

A light gray background map of West Kelowna, showing a dense network of streets and some larger open areas. The map is centered behind a dark blue rectangular box containing the title and subtitle.

City of West Kelowna

Development Cost Charges Update

What We Heard and Responses

March 28, 2022



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WHO WE HEARD FROM



18

responses to the
online survey



17

attendees at the
Developer Stakeholder
Session

HOW WE CONNECTED



135

visitors to online
engagement platform
OurWK.ca DCC
Update Page

Aware: **96** (viewed the project page)

Informed: **27** (clicked through content)

Engaged: **1** (questions/comments made)



1,409

unique page views to the
City's main webpage



3,441

recipients of e-News



90

attendees at the OCP, TMP
and DCC Open House

1.0 OVERVIEW

To inform and collect feedback from land developers, builders and residents of West Kelowna on the Developer Cost Charges (DCC) update, the City of West Kelowna held a virtual stakeholder session and launched an online survey, as well as a project webpage on the OurWK.ca online engagement platform. Community members also had an opportunity to learn more about the project at an OCP, TMP and DCC Open House on March 3, 2022 at the Cove Lakeside Resort, where a DCC fact sheet providing key project information was handed out to every attendee (Figure 1).

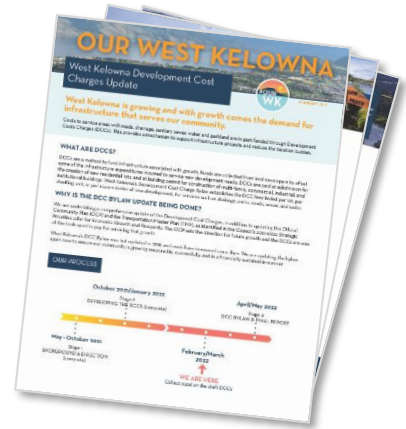


Figure 1. Preview of DCC Fact Sheet

2.0 ENGAGEMENT OPPORTUNITIES



On February 23, 2022 from 4 p.m. to 6 p.m., the City of West Kelowna held a virtual Development Cost Charges Update Stakeholder Session to provide local land developers and builders in West Kelowna with the opportunity to learn more information and to provide feedback on the DCC update. The session consisted of a presentation on DCC capital projects and projected growth updates, proposed changes to Park DCC's, proposed DCC rates for roads, water, sewer, storm drainage and parks, as well as an open discussion period for questions and comments. A total of 17 participants attended the session.



An online survey was open from February 23 to March 11, 2022 to gather feedback from the community on the DCC update (Figure 2). The survey was emailed to attendees of the DCC Stakeholder Session to collect additional information and was featured on the City of West Kelowna's main webpage from March 1 – 7, 2022. In total, 18 responses were collected.



An OCP, TMP and DCC Open House was held on March 3, 2022 at the Cove Lakeside Resort, where a DCC fact sheet providing key project information was handed out to every attendee. There were 90 attendees at this session.



A project webpage containing project information, important links, FAQs, key documents and presentations, and a question and comment submission box was hosted on the City's OurWK.ca online engagement platform (Figure 3).

City of West Kelowna Development Cost Charges Update Survey

Welcome

Development Cost Charges are fees levied on new development to fund off-site infrastructure needed by development. The City of West Kelowna is proposing to update the Development Cost Charges. For more information on the proposed DCC update, please click [here](#).

The deadline to complete this survey is **Friday, March 11**. Thank you for your time participating in this survey, your feedback is greatly appreciated.

1. What is your connection to West Kelowna? Please select any of the following that may apply.

☐ I live in West Kelowna ☐ I own land in West Kelowna

☐ I work in West Kelowna ☐ I have an interest in West Kelowna, but I do not live here

☐ I am a business owner in West Kelowna

☐ Other (please specify)

Figure 2. Preview of online survey

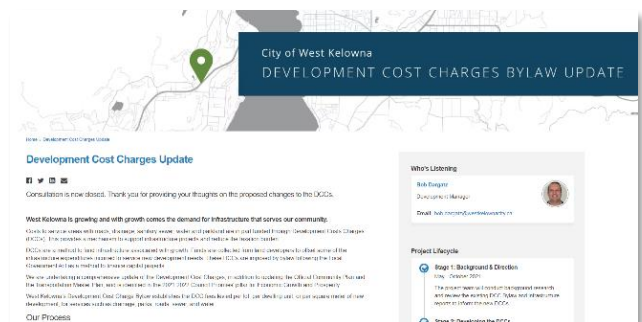


Figure 3. Preview of OurWK.ca webpage

3.0 ONLINE SURVEY RESULTS

The following section summarizes the responses received in the online survey.

