

Appendix B

DEVELOPMENT COST CHARGE BYLAW

UPDATE

CITY OF VICTORIA

May 27, 2024

DCC Background Report

URBAN
S Y S T E M S

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

CONTACT: Shaun Heffernan
E: sheffernan@urbansystems.ca

A light gray background map of Victoria, British Columbia, showing a dense network of streets and several circular roundabouts. The map is oriented with North roughly at the top.

PREPARED FOR:

Susanne Thompson
Deputy City Manager and CFO
1 Centennial Square
Victoria, BC
V8W 1P6

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

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EXECUTIVE SUMMARY

In 2023, the City of Victoria initiated an update to the Development Cost Charge (DCC) Bylaw. Key inputs to the DCC Program include the City’s anticipated population and unit growth estimates developed for the Official Community Plan update, and project lists and costs based on the City’s utility Master Plans and Capital Plans. Staff from Sustainable Planning and Community Development, Transportation, Underground Utilities, and Parks and Open Spaces worked closely with the DCC project team to prepare DCC project lists and the draft DCC Program rates.

New legislation for housing and DCCs are key considerations in the development of this DCC Program. New infrastructure categories (solid waste, fire services, and police services) have not yet been included in the Program.

The development of this DCC Bylaw included the following:

- Reviewing residential and non-residential growth estimates;
- Identifying eligible DCC projects, cost estimates and appropriate benefit factors;
- Determining appropriate land use categories and units of charge; and,
- Allocating costs based on impact on infrastructure.

This report presents the City of Victoria’s proposed DCC rates and program. The proposed 2024 DCC rates are provided in **Table ES-1**.

Table ES-1: Proposed 2024 DCC Rates

Land Use	Unit	Transportation	Water	Drainage	Sanitary	Parks	Total Proposed DCC Rate
Low-Density Residential	per lot	\$9,254.76	\$4,071.05	\$571.55	\$2,104.61	\$8,580.10	\$24,582.06
Medium-Density Residential	per unit	\$4,212.51	\$2,770.24	\$276.25	\$1,432.13	\$5,838.53	\$14,529.66
High-Density Residential	per unit	\$3,957.21	\$1,686.23	\$138.23	\$871.13	\$3,553.89	\$10,207.18
Commercial	per m ² of TFA	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03
Industrial	per m ² of TFA	\$19.15	\$5.42	\$1.05	\$2.80	\$2.28	\$30.70
Institutional	per m ² of TFA	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03

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1.0 BACKGROUND

In 2023, the City of Victoria (the City) initiated the process to update the existing Development Cost Charge (DCC) bylaw, the City of Victoria Development Cost Charge Bylaw No. 22-060, 2022.

The City of Victoria currently collects Development Cost Charges (DCCs) for water, sanitary, drainage, parks, and transportation. The existing DCC Bylaw was last amended (minor DCC program update) in 2022 to account for inflation. The last major DCC Program update to the program was conducted in 2018. This DCC Update is timely and captures current growth trends, projects needed to support growth, market conditions, cost escalation, and changes to legislation.

Many municipalities across B.C. use DCCs as a cost-recovery tool to support municipal financial sustainability. The advantages of implementing a DCC Bylaw are as follows:

- Provides certainty to the development community about infrastructure upgrade costs and what projects these costs will pay for
- Ensures costs for future infrastructure are fairly distributed across the benefiting developments
- Fosters fairness by ensuring the development community and existing property taxpayers share the costs of growth-related infrastructure
- Minimizes financial risk by allowing the City to save for growth-related infrastructure costs

This DCC update captures current infrastructure costs for capital projects that are driven by growth for the following services: water, sanitary, drainage, transportation, and parks (land acquisition and parkland improvements). The proposed rates ensures that those who will use and benefit from the services provided by the City share in the costs of growth-related infrastructure in a fair and equitable manner. Key drivers for the City of Victoria DCC update include:

- Increasing development pressures, community growth, and changing development patterns
- New infrastructure projects required to meet future development and growth
- Increasing costs of construction and land acquisition costs
- Ensuring timely and transparent cost recovery on capital projects

This DCC Update aligns with the capital planning, OCP growth projections, and historical building permit data, the ongoing Official Community Plan update, as well as conversations with key staff.

Please note that the material provided in this background report is meant for information only. The City's adopted DCC Bylaw should be referred to for rates and requirements.

2.0 DCC KEY ELEMENTS

Prepared by the Ministry of Municipal Affairs, the Development Cost Charge Best Practices Guide (Best Practices Guide) stipulates key elements that should be considered when determining DCC rates. **Table 1** outlines the key elements, decisions, and supporting rationale used in this update. The table also indicates whether the approach aligns with the Best Practices Guide.

Table 1. DCC Key Elements

Key Element	DCC Update	Rationale	Aligns with Best Practices Guide?
Time Horizon	20 Years	Aligns with capital plans and infrastructure planning studies	✓
City-wide or area-specific charge	City-wide charge	DCC projects are components of City-wide infrastructure/parks systems and therefore provide a City-wide benefit	✓
Grant Assistance	None	No identified DCC projects include grant assistance	✓
Developer Contribution	None	No identified DCC projects include a developer contribution	✓
Financing	No	No identified DCC projects include financing	✓
Benefit Factor	35% to 100%	<p>Baseline - Benefit to the population at large (35%) Primarily benefits existing development but will also add capacity that benefits and supports the future population of the community proportionately, which is expected to grow by approximately 35% over the next 20 years. All projects identified are anticipated to have a minimum benefit of 35%.</p> <p>Rule of thumb</p> <ul style="list-style-type: none"> • 50% – Benefits both greenfield and existing development somewhat equally • 75% – Primarily benefits future development in major growth corridors • 80% – Primarily benefits future development in major growth nodes • 100% – Benefits only greenfield development <p>Technical Analysis Based on the percentage increase of pipe capacity beyond population growth.</p>	✓
Municipal Assist Factor	1%	1% municipal assist factor to be carried over from previous DCC update.	✓
Units of charge	Per lot, per dwelling unit and per m ² Total Floor Area (TFA)	<p>Per lot or per dwelling unit for low density residential. DCCs are levied on single family dwellings at time of subdivision or building permit, as determined by the City, to collect DCCs as early in the process as possible.</p> <p>Per dwelling unit for medium density and high density residential. DCCs are levied on ground-oriented attached dwellings and apartment units at building permit when the number of units is known.</p> <p>Per m² of Total Floor Area (TFA) for commercial, industrial, and institutional uses as impact on infrastructure is expected to correlate most closely with floor space.</p>	✓

3.0 CONTEXT

The development of the DCC program involves technical analysis to determine the costs of the infrastructure that is required to meet future growth. This involves:

- Determining the projected growth of the City and future land use patterns
- The impacts of that growth on capital infrastructure projects
- The benefit of each project to new versus existing development
- The Municipal Assist Factor (MAF) that will be applied to each DCC program

These technical inputs, along with Council's discretionary ability to set the MAF, are used to calculate the DCC rates.

4.0 GROWTH PROJECTIONS AND EQUIVALENCIES

4.1 LAND USE CATEGORIES

The proposed DCCs are based on different land use categories that serve as a proxy to reflect the impact of different built forms on infrastructure services. The definitions in **Table 2** apply to the land use categories used in the DCC Bylaw.

Table 2. Summary of Land Use Categories

Land Use	Inclusions and definitions
Low-Density Residential	A single-family dwelling, which may contain one additional dwelling unit in the form of an attached secondary suite; or a two-family dwelling comprising two self-contained dwelling units (no secondary suite).
Medium-Density Residential	A ground-oriented building that is used or designed as 3 or more self-contained dwelling units, <i>each having direct access to the outside at grade level</i> and does not contain a self-contained dwelling unit wholly or partly above another self-contained dwelling unit; or a garden suite (detached secondary suite)
High-Density Residential	A building or portion of building containing 3 or more self-contained dwelling units, one or more of which are wholly or partly above another self-contained dwelling unit.
Commercial	A commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature.
Industrial	An industrial development in a zone listed in the Zoning Bylaw, or similar development in another Zone permitted in accordance with the Zoning Bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of an industrial nature.
Institutional	An institutional development in a public or institutional zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of an institutional nature.

4.2 GROWTH PROJECTIONS

Statistics Canada Census data (2016 and 2021), Official Community Plan (OCP), City building permit data, population trends, and conversations with staff were used to develop the City’s population growth and residential projections.

Growth projections for commercial, industrial, and institutional uses are based on a review of historical building permit data provided for the last 10 years, then adjusted to account for new and ongoing development applications and vacant land capacity to reflect anticipated changes development more accurately over the next 20 years.

The residential and non-residential growth projections used in this DCC update are shown in **Table 3** below.

Table 3. Growth Projections (20-Year)

Land Use	Population	Units
Low-Density Residential	4,056	1,200 lots / units
Medium-Density Residential	10,580	4,600 units
High-Density Residential	16,800	12,000 units
Commercial	1,100	500,000 m ²
Industrial	90	100,000 m ²
Institutional	605	275,000 m ²

4.3 EQUIVALENCIES

Different land uses have different impacts on infrastructure. To reflect these differences, equivalent units are used to allocate DCC costs across land uses, as described in **Table 4**.

Table 4. Equivalent Unit Methodology

Service	Equivalent Unit Methodology
Water and Sanitary	For residential demand, occupancy rates were used to project demands for water and sanitary services. For non-residential land uses, equivalent populations per square metre are established.
Roads	For roads and transportation projects, the cost of development is distributed based on the trips generated by each land use.
Parks	Parks improvement equivalents are also based on residential demand, occupancy rates since increases in parks usage are generally reflective of overall population growth.
Drainage	Stormwater equivalents are largely based on runoff coefficients for various uses.

The equivalency units in **Table 5** are aligned with the City of Victoria’s previous DCC Bylaw. Updates have been made to include consideration for the presence of secondary suites in the Low-Density Residential land use category (i.e., single-family homes).

Additionally, the Medium-Density Residential land use category has been updated to align with best practice given recent legislative changes.

Table 5. Equivalent Units

Land Use	Transportation	Water	Drainage	Sanitary	Parks
Low-Density Residential	1.45	3.38	1.20	3.38	3.38
Medium-Density Residential	0.66	2.30	0.58	2.30	2.30
High-Density Residential	0.62	1.40	0.29	1.40	1.40
Commercial	0.0100	0.0110	0.0032	0.0110	0.0022
Industrial	0.0030	0.0045	0.0022	0.0045	0.0009
Institutional	0.0100	0.0110	0.0032	0.0110	0.0022

The total new residential population is projected as 33,231 people. For non-residential land uses, equivalent populations per square metre (m²) are established. The total equivalent population (determined by applying the equivalent unit conversion factors to the total estimated non-residential gross floor area) is 1,795 people.

5.0 DCC PROJECTS AND COSTS

DCC rates are determined by applying the key elements, growth projections and equivalencies, described earlier in this report, to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

5.1 DCC PROJECTS

The proposed projects in this DCC update align the DCC programs to reflect current construction and material costs and were vetted for eligibility according to the Ministerial requirements for DCCs. Capital costs for projects are based on existing project lists and updated to include contingency and engineering allowances. A summary of the DCC project lists is included in **Table 6**; comprehensive DCC project lists are provided in **Appendices A**.

Table 6. DCC Project List Summary

Service	Project List Summary
Transportation	<ul style="list-style-type: none"> • Complete streets and active transportation improvements • Sidewalk and intersection installations and improvements • Transit stop improvements
Water	<ul style="list-style-type: none"> • Water main upgrades
Sanitary	<ul style="list-style-type: none"> • Sanitary main upgrades
Drainage	<ul style="list-style-type: none"> • Stormwater drainage system upgrades
Parks	<ul style="list-style-type: none"> • Parkland improvements • Parkland acquisition • Trail improvements

Note: the City of Victoria will own and control all projects in this DCC program.

All parkland improvement projects in this DCC update align with the eligibility requirements of the legislation. As per the DCC Best Practices Guide, parkland improvement works are limited to:

- Fencing
- Landscaping
- Drainage and irrigation
- Trails
- Restrooms

- Changing rooms
- Playground equipment
- Playing field equipment

5.2 BENEFIT FACTORS

Project benefit factors (alternatively benefit allocations) are used to determine to what extent a proposed project benefits future growth versus existing users and are determined on a project-by-project basis.

Some DCC projects may benefit the population at large, in which case the capital costs (or a portion of them) should be shared by the entire community. Other projects will only benefit new growth, in which case the new users benefiting from these services will pay most of the project costs.

Factors considered when determining benefit factors include:

- Technical analysis to determine increases in service capacity – done through modeling and master planning for water, sanitary, and drainage projects;
- Population growth analysis (new vs. existing population) developed for the City of Victoria OCP Update;
- Proximity to areas experiencing new growth and /or redevelopment for parks and some active transportation; and/or,
- Project triggers and timing.

The benefit factor of each DCC eligible project was evaluated on a scale of 35% to 100% using three main approaches:

1. Baseline - Benefit to the population at large (35%)

Primarily benefits existing development but will also add capacity that proportionately benefits and supports the future population of the community, which is expected to grow by approximately 35% over the next 20 years. All projects identified are anticipated to have a minimum benefit of 35%.

2. Rule of thumb

- 50% – Benefits both greenfield and existing development somewhat equally
- 75% – Primarily benefits future development in major growth corridors
- 80% – Primarily benefits future development in major growth nodes
- 100% – Benefits only greenfield development

3. Technical Analysis

- Based on the percentage increase of pipe capacity beyond population growth.

A summary of the benefit factor methodology is included in **Table 7**.

Table 7. Summary of Benefit Factor Methodology

Service	Benefit Allocation (Developer Responsibility)	Benefit Factor Methodology
Transportation	35% to 75%	<ul style="list-style-type: none"> • Benefit to the population at large • Rule of Thumb

Water	35% to 95%	<ul style="list-style-type: none"> Benefit to the population at large Technical Analysis
Sanitary	35%	<ul style="list-style-type: none"> Benefit to the population at large
Drainage	35% to 80%	<ul style="list-style-type: none"> Benefit to the population at large Rule of Thumb
Parks	35% to 100%	<ul style="list-style-type: none"> Benefit to the population at large Rule of Thumb

5.3 DCC COSTS

The total DCC Program Costs amount to **\$524.1 M**—of those costs, **\$303.9 M** are eligible for recovery through DCCs (i.e., paid by developers). The City is responsible for funding the remaining **\$220.3 M (\$11.0 M/year)** through City revenues (e.g., property tax). This is a key consideration for Council when considering the City’s financial sustainability and the costs to developers and existing taxpayers. These costs are included in **Table 8**.

Table 8. Total Cost of Proposed DCC Program

Service	Program Inputs			Developer Responsibility	Municipal Responsibility	
	Total Capital Costs	Benefit Factor	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs	Annual Municipal Costs (20 y)
Transportation	\$252.4 M	35% - 75%	1%	\$130.4 M	\$122.1 M	\$6.1 M
Water	\$90.1 M	35% - 95%	1%	\$50.9 M	\$39.2 M	\$2.0 M
Drainage	\$18.1 M	35%	1%	\$6.3 M	\$11.8 M	\$0.6 M
Sanitary	\$60.5 M	35% - 80%	1%	\$28.3 M	\$32.1 M	\$1.6 M
Parks	\$103.0 M	35% - 100%	1%	\$88.0 M	\$15.0 M	\$0.8 M
Total	\$524.1 M	35% - 100%	1%	\$303.9 M	\$220.3 M	\$11.0 M

5.4 INTEREST ON LONG-TERM DEBT

No interest on long-term debt is included in the DCC program.

