by this bylaw:

- (a) are not excessive in relation to the capital cost of prevailing standards of service in the municipality;
- (b) will not deter development in the municipality; and
- (c) will not discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality;

AND WHEREAS Council has considered the charges imposed by this bylaw in relation to future land use patterns and development, the phasing of works and services and the provision of park land described in an Official Community Plan;

AND WHEREAS in the opinion of the Council, the charges imposed by this Bylaw are related to capital costs attributable to projects included in the financial plan, and to capital projects consistent with the Official Community Plan.

NOW THEREFORE the Council of the District of Lake Country, in open meeting assembled, enacts as follows:

Section 1.01 PART 1 – TITLE

1.1 This bylaw may be cited for all purposes as “District of Lake Country Development Cost Charge Bylaw 499, 2004”.

PART 2 – DEFINITIONS

2.1 For the purpose of this bylaw, the definitions of words and phrases that are not included in this section shall have the meaning assigned to them in the Local Government Act or the Community Charter, as the case may be.

2.2 In this bylaw:

“Agricultural Dwelling, Seasonal” means any dwelling less than 575ft² (53.4 m²) on a bona fide agricultural operation that is used for temporary or seasonal accommodation for agricultural workers employed on the same site as the agricultural operation.

“Agriculture” means the primary production of farm products such as dairy products, poultry products, cattle, hogs, sheep or other animals, wheat or other grains, and vegetables, orchards or other field crops.

“Construct” includes build, erect, install, repair, alter, add, enlarge, move, locate, relocate, reconstruct, demolish, remove, excavate or shore.

“Construction” includes building, erection, installation, repair, alteration, addition, enlargement, moving, locating, relocating, reconstruction, demolition, removal, excavation, or shoring.

“Developable Land” means all areas that are able (usable) to be developed (excludes creeks, lakes, steep slopes, permit areas not allowing development).

“Developed Land” means that portion or area of a lot containing any improvements for the accommodation of a structure, storage, parking, landscaping or any entity, thing or device to facilitate the permitted use.

“Development” means the construction, alteration, or extension of buildings and/or structures for any use authorized by the zoning bylaw that requires the issuance of a building permit, but does not include internal alterations of a building and/or structure where the principal use of the building and/or structure, or part thereof, is not changing.

“District” means the municipal corporation of the District of Lake Country.

"Floor Area, Gross" means the sum of the total horizontal area of all floors of a building or structure contained or partially contained within the exterior and basement walls including without limitation stairways, elevator shafts, storage rooms, mechanical rooms and basements, but excluding parking areas that are provided as an accessory use to the building or structure.

“Industrial” means an industrial development in a zone listed in the Zoning Bylaw, or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use, as determined by its general purpose and list of permitted

uses, is of an industrial nature. It includes all industrial uses and agricultural uses such as greenhouses, mushroom farms, agricultural dwellings, retail nurseries, and manufacturing & processing plants for agriculture related products and commercial businesses.

“Institutional” means development of a public or institutional nature in an institutional zone listed in the Zoning Bylaw in effect.

“Lot” means the smallest unit into which land is subdivided as shown on the records of the Land Title Office.

“Mobile Home” means a transportable single-family residential dwelling unit meeting minimum Canadian Standards Association Z-240, suitable for long-term occupancy, and designed to be transported on wheels.

“Mobile Home Park” means land used or occupied by any person for the purposes of providing spaces for the accommodation of two or more mobile homes and for imposing a charge or rental for the use of such space.

“Modular Home” means a factory built single-family residential dwelling unit meeting Canadian Standards Association 277M, suitable for long-term occupancy, and designed to be placed on a permanent foundation.

“Municipality” means the municipal corporation of the District of Lake Country.

“Net Hectare” means a hectare of land which includes developable areas but not undevelopable areas or areas given over to the development of streets, lanes or open spaces.

“Official Community Plan (OCP)” means the District of Lake Country Official Community Plan Bylaw in effect at the time of application of this bylaw.