WHAT WE HEARD



94%

of respondents live
in West Kelowna



100%

of respondents are
Taxpayers in West
Kelowna



89%

of respondents own/occupy
a single-family dwelling



*Development should not be the
burden of existing taxpayers.*

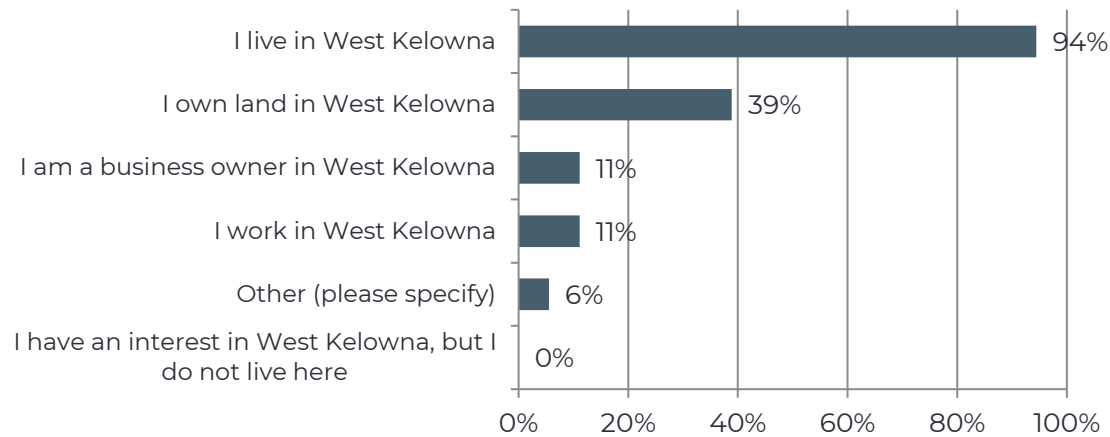


*These are necessary to help fund the
future infrastructure our City's needs.*



*Important, necessary, but I am not sure on
the drastic increase - all at once!*

1. **What is your connection to West Kelowna? Please select any of the following that may apply.**

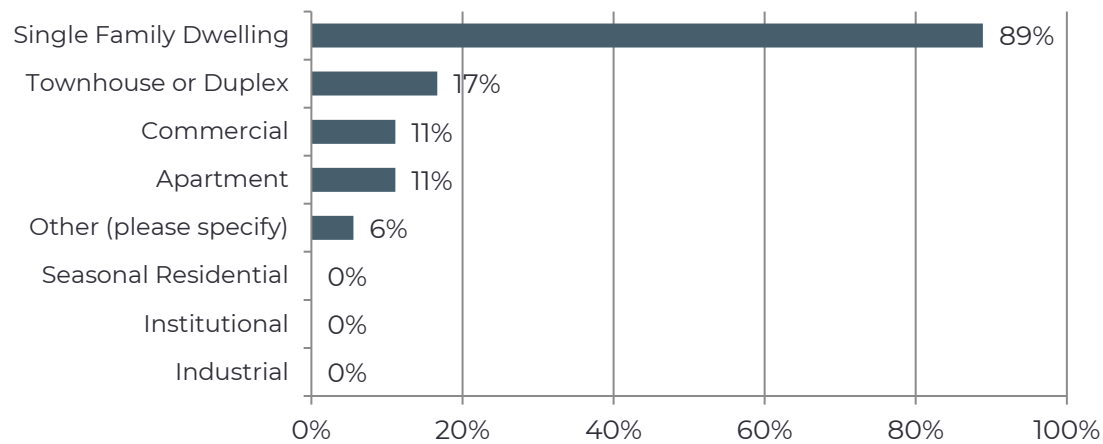


The majority of survey respondents indicated that they live in West Kelowna (**94%**). Eleven percent (**11%**) of respondents indicated that they are a business owner in West Kelowna and/or work in West Kelowna.

