

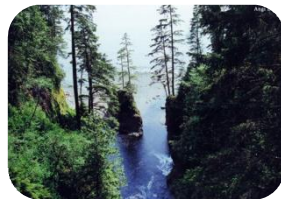


# Development Cost Charge Review

Final Report

July, 2012

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## EXECUTIVE SUMMARY

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

- Part 1 of the report outlines the purpose of the DCC review and includes information on the legislation enabling DCCs, DCCs levied by other jurisdictions, and the use of the DCC Best Practices Guide.
- In Part 2, the public consultation process is included in this section.
- Part 3 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.
- In Part 4, growth projections for the District of Sooke are presented. Based on a review of growth projections provided by the District and the Capital Regional District, the OCP, and discussions with staff, the growth for the different land uses is forecast.
- Parts 5 and 6 summarize the costs of each DCC program (i.e. roads). The total capital costs for each service and the total DCC program costs are as follows:

Table 1  
Total DCC Program Recoverable Costs

Service	Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
Roads	\$3,519,739.22	\$9,181,830.50	\$12,701,569.72

Parts 5 and 6 also show how the DCC rates are calculated using the information from Parts 3 and 4. The proposed DCC rates are shown in Table 2.

- Part 7 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 2  
 District of Sooke  
 Proposed DCC Rate Summary

	Proposed Roads DCC	Existing Wastewater DCC <sup>(1)</sup>	Total Development Cost Charge	
Single Family	\$3,548.27	\$4,317.22	\$7,865.49	per parcel
Townhouse	\$2,295.94	\$2,878.15	\$5,174.09	per dwelling unit
Apartment	\$2,156.79	\$1,918.76	\$4,075.55	per dwelling unit
Manufactured Home	\$3,548.27	\$4,317.22	\$7,865.49	per dwelling unit
Commercial	\$48.70	\$20.79	\$69.49	per m <sup>2</sup> of gross floor area

Notes:

- 1.) Existing wastewater DCC rates based on DCC Bylaw No. 202. Wastewater DCC rates are not being updated for this review.



## PART 1. BACKGROUND

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### Points Covered

- Purpose of this Review
- Legislative and Regulatory Background
- Bill 27
- DCCs Levied by Other Authorities
- DCC Best Practices Guide



## 1.1 Background and Purpose of this Review

The last review of the District of Sooke Development Cost Charge (DCC) roads program and rates was completed in December 2004. This DCC review is meant to be a major DCC bylaw update. Capital costs for all road projects have been updated to reflect 2012 construction costs. The updated roads program reflects the transportation master plan and revised road design. In 2009, the District of Sooke completed a transportation master plan. The master plan identified road works required to service growth and also defined some new road cross sections that have been used to refine the DCC cost estimates. New growth projections have been used in this DCC review. The growth estimates were developed using information from the Capital Regional District growth forecast and the District of Sooke official community plan.

The current DCC bylaw, Bylaw No. 202, levies DCCs for roads and wastewater (see Appendix A). For this DCC review, only the roads program and rates have been updated. The wastewater DCC program and rates are not being reviewed at this time. The wastewater DCC rates will remain the same as the rates published in Bylaw No. 202. The District will determine whether an update to the wastewater program and rates is required once the wastewater system modeling has been completed.

The Road DCCs are levied on a community-wide basis. The DCCs apply to single family, townhouse, apartment, manufactured homes and commercial land uses. Currently, most engineering infrastructure required to support growth is provided on a project by project basis as development is approved by the District of Sooke. The engineering infrastructure the developers are required to build are specific for the community's unique needs and must satisfy municipal regulations.

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. A review of the potential for residential and non-residential development throughout Sooke was completed as part of this DCC review. 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. 202, 2004 for the specific DCC rate for all development within the District until Council has adopted an amendment to Bylaw 202.



## 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* provides the authority for municipalities to levy DCCs. The purpose of a DCC is to assist the municipality with accommodating development by providing a dedicated source of funding for the capital costs of:

- providing, constructing, altering or expanding sewage, water, drainage and transportation facilities (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 a separate reserve account. 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 the costs of land required to build the works and improving parkland if a parkland acquisition and development DCC is established.

## 1.3 Bill 27

On May 29, 2008 the Provincial Government enacted new legislation pertaining to DCCs. The legislative changes include the option for municipalities to exempt or waive DCCs for the following classes of “eligible development”:

- not-for-profit rental housing, including supportive living housing (similar provisions were in the previous legislation, but did not require a bylaw to waive or reduce DCCs for not-for-profit rental 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 Sooke 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.

The District of Sooke currently reduces DCCs for development in the Sooke Town Centre (Bylaw No. 408). The DCC reductions are identified in the Sooke Town Centre Revitalization Bylaw No. 408 and not in the current DCC Bylaw No. 202. A 100% waiver of DCCs is given to eligible housing which is defined as not-for-profit rental housing and for-profit affordable rental housing subject to a covenant and housing agreement, the detailed definitions are included in the bylaw. A 30% reduction in DCCs is given to housing developments in the revitalization area with a density of at least 50 dwelling units per hectare and an additional 30% reduction in DCCs if the housing improvements are LEED certified (see Appendix F).

Low impact or green development practices are not expected to have an impact on the District’s DCC program at this time (i.e., these practices are not expected to reduce the need for identified DCC projects); therefore, providing DCC waivers or reductions for this type of development would not likely reflect a decreased impact on infrastructure. Providing DCC waivers or reductions may not be effective incentives for development. In general, DCC costs are typically a fairly small portion of development costs, which have historically been driven by land costs.

The new legislation includes a mandatory requirement for Council to consider whether the new DCCs are excessive in relation to the capital cost of the servicing standards, will deter development, discourage the construction of reasonably priced housing on serviced land, or will discourage development designed to result in a low environmental impact.

Staff has reviewed the DCC capital program and the various classes of land use to determine whether development designed to result in low environmental impact is expected to be adversely affected by the DCC program. This issue will be discussed with Council and when additional information is available Council may revise the DCC bylaw, if required at that time.



#### 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. Municipalities that follow this recommended process qualify for streamlined Ministry review of their DCC program.

This report was developed in consideration of the Best Practices Guide.



## PART 2. PUBLIC PARTICIPATION

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### Points Covered

- Consultation Process



## 2.1 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 development 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.

District staff prepared reports to the District Council in January, May and June on the proposed changes to the current DCC bylaw. Presentations were made during the January 16<sup>th</sup> and May 28<sup>th</sup> Council meeting. Following the May 28<sup>th</sup> Council meeting, one letter and one email were received regarding the proposed DCC rates (see Appendix C). In the May presentation, the proposed DCC rates were proposed to decrease which was the concern expressed in the letter and email. Since that meeting, the growth projections have been further reviewed and the transportation program increased. At the May meeting, Council was considering adjusting the wastewater DCC rates as well. Since that time, Council has decided not to adjust the wastewater DCC rates until further modeling has been completed and at that time may consider reviewing the wastewater DCCs. In summary, rather than reducing the DCCs, the District Council is proposing to increase the roads DCC rates and leave the wastewater DCC at the current rates.

The DCC open house was held on July 5<sup>th</sup>, 2012 at the District of Sooke Municipal Hall. A DCC rate summary, and common questions and answers were available for attendees of the meeting. Storyboards with materials describing the DCC review process, calculations and rate comparisons were available for viewing during the meeting. A power point presentation of the DCC review and results was also made during the open house. Materials presented at the open house are attached in Appendix C.

There were four (4) people in attendance at the open house. Comment sheets were available for the attendees to complete. We have not received any written comments following the open house.



## PART 3. DEVELOPING THE DCC PROGRAM AND COSTS - GUIDING PRINCIPLES

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### Points Covered

- Relationship to Other Municipal Documents
- DCC Time Frame
- Community-Wide and Area-Specific DCCs
- DCC Recoverable Costs
- Grant Assistance
- Interim Financing
- Allocation of Costs
- Municipal Assist Factor
- Units of Charge



### 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
- District of Sooke Development Cost Charge Bylaw No. 202, 2004
- District of Sooke Development Cost Charge Review Background Report by Urban Systems Ltd, December 9, 2004
- District of Sooke Town Centre Revitalization Bylaw No. 408, 2009
- Official Community Plan
- District of Sooke Zoning Bylaw No. 500
- Capital Regional District – Regional Transportation Model/ Growth Projections
- Traffic Impact Assessment for 7044 Maple Park Terrace, January 2010, Boulevard Transportation Group
- Traffic Impact Assessment for Notts Creek Development on Otter Point Road, July 2010, Boulevard Transportation Group

### 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 Sooke DCC program is to 2021. The capital expenditure forecasts include all of the DCC projects that need to be constructed to allow for anticipated development.

### 3.3 Community-Wide and Area-Specific DCC Charges

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 water works, which can only service that particular area due to the unique location of the area.

The questions we answered in concluding that a community-wide DCC is the best alternative for the District of Sooke DCC include the following:



1. What does the Provincial DCC Best Practise 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 District of Sooke with the specific District of Sooke DCC capital program? How will the manner of DCC collection affect the District's ability to get the DCC program built?
6. What are the typical complexities and costs of establishing the community -wide vs. area-specific DCC?
7. Does a community-wide DCC support growth throughout the District in a more cost effective manner?

The answers to the questions above helped us conclude that a community-wide DCC rate structure is the best alternative to implement the DCC capital program.

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 waiting a long time to collect a significant amount of DCCs to build any works in a timely manner.

Having DCCs collected community-wide for engineering services gives the District the flexibility to construct 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 changes in development patterns throughout the District.

Having a community-wide DCC can reduce the complexity of collecting the DCC and cost of administering the DCC reserves. A community-wide DCC bylaw is often a simpler document to apply by front counter staff as well and can reduce the staff time required to assess, collect and expend the DCCs. We believe the reduced administration effort from having a community-wide DCC can be significant.



### 3.4 DCC Recoverable Costs

As specified by the *Local Government Act*, the DCC recoverable costs for the projects include construction costs, contingency, land costs where applicable, engineering, administration and net GST/HST. The capital costs included in this report do not include charges for interim financing or interest on long-term debt financing.

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*) has been recently amended to include interest in exceptional circumstances where borrowing is required. The Inspector of Municipalities will only allow interest costs 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 Grant Assistance

We have not identified any grant assistance for the DCC program. All costs identified are funded from DCCs or other Town contributions.

### 3.6 Interim Financing

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

### 3.7 Allocation of Costs

For each proposed infrastructure project, costs are allocated between the existing development and new growth. 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 or service other communities; and
2. Projects that are required solely to accommodate new growth.





Projects in the first category provided some benefit to existing development or others outside Sooke, but they also benefit new growth. In order to allocate the degree of benefit equitably between the existing population or others outside Sooke 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 was then applied to the estimated costs of the projects in order to determine how much benefit would be attributed to new growth. For projects in this category, the benefit to growth is 61%.

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.

As for new projects in the first category, the District considers the following factors when determining what percentage to allocate to new growth:

- Current standards of servicing required by the District.
- Who benefits from the works including reviewing applicable traffic impact assessments.
- 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 what the size of the project would be if the project was for the existing population, versus what the size of the project would be if the project was expanded to accommodate the new growth as well.
- 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.

The following table indicates, in general terms, the percentage of the costs that are attributable to new growth according to the type of service. Numbers less than 100% indicate category one projects that benefit both new growth and the existing population. The number 100% indicates category two projects that principally benefit new growth alone.



Table 3  
Allocation of Costs Attributable to New Growth

DCC Type	Benefit Factors %
Roads	61% - 100%

In each of the DCC program (Section 5), the exact percentage of the benefit that can be attributed to new growth is indicated in the column entitled “Benefit Factor %”. 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 to New Development” in all of the DCC programs.

### 3.8 Municipal Assist Factor

The *LGA* recognizes that it would be unfair to impose on new development all of the costs that are attributable to 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 contribution is in addition to the costs that were allocated in the calculations to the existing population and that 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 general tax revenue.

The actual level of the assist factor is determined by the District. While the District can have a different assist factor for *each type of capital works*, i.e. transportation, water, sewer and drainage, the District cannot have a municipal assist factor that varies for *different land uses* within the District, i.e. single family residential, townhouse residential, commercial, etc.

According to the *LGA*, the District should consider the following factors when setting DCC rates:

- 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 assist factor has been set at the following rates for each type of DCC:

Table 4  
Municipal Assist Factor by DCC Type

DCC Type	Municipal Assist Factor
Roads	1%

### 3.9 Units of Charge

Single-family DCCs will be levied at subdivision based on the number of lots created by subdivision. Multi-family (townhouse and apartment), manufactured homes and commercial land uses will be levied the DCCs at the building permit stage of development. The DCCs for multi-family uses and manufactured homes will be levied per dwelling unit. Commercial will be levied at the building permit stage of development based on the total floor area of the building permit.

It is easiest to collect the detached dwelling DCCs at the time of subdivision. Collecting the DCC at this point ensures the DCC is collected as early as possible to help in funding needed infrastructure.

In multi-family residential development and manufactured home parks, the size and number of townhouses or apartments or manufactured homes is often not known at the time of subdivision, nor are there any guarantees as to the exact number of units that will be built. Therefore, collection of the multi-family and manufactured homes DCCs at the building permit stage is more accurate in assessing the impact of the development not only because the number of units is known, but also because the unit size is known, which ultimately corresponds to the occupancy rate.



## PART 4. GROWTH PROJECTIONS

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### Points Covered

- Residential
- Commercial



#### 4.1 Residential

2011 Statistics Canada states that the District of Sooke had a population of 11,435 people which was a 17.9% increase from the 2006 Census population of 9,704 people. This represents an annual increase of approximately 3.57%. The majority of residential growth in Sooke is anticipated to be in single-family and townhouse units. Using growth projections developed by the Capital Regional District (CRD) for their Regional Transportation Model, the projected 2021 population is 17,378. The District of Sooke Official Community Plan projects a 2021 population of 17,380 people.

As shown on Table 5, the District is expected to grow by approximately 4,078 people by 2021. The projected growth is based on a 3.57% growth rate and considers the development potential of existing areas that will most likely develop from now to 2021 and assumes some existing inventory of housing will be consumed within the next 10 years. The population projection increase of 4,078 is less than estimated by the CRD and lower than the OCP projection but through discussions with staff and Council the growth rate reflects a more practical rate of growth for the community. The projection includes existing lands currently zoned but not developed or remaining lands in planned neighbourhoods where the type of land use is known. Of which, 912 units are expected to be single family; 608 units are expected to be townhouse; and 435 units to be apartment.

Table 5  
Distribution of Population Growth by Dwelling Type

Dwelling Type	New Units	Persons per Unit	New Population
Single-Family	912	2.7	2,462
Townhouse	608	1.8	1,094
Apartment	435	1.2	522
Total			4,078

#### 4.2 Commercial

To estimate future commercial development potential we reviewed the basis of the current DCC bylaw and District Staff reviewed the amount of commercial space available for development. District Staff provided the background information and confirmed the estimates. 9,754 square metres of new commercial floor space are expected to be developed, as shown in Table 6.



