



City of Richmond

Report to Committee


To: Finance Committee **Date:** August 11, 2025



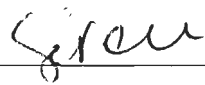
From: Mike Ching, CPA, CMA **File:** 03-0900-01/2025-Vol 01
Director, Finance

Re: **Proposed Development Cost Charges Program and Amenity Cost Charges Program**

Staff Recommendation

That Option 2, as recommended in the staff report dated August 11, 2025, titled "Proposed Development Cost Charges Program and Amenity Cost Charges Program" from the Director, Finance, be endorsed as the basis for public consultation in establishing the amendment Development Cost Charges Imposition Bylaw and a new Amenity Cost Charges Imposition Bylaw.


Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Housing Office	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Richmond Public Library	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The purpose of this report is to propose the City of Richmond's (City's) updated Development Cost Charges (DCC) program and the City's proposed Amenity Cost Charges (ACC) program. If endorsed by Council, staff will use this report as the basis for consultation with the public and affected persons, public authorities and the development community prior to introducing the respective bylaws for Council's consideration.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the city.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.1 Ensure effective financial planning to support a sustainable future for the City.

Findings of Fact

The Province of B.C. has passed the following housing legislation, expecting that this would enable the supply and diversity of housing needed across B.C.:

- New requirements to allow increased density, including the introduction of small-scale, multi-unit housing (SSMUH) in areas currently zoned for single-family or duplex, and to complete an interim housing needs report (Bill 44).
- Expansion of the current DCC framework and the addition of a new ACC development-finance tool to pay for community amenities related to new development (Bill 46).
- Requirement to meet minimum levels of density, size and dimension established by the Province in Transit-Oriented Development Areas (TOA) (Bill 47).
- Introduction of new authority for tenant protection, inclusionary zoning, transportation demand management bylaws, and modifying existing authority for density bonus zoning and the imposition of works and services requirements in connection with the subdivision and development of land (Bill 16).

Due to the legislative changes, the City, in accordance with the Ministry's DCC Best Practices Guide, has undertaken a major DCC update by conducting a full review of its DCC methodologies and underlying assumptions. Staff also drafted the City's proposed ACC program in accordance with the Ministry's ACC Best Practices Guide. Both proposed programs are presented in this staff report for Council's consideration.

Analysis

DEVELOPMENT COST CHARGES (DCC)

DCC are monies that municipalities collect from developers to offset the portion of costs related to the services incurred as a direct result of new developments. The *Local Government Act* (LGA) permits DCC to be established for providing, constructing, altering or expanding facilities related only to roads, sewage, water, drainage, highway facilities, acquisition and improvement of parkland, as well as the new fire protection, police, and solid waste and recycling facilities under Bill 46.

DCC Update Approaches and Assumptions

This major DCC update takes into consideration the City's current Official Community Plan (OCP), latest census data, Metro Vancouver's Regional Growth Strategy, housing needs, as well as all relevant approved master plans, policies, needs assessments, studies and strategic documents. The timing of this major DCC update does not coincide with the OCP update that is currently underway; however, this DCC update is still recommended as the enactment of the housing bills as mandated by the Province exposes local governments to financial risks (e.g. under-collection of SSMUH developments and financial impact relating to TOA developments).

The following independent reviews of DCC assumptions have been completed:

- Established development and growth forecasts based on available statistics;
- Determined the timing and amount of additional infrastructure required to support the increased density and the anticipated growth;
- Updated the DCC program costs by removing completed projects and updating the programs with current land values and construction costs;
- Reviewed and updated the equivalency factors, benefit allocation, average dwelling unit sizes and average population size for each development type;
- Created a new development type in enabling the City in charging DCC for SSMUH developments; and
- Assessed the requirements and rate impact of the new DCC categories for police, fire, and solid waste and recycling facilities under Bill 46.

Balancing Housing Affordability with Rising Infrastructure Costs

Local governments across British Columbia are facing the dual challenge of supporting housing affordability while balancing the increasing cost of delivering infrastructure to support new growth. With construction costs continuing to rise due to inflationary pressures, along with ongoing geopolitical uncertainty and trade disruptions, it is critical for the City to balance the pressures of rising costs against housing affordability. Amid the housing affordability challenge, staff recommend that a prioritized implementation of cost increases be considered in order to avoid creating significant cost barriers to the development industry. Three options are presented in the next section for Council's consideration.