Verbatim comments included:

- I live in West Kelowna part time.

2. **What type of property do you own/occupy? Please select all that apply.**

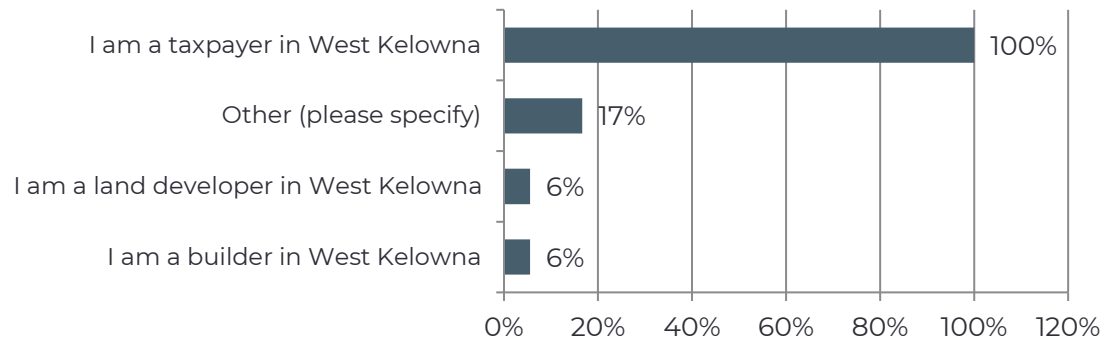


Eighty-nine percent (**89%**) of the respondents indicated that they own/occupy single family dwellings in West Kelowna, while seventeen percent (**17%**) indicated that they own/occupy a townhouse or duplex and eleven percent (**11%**) an apartment.

Verbatim comments included:

- Single family home but within a gated community

3. How do the proposed changes to the DCC bylaw impact you? Please select all that apply.



All (**100%**) of respondents indicated that the proposed changes to the DCC bylaw impacts them as taxpayers in West Kelowna. Seventeen percent (**17%**) of respondents indicated 'other' for how it impacts them, which includes, being a realtor buying and selling in the market, developer absorbing the increases, and community members who are concerned about the increased traffic in the area both on the roads and accessing local amenities.

Verbatim comments included:

- I am a Realtor dealing in various types of property (both buying and selling)
- I feel that if the Gellatly Bay development goes ahead then the traffic, parking and access to beaches and parks will hinder residents enjoyment of the area and their homes, not to mention the wildlife that will be impacted
- While I appreciate that there is some necessity and pressure to raise the DCCs to help build our city's infrastructure - these massive increases are going to be absorbed by me, the developer, which is going to make my job as a developer, more challenging.

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

Overall, respondents indicated a high level of support for increasing the development cost charges. Many agreed that the increases are necessary to fund growth, and that these costs should be covered by developers. However, concern was raised regarding increasing costs too quickly.

Verbatim responses:

- The display did not demonstrate the desirable level of services and compare these to the surrounding DCC communities = thus the proposed DCCs can not be appropriately compared = the analysis is fraught with fault of true comparison. Do it again!!!
- I don't know the exact cost but I am in favour of builders or developers paying a cost up front.
- Developers should bear a majority of the cost related to infrastructure development.
- The increase seems fair
- increase charges to developers
- I agree that the developer pay for the services including ongoing after completing the development.
- I'm not too familiar with the cost charges but realize improvements do cost
- I support the change to having developers pay a much higher proportion of the DCC's

- They seem reasonable compared to neighbouring cities and are badly needed. It isn't fair for developers ,who profit from expansion, to overload our systems for present residents and expect us to pay for the problems they cause.
- "Growth must pay for growth!"
- Development should not be the burden of existing taxpayers."
- The document didn't state the actual amounts of the increases. I am amenable to reasonable increased costs provided they are only used for said purpose.
- Some inferences in the past by some with a fiduciary duty to taxpayers advised Developers to get their projects approved under old DCC charges which could mean local taxpayers may be required have to pick up any additional West Kelowna project costs under old DCC funding requirements.
- These are necessary to help fund the future infrastructure our City needs.
- Not overly Happy
- important, necessary, but I am not sure on the drastic increase - all at once!
- Having lived in West Kelowna all my life, we the residence benefit greatly from development, by up grading infrastructure, roads etc, DCC's calculations should have an assist factor from the existing tax payers
- I believe we must plan and create based on the future, not the current present because West Kelowna is growing, and growing fast.