Table 6  
Commercial Growth Projections

Land Use	New Development (square metres total floor area)
Commercial	9,754



## PART 5. ROADS DCCS

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### Points Covered

- Roads DCC Program
- Traffic Generation and Calculation of Roads Impact
- Roads DCC Calculation



### 5.1 Roads DCC Program

The Roads DCC program includes a variety of capital works including new collector roads, road widening and new traffic signals. There are special road cross sections for Waterview and Goodmere roads which were identified in the 2008 Sooke Transportation Master Plan. The urban collector road standard and Grant Road connector are based on new supplemental standard detail drawings. The works are shown in Table 10, the calculations are shown in Table 11 and the cost estimates can be found in Appendix D. These projects are illustrated on a figure in Appendix E.

Each Roads DCC Program identifies the proportion of the costs attributable to future growth and to the existing residents. For some roads traffic impact assessment studies were available as background information for calculating the benefit factor for certain new roads. Other roads are only required to service growth and are therefore 100% for the benefit of future residents and commercial development. A municipal assist factor of 1% was applied to that amount in order to determine the amount recoverable by DCCs.

Table 7  
Roads DCC Program Costs

Municipal Costs	DCC Recoverable Program Costs	Total Capital Costs
\$3,519,739.22	\$9,181,830.50	\$12,701,569.72

The total cost of the roads projects is approximately \$12.70 million, of which \$9.18 million is DCC recoverable. These costs include the construction of new roads infrastructure plus engineering and contingency, and land costs where applicable.

### 5.2 Traffic Generation and Calculation of Road Impact

For road works, the cost of development is distributed based on the trips generated by each land use. Relative impacts and equivalent units have been calculated as follows:



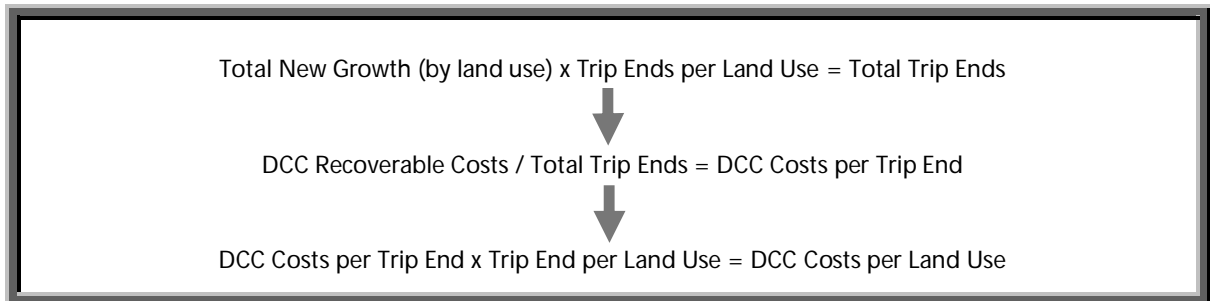
Table 8  
Equivalent Units for Roads

Land Use	Base Unit	Weighted Trip Rate
Single Family	Parcel	1.02
Townhouse	Dwelling unit	0.66
Apartment	Dwelling unit	0.62
Manufactured Home	Dwelling unit	1.02
Commercial	Gross floor area (m <sup>2</sup> )	0.014

### 5.3 Roads DCC Calculation

The Roads DCC rates have been calculated according to the various principles and assumptions discussed earlier in this report. The basic calculation is shown in Equation 1.

Equation 1  
Roads DCC Calculation



The proposed Roads DCC rates are shown in Table 9. The detailed Roads DCC calculations are included in the series of tables appended at the end of this section.

Table 9  
Proposed Roads DCC Rates

Land Use	DCC Rate	Unit
Single Family	\$3,548.27	per parcel
Townhouse	\$2,295.94	per dwelling unit
Apartment	\$2,156.79	per dwelling unit
Manufactured Homes	\$3,548.27	per dwelling unit
Commercial	\$48.70	per m <sup>2</sup> of gross floor area

Note: It was assumed that manufactured homes have the same trip generation impact as single family homes as they are considered a single family residential unit in the zoning bylaw.



The proposed DCC rates are levied per parcel for single family developments. Townhouse, apartment and manufactured home developments are levied per dwelling unit. Commercial developments are levied per m<sup>2</sup> of gross floor area.

**DISTRICT OF SOOKE  
ROADS DCC PROGRAM  
TABLE 10**

Project No.	Project Name	Column			Col. (1) Project Timing	Col. (2) Cost Estimate	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) = 1 - Col. (3) X Col. (2) Cost Estimate - Benefit to Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
		Location										
		On	From	To								
1	Throup Rd New Collector	Throup Rd	Charters Rd	Phillips Rd		\$2,948,602.50	61%	\$1,798,647.53	\$1,149,954.98	\$17,986.48	\$1,780,661.05	\$1,167,941.45
2	Maple Ave S / Highway 14 Signalization	Intersection	Maple Ave South	Highway 14		\$375,000.00	61%	\$228,750.00	\$146,250.00	\$2,287.50	\$226,462.50	\$148,537.50
3	Murray Rd Downtown Road Widening	Murray Rd	Highway 14	Horne Rd		\$1,250,330.00	100%	\$1,250,330.00	\$0.00	\$12,503.30	\$1,237,826.70	\$12,503.30
4	Goodmere Road Collector Widening	Goodmere Rd	Murray Rd	Mariner's Village		\$1,324,615.00	100%	\$1,324,615.00	\$0.00	\$13,246.15	\$1,311,368.85	\$13,246.15
5	Waterview Street Collector Widening	Waterview St	Highway 14	New Goodmere Rd		\$1,339,462.00	100%	\$1,339,462.00	\$0.00	\$13,394.62	\$1,326,067.38	\$13,394.62
6	Church Rd Collector Widening	Church Rd	Helgeson Rd	Felderhof Rd		\$1,942,451.72	61%	\$1,184,895.55	\$757,556.17	\$11,848.96	\$1,173,046.59	\$769,405.13
		Church Rd	Church Hill Dr	Highway 14								
7	Grant Rd New Collector	Grant Rd	Otter Point	Church Rd		\$1,581,930.00	61%	\$964,977.30	\$616,952.70	\$9,649.77	\$955,327.53	\$626,602.47
8	Grant Rd New Collector	Grant Rd	Otter Point	Gatewood Road		\$1,939,178.50	61%	\$1,182,898.89	\$756,279.62	\$11,828.99	\$1,171,069.90	\$768,108.60
<b>TOTALS</b>						<b>\$12,701,569.72</b>		<b>\$9,274,576.26</b>	<b>\$3,426,993.46</b>	<b>\$92,745.76</b>	<b>\$9,181,830.50</b>	<b>\$3,519,739.22</b>

**Notes**

- 1.) Cost estimates from District of Sooke, August 4, 2011, updated by USL Aug 16, 2011.
- 2.) Project No. 8 include contribution to roundabout at Grant Rd intersection.

**DISTRICT OF SOOKE  
ROADS DCC RATE CALCULATION  
TABLE 11**

<b>A: Traffic Generation Calculation</b>					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends	% Trip Ends
Single Family	912	lot	1.02	930	54%
Townhouse	608	dwelling units	0.66	401	23%
Apartment	435	dwelling units	0.62	270	16%
Commercial	9,754	square metres total floor area	0.014	137	8%
			<b>Total Trip Ends</b>	1,738 (a)	100%
<b>B: Unit Roads DCC Calculation</b>					
Net Road DCC Program Recoverable		\$9,181,830.50	(b)		
Existing DCC Reserve Monies		\$3,136,636.00	(c)		
Net Amount to be Paid by DCCs		\$6,045,194.50	(d) = (b) - (c)		
DCC per Trip End		\$3,478.70	(e) = (d) / (a)		
<b>C: Resulting Roads DCCs</b>					<b>DCC Revenue Estimates</b>
Single Family		\$ 3,548.27	lot	(e) x Col. (3)	\$3,236,022.21
Townhouse		\$ 2,295.94	dwelling units	(e) x Col. (3)	\$1,395,931.15
Apartment		\$ 2,156.79	dwelling units	(e) x Col. (3)	\$938,204.32
Manufactured Home		\$ 3,548.27	dwelling units	(e) x Col. (3)	
Commercial		\$ 48.70	square metres total floor area	(e) x Col. (3)	\$475,036.82

**Notes**



## PART 6. WASTEWATER DCCS

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## 6.1 Wastewater DCCs

The current DCC bylaw, Bylaw No. 202, levies DCCs for roads and wastewater (see Appendix A). For this DCC review, only the road DCC program and rates have been updated. The wastewater DCC program and rates are not being reviewed at this time. The wastewater DCC rates will remain the same as the rates published in Bylaw No. 202. The District will determine whether an update to the wastewater program and rates are required once the wastewater system modeling has been completed.



## PART 7. DCC RATES SUMMARY AND IMPLEMENTATION

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### Points Covered

- DCC Rates Summary
- Bylaw Exemptions
- Collection of Charges – Building Permit and Subdivision
- In-Stream Applications and Grace Periods
- DCC Rebates and Credits
- DCC Monitoring and Accounting
- DCC Reviews



### 7.1 Summary of Proposed DCC Rates

Table 12 summarizes the proposed District of Sooke DCC rates. The proposed DCC rates are levied per parcel single-family, and per dwelling unit for townhouse, apartment and manufactured homes. Commercial developments are levied per m<sup>2</sup> of floor area. The single family DCCs will be levied at subdivision. All other DCCs will be levied at building permit.

### 7.2 Bylaw Exemptions

The *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 further development 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 restricts 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.

Recent changes to the legislation now allow local governments to charge DCCs on residential developments of four units or less, 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, Bill 27, as discussed in Section 1.3, has given local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. Under this new legislation, the District has adopted the Sooke Town Centre Revitalization Bylaw No. 408, 2009 to waive or reduce DCCs for not-for-profit rental housing and for-profit affordable rental housing. At this time the District has not adopted a bylaw to waive or reduce DCCs for low impact development.

### 7.3 Collection of Charges – Building Permit and Subdivision

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. The District of Sooke will collect DCCs for detached dwellings at subdivision approval. Of the two possible collection times, subdivision approval occurs earlier in the process. Collecting DCCs early will allow the District to ensure timely provision of infrastructure and services.





All other DCCs will be collected at building permit, which is when the size and number of buildings to be constructed will be known. Collecting DCCs based on this more accurate information will result in more equitable distribution of growth costs.

#### 7.4 Collection of DCCs on Redeveloped or Expanded Developments

When an existing building or development undergoes an expansion or redevelopment, there is usually a need for additional DCC related engineering services. The new developer/ builder should pay the applicable DCCs based on the additional floor area for commercial land at the DCC rates in the current DCC bylaw. In essence, the District is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/ building area.



Table 12  
 District of Sooke  
 Proposed DCC Rate Summary

	Proposed Roads DCC	Existing Wastewater DCC <sup>(1)</sup>	Total Development Cost Charge	
Single Family	\$3,548.27	\$4,317.22	\$7,865.49	per parcel
Townhouse	\$2,295.94	\$2,878.15	\$5,174.09	per dwelling unit
Apartment	\$2,156.79	\$1,918.76	\$4,075.55	per dwelling unit
Manufactured Home	\$3,548.27	\$4,317.22	\$7,865.49	per dwelling unit
Commercial	\$48.70	\$20.79	\$69.49	per m <sup>2</sup> of gross floor area

Notes:

- 1.) Existing wastewater DCC rates based on DCC Bylaw No. 202. Wastewater DCC rates are not being updated for this review.



#### 7.5 In-Stream Applications and Grace Periods

The *LGA* requires that in-stream subdivision applications provided the application is complete and application fees have been paid, be provided one-year protection from the proposed DCC rates. These in-stream active subdivision applications will be exempted from any increase in DCCs for one year from the date of implementation of the new DCC bylaw.

Effective January 1, 2011, building permits are also given the same in-stream exemptions as subdivision applications under the *LGA*. Complete building permit applications will also be exempt from any increase in DCCs for one year from the date of implementation of the new DCC bylaw.

The District will not introduce a grace period in the new DCC bylaw. Once the proposed DCC bylaw has been given fourth and final reading, the proposed DCC rates will be in effect. The *LGA* requirements will apply.

#### 7.6 DCC Rebates and Credits

The *LGA* stipulates that should an owner pay for specific services inside or 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, should the District, for example, approve an owner to build a sewer main outside their development and the sewer main is in the DCC program, the District will credit the owner the cost of the sewer main up to the wastewater DCCs allocated.

The District should establish a policy or practise to guide staff in the collection of DCCs and the use of DCC credits. There may be situations in which it is not in the best interests of the District to allow an owner to build DCC services outside of their subdivision or development. Building such services may start or accelerate development in areas in which the District is not prepared to support.

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 wastewater 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 practise is recommended to ensure consistent application of the DCC rebate principle. Often policies for



DCC credits, rebates and latecomer agreements are drafted to assist staff in development financing.

#### 7.7 DCC Monitoring and Accounting

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

#### 7.8 DCC Reviews

To keep the DCC program as current as possible, the District should review its program annually. Based on its annual review, the District may make minor amendments to the DCC rates. Minor amendments may include the deletion of completed projects, the addition of new projects, the deletion of estimated construction costs, with the inclusion of actual construction costs and time frame adjustments. This also requires a DCC bylaw amendment.

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, a major amendment to the DCC program and rates is needed every 2 to 5 years.

The District may review the wastewater DCC program and rates in 2012 following the completion of the wastewater systems modeling.

## APPENDIX A

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Existing Development Cost Charge Bylaw No. 202, 2004

# DISTRICT OF SOOKE

## BYLAW NO. 202

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A bylaw to impose development cost charges.

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The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This Bylaw is cited as *Development Cost Charge Imposition Bylaw, 2004*.

2. In this Bylaw:

“**Apartment Residential**” means the use of land for a building or structure that consists of or will consist of at least two floors containing four or more dwelling units, other than dwelling units that are townhouse residential;

“**Commercial**” means any commercial land use permitted by the Zoning Bylaw;

“**Dwelling Unit**” or “**Unit**” means a room or a suite of rooms used or intended to be used as a self-contained private residence for one household that may contain eating, living, sleeping and sanitary facilities;

“**Gross Floor Area**” means the total area of all floors in a building measured to the outside surface of the exterior walls, but excluding areas provided for parking of motor vehicles and storage of bicycles;

“**Single Family Residential**” means the use of land for a building or structure containing up to three dwelling units;

“**Townhouse Residential**” means the use of land for a building or structure containing four or more dwelling units each having a principal entrance that provides direct outdoor access at or from ground level;

“**Zoning Bylaw**” means a bylaw adopted under s.903 of the *Local Government Act*.

3. Every person who obtains approval of subdivision under the *Land Title Act* or the *Strata Property Act* of land designated in the Zoning Bylaw for single family residential development must pay to the District the following development cost charges:

- (a) the applicable wastewater development cost charge set out in Schedule A to this bylaw if any part of the land being subdivided is within the area of the District of Sooke shown in Schedule A; and
  - (b) the applicable road development cost charge set out in Schedule B to this bylaw.
4. Every person who obtains a building permit authorizing the construction, alteration or extension of a building or structure for a use other than a single family residential use must pay to the District the following development cost charges:
- (a) the applicable wastewater development cost charge set out in Schedule A to this bylaw if any part of the land being built upon is within the area of the District of Sooke shown in Schedule A; and
  - (b) the applicable road development cost charge set out in Schedule B to this bylaw.

Introduced and read a first time the 13<sup>th</sup> day of December 2004.