Options for Consideration

Staff propose three DCC options (Table 1) that take into account the following key DCC update considerations:

1. Assess needs and impact of new DCC categories (fire, police, recycling and solid waste)
2. Update growth projection to reflect housing legislation changes
3. Create DCC charges that will enable the City to assess DCC on SSMUH developments
4. Update the DCC program to reflect infrastructure required to support anticipated growth
5. Update DCC program costs to reflect inflationary adjustments

Option 1 – Comprehensive DCC Update

This option allows the City to cover all the key elements of a major DCC update review, including the addition of \$225 million in eligible new categories of DCC capital projects (future fire halls, police facilities, recycling facilities) based on the anticipated growth projection. This option includes a full cost update of the proposed DCC programs, which accounts for the building construction price index that has increased at an annual rate of 6% to 7% per year since the last major update. The comprehensive approach adheres to all legislative requirements and past practices.

Option 2 – Prioritized Implementation of DCC Update (Recommended)

This option takes a prioritization approach by deferring the implementation of the new categories of DCC under Bill 46, delaying projects of lower priority, and adjusting the costs of the DCC programs by only the consumer price index adjustment of 2% to 3% per year. With the deferred implementation of the new DCC categories, any growth-related portion of the capital costs of eligible facilities will continue to be borne by existing population (through municipal fees or reserves) until the new DCC rates are established in the future. The use of general inflation to adjust the program costs, while it can help keep the DCC rates at a level that is in line with general inflation, could lead to the shifting of the costs of growth to existing population or future developments.

Option 3 – Freezing of DCC Rates

This option keeps the DCC rates unchanged, which requires the City to reduce the size of its proposed DCC program and to forgo all inflationary cost adjustments despite the rising cost.

Table 1: Overview of DCC Options

	Recommended		
	Option 1 (Comprehensive)	Option 2 (Prioritized)	Option 3 (Rate Freeze)
Key DCC Update Considerations:			
1. New DCC Categories Included	Yes	No	No
2. New Growth Projection Included	Yes	Yes	Yes
3. New SSMUH DCC Rate Created	Yes	Yes	Yes
4. DCC Program Cost Updated	Yes	Partial	Partial
5. Cost Inflationary Update Included	Yes	Partial	No
DCC Recoverable Value	\$2.83 billion	\$2.25 billion	\$2.17 billion
Average DCC Rate Increase	33%	5%	0%

Table 2 summarizes the pros and cons of each option presented.

Table 2: Evaluation of DCC Options

	Pros	Cons
Option 1	<p>Allows the DCC program to reflect current construction costs.</p> <p>Supports accurate cost recovery and fairness to ensure growth pays for growth. This would avoid shifting the cost of growth to existing population.</p>	<p>Proposed increase in DCC rates may impact development.</p> <p>High increase in DCC rates during a time of slowdown in development activities may impact housing supply goals.</p>
Option 2 (<i>Recommended</i>)	<p>Provides a lower and steadier increase of DCC to support the ongoing development of housing supply in the City.</p>	<p>Under-collection of DCC could result in potential funding gaps where growth-related expenditure will be paid by existing population (through taxes) or be shifted to future developments.</p> <p>Timing and delivery of infrastructure to support growth may be impacted.</p>
Option 3	<p>Provides relief to the development industry within a challenging economic environment.</p>	<p>Similar to the consequences of Option 2, this approach will eventually lead to future spikes in DCC rates in order to catch up with cost increases.</p> <p>Future compounded rate increases could disrupt and negatively affect long-term planning for developers.</p>

Any financial shortfall resulting from the under-collection of DCC funds will need to be absorbed by the municipality, or ultimately, the taxpayers through increased property taxes. Under the current economic environment, Option 2 is recommended for the City to support the development industry by creating a stable and predictable development environment that encourages the supply of reasonably priced housing in the City.

