



DISTRICT OF LAKE COUNTRY Development Cost Charges Bylaw Update



BACKGROUND REPORT

May 2024



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LAKE COUNTRY

Life. The Okanagan Way.

District of Lake Country

Development Cost Charges Bylaw Update

BACKGROUND REPORT


May 2024

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EXECUTIVE SUMMARY

In 2023, the District of Lake Country initiated the process of updating their Development Cost Charge (DCC) Bylaw for its utility (water, sanitary sewer, drainage) and mobility (transportation and active transportation) programs. Parks DCCs were recently reviewed in 2021 and are not part of this update. The DCC Bylaw was developed based on infrastructure required to service future growth identified through recently completed master plans and technical studies.

The development of this DCC bylaw included the following:

- Review and update residential and non-residential growth estimates in the DCC program;
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations; and
- Public and stakeholder input, including coordination with the Ministry of Municipal Affairs

The proposed DCC rates are provided in Table ES-1.

Table ES 1: Proposed DCC Rates

Land Use Category	Collection Basis	Mobility	Water	Sewer	Drainage	Parks
Single Detached Residential	Per Lot	\$12,905	\$11,218	\$12,649	\$738	\$12,790
Multi-Family Residential	Per Unit	\$8,388	\$7,292	\$8,222	\$480	\$12,790
Accessory Dwelling Unit	Per Unit	\$4,194	\$3,646	\$4,111	\$240	\$0
Commercial	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$22.24
Industrial	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$14.48
Institutional	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$22.24

1. INTRODUCTION

Development cost charges (DCCs) are special charges collected by local governments to help pay for infrastructure expenditures required to service new growth and development. The *Local Government Act* (LGA) provides the statutory 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 transportation, water, sewage and drainage infrastructure; 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 land 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 contribute towards the capital costs of the identified DCC works, as well as potential financing costs (with Ministry approval) of a debt incurred for the works identified in the DCC program. The costs for capital works may include not only the actual construction costs and land/rights-of-way required for the works, but also the planning, engineering and legal costs which are directly related to the works.

1.1 Project Background and Scope

The purpose of the study is to review and update the District's DCC Bylaw for the following programs – mobility (roads and active transportation), water, sanitary sewer and drainage. The last major update to these DCC programs was in 2016; provincial best practices recommend a major DCC update every five (5) years, so the timing is somewhat overdue. Development Cost Charges for parks (acquisition and development) were reviewed and updated in 2021, and are not part of this current update.

Since the last update in 2016, the District has completed various DCC projects as well as prepared a number of comprehensive infrastructure master plans and technical studies. These documents provide new information on capital works required to service growth as well as updated cost estimates. In accordance with best practices, the District is now in a strong position to conduct a major update of its DCC Bylaw.

This DCC bylaw update involved the following:

- Review and update residential and non-residential growth estimates in the DCC program;
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations;
- Conduct public and stakeholder input on the Draft DCC program and rates; and
- Coordinate with the Ministry of Municipal Affairs throughout the process.

It should be noted that the material provided in the background report is meant for information only. Reference should be made to the District's official DCC Bylaws (Bylaw 1140, 2021 for parks and Bylaw 950, 2016 as amended for all other programs) for the specific DCC rates until a new DCC Amendment Bylaw has been adopted.

2. DCC KEY ELEMENTS

DCCs are one of the few municipal bylaws which require approval from the provincial Inspector of Municipalities. To assist in this process, the Ministry of Municipal Affairs has published the *Development Cost Charge Best Practice Guide*, which identifies key elements that should be considered when determining DCC rates. Table 1 outlines those key elements, decisions and supporting rationale used in this update. The table also indicates whether the approach used in this major DCC update aligns with the Best Practices Guide.

Table 1: DCC Key Elements

Key Element	District of Lake Country 2024 DCC Update	Rationale	Aligns with Best Practices Guide?
Time Horizon	10 years (for mobility, water and sewer) / 20 years (for drainage)	<ul style="list-style-type: none"> Aligns with recent master plans and infrastructure planning studies, coordinated with the timing of the project construction and cash flow requirements. 	✓
Municipal-wide or Area Specific charge	Municipal-wide charge (service area) and Area Specific	<ul style="list-style-type: none"> DCCs are levied across the municipality for mobility and parks programs, within the respective service areas for water and sanitary sewer programs, and within a specified catchment area for drainage. 	✓
Grant Assistance	None	<ul style="list-style-type: none"> No identified DCC projects include grant assistance. 	✓
Developer Contribution	None	<ul style="list-style-type: none"> No identified DCC projects include a separate developer contribution. 	✓
Financing	No	<ul style="list-style-type: none"> No identified new DCC projects include financing. 	✓
Benefit Allocation	42 – 100%	<ul style="list-style-type: none"> For projects where both new and existing residents will benefit, benefit has been calculated based on modelling, the ratio of new population to total population, or rule of thumb. 	✓

Key Element	District of Lake Country 2024 DCC Update	Rationale	Aligns with Best Practices Guide?
		<ul style="list-style-type: none"> • 100% benefit is allocated to projects required only to increase capacity due to solely to growth needs. 	
Municipal Assist Factor	1%	<ul style="list-style-type: none"> • In addition to the municipal portion of the Benefit Allocation, the District is providing an additional 1% assist factor to all DCC programs, as required by legislation. 	✓
Units of charge	Per lot, per unit and square metre gross floor area	<ul style="list-style-type: none"> • <i>Per lot</i> for single detached residential, at time of subdivision. • <i>Per unit</i> for multi-family (e.g. townhouse and apartment) • <i>Per unit</i> for accessory dwelling unit (ADU) • <i>Per square metre of building area</i> for commercial, light industrial, and institutional, uses as impact on infrastructure is expected to correlate most closely with building area. 	✓

3. DCC TIME HORIZON AND GROWTH PROJECTIONS

3.1 DCC Time Horizon

At the start of this project, initial growth projections for all infrastructure categories were based on a 20-year time horizon, in accordance with the District’s Official Community Plan (OCP) and various master planning inputs such as the Liquid Waste Master Plan (LWMP). This generated a 20-year growth rate of approximately 2.7%, with a total of 4,300 projected residential units (an average of 215 units per year). This falls within the medium (2.4%) and high (3.1%) growth projections of the OCP, but also does not account for any additional growth occurring on existing lots, where no new DCCs are payable.

Based on additional financial analysis and stakeholder consultation conducted towards the latter stages of the project, a 10-year horizon was introduced for the mobility, water and sewer programs. This supported phasing of larger capital projects (e.g. water treatment and sewer treatment plants) and allowed for better cash flow management. As such, the following table indicates the proposed time horizons selected for this DCC update, which are in accordance with DCC best practices.

Table 2: DCC Time Horizon

DCC Category	Time Horizon
Mobility	10 years
Water	10 years
Sanitary Sewer	10 years
Drainage	20 Years
Parks	N/A (not part of this update)

3.2 DCC applicability

In keeping with best practices, DCCs should be applied where development is both occurring and is also benefitting from. The Mobility (formerly transportation) DCC program is applied on a municipal-wide basis due to its overall community impacts and benefits. Water and Sewer DCCs are applied to those properties within their respective service areas (i.e. parcels that are on private wells and/or septic systems would not be subject to water/sewer DCCs respectively). Finally, Drainage DCCs are applied within a specific drainage catchment boundary, which is unchanged from the current 2016 DCC Bylaw.

3.3 Residential Growth Projections

Based on the DCC time frame discussed above, the following table outlines the residential growth projections utilized for this DCC update by residential land use and infrastructure category. For this update, a new residential land use category was created for Accessory Dwelling Units (ADUs), in keeping with the District's infill residential policies and new provincial legislation for Small Scale Multi Unit Housing (SSMUH).

Table 3: Residential Growth Projections

Dwelling Type	Unit of Measurement	Mobility, Water and Sewer Development Projection	Drainage Development Projection
Single Detached Housing	Lots	660	1,200
Multi-Family Residential	Units	1,340	300
Accessory Dwelling Unit	Units	150	300

3.4 Non-Residential Growth Projections

Growth projections for industrial, commercial, and institutional (ICI) uses are based on the previous DCC program and carried forward over their respective timeframes, as no new ICI projection analysis has been performed by the District. Based on their respective DCC time frames, the resulting growth projections are shown below.

Table 4: Non-Residential Growth Projections

Land Use	Unit of Measurement	Mobility, Water and Sewer Development Projection	Drainage Development Projection
Commercial	m ² gross floor area (GFA)	25,000	50,000
Industrial	m ² gross floor area (GFA)	27,500	55,000
Institutional	m ² gross floor area (GFA)	3,750	7,500

3.5 *Equivalencies*

The population equivalencies used to calculate DCC rates are based on the previous DCC program, and are shown in the table below. It is recommended that a more detailed review of equivalencies be undertaken in advance of, or as part of, the next major DCC update.

Table 5: *Equivalencies*

Land Use	Equivalency Factor
Single Detached Housing	1.000
Multi-Family Residential	0.6500
Accessory Dwelling Unit	0.3250
Commercial	0.00336
Industrial	0.00336
Institutional	0.00336

4. DCC PROGRAM DEVELOPMENT

4.1 Supporting Documents

In addition to provincial regulations and best practices, the DCC program is informed by a number of District of Lake Country supporting documents, including but not limited to the following:

- District of Lake Country Official Community Plan Bylaw 1065, 2018 (consolidated)
- District of Lake Country Zoning Bylaw 561, 2007 (consolidated)
- District of Lake Country DCC Bylaw 950, 2016 (consolidated)
- District of Lake Country Housing Needs Assessment (2023)
- District of Lake Country Mobility Improvement Program (2022)
- District of Lake Country Mobility Master Plan (2021)
- District of Lake Country Water Master Plan (2023)
- District of Lake Country Liquid Waste Management Plan Stage 1 / 2 Report (2022)
- District of Lake Country Sanitary Sewer Master Plan (2020)
- District of Lake Country Secondary and Accessory Suite Policy 09.104 (2010)

4.2 DCC Projects

The revised DCC programs for mobility, water, sewer and drainage were developed by reviewing the above plans and technical studies and determine which projects were attributable (either entirely or partially) to growth and development. Additionally, the existing DCC programs were reviewed to determine if the projects were still required, and to update their respective cost estimates. The types of projects included in the DCC program are as follows:

- Transportation and mobility improvements – new corridors, renewal or reconstruction
- Water treatment plant upgrades
- Water transmission – new watermains and capacity upgrades
- Sewage treatment plant upgrades
- Sewage collection – new sewer mains/lift stations and capacity upgrades
- Drainage and stormwater improvements – detention ponds and capacity upgrades

A complete list of projects and cost estimates by infrastructure category is provided in Appendix A.

4.3 Carrying Previous DCC Costs Forward

Included in this DCC program are costs required to support previously completed or financed DCC projects included in Bylaw 950, 2016, where all of the funds for the project have not been fully collected yet. The DCC shortfall was made up by either borrowing from other DCC reserves or from other non-DCC capital funds. These projects have been retained on the DCC project list until they are completely funded from appropriate sources.

4.4 Interim Financing and Long-Term Interest

The capital costs for any new projects identified in this DCC update do not include any allowances for interim financing or long-term interest (i.e. debenture).

4.5 Grant Assistance

As per best practices, grants have not been included for any projects where they are not “in hand”, and as such there are no grants identified within the DCC project lists. For major infrastructure projects such as water treatment and sewage treatment, the District will be applying for grant assistance from provincial and federal governments in order for the projects to be viable. If successful, the DCC program will be amended accordingly to reflect any grant assistance provided in the future.

4.6 Allocation of Costs

For each proposed DCC project, the capital costs are allocated between the impact of new growth and the benefit to the existing community, referred to as the “benefit allocation”. Projects which only service existing users or do not provide additional capacity should not be included in the DCC program, and should be funded from non-DCC capital sources. The benefit allocation varies for each project (up to 100%) and is determined based on one of three methods as per best practices: technical modeling, population growth allocation, and rule of thumb. The table below identifies the range of benefit allocations utilized by infrastructure category, with further details for each project provided in Appendix A.

Table 6: Benefit Allocation by Infrastructure Category

Category	Benefit Allocation
Mobility	50%
Water	42% to 100%
Sewer	80% to 100%
Drainage	100%

4.7 Municipal Assist Factor

The Municipal Assist Factor (MAF) is determined by Council and is proposed at 1% for all infrastructure categories, which is the same as the current assist factor under Bylaw 950, 2016.

4.8 DCC Program Costs

Based on the above inputs and policy considerations, the following table summarizes the total capital costs, DCC recoverable costs and municipal contribution over the timeframe of the DCC program (i.e. 10 years for mobility, water and sewer and 20 years for drainage).

Table 7: DCC Program Summary

Infrastructure Type	Total Capital Program Cost	DCC Recoverable (% of total)	Municipal Responsibility (% of total)
Mobility	\$46.9 million	\$23.2 million (49%)	\$23.7 million (51%)
Water	\$47.7 million	\$21.8 million (46%)	\$25.9 million (54%)
Sewer	\$26.0 million	\$21.1 million (81%)	\$4.9 million (19%)
Drainage	\$2.28 million	\$2.26 million (99%)	\$0.02 million (1%)
TOTAL	\$123.0 million	\$68.4 million (56%)	\$54.6 million (44%)

5. DCC RATES

Based on the DCC Recoverable amounts for each infrastructure category and projected growth, a series of DCC rates has been calculated and shown in the table below.

Table 8: DCC Rates Summary

Land Use Category	Collection Basis	Mobility	Water	Sewer	Drainage	Parks
Single Detached Residential	Per Lot	\$12,905	\$11,218	\$12,649	\$738	\$12,790
Multi-Family Residential	Per Unit	\$8,388	\$7,292	\$8,222	\$480	\$12,790
Accessory Dwelling Unit	Per Unit	\$4,194	\$3,646	\$4,111	\$240	\$0
Commercial	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$22.24
Industrial	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$14.48
Institutional	Per Gross Floor Area in m ²	\$43.36	\$37.69	\$42.50	\$2.48	\$22.24

Single detached residential uses will be levied the DCC at the subdivision stage of development, with the DCCs for all other land uses levied at time of building permit. The DCCs for single detached residential will be levied on a per lot basis, while multi-family and accessory dwelling residential uses will be levied based on the number of dwelling units proposed. Commercial, industrial, and institutional uses will be levied DCCs based on the gross floor area (GFA) in square metres (m²) as defined in the building permit application.

A comparison of proposed and existing DCC rates is provided in the table below.