5. Do you have any additional comments for the City of West Kelowna on the proposed DCCs?

Verbatim responses:

- They are not appropriate, especially when one must analyze the potential for a 'case by case' reduction. Example, the reduction that occurred on Carrington and on Elliott. Set the rate and no reduction on any basis. Carrington was reduced by granting a reduction for a project deemed to be affordable rental and yet the rents were not reduced to reflect the reduced DCC and the ownership of the property was not retained significantly long enough to reduce the gain to the initial owner.
- The City must harness development to allow manageable growth to proceed. At times the pressures to increase the tax base seem to overwhelm and dictate the directions taken.
- DO NOT OVER DEVELOP the lands around us.
- please think about existing residents before expanding too rapidly
- Taxpayers are paying far too much to make up for years of developers getting a free pass!!
- We should look at other ways to try to raise these required funds. I know - easier said than done,... but I feel, collectively, that we need to look harder - at other options.
- These proposed DCC increases include services that aren't required such a urbanizing roads that don't need urbanizing it only creates additional services such as storm sewers, u/g power, side walks in industrial area's, why is a cadillac required when a chev will do.

4.0 STAKEHOLDER SESSION

The following section summarizes the comments received at the stakeholder session including statements during the session and two emails with comments.

- Concerned about increasing development charges during a time of shortage of housing
 - 1% assist factor - should be a higher assist
 - Has there ever been a class action against a municipality in BC for misrepresenting the just and fair assist factor for DCCs?
- Seems like a money grab especially hidden behind the pretense of cost of construction going up, yet the same municipal administration contributes to the cost increase
- Increases in DCCs are passed on as costs to eventual home buyers
- For the existing roads deficiencies, there shouldn't be an offloading of costs on new growth
- Should look into less expensive methods of building roads, there are ways to build roads cheaper. Examples raised include Boucherie Wine Trail and Stevens Road.
- Concerned about parks - monies being collected are supposed to be spent in that area: this hasn't been done with parks. Where the monies are being spent by new development, that's where parks should be improved and where money should be spent
- Open space dedicated through subdivision does not count as park space - this is a misjustice for developers who do hillside developments or waterfront developments
- The standard for how many parks are needed per person should be adjusted for situations where there are public open spaces/beachfronts
- When you don't factor in pre-existing parks, then the amount of land you need to acquire and develop goes up.
- Linear parks not being counted in the park DCC amount - make sure that there is adequate consideration for counting linear parks
- Use of school facilities (fields, gyms) - perhaps joint lease agreement between school district - many of these facilities sit empty but could be used by the community
- DCCs generated in the area should help build trails
 - Smith Creek
 - Kalamo trail to downtown waterfront West Kelowna
- Spending DCC monies appropriately – e.g. Not for redundant roundabouts
- Is there any review about criteria for DCC credits?
- Understand the necessity to increase these costs/charges - in order to keep pace with the infrastructure demands of our growing city, but the numbers as proposed are certainly quite the increase.
- The perception is that DCC costs are passed on to homeowners, but in reality, the amount that a home can be sold for depends on market. The increase in DCC costs can't be just added to the price of a house. It is not that simple.
- Is there a more forgiving format of adoption and “in-stream” consideration – maybe adding 10% for four successive years to blend in the increase over time
- DCC's can be acceptable so long as they are distributed fairly and sometimes balanced with taxpayer and council “assist”
- We must be careful to build only what we can maintain and sustain. We don't need the Cadillac version or beautification of functional works.

5.0 LETTER FROM UDI

We received a letter from the Urban Development Institute (UDI) providing input on the proposed DCCs. The letter is included in Appendix A.

The specific concerns summarized by UDI are as follows:

- DCCs are increasing which will lead to an increase in the cost of housing at a time when housing affordability and housing attainability is of increasing concern.
- 'Existing benefit' is not being properly accounted for with the Roads and Parks DCCs.
- The Municipal Assist of 1% is unfair to new growth.
- The Parks DCC should properly take into consideration the impact of heavily used trails as well as school facilities.