“Residential” means any residential development in all zones where residential development is permitted in accordance with the Zoning Bylaw.

“Residential Dwelling Unit” means one or more habitable rooms with self-contained sleeping, living, cooking and sanitary facilities and direct access to the open air or common hallways without passing through any other similar unit.

“Sector” means a prescribed geographical portion or area of the municipality within which a development cost charge is levied.

“Structure” means any construction fixed to, supported by or sunk into land or water, excluding asphalt or concrete paving or similar surfacing of a lot.

“Subdivision” means a subdivision as defined in the Land Title Act or Strata Property Act.

“Zone” means the zones identified and defined in the District of Lake Country Zoning Bylaw and the Town Centre Zoning Bylaw, as applicable.

“Zoning Bylaw” means the District of Lake Country Zoning Bylaw and the Town Centre Zoning Bylaw in effect at the time of application of this bylaw.

PART 3 – DEVELOPMENT COST CHARGES

- 3.1 Those Development Cost Charges set out in Schedules “A” and “B” attached hereto and forming part of this bylaw, are hereby imposed on every person who obtains:
- (a) approval of a subdivision, or
 - (b) a building permit authorizing the construction, alteration or extension of a building or structure, in the Municipality
- 3.2 A charge imposed by this bylaw is not payable if any of the following applies in relation to a development authorized by a building permit:
- (a) the building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be after the construction, alteration or extension, exempt from taxation under section 220(1)(h) or 224(2)(f) of the Community Charter; or
 - (b) the building permit authorizes the construction, alteration, or extension of a building that will, after the construction, alteration, or extension:
 - (i) contain less than two (2) residential dwelling units; and
 - (ii) be put to no use other than the residential use in those dwelling units; or
 - (c) the value of the work authorized by a building permit does not exceed \$50,000.
- 3.3 A development is not exempt from payment of applicable development cost charges if the application for development which might otherwise qualify under sections 3.2 (b) or (c) above relates to a single site which, if more fully developed, would allow 2 or more self contained residential dwelling units, or for which the total value of the work possible would exceed \$50,000.

PART 4 – CALCULATION OF APPLICABLE CHARGES

- 4.1 The amount of development cost charges payable in relation to a particular application shall be calculated using the applicable charges set out in Schedules “A” and “B” and applicable number of development units.
- 4.2 Where a type of development is not identified on Schedule “A” or “B”, the amount of development cost charges to be paid to the Municipality shall be equal to the development cost charges that would have been payable for the most comparable type of development.
- 4.3 The amount of development cost charges payable in relation to a mixed-use type of development shall be calculated separately for each portion of the development, according to the separate use types, which are included in the building permit application and shall be the sum of the charges payable for each type.

PART 5 – REPEAL

5.1 The following bylaws are hereby repealed:

- District of Lake Country Development Cost Charge Bylaw 96-027 and its amendments;
- District of Lake Country Sewer Development Cost Charge Bylaw 98-225 and its amendments.

READ A FIRST TIME this 24th day of August 2004.
 READ A SECOND TIME this 16th day of November 2004.
 READ A THIRD TIME this 16th day of November 2004.
 RESCINDED THIRD READING this 14th day of June, 2005.
 READ A THIRD TIME AS AMENDED this 14th day of June, 2005.

I hereby certify the foregoing to be a true and correct copy of the Bylaw cited as the “District of Lake Country Development Cost Charge Bylaw 499, 2004” at third reading.

”June 20, 2005”
Dated at Lake Country, B. C.

“original signed by Wendy Caban”
Deputy Clerk

Approved by the Inspector of Municipalities this 4th day of July , 2005.

“original signed by Brenda M. Gibson”

RECONSIDERED AND ADOPTED this 12th day of July, 2005.