Table 9: DCC Rates Comparison

Land Use Category	Collection Basis	Existing Rate (incl. parks)	Proposed Rate (incl. parks)	Difference	% Change
Single Detached Residential	Per Lot	\$30,663	\$50,300	\$19,637	64%
Multi-Family Residential	Per Unit	\$24,408	\$37,172	\$12,764	52%
Accessory Dwelling Unit (new category)	Per Unit	\$12,191	N/A	N/A	N/A
Commercial	Per Gross Floor Area in m ²	\$82.29	\$148.27	\$65.98	80%
Industrial	Per Gross Floor Area in m ²	\$74.53	\$140.51	\$65.98	89%
Institutional	Per Gross Floor Area in m ²	\$82.29	\$148.27	\$65.98	80%

6. CONSULTATION AND ENGAGEMENT

Throughout the course of the project, the consultant worked closely with District staff and Council in reviewing the technical and policy considerations of the proposed DCC program. A series of staff workshops were conducted in the Fall of 2023, along with public presentations to Council in November 2023 and March 2024.

The initial Draft DCC program and rates were posted on the District's website engagement portal (Let's Connect) along with a community newsletter, and the public and stakeholders were invited to review the information and provide feedback. On April 4, 2024 a Developer Information Session was hosted at the Lake Country Fire Hall, attended by approximately 20 members of the development community including the Urban Development Institute (UDI) and Canadian Home Builders Association (CHBA). A copy of the presentation is provided in Appendix B.

Through the engagement process, concerns were raised regarding the proposed level of increase of the DCCs, and the need to build out all of the projects over the 20-year horizon. As such, and as outlined in previous sections of this report, the DCC program timeframe was reviewed and adjusted to 10 years (for mobility, water and sewer), which allowed for more prudent phasing of the projects and a reduced impact on DCC increases, as shown in the table below. Although DCCs are not a comparison exercise, the revised DCC rates are more in line with neighbouring communities in the Okanagan, and are in keeping with provincial legislation whereby DCCs shall not deter development.

Table 10: Initial (March 2024) vs Revised (May 2024) DCC Rates

Land Use Category	Collection Basis	Initial DCC Rate (incl. parks)	Revised DCC Rate (incl. parks)	Difference
Single Detached Residential	Per Lot	\$56,942	\$50,300	(\$6,642)
Multi-Family Residential	Per Unit	\$41,488	\$37,172	(\$4,316)
Accessory Dwelling Unit	Per Unit	\$14,349	\$12,191	(\$2,158)
Commercial	Per Gross Floor Area in m ²	\$170.59	\$148.27	(\$22.32)
Industrial	Per Gross Floor Area in m ²	\$162.83	\$140.51	(\$22.32)
Institutional	Per Gross Floor Area in m ²	\$170.59	\$148.27	(\$22.32)

7. DCC POLICY AND IMPLEMENTATION CONSIDERATIONS

In addition to the technical aspects of developing a DCC program, there are a number of regulatory, policy and other implementation aspects for consideration by the District, as outlined below.

7.1 *Bylaw Exemptions*

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

Moreover, the LGA identifies specific situations which are statutorily exempt from levying DCCs at the time of application for a building permit, if:

- The building permit is for a place of public worship as per the Community Charter;
- The residential unit size is no larger than 29m² and only for residential use; and
- The value of the work authorized by a building permit does not exceed \$50,000 or a higher amount as prescribed by bylaw; or

Regarding the latter exemption Council may, by Bylaw, increase the value of the building permit to be exempted from DCCs. Through review and discussions with Council, the updated DCC Bylaw proposes increasing the amount to \$100,000 of building permit value for a DCC exemption. This is in consideration of construction cost inflation since the last DCC Bylaw, and has also been utilized in a few other communities across the province (e.g. City of Coquitlam, City of Port Alberni).

7.2 *DCC Waivers and Reductions*

In addition to statutory exemptions above, the LGA also provides local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing, rental housing and low impact development. Overall funding of the DCC program must remain whole, and any waivers or reductions provided at Council's discretion must be compensated through other non-DCC revenue sources. Waivers and reductions are typically defined in a DCC Waivers and Reduction Bylaw, separate from the DCC Bylaw. At this time, the District has not identified any waivers or reductions for DCCs for any types of development, and is currently addressing it on a case-by-case basis.

7.3 *In-Stream Applications*

Once approved by the Inspector of Municipalities and adopted by Council, the new DCC rates will be in force immediately. However, the LGA provides special protection from rate increases for development applications

that are submitted prior to the adoption date. There are two ways a developer can qualify for in-stream protection from the new DCC rates:

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

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

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

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

In addition to the statutory in-stream protection provisions, the development community has been made aware of the proposed changes to the DCC program early on, and is now able to submit a completed application prior to the adoption of the new DCC Bylaw. Given all of this, however, developers are still reliant on the resources and capacity of District staff to process subdivision and building permit applications in a timely fashion. Depending on the level of application backlog experienced by the District, an additional grace period may be provided by holding off Council adoption of the Bylaw, once it has been reviewed and approved by the Ministry of Municipal Affairs.

7.4 *Phasing of DCC Rates*

Another financial tool which some communities have utilized to help lessen the burden of increased DCC rates is by phasing them in over a period of time. This is done by using the Municipal Assist Factor, and can be built into the DCC Bylaw so that it only has to be adopted once. Any adjustments to the MAF shift that financial portion from the DCC recoverable portion to the municipality's responsibility. This has been discussed with Council, but has not been recommended at this time due to the additional financial impact to the District, and the limited DCC reserves currently in place.

7.5 *DCC Rebates and Credits*

If part of the DCC program is anticipated to be constructed by individual developers, then the District should consider establishing a policy (or manual) to guide staff in administering potential DCC credits and rebates, as stipulated in the LGA and referenced in the DCC Best Practice Guide. For example, if a developer constructs a project that is on the current DCC project list (e.g. a DCC watermain), then they are eligible for either a DCC

credit against their DCCs payable, or a possible DCC rebate from the District (if there are available funds in the DCC Reserve account). Establishing a set of policies for DCC credits, rebates and other agreements (e.g. DCC front-ender) will be helpful in assisting staff to apply the appropriate DCC financing tools in a consistent manner.

7.6 DCC Monitoring and Regular Updates

The District should enter all the projects contained in the DCC program into some type of tracking system in order to monitor the DCC program over time. The tracking system would monitor the status of the project from the conceptual stage through to its final construction. It would include information about the estimated costs, the actual construction costs, and the funding sources for the projects. The construction costs would be informed by the tender prices received, as well as land acquisition costs where applicable. The tracking system would indicate when projects are completed (or partially completed), their actual costs, and would also include new projects that are added to the program.

To keep the DCC program as current as possible, the District should review its program regularly as recommended in the Best Practices Guide. Major DCC updates should be conducted every 5 years, with minor DCC updates every 2-3 years, or whenever significant projects/costs change. All major and minor DCC Bylaw amendments require approval from the Inspector of Municipalities. However, as permitted by legislation, the District can apply an annual inflationary increase to its DCC rates, using the applicable Consumer Price Index (CPI) value for the previous year. This can be performed annually up to a maximum of four years, and it does not require approval from the Ministry.

APPENDIX A

DCC Programs and Calculations

District of Lake Country DCC Update 2024
DCC Summary Table
 Rev: May 13, 2024

PROPOSED DCC RATES

Land Use	Unit	Mobility		Water		Sewer		Drainage		Parks		Total Proposed	Total Existing	\$ Change	% Change
		Proposed	Existing ⁽¹⁾	Proposed	Existing ⁽¹⁾	Proposed	Existing ⁽¹⁾	Proposed	Existing ⁽¹⁾	Proposed ⁽²⁾	Existing ⁽²⁾				
Single Detached Housing	Lot	\$12,905	\$4,346	\$11,218	\$7,533	\$12,649	\$5,256	\$738	\$738	\$12,790	\$12,790	\$50,300	\$30,663	\$19,637	64%
Multi-Family Residential	Per Unit	\$8,388	\$2,825	\$7,292	\$4,897	\$8,222	\$3,416	\$480	\$480	\$12,790	\$12,790	\$37,172	\$24,408	\$12,764	52%
Accessory Dwelling Unit ⁽³⁾	Per Unit	\$4,194	\$0	\$3,646	\$0	\$4,111	\$0	\$240	\$0	\$0	\$0	\$12,191	\$0	\$12,191	N/A
Commercial	Per GFA in m ²	\$43.36	\$14.60	\$37.69	\$25.31	\$42.50	\$17.66	\$2.48	\$2.48	\$22.24	\$22.24	\$148.27	\$82.29	\$65.98	80%
Industrial	Per GFA in m ²	\$43.36	\$14.60	\$37.69	\$25.31	\$42.50	\$17.66	\$2.48	\$2.48	\$14.48	\$14.48	\$140.51	\$74.53	\$65.98	89%
Institutional	Per GFA in m ²	\$43.36	\$14.60	\$37.69	\$25.31	\$42.50	\$17.66	\$2.48	\$2.48	\$22.24	\$22.24	\$148.27	\$82.29	\$65.98	80%

Notes:

- (1) Existing DCCs for Mobility, Water, Sewer and Drainage based on DCC Bylaw No. 950, 2016
- (2) Parks DCCs were updated in 2021 (DCC Amendment Bylaw No. 1140) and are not part of this DCC update
- (3) Accessory Dwelling Unit (ADU) is a new DCC category for coach houses, garden suites, accessory garage suites
- (4) Mobility and Parks DCCs are applied throughout the entire District
- (5) Drainage DCCs are applied within the Drainage DCC Sector (map provided in DCC Bylaw)
- (6) Sewer DCCs are applied within the Sewer DCC Sector (map provided in DCC Bylaw)
- (7) Water DCCs are applied within the Water Service Area (separate District establishment bylaws)

Attachment A-Bylaw 1233, 2024-Background Report May 2024

District of Lake Country DCC Update 2024

Capital Cost Summary

Rev: May 13, 2024

10-year DCC Program

Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Mobility	\$46,943,850	\$23,237,206 50%	\$23,706,644 51%
Water	\$47,710,025	\$21,792,892 46%	\$25,917,133 54%
Sanitary	\$25,996,623	\$21,116,263 81%	\$4,880,360 19%
Drainage	\$2,278,337	\$2,255,554 99%	\$22,783 1%
Parks ⁽¹⁾	N/A	N/A	N/A
Total	\$122,928,835	\$68,401,915 56%	\$54,526,920 44%

Annual DCC Recoverable (10 yrs)	Annual Municipal Responsibility (10 yrs)
\$2,323,721	\$2,370,664
\$2,179,289	\$2,591,713
\$2,111,626	\$488,036
\$225,555	\$2,278
N/A	N/A
\$6,840,191	\$5,452,692

Notes:

- (1) Parks DCC not included in this update, as it was reviewed and updated in 2021.
- (2) The 10-year DCC Capital Program Cost is approximately 43% of the 20-year DCC Capital Program Cost
- (3) The 10-year DCC Recoverable is approximately 45% of the 20-year DCC Recoverable
- (4) The 10-year Municipal Responsibility is approximately 41% of the 20-year Municipal Responsibility

20-year DCC Program

Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Mobility	\$97,875,392	\$48,448,319 49%	\$49,427,073 51%
Water	\$118,652,515	\$54,114,651 46%	\$64,537,864 54%
Sanitary	\$69,164,015	\$48,851,479 71%	\$20,312,536 29%
Drainage	\$2,278,337	\$2,255,554 99%	\$22,783 1%
Parks ⁽¹⁾	N/A	N/A	N/A
Total	\$287,970,259	\$153,670,003 53%	\$134,300,256 47%

Annual DCC Recoverable (20 yrs)	Annual Municipal Responsibility (20 yrs)
\$2,422,416	\$2,471,354
\$2,705,733	\$3,226,893
\$2,442,574	\$1,015,627
\$112,778	\$1,139
N/A	N/A
\$7,683,500	\$6,715,013

Notes:

- (1) Parks DCC not included in this update, as it was reviewed and updated in 2021.
- (2) The 10-year DCC Capital Program Cost is approximately 43% of the 20-year DCC Capital Program Cost
- (3) The 10-year DCC Recoverable is approximately 45% of the 20-year DCC Recoverable
- (4) The 10-year Municipal Responsibility is approximately 41% of the 20-year Municipal Responsibility

Lake Country Business Park Totals

Phase 1 (1 to 10 Years)	Net Cost	DCC Recoverable	Municipal Portion
Mobility	\$ 11,543,190	\$ 5,713,879	\$ 5,829,311
Water	\$ 2,695,025	\$ 2,401,267	\$ 293,758
Sewer	\$ 2,112,684	\$ 1,882,401	\$ 230,283
TOTALS	\$ 16,350,898	\$ 9,997,547 61%	\$ 6,353,351 39%

Original Cost	Difference
\$ 17,047,935	\$ 5,504,745
\$ 2,695,025	\$ 1
\$ 2,112,684	\$ -
\$ 21,855,644	\$ 5,504,746

Phase 2 (11 to 20 Years)	Net Cost	DCC Recoverable	Municipal Portion
Mobility	\$ 6,744,542	\$ 3,338,548	\$ 3,405,994
Water	\$ 942,491	\$ 839,759	\$ 102,731
Sewer	\$ 325,561	\$ 290,075	\$ 35,486
TOTALS	\$ 8,012,594	\$ 4,468,382 56%	\$ 3,544,211 44%

Original Cost	Difference
\$ 6,744,542	\$ (0)
\$ 942,491	\$ 1
\$ 325,561	\$ 0
\$ 8,012,594	\$ 0

OVERALL (20 Years)	Net Cost	DCC Recoverable	Municipal Portion
Mobility	\$ 18,287,732	\$ 9,052,427	\$ 9,235,305
Water	\$ 3,637,516	\$ 3,241,026	\$ 396,489
Sewer	\$ 2,438,245	\$ 2,172,476	\$ 265,769
TOTALS	\$ 24,363,493	\$ 14,465,929 59%	\$ 9,897,562 41%

Original Cost	Difference
\$ 23,792,477	\$ 5,504,745
\$ 3,637,516	\$ -
\$ 2,438,245	\$ 0
\$ 29,868,238	\$ 5,504,745

Notes:

- (1) Business Park Mobility Projects Sections 3, 4 and 5 are incorporated into District-wide Projects M14, M15 and M17

DCC RESERVE BALANCES

Rev: May 13, 2024

DCC Category	2023 Reserve Balance
Mobility	\$ 411,792
Water	\$ 1,950,192
Sanitary Sewer	\$ (1,256,811)
Drainage	\$ 873,702
Parks	\$ 1,193,970
TOTAL	\$ 3,172,845

Notes:

- (1) DCC Reserve Balance as of December 31, 2023
- (2) Parks not included in this DCC Update