6.0 PROPOSED DCC RATES

DCC rates are determined by applying the key elements, growth projections and equivalencies described earlier in this report to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

A comparison of existing and proposed rates is provided in **Table 9**.

Table 9. DCC Rate Comparison

Land Use	Unit	Existing Rate (2022)	Proposed Rate (2024)
Low-Density Residential	Per lot	\$6,871.19	\$24,582.06
Medium-Density Residential	Per unit	\$6,238.90*	\$14,529.66
High Density Residential	Per unit	\$3,335.45	\$10,207.18
Commercial	Per m ² of total floor area	\$31.32	\$91.03
Industrial	Per m ² of total floor area	\$11.49	\$30.70
Institutional	Per m ² of total floor area	\$31.32	\$91.03

**Based on Attached Dwelling unit charge for a 1,500 sq ft unit (DCC Bylaw, 2022)*

Table 10 below summarizes the total proposed DCC rates for the City, along with each DCC program. The DCC calculations were based on a 1% assist factor for all categories.

Table 10. Total Draft DCC Rates

Land Use	Unit	Transportation	Water	Drainage	Sanitary	Parks	Total
Low-Density Residential	Per lot	\$9,254.76	\$4,071.05	\$571.55	\$2,104.61	\$8,580.10	\$24,582.06
Medium-Density Residential	Per unit	\$4,212.51	\$2,770.24	\$276.25	\$1,432.13	\$5,838.53	\$14,529.66
High-Density Residential	Per unit	\$3,957.21	\$1,686.23	\$138.12	\$871.73	\$3,553.89	\$10,207.18
Commercial	Per m ² of TFA	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03
Industrial	Per m ² of TFA	\$19.15	\$5.42	\$1.05	\$2.80	\$2.28	\$30.70
Institutional	Per m ² of TFA	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03

**The DCC Rates apply a 1% Municipal Assist Factor*

7.0 STAKEHOLDER CONSULTATION

The City conducted an engagement session with the development community on January 31, 2024. The information session was conducted virtually through Zoom. The Urban Development Institute (UDI) invited members of the local development community to attend the event. The session consisted of a presentation on the City's DCC Update, Provincial DCC legislation and best practice, the proposed draft DCC program and rates, and a questions and answers (Q&A) period. There were 12 participants, in addition to City staff and consultants.

Feedback and comments were welcome from the participants during the session, and after the session through the UDI liaison. There was an opportunity for stakeholders and the public to learn more about the DCC program on the City's website.

Feedback received provided insights to the project team on the proposed program. The general themes included:

- Appreciation for the opportunity to provide input;
- Appreciation for the transparency of rates;
- Requests to review the project lists (which were provided to the UDI for distribution after the session concluded);
- Inquiries on project eligibility;
- Concerns about the rate increase;
- Inquiries about phasing in the DCC (through the Municipal Assist Factor);
- Inquiries about the program time frame;
- Inquiries about in-stream protection, waivers, and reductions; and,
- Inquiries about the effects of the Provincial legislative changes on the Bylaw update.

Staff and Council have taken this feedback into consideration in setting the DCC rates and assist factors.

8.0 DCC IMPLEMENTATION

8.1 BYLAW EXEMPTIONS

The *LGA* is clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the City, or if a DCC has already been paid in regard to the same development.

However, if additional further expansion for the same development creates new capital cost burdens or uses up capacity, the DCCs can be levied for the additional costs.

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 public worship as per the Community Charter; or
- Buildings that contain fewer than 4 self-contained dwelling units;
- The value of the work authorized by the building permit does not exceed \$50,000 or a higher amount as prescribed by bylaw; or
- Unit size is no larger than 29 sq.m. and only for residential use.

Legislation allows local governments to charge DCCs at building permit on residential buildings with fewer than four self-contained dwelling units, if such a charge is provided for in the local government's DCC Bylaw. The City will not be including this provision and will be exempting residential buildings with fewer than four self-contained dwelling units from DCCs at building permit.

8.2 COLLECTION OF CHARGES – BUILDING PERMIT AND SUBDIVISION

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. Of the two possible collection times, subdivision approval occurs earlier in the process.

The City will collect DCCs for Low-Density Residential units either at time of subdivision approval or building permit issuance depending on development timing. Collecting DCCs early will allow the City to ensure timely provision of infrastructure and services.

DCCs for other residential land use categories will be collected at time of building permit issuance when the final number of units (e.g., duplex, apartment, or townhouse) are known.

Non-residential land uses will also be levied DCCs at time of building permit when total floor area will be known.

8.3 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 infrastructure. The new developer/ builder should pay the applicable DCCs based on the additional floor area for, commercial, industrial, or institutional land uses at the DCC rates in the current DCC Bylaw. In essence, the City is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/building area.

If a detached dwelling unit (low-density residential) is replaced by another detached dwelling unit then no additional DCCs are payable.

If a lot is subdivided into two, for example, to construct two smaller single detached dwelling units, then DCCs are payable on the one additional single detached residential lot.

If a multi-family residential (high-density residential) development is replaced by another multi-family residential development with the same unit mix and number of units, then no additional DCCs are payable.

8.4 IN-STREAM PROTECTION AND PHASE-IN OF DCC RATES

The new DCC rates will be in force as per the effective date in the DCC Bylaw when it is adopted. Protection from rate increases for development applications that are submitted prior to the adoption date will be provided as per legislation.

There are two ways a developer can qualify for exclusion from the new DCC rates:

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

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

OR

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

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

The above is a summary of sections 511 and 568 of the LGA and not an interpretation or an explanation of these sections. Developers are responsible for complying with all applicable laws and bylaws and seeking legal advice as needed.

Note: One year in-stream protection is based on the adoption date of the DCC Bylaw not the effective date.

8.5 REBATES AND CREDITS

The City should establish a practice to guide staff in the collection of DCCs and the use of DCC credits and rebates as stipulated in the LGA and referenced in the DCC Best Practices Guide. There may be situations in which it is not in the best interests of the City to allow an owner to build DCC services outside their subdivision or development. Building such services may start or accelerate development in areas where the City is not prepared to support. Policies for DCC credits, rebates and latecomer agreements are often drafted to assist staff in development financing.

8.6 DCC MONITORING AND ACCOUNTING

In order to monitor the DCC Program, the City should enter all 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.

8.7 DCC REVIEWS

To keep the DCC program as current as possible, the City should review its program annually. Based on its annual review, the City may make minor amendments to the DCC rates. The City should apply a CPI inflation factor, as permitted by the legislation, annually (to a maximum of 4 years). Typically, a major amendment to the DCC program and rates is recommended every 5 years.

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APPENDIX A:
DCC PROGRAM AND CALCULATIONS



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CITY OF VICTORIA
TRANSPORTATION DCC PROGRAM

DCC Project ID	Project Name	Notes	Length (m)	Cost Estimate (2023; 10% to 20% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
Class 1 - Light touch streetscape upgrades, such as revised sign and paint, traffic circulation changes, minor civil upgrades, and minor intersection/crossing improvements and modifications (without paving)									
T41	Pine St	Craigflower to Dominion	400	\$ 200,000	35%	\$ 70,000	\$ 245	\$ 69,755	\$ 130,245
T43	Gonzales Connector	Rockland (St. Charles to Gonzales); Gonzales (Rockland to Richmond); Richmond (Gonzales to Fairfield Rd)	950	\$ 475,000	35%	\$ 166,250	\$ 582	\$ 165,668	\$ 309,332
T45	Edgeware	Edgeware (Cedar Hill to Doncaster)	600	\$ 300,000	35%	\$ 105,000	\$ 368	\$ 104,633	\$ 195,368
T46	Maddison / Davie	Maddison (Richardson to Brighton); Davie / Lee (Brighton to Fort)	1510	\$ 755,000	35%	\$ 264,250	\$ 925	\$ 263,325	\$ 491,675
T52	Maddock Ave	Harriet to Balfour	240	\$ 120,000	35%	\$ 42,000	\$ 147	\$ 41,853	\$ 78,147
T59	Esquimalt Rd East	Catherine Street to Harbour Rd	820	\$ 410,000	75%	\$ 307,500	\$ 2,306	\$ 305,194	\$ 104,806
T71	Vista Hts	Graham to Grosvenor	750	\$ 375,000	75%	\$ 281,250	\$ 2,109	\$ 279,141	\$ 95,859
T72	Blackwood St	Vista Hts to Kings	400	\$ 200,000	75%	\$ 150,000	\$ 1,125	\$ 148,875	\$ 51,125
T73	Grosvenor Rd	Hillside to Cedar Hill	200	\$ 100,000	75%	\$ 75,000	\$ 563	\$ 74,438	\$ 25,563
T74	Belmont Ave	Hillside to Pandora / Oak Bay	2000	\$ 1,000,000	35%	\$ 350,000	\$ 1,225	\$ 348,775	\$ 651,225
T92	Moss St	Dallas to Fort	1900	\$ 950,000	35%	\$ 332,500	\$ 1,164	\$ 331,336	\$ 618,664
Class 2 - Curb to curb streetscape upgrades, such as paving, limited signal improvements, and limited civil upgrades (e.g., strategic pedestrian improvements, transit improvements, protected bike lanes, intersection upgrades)									
T9	Bay Street Phase 2	Tyee to Rock Bay	900	\$ 1,350,000	35%	\$ 472,500	\$ 1,654	\$ 470,846	\$ 879,154
T10	Caledonia / Chatham	Chatham (Government to Blanshard); Caledonia (Blanshard to Chambers)	1300	\$ 1,950,000	50%	\$ 975,000	\$ 4,875	\$ 970,125	\$ 979,875
T11	Cook Street Phase 1	Haultain to Tolmie	1600	\$ 2,400,000	50%	\$ 1,200,000	\$ 6,000	\$ 1,194,000	\$ 1,206,000
T12	Richmond Rd	Bay to Newton	600	\$ 900,000	50%	\$ 450,000	\$ 2,250	\$ 447,750	\$ 452,250
T13	Selkirk Ave	Styles to Arm St	450	\$ 675,000	35%	\$ 236,250	\$ 827	\$ 235,423	\$ 439,577
T14	Tolmie Ave	Douglas to Jackson St	1000	\$ 1,500,000	75%	\$ 1,125,000	\$ 8,438	\$ 1,116,563	\$ 383,438
T18	Linden Ave	Fort to Dallas Rd	1800	\$ 2,700,000	35%	\$ 945,000	\$ 3,308	\$ 941,693	\$ 1,758,308
T19	Fairfield Rd Phase 1	Moss St to Memorial Cres	500	\$ 750,000	35%	\$ 262,500	\$ 919	\$ 261,581	\$ 488,419
T20	St. Charles	Fort St to Dallas Rd	1800	\$ 2,700,000	35%	\$ 945,000	\$ 3,308	\$ 941,693	\$ 1,758,308
T21	Cook Street Phase 2	View to McClure	450	\$ 675,000	50%	\$ 337,500	\$ 1,688	\$ 335,813	\$ 339,188
T24	Bay Street Phase 2	Rock Bay to Quadra	825	\$ 1,237,500	50%	\$ 618,750	\$ 3,094	\$ 615,656	\$ 621,844
T25	Bay Street Phase 3	Quadra to Cedar Hill Rd	780	\$ 1,170,000	50%	\$ 585,000	\$ 2,925	\$ 582,075	\$ 587,925
T29	Cedar Hill Rd	Cook St to Haultain	1100	\$ 1,650,000	35%	\$ 577,500	\$ 2,021	\$ 575,479	\$ 1,074,521
T32	Cook St Phase 3	May to Dallas	500	\$ 750,000	35%	\$ 262,500	\$ 919	\$ 261,581	\$ 488,419
T34	May St	Vancouver St to Memorial Cres	1200	\$ 1,800,000	35%	\$ 630,000	\$ 2,205	\$ 627,795	\$ 1,172,205
T35	Dallas / Hollywood	Dallas (Memorial to Charles); (St. Charles to Robertson)	1390	\$ 2,085,000	35%	\$ 729,750	\$ 2,554	\$ 727,196	\$ 1,357,804
T37	Catherine St	Esquimalt to Raynor	700	\$ 1,050,000	35%	\$ 367,500	\$ 1,286	\$ 366,214	\$ 683,786
T38	Skinner / Craigflower Rd	Bay St to Pine St	750	\$ 1,125,000	35%	\$ 393,750	\$ 1,378	\$ 392,372	\$ 732,628
T39	Gosworth / Lang	Gosworth (Hillside to Cedar Hill Rd); Lang (Cook to Cedar Hill)	900	\$ 1,350,000	35%	\$ 472,500	\$ 1,654	\$ 470,846	\$ 879,154
T40	Finlayson	Finlayson (Burnside to Quadra)	980	\$ 1,470,000	35%	\$ 514,500	\$ 1,801	\$ 512,699	\$ 957,301
T42	Gladstone Ave	Chambers to Shelbourne St	1200	\$ 1,800,000	35%	\$ 630,000	\$ 2,205	\$ 627,795	\$ 1,172,205
T47	Finlayson Street	Quadra to Cedar Hill	1300	\$ 1,950,000	50%	\$ 975,000	\$ 4,875	\$ 970,125	\$ 979,875
T48	North Dairy	Cedar Hill to Shelbourne	790	\$ 1,185,000	50%	\$ 592,500	\$ 2,963	\$ 589,538	\$ 595,463
T49	Cedar Hill Rd	Cook to Finlayson	705	\$ 1,057,500	50%	\$ 528,750	\$ 2,644	\$ 526,106	\$ 531,394
T51	Harriet Rd	Gorge to Burnside	750	\$ 1,125,000	35%	\$ 393,750	\$ 1,378	\$ 392,372	\$ 732,628
T53	Douglas Street North	Hillside to Tolmie	1120	\$ 1,680,000	50%	\$ 840,000	\$ 4,200	\$ 835,800	\$ 844,200
T54	Craigflower Rd	Arm St to Pine St	510	\$ 765,000	35%	\$ 267,750	\$ 937	\$ 266,813	\$ 498,187
T56	Hereward / Rothwell Rd	Esquimalt Rd to Pine St	495	\$ 742,500	35%	\$ 259,875	\$ 910	\$ 258,965	\$ 483,535
T57	Dominion Rd	Pine St to Craigflower Rd	400	\$ 600,000	35%	\$ 210,000	\$ 735	\$ 209,265	\$ 390,735
T58	Wilson St	Hereward Rd to Tyee Rd	1180	\$ 1,770,000	50%	\$ 885,000	\$ 4,425	\$ 880,575	\$ 889,425
T60	Esquimalt Rd West	Hereward Rd to Catherine Street	730	\$ 1,095,000	50%	\$ 547,500	\$ 2,738	\$ 544,763	\$ 550,238
T61	Alston Rd	Wilson to Galloping Goose	550	\$ 825,000	35%	\$ 288,750	\$ 1,011	\$ 287,739	\$ 537,261
T63	Nanaimo St	Hillside to Finlayson	860	\$ 1,290,000	50%	\$ 645,000	\$ 3,225	\$ 641,775	\$ 648,225
T64	Garbally Rd	Gorge to Douglas	350	\$ 525,000	35%	\$ 183,750	\$ 643	\$ 183,107	\$ 341,893
T65	Topaz Ave	Douglas to Blanshard	320	\$ 480,000	35%	\$ 168,000	\$ 588	\$ 167,412	\$ 312,588
T66	Princess Ave	Store to Quadra	650	\$ 975,000	35%	\$ 341,250	\$ 1,194	\$ 340,056	\$ 634,944