Amended the 10<sup>th</sup> day of January, 2005

Read a second time as amended the 10<sup>th</sup> day of January, 2005.

Read a third time the 13<sup>th</sup> day of June, 2005.

Approved by the Inspector of Municipalities the 8<sup>th</sup> day of July 2005.

Adopted on the 11<sup>th</sup> day of July 2005.

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Janet Evans  
Mayor

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Peter Jmaeff  
Chief Administrative Officer

**SCHEDULE A**

**Wastewater**

<b>LAND USE CATEGORY</b>	<b>DEVELOPMENT COST CHARGE</b>
Single Family Residential	\$4,317.22 per parcel
Townhouse Residential	\$2,878.15 per Unit
Apartment Residential	\$1,918.76 per Unit
Commercial	\$20.79 per Square Metre of Gross Floor Area





**SCHEDULE B**

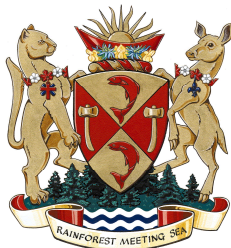
**Roads**

<b>LAND USE CATEGORY</b>	<b>DEVELOPMENT COST CHARGE</b>
Single Family Residential	\$3,172.79 per parcel
Townhouse Residential	\$2,052.98 per Unit
Apartment Residential	\$1,928.56 per Unit
Commercial	\$43.55 per Square Metre of Gross Floor Area

## APPENDIX B

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Proposed Development Cost Charge Bylaw No. 533, 2012



## DISTRICT OF SOOKE

### BYLAW No. 533

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A bylaw to amend Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* for the purpose of amending the road development cost charge.

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The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This Bylaw is cited as ***Development Cost Charge Imposition Amendment Bylaw (202-1)***.
2. Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* is amended by deleting section 2 in its entirety and replacing it with the following:

“2. **“Apartment Residential”** means the use of land for an Apartment Building as defined in the Zoning Bylaw;

**“Commercial”** means any use permitted as “Principal Uses” in the Commercial Zones and Town Centre Commercial Zones operated for profit or gain which are not of a residential or institutional nature permitted by the Zoning Bylaw;

**“Dwelling Unit” or “Unit”** means a dwelling unit as defined in the Zoning Bylaw.

**“Gross Floor Area”** means the total area of all floors in a building measured from the interior faces of the exterior walls, but excluding areas provided for parking of motor vehicles and storage of bicycles;

**“Manufactured Home”** means the manufactured dwelling unit or the use of the land for a manufactured home as defined in the Zoning Bylaw;

**“Single Family Residential”** means the use of land for residential use, or occupancy as a single dwelling unit as defined under **Dwelling, Single Family** in the Zoning Bylaw;

**“Townhouse Residential”** means the use of land for residential use or occupancy as defined under **Townhouse** in the Zoning Bylaw;

**“Zoning Bylaw”** means a bylaw adopted by District of Sooke Council under *Sections 890 and 903 of the Local Government Act*

3. Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* is further amended by deleting and replacing section 3(a) as follows:  
  
“3.(a) the applicable wastewater development cost charge set out in Schedule A to this bylaw if any part of the land being subdivided is within the *Sooke Core Sewer Specified Area* of the District of Sooke as defined in Bylaw No. 147, *Sooke Core Sewer Specified Area Bylaw, 2003*, as amended; and”
4. Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* is further amended by deleting and replacing section 4(a) as follows:  
  
“4.(a) the applicable wastewater development cost charge set out in Schedule A to this bylaw if any part of the land being subdivided is within the *Sooke Core Sewer Specified Area* of the District of Sooke as defined in Bylaw No. 147, *Sooke Core Sewer Specified Area Bylaw, 2003*, as amended; and”
5. Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* is further amended by deleting Schedule A in its entirety including both the table and the map and replacing it with the attached Schedule A to this bylaw.
6. Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* is further amended by deleting Schedule B in its entirety and replacing it with the attached Schedule B to this bylaw.

Introduced and read a first time the 23<sup>rd</sup> day of July, 2012.

Read a second time the 23<sup>rd</sup> day of July, 2012.

Read a third time the 23<sup>rd</sup> day of July, 2012.

Approved by the Inspector of Municipalities the \_\_\_\_\_ day of \_\_\_\_\_, 2012.

Adopted the \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Wendal Milne  
Mayor

\_\_\_\_\_  
Bonnie Sprinkling  
Corporate Officer

**SCHEDULE A**

**Wastewater**

<b>LAND USE CATEGORY</b>	<b>DEVELOPMENT COST CHARGE</b>
Single Family Residential	\$4,317.22 per Parcel
Townhouse Residential	\$2,878.15 per Unit
Apartment Residential	\$1,918.76 per Unit
Manufactured Home	\$4,317.22 per Unit
Commercial	\$20.79 per Square Metre of Gross Floor Area

**SCHEDULE B**

**Roads**

<b>LAND USE CATEGORY</b>	<b>DEVELOPMENT COST CHARGE</b>
Single Family Residential	\$3,548.27 per Parcel
Townhouse Residential	\$2,295.94 per Unit
Apartment Residential	\$2,156.79 per Unit
Manufactured Home	\$3,548.27 per Unit
Commercial	\$48.70 per Square Metre of Gross Floor Area

## APPENDIX C

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### Council Reports and Open House Materials



District of Sooke  
 JUN 07 2012  
 Received

Original Document to File No. 3150-01			
For Action by:	/CC	Agenda	Other
Mayor/Council	<input checked="" type="checkbox"/>		
Council Reader File	<input type="checkbox"/>		
CAO	<input checked="" type="checkbox"/>		
Corp Services	<input checked="" type="checkbox"/>		
Engineering	<input type="checkbox"/>		
Finance	<input type="checkbox"/>		
Planning	<input type="checkbox"/>		
Fire	<input type="checkbox"/>		
Other	<input type="checkbox"/>		

Sooke Mayor & Council.

Re Development Costs and Charges.

Consultant Frazer Smith expects Sooke to grow 3.7% annually for the next 10 years and recommends a variety of deliberate decreases in developmental charges! I believe this to be a bad idea that has me ask why, and can we honestly afford this? Cuts of 4, 5, 7 and 13% may appear to be the way to reduce the product cost, fuelling the Sooke will grow bigger faster treadmill, but it also reduces Sooke's annual operating income.

I had hoped that we had adopted a pay as you go policy, improvements being made as we can afford them. Unnecessarily reducing building costs may benefit a few, but would also no doubt return us yet again to everyone's property taxes rising to cover the yearly unforeseen shortfalls of income. Thanking you for your efforts on our behalf, I am, yours sincerely.

O. B. Whiting. Grant Rd.

## Bonnie Sprinkling

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**Subject:** RE: Draft report on DCCs,

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**From:** margaret anderson [REDACTED]  
**Sent:** June-08-12 8:50 PM  
**To:** Rachel Dumas  
**Subject:** Draft report on DCCs,

Mayor and Council,

As a resident and tax-payer, I am somewhat puzzled that Council is considering a plan to reduce DCCs on the recommendation of Fraser Smith, consultant, Urban Systems. Where did this initiative come from ? Was it lobbying by our Chamber of Commerce, local builders or developers ? If this Byelaw is approved then our District will lose out on necessary income to build and maintain necessary infrastructure such as roads and sewers. The predicted population growth over the next decade will obviously need further services and further expenditure ; surely Sooke cannot relinquish current level DCCs without further burdening the taxpayer. Even to freeze current charge levels would add to householders tax burden as labour and material charges will inevitably rise over this period.

This proposal does not make any fiscal sense especially as Council continues to do an admirable job in reviewing current and past expenditures with the intent in giving all taxpayers a fair deal. Let us not give any special deals to any sector in our community ; even if granted, it is highly improbable that any cost savings would be passed on to the consumer. Let everyone pay their way, fairly and squarely.

Respectfully submitted,

Mr. E. A. Anderson,  
[REDACTED] Gaffney Place,  
Sooke V9Z 1K8  
Tel. [REDACTED]

### RA-3 Development Cost Charges

Elisabeth Nelson provided a summary of the staff report for the 2012 Development Cost Charges (DCC) Review.

Dave Gawley advised that the Consultant recommended that, although Council wanted wastewater to stay as close as possible as to what it is now, in order for the Province to agree with the new DCC bylaw, we must present a minimal change in the wastewater DCCs.

Council discussion:

- Separating the two DCC programs and amend Bylaw No. 202 to remove the road program and establish a new DCC bylaw for roads
- Current DCC Capital Plan for sewers would remain the same at this time as the amended Bylaw 202
- Concerns Phillips Road sewer DCC is strictly beneficial to Sunriver
- Revisit the sewer Capital Plan as District may not have the ability to make the financial contributions to complete these projects
- Sending bylaw for approval by provincial government – reasons they may not approve
- Sewer DCC bylaw should have been amended at the time sewer was built
- Establish a new DCC for roads with new capital plan and new DCC structure
- Current bylaw as it is related to roads is outdated

**MOVED** and seconded that Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* be amended to establish a new Development Cost Charge bylaw for roads with the new ten year capital plan and the new Development Cost Charge fee structure program subject to discussions with the province.

**CARRIED UNANIMOUSLY**

**MOVED** and seconded that the current sewer Development Cost Charge capital plan and fee structure as outlined in Bylaw No. 202, *Development Cost Charge Imposition Bylaw, 2004* remain the same until the modeling of the wastewater system is completed.

**CARRIED UNANIMOUSLY**

**MOVED** and seconded to direct staff to present the proposed Development Cost Charge program at a public consultation meeting on July 5, 2012.

**CARRIED UNANIMOUSLY**

## RA-1 2012 Development Cost Charges (DCC) Review

Elisabeth Nelson provided a summary of the 2012 Development Cost Charges review and introduced DCC review consultant, Fraser Smith, Urban Systems. Fraser Smith, Urban Systems, gave a power point presentation on the DCC Review for the District of Sooke.

Council and Mr. Smith engaged in discussions over the following issues:

- Projected residential growth rate
- Concerns that some portions of the Throup Road extension have not been included
- Property acquisition for Throup Road widening required
- Affordability to District and taxpayers
- Inclusion of Goodmere Road extension and Waterview Street
- Concerns that bylaw does not include roads west of Charters and Phillips – how will these get built and paid for – to include the missing links will increase DCC's
- Keeping the fees the same and forecasting over a 15 year period
- Priority to complete connector from Otter Point to Phillips
- Look at long-term plan that reflects OCP and Transportation Master Plan
- Ensuring the end of Grant Road is fixed to accommodate developments in that area; Spiritwood and Beaton
- Lowering DCC funds and increasing wastewater funds when wastewater infrastructure is only 6 years old and roads require so much work – DCC funds cannot be moved from one program to the other (roads & wastewater)
- Studies based on amount of projected growth for wastewater were provided by EPCOR and staff
- Need to prioritize and focus on getting traffic through Sooke
- Timeline if additional roads are to be included in the bylaw
- Reducing sewer program and increasing roads program
- Absorption rate – sewer requires infrastructure
- Including growth comparisons with other communities in the CRD
- Costs per lot – other elements must be factored in for accurate comparisons
- Concerns with percentage of growth cost of 3.7% – would be more realistic around 3%
- Bylaw 408, *Sooke Town Centre Revitalization Bylaw, 2009* – need to look at LEEDS equivalent; amend bylaw to give incentive and provide something that is attainable
- Smaller developments need to be considered; ensure burden is not shifted onto them
- Using lower growth rates as a moderate approach
- Timeline – 10 year program vs 15 year program
- Priorities identified in 2004 have not started; original bylaw was over 10 years – extend to 15 year period and absorb capital costs
- Concerns of procrastination – use shorter time frame and prioritize
- Traffic congestion is a big issue in the community – seek public input
- Ability to change the program – sewer vs roads
- Require DCC program and bylaw to move forward with town centre

Council requested that staff work with Urban Systems to include the following additions within the DCC Bylaw Review for Council consideration at the next Regular Council meeting:

- Equalize wastewater and road DCC programs
- Decrease percentage of growth calculation
- Include portion of Grant Road Connector from Gatewood Road to Otter Point Road

## 2012 Development Cost Charges (DCC) Review

Elisabeth Nelson provided an overview of the staff report. Fraser Smith, Urban Systems, provided a power point presentation overviewing the following:

- Overview of Development Cost Charges
- DCC Process – Draft Rates
- Basic Calculation
- DCC Recoverable Costs
- Growth Forecasts
- DCC Capital Program – Roads and Waste Water
- Benefit Factor and Municipal Assist Factor
- DCC Recoverable Costs and District Responsibility
- Proposed vs. Existing DCC Rates
- Single Family Comparison of Communities
- Commercial Comparison of Communities
- Bill 27 – ability to waive DCC charges
- Sooke Revitalization Bylaw #408
- When will the new rates apply? Setting a grace period
- Public Open House
- LGA in-stream Building Permit and Subdivision - one year grace period
- Next Steps – Public Open House and Bylaw process

The Committee discussed:

- Current DCC Bylaw –projected growth targets since 2004 and capital projects carried forward – Mr. Smith noted that there is a list and stated that a figure on the projects would be provided
- Downtown revitalization – more emphasis on Road DCC
- DDC Best Practice Guide - background report available to the public
- Legislative requirement of a 2010 yearly report
- Bill 27 - reporting restructure
- Waste Water Treatment DCC – modeling provided by EPCOR to generate the need.
- Clarity on sewer expansions - capital project are approved by Council
- Development should not be overcharged as it forces people away
- Stakeholders should be involved - Public Hearing or Input session

The Committee asked that staff bring back further information as to the comparison of work completed with target measures, projects being carried forward, and a proposed public process.

### **Public Input:**

Adrian Cowden, property owner, expressed concern as to the 40% deficit in term of growth and future growth projections. Mr. Cowden stated that developers pay additional DCC's for water and also park dedication.

Ellen Lewers, resident, inquired as to recorded documentation of charges and deferrals for Development Cost Charges.

**MOVED** to send back to staff for further information more information as to the comparison of work completed with target measures, projects being carried forward, and a proposed public process.

**CARRIED**

**RI-3 Development Services Department – Development Cost Charges Bylaw Update**

**MOVED** and seconded to receive the Development Services Department – Development Cost Charges Bylaw Update.  
**CARRIED UNANIMOUSLY**



#### **RA-4 2012 Development Cost Charges (DCC) Review**

Council discussion:

- Overall increase in each Option is combined DCC's for sewer and roads
- Ensure capital projects for roads and sewers are taken into account
- Concerns of distribution – new wastewater system/old roads and infrastructure
- Equalizing or having more go towards roads
- Keeping DCC's at 11 per cent for single family - townhouses and apartments in town centre should be less
- Consider eliminating or reducing capital projects under sanitary sewer
- Amending the bylaw to include the road component and revisit the sewer issue in order to move ahead
- Ensuring opportunity is not missed to recover funds from upcoming developments
- Adding component so new developments can pay potable water DCC's to extend water on Otter Point Road

**MOVED** and seconded to continue the Regular Council meeting past 11:00 p.m.  
**CARRIED UNANIMOUSLY**

**MOVED** and seconded to direct staff to bring back a report to the next meeting on the proposed Development Cost Charges for the roads as per Option 3 of the staff report, and not changing the waste water component until such time as the model has been calibrated and project timing is re-evaluated.