Mobility DCC Program

DCC Project Code	MIP Code	Previous Project Code	Project Name	From	To	Project Timing	Category	Total Capital Cost	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
										% to New Dev.	% to Existing		Municipal Assist		
M1	-	-	Pelmewash Pkwy Connection	Woodsdale Rd	Pelmewash Pkwy	1 - 5 Years	New	\$2,000,000	\$2,000,000	50%	50%	\$1,000,000	\$10,000	\$990,000	\$1,010,000
M2	267	T21	Robinson Rd	Pretty Rd	Okanagan Centre Rd E	1 - 5 Years	Renewal	\$1,134,000	\$1,134,000	50%	50%	\$567,000	\$5,670	\$561,330	\$572,670
M3	244	-	Pretty Rd	225m N of Robinson Rd	Middleton Rd	1 - 5 Years	Reconstruct	\$815,000	\$815,000	50%	50%	\$407,500	\$4,075	\$403,425	\$411,575
M4	246	-	Pretty Rd	Middleton Rd	Oceola Rd	1 - 5 Years	Reconstruct	\$403,000	\$403,000	50%	50%	\$201,500	\$2,015	\$199,485	\$203,515
M5	343	T22	OK Centre Rd E	Berry Rd	Davidson Rd	1 - 5 Years	Renewal	\$4,958,000	\$4,958,000	50%	50%	\$2,479,000	\$24,790	\$2,454,210	\$2,503,790
M6	57	-	Chase Rd	Dick Rd	Camp Rd	1 - 5 Years	Reconstruct	\$4,771,000	\$4,771,000	50%	50%	\$2,385,500	\$23,855	\$2,361,645	\$2,409,355
M7	11	-	Beaver Lake Rd	Highway 97	Jensen Rd	1 - 5 Years	Reconstruct	\$699,000	\$699,000	50%	50%	\$349,500	\$3,495	\$346,005	\$352,995
M8	9	-	Beaver Lake Rd	Jensen Rd	Bottom Wood Lake Rd	1 - 5 Years	Reconstruct	\$406,000	\$406,000	50%	50%	\$203,000	\$2,030	\$200,970	\$205,030
M9	180	-	Main St	Roundabout	Pollard Road	1 - 5 Years	Renewal*	\$174,000	\$174,000	50%	50%	\$87,000	\$870	\$86,130	\$87,870
M10	181	-	Main St	Pollard Road	Winfield Road	1 - 5 Years	Renewal*	\$259,000	\$259,000	50%	50%	\$129,500	\$1,295	\$128,205	\$130,795
M11	182	-	Main St	Winfield Road	Hill Road	1 - 5 Years	Renewal*	\$109,000	\$109,000	50%	50%	\$54,500	\$545	\$53,955	\$55,045
M12	183	-	Main St	Hill Road	Beaver Lake Road	1 - 5 Years	Renewal*	\$190,000	\$190,000	50%	50%	\$95,000	\$950	\$94,050	\$95,950
M13	223	T38B	OK Centre Rd W	200 m W of McCoubrey Rd	Chase Rd Ext	6 - 10 Years	Renewal	\$1,502,000	\$1,502,000	50%	50%	\$751,000	\$7,510	\$743,490	\$758,510
M14	90	-	Dick Rd	Seaton Rd	Chase Rd	6 - 10 Years	Reconstruct	\$1,600,000	\$1,600,000	50%	50%	\$800,000	\$8,000	\$792,000	\$808,000
M15	282	-	Seaton Rd	Dick Rd	Glenmore Rd	6 - 10 Years	Reconstruct	\$1,640,000	\$1,640,000	50%	50%	\$820,000	\$8,200	\$811,800	\$828,200
M16	111	T7	Glenmore Rd	Highway 97	Seaton Rd	6 - 10 Years	Renewal	\$558,000	\$558,000	50%	50%	\$279,000	\$2,790	\$276,210	\$281,790
M17	109	T5	Glenmore Rd	Shanks Rd	Boundary	6 - 10 Years	Reconstruct	\$5,298,000	\$5,298,000	50%	50%	\$2,649,000	\$26,490	\$2,622,510	\$2,675,490
M18	233	T31	Oyama Rd	Boat Launch	Sawmill Rd	6 - 10 Years	Renewal	\$525,660	\$525,660	50%	50%	\$262,830	\$2,628	\$260,202	\$265,458
M19	234	T32	Oyama Rd	Sawmill Rd	Hebbert Rd	6 - 10 Years	Rebuild	\$3,839,000	\$3,839,000	50%	50%	\$1,919,500	\$19,195	\$1,900,305	\$1,938,695
M20	18	T16	Bond Rd	Camp Rd	Davidson Rd	6 - 10 Years	Renewal	\$2,034,000	\$2,034,000	50%	50%	\$1,017,000	\$10,170	\$1,006,830	\$1,027,170
M21	46	T24	Camp Rd	Hallam Dr	Tyndall Rd	6 - 10 Years	Reconstruct	\$2,486,000	\$2,486,000	50%	50%	\$1,243,000	\$12,430	\$1,230,570	\$1,255,430
M22	-	-	LCBP Section 1 - Chase Rd Extension South			1 - 5 Years	New	\$3,899,995	\$3,899,995	50%	50%	\$1,949,998	\$19,500	\$1,930,498	\$1,969,498
M23	-	-	LCBP Section 2 - Glenmore and Chase Road Roundabout			1 - 5 Years	New	\$1,617,000	\$1,617,000	50%	50%	\$808,500	\$8,085	\$800,415	\$816,585
M24	-	-	LCBP Section 6 - Seaton and Read Road Roundabout			6 - 10 Years	New	\$1,617,000	\$1,617,000	50%	50%	\$808,500	\$8,085	\$800,415	\$816,585
M25	-	-	LCBP Section 7 - Chase Road Extension North			6 - 10 Years	New	\$4,409,194	\$4,409,194	50%	50%	\$2,204,597	\$22,046	\$2,182,551	\$2,226,643
TOTALS								\$46,943,850	\$46,943,850			\$23,471,925	\$234,719	\$23,237,206	\$23,706,644

NOTES

- (1) Project Sources: Mobility Master Plan (2021) and Mobility Improvement Program (2022)
- (2) DCC Projects comprised of Improvement Projects (reconstruction or renewal), but does not include Rehabilitation (rebuilding, resurfacing, or interim renewal)
- (3) Lake Country Business Park projects from Servicing Plan dated July 14, 2023 (Align Engineering)
- (4) Business Park Estimates include 35% Contingency + 12% Engineering = 1.47 Factor 1.47
- (5) Business Park Mobility Projects Sections 3, 4 and 5 are incorporated into District-Wide Projects M14, M15 and M17

Mobility DCC 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 Residential	660	Per Lot	1.0000	660	
Multi-Family Residential	1,340	Per Unit	0.6500	871	
Accessory Dwelling Unit	150	Per Unit	0.3250	49	
Commercial	25,000	Per Square Metre	0.0034	84	
Industrial	27,500	Per Square Metre	0.0034	92	
Institutional	3,750	Per Square Metre	0.0034	13	
			Total equivalent units	1,769	(a)
B: Unit Mobility DCC Calculation					
Net Mobility DCC Program Recoverable			\$23,237,206	(b)	
Existing DCC Reserve Monies			\$411,792	(c)	
Net Amount to be Paid by DCCs			\$22,825,414	(d) = (b) - (c)	
DCC per equivalent unit			\$12,905	(e) = (d) / (a)	
C: Resulting Mobility DCCs					
Single Detached Residential			\$12,905	Per Lot	
Multi-Family Residential			\$8,388	Per Unit	
Accessory Dwelling Unit			\$4,194	Per Unit	
Commercial			\$43.36	Per Square Metre	
Industrial			\$43.36	Per Square Metre	
Institutional			\$43.36	Per Square Metre	

Notes:

(1) Mobility DCCs are based on a 10-year program

Water DCC Program

DCC Project Code	Project Name	Project Timing	Total Capital Cost	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
					% to New Dev.	% to Existing		Municipal Assist		
WT1	Beaver Lake Tower Replacement	1 - 10 years	\$2,750,000	\$2,750,000	42%	58%	\$1,155,000	\$11,550	\$1,143,450	\$1,606,550
WT2	Beaver Lake Treatment Plant at Eldorado Site (50 MLD) - Phase 1	1 - 10 years	\$40,000,000	\$40,000,000	42%	58%	\$16,800,000	\$168,000	\$16,632,000	\$23,368,000
WT3	Kalamalka Lake Intake	1 - 10 years	\$1,265,000	\$1,265,000	50%	50%	\$632,500	\$6,325	\$626,175	\$638,825
W1	Woodsdale Watermain Connection (new watermain)	1 - 10 years	\$1,000,000	\$1,000,000	100%	0%	\$1,000,000	\$10,000	\$990,000	\$10,000
W2	LCBP Section 1 - Chase Rd Extension South	1 - 10 Years	\$1,169,312	\$1,169,312	90%	10%	\$1,052,380	\$10,524	\$1,041,857	\$127,455
W3	LCBP Section 3 - Glenmore Road Upgrades Southwest	1 - 10 Years	\$233,877	\$233,877	90%	10%	\$210,489	\$2,105	\$208,384	\$25,493
W4	LCBP Section 4 - Glenmore Road Upgrades	1 - 10 Years	\$805,266	\$805,266	90%	10%	\$724,739	\$7,247	\$717,492	\$87,774
W5	LCBP Section 7 - Chase Road Extension North	1- 10 Years	\$486,570	\$486,570	90%	10%	\$437,913	\$4,379	\$433,534	\$53,036
TOTAL			\$47,710,025	\$47,710,025			\$22,013,022	\$220,130	\$21,792,892	\$25,917,133

Water DCC 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 Residential	660	Per Lot	1.0000	660	
Multi-Family Residential	1,340	Per Unit	0.6500	871	
Accessory Dwelling Unit	150	Per Unit	0.3250	49	
Commercial	25,000	Per Square Metre	0.0034	84	
Industrial	27,500	Per Square Metre	0.0034	92	
Institutional	3,750	Per Square Metre	0.0034	13	
			Total equivalent units	1,769 (a)	
B: Unit Water DCC Calculation					
Net Water DCC Program Recoverable			\$21,792,891.83 (b)		
Existing DCC Reserve Monies			\$1,950,192.00 (c)		
Net Amount to be Paid by DCCs			\$19,842,699.83 (d) = (b) - (c)		
DCC per equivalent unit			\$11,218.49 (e) = (d) / (a)		
C: Resulting Water DCCs					
Single Detached Residential			\$11,218	Per Lot	
Multi-Family Residential			\$7,292	Per Unit	
Accessory Dwelling Unit			\$3,646	Per Unit	
Commercial			\$37.69	Per Square Metre	
Industrial			\$37.69	Per Square Metre	
Institutional			\$37.69	Per Square Metre	

Notes:

(1) Water DCCs are based on a 10-year program

Sewer DCC Program

DCC Project Code	Project Name	Project Timing	Total Capital Cost	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
					% to New Dev.	% to Existing		Municipal Assist		
SP1	Lodge Road Lift Station Upgrade	Built not paid for	\$150,000	\$150,000	100%	0%	\$150,000	\$1,500	\$148,500	\$1,500
SP2	Phase 1 Trunkmain	Built not paid for	\$377,968	\$377,968	100%	0%	\$377,968	\$3,780	\$374,188	\$3,780
S1	McCarthy Road Lift Station 2023 cost	1 - 5 years	\$1,260,000	\$1,260,000	80%	20%	\$1,008,000	\$10,080	\$997,920	\$262,080
S2	McCarthy Road Gravity Sewer 2023 cost	6 - 10 years	\$345,000	\$345,000	80%	20%	\$276,000	\$2,760	\$273,240	\$71,760
S3	Seymour Road Lift Station Upgrade 2023 cost	6 - 10 years	\$960,000	\$960,000	80%	20%	\$768,000	\$7,680	\$760,320	\$199,680
S4	Lodge Road Lift Station Upgrade 2023 cost	1 - 5 years	\$660,000	\$660,000	80%	20%	\$528,000	\$5,280	\$522,720	\$137,280
S5	Lodge Road Twin Forcemain 2023 cost	1 - 5 years	\$1,050,000	\$1,050,000	80%	20%	\$840,000	\$8,400	\$831,600	\$218,400
S6	Clement Lift Station 2023 cost	1 - 5 years	\$420,000	\$420,000	80%	20%	\$336,000	\$3,360	\$332,640	\$87,360
S7	LCBP Section 1 - Chase Rd Extension South	1 - 5 Years	\$658,707	\$658,707	90%	10%	\$592,836	\$5,928	\$586,908	\$71,799
S8	LCBP Section 4 - Glenmore Road Upgrades	1 - 5 Years	\$591,675	\$591,675	90%	10%	\$532,508	\$5,325	\$527,182	\$64,493
S9	LCBP Section 5 - Dick and Seaton Road Upgrades	6 - 10 Years	\$556,248	\$556,248	90%	10%	\$500,623	\$5,006	\$495,617	\$60,631
S10	LCBP Section 7 - Chase Road Extension North	6 - 10 Years	\$306,054	\$306,054	90%	10%	\$275,449	\$2,754	\$272,694	\$33,360
S11	Planning and Engineering	1 - 5 years	\$200,000	\$200,000	100%	0%	\$200,000	\$2,000	\$198,000	\$2,000
ST1	WWTP Phase 3 Remaining Debenture (to 2032)	1 - 10 years	\$876,992	\$876,992	100%	0%	\$876,992	\$8,770	\$868,222	\$8,770
ST2	WWTP Phase 4 Remaining Debenture (to 2042)	1 - 10 years	\$6,741,479	\$6,741,479	80%	20%	\$5,393,183	\$53,932	\$5,339,251	\$1,402,228
ST3	WWPT Pipeline to Okanagan Lake Construction - Phase 1	1 - 10 years	\$5,105,000	\$5,105,000	80%	20%	\$4,084,000	\$40,840	\$4,043,160	\$1,061,840
ST4	WWTP Phase 5 Upgrades Construction - Phase 1	1 - 10 years	\$5,737,500	\$5,737,500	80%	20%	\$4,590,000	\$45,900	\$4,544,100	\$1,193,400
		TOTAL	\$25,996,623	\$25,996,623			\$21,329,559	\$213,296	\$21,116,263	\$4,880,360

NOTES

- (1) Project Sources: Sewer Master Plan
- (2) Lake Country Business Park projects from Servicing Plan dated July 14, 2023 (Align Engineering)
- (3) Business Park Estimates include 35% Contingency + 12% Engineering = 1.47 Factor

1.47

Sewer DCC 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 Residential	660	Per Lot	1.0000	660	
Multi-Family Residential	1,340	Per Unit	0.6500	871	
Accessory Dwelling Unit	150	Per Unit	0.3250	49	
Commercial	25,000	Per Square Metre	0.00336	84	
Industrial	27,500	Per Square Metre	0.00336	92	
Institutional	3,750	Per Square Metre	0.00336	13	
			Total equivalent units	1,769	(a)
B: Unit Sanitary Sewer DCC Calculation					
Net Sanitary Sewer DCC Program Recoverable		\$21,116,263.17	(b)		
Existing DCC Reserve Monies		-\$1,256,811.00	(c)		
Net Amount to be Paid by DCCs		\$22,373,074.17	(d) = (b) - (c)		
DCC per equivalent unit		\$12,649.09	(e) = (d) / (a)		
C: Resulting Sanitary Sewer DCCs					
Single Detached Residential		\$12,649	Per Lot		
Multi-Family Residential		\$8,222	Per Unit		
Accessory Dwelling Unit		\$4,111	Per Unit		
Commercial		\$42.50	Per Square Metre		
Industrial		\$42.50	Per Square Metre		
Institutional		\$42.50	Per Square Metre		