The UDI makes specific recommendations in the letter, and they are summarized as follows:

- Recommendation: We recommend that the City of West Kelowna consider increasing the 1% Roads Assist Factor.
- Recommendation: We recommend that the City of West Kelowna explore ways to minimize these DCC cost increases to mitigate the impact they will have on the cost of housing.
- Recommendation: We recommend that the City of West Kelowna review its Roads and Parks DCC allocations and ensure that only items necessary to accommodate new growth are charged to new growth. There should be no allocations to new growth for items that are being done to fix existing deficits or other issues.
- Recommendation: We recommend that the City of West Kelowna allow nature trails and recreational school facilities to factor into the parks calculation for DCC purposes.

6.0 DISCUSSION OF SPECIFIC POINTS

6.1 INCREASING THE DCC ASSIST FACTOR

The existing Assist Factors for roads, sewer, water and drainage is 1%, and for parks it is 25%. The City is proposing to reduce the DCC assist for parks from 25% to 1%. Comments were received and the UDI recommended increasing the assist factor and indicated that the 1% assist is not fair.

As reminder the question of fairly allocating costs to new or existing development is addressed through the benefit allocation which is unique to each project and based on items such as the comparison of existing and future traffic, sewer flows, or water flows. The assist factor is a purely policy based political decision to subsidize development to a certain percentage. The Local Government Act requires some level of assistance and under the philosophy that 'growth should pay for growth', the minimum assist is 1% which is also the most common assist factor in BC communities.

In order to increase the assist amount the City would need to fund that assistance through other sources of revenues, primary of which is property taxes. In the survey responses some respondents specifically note that developers should bear a majority of the cost related to infrastructure development, and growth should pay for growth. These survey comments balance against the desire of the development community to increase the assist amount, which would place more of the burden on taxpayers.

Key question for Council: Do you want to increase the DCC assist, which would require increasing property taxes, or other sources of revenue, to provide a subsidy to new subdivisions and buildings?

6.2 MINIMIZING IMPACT ON COST OF HOUSING

The stakeholder comments and UDI expressed concerns over the impact of DCCs on the cost of housing. The UDI noted that: “While we recognize that these cost increases have played a role in the increase in DCCs that we are seeing, it is disappointing to see this DCC increase with what appears to be a minimal attempt to scale back projects, come up with a larger assist factor, or come up with other cost saving initiatives to help mitigate the impact that these cost increases will have on the price of housing at a time when affordable and attainable housing is of increasing concern”. The UDI recommended that the City explore ways to minimize these DCC cost increases to mitigate the impact they will have on the cost of housing.

Conversely, we also heard from stakeholders that the perception is that DCC costs are passed on to homeowners, but in reality, the amount that a home can be sold for depends on market. The increase in DCC costs can't be just added to the price of a house. It is not that simple.

The relationship between DCCs and increases in housing costs is complex and depends on many factors. If the DCCs are passed directly on to consumers then for example, developers of Single Family Residential lots would pay DCCs that increase by a little over \$7,000 which represents about 0.9% of the cost of an \$800,000 home. Stakeholders noted that the \$7,000 is an understatement if the costs of mortgaging that amount over 30 years is taken into consideration. On the other hand, the market has resulted in a 34% increase in assessed values for single family residential properties in West Kelowna from 2021 to 2022. This increase is a likely due to a blend of increasing costs, but more primarily due to market forces and increased demand.

One way the City has to reduce the impact of DCCs on the cost of housing is to increase the assist factor and that is an item identified for Council consideration above. Another way is to provide DCC reductions or waivers for affordable and rental housing. Council has discussed this avenue and will consider providing reductions or waivers on case by case basis.

Housing is a complex issue that goes well beyond DCCs. The City of West Kelowna is participating in the Regional Housing Strategy that is focusing on a range of approaches to work towards addressing housing. The Official Community plan is also focused on housing issues. The DCC increases have been considered in the broader context of community goals and a careful balance of ensuring that growth pays for growth, maintaining financial sustainability, recognizing increases in costs and tempering the increase in DCCs.

6.3 TRANSPORTATION LEVEL OF SERVICE

Several comments focused on the City building transportation projects to a higher level of service than necessary, with the Boucherie Road Wine Trail being used as an example. Some have noted that we are building ‘Cadillac’ roads when an ‘Chevy’ will do the job.