CITY OF VICTORIA
TRANSPORTATION DCC PROGRAM

DCC Project ID	Project Name	Notes	Length (m)	Cost Estimate (2023; 10% to 20% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
T67	Cook St	Haultain to View	1400	\$ 2,100,000	75%	\$ 1,575,000	\$ 11,813	\$ 1,563,188	\$ 536,813
T68	Pandora Ave	Store to Cook	1200	\$ 1,800,000	35%	\$ 630,000	\$ 2,205	\$ 627,795	\$ 1,172,205
T70	Fernwood Rd	Fort to Kings	1600	\$ 2,400,000	75%	\$ 1,800,000	\$ 13,500	\$ 1,786,500	\$ 613,500
T77	View St	Government to Cook	1000	\$ 1,500,000	75%	\$ 1,125,000	\$ 8,438	\$ 1,116,563	\$ 383,438
T78	Fort St	Wharf to Cook	1200	\$ 1,800,000	75%	\$ 1,350,000	\$ 10,125	\$ 1,339,875	\$ 460,125
T82	Rockland Ave	Vancouver to St Charles	1500	\$ 2,250,000	35%	\$ 787,500	\$ 2,756	\$ 784,744	\$ 1,465,256
T84	Simcoe St	Dallas to Douglas	1600	\$ 2,400,000	50%	\$ 1,200,000	\$ 6,000	\$ 1,194,000	\$ 1,206,000
T85	Oswego St	Dallas to Belleville	1000	\$ 1,500,000	50%	\$ 750,000	\$ 3,750	\$ 746,250	\$ 753,750
T86	Menzies St	Dallas to Simcoe	450	\$ 675,000	35%	\$ 236,250	\$ 827	\$ 235,423	\$ 439,577
T87	Menzies St	Simcoe to Belleville	650	\$ 975,000	50%	\$ 487,500	\$ 2,438	\$ 485,063	\$ 489,938
T89	Quadra St	Southgate to Burdett	500	\$ 750,000	75%	\$ 562,500	\$ 4,219	\$ 558,281	\$ 191,719
T90	Cook St	Park to Mcclure	850	\$ 1,275,000	75%	\$ 956,250	\$ 7,172	\$ 949,078	\$ 325,922
T91	Fairfield Rd	Cook to Moss	600	\$ 900,000	35%	\$ 315,000	\$ 1,103	\$ 313,898	\$ 586,103
T93	Fairfield Rd	Memorial Crest to St Charles	500	\$ 750,000	35%	\$ 262,500	\$ 919	\$ 261,581	\$ 488,419
T94	Fairfield Rd	St Charles to Richmond	650	\$ 975,000	50%	\$ 487,500	\$ 2,438	\$ 485,063	\$ 489,938
T95	Foul Bay Rd	Crescent to Edgecliffe	1200	\$ 1,800,000	50%	\$ 900,000	\$ 4,500	\$ 895,500	\$ 904,500
T96	Gonzales Ave	Richmond to Foul Bay	400	\$ 600,000	50%	\$ 300,000	\$ 1,500	\$ 298,500	\$ 301,500
T97	Rockland Ave	Piermont to Oak Bay	800	\$ 1,200,000	35%	\$ 420,000	\$ 1,470	\$ 418,530	\$ 781,470
T98	Richmond Ave	Gonzales to Fort	1100	\$ 1,650,000	35%	\$ 577,500	\$ 2,021	\$ 575,479	\$ 1,074,521
T99	Leighton Rd	Lee to Foul Bay	220	\$ 330,000	35%	\$ 115,500	\$ 404	\$ 115,096	\$ 214,904
T101	Quamichan St	Richmond to Foul Bay	550	\$ 825,000	35%	\$ 288,750	\$ 1,011	\$ 287,739	\$ 537,261
Class 3 - Curb-to-curb streetscape upgrades including paving, signal improvements, select civil upgrades (e.g., strategic pedestrian improvements, transit improvements, protected bike lanes, intersection upgrades)									
T16	Begbie / Shelbourne	Begbie (Pandora to Gladstone); Shelbourne (Gladstone to Haultain)	1550	\$ 6,975,000	50%	\$ 3,487,500	\$ 17,438	\$ 3,470,063	\$ 3,504,938
T17	Shelbourne Phase 2	Haultain to North Dairy	1400	\$ 6,300,000	50%	\$ 3,150,000	\$ 15,750	\$ 3,134,250	\$ 3,165,750
T22	Blanshard Street Phase 2	Tolmie to Topaz	750	\$ 3,375,000	50%	\$ 1,687,500	\$ 8,438	\$ 1,679,063	\$ 1,695,938
T23	Blanshard Street Phase 3	Topaz to Caledonia	1230	\$ 5,535,000	50%	\$ 2,767,500	\$ 13,838	\$ 2,753,663	\$ 2,781,338
T26	Bay Street Phase 4	Cedar Hill Rd to Richmond Rd	1370	\$ 6,165,000	50%	\$ 3,082,500	\$ 15,413	\$ 3,067,088	\$ 3,097,913
T27	Hillside Ave Phase 1	Blanshard to Cook St	850	\$ 3,825,000	75%	\$ 2,868,750	\$ 21,516	\$ 2,847,234	\$ 977,766
T28	Hillside Ave Phase 2	Cook St to Shelbourne	1500	\$ 6,750,000	50%	\$ 3,375,000	\$ 16,875	\$ 3,358,125	\$ 3,391,875
T31	Yates St	Fernwood to Wharf Street	1900	\$ 8,550,000	75%	\$ 6,412,500	\$ 48,094	\$ 6,364,406	\$ 2,185,594
T33	Quadra St Phase 1	Tomie to Burdett	3100	\$ 13,950,000	50%	\$ 6,975,000	\$ 34,875	\$ 6,940,125	\$ 7,009,875
T36	Belleville Street Phase 1	Montreal to Blanshard Street	1140	\$ 5,130,000	35%	\$ 1,795,500	\$ 6,284	\$ 1,789,216	\$ 3,340,784
T50	Burnside Rd	Harriet to Douglas	1430	\$ 6,435,000	50%	\$ 3,217,500	\$ 16,088	\$ 3,201,413	\$ 3,233,588
T55	William Street	Langford St to Wilson St	265	\$ 1,192,500	35%	\$ 417,375	\$ 1,461	\$ 415,914	\$ 776,586
T69	Johnson St	Store to Pandora	140	\$ 630,000	75%	\$ 472,500	\$ 3,544	\$ 468,956	\$ 161,044
T75	Kings Rd	Cook to Richmond	1800	\$ 8,100,000	35%	\$ 2,835,000	\$ 9,923	\$ 2,825,078	\$ 5,274,923
T76	Pearl St	Belmont to Shelbourne	400	\$ 1,800,000	50%	\$ 900,000	\$ 4,500	\$ 895,500	\$ 904,500
T79	Courtney St	Wharf to Douglas	280	\$ 1,260,000	75%	\$ 945,000	\$ 7,088	\$ 937,913	\$ 322,088
T80	Courtney St	Douglas to Quadra	400	\$ 1,800,000	75%	\$ 1,350,000	\$ 10,125	\$ 1,339,875	\$ 460,125
T81	Courtney St	Quadra to Vancouver	220	\$ 990,000	75%	\$ 742,500	\$ 5,569	\$ 736,931	\$ 253,069
T83	Dallas Rd / Erie St / Lawrence St / Kingston St	Dock to Pendray	1300	\$ 5,850,000	35%	\$ 2,047,500	\$ 7,166	\$ 2,040,334	\$ 3,809,666
T88	Superior St / Southgate St	Government to Cook	1000	\$ 4,500,000	75%	\$ 3,375,000	\$ 25,313	\$ 3,349,688	\$ 1,150,313
T100	Oak Bay Ave	Richmond to Foul Bay	550	\$ 2,475,000	35%	\$ 866,250	\$ 3,032	\$ 863,218	\$ 1,611,782
Class 4 - Beyond curb-to-curb streetscape renewal including paving, signal improvements, civil upgrades (e.g., new sidewalks, pedestrian improvements, transit improvements, protected bike lanes, intersection upgrades)									
T1	Blanshard Street Phase 1	Caledonia to Fort St	730	\$ 5,110,000	75%	\$ 3,832,500	\$ 28,744	\$ 3,803,756	\$ 1,306,244
T2	Douglas St RT Phase 1	Market St to Discovery	850	\$ 5,950,000	75%	\$ 4,462,500	\$ 33,469	\$ 4,429,031	\$ 1,520,969
T3	Douglas St RT Phase 2	Discovery to Belleville	1300	\$ 9,100,000	75%	\$ 6,825,000	\$ 51,188	\$ 6,773,813	\$ 2,326,188
T4	Government St Phase 1	Pandora to Broughton	500	\$ 3,500,000	50%	\$ 1,750,000	\$ 8,750	\$ 1,741,250	\$ 1,758,750
T5	Government St Phase 2	Courtenay to Toronto	900	\$ 6,300,000	35%	\$ 2,205,000	\$ 7,718	\$ 2,197,283	\$ 4,102,718
T6	Doncaster	Doncaster (Hillside to North Dairy)	550	\$ 3,850,000	35%	\$ 1,347,500	\$ 4,716	\$ 1,342,784	\$ 2,507,216
T8	Gorge Road	Gorge Rd (Harriet to Government); Blanshard Street (Douglas to Blanshard)	2070	\$ 14,490,000	75%	\$ 10,867,500	\$ 81,506	\$ 10,785,994	\$ 3,704,006
T15	Pandora / Oak Bay Ave	Pandora (Cook to Fort); Oak Bay Ave (Fort to Richmond)	2100	\$ 14,700,000	50%	\$ 7,350,000	\$ 36,750	\$ 7,313,250	\$ 7,386,750

**CITY OF VICTORIA
TRANSPORTATION DCC PROGRAM**

DCC Project ID	Project Name	Notes	Length (m)	Cost Estimate (2023; 10% to 20% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
T44	Doric Connector	Balfour to Washington	350	\$ 2,450,000	35%	\$ 857,500	\$ 3,001	\$ 854,499	\$ 1,595,501
T30	Douglas St South Phase 1	Battery to Toronto	700	\$ 4,900,000	35%	\$ 1,715,000	\$ 6,003	\$ 1,708,998	\$ 3,191,003
TOTALS				\$ 252,430,000		\$ 131,110,750		\$ 130,369,446	\$ 122,060,554

CITY OF VICTORIA
TRANSPORTATION DCC RATE CALCULATION

A: Traffic Generation Calculation					
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
Low-Density Residential	1,200	per lot	1.45	1,740	9%
Medium-Density Residential	4,600	per unit	0.66	3,036	15%
High-Density Residential	12,000	per unit	0.62	7,440	37%
Commercial	500,000	per m2 of TFA	0.0100	5,000	25%
Industrial	100,000	per m2 of TFA	0.0030	300	1%
Institutional	275,000	per m2 of TFA	0.0100	2,750	14%
	892,800		Total Trip Ends	20,266 (a)	100%
B: Unit Road DCC Calculation					
Net Road DCC Program Recoverable		\$130,369,446	(b)		
Existing DCC Reserve Monies		\$1,019,863	(c)		
Net Amount to be Paid by DCCs		\$129,349,583	(d) = (b) - (c)		
DCC per Trip End		\$6,382.59	(e) = (d) / (a)		
C: Resulting Road DCCs					DCC Revenue Estimates
Low-Density Residential		\$9,254.76	per lot	(e) x Col. (3)	\$11,105,708
Medium-Density Residential		\$4,212.51	per unit	(e) x Col. (3)	\$19,377,545
High-Density Residential		\$3,957.21	per unit	(e) x Col. (3)	\$47,486,475
Commercial		\$63.83	per m2 of TFA	(e) x Col. (3)	\$31,912,953
Industrial		\$19.15	per m2 of TFA	(e) x Col. (3)	\$1,914,777
Institutional		\$63.83	per m2 of TFA	(e) x Col. (3)	\$17,552,124
	Total DCC	\$17,571.27		Total Revenue	\$129,349,583

CITY OF VICTORIA
WATER DCC PROGRAM

DCC Project ID	Project Name	Length (m)	Cost Estimate (2023; 40% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
W1	Adanac Street Linear Water Upgrades	165	\$ 2,399,487	60%	\$ 1,439,692	\$ 14,397	\$ 1,425,296	\$ 974,192
W2	Arm St Linear Water Upgrades	149	\$ 328,720	60%	\$ 197,232	\$ 1,972	\$ 195,260	\$ 133,460
W3	Armine PI Linear Water Upgrades	11	\$ 212,778	60%	\$ 127,667	\$ 1,277	\$ 126,390	\$ 86,388
W4	Belleville St Linear Water Upgrades	150	\$ 616,203	35%	\$ 215,671	\$ 2,157	\$ 213,514	\$ 402,689
W5	Blackwood St Linear Water Upgrades	94	\$ 348,343	60%	\$ 209,006	\$ 2,090	\$ 206,916	\$ 141,427
W6	Blanshard St Linear Water Upgrades	339	\$ 1,442,691	70%	\$ 1,009,883	\$ 10,099	\$ 999,785	\$ 442,906
W7	Boyd St Linear Water Upgrades	236	\$ 617,481	85%	\$ 524,859	\$ 5,249	\$ 519,610	\$ 97,871
W8	Bridge Way Linear Water Upgrades	15	\$ 1,051,545	60%	\$ 630,927	\$ 6,309	\$ 624,618	\$ 426,927
W9	Broughton St Linear Water Upgrades	208	\$ 479,680	50%	\$ 239,840	\$ 2,398	\$ 237,442	\$ 242,239
W10	Burdett Ave Linear Water Upgrades	273	\$ 716,378	85%	\$ 608,921	\$ 6,089	\$ 602,832	\$ 113,546
W11	Burleith Cres Linear Water Upgrades	156	\$ 300,293	35%	\$ 105,102	\$ 1,051	\$ 104,051	\$ 196,241
W12	Burton Ave Linear Water Upgrades	256	\$ 565,364	60%	\$ 339,218	\$ 3,392	\$ 335,826	\$ 229,538
W13	Bushby St Linear Water Upgrades	14	\$ 339,441	60%	\$ 203,665	\$ 2,037	\$ 201,628	\$ 137,813
W14	Cedar Hill Rd Linear Water Upgrades	466	\$ 1,793,021	60%	\$ 1,075,813	\$ 10,758	\$ 1,065,055	\$ 727,967
W15	Collinson St Linear Water Upgrades	220	\$ 711,082	60%	\$ 426,649	\$ 4,266	\$ 422,383	\$ 288,699
W16	Cook St Linear Water Upgrades	2403	\$ 10,421,716	45%	\$ 4,689,772	\$ 46,898	\$ 4,642,874	\$ 5,778,841
W17	Courtney St Linear Water Upgrades	283	\$ 1,888,051	80%	\$ 1,510,441	\$ 15,104	\$ 1,495,337	\$ 392,715
W18	Crescent Rd Linear Water Upgrades	157	\$ 475,508	75%	\$ 356,631	\$ 3,566	\$ 353,064	\$ 122,443
W19	Dallas Rd Linear Water Upgrades	661	\$ 3,830,275	60%	\$ 2,298,165	\$ 22,982	\$ 2,275,184	\$ 1,555,092
W20	Delatre St Linear Water Upgrades	146	\$ 329,800	60%	\$ 197,880	\$ 1,979	\$ 195,901	\$ 133,899
W21	Denman St Linear Water Upgrades	73	\$ 206,102	60%	\$ 123,661	\$ 1,237	\$ 122,424	\$ 83,677
W22	Despard Ave Linear Water Upgrades	282	\$ 933,909	60%	\$ 560,346	\$ 5,603	\$ 554,742	\$ 379,167
W23	Eberts St Linear Water Upgrades	11	\$ 233,547	60%	\$ 140,128	\$ 1,401	\$ 138,727	\$ 94,820
W24	Edward St Linear Water Upgrades	166	\$ 320,220	70%	\$ 224,154	\$ 2,242	\$ 221,913	\$ 98,308
W25	Fairfield Rd Linear Water Upgrades	541	\$ 2,457,934	80%	\$ 1,966,347	\$ 19,663	\$ 1,946,683	\$ 511,250
W26	Finlayson St Linear Water Upgrades	128	\$ 746,870	65%	\$ 485,465	\$ 4,855	\$ 480,611	\$ 266,259
W27	Fort St Linear Water Upgrades	309	\$ 1,846,564	65%	\$ 1,200,267	\$ 12,003	\$ 1,188,264	\$ 658,300
W28	Foul Bay Rd Linear Water Upgrades	225	\$ 1,045,698	60%	\$ 627,419	\$ 6,274	\$ 621,144	\$ 424,553
W29	Front St Linear Water Upgrades	249	\$ 587,049	60%	\$ 352,229	\$ 3,522	\$ 348,707	\$ 238,342
W30	George St Linear Water Upgrades	136	\$ 317,778	85%	\$ 270,112	\$ 2,701	\$ 267,410	\$ 50,368
W31	Glasgow St Linear Water Upgrades	136	\$ 511,578	60%	\$ 306,947	\$ 3,069	\$ 303,877	\$ 207,701
W32	Gordon St Linear Water Upgrades	74	\$ 367,701	75%	\$ 275,776	\$ 2,758	\$ 273,018	\$ 94,683
W33	Gosworth Rd Linear Water Upgrades	154	\$ 566,266	60%	\$ 339,760	\$ 3,398	\$ 336,362	\$ 229,904
W34	Government St Linear Water Upgrades	671	\$ 3,533,761	35%	\$ 1,236,816	\$ 12,368	\$ 1,224,448	\$ 2,309,313
W35	Green St Linear Water Upgrades	68	\$ 433,006	60%	\$ 259,804	\$ 2,598	\$ 257,205	\$ 175,800
W36	Griffiths St Linear Water Upgrades	85	\$ 343,359	60%	\$ 206,016	\$ 2,060	\$ 203,955	\$ 139,404
W37	Heywood Way Linear Water Upgrades	16	\$ 484,391	60%	\$ 290,634	\$ 2,906	\$ 287,728	\$ 196,663
W38	Hillside Ave Linear Water Upgrades	144	\$ 338,745	70%	\$ 237,122	\$ 2,371	\$ 234,751	\$ 103,995
W39	Humboldt St Linear Water Upgrades	288	\$ 970,957	50%	\$ 485,479	\$ 4,855	\$ 480,624	\$ 490,333
W40	Jackson St Linear Water Upgrades	266	\$ 594,691	60%	\$ 356,814	\$ 3,568	\$ 353,246	\$ 241,444
W41	Kiwanis Way Linear Water Upgrades	36	\$ 225,094	60%	\$ 135,057	\$ 1,351	\$ 133,706	\$ 91,388
W42	Lang St Linear Water Upgrades	354	\$ 811,573	60%	\$ 486,944	\$ 4,869	\$ 482,074	\$ 329,498