Recommended DCC Program

Under the recommended Option 2, the estimated capital costs of the City's 30-year DCC program (2025-2054) is \$3.27 billion, as summarized in Table 3, where:

- DCC recoverable value of \$2.25 billion is anticipated to be funded through future developments through DCC collections; and
- Municipal-paid portion amounts to \$1.02 billion (31% of total capital costs), which is comprised of both the City's 1% municipal assist factor and the portion of infrastructure costs that benefits the existing population. The municipal portion is anticipated to be

funded from the City's revenue sources and capital reserves depending on the nature of the projects. The City will include these costs in the City's future DCC capital plans and long-term financial plans.

Table 3: Recommended DCC Program

Infrastructure Types	Total Capital Costs (Million)	Benefit Allocation to Growth	Municipal Portion* (Million)	DCC Recoverable (Million)	Att.
Roads	\$ 755	95%	\$ 57	\$ 698	1
Drainage	\$ 1,479	10-100%	\$ 902	\$ 577	2
Park Acquisition	\$ 512	95%	\$ 30	\$ 482	3
Park Development	\$ 364	95%	\$ 22	\$ 342	4
Sanitary Sewer	\$ 113	26-100%	\$ 6	\$ 107	5
Water	\$ 48	95-100%	\$ 2	\$ 46	6
Total	\$ 3,271		\$1,019	\$ 2,252	
% of Total	100%		31%	69%	

*Includes 1% municipal assist factor and the portion of capital costs that benefits the existing population.

The details of each DCC program are included in Attachments 1 to 6.

Estimated DCC Rates

The recommended DCC program (Option 2) will result in an estimated increase of 4.9% in DCC rates that is in line with the general cost inflation adjustments, as summarized in Table 4 below.

Table 4: Comparison of 2025 Estimated DCC Rates and Current DCC Rates

Development Type	Unit	2025 DCC Rates (Estimated*)	Current DCC Rates (Bylaw No. 10577)	% Change
Single Family	per lot	\$ 66,913.79	\$63,767.14	4.9%
SSMUH	per unit	\$ 47,187.18	n/a**	-
Townhouse	per ft ²	\$ 35.46	\$ 33.79	4.9%
Apartment	per ft ²	\$ 37.55	\$ 35.79	4.9%
Commercial/Institutional	per ft ²	\$ 24.24	\$ 23.10	4.9%
Light Industrial	per ft ²	\$ 19.90	\$ 18.97	4.9%
Major Industrial	per acre	\$225,675.87	\$215,118.05	4.9%

*DCCs are applied to net new lots created through subdivision, net new residential units from SSMUH, or net new building floor area for industrial development

**new development type under Bill 44

Table 4 is intended to provide an estimate of the potential DCC rate impact to each development type based on the recommended DCC program. The final proposed DCC rates and unit of measurement may still be subject to change. Should Council endorse this report as the basis for public consultation, staff will obtain feedback from interested parties and the development industry in areas such as DCC administration and technical definitions (e.g. unit of measurement, building typology of each development type, etc.). Once the relevant feedback from the public has been obtained, staff will present a future staff report with the amendment DCC Imposition Bylaw for Council's consideration.

AMENITY COST CHARGES (ACC)

ACC is a new development-finance tool under Bill 46 that allows local governments to collect funds for growth-related amenities, such as community centres, recreational facilities, child care facilities, libraries, etc., that support livable, thriving and connected communities in areas of growth. Similar to DCC, ACC also uses a benefiter-pay framework where new developments will pay for the cost of amenities that serve the growing population.

The Province introduced ACC with an aim to improve fairness, transparency and predictability for both municipalities and developers and is intended to off-set the inability to use density bonusing within the minimum densities imposed by Bill 47 (TOA) and ad hoc negotiated Community Amenity Contributions (CAC) by moving to standardized contribution rates. The belief is that the development process can be streamlined if municipalities cannot negotiate amenity fees, while developers would have lower upfront costs, theoretically passing some savings to buyers and/or renters.

However, ACC reduces the flexibility for municipalities to tailor contributions to the unique circumstances of each project and community priorities. ACC is more rigid and will take longer to collect from all new developments. It could limit municipalities' ability to fund large or critical amenities and there may be less motivation for developers to provide additional amenities or enhancements beyond the required ACC. This may result in tax impacts as the City will need to fund the required municipal assist portion as well as all other associated growth-related costs that are not covered by ACC collected from developments.