Notes:

(1) Sewer DCCs are based on a 10-year program

(2) Sewer DCC Reserves are currently in a negative balance

Drainage DCC Program

DRAINAGE SYSTEM CAPITAL COSTS		Project Timing	2016 Capital Costs	2023 Capital Cost using Inflationary Factor ⁽¹⁾	Net Capital Cost	Benefit Allocation		Benefit to New Development	1%	Total Recoverable From DCC	Total Municipal Responsibility
DCC Project Code	Project Name					% to New Dev.	% to Existing		Municipal Assist		
D1	Vernon Creek Swale System	1 - 10 years	\$ 165,468	\$ 213,454	\$ 213,454	100%	0%	\$ 213,454	\$ 2,135	\$ 211,319	\$ 2,135
D2	Beasley Detention Pond	1 - 10 years	\$ 402,878	\$ 519,713	\$ 519,713	100%	0%	\$ 519,713	\$ 5,197	\$ 514,515	\$ 5,197
D3	Winfield Creek Swale System	1 - 10 years	\$ 158,274	\$ 204,173	\$ 204,173	100%	0%	\$ 204,173	\$ 2,042	\$ 202,132	\$ 2,042
D4	Knopf Brook Detention Pond #4	1 - 10 years	\$ 143,885	\$ 185,612	\$ 185,612	100%	0%	\$ 185,612	\$ 1,856	\$ 183,756	\$ 1,856
D5	Knopf Brook Detention Pond #3	1 - 10 years	\$ 115,108	\$ 148,489	\$ 148,489	100%	0%	\$ 148,489	\$ 1,485	\$ 147,004	\$ 1,485
D6	Various Drainage Upsizing ⁽²⁾	Ongoing	\$ 287,770	\$ 371,223	\$ 371,223	100%	0%	\$ 371,223	\$ 3,712	\$ 367,511	\$ 3,712
D7	Barry Road/ Main Street Storm Detention Pond	1 - 10 years	\$ 205,000	\$ 264,450	\$ 264,450	100%	0%	\$ 264,450	\$ 2,645	\$ 261,806	\$ 2,645
D8	Planning and Engineering	Ongoing	\$ 287,770	\$ 371,223	\$ 371,223	100%	0%	\$ 371,223	\$ 3,712	\$ 367,511	\$ 3,712
			TOTAL	\$2,278,337	\$2,278,337			\$2,278,337	\$22,783	\$2,255,554	\$22,783

Notes:

(1) Inflation factor (2016 to 2023) = 29% (Engineering News Record)

(2) Upsizing Projects List

	2016 Cost Estimate	2023 Cost Estimate
Knopf brook at Chase	\$ 10,000	\$ 12,900
Knopf brook at Seaton (3 locations)	\$ 40,000	\$ 51,600
Knopf Brook at Read	\$ 10,000	\$ 12,900
Robinson at Hwy 97 intake	\$ 30,000	\$ 38,700
Pretty Rd((4 locations and intake)	\$ 50,000	\$ 64,500
Clement Rd outfall & 3 locations	\$ 50,000	\$ 64,500
Glenmore Road (6 locations)	\$ 50,000	\$ 64,500
Berry Rd Roundabout interconnect	\$ 47,770	\$ 61,623
TOTAL	\$ 287,770	\$ 371,223

Drainage DCC 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 Residential	1,200	Per Lot	1.0000	1,200	
Multi-Family Residential	300	Per Unit	0.6500	195	
Accessory Dwelling Unit	300	Per Unit	0.3250	98	
Commercial	50,000	Per Square Metre	0.0034	168	
Industrial	55,000	Per Square Metre	0.0034	185	
Institutional	7,500	Per Square Metre	0.0034	25	
			Total equivalent units	1,871	(a)
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		\$2,255,554.00	(b)		
Existing DCC Reserve Monies		\$873,702.00	(c)		
Net Amount to be Paid by DCCs		\$1,381,852.00	(d) = (b) - (c)		
DCC per equivalent unit		\$738.76	(e) = (d) / (a)		
C: Resulting Drainage DCCs					
Single Detached Residential		\$738	Per lot		
Multi-Family Residential		\$480	Per unit		
Accessory Dwelling Unit		\$240	Per unit		
Commercial		\$2.48	Per sq.m. GFA		
Industrial		\$2.48	Per sq.m. GFA		
Institutional		\$2.48	Per sq.m. GFA		

Notes:

(1) Drainage DCCs are based on a 20-year program

APPENDIX B

Developer Information Session



LAKE COUNTRY

Life. The Okanagan Way.

District of Lake Country

DCC Bylaw Update

Developer Session

April 2, 2024

Dan Huang, RPP, MCIP

Principal, Connections Planning Associates Ltd.



Source: District of Lake Country

Agenda

- Welcome / Introductions
- Project Overview
- Current DCC program
- DCC Program Components
- DCC Policy Considerations
- Initial Draft DCC Rates
- Comparison Communities
- Consultation and Engagement
- Bylaw Process / Schedule
- Questions / Discussion

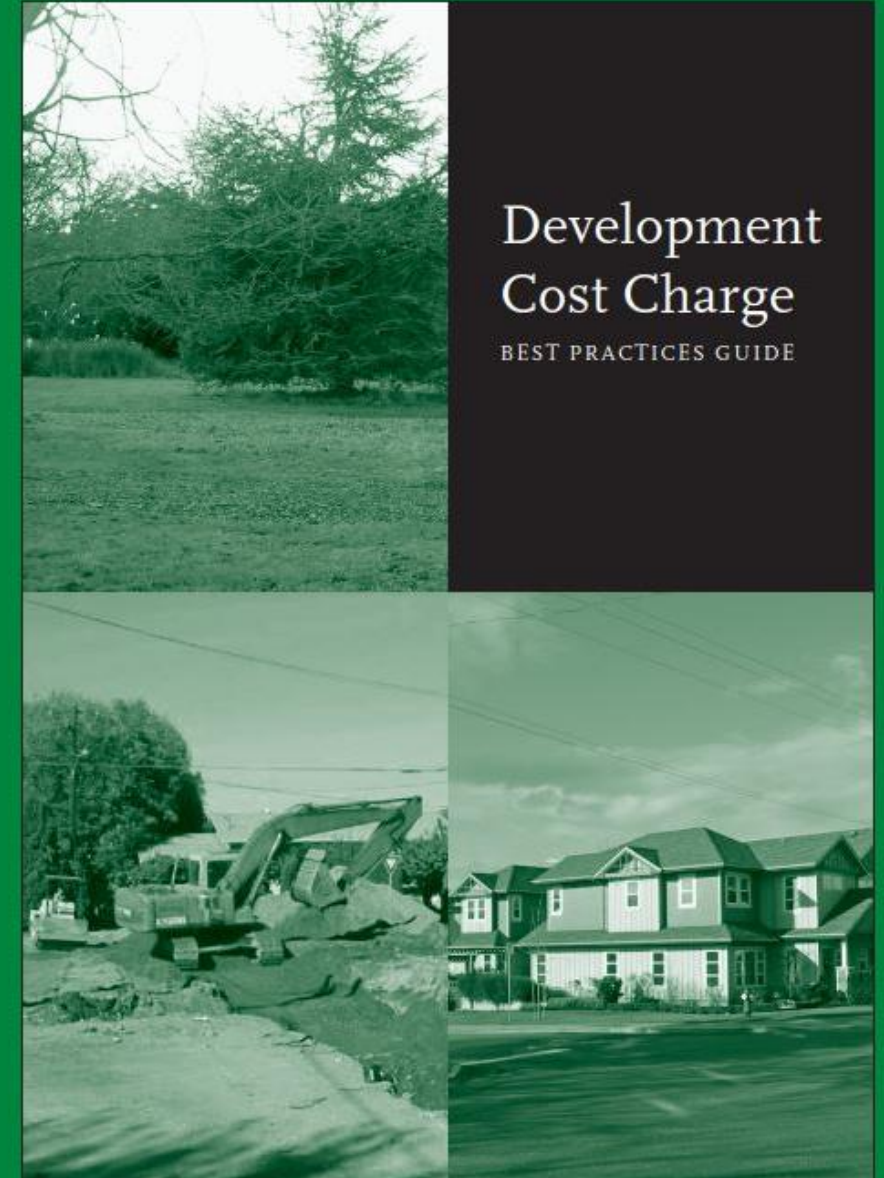


Project Overview

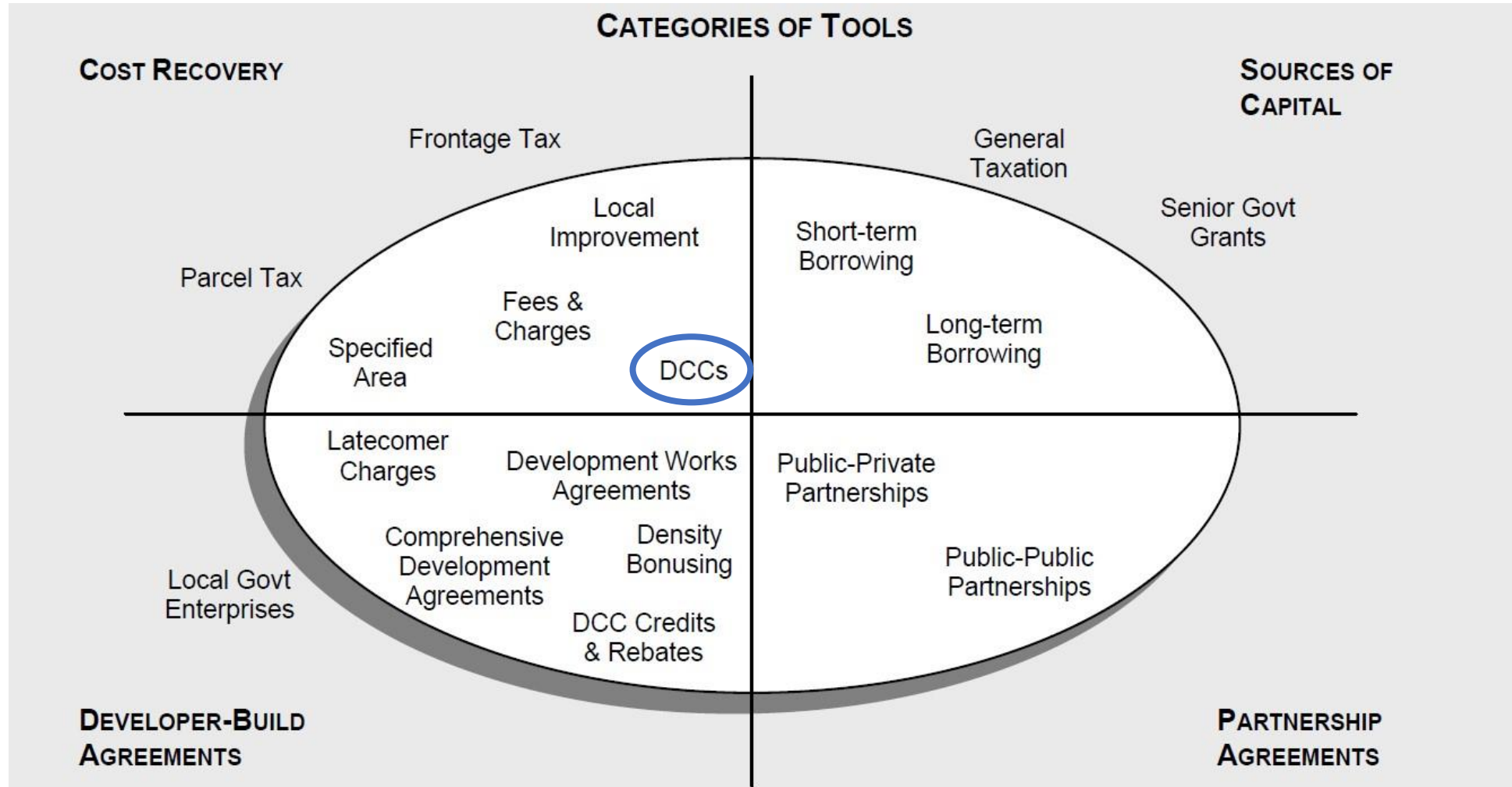
- In Spring 2023, Connections Planning Associates was commissioned by the District to update its 2016 DCC Bylaw for Utilities (water, sewer, stormwater) and Mobility (roads and active transportation).
- Parks DCCs were recently updated in 2021 and are not part of this review.
- Key Drivers for the 2023 DCC update:
 - New OCP (2018) – provides the land use policy framework
 - New Master Plans (2020 to 2023) – identifies significant capital investments to support new growth and existing community development
 - New housing targets – Housing Needs Assessment (2023)
 - DCC Best Practice – recommends major update every 5 years

What are DCCs?

- Fees to help communities recover the capital costs of off-site infrastructure that are needed to support future growth and development
- Based on “benefiter pay” principle
- Transparent and equitable (across land use and infrastructure categories)
- Regulated by the Province (requires sign-off by the Inspector of Municipalities)
 - *Local Government Act*
 - DCC Best Practices Guide



DCCs are one of many Financing Tools that are available to Local Government



What works do DCCs pay for?

- Capital upgrades to infrastructure (water, sewer, stormwater, transportation)
- Park land acquisition and park development (not included in this update)

What works do DCCs not pay for?

- Annual Operations and Maintenance (O+M)
- Works required to service the existing population (e.g. asset renewal)
- Fleet / Transit vehicles
- Various community facilities (e.g. arenas, community halls, libraries)*

**Note: The Province recently amended DCC legislation (Bill 46 - Nov 30, 2023) to include fire halls, policies facilities, and solid waste/recycling facilities, as well as cost-sharing for provincial highways/interchanges.*

Who pays DCCs?