**CITY OF VICTORIA
WATER DCC PROGRAM**

W43	Maddison St Linear Water Upgrades	157	\$	395,585	60%	\$	237,351	\$	2,374	\$	234,978	\$	160,608
W44	Mary St Linear Water Upgrades	173	\$	519,310	75%	\$	389,482	\$	3,895	\$	385,588	\$	133,722
W45	May St Linear Water Upgrades	224	\$	501,934	60%	\$	301,161	\$	3,012	\$	298,149	\$	203,785
W46	Mcclure St Linear Water Upgrades	174	\$	576,043	50%	\$	288,021	\$	2,880	\$	285,141	\$	290,901
W47	Meares St Linear Water Upgrades	177	\$	586,871	45%	\$	264,092	\$	2,641	\$	261,451	\$	325,420
W48	Memorial Cres Linear Water Upgrades	320	\$	1,179,986	60%	\$	707,991	\$	7,080	\$	700,911	\$	479,074
W49	Menzies St Linear Water Upgrades	191	\$	675,922	35%	\$	236,573	\$	2,366	\$	234,207	\$	441,715
W50	Nanaimo St Linear Water Upgrades	300	\$	741,222	75%	\$	555,917	\$	5,559	\$	550,358	\$	190,865
W51	Niagara St Linear Water Upgrades	365	\$	955,386	70%	\$	668,770	\$	6,688	\$	662,082	\$	293,303
W52	North Park St Linear Water Upgrades	480	\$	1,107,839	50%	\$	553,920	\$	5,539	\$	548,380	\$	559,459
W53	Northcott Ave Linear Water Upgrades	162	\$	310,861	35%	\$	108,801	\$	1,088	\$	107,713	\$	203,148
W54	Olive St Linear Water Upgrades	358	\$	668,714	50%	\$	334,357	\$	3,344	\$	331,013	\$	337,701
W55	Oswego St Linear Water Upgrades	628	\$	2,299,863	70%	\$	1,609,904	\$	16,099	\$	1,593,805	\$	706,058
W56	Pembroke St Linear Water Upgrades	834	\$	2,260,562	65%	\$	1,469,365	\$	14,694	\$	1,454,672	\$	805,890
W57	Pendergast St Linear Water Upgrades	236	\$	528,056	60%	\$	316,834	\$	3,168	\$	313,665	\$	214,391
W58	Pentrelew Pl Linear Water Upgrades	274	\$	715,474	60%	\$	429,284	\$	4,293	\$	424,992	\$	290,482
W59	Princess Ave Linear Water Upgrades	428	\$	1,030,097	85%	\$	875,583	\$	8,756	\$	866,827	\$	163,270
W60	Quadra St Linear Water Upgrades	188	\$	694,757	60%	\$	416,854	\$	4,169	\$	412,685	\$	282,071
W61	Quebec St Linear Water Upgrades	273	\$	890,814	80%	\$	712,651	\$	7,127	\$	705,525	\$	185,289
W62	Queens Ave Linear Water Upgrades	203	\$	639,660	80%	\$	511,728	\$	5,117	\$	506,610	\$	133,049
W63	Raynor Ave Linear Water Upgrades	258	\$	755,271	60%	\$	453,162	\$	4,532	\$	448,631	\$	306,640
W64	Reed St Linear Water Upgrades	12	\$	232,625	70%	\$	162,837	\$	1,628	\$	161,209	\$	71,416
W65	Richardson St Linear Water Upgrades	514	\$	1,682,828	60%	\$	1,009,697	\$	10,097	\$	999,600	\$	683,228
W66	Ridge Rd Linear Water Upgrades	142	\$	322,551	85%	\$	274,168	\$	2,742	\$	271,426	\$	51,124
W67	Rockland Ave Linear Water Upgrades	422	\$	1,499,915	50%	\$	749,958	\$	7,500	\$	742,458	\$	757,457
W68	Rupert Terr Linear Water Upgrades	113	\$	379,012	60%	\$	227,407	\$	2,274	\$	225,133	\$	153,879
W69	Russell St Linear Water Upgrades	393	\$	915,025	80%	\$	732,020	\$	7,320	\$	724,699	\$	190,325
W70	Scott St Linear Water Upgrades	531	\$	1,238,544	65%	\$	805,053	\$	8,051	\$	797,003	\$	441,541
W71	Selkirk Ave Linear Water Upgrades	191	\$	376,450	35%	\$	131,758	\$	1,318	\$	130,440	\$	246,010
W72	Simcoe St Linear Water Upgrades	1534	\$	4,816,217	35%	\$	1,685,676	\$	16,857	\$	1,668,819	\$	3,147,398
W73	South Turner St Linear Water Upgrades	442	\$	649,448	80%	\$	519,558	\$	5,196	\$	514,362	\$	135,085
W74	Southgate St Linear Water Upgrades	156	\$	557,500	60%	\$	334,500	\$	3,345	\$	331,155	\$	226,345
W75	St Charles St Linear Water Upgrades	337	\$	1,350,248	65%	\$	877,661	\$	8,777	\$	868,885	\$	481,363
W76	Stroud Rd Linear Water Upgrades	180	\$	428,135	60%	\$	256,881	\$	2,569	\$	254,312	\$	173,823
W77	Summit Ave Linear Water Upgrades	165	\$	373,939	60%	\$	224,363	\$	2,244	\$	222,119	\$	151,819
W78	Sutlej St Linear Water Upgrades	177	\$	525,760	85%	\$	446,896	\$	4,469	\$	442,427	\$	83,333
W79	Topaz Ave Linear Water Upgrades	570	\$	1,332,796	60%	\$	799,678	\$	7,997	\$	791,681	\$	541,115
W80	Turner St Linear Water Upgrades	88	\$	210,252	95%	\$	199,740	\$	1,997	\$	197,742	\$	12,510
W81	Vancouver St Linear Water Upgrades	921	\$	2,841,429	55%	\$	1,562,786	\$	15,628	\$	1,547,158	\$	1,294,271
W82	Warren Gdns Linear Water Upgrades	216	\$	770,038	35%	\$	269,513	\$	2,695	\$	266,818	\$	503,220
W83	Wharf St Linear Water Upgrades	166	\$	876,624	35%	\$	306,819	\$	3,068	\$	303,750	\$	572,874
W84	Wilson St Linear Water Upgrades	1067	\$	3,940,102	35%	\$	1,379,036	\$	13,790	\$	1,365,245	\$	2,574,856
TOTALS			\$	90,098,315		\$	51,372,136	\$	513,721	\$	50,858,415	\$	39,239,900

**CITY OF VICTORIA
WATER DCC RATE CALCULATION**

A: Waterworks DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low-Density Residential	1,200	per lot	3.38	4,056	10%
Medium-Density Residential	4,600	per unit	2.30	10,580	26%
High-Density Residential	12,000	per unit	1.40	16,800	42%
Commercial	500,000	per m2 of TFA	0.0110	5,500	14%
Industrial	100,000	per m2 of TFA	0.0045	450	1%
Institutional	275,000	per m2 of TFA	0.0110	3,025	7%
	892,800		Total Equivalent Population	40,411 (a)	100%
B: Unit Waterworks DCC Calculation					
Net Water DCC Program Recoverable		\$50,858,415	(b)		
Existing DCC Reserve Monies		\$ 2,185,306	(c)		
Net Amount to be Paid by DCCs		\$48,673,109	(d) = (b) - (c)		
DCC per Person		\$1,204.45	(e) = (d) / (a)		
C: Resulting Waterworks DCCs					DCC Revenue Estimates
Low-Density Residential		\$4,071.05	per lot	(e) x Col. (3)	\$4,885,257
Medium-Density Residential		\$2,770.24	per unit	(e) x Col. (3)	\$12,743,102
High-Density Residential		\$1,686.23	per unit	(e) x Col. (3)	\$20,234,793
Commercial		\$13.25	per m2 of TFA	(e) x Col. (3)	\$6,624,486
Industrial		\$5.42	per m2 of TFA	(e) x Col. (3)	\$542,003
Institutional		\$13.25	per m2 of TFA	(e) x Col. (3)	\$3,643,467
	Total DCC	\$8,559.44		Total Revenue	\$48,673,109

CITY OF VICTORIA
DRAINAGE DCC PROGRAM

DCC Project ID	Project Name	Length (m)	Cost Estimate (2023; 40% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
D1	Roseberry Ave at/near Bay St Drainage Upgrades	160	\$ 399,057	35%	\$ 139,670	\$ 1,397	\$ 138,273	\$ 260,784
D2	Haultain Corridor Drainage Upgrades	482	\$ 1,154,221	35%	\$ 403,977	\$ 4,040	\$ 399,938	\$ 754,283
D3	Chandler Ave at/near Richmond Ave Drainage Upgrades	520	\$ 1,743,384	35%	\$ 610,184	\$ 6,102	\$ 604,083	\$ 1,139,301
D4	St Charles St Drainage Upgrades	681	\$ 2,364,321	35%	\$ 827,512	\$ 8,275	\$ 819,237	\$ 1,545,084
D5	Bay St (Short Term) Drainage Upgrades	373	\$ 988,677	35%	\$ 346,037	\$ 3,460	\$ 342,577	\$ 646,100
D6	Fairfield Rd at/near St Charles St Drainage Upgrades	269	\$ 1,119,678	35%	\$ 391,887	\$ 3,919	\$ 387,969	\$ 731,710
D7	Dallas Rd Drainage Upgrades	136	\$ 484,986	35%	\$ 169,745	\$ 1,697	\$ 168,048	\$ 316,938
D8	Earle Pl Drainage Upgrades	106	\$ 300,190	35%	\$ 105,066	\$ 1,051	\$ 104,016	\$ 196,174
D9	View St Drainage Upgrades	200	\$ 405,375	35%	\$ 141,881	\$ 1,419	\$ 140,462	\$ 264,912
D10	Redfern St at/near Leighton Rd Drainage Upgrades	208	\$ 519,522	35%	\$ 181,833	\$ 1,818	\$ 180,014	\$ 339,507
D11	Bourchier St at/near Amphion St Drainage Upgrades	85	\$ 211,736	35%	\$ 74,108	\$ 741	\$ 73,367	\$ 138,370
D12	Leighton Rd Drainage Upgrades	88	\$ 244,082	35%	\$ 85,429	\$ 854	\$ 84,574	\$ 159,507
D13	Redfern Park at/near Bourchier St Drainage Upgrades	112	\$ 281,180	35%	\$ 98,413	\$ 984	\$ 97,429	\$ 183,751
D14	Oak Bay Ave Drainage Upgrades	75	\$ 311,526	35%	\$ 109,034	\$ 1,090	\$ 107,944	\$ 203,582
D15	Lewis St at/near Dunelm Wynd Drainage Upgrades	83	\$ 130,376	35%	\$ 45,632	\$ 456	\$ 45,175	\$ 85,201
D16	Barnard Ave at/near Esquimalt Rd Drainage Upgrades	69	\$ 155,476	35%	\$ 54,417	\$ 544	\$ 53,873	\$ 101,604
D17	Sea Terr Drainage Upgrades	73	\$ 164,035	35%	\$ 57,412	\$ 574	\$ 56,838	\$ 107,197
D18	Johnson St Drainage Upgrades	343	\$ 967,036	35%	\$ 338,463	\$ 3,385	\$ 335,078	\$ 631,958
D19	Hillside Ave Drainage Upgrades	98	\$ 285,883	35%	\$ 100,059	\$ 1,001	\$ 99,059	\$ 186,825
D20	Quadra St Drainage Upgrades	319	\$ 1,096,484	35%	\$ 383,769	\$ 3,838	\$ 379,932	\$ 716,552
D21	Kings Rd Drainage Upgrades	6	\$ 13,710	35%	\$ 4,798	\$ 48	\$ 4,750	\$ 8,959
D22	Griffiths St at/near Sherk St Drainage Upgrades	77	\$ 125,881	35%	\$ 44,058	\$ 441	\$ 43,618	\$ 82,263
D23	Richmond Ave Drainage Upgrades	317	\$ 593,401	35%	\$ 207,690	\$ 2,077	\$ 205,613	\$ 387,788
D24	Begbie St Drainage Upgrades	140	\$ 317,118	35%	\$ 110,991	\$ 1,110	\$ 109,881	\$ 207,237
D25	Victor St Drainage Upgrades	6	\$ 9,997	35%	\$ 3,499	\$ 35	\$ 3,464	\$ 6,533
D26	Bay St (Medium Term) Drainage Upgrades	199	\$ 598,903	35%	\$ 209,616	\$ 2,096	\$ 207,520	\$ 391,383
D27	Vancouver St at/near Kings Rd Drainage Upgrades	149	\$ 233,496	35%	\$ 81,724	\$ 817	\$ 80,906	\$ 152,590
D28	Moss St at/near Franklin Terr Drainage Upgrades	49	\$ 90,960	35%	\$ 31,836	\$ 318	\$ 31,518	\$ 59,442
D29	May St Drainage Upgrades	104	\$ 175,570	35%	\$ 61,450	\$ 614	\$ 60,835	\$ 114,735
D30	Store St at/near Johnson St Drainage Upgrades	31	\$ 95,105	35%	\$ 33,287	\$ 333	\$ 32,954	\$ 62,151
D31	Johnson St Drainage Upgrades	211	\$ 638,175	35%	\$ 223,361	\$ 2,234	\$ 221,128	\$ 417,048
D32	Hillside Ave at/near Doncaster Dr Drainage Upgrades	67	\$ 189,051	35%	\$ 66,168	\$ 662	\$ 65,506	\$ 123,545
D33	Dallas Rd Drainage Upgrades	267	\$ 609,562	35%	\$ 213,347	\$ 2,133	\$ 211,213	\$ 398,349
D34	Leighton Rd Drainage Upgrades	163	\$ 296,315	35%	\$ 103,710	\$ 1,037	\$ 102,673	\$ 193,642
D35	Fort St Drainage Upgrades	155	\$ 419,004	35%	\$ 146,651	\$ 1,467	\$ 145,185	\$ 273,819
D36	Hamley St Drainage Upgrades	81	\$ 148,010	35%	\$ 51,803	\$ 518	\$ 51,285	\$ 96,724
D37	Quamichan St Drainage Upgrades	50	\$ 80,754	35%	\$ 28,264	\$ 283	\$ 27,981	\$ 52,773
D38	Pandora Ave Drainage Upgrades	50	\$ 142,164	35%	\$ 49,757	\$ 498	\$ 49,260	\$ 92,904
TOTALS			\$ 18,104,401		\$ 6,336,540	\$ 63,365	\$ 6,273,175	\$ 11,831,226