The introduction of ACC does not represent an added cost to development overall, but rather a provincially mandated shift in how the funding is distributed and calculated compared to the existing density bonus and CAC framework. The City has traditionally not used ad hoc negotiated CACs, and has primarily relied on a well-established density bonusing framework within the Official Community Plan to achieve community amenities. The inability to use density bonusing within the minimum densities established by Bill 47 creates significant implications for how the City secures growth related amenities. ACC is an alternative development-financing tool that allows the City to collect from all new developments throughout the City to ensure that growth continues to pay for growth.

ACC Update Approaches and Assumptions

While ACC is distinct from DCC in its purpose and usage, the ACC framework is rooted in the foundational principles of the DCC framework in how assumptions are derived.

Unlike DCC, which has a longer 30-year planning horizon, staff at this time is proposing an interim introduction of an ACC program based on a 10-year planning period. As more information becomes available about the impact the housing legislation changes have on the funding of growth-related amenities, staff will monitor and review the ACC program on at least an annual basis to ensure that the City will continue to have the necessary tools to finance amenities required by growth.

Proposed ACC Program

The proposed ACC program is summarized in Table 5. The proposed ACC program will enable the City to collect ACC from new developments on a city-wide basis to fund community amenities that were previously funded through the CAC and density bonus programs.

Table 5: Proposed ACC Program Overview

Amenities	Total Capital Costs (Million)	Benefit Allocation to Growth	Municipal Portion* (Million)	ACC Recoverable (Million)
Library	\$ 86.1	100%	\$ 0.9	\$ 85.2
Community Centre	\$ 76.1	100%	\$ 0.8	\$ 75.3
Performing Arts Space	\$ 65.2	20%	\$ 52.3	\$ 12.9
Child Care Centres	\$ 22.7	100%	\$ 0.2	\$ 22.5
Total	\$ 250.1		\$ 54.2	\$ 195.9
% of Total	100%		22%	78%

*Includes 1% municipal assist factor and the portion of capital costs that benefits the existing population.

Additional details of the proposed ACC amenities can be found in Attachment 7.

Estimated ACC Rates

The proposed ACC program will require the establishment of an ACC Imposition Bylaw to allow the City to collect ACC funds from new developments on a city-wide basis. As shown in Table 6, Richmond's ACC rates (estimated) will be one of the lowest rates in the region.

Table 6: Municipal Comparison of ACC Rates

Development Type	Unit	Richmond (Estimated**)	D. North Van (Feb 2025)	Burnaby (Jul 2024)	Coquitlam (Jul 2025)
Single Family	per lot	\$21,962	\$41,368	\$26,963	\$21,205
SSMUH	per unit	\$12,079	\$37,221	\$18,874	\$21,205
Townhouse	per ft ²	\$12.25	\$28.63	\$14.52	\$21.31
Apartment	per ft ²	\$12.92	\$30.82	\$15.86	\$38.53
Commercial/ Institutional	per ft ²	\$4.68	\$1.73	\$5.64	-
Light Industrial	per ft ²	\$3.90	\$1.73	\$3.76	-
Major Industrial	per acre	\$ 3,555	-	-	-

**Table 6 is intended to provide an estimate of the potential ACC rate for each development type based on the proposed ACC program. The final proposed ACC rates and unit of measurement may still be subject to change. Should Council endorse this report as the basis for public consultation, staff will obtain feedback from interested parties and the development industry in areas such as ACC administration and technical definitions (e.g. unit of measurement, building typology of each development type, etc.). Once the relevant feedback from the public has been obtained, staff will present a future staff report with a proposed ACC Imposition Bylaw for Council's consideration.

See Attachment 8 for the combined DCC and ACC comparison charts with other municipalities.

Financial Feasibility Study

The LGA requires that local governments consider whether ACC will deter development or discourage the construction of reasonably priced housing. Although the legislation does not specify the type of analysis required, the ACC Best Practices Guide offers guidance and recommended approaches for local governments to assess the potential impact on development. One such approach is to conduct financial feasibility evaluations to ensure that ACC does not materially impact profit margins. Table 7 shows a modest impact to development when evaluating the estimated ACC rates as a percentage of average home sale price (as published by the Greater Vancouver Realtors).