**CARRIED UNANIMOUSLY**



**DEVELOPMENT COST CHARGE REVIEW**

**OPEN HOUSE**

**JULY 5, 2012**

**SIGN IN SHEET**

NAME	ADDRESS
S. Durron HO	7519 Lamorne Crescent
Barry Lohr	7011 Spruce Rd
Kim Lohr	6621 B. Sooke Rd.
Jeff Zigay	6419 Sooke Rd.



## BACKGROUND INFORMATION ON THE PROPOSED DEVELOPMENT COST CHARGE REVIEW

The District of Sooke is proposing revised Development Cost Charges (DCCs) for roads. The DCCs for wastewater will remain the same as the current DCC Bylaw No. 202. These DCCs will help pay for roads and wastewater engineering works that are necessary to service the needs of growth throughout the District. The following information provides background information on DCCs and answers a number of frequently asked questions.

### WHAT IS A DEVELOPMENT COST CHARGE?

Development Cost Charges are charges levied on new development to assist in financing the cost of upgrading or providing infrastructure services (water, sewer, transportation and drainage) or acquiring and developing parkland needed to support new development. At this time, the District is proposing revised DCCs for roads. The DCCs for wastewater will remain the same as the current DCC Bylaw No. 202.

### WHO PAYS DCCs?

DCCs are paid by applicants for:

- subdivision approval to create single family lots
- building permits to construct multi-family units or commercial development

### WHAT KIND OF PROJECTS ARE THE DCCs USED TO FUND?

DCCs are used to meet the needs of growth and assist in the funding of:

- roads: new collector roads, road widening, intersection improvements and signalization
- wastewater (no change in program): wastewater treatment plant, pump stations and force mains



### WHAT ARE DCCs NOT USED FOR?

Replacing, operating and maintaining roads and sewer mains already in place to serve the existing residents of the District.

### WHY HAVE COSTS CHANGED?

- updated growth projections
- reflect current construction costs
- reflect current District DCC reserves
- revised roads program to reflect transportation master plan and revised road design

### HOW ARE DCC PROJECTS and GROWTH PROJECTIONS DETERMINED?

Using the following tools:

- Capital Regional District – Regional Transportation Model / Growth Projections
- Government growth statistics for the District of Sooke
- cost estimates are prepared for each capital project
- the portion of the capital cost related to servicing growth is used in the DCC calculation

### HOW ARE DCCs CALCULATED?

The following steps outline the basic DCC calculation:

- land use and growth projections are established by the District planning documents, growth statistics and various growth rates are reviewed
- District Planning staff projects non-residential growth in commercial
- cost of works that benefit growth are then divided by the projected growth

- $$\text{DCC} = \frac{\text{Cost of works}}{\text{Amount of growth}}$$



### WHAT ARE THE PROPOSED DCC RATES?

The proposed and existing DCC rates are shown in the attached table.

### WHEN WOULD THE NEW DCCs APPLY?

Council will review comments provided by the community. Any changes required will be made and Council will then give the DCC Bylaw three (3) readings prior to submitting the DCC Bylaw to the Provincial Government for approval. The Bylaw must receive a fourth reading and final approval by Council before the DCC Bylaw is adopted. Once the proposed DCC Bylaw has been given a fourth and final reading, the proposed DCC rates will be in effect.

For more information and any comments you may have, please contact District of Sooke, Elisabeth Nelson, Municipal Engineer at (250) 642-1634 or [enelson@sooke.ca](mailto:enelson@sooke.ca).



## PROPOSED VS. EXISTING DCC RATE SUMMARY

Land Use	Unit	Proposed Roads DCC	Existing Wastewater DCC <sup>(2)</sup>	Total Proposed DCC	Total Existing DCCs <sup>(1)</sup>	Change %
Single Family	per parcel	\$3,548.27	\$4,317.22	\$7,865.49	\$7,490.01	5.0%
Townhouse	per dwelling unit	\$2,295.94	\$2,878.15	\$5,174.09	\$4,931.13	4.9%
Apartment	per dwelling unit	\$2,156.79	\$1,918.76	\$4,075.55	\$3,847.32	5.9%
Commercial	per m <sup>2</sup> of gross floor area	\$48.70	\$20.79	\$69.49	\$64.34	8.0%

Notes:

(1) Total existing DCC rates based on DCC Bylaw No. 202.

(2) Existing wastewater DCC rates based on DCC Bylaw No. 202.



## Development Cost Charge Update District of Sooke

July 5, 2012  
Open House Presentation



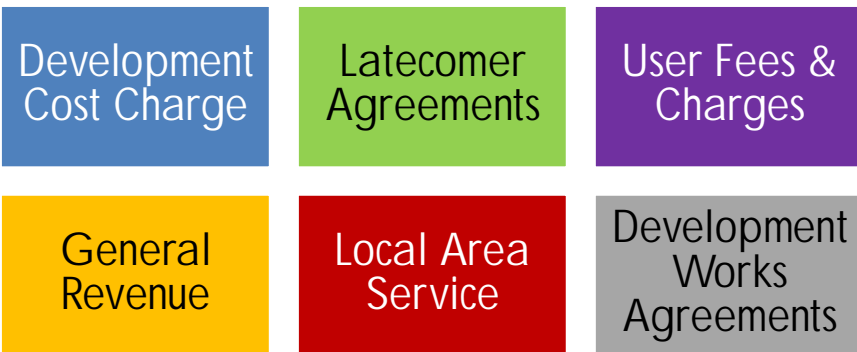
### Agenda

1. Overview of Development Cost Charges (DCC)
2. DCC process
3. Growth projections
4. DCC capital program
5. Proposed DCC rates
6. DCC rate comparison
7. DCC Waiver & Reductions
8. Next Steps
9. Questions





## Cost recovery tools



3



## Why do we have DCCs?

- To pay for the costs of expanding and upgrading the community's transportation and utility infrastructure to meet the needs and impacts of growth
- To purchase and develop new parkland in developing areas to meet the needs of growth



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## What works do DCCs pay for?

- Arterial and collector road upgrades to address needs of growth
- Intersection & traffic calming road improvements including traffic signals
- Pedestrian & bicycle facilities
- Sanitary sewer mains, pump stations, WWTP
- Water mains, pump stations, PRV
- Drainage trunks and conveyance improvements
- Purchase of parkland & park development to address needs of growth



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## What items do DCCs not pay for?

- Operation and maintenance of District's engineering infrastructure or parkland
- New or upgraded works needed for the existing population
- New libraries, fire halls, police stations or any parks & recreation buildings, parking, sports field lighting, artificial turf, skate and spray parks



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## Who pays DCCs?

- Applicants for:
  - subdivision approval to create single family development sites
  - building permits to construct multi-family, commercial & industrial development



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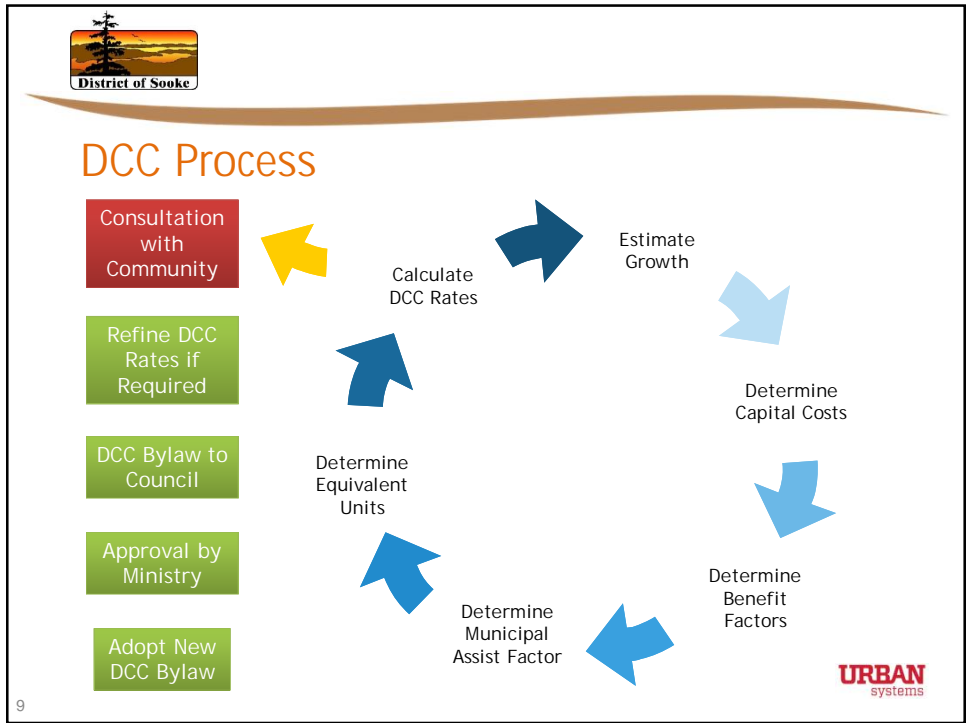


## Why have costs changed?

- Updated growth projections
- New construction costs
- Roads program has been revised to reflect transportation master plan and revised road design
- Completed projects have been removed
- Current DCC reserves have been included



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**Growth forecasts**

Dwelling Type	New Units	Persons/Unit	New Population
Single Family	912	2.7	2,462
Townhouse	608	1.8	1,094
Apartment	435	1.2	522
Total (to 2021)			4,078
Commercial Development Potential (Floor Area)			9,754 m <sup>2</sup>

Note: Growth rate of 3.57% used based on 2006-2011 growth rate. 10 year growth period used.

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## DCC Capital Program

- Roads:
  - New collector roads
  - Collector road widening
  - New signals, intersections improvements
  - Updated road cross section

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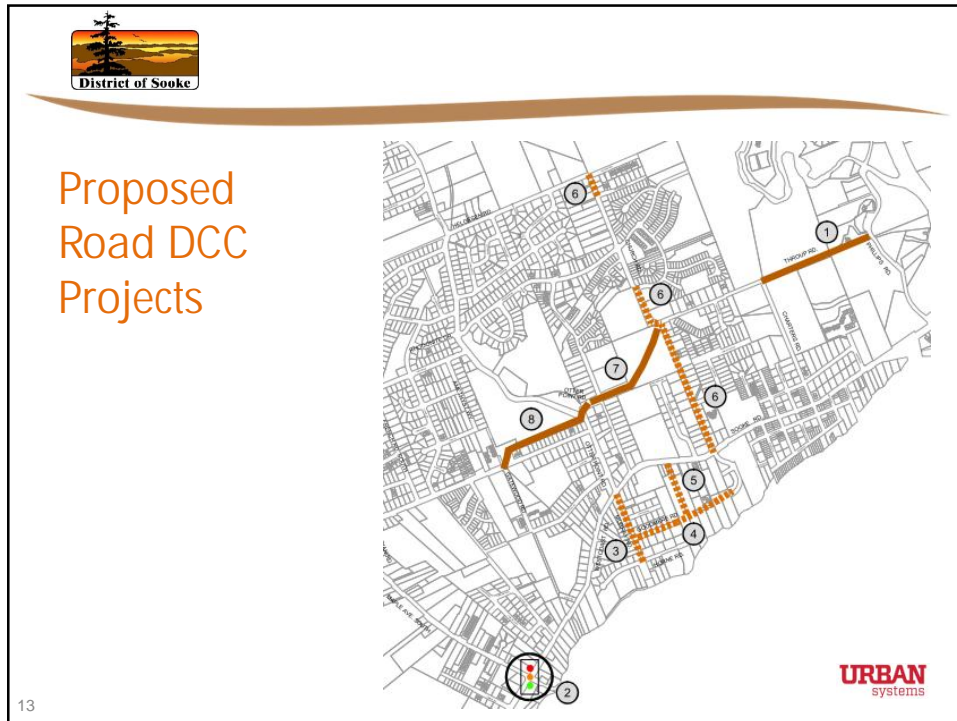


## Roads Program

Project No.	Project Name	Location		Cost Estimate
		From	To	
1	Thrup Rd New Collector	Charters Rd	Phillips Rd	\$2,948,602.50
2	Maple Ave S / Highway 14 Signalization	Maple Ave South	Highway 14	\$375,000.00
3	Murray Rd Downtown Road Widening	Highway 14	Horne Rd	\$1,250,330.00
4	Goodmere Road Collector Widening	Murray Rd	Mariner's Village	\$1,324,615.00
5	Waterview Street Collector Widening	Highway 14	New Goodmere Rd	\$1,339,462.00
6	Church Rd Collector Widening	Helgeson Rd	Felderhof Rd	\$1,942,451.72
		Church Hill Dr	Highway 14	
7	Grant Rd New Collector	Otter Point	Church Rd	\$1,581,930.00
8	Grant Rd New Collector	Otter Point	Gatewood Road	\$1,939,178.50
<b>TOTALS</b>				<b>\$12,701,569.72</b>

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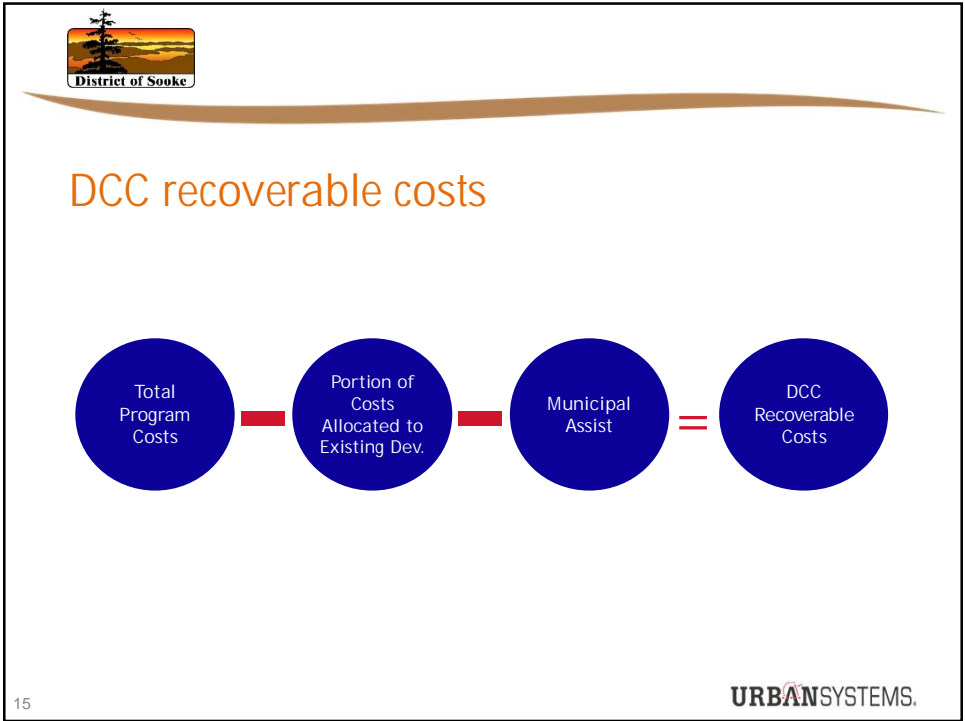



## Benefit Factor and Municipal Assist Factor

- Benefit Factor
  - Reflects the benefit of each project to the existing community
  - Road benefits vary 61% to 100% to growth
- Municipal Assist Factor
  - Can vary from 1% to 99%, council decision
  - Must be the same factor for each land use within an infrastructure category
  - Currently 1% , recommend using 1%

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## DCC recoverable costs and District responsibility (\$ in Millions)


DCC Program	Total Costs	DCC Recoverable Costs	District Responsibility
Roads	\$12.70 mil.	\$9.18 mil.	\$3.52 mil.