**CITY OF VICTORIA
DRAINAGE DCC RATE CALCULATION**

A: Storm Drainage DCC Calculation						
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)	
	Estimated New Development	Unit	Equivalence Factor	Multiple	% Population Equivalent	
Low-Density Residential	1,200	per lot	1.20	1,440	14%	
Medium-Density Residential	4,600	per unit	0.58	2,668	26%	
High-Density Residential	12,000	per unit	0.29	3,480	34%	
Commercial	500,000	per m2 of TFA	0.0032	1,600	16%	
Industrial	100,000	per m2 of TFA	0.0022	220	2%	
Institutional	275,000	per m2 of TFA	0.0032	880	9%	
	892,800		Total Equivalent Population	10,288 (a)	100%	
B: Unit Drainage DCC Calculation						
Net Drainage DCC Program Recoverable			\$6,273,175 (b)			
Existing DCC Reserve Monies			\$1,373,100 (c)			
Net Amount to be Paid by DCCs			\$4,900,075 (d) = (b) - (c)			
DCC per Equivalent Drainage Unit			\$476.29 (e) = (d) / (a)			
C: Resulting Drainage DCCs						DCC Revenue Estimates
Low-Density Residential			\$571.55 per lot	(e) x Col. (3)		\$685,858
Medium-Density Residential			\$276.25 per unit	(e) x Col. (3)		\$1,270,743
High-Density Residential			\$138.12 per unit	(e) x Col. (3)		\$1,657,490
Commercial			\$1.52 per m2 of TFA	(e) x Col. (3)		\$762,065
Industrial			\$1.05 per m2 of TFA	(e) x Col. (3)		\$104,784
Institutional			\$1.52 per m2 of TFA	(e) x Col. (3)		\$419,135
				Total Revenue		\$4,900,075

CITY OF VICTORIA
SANITARY SEWER DCC PROGRAM

DCC Project ID	Project Name	Length (m)	Cost Estimate (2023; 40% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
S1	May Street Sewer Main Upsizing	211	\$ 1,545,526	35%	\$ 540,934	\$ 5,409	\$ 535,525	\$ 1,010,002
S2	Belleville Street Sewer Main Upsizing	353	\$ 519,018	35%	\$ 181,656	\$ 1,817	\$ 179,840	\$ 339,179
S3	Blanshard Street Sewer Main Upsizing	242	\$ 1,524,259	80%	\$ 1,219,407	\$ 12,194	\$ 1,207,213	\$ 317,046
S4	Douglas Street Sewer Main Upsizing	563	\$ 4,229,607	80%	\$ 3,383,685	\$ 33,837	\$ 3,349,848	\$ 879,758
S5	Kings Street Sewer Main Upsizing	1263	\$ 5,628,269	35%	\$ 1,969,894	\$ 19,699	\$ 1,950,195	\$ 3,678,074
S6	Mid-Cook East Street Sewer Main Upsizing	466	\$ 2,136,777	35%	\$ 747,872	\$ 7,479	\$ 740,393	\$ 1,396,384
S7	Mid-Cook West Street Sewer Main Upsizing	1464	\$ 9,045,748	35%	\$ 3,166,012	\$ 31,660	\$ 3,134,352	\$ 5,911,397
S8	Store Street Sewer Main Upsizing	641	\$ 4,795,891	35%	\$ 1,678,562	\$ 16,786	\$ 1,661,776	\$ 3,134,114
S9	Superior PS Street Sewer Main Upsizing	113	\$ 653,799	35%	\$ 228,830	\$ 2,288	\$ 226,541	\$ 427,258
S10	Upper Douglas Street Sewer Main Upsizing	1033	\$ 4,460,221	80%	\$ 3,568,177	\$ 35,682	\$ 3,532,495	\$ 927,726
S11	Vancouver Street Sewer Main Upsizing	214	\$ 1,297,540	80%	\$ 1,038,032	\$ 10,380	\$ 1,027,652	\$ 269,888
S12	Wharf Street Sewer Main Upsizing	702	\$ 5,259,077	35%	\$ 1,840,677	\$ 18,407	\$ 1,822,270	\$ 3,436,807
S13	Fairfield Street Sewer Main Upsizing	259	\$ 1,071,823	80%	\$ 857,459	\$ 8,575	\$ 848,884	\$ 222,939
S14	Denman Street Sewer Main Upsizing	944	\$ 4,691,651	35%	\$ 1,642,078	\$ 16,421	\$ 1,625,657	\$ 3,065,994
S15	Fort Street Sewer Main Upsizing	350	\$ 1,804,908	80%	\$ 1,443,926	\$ 14,439	\$ 1,429,487	\$ 375,421
S16	Haultain Street Sewer Main Upsizing	517	\$ 2,139,622	35%	\$ 748,868	\$ 7,489	\$ 741,379	\$ 1,398,243
S17	Hillside Street Sewer Main Upsizing	176	\$ 905,293	35%	\$ 316,853	\$ 3,169	\$ 313,684	\$ 591,609
S18	Cecelia South Street Sewer Main Upsizing	574	\$ 1,164,124	80%	\$ 931,299	\$ 9,313	\$ 921,986	\$ 242,138
S19	Garbally PS Street Sewer Main Upsizing	285	\$ 1,041,207	80%	\$ 832,966	\$ 8,330	\$ 824,636	\$ 216,571
S20	Songhees Street Sewer Main Upsizing	816	\$ 2,834,981	35%	\$ 992,243	\$ 9,922	\$ 982,321	\$ 1,852,660
S21	West Bay Street Sewer Main Upsizing	388	\$ 514,444	35%	\$ 180,055	\$ 1,801	\$ 178,255	\$ 336,189
S22	Wilson Street Sewer Main Upsizing	800	\$ 3,201,571	35%	\$ 1,120,550	\$ 11,205	\$ 1,109,344	\$ 2,092,227
TOTALS			\$ 60,465,357		\$ 28,630,035	\$ 286,300	\$ 28,343,735	\$ 32,121,622

**CITY OF VICTORIA
SANITARY SEWER
DCC RATE CALCULATION**

A: Sanitary Sewer DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/land area (other land uses)	Multiple	% Population Equivalent
Low-Density Residential	1,200	per lot	3.38	4,056	10%
Medium-Density Residential	4,600	per unit	2.30	10,580	26%
High-Density Residential	12,000	per unit	1.40	16,800	42%
Commercial	500,000	per m2 of TFA	0.0110	5,500	14%
Industrial	100,000	per m2 of TFA	0.0045	450	1%
Institutional	275,000	per m2 of TFA	0.0110	3,025	7%
	892,800		Total Equivalent Population	40,411 (a)	100%
B: Unit Sanitary Sewer DCC Calculation					
Net Sewer DCC Program Recoverable			\$28,343,735 (b)		
Existing DCC Reserve Monies			\$3,181,238 (c)		
Net Amount to be Paid by DCCs			\$25,162,497 (d) = (b) - (c)		
DCC per Person			\$622.66 (e) = (d) / (a)		
C: Resulting Sanitary Sewer DCCs					DCC Revenue Estimates
Low-Density Residential			\$2,104.61 per lot	(e) x Col. (3)	\$2,525,527
Medium-Density Residential			\$1,432.13 per unit	(e) x Col. (3)	\$6,587,791
High-Density Residential			\$871.73 per unit	(e) x Col. (3)	\$10,460,764
Commercial			\$6.85 per m2 of TFA	(e) x Col. (3)	\$3,424,655
Industrial			\$2.80 per m2 of TFA	(e) x Col. (3)	\$280,199
Institutional			\$6.85 per m2 of TFA	(e) x Col. (3)	\$1,883,560
				Total DCC Revenue	\$25,162,497

CITY OF VICTORIA
PARKLAND ACQUISITION AND IMPROVEMENT
DCC PROGRAM

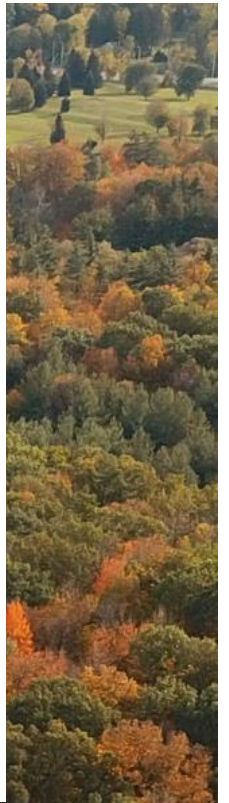
DCC Project ID	Project Name	Description	Cost Estimate (2023; 40% cont.)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
Park Improvement Projects								
PI1	Package 1: Small Bathroom Installs (Beacon Hill Park, Holland Point Park, Ross Bay Cemetery, Gonzales Park, Hollywood Park)	Park Washrooms Improvement	\$ 3,032,299	35%	\$ 1,061,305	\$ 10,613	\$ 1,050,692	\$ 1,981,607
PI2	Package 2: Medium Bathroom Installs (Beacon Hill Park, Pemberton Park, Irving Park, Vic West Park, Oaklands Park)	Park Washrooms Improvement	\$ 4,784,310	50%	\$ 2,392,155	\$ 23,922	\$ 2,368,234	\$ 2,416,077
PI3	Package 3: Large Bathroom Installs (Topaz Park - Old and New, Stadacona Park, MacDonald Park, Regatta Point Park)	Park Washrooms Improvement	\$ 6,525,532	50%	\$ 3,262,766	\$ 32,628	\$ 3,230,138	\$ 3,295,393
PI4	Topaz Park Improvement Plan	Park Improvement Plan	\$ 350,000	35%	\$ 122,500	\$ 1,225	\$ 121,275	\$ 228,725
PI6	Dallas Road Waterfront Parks Improvement Plan	Park Redevelopment Program	\$ 520,000	35%	\$ 182,000	\$ 1,820	\$ 180,180	\$ 339,820
PI7	Centennial Square Improvement Plan	Park Redevelopment Program	\$ 400,000	75%	\$ 300,000	\$ 3,000	\$ 297,000	\$ 103,000
PI8	Ogden Point Beach Access	Park Shorelines and Beaches Improvement Program	\$ 300,000	35%	\$ 105,000	\$ 1,050	\$ 103,950	\$ 196,050
PI9	Bridge Park Beach Access	Park Shorelines and Beaches Improvement Program	\$ 300,000	35%	\$ 105,000	\$ 1,050	\$ 103,950	\$ 196,050
PI10	Songhees Point Beach Accesses	Park Shorelines and Beaches Improvement Program	\$ 150,000	75%	\$ 112,500	\$ 1,125	\$ 111,375	\$ 38,625
PI12	Banfield Park Beach Feasibility Study	Park Shorelines and Beaches Improvement Program; Phase 2	\$ 150,000	35%	\$ 52,500	\$ 525	\$ 51,975	\$ 98,025
PI13	Downtown Playground	Playground Upgrade Program	\$ 1,150,000	35%	\$ 402,500	\$ 4,025	\$ 398,475	\$ 751,525
PI14	Mt. Stephens Park Playground - Fernwood	Playground Upgrade Program	\$ 450,000	75%	\$ 337,500	\$ 3,375	\$ 334,125	\$ 115,875
PI15	Bushby Park Playground - Fairfield	Playground Upgrade Program	\$ 800,000	35%	\$ 280,000	\$ 2,800	\$ 277,200	\$ 522,800
PI16	Queens Park Playground - Fernwood	Playground Upgrade Program	\$ 750,000	75%	\$ 562,500	\$ 5,625	\$ 556,875	\$ 193,125
PI17	Robert Porter Park Playground - Fairfield	Playground Upgrade Program	\$ 1,000,000	35%	\$ 350,000	\$ 3,500	\$ 346,500	\$ 653,500
PI18	Pemberton Park Playground - Gonzales	Playground Upgrade Program	\$ 950,000	35%	\$ 332,500	\$ 3,325	\$ 329,175	\$ 620,825
PI19	Jackson Park Playground - Hillside-Quadra	Playground Upgrade Program	\$ 850,000	35%	\$ 297,500	\$ 2,975	\$ 294,525	\$ 555,475
PI20	MacDonald Park Playground - James Bay	Playground Upgrade Program	\$ 900,000	50%	\$ 450,000	\$ 4,500	\$ 445,500	\$ 454,500
PI21	Banfield Park Playground - Vic West	Playground Upgrade Program	\$ 1,000,000	35%	\$ 350,000	\$ 3,500	\$ 346,500	\$ 653,500
PI22	Irving Park Playground - James Bay	Playground Upgrade Program	\$ 1,250,000	50%	\$ 625,000	\$ 6,250	\$ 618,750	\$ 631,250
PI23	New Spray Park	Playground Upgrade Program; Location Study & Design	\$ 200,000	80%	\$ 160,000	\$ 1,600	\$ 158,400	\$ 41,600
PI24	Beacon Hill Upgrades (Concept Design)	Beacon Hill Upgrade Program; Concept Design	\$ 225,000	35%	\$ 78,750	\$ 788	\$ 77,963	\$ 147,038
Park Acquisition								
PA1	Park Acquisition: Downtown (35,000 sq. ft.)	2 parcels @ 17,500 sq. ft. per parcel plus 80% contingency for administration, site remediation and preparation	\$ 28,875,000	100%	\$ 28,875,000	\$ 288,750	\$ 28,586,250	\$ 288,750
PA2	Park Acquisition: Victoria Central (35,000 sq. ft.)	2 parcels @ 17,500 sq. ft. per parcel plus 80% contingency for administration, site remediation and preparation	\$ 26,250,000	100%	\$ 26,250,000	\$ 262,500	\$ 25,987,500	\$ 262,500
PA3	Park Acquisition: Victoria (General) (35,000 sq. ft.)	2 parcels @ 17,500 sq. ft. per parcel plus 80% contingency for administration, site remediation and preparation	\$ 21,875,000	100%	\$ 21,875,000	\$ 218,750	\$ 21,656,250	\$ 218,750
TOTALS			\$ 103,037,141		\$ 88,921,976	\$ 889,220	\$ 88,032,756	\$ 15,004,385