Table 7: Estimated Residential ACC Payable as a Percentage of Average Home Sale Price

	Single Family	Townhouse	Apartment
June 2025 Home Sale Price	\$2,117,100	\$1,098,300	\$708,800
Estimated ACC Payable	\$21,962	\$15,925	\$10,982
As % of Home Sale Price	1.0%	1.4%	1.5%

DCC and ACC Waiver/Reduction

Under the LGA, local governments cannot impose ACC for inclusionary zoning units and developments that fall under prescribed affordable housing, including not-for-profit affordable rental units, supportive housing, cooperative housing and other publicly funded transition housing and emergency shelters. Beyond the statutory exemptions, local governments may, through adoption of a DCC or ACC Waiver or Reduction Bylaw, waive or reduce charges for certain eligible affordable housing developments.

Any DCC or ACC waived or reduced through a DCC or ACC Waiver or Reduction Bylaw will require alternative revenue sources to cover any shortfall in reserve funds to ensure the local government remains capable of funding planned infrastructure and amenities. To date, three site-specific DCC Waiver Bylaws for Affordable Housing under the Housing Priorities Grant Program have been introduced and given three readings by Council. The DCC waived under these bylaws will be paid by the Housing Accelerator Fund that the City received from the Canada Mortgage and Housing Corporation.

Among Metro Vancouver municipalities, Richmond continues to be a leader in addressing affordable housing issues. Through Council's strategic direction under the Affordable Housing Strategy, the City has partnered with B.C. Housing in enabling a number of affordable housing projects and contributing to these projects by using the City's Affordable Housing Reserve to pay for the DCC and certain development-related municipal fees. The City will continue to review opportunities and assess financial feasibility of such waiver or reduction programs in the future.

In-Stream Protection

The LGA includes provisions to protect development applications that are already in progress (“in-stream” or “precursor applications”) from new or updated charges. When a local government adopts an ACC Imposition Bylaw or an amended DCC Imposition Bylaw, the new charges do not apply to any development for which the local government has received a complete application for a building permit, subdivision, development permit or zoning bylaw amendment prior to the bylaw’s adoption.

In-stream and precursor applications are granted a 12-month exemption from the new rates as long as the applicant obtains their building permit within the 12-month period. Should Council endorse proceeding to public consultation, targeted consultation with all in-stream applicants will be undertaken as part of the consultation process.

NEXT STEPS

If Council endorses the recommended DCC and ACC programs, staff will undertake the necessary public consultation processes that include, but not limited to, posting the information on the City’s website and social media platforms, and the hosting of general and/or audience-specific information sessions, etc. Comments and feedback from interested parties such as the Urban Development Institute, NAIOP, Homebuilders Association (HAVAN), Economic Advisory Committee, individual developers, builders and general public will be received prior to staff presenting the DCC and ACC Imposition Bylaws for Council’s consideration.

Although public consultation for the DCC Imposition Bylaw amendment is not required by legislation, staff will continue to follow best practices in receiving feedback from the public prior to preparing the amendment DCC Imposition Bylaw for three readings by Council. After which, all supporting documentation will be sent to the Ministry for review and statutory approval. The approval process may take between two to four months for the Ministry to complete. Once inspector approval is obtained, the DCC Imposition Bylaw can be adopted by Council.

It is a requirement under the ACC legislation to conduct public consultation prior to the adoption of the ACC Imposition Bylaw. In conjunction with the DCC consultation sessions above, staff will receive feedback from the public prior to preparing an ACC Imposition Bylaw to Council for approval and adoption. No inspector approval is required.

Financial Impact

None.

Conclusion

The recommended DCC rate update and the proposed ACC rate establishment will allow the City to continue to effectively use the available development-financing tools to ensure that the capital costs directly attributed to growth will continue to be fairly and equitably allocated to and paid for by growth. If endorsed by Council, staff will use this report as the basis for consultation with the public and affected persons, public authorities and the development community prior to introducing the respective bylaws for Council's consideration.