“original signed by Rolly Hein”
Mayor

“original signed by Wendy Caban”
Deputy Clerk

I hereby certify the foregoing to be a true and correct copy of the Bylaw cited as “District of Lake Country Development Cost Charge Bylaw 499, 2004 adopted by the Municipal Council on July 12, 2005.

Dated at Lake Country, BC

Deputy Clerk

SCHEDULE 'A'
ATTACHED TO
DISTRICT OF LAKE COUNTRY
DEVELOPMENT COST CHARGE BYLAW 499, 2004

DCC	Residential (\$'s per lot or unit)	Multi-family (\$'s per unit)	Industrial (\$'s per ft²)	Commercial (\$'s per ft²)	Institutional (\$'s per ft²)
Roads	4,723	3,070	1.48	1.48	1.48
Sewer	2,692	1,750	0.84	0.84	0.84
Water	3,857	2,507	1.21	1.21	1.21
Drainage	809	526	0.25	0.25	0.25
Parks	1,709	1,111	0.53	0.53	0.53
Total	13,790	8,964	4.31	4.31	4.31

Notes:

1. The Water and Drainage DCC's do not apply in all areas of Lake Country.
2. The Sewer DCC is divided into a 'Wastewater Treatment Plant' portion and a 'Trunkmains & Liftstations' portion.
3. The Parks DCC is divided into a 'Park Acquisition' portion and a 'Park Development' portion.
4. 'Residential' includes all newly subdivided lots regardless of future use, including but not limited to fee simple residential, bare land strata, commercial, industrial, and rural lots.
5. 'Multi-family' includes residential developments of greater than one residential dwelling unit, and includes but not limited to strata units, mobile homes, mobile home parks, and RV spaces.
6. The charge per square foot for the non-residential categories is based on the gross floor area.
7. The metric conversion rate is 1.0m² to 10.76ft².

APPENDIX D

Proposed Development Cost Charge Bylaw No. _____ (2016)

DISTRICT OF LAKE COUNTRY

BYLAW ###

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

WHEREAS pursuant to the Local Government Act, the Council of the District of Lake Country may, by Bylaw, impose development cost charges;

AND WHEREAS development cost charges may be imposed for the purpose of providing funds to assist the municipality in paying the capital cost of providing, constructing, altering, or expanding sewage, water, drainage and highway facilities, other than off-street parking facilities, and providing and improving parkland to service directly or indirectly, the development for which the charges are imposed;

AND WHEREAS the Council of the District of Lake Country has deemed the charges imposed by this bylaw:

- a. are not excessive in relation to the capital cost of prevailing standards of service in the municipality;
- b. will not deter development in the municipality; and
- c. will not discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality;

AND WHEREAS Council has considered the charges imposed by this bylaw in relation to future land use patterns and development, the phasing of works and services and the provision of park land described in an Official Community Plan;

AND WHEREAS in the opinion of the Council, the charges imposed by this Bylaw are related to capital costs attributable to projects included in the financial plan, and to capital projects consistent with the Official Community Plan.

NOW THEREFORE the Council of the District of Lake Country, in open meeting assembled, enacts as follows:

PART 1 – TITLE

1.1 This bylaw may be cited for all purposes as “District of Lake Country Development Cost Charge **Bylaw ###, 2016**”.

PART 2 – DEFINITIONS

2.1 For the purpose of this bylaw, the definitions of words and phrases that are not included in this section shall have the meaning assigned to them in the Local Government Act or the Community Charter, as the case may be.

2.2 In this bylaw:

“Building Permit” means any permit required by the City that authorizes the construction, alteration or extension of a building or structure.

“Commercial” means a commercial development in a commercial zone used or intended to be used for the carrying on of any business, including an occupation, employment or enterprise that is carried on for gain or monetary profit by any person.

“Construct” includes build, erect, install, repair, alter, add, enlarge, move, locate, relocate, reconstruct, demolish, remove, excavate or shore.

“Construction” includes building, erection, installation, repair, alteration, addition, enlargement, moving, locating, relocating, reconstruction, demolition, removal, excavation, or shoring.