CITY OF VICTORIA
PARKLAND ACQUISITION AND IMPROVEMENT
DCC PROGRAM

A: Parks DCC Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Person per unit (residential)/ Equivalent Population/m2 (other land uses)	Multiple	% Population Equivalent
Low-Density Residential	1,200	per lot	3.38	4,056	12%
Medium-Density Residential	4,600	per unit	2.30	10,580	32%
High-Density Residential	12,000	per unit	1.40	16,800	51%
Commercial	500,000	per m2 of TFA	0.0022	1,100	3%
Industrial	100,000	per m2 of TFA	0.0009	90	0.27%
Institutional	275,000	per m2 of TFA	0.0022	605	2%
	892,800		Total Equivalent Population	33,231 (a)	100%
B: Unit Parks DCC Calculation					
Net Parks DCC Program Recoverable			<u>\$88,032,756</u> (b)		
Existing DCC Reserve Monies		\$	3,676,117 (c)		
Net Amount to be Paid by DCCs			\$84,356,639 (d) = (b) - (c)		
DCC per Person			\$2,538.49 (e) = (d) / (a)		
C: Resulting Parks DCCs					DCC Revenue Estimates
Low-Density Residential			\$8,580.10 per lot	(e) x Col. (3)	\$10,296,125
Medium-Density Residential			\$5,838.53 per unit	(e) x Col. (3)	\$26,857,249
High-Density Residential			\$3,553.89 per unit	(e) x Col. (3)	\$42,646,671
Commercial			\$5.58 per m2 of TFA	(e) x Col. (3)	\$2,792,342
Industrial			\$2.28 per m2 of TFA	(e) x Col. (3)	\$228,464
Institutional			\$5.58 per m2 of TFA	(e) x Col. (3)	\$1,535,788
				Total DCC Revenue	\$84,356,639

CITY OF VICTORIA DCC PROGRAM AND RATE CALCULATIONS

APPENDIX B:
EXISTING CITY OF VICTORIA
DEVELOPMENT COST CHARGE BYLAW



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NO. 22-060

DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Development Cost Charges Bylaw No. 17-020.

Under its statutory powers of the *Community Charter*, the Municipal Council of The Corporation of the City of Victoria enacts the following provisions:

- 1 This Bylaw shall be cited as the "DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW (NO. 4)".
- 2 THAT DEVELOPMENT COST CHARGES BYLAW NO. 17-020 IS AMENDED BY REPLACING SCHEDULE A with Schedule A attached to this Bylaw.

READ A FIRST TIME the **19th** day of **May** 2022.

READ A SECOND TIME the **19th** day of **May** 2022.

READ A THIRD TIME the **19th** day of **May** 2022.

ADOPTED on the **26th** day of **May** 2022.

"CURT KINGSLEY"
CITY CLERK

"LISA HELPS"
MAYOR

NO. 17-020

**DEVELOPMENT COST CHARGES
BYLAW**

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is

- (a) to update the Development Cost Charges Bylaw by repealing and replacing the City's Development Cost Charges Bylaw No. 06-065; and
- (b) to provide funds to assist the City to pay the capital costs of providing, constructing, altering, or expanding transportation, water, drainage, and sewage facilities, and of providing and improving parkland.

In setting the development cost charges in this Bylaw, Council has taken into consideration

- (a) future land use patterns and development, and the phasing of works and services within the City; and
- (b) whether the charges are excessive in relation to the capital cost of prevailing standards of service, will deter development or will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the City.

Contents

- 1 Title
- 2 Definitions
- 3 Severability
- 4 Payment of development cost charges
- 5 Exemptions from payment
- 6 Effective Date
- 7 Repeal

Schedule A – Development Cost Charges

Under its statutory powers, including sections 558-570 of the *Local Government Act*, the Council of the City of Victoria enacts the following provisions:

Title

- 1 This Bylaw may be cited as the "Development Cost Charges Bylaw No. 17-020 "

Definitions

2 In this Bylaw, unless the context otherwise requires:

“attached dwelling” means a building that:

- (a) is used or designed as 3 or more self-contained dwelling units, and
- (b) does not contain a self-contained dwelling unit wholly or partly above another self-contained dwelling unit;

“building permit”

means a building permit, issued under the City’s Building Bylaw, authorizing the construction, alteration, or extension of a building or structure;

“commercial”

means a building or structure used or intended to be used to carry on one or more businesses,

- (a) including but not limited to, the sale or provision of goods, meals, transient accommodation, entertainment or services,
- (b) and excluding industrial, institutional, or residential uses;

“comprehensive development”

means a development that is comprised of 2 or more of the following uses: detached dwelling, two family dwelling, attached dwelling, multiple dwelling, commercial, institutional or industrial;

“detached dwelling”

means a building having independent exterior walls and containing only one self-contained dwelling unit;

“development cost charges” or “DCC”

means the applicable DCC Rates prescribed in Schedule A;

“family”

means one person or a group of persons who through marriage, blood relationship or other circumstances normally live together;

“industrial”

means a building or structure used or intended to be used for industrial uses, including but not limited to warehousing, wholesale, manufacturing, processing, assembly, testing, distribution, servicing and repairing of products or materials;

“institutional”

means a building or structure used or intended to be used for cultural, recreational, religious, social, library, school, government, hospital, nursing home, rest home, or educational purposes;

“multiple dwelling”

means a building or portion of building containing 3 or more self-contained dwelling units, one or more of which are wholly or partly above another self-contained dwelling unit;

“secondary suite”

has the same meaning as under the *British Columbia Building Code*, and does not include a strata lot;

“self-contained dwelling unit”

means a suite of rooms in a building designed for occupancy of one family, and which includes kitchen, toilet and bathroom facilities, but does not mean a secondary suite;

“total floor area”

means the total area of all floors in a building measured to the inside surface of the exterior walls, excluding areas required by the City to be provided for parking motor vehicles and storing bicycles;

“two family dwelling”

means a building comprising two self-contained dwelling units.

Severability

- 3 Each portion of this Bylaw is intended to be independent to the extent that its invalidation by a court does not affect the validity of any other portion.

Payment of development cost charges

- 4 (1) Every person who obtains:
- (a) Approval of a subdivision of a parcel of land under the *Land Title Act* or the *Strata Property Act*; or
 - (b) A building permit authorizing the construction or alteration of buildings or structures;

shall pay to the City, prior to the approval of the subdivision or the issuance of the building permit, as the case may be, the applicable development cost charges in accordance with Schedule A.

- (2) For a comprehensive development
 - (a) development cost charges must be calculated separately for each use that is part of that comprehensive development, in accordance with Schedule A, and
 - (b) the development cost charge payable equals the sum total of the development cost charges calculated for each separate use.
- (3) For a type of development not identified in this Bylaw and in Schedule A, the development cost charges for the most comparable type of development will be used to determine the amount payable.

Exemptions from payment

5 Section 4 [*payment of development cost charges*] does not apply in any of the circumstances exempted from payment by section 561 of the *Local Government Act* or successor legislation.

Effective Date

6 This Bylaw comes into force and effect on adoption.

Repeal

7 Bylaw No. 06-065, the Development Cost Charges Bylaw, is repealed.

READ A FIRST TIME the **23rd** day of **February** 2017.

READ A SECOND TIME the **23rd** day of **February** 2017.

READ A THIRD TIME the **23rd** day of **February** 2017.

RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the **28th** day of **April** 2017.

ADOPTED on the **11th** day of **May** 2017.

“CHRIS COATES”
CITY CLERK

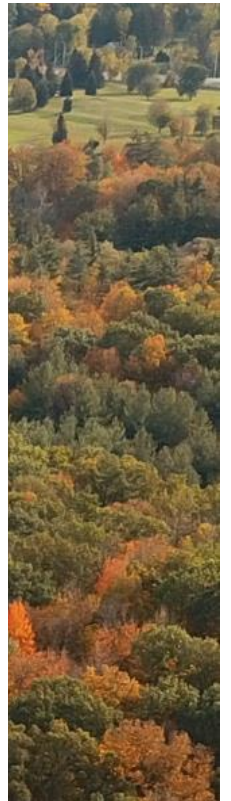
“LISA HELPS”
MAYOR

**Schedule A to Bylaw
No. 22-060
Development Cost Charges
(All amounts in dollars)**

	Transportation	Water	Drainage	Sewage	Parkland Acquisition and Development	Total Development Cost Charge		When Payable
Detached Dwelling	1,993.80	699.05	935.09	712.56	2,530.69	6,871.19	per lot	Subdivision Approval
Two Family Dwelling	2,423.84	1,398.10	1,870.15	1,425.12	5,061.40	12,178.61	per lot	Subdivision Approval
Attached Dwelling	10.29	5.35	4.33	5.45	19.35	44.77	per m2 of total floor area	Building Permit Issue
Multiple Dwelling	15.33	5.16	3.43	5.26	18.69	47.87	per m2 of total floor area	Building Permit Issue
Commercial	19.55	3.21	2.99	3.26	2.31	31.32	per m2 of total floor area	Building Permit Issue
Industrial	5.86	1.30	2.06	1.33	0.94	11.49	per m2 of total floor area	Building Permit Issue
Institutional	19.55	3.21	2.99	3.26	2.31	31.32	per m2 of total floor area	Building Permit Issue

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APPENDIX C:
PROPOSED CITY OF VICTORIA
DEVELOPMENT COST CHARGE BYLAW



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CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

WHEREAS pursuant to the *Local Government Act*, the Council of the City of Victoria may, by Bylaw, impose development cost charges;

AND WHEREAS development cost charges may be imposed for the purpose of providing funds to assist the municipality in paying the capital costs of providing, constructing, altering, or expanding sanitary sewer, water, drainage and roads facilities, and providing and improving park land to service directly or indirectly, the development for which the charges are imposed;

AND WHEREAS the Council of the City of Victoria is of the opinion that the charges imposed by this bylaw:

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

AND WHEREAS Council has considered the charges imposed by this bylaw in relation to future land use patterns and development, the phasing of works and services and the provision of park land described in the Official Community Plan, and how development designed to result in a low environmental impact may affect the capital costs of sanitary sewer, drainage, and roads, and providing and improving park land;

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

NOW THEREFORE, the Council of the City of Victoria, in open meeting assembled, enacts as follows:

PART 1 - GENERAL ADMINISTRATION

1.1 This bylaw may be cited as "City of Victoria Development Cost Charges Bylaw 2024 No. ####".

CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

PART 2 - DEFINITIONS AND INTERPRETATION

- 2.1 This bylaw applies to all applications for subdivisions and for issuance of a building permit for parcels located in the City of Victoria.
- 2.2 In the event of a conflict with any term of this bylaw with the provisions of the *Local Government Act* authorizing the imposition of development cost charges, this bylaw is to be interpreted so that it is consistent with the authority set out in the *Local Government Act*.
- 2.3 For the purposes of this bylaw, the words or phrases that are not defined in this section shall have the meaning assigned to them in the Zoning Bylaw.
- 2.4 In this bylaw:
- (a) **“Building”** means anything constructed or placed on a lot used or intended for supporting or sheltering any use, excluding landscaping, docks, wharfs and piers.
 - (b) **“Building Permit”** means any permit required under the City of Victoria Building and Plumbing Bylaw No. 2017, as amended, or repealed and replaced from time to time.
 - (c) **“City”** means the City of Victoria.
 - (d) **“Commercial”** means a commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature.
 - (e) **“Construction”** includes building, erection, installation, repair, alteration, addition, enlargement, moving, relocating, reconstruction, demolition, removal, excavation, or shoring requiring a Building Permit.
 - (f) **“Dwelling Unit”** means a self-contained set of rooms, including provisions for living, sleeping, cooking and sanitation; containing not more than one kitchen, with a direct entrance to the open air or to a common hallway or corridor, without passing through any other dwelling unit; includes secondary suites or accommodation units and mobile homes, and modular homes or prefabricated dwellings.
 - (g) **“Garden Suite”** means a building attached to a foundation, used or designed as a self-contained dwelling unit located on a lot with a single family dwelling and does not include a strata lot.
 - (h) **“Gross Floor Area”** or **“GFA”** shall have the same meaning as that contained in the Zoning Bylaw.
 - (i) **“High Density Residential”** means a building or portion of building containing 3 or more self-contained dwelling units, one or more of which are wholly or partly above another

CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

self-contained dwelling unit.

- (j) “**Industrial**” means an industrial development in a zone listed in the Zoning Bylaw, or similar development in another Zone permitted in accordance with the Zoning Bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of an industrial nature.
- (k) “**Institutional**” means an institutional development in a public or institutional zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of an institutional nature.
- (l) “**Lot**” means any lot, parcel, block or other area in which land is held or into which it is legally subdivided, and for certainty, includes a bare land strata lot under the *Strata Property Act*.
- (m) “**Low Density Residential**” means a single-family dwelling unit, which may contain one additional dwelling unit in the form of an attached secondary suite, or a two-family dwelling comprising two self-contained dwelling units.
- (n) “**Medium Density Residential**” means a garden suite (detached secondary suite) or a ground-oriented building that is used or designed as 3 or more self-contained dwelling units, each having direct access to the outside at grade level and does not contain a self-contained dwelling unit wholly or partly above another self-contained dwelling unit.
- (o) “**Parcel**” means any lot, block or other area in which land is held or into which it is subdivided but does not include a highway.
- (p) “**Secondary Suite**” has the same meaning as under the British Columbia Building Code, and does not include a strata lot.
- (q) “**Single Family Dwelling**” means a detached building having independent exterior walls and containing only one self-contained dwelling unit. Where specially permitted in the Zoning Bylaw, a this use may contain one additional dwelling unit in the form of a secondary suite or accommodation unit.
- (r) “**Subdivision**” means a subdivision as defined in the *Land Title Act* or *Strata Property Act*.
- (s) “**Two Family Dwelling**” means a building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other and are not linked by a trellis, deck, breezeway or similar connection.
- (t) “**Zone**” means the zones identified and defined in the Zoning Bylaw.
- (u) “**Zoning Bylaw**” means the City of Victoria Zoning Bylaw No. 80-159, 2019, as amended, or repealed and replaced from time to time.

CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

PART 3 - DEVELOPMENT COST CHARGES

- 3.1 The Development Cost Charges set out in Schedule "A", attached hereto and forming part of this bylaw, are hereby imposed on every person who obtains:
- (a) approval of a Subdivision of land under the *Land Title Act* or the *Strata Property Act*, that results in two or more Parcels on which the Zoning Bylaw permits the construction of a Low Density Residential dwelling unit;
 - (b) approval of a Building Permit authorizing the construction of a Low Density Residential dwelling unit on an existing Parcel; or
 - (c) approval of a Building Permit authorizing the Construction of Medium Density Residential, High Density Residential, Commercial, Industrial, or Institutional;
- and the development cost charge shall be paid upon approval of a subdivision or issuance of a building permit, as the case may be.