Venus Ngan, CPA, CA
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- Att. 1: Proposed Roads DCC Program
- 2: Proposed Drainage DCC Program
- 3: Proposed Park Acquisition DCC Program
- 4: Proposed Park Development DCC Program
- 5: Proposed Sanitary DCC Program
- 6: Proposed Water DCC Program
- 7: Proposed ACC Program
- 8: DCC and ACC Comparison Charts By Development Type

PROPOSED ROADS DCC PROGRAM

Purpose of Program

The Roads DCC Program provides a dedicated source of funding for upgrading or constructing new transportation infrastructure. This includes construction of new road extensions, road widening, traffic signals, sidewalks, pathways, crosswalks, cycling and rolling (active transportation) infrastructure, transit-related road infrastructure and traffic safety upgrades.

Overview of Proposed Program Changes

	Roads DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 665	115
Less: Completed Projects	\$ 33	15
Less: Deleted/Deferred Projects	\$ 8	2
Add: Inflationary Adjustment	\$ 48	98
Add: New / Enhanced Existing Projects	\$ 26	8
2025 Proposed DCC Program	\$ 698	106

Overview of Proposed Program

In correspondence with the goals and objectives of the Official Community Plan, these projects focus on accommodating and encouraging sustainable transportation.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Complete Streets	New/upgrade existing roads to accommodate all travel modes	65%
Sustainable Transportation	Active transportation, pedestrian and transit infrastructure	16%
Road Safety	Arterial road crosswalks, major intersection improvements, neighbourhood traffic safety improvements, and traffic signals	17%
Others	Project partnership funding, Transportation modelling	2%
Total Proposed DCC Program		100%

Proposed Roads DCC Projects

See Attachment 1.1 for complete details of the proposed Roads DCC projects.

DETAILS OF PROPOSED ROADS DCC PROGRAM

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
Gen-01	Traffic Signal Installation Program	various locations	\$ 29,979,362
Gen-02	Cycling Infrastructure Improvement Program	various locations	\$ 8,993,469
Gen-03	Sidewalk, annual program	various locations (non-development frontage)	\$ 5,995,646
Gen-04	Transit Plan Infrastructure Improvements	various locations	\$ 5,995,646
Gen-05	Neighbourhood Traffic Calming Program	various locations	\$ 4,796,517
Gen-06	Arterial Road Crosswalk Improvement Program	various locations	\$ 8,993,469
Gen-07	Minor Traffic Safety Improvements	various locations	\$ 1,199,129
Gen-08	Project Partnership Funding	various locations	\$ 11,991,292
Gen-09	Major Intersection Improvements	various locations	\$ 29,979,362
Gen-10	Transportation Modelling	various locations	\$ 2,398,258
CW- 55	Roadworks - Off Street bike way	Alderbridge Way	\$ 113,125
CC-1	Roadworks - Urban Greenway including sidewalk and boulevard	Alderbridge Way	\$ 7,383,695
CC-2	Roadworks - Sidewalk Improvements	Alderbridge Way	\$ 682,146
CC-3	Roadworks - Widen to 4 lanes	Beckwith Street	\$ 8,598,037
CC-4	Roadworks - Widen to 4 lanes	Beckwith Street	\$ 3,443,537
CW- 03	Roadworks - Collector, Commercial Cross-section	Blundell Road	\$ 12,748,731
CW-05	Roadworks - Arterial, Undivided, Widening	Bridgeport Road	\$ 2,757,997
CC-5	Roadworks - Extension of Major Street, with Cycling	Brown Road	\$ 14,166,908
CC-7	Roadworks - Widen, Add cycling Lanes, new sidewalk	Brown Road	\$ 15,289,264
CC-6	Roadworks - Extension of Major Street, with Cycling	Brown Road	\$ 10,636,364
CC-8	Roadworks - Widen, Add cycling Lanes, new sidewalk	Browngate Road	\$ 5,692,411
CW- 06	Roadworks - Local, Residential Cross-section	Browngate Road	\$ 253,401
CC-9	Roadworks - New Major Street Segment with Cycling	Browngate Road	\$ 20,554,511
CC-10	Roadworks - Urban Greenway including sidewalk and boulevard	Cambie Road	\$ 1,158,404
CC-11	Roadworks - Major street with median in new corridor	Cambie Road	\$ 7,845,921
CC-12	Roadworks - Widen, Add cycling Lanes, new sidewalk	Capstan Way	\$ 24,546,046
CW- 07	Roadworks - Sidewalk Installation	Cedarbridge Way - Sidewalk	\$ 703,640
CCS- 2	Traffic Signal - Upgrade	Various locations in City Centre	\$ 8,116,747
CCS- 1	Traffic Signal - New	Various locations in City Centre	\$ 18,411,159
CCS- 3	Traffic Signal - add 4th leg	Various locations in City Centre	\$ 2,276,649
CC-13	Roadworks - Cycling Lanes	Cook Road	\$ 4,655,110
CC-14	Roadworks - Extension of Major Street, with Cycling	Cooney Road	\$ 42,250,935
CC-15	Roadworks - Cycling Lanes	Cooney Road	\$ 3,849,657
CW-08	Roadworks - Local, Residential Cross-section Construction	Corvette Way	\$ 1,291,892