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## Basic DCC calculation



DCC  
Recoverable  
Costs
÷
Units of  
Growth
=
DCC Rate

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## DCC rates summary

Land Use	Unit	Proposed Roads DCC	Existing Wastewater DCC	Total DCCs
Single Family	per lot	\$3,548.27	\$4,317.22	\$7,865.49
Townhouse	per dwelling unit	\$2,295.94	\$2,878.15	\$5,174.09
Apartment	per dwelling unit	\$2,156.79	\$1,918.76	\$4,075.55
Commercial	per m <sup>2</sup> of floor area	\$48.70	\$20.79	\$69.49

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## Proposed vs. Existing DCC rates

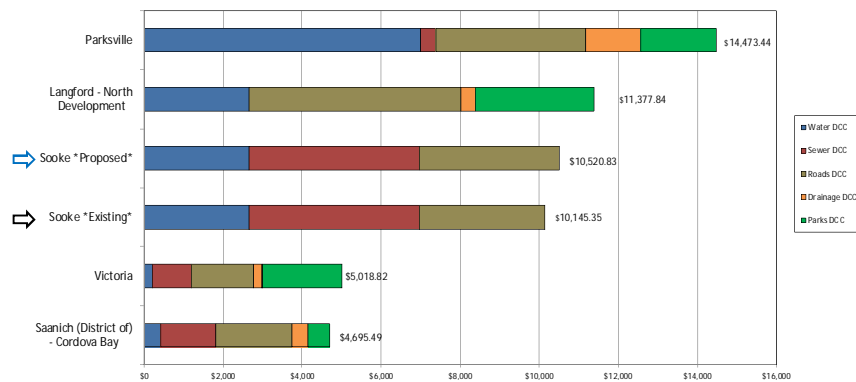
Land Use	Unit	Total Proposed Rate	Total Existing Rate	Change (%)
Single Family	per lot	\$7,865.49	\$7,490.01	+5.0%
Townhouse	per dwelling unit	\$5,174.09	\$4,931.13	+4.9%
Apartment	per dwelling unit	\$4,075.55	\$3,847.32	+5.9%
Commercial	per m <sup>2</sup> of floor area	\$69.49	\$64.34	+8.0%



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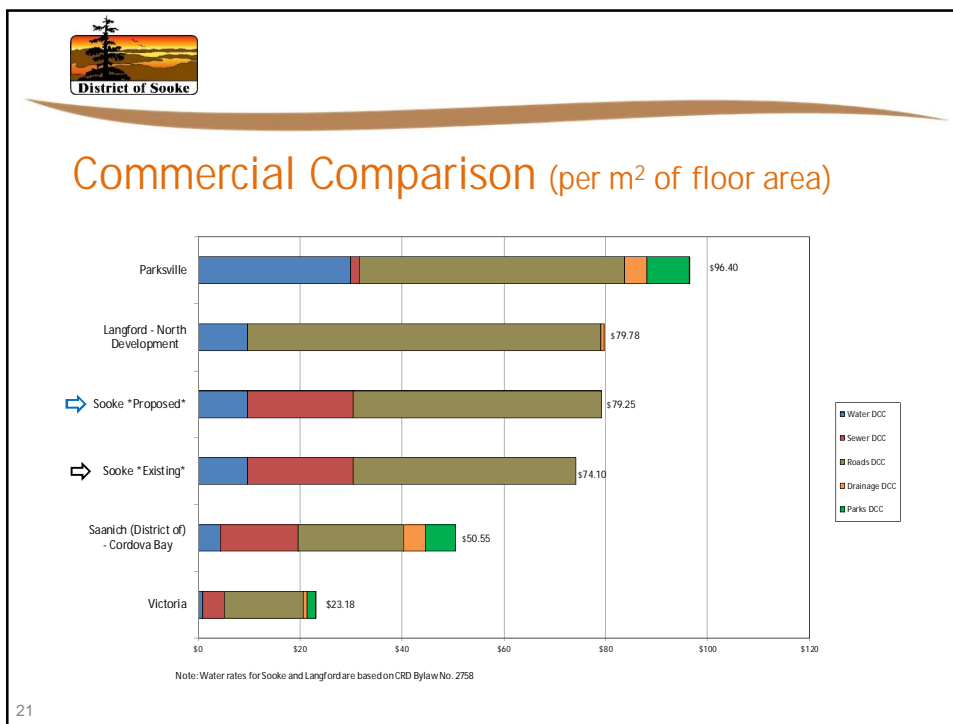


## Single Family Comparison (per lot)



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- 
- ### Bill 27
- Not-for-profit rental housing, including supportive living housing
  - For-profit affordable rental housing
  - Small lot subdivisions designed for low GHG emissions
  - Development designed to result in low environmental impact
- 22
-



## Sooke Revitalization Bylaw #408

- Applies to "Sooke Town Centre Revitalization Area" only
- Eligible housing is not-for-profit rental housing, including supportive living housing & for-profit affordable rental housing
- Eligible housing DCC reduced by 100%
- Residential housing developments of 50 or greater units/ha. DCC are reduced by 30% and an additional 30% if LEEDS Certified
- District is financial responsible for ALL waivers or reductions

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## When will the new DCC rates apply?

- The new DCC Bylaw and rates come into force and effect once the bylaw is given fourth and final reading
- Subdivisions that are in-stream prior to the fourth reading of the DCC bylaw are entitled to a one year grace period by legislation
- Complete building permits applications (in process) are exempt from rate increases

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## Next Steps

- Inform Council of the comments that were received and any refinements to the DCC program and rates
- Introduce an amending DCC bylaw for Council's consideration for three readings
- Send the bylaw to the Inspector of Municipalities for approval
- Council gives the bylaw fourth reading
- Implement new DCC bylaw



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# Questions



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DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



# Welcome to the District of Sooke Open House Meeting for the Development Cost Charge (DCC) Update

The purpose of this Open House Meeting is to:

- Introduce a new road DCC capital program for the District.
- Introduce proposed DCC rates.
- Gather input on the new DCC program and rates from the community and members of the development industry.

If you have any questions regarding the DCCs, please ask District staff or Urban Systems, our consultant.

Also, please take some time to fill out the Comment Sheet.

*Thank you for taking the time to attend this Open House Meeting.*





DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## What do DCCs pay for?

- DCCs can be levied for:
  - **Roads infrastructure**
  - **Wastewater infrastructure**  
*(no change in program & rates)*
  - **Water infrastructure**  
*(not applicable in Sooke)*
  - **Drainage infrastructure**  
*(not applicable in Sooke)*
  - **Parks and park development**  
*(not applicable in Sooke).*
  
- 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.





DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## Who pays DCCs?

- Applicants for:
  - Subdivision approval to create single family development sites.
  - Building permits to construct multi-family or commercial development.

## Why does the District levy DCCs?

- To pay for the costs of expanding and upgrading the District's roads and wastewater (*not being updated at this time*) infrastructure to meet the needs and impacts of growth.





DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## Why update the DCC bylaw?

- Development cost charge bylaws must be reviewed periodically to ensure consistency with development and servicing plans and to accurately reflect construction costs.
- The last review of the DCC programs and rates was completed in 2004. Since then, the following changes have taken place:
  - Roads program has been updated to reflect the Sooke Transportation Master Plan.
  - Growth projections have been revised.
  - DCC reserves have been updated.
  - Construction costs have been updated.
- The District must now revise 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 Sooke.

**STEP 2: Determine Capital Costs**

To service anticipated growth, existing 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 are attributed to growth.

**STEP 4: Determine Municipal Assist Factor**

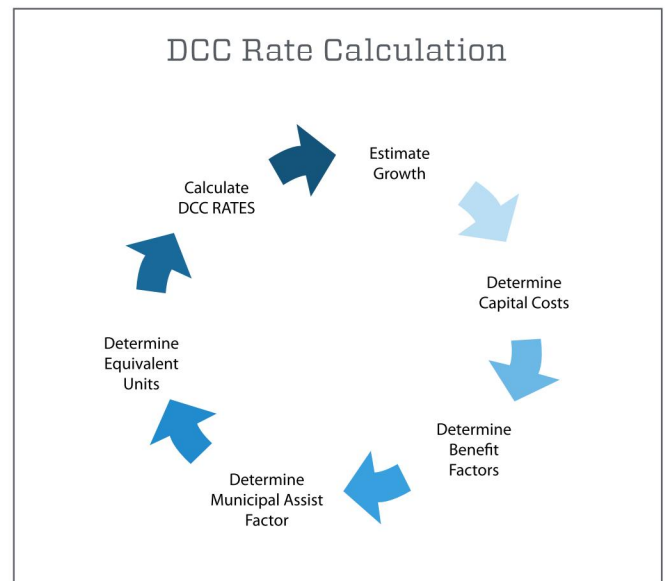
The Local Government Act requires municipalities to assist new development with the DCC program costs. The District of Sooke will contribute 1% of DCC costs attributed to growth.

**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.







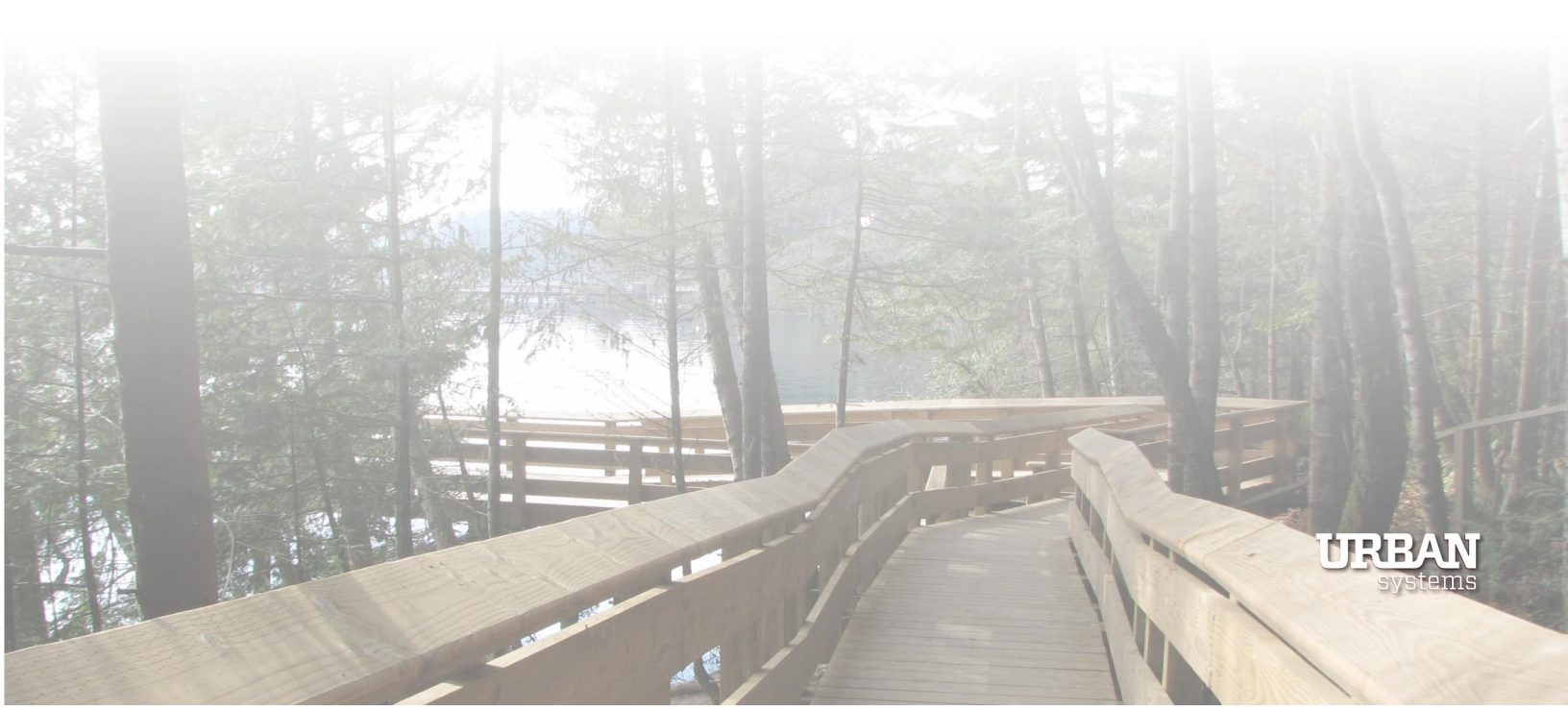
DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## DCC Capital Costs Summary *(in \$ millions)*

DCC PROGRAM	TOTAL COSTS	DCC RECOVERABLE COSTS	DISTRICT RESPONSIBILITY
Roads	\$12.70	\$9.18	\$3.52

The total DCC programs cost is **\$12.70 million**, of which **\$9.18 million** is DCC recoverable and **\$3.52 million** is the District's portion.