PART 4 - EXEMPTIONS

- 4.1 Despite any other provision of this bylaw, a development cost charge is not payable if any of the following applies in relation to a development authorized by a Building Permit:
- (a) the permit authorizes the Construction of a building or part of a building that is, or will be, after the Construction, exempt from taxation under section 220(1)(h) or 224(2)(f) of the *Community Charter*;
 - (b) the permit authorizes the Construction of Dwelling Units in a building, the area of each Dwelling Unit is no larger than 29m², and each Dwelling Unit will be put to no other use than residential use;
 - (c) the permit authorizes a residential development with fewer than four (4) self-contained Dwelling Units;
 - (d) the value of the work authorized by the permit does not exceed \$50,000;
 - (e) a development cost charge has previously been paid for the development unless, as a result of further development, new capital cost burdens will be imposed on the municipality; or
 - (f) The *Local Government Act* or any regulations thereunder provide that no development cost charge is payable.

CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

PART 5 - CALCULATION OF APPLICABLE CHARGES

- 5.1 The amount of development cost charges payable in relation to a particular development shall be calculated using the applicable charges set out in Schedule “A” of this bylaw.
- 5.2 Where a type of development is not specifically identified in Schedule “A” the amount of development cost charges to be paid to the City shall be equal to the development cost charges that are payable for type of development that in the opinion of the Director of Sustainable Planning and Community Development imposes the most similar cost burden on the City’s transportation, sewer, water, drainage and park services.
- 5.3 The amount of development cost charges payable in relation to mixed-use type of development shall be calculated separately for each portion of the development, in accordance with Schedule “A”, based on the mix of uses included in the building permit application and the total development cost charges payable shall be the sum of the charges payable for each type.

PART 6 - EFFECTIVE DATE

- 6.1 This Bylaw shall come into force and effect on the date of adoption.

PART 7 - SEVERABILITY

- 7.1 If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed, and the remainder of the bylaw remains valid.

PART 8 - REPEAL

- 8.1 City of Victoria Development Cost Charge Bylaw No. 22-060, 2022, and all amendments, is repealed.

CITY OF VICTORIA

BYLAW NO. ####, 2024

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

READ A FIRST TIME this ____ day of Month, Year

READ A SECOND TIME this ____ day of Month, Year

READ A THIRD TIME this ____ day of Month, Year

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this ____ day of Month, Year

ADOPTED this ____ day of Month, Year

Marianne Alto, Mayor

Curt Kingsley, City Clerk

SCHEDULE "A"

ATTACHED TO CITY OF VICTORIA

DEVELOPMENT COST CHARGES BYLAW NO. XXXX, 2024

	Unit	Transportation	Water	Drainage	Sewer	Parks	Total
Low Density Residential	Per lot / Per dwelling unit	\$9,254.76	\$4,071.05	\$571.55	\$2,104.61	\$8,580.10	\$24,582.06
Medium Density Residential	Per dwelling unit	\$4,212.51	\$2,770.24	\$276.25	\$1,432.13	\$5,838.53	\$14,529.66
High Density Residential	Per dwelling unit	\$3,957.21	\$1,686.23	\$138.12	\$871.73	\$3,553.89	\$10,207.18
Commercial	Per square metre of gross floor area	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03
Industrial	Per square metre of gross floor area	\$19.15	\$5.42	\$1.05	\$2.80	\$2.28	\$30.70
Institutional	Per square metre of gross floor area	\$63.83	\$13.25	\$1.52	\$6.85	\$5.58	\$91.03

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APPENDIX D:
STAKEHOLDER CONSULTATION
MATERIALS



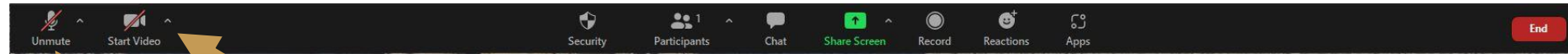
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DEVELOPMENT COST CHARGE BYLAW UPDATE STAKEHOLDER CONSULTATION

CITY OF VICTORIA
JANUARY 31, 2024

ZOOM TOOLS AND BEST PRACTICES

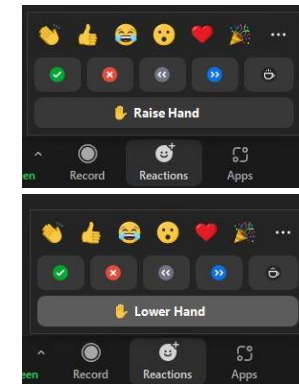


Mute/Unmute

Video on/off

Click here to
open 'Chat'
function

Click here to
raise or lower
hand



- Please **raise your hand** if you have a question/would like to speak
- Please keep your microphone **muted** when it is not your turn to speak
- Feel free to leave questions in the **chat** – we will do our best to answer them all!

AGENDA

1. Zoom Housekeeping
2. Introductions
3. Brief DCC Overview
4. Proposed DCC Rates



Source: <https://web.archive.org/web/20161025193415/http://www.panoramio.com/photo/80584107>

MEETING PURPOSE

Consult with key stakeholders about the DCC update, as per the Best Practices Guide, to ensure all the information on which DCCs are based are accessible and understood by stakeholders.

WHY UPDATE THE DCC BYLAW NOW?



- The DCC bylaw was updated in 2017 and amended in 2018. Inflation has been applied to the rates each year.
- It includes dcc charges for transportation, water, drainage, sewage and parkland acquisition and development
- Since that time...
 - The city's population has grown
 - Infrastructure costs have increased
 - DCC best practices have advanced
 - The city's infrastructure needs have changed

WHAT HAS BEEN UPDATED?

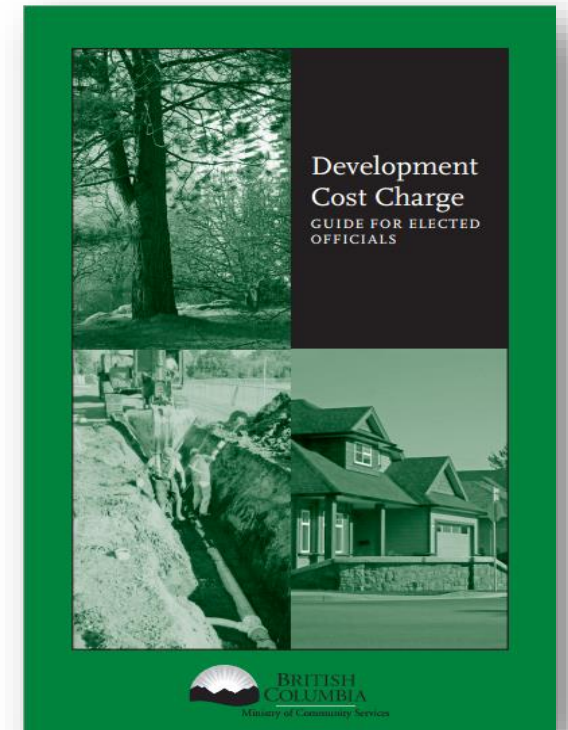
- All rates have been updated to reflect new, completed, and ongoing projects
- Incorporated new growth information (from OCP update)
- Accounted for rising costs (construction, land acquisition)
- Residential land uses have been updated to reflect best practices (detached and two-family dwellings have been consolidated into Medium-Density Residential)

A photograph of the British Columbia Parliament Building, a grand stone structure with multiple domes and arched windows. In the foreground, there is a large, vibrant field of red flowers. The text "DCC OVERVIEW" is overlaid in the center of the image, underlined.

DCC OVERVIEW

WHAT ARE DCCs?

- DCCs help communities recover the costs of **off-site infrastructure needed to support growth**
- Based on the principle that infrastructure costs should be shared between the existing property taxpayers and new developments benefitting from growth
- Regulated by the province
 - *Local government act*
 - *DCC best practices guide*
- Best practice is to review DCC program (projects and costs) on a regular basis:
 - Minor update every 1 to 3 years
 - Major update every 3 to 5 years



WHY IMPLEMENT DCCs?

- Ensure an equitable and fair approach – existing residents share the costs of infrastructure with development
- Provide transparency, clarity, certainty for the development community
- Create alignment of town direction, planning processes, and financing tools
- Improve fiscal management and minimize financial risk to the town by helping to save for growth-related infrastructure

WHAT DO DCCs INCLUDE?

- DCC recoverable costs (i.e. net DCCs) include the costs associated with implementing the project lists (based on technical input from master planning, capital plans, and staff)
- Services that can be included are transportation, water, sewer, drainage, fire protection, police, solid-waste, parkland
- The recoverable capital costs associated with DCC projects include planning, engineering, and legal costs

WHEN ARE DCCs COLLECTED?

DCCs are paid by applicants for:

- Applicants for **subdivision approval** to create single family development sites
- Applicants for **building permits** to construct multi-family, commercial, industrial, and institutional development



HOW ARE DCCs COLLECTED?

- Land uses categories for DCCs serve as a proxy to reflect the impact of different built forms on infrastructure services

Land Use Categories	Units
Residential	
Low-density	Per Lot
Medium-density	Per Unit
High-density	Per Unit
ICI	
Commercial	Per Gross Floor Area (m ²)
Industrial	Per Gross Floor Area (m ²)
Institutional	Per Gross Floor Area (m ²)

WHAT WORKS CAN DCCs PAY FOR?

DCCs CAN BE USED FOR



Infrastructure and Studies needed to support growth

- Transportation
- Water
- Drainage
- Sewer

Parks needed to support growth

- Land acquisition
- Park improvements

Facilities needed to support growth

- Fire protection
- Police
- Solid waste and recycling facilities

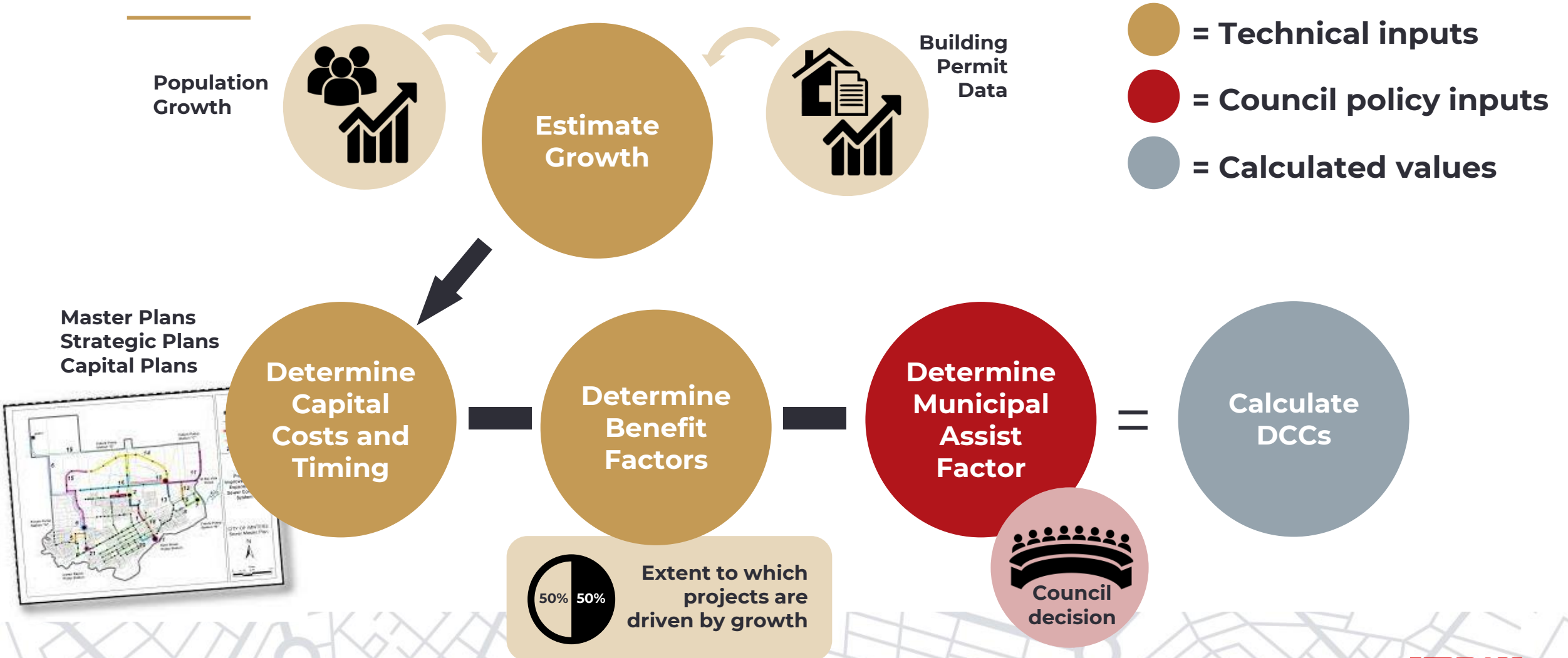
DCCs CANNOT BE USED FOR



- Infrastructure or parks needed for **existing** development
- Utility service connections
- Operations and Maintenance Costs
- Community buildings (e.g., libraries, recreation centres) – *eligible for collection under ACCs*

**** DCC projects must be growth-related****

HOW DO WE DETERMINE THE DCC RATE?



MUNICIPAL ASSIST FACTOR

- Amount the municipality contributes (in addition to the portion of the benefit allocation)
- Can vary from 1% (least assistance) to 99% (most assistance), but most communities have an Assist Factor between 1% and 10%
- Can vary by program only (infrastructure type, e.g., roads)
- Assist amount is funded from Town revenues (i.e. not DCCs)

****Entirely at the discretion of Council****

IN-STREAM PROTECTION

- New DCC rates will be effective at bylaw adoption
- However, legislation provides a 12-month in-stream protection period:
 - Building permit applications
 - Subdivision applications
 - Precursor applications (re-zoning and Development Permit)

DCC EXEMPTIONS (STATUTORY)

The *Local Government Act* identifies conditions where DCC Exemptions apply, plus ones which can be varied by Council within the DCC Bylaw:

- Buildings for public worship
- Development does not impose a new capital cost burden
- DCCs have been charged previously

DCC WAIVERS AND REDUCTIONS

- The LGA allows Council to waive or reduced DCCs payable on specific types of “eligible development”, including:
 - Not-for-profit affordable housing
 - For-profit rental housing
 - Housing designed for reduced environmental impact/GHG
- Waivers and Reductions can be established in a separate bylaw that does not require Inspector approval
- Where the DCC is waived or reduced, the amount waived is to be entirely supported by the existing taxpayer

DCC CREDITS

- Developers who build DCC works for the Town can be given DCC credits
- The Town can decide when works are required and requires continued discussion with staff and Council
- DCC Credits should be administered through a DCC Credit Policy to ensure consistent application



PROPOSED DCC RATES

PROPOSED DCC RATES

Land Use	Transportation	Water	Drainage	Sanitary	Parkland	Total Proposed DCC Rate	
Low-Density Residential	\$8,919.90	\$4,045.73	\$585.91	\$2,098.85	\$8,083.35	\$23,733.75	per lot
Medium-Density Residential	\$4,060.09	\$2,753.01	\$283.19	\$1,428.21	\$5,500.51	\$14,025.01	per unit
High-Density Residential	\$3,814.03	\$1,675.75	\$141.59	\$869.35	\$3,348.13	\$9,848.85	per unit
Commercial	\$61.52	\$13.17	\$1.56	\$6.83	\$5.26	\$88.34	per m ² of TFA
Industrial	\$18.45	\$5.39	\$1.07	\$2.79	\$2.15	\$29.86	per m ² of TFA
Institutional	\$61.52	\$13.17	\$1.56	\$6.83	\$5.26	\$88.34	per m ² of TFA