- Applicants at time of **Subdivision** approval to create detached dwelling lots
- Applicants at time of **Building Permit** to construct multi-family residential, commercial, industrial and institutional development

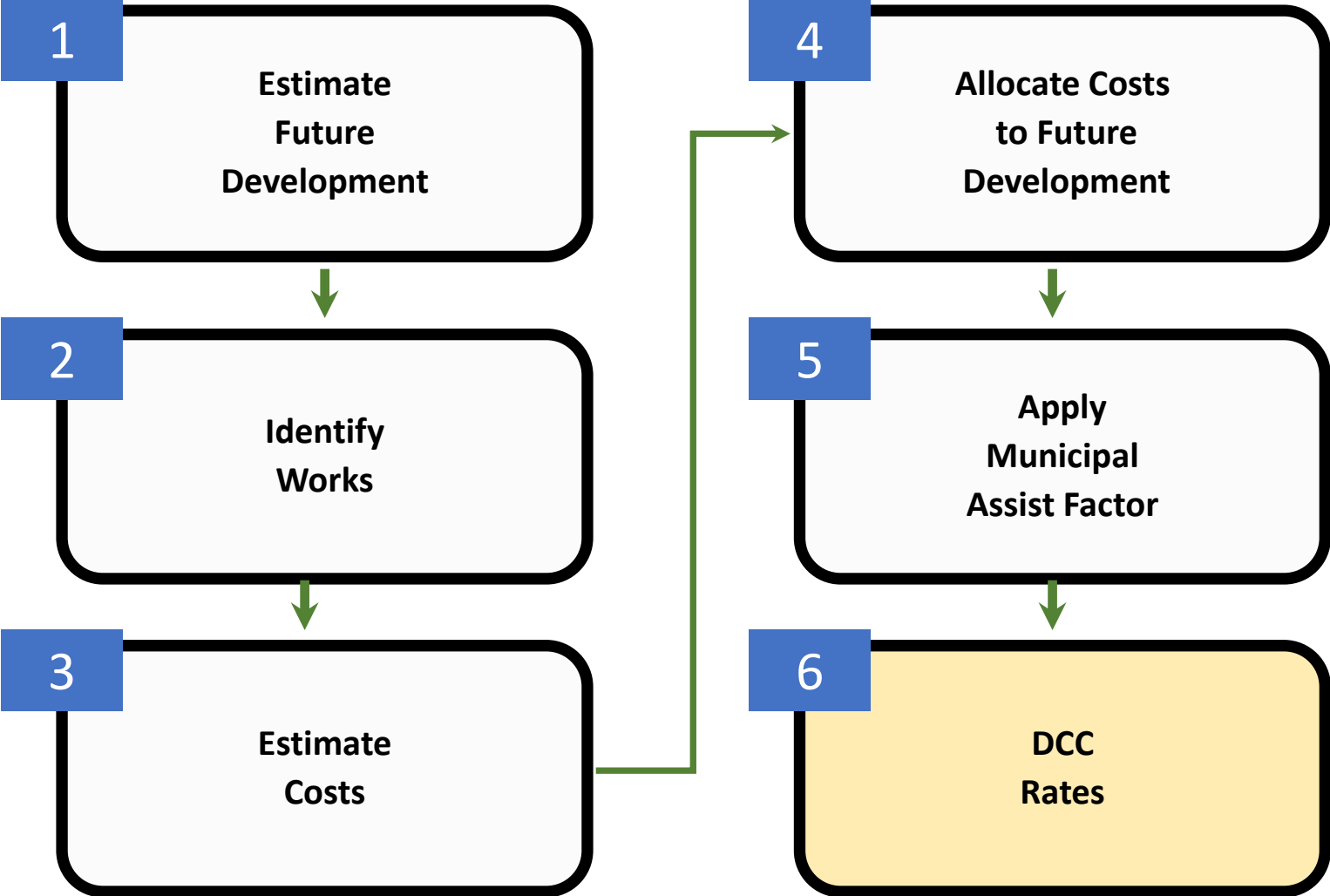


Current DCC Rates (2016 / 2021)

Land Use	Mobility	Water	Sanitary Sewer	Drainage	Park Acquisition / Development*	Total DCCs	
Single Detached Residential	\$4,346	\$7,533	\$5,256	\$738	\$12,790	\$30,663	Per Lot
Multi-Family Residential	\$2,825	\$4,897	\$3,416	\$480	\$12,790	\$24,408	Per Unit
Commercial	\$14.60	\$25.31	\$17.66	\$2.48	\$22.24	\$82.29	Per sq.m. GFA
Industrial	\$14.60	\$25.31	\$17.66	\$2.48	\$14.48	\$74.53	Per sq.m. GFA
Institutional	\$14.60	\$25.31	\$17.66	\$2.48	\$22.24	\$82.29	Per sq.m. GFA

* Parks DCCs were updated in 2021 and are not part of this current DCC review.

How are DCCs Calculated?



Growth Projections

- 20-year projection based on number of new DCC-eligible units in master plans – 4,000 new residential units (additional non-DCC connections not counted)
- New residential category proposed for Accessory Dwelling Unit (ADU) – 300 units
- ICI (industrial, commercial, institutional) based on previous projections

Land Use	Growth Projection	Units of Measure
Single Detached Housing (includes secondary suite)	1,320	Lots
Multi-Family Residential (duplex, triplex, townhouse, apartment)	2,680	Units
Accessory Dwelling Unit – NEW (includes coach houses, garden suites, laneway housing)	300	Units
Commercial	50,000	sq.m. GFA
Industrial	55,000	sq.m. GFA
Institutional	7,500	sq.m. GFA

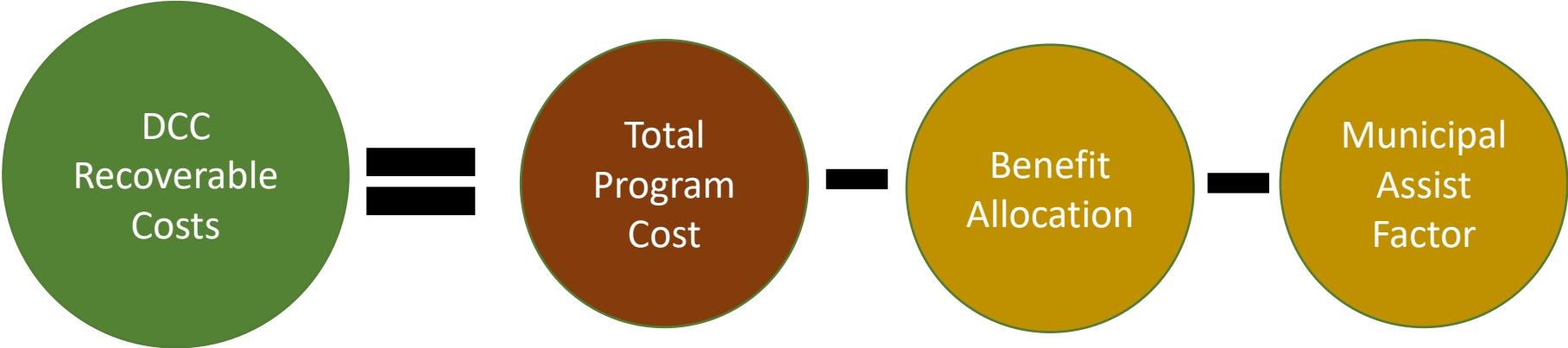
DCCs for Secondary Suites

- Secondary suites that are built within a principal dwelling will generally have a nominal impact on infrastructure capacity (e.g. converting a 4-bedroom house to a 3-bedroom house with a basement suite).
- If a suite is constructed as a renovation to an existing house, then the original DCC would have been paid for at time of subdivision.
- In addition, any building permit value <\$50,000 is exempt from paying DCCs.
- In recognition of the above, and to support housing affordability, it is recommended that secondary suites that are constructed within the principal dwelling are not charged additional DCCs, regardless of BP value.

DCCs for Accessory Dwelling Units (ADUs)

- An Accessory Dwelling Unit (ADU) is an additional residential structure separate from the primary dwelling. Examples include coach houses, garden suites, and accessory garage suites.
- There is a rationale that the ADU may add additional impact to infrastructure capacity, and as such DCCs could be attributable. However, the impact is less than a multi-family residential unit, given the potential size of the ADU.
- In proposing a new DCC category for ADUs, a new set of equivalency factors has been developed, based on 50% equivalency of a multi-family residential unit.
- As with other categories, monitor over time to confirm growth projection and equivalencies to other land uses.

DCC Recoverable Costs (i.e. developer portion)

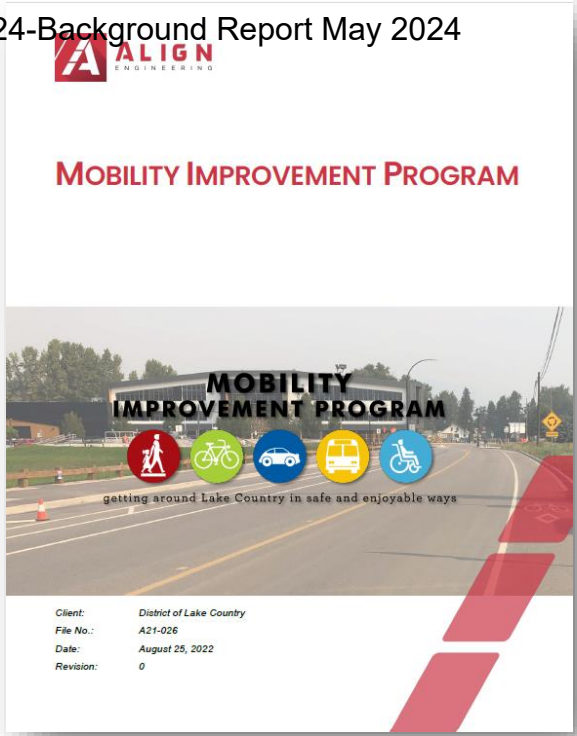


Benefit Allocation: Proportion of each project that benefits new development vs. the existing community. It varies project by project based on the technical rationale for the allocation.

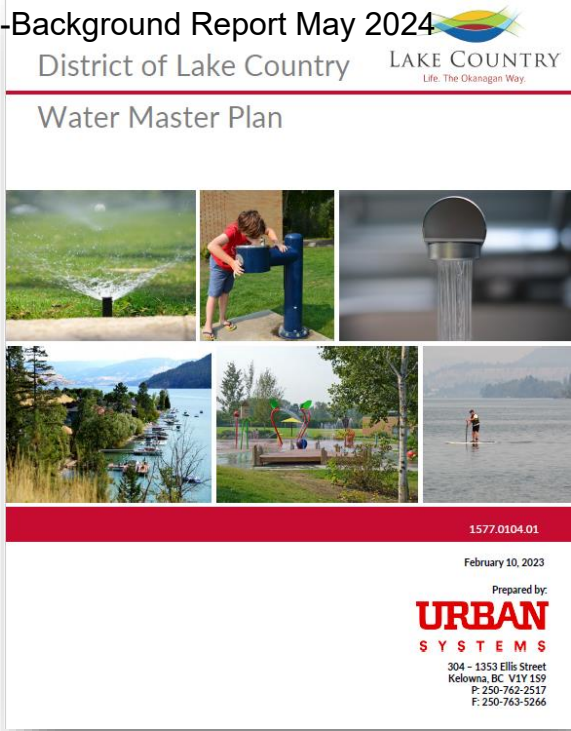
Municipal Assist Factor (MAF): Required by legislation for municipalities to “assist” development. Typically set at 1% (minimum) for most infrastructure categories but is at Council’s discretion. This is in addition to the municipal portion of the total program costs determined above, all coming from **non-DCC revenue sources**.

DCC Program Overview - Mobility

- Based on Mobility Master Plan and Mobility Improvement Program
- Majority of program consists of **renewal** and **reconstruction** of existing roads to support new growth, with a 50% benefit to new development.
- New roads to support Lake Country Business Park (capital costs approximately \$23.8 million) at 80% benefit to development.
- 1% MAF – consistent with previous DCC program and most other communities



Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Mobility	\$96.2 million	\$53.1 million (55%)	\$43.2 million (45%)



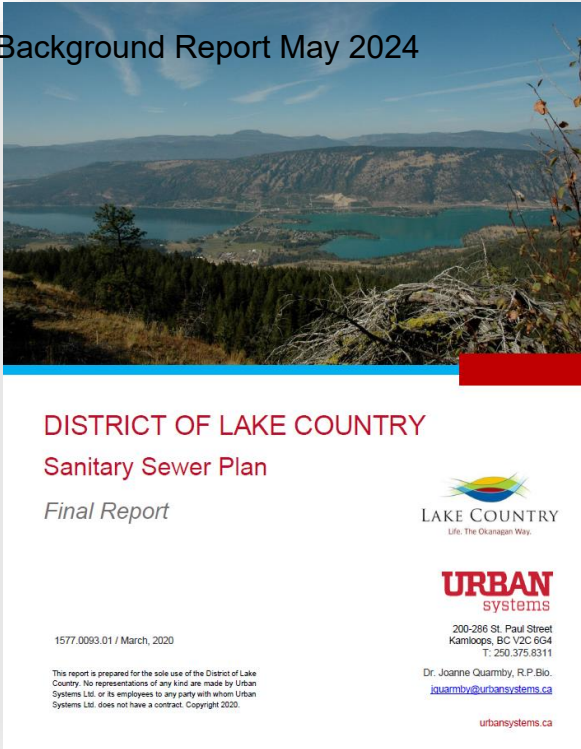
DCC Program Overview - Water

- Based on Water Master Plan and water modelling
- A significant part of the program is for water treatment upgrades at Beaver Lake (\$80M) and Kalamalka Lake (\$30M) which will benefit existing and new users, with a 42% benefit to new development (new population).
- New watermains to support Lake Country Business Park (capital costs approximately \$3.6 million) at 80% benefit to development
- 1% MAF – consistent with previous DCC program and most other communities

Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Water	\$170.2 million	\$52.8 million (31%)	\$117.5 million (69%)

DCC Program Overview - Sewer

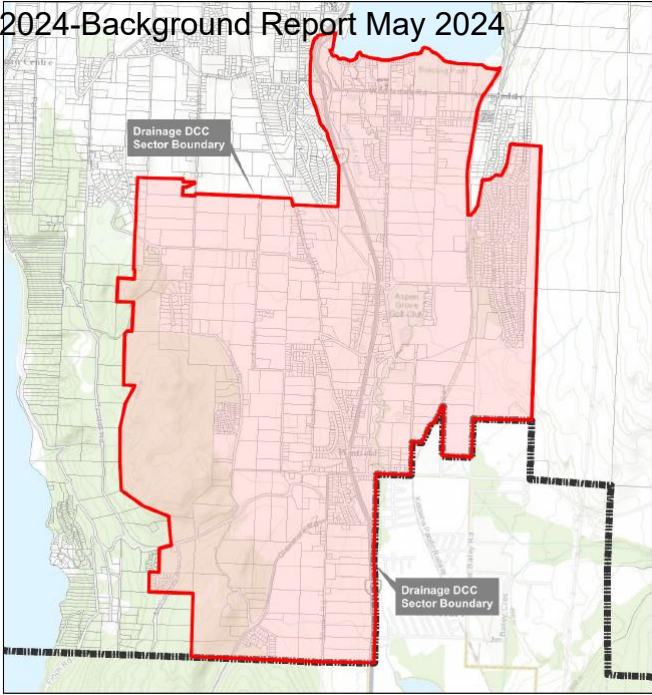
- Based on Sewer Master Plan and LWMP.
- A few large costs in the program to accommodate additional wastewater treatment capacity and to fund previous debentures, with various benefit allocations (50%, 80%, 100%) depending on benefit to new development.
- New sewer mains to support Lake Country Business Park (capital costs approximately \$2.4 million) at 80% benefit to development
- 1% MAF – consistent with previous DCC program and most other communities



Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Sewer	\$69.9 million	\$49.0 million (70%)	\$20.9 million (30%)

DCC Program Overview - Drainage

- No Stormwater Master Plan (to be undertaken), DCC program can include the cost of the study.
- Carry over existing program list from 2016, but update costs using Engineering News Record (ENR) inflation factor.
- Benefit allocation from previous program, at 100%.
- New drainage works for Lake Country Business Park are incorporated into the roads/transportation projects.
- 1% MAF – consistent with previous DCC program and most other communities



Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility
Drainage	\$2.28 million	\$2.26 million (99%)	\$0.02 million (1%)

DCC Program Overview

Infrastructure Type	Total Capital Program Cost	DCC Recoverable	Municipal Responsibility	Annual DCC Recoverable	Annual Municipal Responsibility
Mobility	\$96.2 million	\$53.1 million	\$43.2 million	\$2,653,151	\$2,158,118
Water	\$170.2 million	\$52.8 million	\$117.5 million	\$2,638,227	\$5,873,299
Sewer	\$69.9 million	\$49.0 million	\$20.9 million	\$2,449,711	\$1,047,290
Drainage	\$2.28 million	\$2.26 million	\$0.02 million	\$112,778	\$1,139
Parks*	N/A	N/A	N/A	N/A	N/A
TOTAL <i>(2016 program)</i>	\$338.7 million <i>(\$130.9 million)</i>	\$157.1 million <i>(\$77.0 million)</i>	\$181.6 million <i>(\$52.4 million)</i>	\$7,853,866 <i>(\$3,851,219)</i>	\$9,079,847 <i>(\$2,620,367)</i>

- Program should be reviewed regularly to update costs and incorporate any successful grants (e.g. water / sewer treatment plant).
- Any additional borrowing (including interest) can be incorporated into the DCC program upon approval of the Inspector of Municipalities.