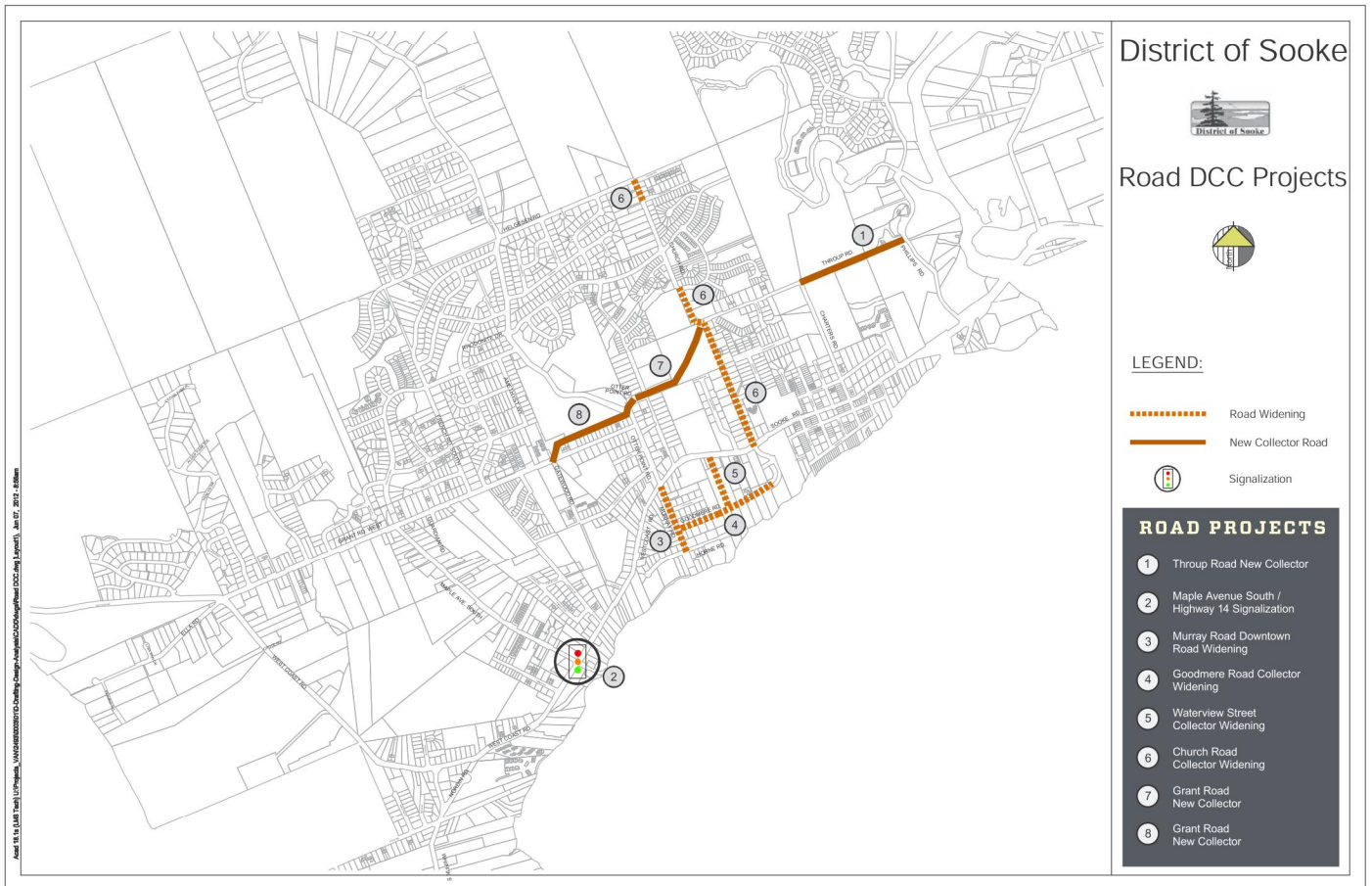




DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## Road DCC Projects (June 2012)





DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## Proposed vs. Existing DCC Rate Summary

LAND USE	UNIT	PROPOSED ROADS DCC	EXISTING WASTEWATER DCC <sup>2</sup>	TOTAL PROPOSED DCC	TOTAL EXISTING DCCs <sup>1</sup>	CHANGE %
Single Family	per lot	\$3,548.27	\$4,317.22	<b>\$7,865.49</b>	<b>\$7,490.01</b>	5.0%
Townhouse	per dwelling unit	\$2,295.94	\$2,878.15	<b>\$5,174.09</b>	<b>\$4,931.13</b>	4.9%
Apartment	per dwelling unit	\$2,156.79	\$1,918.76	<b>\$4,075.55</b>	<b>\$3,847.32</b>	5.9%
Commercial	per m <sup>2</sup> of floor area	\$48.70	\$20.79	<b>\$69.49</b>	<b>\$64.34</b>	8.0%

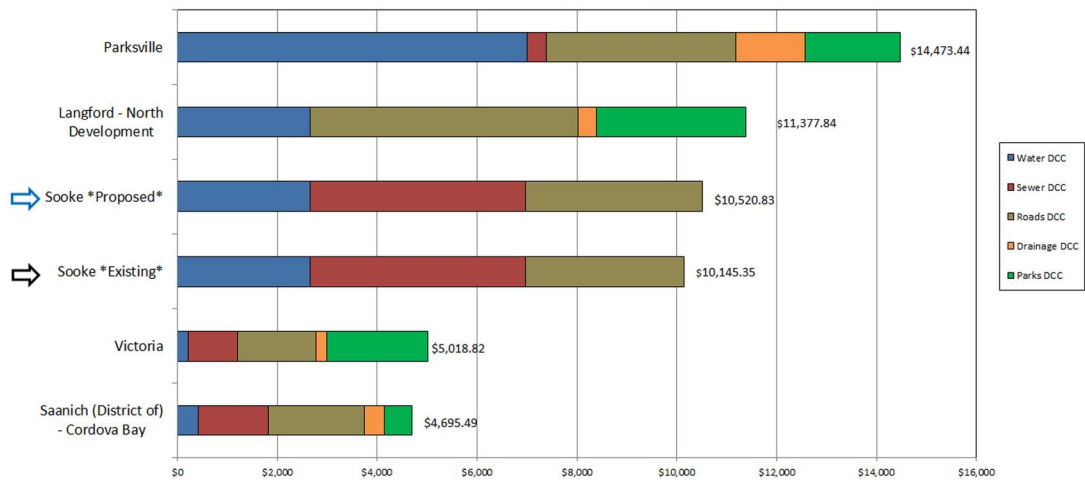
Notes:

- (1) Total existing DCC rates based on DCC Bylaw No. 202.
- (2) Existing wastewater DCC rates based on DCC Bylaw No. 202.



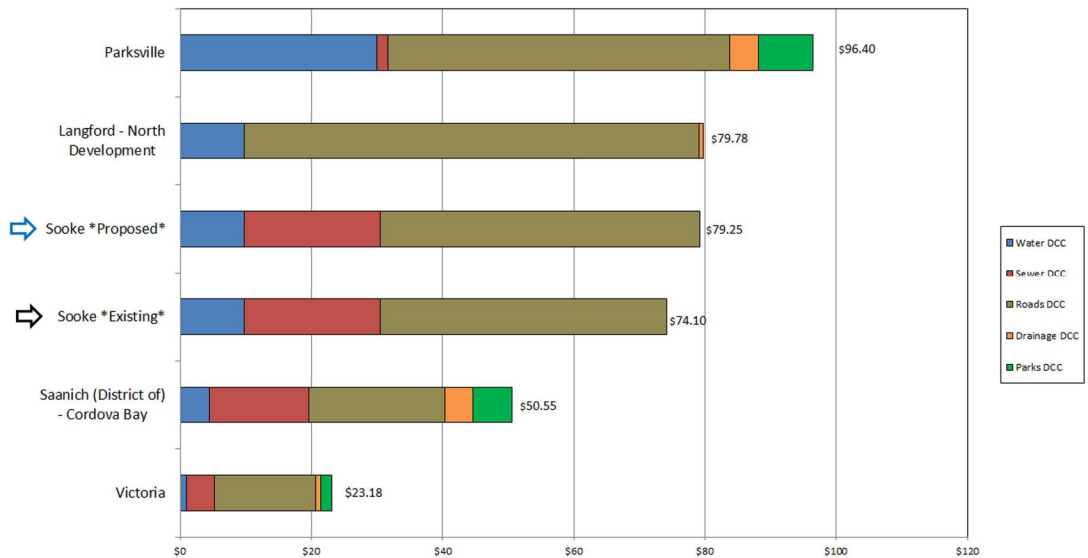
## DCC Comparison Graphs

DCC Comparison - Single Family (per lot)



Note: Water rates for Sooke and Langford are based on CRD Bylaw No. 2758

DCC Comparison - Commercial (per sq. m. of gross floor area)



Note: Water rates for Sooke and Langford are based on CRD Bylaw No. 2758



DISTRICT OF SOOKE OPEN HOUSE MEETING | JULY 5, 2012



## What are the Next Steps?

- Inform Council of the comments that were received and any refinements to the DCC program and rates
- Introduce an amending 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 D

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### Cost Estimates

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 1**

Description:  
Thrup Road New Collector

Updated: 28/10/2011

Location:  
Charters Road to Phillips Road

Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
New urban collector	m	550	\$ 1,433.00	\$ 788,150.00
Earthworks	m	1100	\$ 60.00	\$ 66,000.00
Storm sewer	m	550	\$ 400.00	\$ 220,000.00
Underground Utility Installation (sewer)	m	550	\$ 200.00	\$ 110,000.00
Culvert Crossing with earthworks	ls	1	\$ 1,000,000.00	\$ 1,000,000.00
<b>Subtotal</b>				<b>\$ 2,184,150.00</b>
15% - Engineering				\$ 327,622.50
20% - Contingency				\$ 436,830.00
<b>TOTAL COST</b>				<b>\$ 2,948,602.50</b>

Assumptions  
 All utilities to underground  
 Allowance for storm sewers  
 R11SS cross section  
 Doubled earthworks volume due to excessive movement required

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 2**

Description:  
Maple Ave S / Highway 1A Signalization and Left Turn Bay

Updated: 16/08/2011

Location:  
Signal at the intersection of Maple Avenue South and Highway 1A  
Left turn from Maple Avenue South to Highway 1A

Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
Signal	ea	1	\$ 200,000.00	\$ 200,000.00
Left turn bay	ea	1	\$ 100,000.00	\$ 100,000.00
<b>Subtotal</b>				<b>\$ 300,000.00</b>
15% - Engineering				\$ 45,000.00
10% - Contingency				\$ 30,000.00
<b>TOTAL COST</b>				<b>\$ 375,000.00</b>

Assumptions  
No utilities to underground



**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 3**

Description:  
Murray Road Downtown Road Widening

Updated: 16/08/2011

Location:  
Highway 1A to Horne Road

Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
Urban collector road widening	m	350	\$ 1,128.00	\$ 394,800.00
Earthworks allowance	m	350	\$ 60.00	\$ 21,000.00
Storm sewer	m	350	\$ 400.00	\$ 140,000.00
<b>Subtotal</b>				<b>\$ 555,800.00</b>
15% - Engineering				\$ 83,370.00
20% - Contingency				\$ 111,160.00
Land Acquisition (various)	ls	1	\$ 500,000.00	\$ 500,000.00
<b>TOTAL COST</b>				<b>\$ 1,250,330.00</b>

Assumptions  
 No utilities to underground  
 Allowance for storm sewers  
 7.0m existing asphalt pavement  
 2m existing concrete sidewalk - west side

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 4**

Description:  
Goodmere Road Collector Widening - TC

Updated: May-14-12

Location:  
Murray Road to Mariner's Village

Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
Widening of Dedicated Collector	m	450	\$ 1,062.00	\$ 477,900.00
Earthworks	m	450	\$ 60.00	\$ 27,000.00
Storm sewer	m	450	\$ 400.00	\$ 180,000.00
<b>Subtotal</b>				<b>\$ 684,900.00</b>
15% - Engineering				\$ 102,735.00
20% - Contingency				\$ 136,980.00
Land Acquisition <sup>(1)</sup>				\$ 400,000.00
<b>TOTAL COST</b>				<b>\$ 1,324,615.00</b>

Assumptions

All utilities underground

Allowance for storm sewers

Notes: Land acquisition for 20m X approx. 80m (total area 1,600m<sup>2</sup>) of 6641 & 6647 Sooke Road.

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 5**

Description:  
Waterview Street Collector Widening - TC

Updated: May-14-12

Location:  
Highway 1A to New Goodmere Road

Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
Widening of Dedicated Collector	m	270	\$ 1,062.00	\$ 286,740.00
Earthworks	m	270	\$ 60.00	\$ 16,200.00
Storm sewer	m	450	\$ 400.00	\$ 180,000.00
<b>Subtotal</b>				<b>\$ 482,940.00</b>
15% - Engineering				\$ 72,441.00
20% - Contingency				\$ 96,588.00
Land Acquisition				\$ 687,493.00
<b>TOTAL COST</b>				<b>\$ 1,339,462.00</b>

Assumptions

All utilities underground

Allowance for storm sewers

Note: (1) two 10m for 43m off Sooke Road and then two 5m strips for 192m to Goodmere.

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 6**

Description:  
Church Road Collector Widening

Updated: 16/08/2011

Location:  
Two sections; Helgeson Road to Felderhof and Chuch Hill Drive to Highway 1A

<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Total</b>
<b>Estimated Construction Costs</b>				
Urban collector road widening	m	900	\$ 1,062.00	\$ 955,800.00
Earthworks allowance	m	900	\$ 60.00	\$ 54,000.00
Storm sewer	m	900	\$ 400.00	\$ 360,000.00
<b>Subtotal</b>				\$ 1,369,800.00
15% - Engineering				\$ 205,470.00
20% - Contingency				\$ 273,960.00
Credit for works completed from Felderhoff Rd to Churchill Dr				\$ 93,221.72
<b>TOTAL COST</b>				<b>\$ 1,942,451.72</b>

Assumptions  
 No utilities to underground  
 Allowance for storm sewers  
 1 x 2m concrete sidewalk  
 2.5m paved parking scallops to be developer paid

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 7**

Description:  
Grant Road New Collector

Updated: 16/08/2011

Location:  
Otter Point to Church Road

<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Total</b>
<b>Estimated Construction Costs</b>				
New urban collector	m	600	\$ 1,433.00	\$ 859,800.00
Earthworks	m	600	\$ 120.00	\$ 72,000.00
Storm sewer	m	600	\$ 400.00	\$ 240,000.00
<b>Subtotal</b>				<b>\$ 1,171,800.00</b>
15% - Engineering				\$ 175,770.00
20% - Contingency				\$ 234,360.00
<b>TOTAL COST</b>				<b>\$ 1,581,930.00</b>

Assumptions  
All utilities to underground  
Allowance for storm sewers  
R11SS cross section

**DISTRICT OF SOOKE  
D.C.C. Cost Estimate**

**PROJECT # 8**

Description:  
Grant Road New Collector

Updated: July, 5 2012

Location:  
Otter Point Road to Gatewood Road

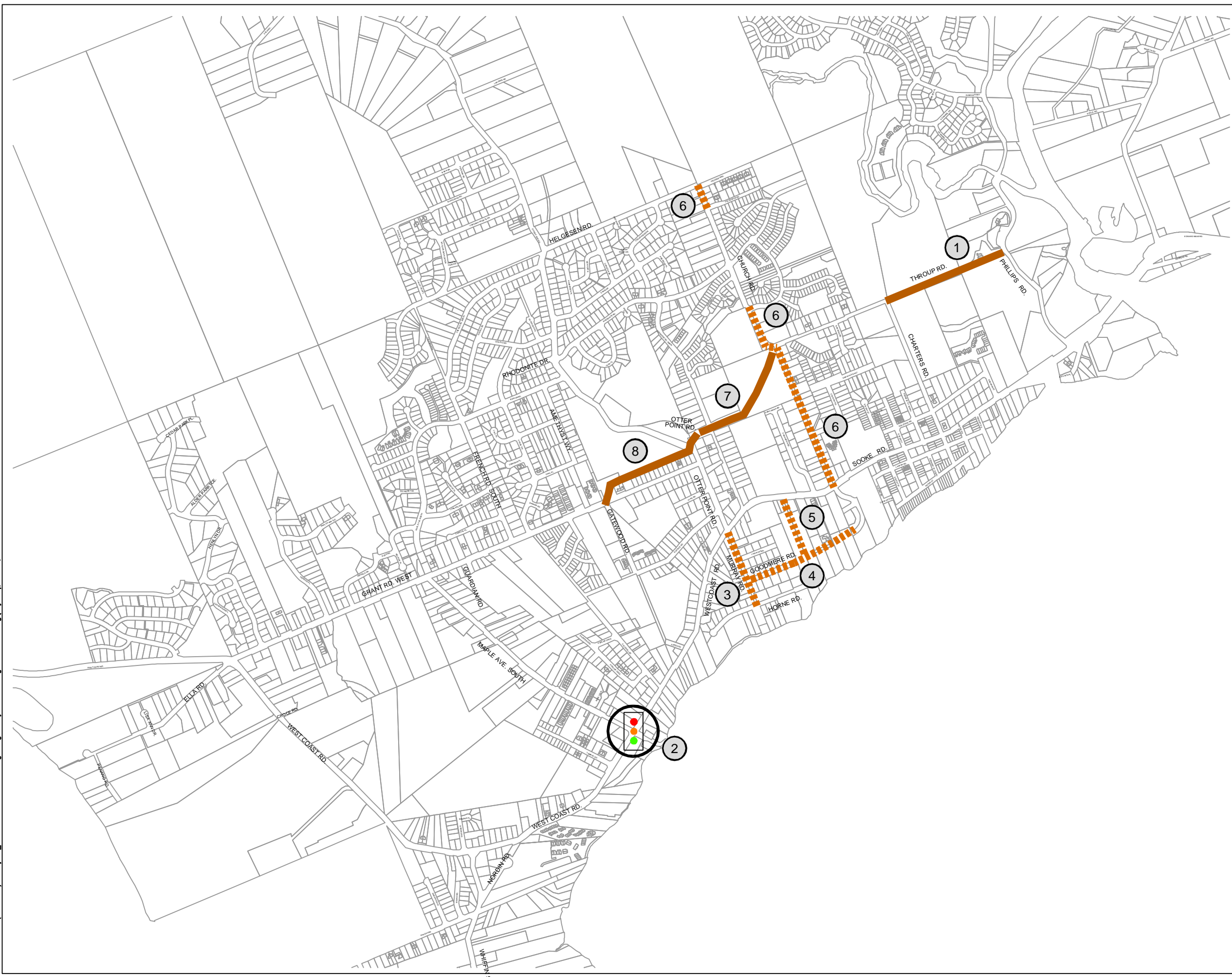
Description	Unit	Quantity	Unit Price	Total
<b>Estimated Construction Costs</b>				
New urban collector	m	470	\$ 1,433.00	\$ 673,510.00
Earthworks	m	470	\$ 120.00	\$ 56,400.00
Storm sewer	m	470	\$ 400.00	\$ 188,000.00
<b>Subtotal</b>				<b>\$ 917,910.00</b>
15% - Engineering				\$ 137,686.50
20% - Contingency				\$ 183,582.00
Estimate for roundabout				\$ 700,000.00
<b>TOTAL COST</b>				<b>\$ 1,939,178.50</b>