DCC CHANGE FROM 2022 – TOTAL DCCs

Land Use	Unit	Existing Rate (2022)	Proposed Rate (2023)
Low-Density Residential	Per lot	\$6,871.19	\$23,733.75
Medium-Density Residential	Per unit	\$6,238.90*	\$14,025.01
High Density Residential	Per unit	\$3,335.45	\$9,848.85
Commercial	Per m ² of TFA	\$31.32	\$88.34
Industrial	Per m ² of TFA	\$11.49	\$29.86
Institutional	Per m ² of TFA	\$31.32	\$88.34

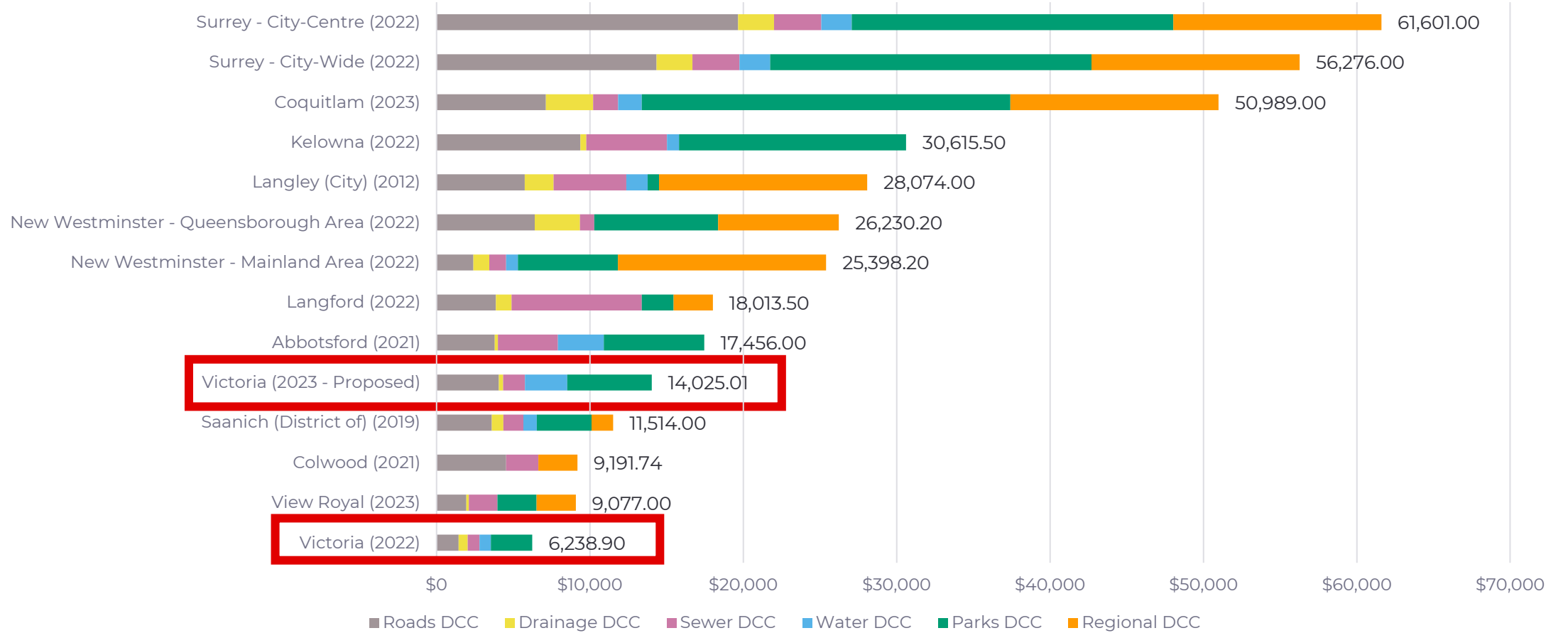
Note: Total Floor Area (TFA)

*Based on Attached Dwelling unit charge for a 1,500 sq ft unit (DCC Bylaw, 2022)

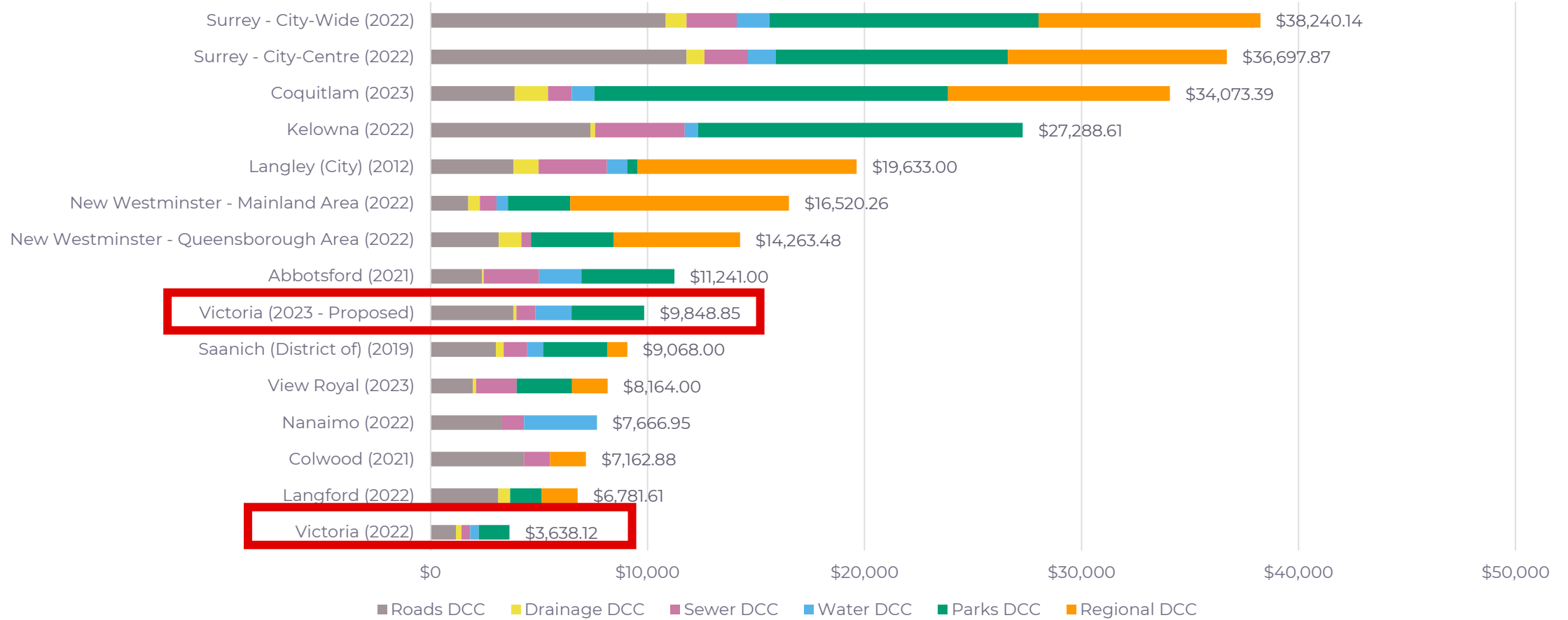
PROPORTION OF DEVELOPMENT COSTS

Land Use	Unit Type	Size	Estimated Unit Sale Price	Proposed DCCs (per unit)	DCC % of Total Cost
Medium-Density Residential	Townhouse Unit	1,500 ft ²	\$ 1,095,000	\$ 14,025	1.28%
High-Density Residential	Multi-family Unit (Standard)	750 ft ²	\$ 682,500	\$ 9,848	1.44%
High-Density Residential	Multi-family Unit (Premium)	750 ft ²	\$ 785,000	\$ 9,848	1.25%

COMMUNITY COMPARISON: MEDIUM DENSITY

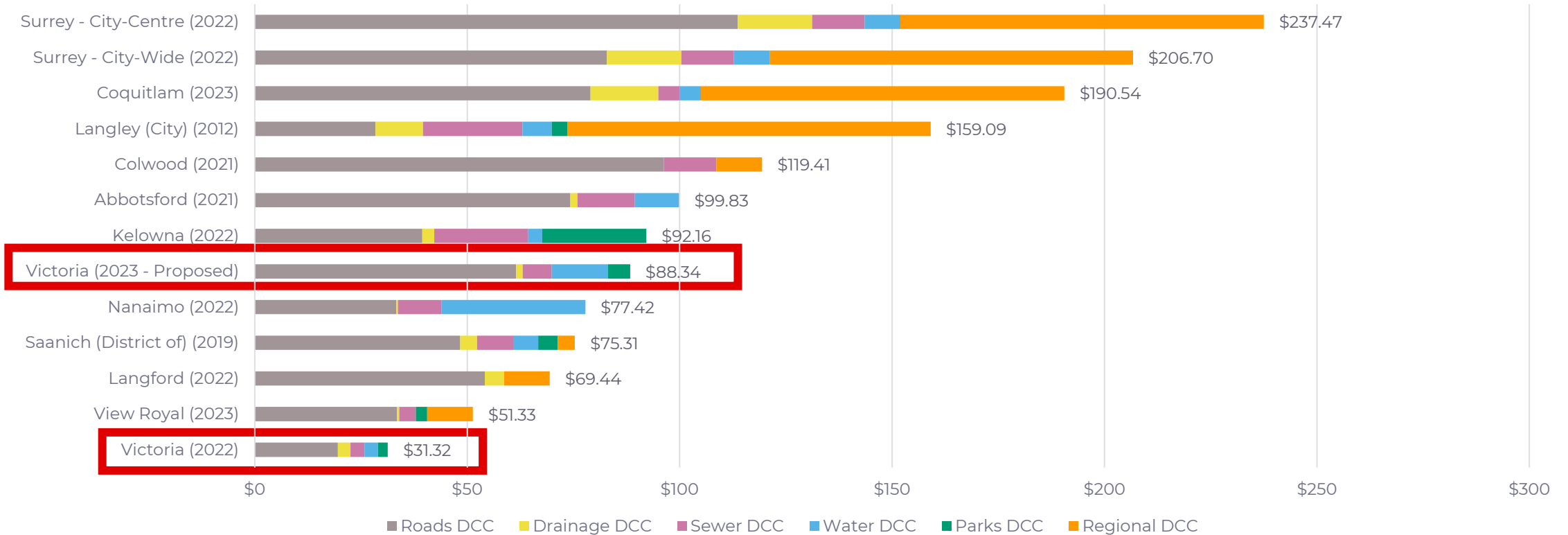


COMMUNITY COMPARISON: HIGH DENSITY



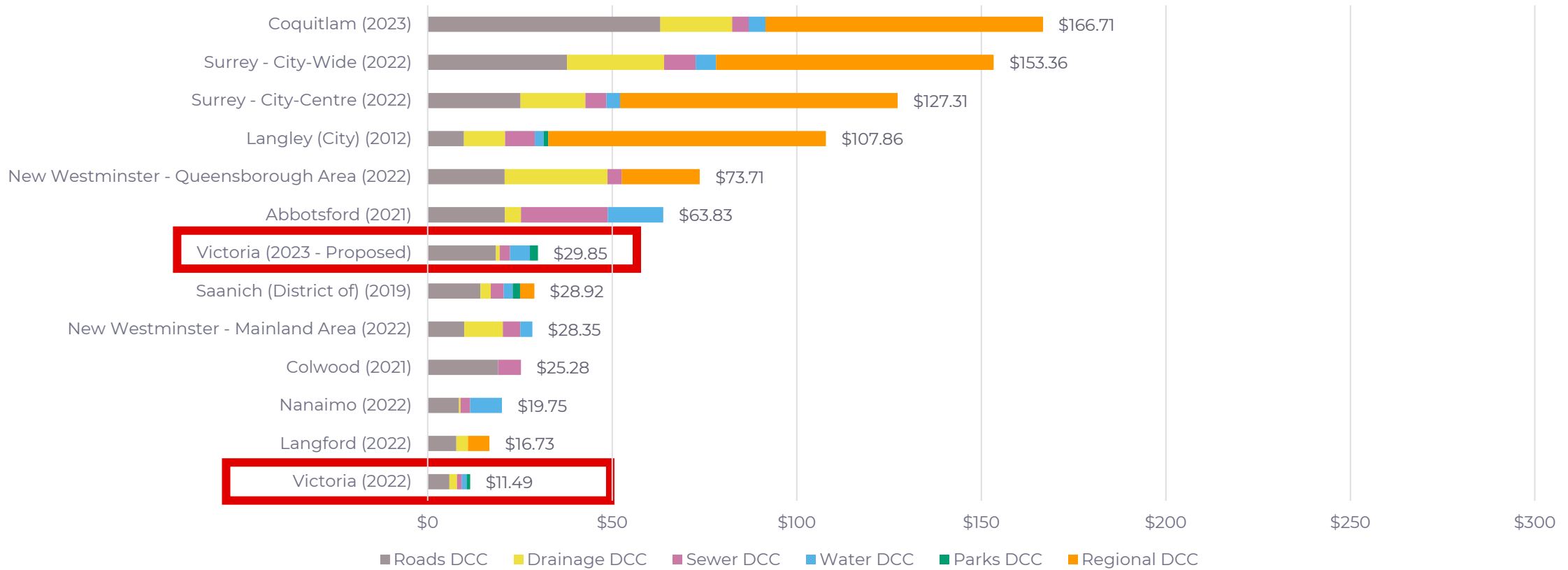
COMMUNITY COMPARISON: COMMERCIAL

Commercial DCC Comparison Rates (per sq. m.)



COMMUNITY COMPARISON: INDUSTRIAL

Industrial DCC Comparison Rates (per sq. m.)



DCC BYLAW UPDATE PROCESS

DCC PROGRAM DEVELOPMENT (STAFF)

Determine Projects & Capital Costs




Estimate Growth

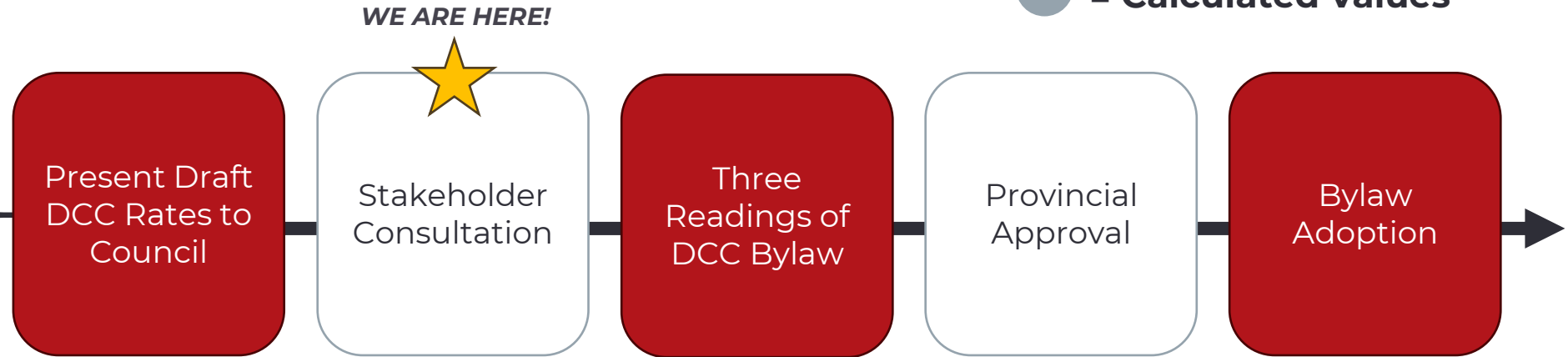
Determine Benefit Factors

Determine Equivalent Units

Consider Draft Assist Factor

Calculate DCC Rates

-  = Technical inputs
-  = Council policy inputs
-  = Calculated values



DCC ADOPTION PROCESS

Note: upon bylaw adoption, there is a one-year grace period for in-stream development