The wine trail level of service costs were only applied to Boucherie road from Ogden to Green Bay Road. The old arterial wine route road cross section and urban arterial cross section, which has a lower standard than the new wine trail standard, was applied to all other arterial roads including:

- Boucherie Rd from Green Bay to WFN IR#9
- Boucherie Rd from Gellatly Rd to WFN IR#9
- Gellatly Rd from Witt to Boucherie
- Gellatly Rd South from Whitworth to 4251
- Gellatly Rd South from 4035 to Glen Canyon
- Gellatly Rd South from Glen Canyon to Hwy 97
- Glenrosa Rd from Webber to Glen Abbey
- Glenrosa Rd from Glen Abbey to McGinnis
- Elliott from Solar to Butt
- Old Okanagan Hwy from Dobbin to Butt
- Old Okanagan Hwy from Butt to Reece

Furthermore, the Wine Trail project on Boucherie from Stuart to Ogden is complete and had been deleted from the DCC project list

The question of levels of service for transportation projects is being addressed through the Transportation Master Plan (TMP). Significant analysis and public engagement will lead to clarification and refinement of transportation projects. The TMP will not be completed in time for the DCC update schedule, but changes in subsequent DCC updates can include direction from the TMP. The DCC update is consistent with the current TMP. West Kelowna is transitioning from a largely rural past to a more Urban community in some areas and the level of service reflects that change.

Comments were also made that transportation improvements we allocated too heavily to growth, and that the DCC offloads costs of addressing roads deficiencies to new development. The current DCC does not offload road deficiencies onto new growth; the benefit allocation for roads projects is based on several factors, which are consistent with the previous DCCs (which had also been discussed and refined with UDI during the 2016 DCC update). The approach used in the previous DCC and in this update is as follows:

- Multi modal improvements - The arterial road classifications identify improvements that allow for the separation of pedestrians and cyclists. These improvements are recommended in the Master Plan due to the extra volumes anticipated on the designated arterial routes, and are therefore allocated 100% to growth.
- Boulevard Improvements – these are eligible DCC projects, however these are not included in the DCC program, so zero percent of boulevard improvements such as landscaped medians are included in the DCC program.
- Remaining Construction Costs includes all other components required as part of the road projects identified in the DCC program. These works are required due to the total volume of traffic on the roads, so are shared on the basis of the traffic volumes estimated in the Transportation Master Plan.
- The overall percentage benefit allocation to growth for each project is a blend of these three methods.

It is important to note that if the focus of concern is the boulevard and street tree improvements associated with the wine trail, these are not even included in the DCC costs allocated to growth.

Other comments were made using the wine trail as an example that there is less capacity on the roads than there was 10 years ago, so growth should not pay for this project. However, capacity has been increased in a number of ways:

- Higher and safer capacity for cyclists and pedestrians.
- Higher capacity at roundabouts.
- Higher capacity for specific turning movements. As an example, turning left onto Boucherie from Hudson for vehicles is significantly faster and smoother with higher capacity than before the improvements.
- Vehicle traffic flows more efficiently when cars do not need to slow down to avoid cyclists or pedestrian walking on shoulders.

Many of the questions regarding transportation projects will be addressed by the ongoing Transportation Master Plan.

The City is also currently examining the road cross section standard for future work on Boucherie Roads and examining ways to reduce costs and make as effective use as possible of City funds.

The input through the DCC process indicating that the City should reconsider its roads standards will be considered in both the Transportation Master Plan and in establishing the standard for Boucherie road and other roads in the future. The city will also continue to listen to the community and stakeholders through other engagement processes on these topics.

6.4 PARKS - TRAILS

Comments were made during the stakeholder session and in the UDI letter regarding concerns that that lands for natural areas and trail corridors through those areas are not acknowledged in parkland dedication or in DCC calculations. Specifically, the UDI letter stated:

West Kelowna has a number of heavily used nature trails that create a benefit for the community but do not count towards the total amount of park space needed. A developer often incurs a cost to create the nature trails that then provide a benefit to the community. It does not appear to be fair that there is no recognition of this benefit in either the overall count of park space needed nor in a credit for the 5% parkland dedication.

The City now has a Park Land Acceptance Policy recently adopted in fall 2020, which clarifies the forms of parkland that are acceptable to satisfy parkland dedication requirements. In one section it specifically addresses the issue of nature trails, and situations where linear corridors could satisfy dedication requirements.