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW-09	Roadworks - Overpass Structure	No. 2 Road	\$ 359,739
CW-10	Roadworks - Collector, Residential, Cross-section Construction	Ferndale Road	\$ 869,934
CW-11	Roadworks - Arterial, Undivided, Widening	Francis Road	\$ 2,514,778
CW-12	Roadworks - Local, Commercial/Industrial, Construction	Fraserwood Way	\$ 10,805,738
CW-13	Roadworks - Sidewalk Installation	Garden City Road	\$ 211,544
CC-16	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Alderbridge and Westminster	Garden City Road	\$ 359,739
CW-52	Roadworks - Left turn bay	Garden City Road	\$ 387,643
CC-18	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Sea Island and Cambie	Garden City Road	\$ 359,739
CW-14	Roadworks - Arterial, Divided, Widening	Garden City Road	\$ 4,041,971
CC-17	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Westminster and Granville	Garden City Road	\$ 359,739
CC-23	Roadworks, - Widen to 4 lanes, Upgrade Cycling, Urban Greenway	Gilbert Road	\$ 8,873,324
CW-15	Roadworks - Arterial, Undivided (widening)	Granville Avenue	\$ 3,720,694
CC-24	Roadworks - Urban Greenway including sidewalk and boulevard	Granville Avenue	\$ 4,091,746
CC-25	Roadworks - Urban Greenway	Great Canadian Way	\$ 108,600
CW-18	Roadworks - Collector, Commercial	Hazelbridge Way	\$ 151,588
CC-26	Roadworks - Extend Minor Street - Commercial	Hazelbridge Way	\$ 1,626,743
CW- 19	Roadworks - Bike Lane	Jacombs Road	\$ 97,288
CW- 21	Roadworks - New Local, Commercial/Industrial, Construction	Knox Way	\$ 13,605,592
CW- 22	Roadworks - Local, Commercial, Widening	Kwantlen Street	\$ 6,450,017
CC-27	Roadworks - Cycling, Urban Greenway	Lansdowne Road	\$ 12,175,518
CC-28	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Road	\$ 20,357,782
CC-29	Roadworks - Cycling, Urban Greenway	Lansdowne Road	\$ 7,798,897
CC-30	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Road	\$ 8,307,341
CC-31	Roadworks - Widen, new sidewalk, Bicycle Friendly Street (Shared Lane)	Leslie Road	\$ 4,802,447
CC-32	Roadworks - Realign and upgrade, Bicycle Friendly Street (Shared lane)	Leslie Road	\$ 2,528,230
CC-33	Roadworks - Sidewalk Improvements, Bicycle Friendly Street	Leslie Road	\$ 815,634
CC-34	Roadworks - Widen, new sidewalk, Bicycle Friendly Street (Shared Lane)	Leslie Road	\$ 8,206,148
CC-37	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Minoru Blvd	\$ 21,908,092
CC-38	Roadworks - Sidewalk Improvements	Minoru Blvd	\$ 979,666
CC-39	Roadworks - Cycling, Urban Greenway	Minoru Blvd	\$ 1,876,750
CW- 24	Roadworks - New Local, Commercial/Industrial, Construction	Mitchell Road	\$ 4,874,573
NSC-5	Neighbourhood Centre Active Transportation Improvements	various locations	\$ 2,885,829
NSC-7	Neighbourhood Centre Active Transportation Improvements	Cambie Road	\$ 5,355,356
CW- 25	Roadworks - Arterial, Undivided, Widening	Nelson Road	\$ 4,073,630