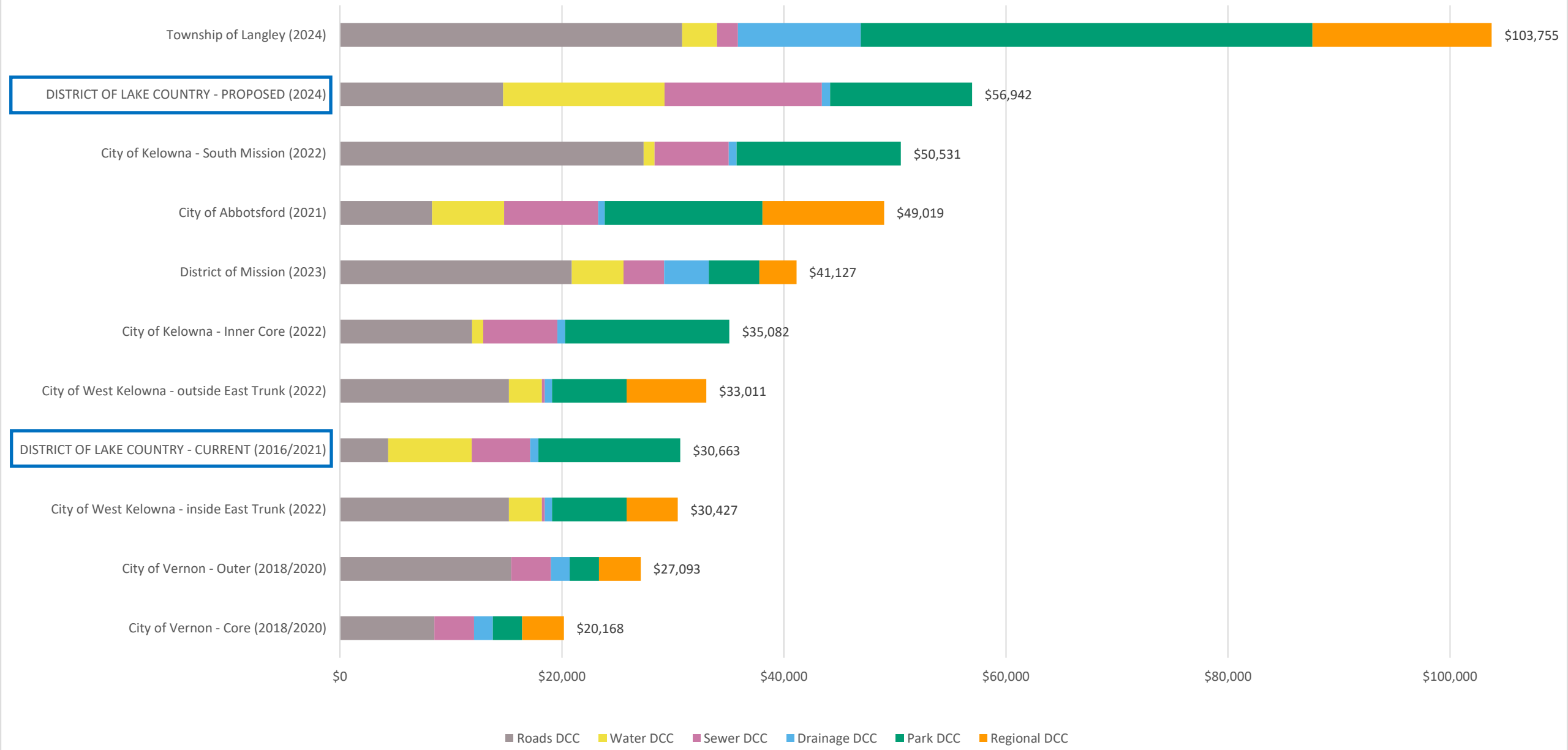
Initial Draft DCC Rates (current DCCs)

Land Use	Mobility	Water	Sanitary Sewer	Drainage	Park Acquisition / Development*	Total Draft DCCs	
Single Detached Residential	\$14,700 (\$4,346)	\$14,547 (\$7,533)	\$14,166 (\$5,256)	\$739 (\$738)	\$12,790 (\$12,790)	\$56,942 (\$30,663)	Per Lot
Multi-Family Residential	\$9,555 (\$2,825)	\$9,455 (\$4,897)	\$9,208 (\$3,416)	\$480 (\$480)	\$12,790 (\$12,790)	\$41,488 (\$24,408)	Per Unit
Accessory Dwelling Unit – new category	\$4,778 (\$0)	\$4,728 (\$0)	\$4,604 (\$0)	\$240 (\$0)	\$0 (\$0)	\$14,349 (\$0)	Per Unit
Commercial	\$49.39 (\$14.60)	\$48.88 (\$25.31)	\$47.60 (\$17.66)	\$2.48 (\$2.48)	\$22.24 (\$22.24)	\$170.59 (\$82.29)	Per sq.m. GFA
Industrial	\$49.39 (\$14.60)	\$48.88 (\$25.31)	\$47.60 (\$17.66)	\$2.48 (\$2.48)	\$14.48 (\$14.48)	\$162.83 (\$74.53)	Per sq.m. GFA
Institutional	\$49.39 (\$14.60)	\$48.88 (\$25.31)	\$47.60 (\$17.66)	\$2.48 (\$2.48)	\$22.24 (\$22.24)	\$170.59 (\$82.29)	Per sq.m. GFA

DCC Comparison Communities

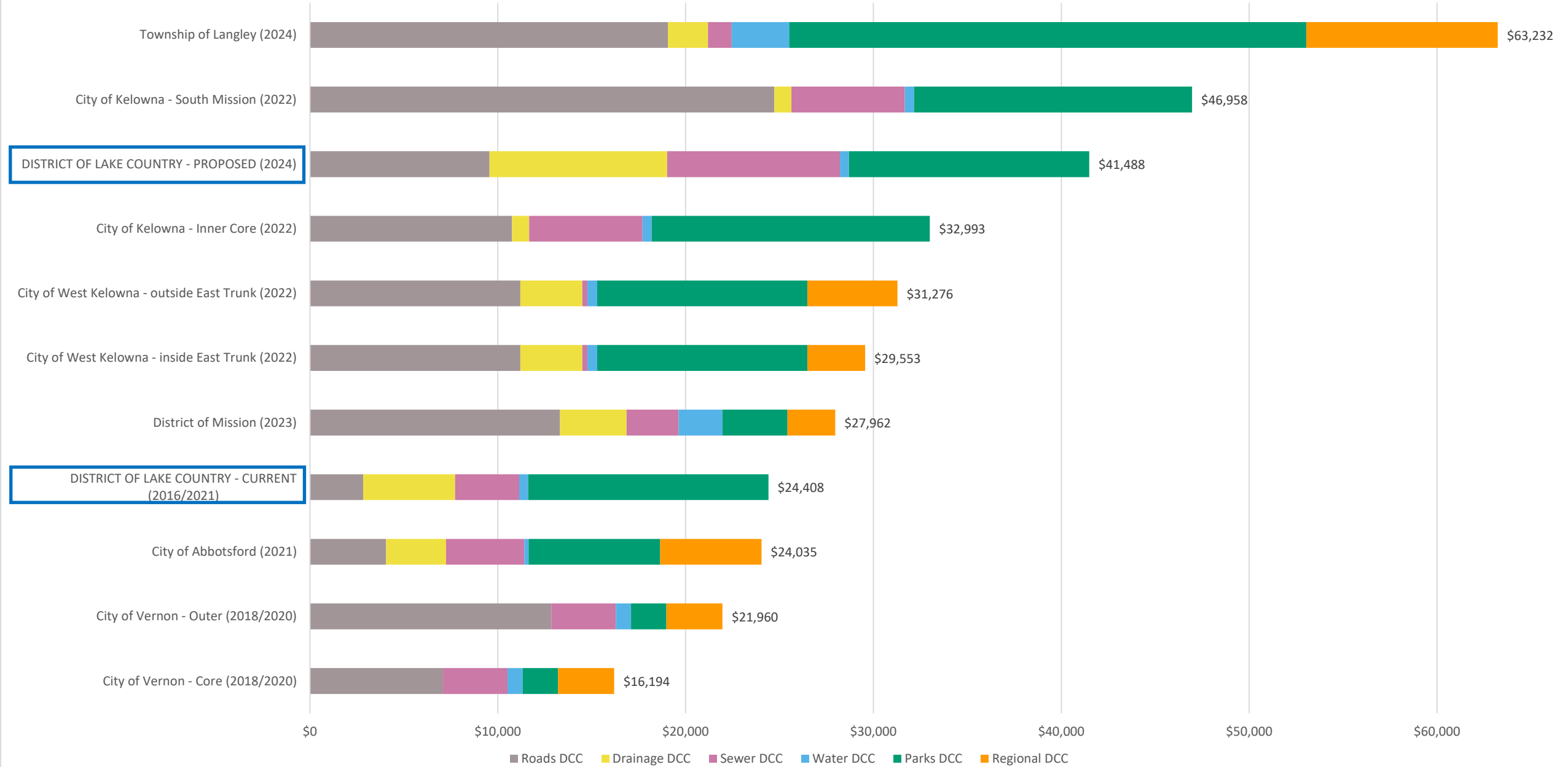
- DCCs are a technical exercise, based on each community's growth projections, infrastructure requirements due to growth, and Council policy decisions.
- Every community is different, and as such it is challenging to present an “apples to apples” communities. We have included the following for comparison purposes:
 - Okanagan communities – City of Kelowna, City of West Kelowna, City of Vernon
 - Other high-growth communities – District of Mission, City of Abbotsford, Township of Langley
- Some communities have a two-tiered (e.g. core/outer) DCC rate structure (especially with Transportation DCCs), others have Regional DCCs in addition.
- Township of Langley recently updated their DCC Bylaw (January 2024) with a significant increase, especially for residential DCCs.

Single Detached DCC Comparison (per lot/unit)



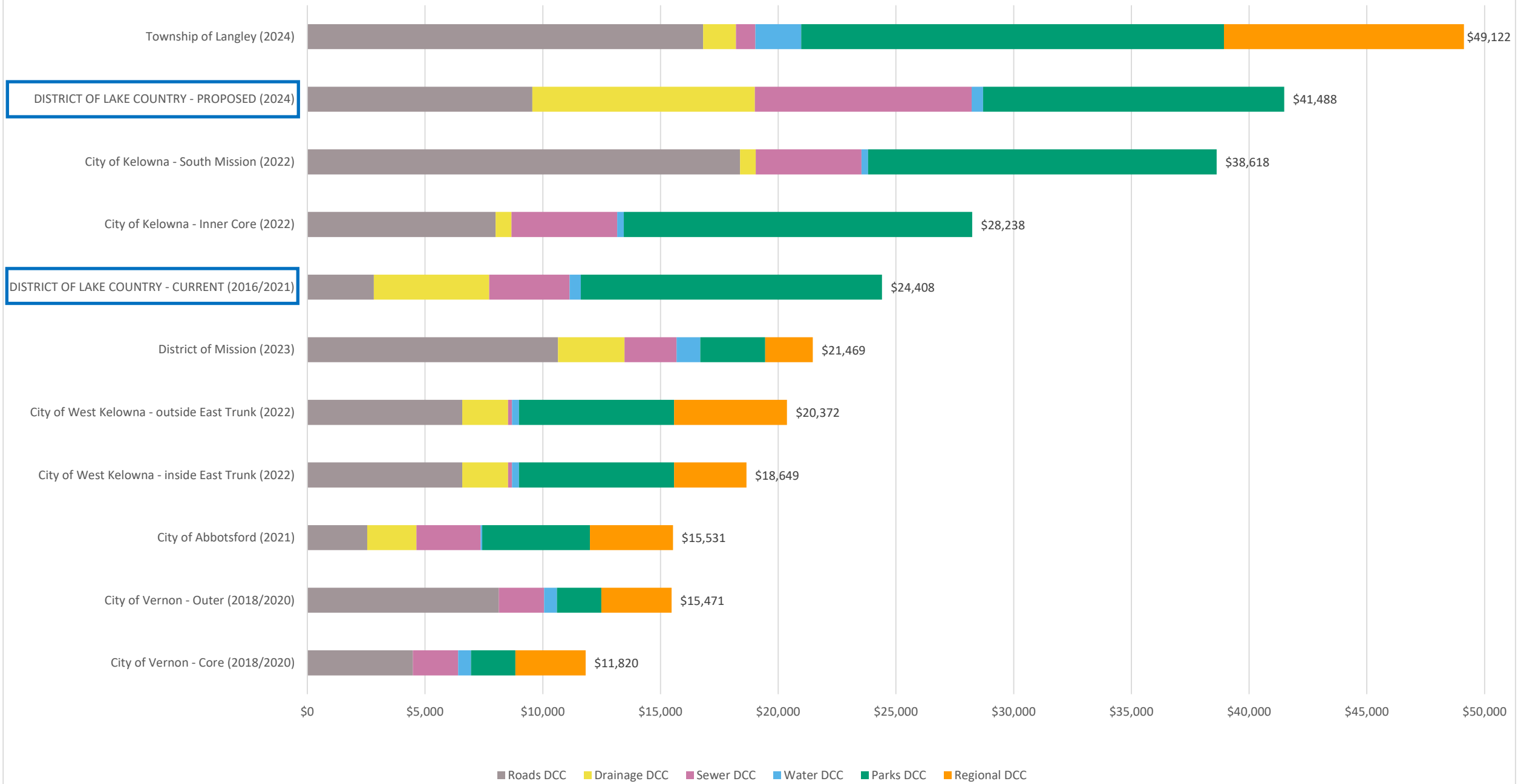
Townhouse DCC Comparison (per unit)