Assumptions  
All utilities to underground  
Allowance for storm sewers  
R11SS cross section

## APPENDIX E

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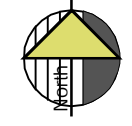
Figures







# District of Sooke



## Road DCC Projects



### LEGEND:

-  Road Widening
-  New Collector Road
-  Signalization
-  Road Project Number



## APPENDIX F

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Town Centre Revitalization Bylaw No. 408, 2009



## DISTRICT OF SOOKE

### BYLAW No. 408

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#### CONSOLIDATED FOR REFERENCE

***AUGUST 4, 2010***

Bylaw No. 408, *Sooke Town Centre Revitalization Bylaw, 2009*  
Bylaw No. 413, *Sooke Town Centre Revitalization Amendment Bylaw (408-1)*  
Bylaw No. 451, *Sooke Town Centre Revitalization Amendment Bylaw (408-2)*

---

A bylaw to provide for a revitalization tax exemption, waiver of fees and charges and the creation of a capital improvement reserve to encourage commercial and higher density residential development in the Town Centre with a low environmental impact.

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WHEREAS Council may, by bylaw, provide for a revitalization tax exemption program;

AND WHEREAS Council wishes to establish a revitalization tax exemption program in the Town Centre;

AND WHEREAS a revitalization tax exemption program bylaw may only be adopted after notice of the proposed bylaw has been given in accordance with the *Community Charter*, and Council has given this notice;

AND WHEREAS Council may provide for a lesser building permit fee and waive or reduce the development cost charge in the Revitalization Area;

AND WHEREAS Council wishes to establish a Town Centre Capital Improvement Financing Reserve.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This Bylaw is cited as *Sooke Town Centre Revitalization Bylaw, 2009*.

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NOT THE OFFICIAL BYLAW**

## INTERPRETATION

2. In this Bylaw

**Eligible Housing** means

- a. not-for-profit rental housing, including supportive living housing;
- b. for-profit affordable rental housing, where “affordable” means the housing is subject to a covenant and housing agreement registered in the Land Title Office in favour of the District to restrict below fair market value the rents, lease, sale or share prices that may be charged, and the rates these may be increased over time;

**Base Amount** means the amount of municipal property value tax payable on a parcel located in the Revitalization Area during the Base Amount Year;

**Base Amount Year** means the calendar year prior to the first calendar year in respect of which an agreement set out in Schedule A applies to a parcel in the Revitalization Area;

**Eligible Development** means development that is described in both Sections 3(a) and 4;

**Financial Officer** means the person designated by Council as the municipal officer authorized to issue a Revitalization Tax Exemption Certificate under this bylaw;

**Full Assessment** means the amount of municipal property value tax that would be payable in respect of a parcel in the Revitalization Area after the calendar year during which an agreement set out in Schedule A is made, as if the agreement had never been made;

**LEED Accredited Professional** means an individual accredited by the Canada Green Building Council as a LEED Accredited Professional;

**LEED Certified** refers to an improvement certified in writing by the Canada Green Building Council (CAGBC) or the United States Green Building Council (USGBC) as complying with LEED Platinum, Gold, Silver or Certified standards for construction or an alteration of an improvement under the LEED Suite of Rating Systems administered by the CAGBC or the USGBC; *(amended by Bylaw No. 451 May 11, 2010)*

**Revitalization Area** means an area of the District of Sooke designated and shown on Schedule B.

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### REVITALIZATION TAX EXEMPTION PROGRAM

3. There is established a Revitalization Tax Exemption Program which includes the following:
  - a. property value tax exemptions prescribed by this bylaw in respect of
    - i. construction of a new improvement that is LEED certified; or
    - ii. alteration of an existing improvement where the alteration results in the improvement being LEED certified. *(amended by Bylaw No. 451 May 11, 2010)*
  - b. the maximum exemption under this bylaw must not exceed the increase in the assessed value of land and improvements on the parcel between
    - i. the year before the construction or alteration began, and
    - ii. the year in which the tax exemption certificate under this bylaw is issued;
  - c. The maximum term of a Revitalization Tax Exemption is three years.
  - d. The amounts of exemptions provided under this bylaw are such that the municipal property value tax payable is as follows:
    - i. Year one: zero percent (0%);
    - ii. Year two: forty percent (40%);
    - iii. Year three: seventy percent (70%); and
    - iv. Year four and subsequent years: Full Assessment.
4. The classes of revitalization that will be eligible under 3 a) for a municipal property value tax exemption under this bylaw will be limited to one or more of the following:
  - a. a portion of a parcel zoned to permit a commercial use;
  - b. a parcel zoned to permit a residential use if the improvement contains four or more dwelling units; or
  - c. a portion of a parcel zoned to permit Eligible Housing.
5. This bylaw does not apply to a parcel unless:
  - a. the parcel is located in one of the areas shown on Schedule B, and
  - b. the owner of the parcel has entered into an agreement with the District substantially in the form and with the content of the agreement attached as Schedule A.

6. If the conditions set out in Section 3, and the agreement substantially in the form and with the content of the agreement attached as Schedule A have been met, the financial officer must issue a Revitalization Tax Exemption Certificate for the parcel in accordance with the agreement.
7. The Revitalization Tax Exemption Certificate must, in accordance with the conditions established in Section 3 and the agreement substantially in the form and with the content of the agreement attached as Schedule A, specify the following:
  - a. the amount of the tax exemption or formula for determining the exemption;
  - b. the term of the tax exemption;
  - c. the conditions on which the tax exemption is provided;
  - d. that a recapture amount is payable if the certificate is cancelled and how that amount is to be determined.
8. An owner of a parcel in the Revitalization Area may apply to the financial officer in writing, prior to ~~October 31~~ August 31 *(amended by Bylaw No. 413 August 10, 2009)* of the preceding year, for a municipal property value tax exemption under this bylaw, by submitting the following with the application:
  - a. a certificate that all taxes assessed and rates, charges and fees imposed on the parcel have been paid, and where taxes, rates or assessments are payable by instalments, that all instalments owing at the date of the certificate have been paid;
  - b. a completed written application in a form prescribed by Council and available in the office of the financial officer;
  - c. a description of the new improvements or the alteration of the existing improvement fits the description of the new improvement or the alteration of the existing improvement that would be eligible under this bylaw for a municipal property value tax exemption;
  - d. an examination fee in the amount of \$100;
  - e. a copy of the agreement entered into with the City substantially in the form and with the content of the agreement attached as Schedule A, duly executed by and on behalf of the owner of the parcel.

**BUILDING PERMIT FEES** *(amended by Bylaw No. 451 May 11, 2010)*

9. a. Despite any other Bylaw, a building permit fee in the Revitalization Area will be:

- i. fifty percent (50%) of the fee otherwise imposed by Bylaw in respect to the following;
    1. residential improvements having a density of at least fifty (50) dwelling units per hectare; or
    2. commercial development; or
    3. improvements that are LEED Certified; and
  - ii. not applicable in respect of a permit for new Eligible housing.
- b. In respect to the LEED certification component, the Applicant will either provide the 50% payment of the required fees or a letter of credit for the 50% payment complete with proof of LEED registration and a preliminary LEED scorecard showing that the project is on a path to certification at time building permit fee is due. Upon proof of LEED certification the payment will be refunded or the letter of credit released.

**DEVELOPMENT COST CHARGES** *(amended by Bylaw No. 451 May 11, 2010)*

10. a. Development cost charges (DCC) imposed under the District of Sooke *Development Cost Charge Imposition Bylaw* as amended and in force from time to time are reduced in the Revitalization Area as follows:
  - i. by thirty percent (30%) in respect of residential improvements having a density of at least fifty (50) dwelling units per hectare;
  - ii. by an additional thirty percent (30%) in respect of improvements that are LEED Certified; and
  - iii. by one hundred percent (100%) in respect new Eligible Housing.
- b. In respect to the LEED certification component, the Applicant will either provide the 30% payment of the required charges or a letter of credit for the 30% payment complete with proof of LEED registration and a preliminary LEED scorecard showing that the project is on a path to certification at time DCC payment is due. Upon proof of LEED certification the payment will be refunded or the letter of credit released.

**Capital Improvement Financing Reserve Program**

11. This bylaw establishes a capital reserve fund to be known as the *Town Centre Capital Improvement Financing Reserve*.
12. The District may use monies from the *Town Centre Capital Improvement Financing Reserve* to pay for public infrastructure and amenities in the Revitalization Area (or for projects that clearly support the Revitalization Area) in the following categories: land acquisition, street lighting, curb and sidewalks, road construction and improvement, intersection

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improvements, storm drainage, sewer construction and improvements, landscaping, park improvements, parking structures, civic buildings and centers (such as performing arts center), equipment, utilities, green infrastructure, affordable housing, beautification projects and amenities, such as a marine boardwalk.

13. The District will deposit in the *Town Centre Capital Improvement Financing Reserve*, commencing in 2010, an amount equal to the increase in municipal property value tax revenue paid by owners of parcels in the Revitalization Area between:
- a. 2009 (adjusted annually by the average percentage increase in the municipal property value tax for the property class); and
  - b. the calendar year during which the deposit is made.

Introduced and read a first time the 9<sup>th</sup> day of June, 2009

Read a second time the 9<sup>th</sup> day of June, 2009

Public Notice given under Section 227 of the *Community Charter* in accordance with Section 94 of the *Community Charter* as of the 9<sup>th</sup> day of June, 2009.

Read a third time the 15<sup>th</sup> day of June, 2009.

Adopted this 22<sup>nd</sup> day of June, 2009.

CONSOLIDATED FOR REFERENCE

---

Janet Evans  
Mayor

---

Evan Parliament  
Chief Administrative Officer

## **SCHEDULE A**

### **REVITALIZATION TAX EXEMPTION AGREEMENT**

THIS AGREEMENT dated for reference the \_\_\_\_\_ day of \_\_\_\_\_, 2009.

BETWEEN

[INSERT name and address of owner of parcel in respect of which the revitalization property value tax exemption will apply]  
("Owner")

AND

**DISTRICT OF SOOKE**, 2205 Otter Point Road, Sooke, BC V9Z 1J2  
("District")

#### **GIVEN THAT**

- A. The District has under the Bylaw defined in this Agreement established a revitalization tax exemption program for the purpose of encouraging revitalization of an area of the municipality,
- B. The Lands that are the subject of this Agreement are located in an area designated by the District's Council as a revitalization area,
- C. The Owner is the registered Owner of the Lands defined in this Agreement,
- D. This Agreement contains the terms and conditions respecting the provision of a municipal property tax exemption under the bylaw defined in this Agreement,
- E. The Owner and the Municipality wish to enter into this Agreement and register it against the title to the Lands as a covenant under Section 219 of the *Land Title Act*,

THIS AGREEMENT WITNESSES that in consideration of the mutual covenants and agreements contained in this Agreement and the payment by the Owner to the District of consideration in the amount of \$10.00 (Ten) Dollars, the receipt and sufficiency of which are acknowledged by the District, the District and Owner covenant and agree with each other as follows:

#### **1. DEFINITIONS**

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1.1 In this Agreement:

**Agreement** means this Agreement, including the standard charge terms contained in this Agreement, together with the General Instrument defined in this Agreement;

**Assessed Value** means the most recent assessed value of the Lands as determined by the assessment authority in the area in which the Lands are located; if such value is not available then the assessed value means the highest price in terms of money that the real property will fetch under all conditions requisite to a fair sale with the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus as estimated by a real estate appraiser accredited in the jurisdiction in which the Lands are located;

**Bylaw** means Bylaw No. 408, *Sooke Town Centre Revitalization Bylaw, 2009*, as amended and in force from time to time;

**CPI** means the All Items Consumer Price Index for Victoria, British Columbia, published from time to time by Statistics Canada, or its successor in function, where the base amount year, defined in this Agreement, equals 100;

**Dispose** means to transfer by any method and includes assign, give, sell, grant, charge, convey, bequeath, devise, lease, rent or sublet, divest, release or agree to do any of those things;

**General Instrument** means the Form C under the Land Title (Transfer Forms) Regulation as amended, and all schedules and addenda to the Form C charging the Lands and citing the terms and conditions of this Agreement as the “standard charge terms” for the purposes of the Form C;

**Lands** means the lands legally described in Item 2 of the General Instrument and any part into which the Lands are subdivided;

**LTO** means the Victoria Land Title Office or its successor;

**Owner** means the transferor described in the General Instrument and any subsequent owner of the Lands or any parts into which the Lands are subdivided, and includes any person who is a registered owner in fee simple of the Lands from time to time;

**Prime Rate** means the annual rate of interest, expressed as a percentage, used as a reference rate by the Royal Bank of Canada at its main branch in Vancouver, British Columbia, for Canadian dollar loans

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and designated by the Royal Bank of Canada from time to time as its prime rate;

## **2. TERM**

- 2.1 The Owner covenants and agrees with the District that the term of this Agreement is three (3) years commencing on January 1 of the first calendar year after the calendar year referred to in the reference date of this Agreement was made.