The key policy direction is set out below:

7. Park Land Acceptance Criteria for Rights-of-Way, Greenways and Linear Parks:

- 7.1. In most cases, park lands intended to establish pedestrian connectivity are not accepted to satisfy the dedication requirements prescribed in the *Local Government Act*, however, there may be exceptions where the proposed park land dedication includes lands that are linear in nature.
- 7.2. The City may consider cases where the linear corridor satisfies dedication requirements as it serves a greater linear park or greenway function and width, having considerable environmental, historical, cultural, economic, recreational, topographic, or geographic significance to the community (i.e. historic flume trail).
- 7.3. Any right-of-way to be used solely for public walkways or access is considered part of the pedestrian network as required through subdivision, and will not be considered to meet dedication requirements.
- 7.4. Any right-of-way to be used solely by the City for City purposes such as maintenance access or emergency access will not be considered to meet dedication requirements.

The policy provides recent and clear direction on the topic, and unless Council would like to reconsider the direction, the policy will serve to direct the City on the acceptance of parkland for dedication continuing into the near future.

Another point of clarification is that the only forms of parkland addressed through DCCs are Waterfront, Athletic and Community parks. The DCC does not collect any funds for linear corridors. While the developer comments are useful in terms of the broader topic of parks dedication and recognition of lands provided, they do not relate to the Parks DCC since there are no Parks DCCs for trails corridors. The standards identified in the Parks DCCs are standards to provide the existing level of service to future growth for Waterfront, Athletic and Community parks. They do not include Nature Parks, Neighbourhood Parks, or Linear Parks.

6.5 PARKS - SCHOOL FACILITIES

Comments made during the stakeholder session and in the letter from UDI relate to the use of school facilities. Specifically, the UDI letter stated:

With regards to school facilities, they are usually only in use by the school during school hours. After that, there is an opportunity for the greater community to make use of these facilities. While there has been progress made over the years in recognizing the community benefit of parks, more needs to be done to accurately reflect this positive impact. Currently, school facilities do not appear to count towards the total amount of park space needed even though they do provide this function to the community.

The Parks and Recreation Master Plan recognizes the important role that School facilities provide in the community and aims to partner with School District 23 to address community needs. The athletic fields provided by schools are identified in the master plan are recognized as addressing a component of the needs in the community. The Master plan also recognizes that Schools also provide some component of Neighbourhood park needs.

The City of West Kelowna and School District #23 have a long and successful history of cooperation. West Kelowna and SD#23 currently work together on numerous projects and have a joint use agreement, which benefits both the schools and the broader community. They have a master joint use agreement, site specific agreements with individual schools, maintenance partnerships, and they work together on future school sites.

The Parks and Recreation Master Plan, which forms the basis for identifying needs for the parks DCC, clearly considers school facilities as counting towards the total amount of parks space needed; and the City and SD#23 work closely together to address community needs. The City has proposed to update the Parks and Recreation Master Plan in 2023 and can consider the stakeholder and UDI comments in working to further improve the efficient use of school facilities to help serve the broader community needs in West Kelowna.

6.6 GENERAL COMMENTS

Overall, the comments from the development community tend towards concern over the magnitude of the increases, and a desire to explore ways to reduce the increase through more support in the form of greater assist factors or a reduction in the level of service or scope of projects. The views from the survey, which heard more from taxpayers, generally support the idea that growth should pay for growth and developers should bear a majority of the cost related to infrastructure development. These comments are representative of the balance that Council needs to consider between the concern of the development community and the concerns of taxpayers.

7.0 NEXT STEPS

The next step is to review this input with Council and determine how to proceed. If Council decides to adjust the assist factor, we can recalculate the DCCs and place the revised figures into a report. If Council decides to keep the assist factors as originally calculated, then we can proceed with the formal DCC background report for the Ministry and prepare the bylaw for three readings by Council.

Key Question for Council: Can we move forward with preparing the formal background report for the Ministry and the DCC bylaw for consideration by Council for three readings?

Staff and the consultant are also scheduling a meeting with the Urban Development Institute to provide an update on the responses to the input. We will also inform UDI of Council's direction regarding the direct request to increase the assist factor.