Attachment A-Bylaw 1233, 2024-Background Report May 2024

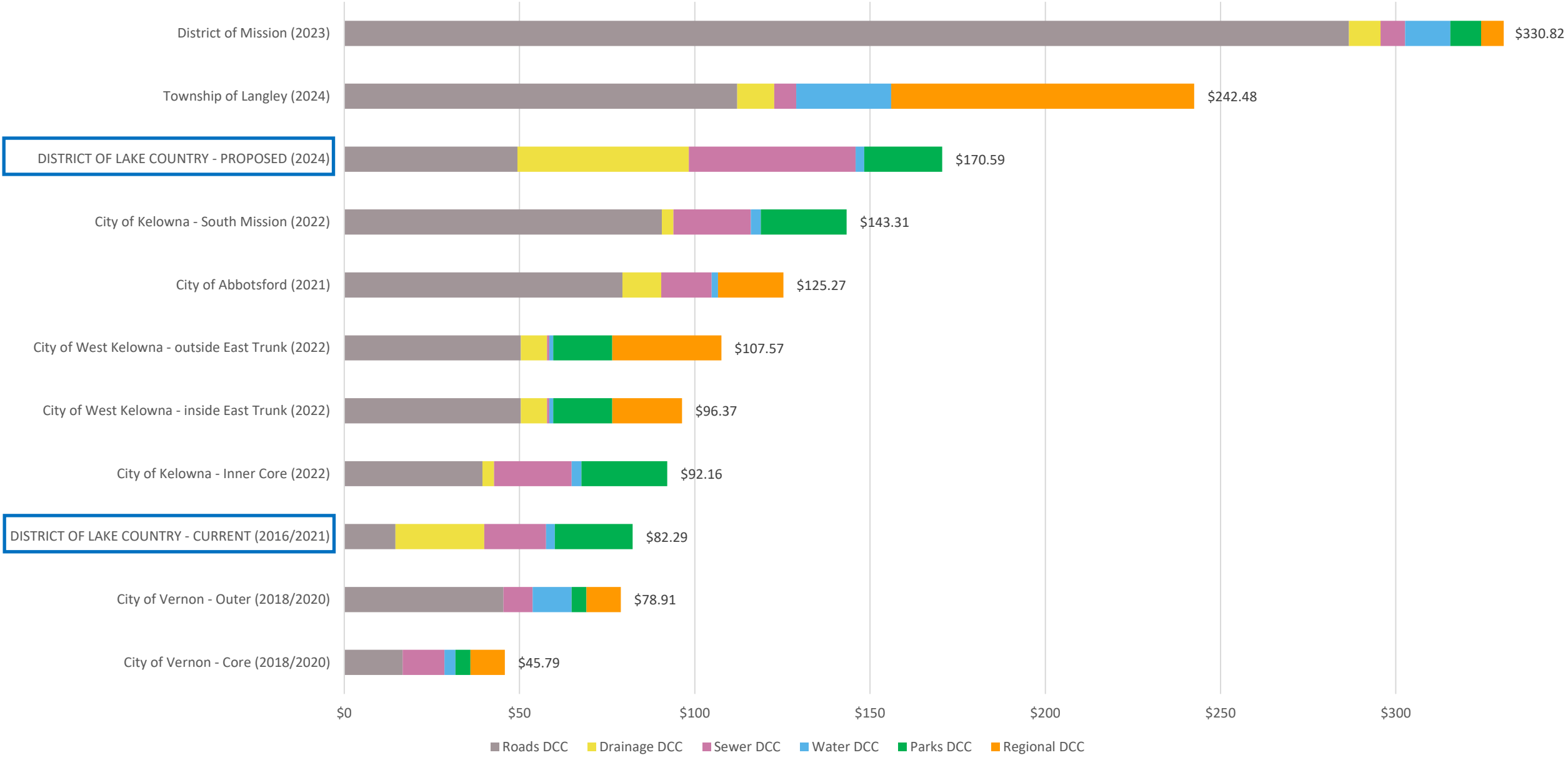


Apartment DCC Comparison (per unit)

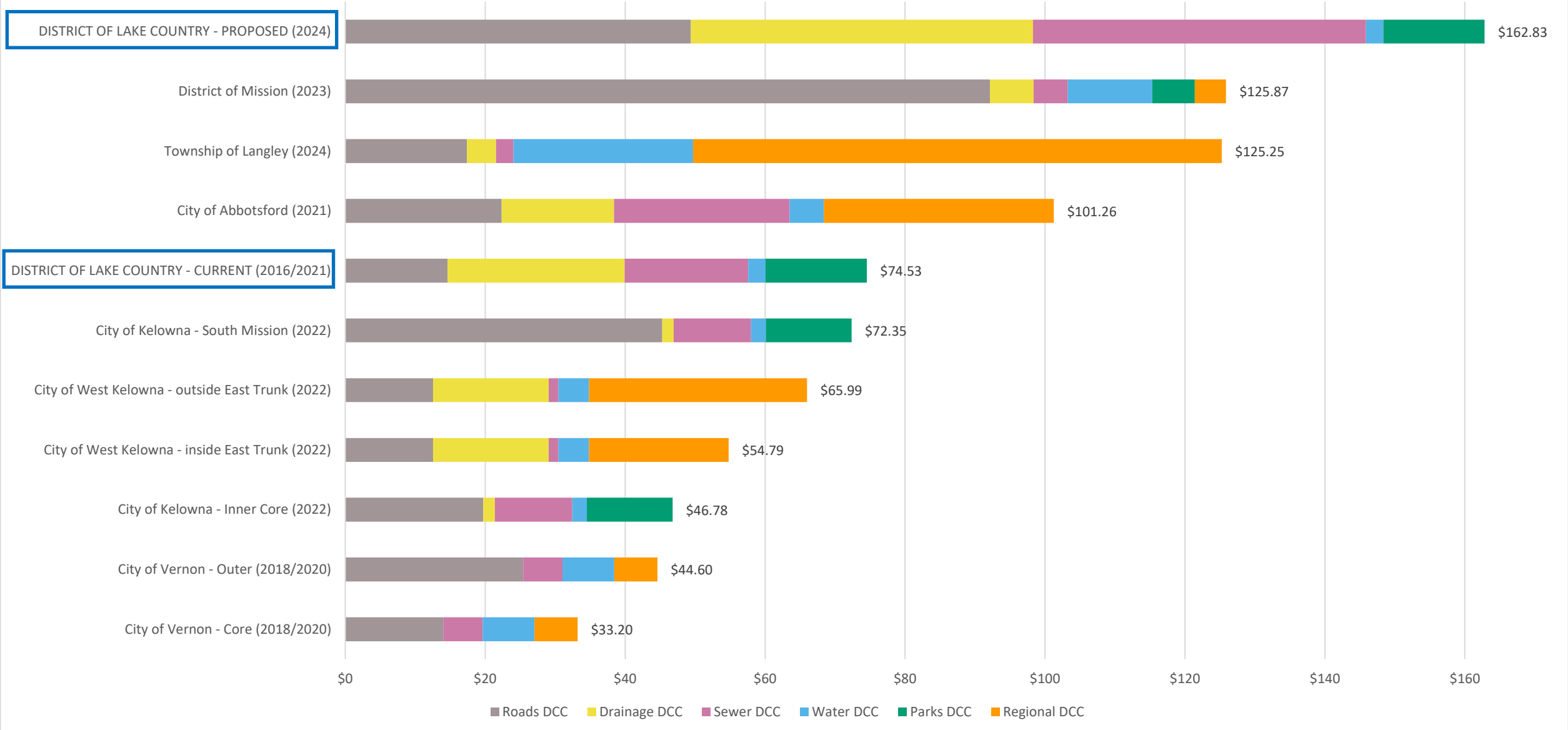
Attachment A-Bylaw 1233, 2024-Background Report May 2024



Commercial DCC Comparison (per sq.m. GFA)

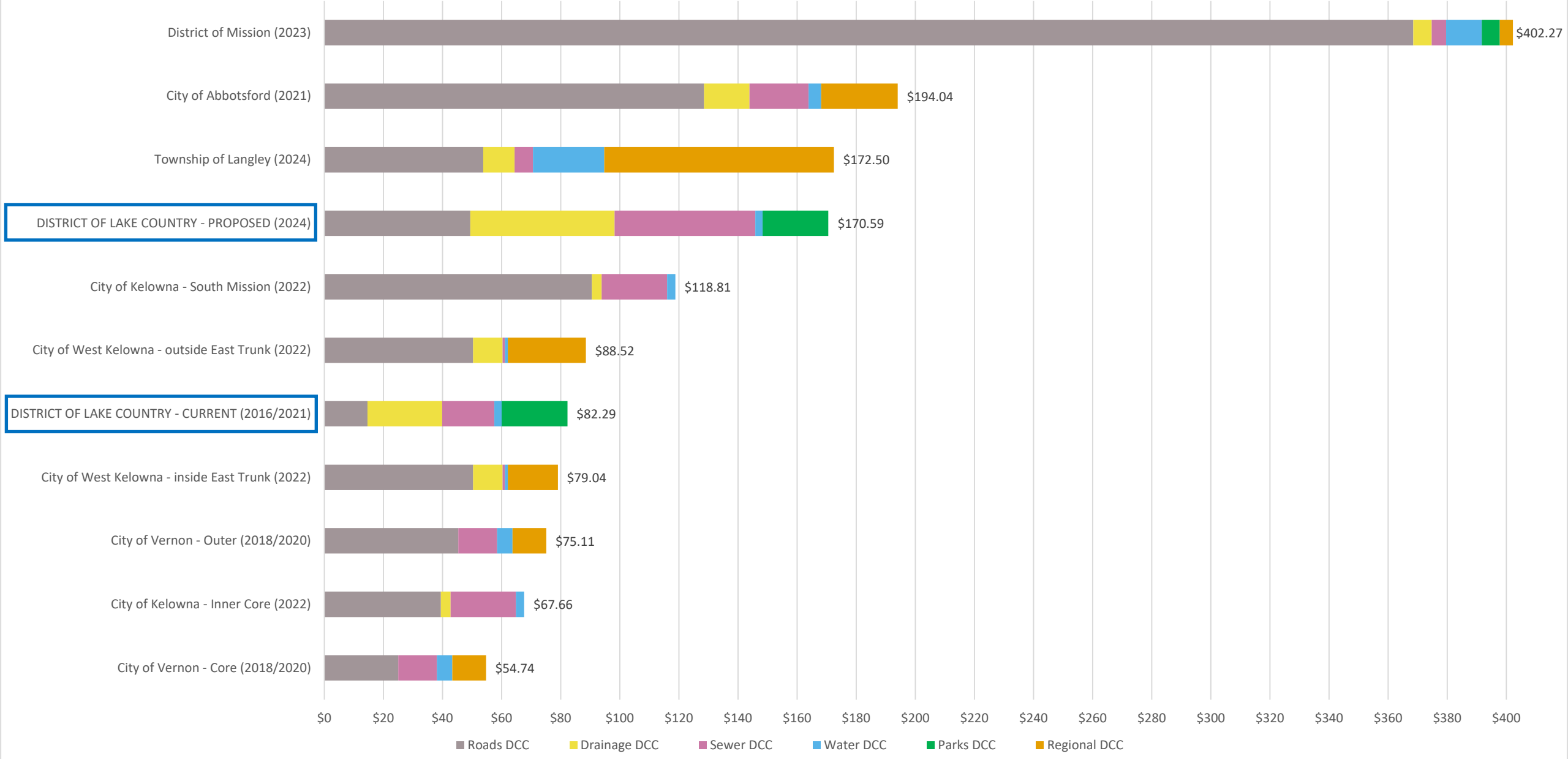


Industrial DCC Comparison (per sq.m. GFA)



Institutional DCC Comparison (per sq. m. GFA)

Attachment A-Bylaw 1233, 2024-Background Report May 2024



DCC Bylaw Considerations

- DCC Exemptions
 - **Statutory** exemptions in LGA for: places of worship, building permit value < \$50,000 (can be increased by Bylaw), residential units < 29 sq.m. (can be increased by Bylaw).
 - No DCCs payable or accounted for in DCC rates.
- DCC Waivers and Reductions
 - **Permissive** relief by Council for specific residential development, i.e. not-for profit affordable housing, for-profit affordable rental, low environmental impact.
 - Typically a percentage reduction of the DCC rates, e.g. 100% waiver for not-for profit affordable housing, 50% reduction for for-profit affordable rental – Bylaw sets out criteria.
 - Can be in separate Bylaw (preferred) which does not require Ministry approval.
 - Any amounts waived by Council should be funded through non-DCC revenue sources (e.g. utility rates, non-DCC reserve funds, affordable housing fund, general taxation).