“Developable Land” means all areas that are able (usable) to be developed (excludes creeks, lakes, steep slopes, permit areas not allowing development).

“Developed Land” means that portion or area of a lot containing any improvements for the accommodation of a structure, storage, parking, landscaping or any entity, thing or device to facilitate the permitted use.

“Development” means the construction, alteration, or extension of buildings and/or structures for any use authorized by the zoning bylaw that requires the issuance of a building permit, but does not include internal alterations of a building and/or structure where the principal use of the building and/or structure, or part thereof, is not changing.

“District” means the municipal corporation of the District of Lake Country.

“Dwelling Unit” means accommodation providing sleeping rooms, washrooms, and a kitchen intended for domestic use, and used or intended to be used permanently for a household. This use does not include a room in a hotel or a motel, and does not include recreational vehicles.

“Floor Area, Gross” means the sum of the total horizontal area of all floors of a building or structure contained or partially contained within the exterior and basement walls including without limitation stairways, elevator shafts, storage rooms, mechanical rooms and basements, but excluding parking areas that are provided as an accessory use to the building or structure.

“Industrial” means an industrial development in a zone listed in the Zoning Bylaw, or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of an industrial nature. It includes all industrial uses and agricultural uses such as greenhouses, mushroom farms, agricultural dwellings, retail nurseries, and manufacturing & processing plants for agriculture related products and commercial businesses.

“Institutional” means development of a public or institutional nature in an institutional zone listed in the Zoning Bylaw.

“Lot” means the smallest unit into which land is subdivided as shown on the records of the Land Title Office.

“Multi-family Residential” means housing on a single lot other than a strata lot that contains three or more dwelling units.

“Mobile Home” means a transportable single-family residential dwelling unit meeting minimum Canadian Standards Association Z-240, suitable for long-term occupancy, and designed to be transported on wheels.

“Modular Home” means a factory built single-family residential dwelling unit meeting Canadian Standards Association 277M, suitable for long-term occupancy, and designed to be placed on a permanent foundation.

“Municipality” means the municipal corporation of the District of Lake Country.

“Official Community Plan (OCP)” means the District of Lake Country Official Community Plan Bylaw in effect at the time of application of this bylaw.

“Residential” means any residential development in all zones where residential development is permitted in accordance with the Zoning Bylaw.

“Residential Dwelling Unit” means one or more habitable rooms with self-contained sleeping, living, cooking and sanitary facilities and direct access to the open air or common hallways without passing through any other similar unit.

“Sector” means a prescribed geographical portion or area of the municipality within which a development cost charge is levied.

“Structure” means any construction fixed to, supported by or sunk into land or water, excluding asphalt or concrete paving or similar surfacing of a lot.

“Single Detached Residential” means housing on a single titled lot that contains one single family dwelling unit, including mobile or modular homes.

“Subdivision” means a subdivision as defined in the Land Title Act or Strata Property Act.

“Zone” means the zones identified and defined in the District of Lake Country Zoning Bylaw and the Town Centre Zoning Bylaw, as applicable.

“Zoning Bylaw” means the District of Lake Country Zoning Bylaw in effect at the time of application of this bylaw.

PART 3 – DEVELOPMENT COST CHARGES

3.1 Those Development Cost Charges set out in Schedule “A” attached hereto and forming part of this bylaw, are hereby imposed on every person who:

- (a) obtains approval of a subdivision;
- (b) obtains a building permit authorizing the construction, alteration or extension of a building or structure; or
- (c) obtains a building permit authorizing the construction, alteration or extension of a building that 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 City development cost charges in accordance with Schedule "A".

PART 4 - EXEMPTIONS

4.1 A development cost charge is not payable if any of the following applies in relation to a development authorized by a Building Permit:

- a. the permit authorizes the construction, alteration or extension of a building set apart for public worship or part of such a building that is, or will be, after the construction, alteration or extension, exempt from taxation under Section 220 (1) (h) or 224 (2) (f) of the *Community Charter*;
- b. the value of the work authorized by the permit does not exceed \$50,000 ;or
- c. the square footage of the Dwelling Unit is no larger than 29m².