If Council decides to proceed, then the next steps after meeting with UDI are as follows:

- Prepare the formal DCC background report for the Ministry
- Prepare the DCC bylaw
- Provide the background report and bylaw to Council for consideration for three readings
- Send the background report and bylaw to the Ministry and the Inspector of Municipalities for approval – this can take 2 to 3 months
- Once approved by the Inspector, Council can give the bylaw final adoption.

Appendix A

Letter from Urban Development Institute

Mar. 11, 2022

City of West Kelowna
2760 Cameron Rd
West Kelowna, BC, V1Z 2T6

Attention: Bob Dargatz

Subject: DCC Update

Dear Bob:

We appreciate the opportunity to provide feedback as part of the City of West Kelowna's DCC Update.

After careful review of the proposed updated DCCs, we would like to highlight three key concerns that arose from our analysis:

- DCCs are increasing which will lead to an increase in the cost of housing at a time when housing affordability and housing attainability is of increasing concern.
- 'Existing benefit' is not being properly accounted for with the Roads and Parks DCCs.
- The Municipal Assist of 1% is unfair to new growth.
- The Parks DCC should properly take into consideration the impact of heavily used trails as well as school facilities.

Increasing the Cost of Housing

The price of housing has risen sharply over the past year and so have the associated construction and other related costs. While we recognize that these cost increases have played a role in the increase in DCCs that we are seeing, it is disappointing to see this DCC increase with what appears to be a minimal attempt to scale back projects, come up with a larger assist factor, or come up with other cost saving initiatives to help mitigate the impact that these cost increases will have on the price of housing at a time when affordable and attainable housing is of increasing concern.

We have noted in previous discussions the impact of over urbanization of roads and how this drives up costs unnecessarily since there are ways to build less expensive roads that still perform the same function. Boucherie Road is one example of this with the large number of cross sections, curbs, sidewalks, etc.

There is also the issue of the infrastructure that is currently in place, particularly in downtown Westbank. Downtown Westbank will be densifying over the years ahead, yet the infrastructure that is currently in place was not designed for the kind of densification that is likely to happen.

Recommendation: *We recommend that the City of West Kelowna consider increasing the 1% Roads Assist Factor.*

Recommendation: *We recommend that the City of West Kelowna explore ways to minimize these DCC cost increases to mitigate the impact they will have on the cost of housing.*

Existing Benefit

We do not believe that the current allocations for the Roads and Parks DCCs accurately reflect 'existing benefit' in many instances. There are many examples of what we would consider 'excessive design' where growth is paying for something that we do not believe growth should be paying for. A perfect example of this is the Wine Trail. Growth is paying for this, yet there is less capacity on that road today than there was 10 years ago. We do not believe that it is fair for growth to be paying for this.

If there are existing road deficiencies, there should not be an offloading of these costs onto new growth. The City should identify those areas where the infrastructure is near or at the end of its life, and then come up with a program as to how the City will replace this. This can also result in upgrades to accommodate more density and there should be a shared cost mechanism. New development should not be paying to fix infrastructure that is at the end of its life.

Recommendation: *We recommend that the City of West Kelowna review its Roads and Parks DCC allocations and ensure that only items necessary to accommodate new growth are charged to new growth. There should be no allocations to new growth for items that are being done to fix existing deficits or other issues.*

Parks DCC

We believe that the standards surrounding parks need to be adjusted to better reflect the realities of heavily used nature trails as well as school facilities and the many benefits these provide to the community at large.

West Kelowna has a number of heavily used nature trails that create a benefit for the community but do not count towards the total amount of park space needed. A developer often incurs a cost to create the nature trails that then provide a benefit to the community. It does not appear to be fair that there is no recognition of this benefit in either the overall count of park space needed nor in a credit for the 5% parkland dedication.

With regards to school facilities, they are usually only in use by the school during school hours. After that, there is an opportunity for the greater community to make use of these facilities. While there has been progress made over the years in recognizing the community benefit of parks, more needs to be done to accurately reflect this positive impact. Currently, school facilities do not appear to count towards the total amount of park space needed even though they do provide this function to the community.

Recommendation: We recommend that the City of West Kelowna allow nature trails and recreational school facilities to factor into the parks calculation for DCC purposes.

Thank you in advance for your consideration.

Sincerely,

URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER

Per: Rick Miller, Chair, City of West Kelowna Municipal Liaison Committee