DCC Bylaw Considerations

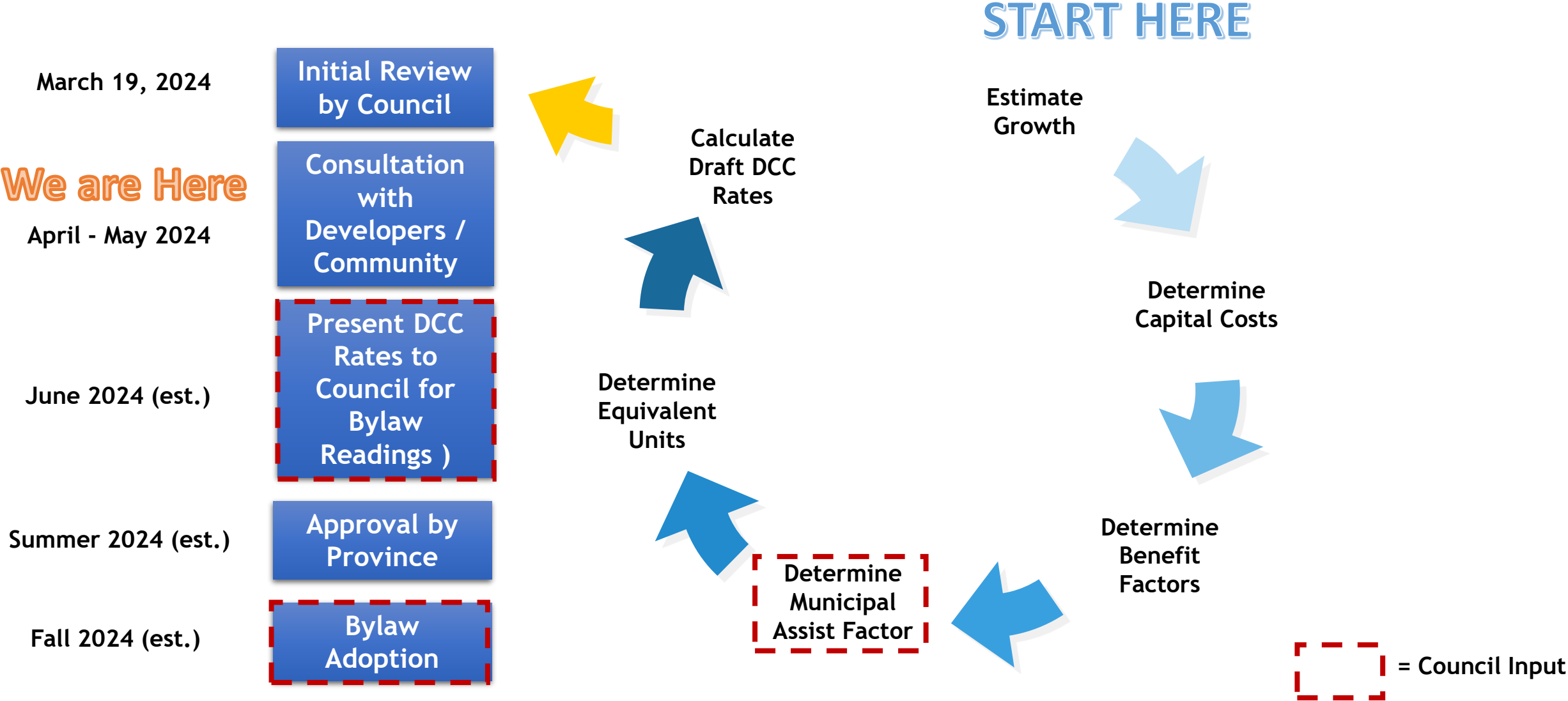
- In-Stream Protection

- LGA provides in-stream protection for any new DCC rates coming into effect, for in-stream subdivision or building permit applications with application fees paid (applies to “precursor applications” as well for Rezoning and/or Development Permit).
- Must achieve subdivision approval or BP issuance within 12 months of Date of Adoption, or else new DCC rates apply.

- Consultation

- Following initial Council review of Draft DCC rates, DCC Best Practices usually include consultation with the development community and general public.
- We have developed a brochure/handout and will work with the development industry (UDI, CHBA, others?) as part of the engagement.
- Information to be posted to the District’s website for public review and feedback.

DCC Bylaw Process





LAKE COUNTRY

Life. The Okanagan Way.

District of Lake Country

DCC Bylaw Update

Questions / Discussion

Developer Session

April 2, 2024

Dan Huang, RPP, MCIP

Principal, Connections Planning Associates Ltd.



Source: District of Lake Country

APPENDIX C

Current DCC Bylaw 950, 2016

DISTRICT OF LAKE COUNTRY

BYLAW 950, 2016

CONSOLIDATED VERSION

(Includes amendment as of June 15, 2021)

This is a consolidated copy to be used for convenience only. Users are asked to refer to the Development Cost Charge Bylaw as amended from time to time to verify accuracy and completeness.

Amending Bylaw	Summary of Amendments	Adoption
1140	Delete and replace Schedule A	June 15, 2021

DISTRICT OF LAKE COUNTRY

BYLAW 950

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

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

1. DEFINITIONS

1.1 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.

1.2 In this bylaw:

“Building Permit” means any permit required by the District 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.

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

“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** or the area within the municipal boundaries as the context may require.

“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.

“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.

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

“**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** as applicable.

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

2. DEVELOPMENT COST CHARGES

2.1 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**;

as outlined in Schedule “A”.

3. EXEMPTIONS

3.1 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 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.

3.2 A **development** is not exempt from payment of the applicable **development** cost charges if the application for **development** which might otherwise qualify under section 3.1(b) above relates to a single site for which, if more fully developed, the total value of the work possible would exceed \$50,000.

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 Schedule “A” and applicable number of **development** units.

4.2 **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”, attached hereto, for drainage; and,
- (c) those located within the **District’s Water DCC Sector**, as set out on Schedule “C”, attached hereto, for water.

4.3 Where a type of **development** is not identified on Schedule “A” the amount of **development** cost charges to be paid to the **District** shall be equal to the **development** cost charges that would have been payable for the most comparable type of **development**.

4.4 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.

5. REPEAL

District of Lake Country Development Cost Charge Bylaw 499, 2004 and its amendments are hereby repealed.

6. CITATION

This bylaw may be cited as Development Cost Charge Bylaw 950, 2016.

READ A FIRST TIME this 19th day of April, 2016.

READ A SECOND TIME this 19th day of April, 2016.

READ A THIRD TIME this 19th day of April, 2016.

Certified correct at 3rd reading

Original signed by Reyna Seabrook

Corporate Officer

Approved by the Inspector of Municipalities the 30th day of August, 2016.

Original signed by Liam Edwards

Deputy Inspector of Municipalities

ADOPTED this 6th day of September, 2016.

Original signed by James Baker

Mayor

Original signed by Reyna Seabrook

Corporate Officer

Schedule A deleted and replaced by Bylaw 1140

SCHEDULE A

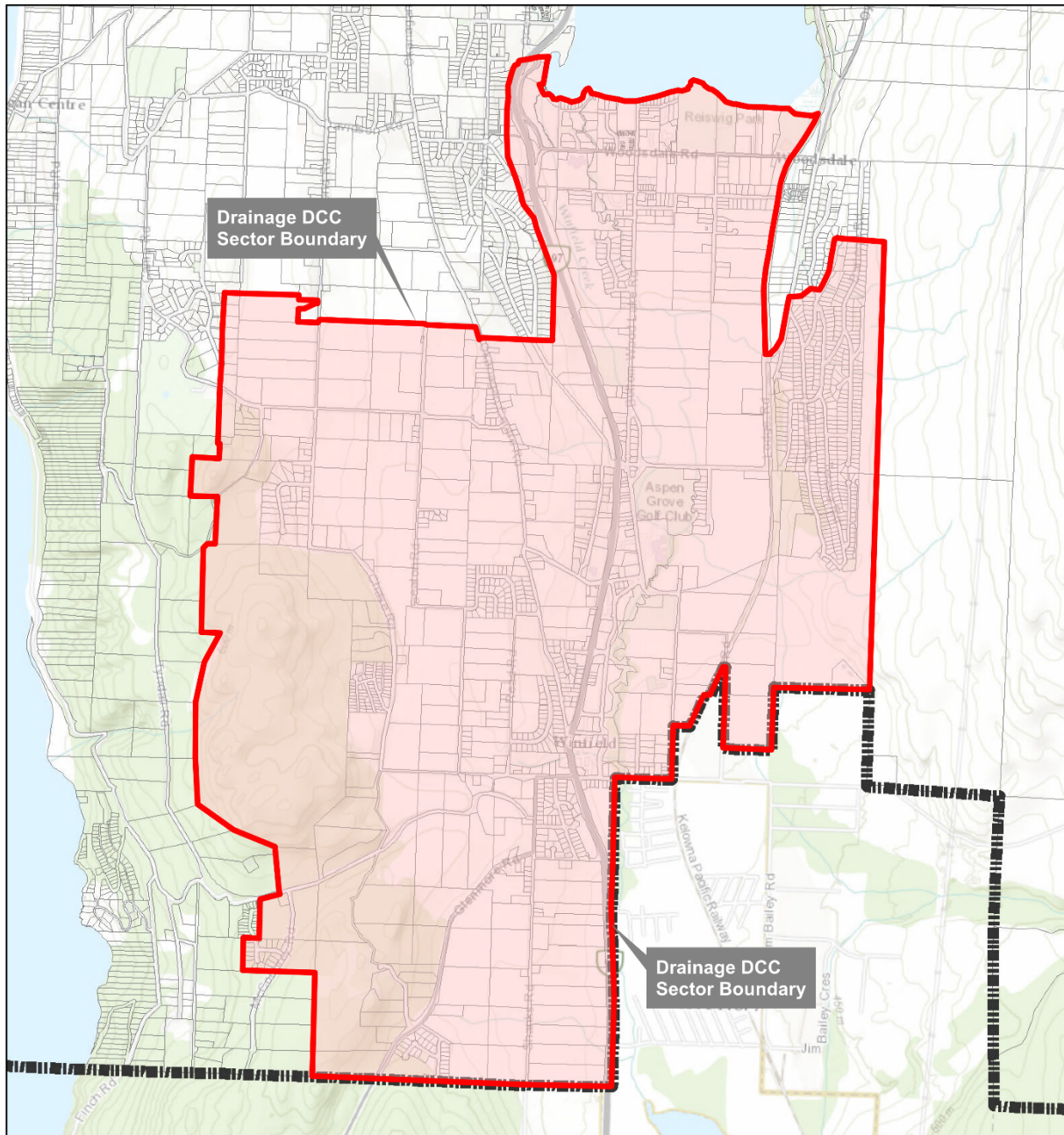
	Collection Basis	Road System	Water System	Drainage System	Sewage System	Parks
Single Detached Residential	Per Lot	\$4,346	\$7,533	\$738	\$5,256	\$12,790
Multi-family Residential	Per Unit	\$2,825	\$4,897	\$480	\$3,416	\$12,790
Commercial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$22.24
Industrial	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$14.48
Institutional	Per floor area in m ²	\$14.60	\$25.31	\$2.48	\$17.66	\$22.24






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 DCC Sector**, as defined by the Water DCC Sector map (Schedule "C").
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'

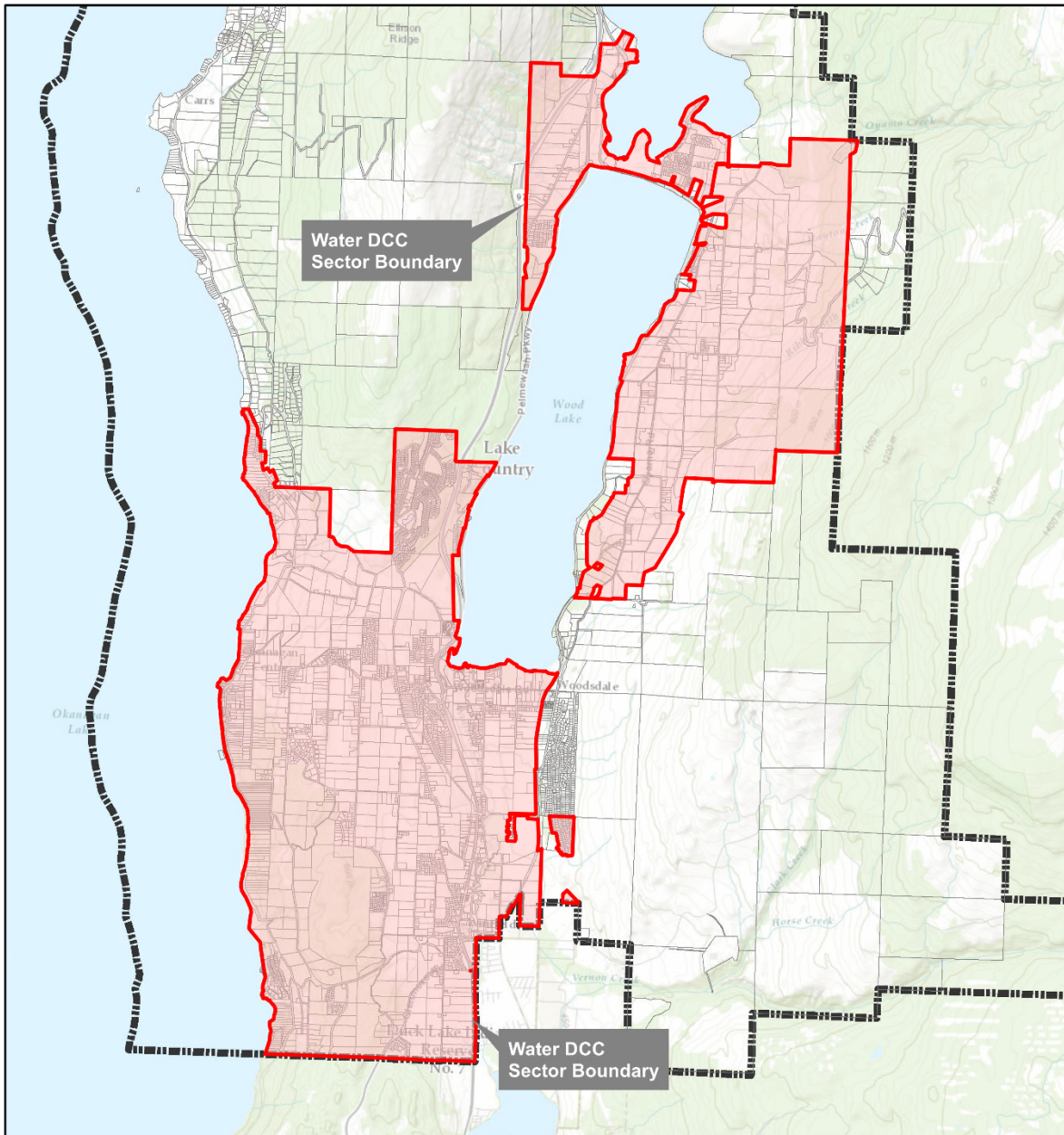
DEVELOPMENT COST CHARGE BYLAW 950, 2016







 LAKE COUNTRY <i>Life. The Okanagan Way.</i>	<p>Legend</p> <p> Boundary of Drainage DCC Sector</p> <p> DLC Boundary</p>	<p>0 75 150 300 450 Metres</p>  Coordinate System: NAD 1983 UTM Zone 11N Data Sources: Data provided by - District of Lake Country		
<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>	

SCHEDULE 'C'

DEVELOPMENT COST CHARGE BYLAW 950, 2016



 <p>LAKE COUNTRY Life. The Okanagan Way</p> <p>Lake Country Development Cost Charge Bylaw</p> <p>Water DCC Sector</p>	<p>Legend</p> <p> Boundaries of Water DCC Sector</p> <p> DLC Boundary</p>	<p>0 250 500 1,000 1,500 Metres</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 / 4 / 7</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>		

APPENDIX D

DCC Amendment Bylaw 1233, 2024