4.2 A development is not exempt from payment of the applicable development cost charges if the application for development which might otherwise qualify under section 4.1(b) above relates to a single site for which, if more fully developed, the total value of the work possible would exceed \$50,000.

PART 5 – CALCULATION OF APPLICABLE CHARGES

5.1 The amount of development cost charges payable in relation to a particular application shall be calculated using the applicable charges set out in Schedule "A" and applicable number of development units.

5.2 Development cost charge rates are paid by:

- a. all development in the District for roads, sewer and parks;
- b. those located in the District's Drainage DCC Sector, as set out in Schedule "B", for drainage; and,
- c. those located within the District's water system boundary, as amended from time to time, for water. [For information purposes a map of the water system boundary is set out in the background report]

5.3 Where a type of development is not identified on Schedule "A" the amount of development cost charges to be paid to the Municipality shall be equal to the development cost charges that would have been payable for the most comparable type of development.

5.4 The amount of development cost charges payable in relation to a mixed-use type of development shall be calculated separately for each portion of the development, according to the separate use types, which are included in the building permit application and shall be the sum of the charges payable for each type.

PART 6 – REPEAL

6.1 The District of Lake Country Development Cost Charge Bylaw 499 and its amendments are hereby repealed.

READ A FIRST TIME this ____ day of _____ 2016.

READ A SECOND TIME this ____ day of _____ 2016.

Read a Third Time and Passed this ____, day of _____, 2016.

Approved by the Inspector of Municipalities the _____, day of _____, 2016.

RECONSIDERED AND FINALLY ADOPTED this _____, day of _____, 2016.

Mayor

Director of Corporate Services

SCHEDULE 'A'

ATTACHED TO

DISTRICT OF LAKE COUNTRY

DEVELOPMENT COST CHARGE BYLAW #####, 2016

	Collection Basis	Road System	Water System	Drainage System	Sewage System	Parks
Single Detached Residential	Per Lot	\$4,346	\$7,533	\$738	\$5,256	\$2,171
Multi-family Residential	Per Unit	\$2,825	\$4,897	\$480	\$3,416	\$1,411
Commercial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29
Industrial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29
Institutional	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$7.29

Notes:

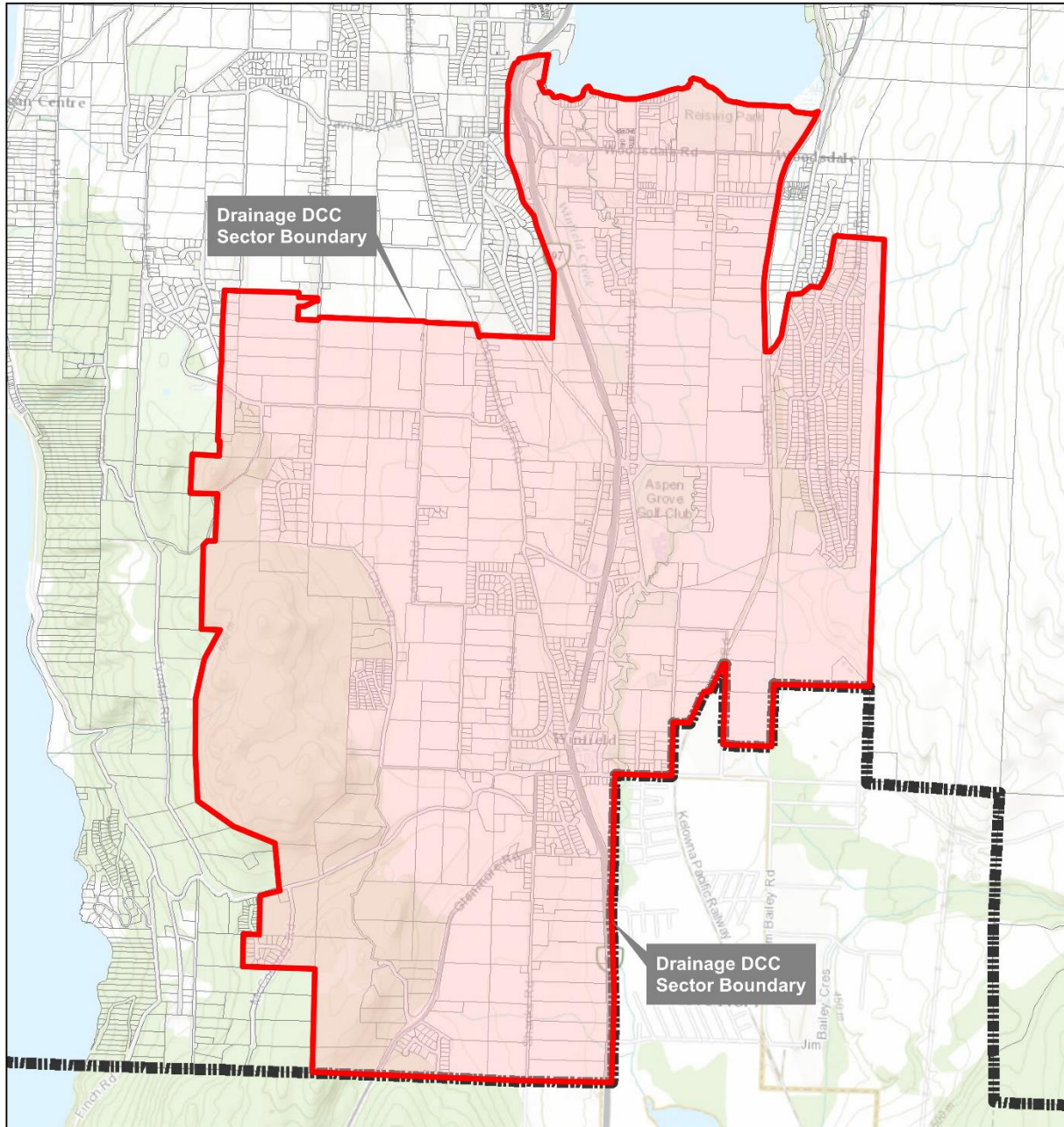
1. All development in the District shall pay development cost charges for roads, sewer and parks.
2. Development cost charges for drainage will be paid only by those located in the District's Drainage DCC Sector, as defined by the Drainage DCC Sector map (Schedule "B").
3. Development cost charges for water will be paid only by those located within the District's water system boundary, as amended from time to time.
4. 'Single Detached Residential' includes housing on a single titled lot that contains one single family dwelling unit, this includes mobile or modular homes.
5. 'Multi-family Residential' includes housing on a single lot other than a strata lot that contains three or more dwelling units.
6. The charge per square metre for the non-residential categories is based on the gross floor area.
7. The metric conversion rate is 1.0 m² to 10.76 ft².






SCHEDULE 'B'

ATTACHED TO

DISTRICT OF LAKE COUNTRY

DEVELOPMENT COST CHARGE BYLAW #####, 2016



 <p>LAKE COUNTRY Life. The Okanagan Way.</p>	<p>Legend</p> <ul style="list-style-type: none"> Boundary of Drainage DCC Sector DLC Boundary	 <p>0 75 150 300 450 Metres</p> 	<p>Coordinate System: NAD 1983 UTM Zone 11N</p> <p>Data Sources: Data provided by - District of Lake Country</p>
<p>Lake Country Development Cost Charge Bylaw</p>	<p>Drainage DCC Sector</p>	<p>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</p>	<p>Project #: 1577.0066.01 Author: BP Checked: JS Status: FINAL Revision: A Date: 2016 / 2 / 22</p>
		