## **3. APPLICABLE IMPROVEMENTS**

- 3.1 The tax exemption provided for under the bylaw applies in respect of
- (a) a construction of a new improvement that is LEED certified;
  - or
  - (b) the alteration of an existing improvement, where the alteration results in the improvement being LEED certified;
- on the Lands. *(amended by Bylaw No. 451 May 11, 2010)*

## **4. REVITALIZATION TAX EXEMPTION CERTIFICATE**

- 4.1 (a) Once the Owner has completed the construction of the new improvement or alteration of an existing improvement referred to in Section 3, and the District has issued an occupancy permit under the District's Building Regulation Bylaw, in force from time to time, in respect of the new improvement or alteration of an existing improvement, the District's Council must issue a revitalization tax exemption certificate to the Owner for the Lands if the Owner and the Lands are otherwise in compliance with this Agreement.
- (b) An interim certificate may be issued for the year of construction, with a further three year certificate issued for the next assessment year.
- (c) A revitalization tax exemption certificate must, in accordance with the Bylaw and this Agreement, specify the following:
- (i) the amount of the tax exemption or the formula for determining the exemption;
  - (ii) the term of the tax exemption;
  - (iii) the conditions on which the tax exemption is provided;
  - (iv) that a recapture amount is payable if the certificate is cancelled and how that amount is to be determined.

## **5. TAX EXEMPTION**

- 5.1 So long as a revitalization tax exemption certificate in respect of the Lands has not been cancelled, the Lands are exempt, to the extent, for the period and subject to the conditions provided in the certificate, from municipal property taxation.
- 5.2 The revitalization tax exemption certificate may be cancelled by the Council of the District
- (a) on the request of the Owner, or
  - (b) if any of the conditions in the certificate are not met.

## **6. OWNER OBLIGATIONS**

- 6.1 The Owner must pay to the District the cost of all tie-ins of works and services associated with the new improvements or alteration to improvements, to existing storm and sanitary sewers, water mains, water meters, driveways, and other municipal services.
- 6.2 The Owner must comply with
- (a) all enactments, laws, statutes, regulations and Orders of any authority having jurisdiction, including bylaws of the District, and
  - (b) all federal, provincial, municipal and environmental licenses, permits and approvals required under applicable enactments.

## **7. OBLIGATIONS OF DISTRICT**

- 7.1 The District must issue a revitalization tax exemption certificate to the Owner in respect of the Lands once the Owner has applied for and obtained an occupancy permit from the District under the District's Building Regulation Bylaw, in force from time to time, in relation to the new improvements or alterations to an existing improvement as described under section 3.1, so long as the Owner and the Lands are otherwise in compliance with the Bylaw and this Agreement.

## **8. DISTRICT'S RIGHTS AND POWERS**

- 8.1 Nothing contained or implied in this Agreement prejudices or affects the District's rights and powers in the exercise of its functions or its rights and powers under any public and private statutes, bylaws, orders, or regulations to the extent the same are applicable to the Lands, all of which

may be fully and effectively exercised in relation to the Lands as if this Agreement had not been executed and delivered by the Owner.

## **9. GENERAL PROVISIONS**

- 9.1 It is mutually understood, agreed, and declared by and between the parties that the District has made no representations, covenants, warranties, guarantees, promises, or agreements (oral or otherwise), express or implied, with the Owner other than those expressly contained in this Agreement.
- 9.2 The Owner covenants and agrees to use best efforts to do or cause to be done, at the expense of the Owner, all acts reasonably necessary to grant priority to this Agreement as a covenant over all charges and encumbrances which may have been registered against the title to the Lands in the Victoria Land Title Office, save and except those specifically approved in writing by the District or in favour of the District.
- 9.3 The covenants set forth in this Agreement shall charge the Lands pursuant to Section 219 of the *Land Title Act* and shall be covenants the burden of which shall run with the Lands and bind the Lands and every part or parts thereof, and every part to which the Lands may be divided or subdivided, whether by subdivision plan, strata plan, or otherwise.
- 9.4 The covenants set forth in this Agreement shall not terminate if and when a purchaser becomes an owner in fee simple of the Lands or any portion thereof, but shall charge the whole of the interest of such purchaser and shall continue to run with the Lands and bind the Lands and all future owners for the time being of the Lands or any portion thereof, except the Owner will be entitled to a partial discharge of this Agreement with respect to any subdivided parcel of the Lands on acceptance of the works and on compliance by the Owner with all requirements under this Agreement with respect to the subdivided portion of the Lands.
- 9.5 It is further expressly agreed that the benefit of all covenants made by the Owner herein shall accrue solely to the District and this Agreement may only be modified by agreement of the District with the Owner, or discharged by the District pursuant to the provisions of Section 219 of the *Land Title Act* and this Agreement. All of the costs of the preparation, execution, and registration of any amendments or discharges shall be borne by the Owner.
- 9.6 This Agreement shall enure to the benefit of and is binding on the parties and their respective heirs, executors, administrators, successors and assigns.

- 9.7 The Owner shall, on the request of the District, execute and deliver or cause to be executed and delivered, all such further transfers, agreements, documents, instruments, easements, statutory rights of way, deeds and assurances, and do and perform or cause to be done and performed, all such acts and things as may be, in the opinion of the District necessary to give full effect to the intent of this Agreement.
- 9.8 Time is of the essence of this Agreement.
- 9.9 This Agreement constitutes the entire agreement between the Owner and the District with regard to the subject matter hereof and supersedes all prior agreements, understandings, negotiations, and discussions, whether oral or written of the District with the Owner.
- 9.10 Any notice or other communication required or contemplated to be given or made by any provision of this Agreement shall be given or made in writing and either delivered personally (and if so shall be deemed to be received when delivered) or mailed by prepaid registered mail in any Canada Post Office (and if so, shall be deemed to be delivered on the sixth business day following such mailing except that, in the event of interruption of mail service notice shall be deemed to be delivered only when actually received by the party to whom it is addressed), so long as the notice is addressed as follows:

to the Owner at:

◆[insert name]  
[◆insert address]

Attention: [insert contact]◆

and:

to the District at:

District of Sooke  
2205 Otter Point Road  
Sooke, B.C. V9Z 1J2

Attention: (Financial Officer)

or to such other address to which a party hereto from time to time notifies the other parties in writing.

- 9.11 (a) No amendment or waiver of any portion of this Agreement shall be valid unless in writing and executed by the parties to this Agreement.

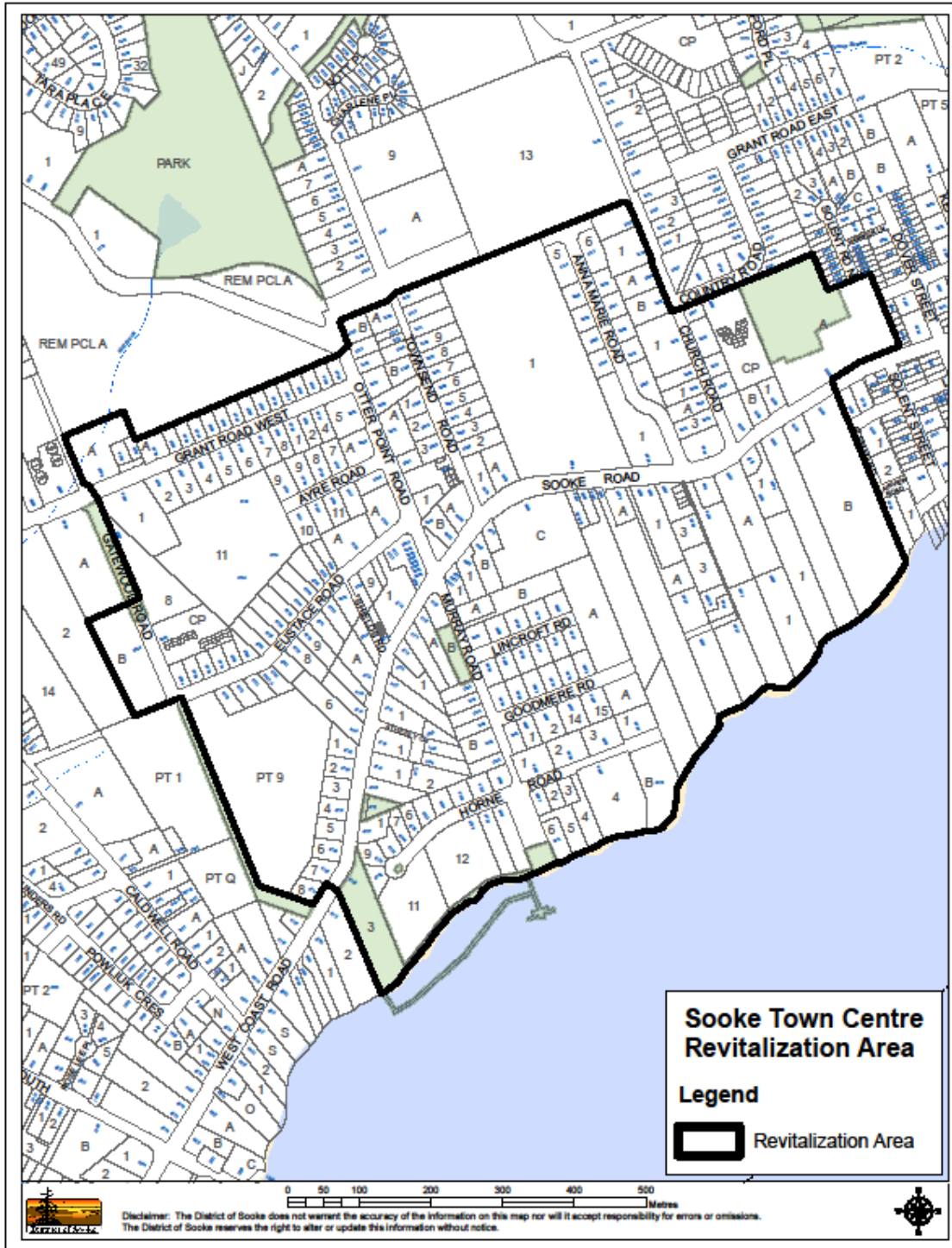
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- (b) Waiver of any default by a party shall not be deemed to be a waiver of any subsequent default by that party.
- 9.12 This Agreement is not intended to create a partnership, joint venture, or agency between the Owner and the District.
- 9.13 This Agreement shall be construed according to the laws of the Province of British Columbia.
- 9.14 A reference in this Agreement to the District or the Owner includes their permitted assigns, heirs, successors, officers, employees, and agents.
- 9.15 This Agreement is effective from and after the reference date in this Agreement, but only if this Agreement has been executed and delivered by the Developer and executed by the District.
- 9.16 The parties intend, by their execution and delivery of this Agreement, to create a covenant granted to the District under Section 219 of the *Land Title Act*, a contract, and a deed executed and delivered to the District under seal.
- 9.17 Unless otherwise expressly provided in this Agreement, whenever the District is permitted to make or give any decision, direction, determination, or consent, the District may act in its sole discretion, but will act reasonably.
- 9.18 Unless otherwise expressly provided in this Agreement, the expense of performing the obligations and covenants of the Owner contained in this Agreement, and of all matters incidental to them, is solely that of the Owner.
- 9.19 The Owner represents and warrants to the District that
  - (a) all necessary corporate actions and proceedings have been taken by the Owner to authorize its entry into and performance of this Agreement;
  - (b) upon execution and delivery on behalf of the Owner, this Agreement constitutes a valid and binding contractual obligation of the Owner;
  - (c) neither the execution and delivery, nor the performance, of this Agreement shall breach any other Agreement or obligation, or cause the Owner to be in default of any other Agreement or obligation, respecting the Lands; and

- (d) the Owner has the corporate capacity and authority to enter into and perform this Agreement.

## SCHEDULE B

### REVITALIZATION AREA (amended by Bylaw No. 451 May 11, 2010)



**CONSOLIDATED FOR REFERENCE ONLY  
NOT THE OFFICIAL BYLAW**



## APPENDIX G

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Core Sewer Specified Area Bylaw No. 147, 2003

# DISTRICT OF SOOKE

## BYLAW No. 147

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### **CONSOLIDATED FOR REFERENCE MARCH 9, 2012**

BYLAW NO. 147, *SOOKE CORE SEWER SPECIFIED AREA BYLAW, 2003*  
BYLAW NO. 264, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-1)*  
BYLAW NO. 273, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-2)*  
BYLAW NO. 285, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-3)*  
BYLAW NO. 326, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-4)*  
BYLAW NO. 347, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-5)*  
BYLAW NO. 370, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-6)*  
BYLAW NO. 381, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-7)*  
BYLAW NO. 386, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-8)*  
BYLAW NO. 426, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-9)*  
BYLAW NO. 489, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-10)*  
BYLAW NO. 503, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-11)*  
BYLAW NO. 509, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-12)*  
BYLAW NO. 510, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-13)*  
BYLAW NO. 516, *SOOKE CORE SEWER SPECIFIED AREA AMENDMENT BYLAW (147-14)*

THIS BYLAW IS PROVIDED FOR REFERENCE PURPOSES ONLY AND IS NOT TO BE RELIED UPON IN MAKING FINANCIAL OR OTHER COMMITMENTS. COPIES OF THE ORIGINAL BYLAW AND AMENDMENTS BY BE VIEWED AT THE DISTRICT OF SOOKE MUNICIPAL HALL.

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A bylaw to establish a specified area for the purpose of providing a community sewer system for the Sooke core area.

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Under section 646 of the *Local Government Act*, a council may, by bylaw, undertake any service coming within the powers of the municipality for the special benefit of a specified area of the municipality.

The Council of the District of Sooke wishes to construct and operate a community sewer system for the benefit of the core area of the District of Sooke.

The capital cost of the community sewer system is estimated to be \$22,900,000, \$11,600,000 of which will be paid from the Canada - British Columbia Infrastructure Program, and \$2,500,000 of which will be paid for by certain owners of real property wishing to be included in the specified area, leaving \$8,800,000 as the estimated net capital cost of the specified area to the District of Sooke.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This Bylaw is cited as *Sooke Core Sewer Specified Area Bylaw, 2003*.
2. In this bylaw

**Sooke Core Sewer Specified Area** means the areas of the District of Sooke shown outlined heavily in black on the plans attached as Schedule A and Schedule B to this Bylaw;

**Community Sewer System** means a sewage collection system, treatment facility, disinfection system, extended marine outfall disposal system, and associated infrastructure and works for the collection, treatment and disposal of sewage.

#### **Establishment of Specified Area**

3. The Sooke Core Sewer Specified Area is established as a specified area under section 646 of the *Local Government Act* for the provision of a Community Sewer System.

#### **Authorization of Service**

4. The District of Sooke is authorized to undertake the service of construction and operation of the Community Sewer System for the benefit of the parcels within the Sooke Core Sewer Specified Area and to do all things necessary or desirable in connection with that service.

#### **Cost Allocation**

5. The entire net cost to the District of Sooke of the service of the Community Sewer System, including the estimated net capital cost in the amount of \$8,800,000 and including principal and interest on any borrowing, will be borne by the owners of real property within the Sooke Core Sewer Specified Area.

Introduced and read a first time the 27<sup>th</sup> day of October, 2003.

Read a second time the 27<sup>th</sup> day of October, 2003.

Amended the 10<sup>th</sup> day of November, 2003.

Read a third time as amended the 10<sup>th</sup> day of November, 2003.

Assent of the Electors received the 13<sup>th</sup> day of December, 2003.

Adopted on the 23<sup>rd</sup> day of December, 2003.

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Janet Evans  
Mayor

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Tom Day  
Chief Administrative Officer

**SCHEDULE A and B**



NOT AN OFFICIAL VERSION