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW- 27	Roadworks - Minor Arterial, Commercial, Widening	No. 5 Road	\$ 2,676,547
CW- 28	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 5,913,065
CW- 29	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 1,798,694
CW- 30	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 3,431,093
CC-40	Roadworks - Realign and upgrade, Urban Greenway including sidewalk and boulevard, west side (include future widening for raised bikelane on west side)	No. 3 Road	\$ 1,354,111
CC-41	Roadworks - Urban Greenway including sidewalk and boulevard, west side	No. 3 Road	\$ 326,932
CC-42	Roadworks - Realign and upgrade, Urban Greenway including sidewalk and boulevard, west side (include future widening for raised bikelane on west side)	No. 3 Road	\$ 6,312,425
CC-43	Roadworks - Realign and upgrade (Future widening/realignment)	No. 3 Road	\$ 4,047,070
CC-44	Roadworks - Urban Greenway including sidewalk and boulevard, west side	No. 3 Road	\$ 2,329,252
CC-45	Roadworks - Realign and upgrade to major street with cycling	Odlin Road	\$ 16,541,980
CC-46	Roadworks - Realign and upgrade to major street with cycling	Odlin Road	\$ 4,189,613
CC-48	Roadworks - Major street with median in new corridor	River Parkway	\$ 18,814,939
CC-49	Roadworks - Road extension to interim standards	River Parkway	\$ 4,950,368
CC-50	Roadworks - Major street with median in new corridor	River Parkway	\$ 7,530,758
CC-53	Roadworks - Widen to 4 lanes, cycling, median	River Parkway	\$ 5,285,219
CW-32	Land Acquisition (CP Road)	River Parkway	\$ 2,226,290
CW-34	Roadworks - Local, Commercial/Industrial, Construction	Savage Road	\$ 1,890,325
CC-54	Roadworks - Widen to 4 lanes, Shared Cycling	Sexsmith Road	\$ 1,497,780
CC-55	Roadworks - Extension of Major Street, with Cycling	Sexsmith Road	\$ 1,576,968
CC-56	Roadworks - Widen, Add cycling Lanes, new sidewalk	Sexsmith Road	\$ 12,080,269
CW-35	Roadworks - Arterial, Undivided, Widening	Shell Road	\$ 15,465,373
CW-36	Roadworks - Arterial, Undivided, Widening	Shell Road	\$ 6,491,135
CW-37	Roadworks - Arterial, Undivided, Widening - (cycling network upgrade)	Shell Road	\$ 218,332
CW-38	Roadworks - Arterial, Undivided, Widening	Shell Road (west)	\$ 7,874,659
CC-57	Roadworks - Extend Minor Street - Residential	Sorenson Crescent	\$ 730,790
CW-39	Roadworks - Local, Residential Cross-section Construction	Sills Avenue, Turnill Street, Keefer Avenue, Lechow Street	\$ 11,029,805
CW-40	Roadworks - Arterial, Rural Undivided, Widening	Steveston Hwy	\$ 10,052,323
CW-41	Roadworks - Local, Commercial/Industrial, Construction to new Cross-section	Triangle Road	\$ 5,415,313
CW-42	Roadworks - Collector, Commercial, Construction to Cross-section	Viking Way	\$ 1,898,244
CW-43	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,507,002

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW-44	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,109,931
CW-45	Roadworks - Arterial, Divided, Widening	Westminster Highway	\$ 3,047,598
CW-46	Roadworks - Arterial, Undivided, Widening	Westminster Highway	\$ 12,292,206
CW-47	Roadworks - Arterial, Undivided, Widening	Westminster Highway	\$ 2,425,409
CC-60	Roadworks - Urban Greenway including sidewalk and boulevard	Westminster Highway	\$ 3,246,699
CC-61	Roadworks - Ped/cyc crossing enhancements, on Westminster, between No. 3 and Garden City	Westminster Highway	\$ 359,739
CC-62	Roadworks - Urban Greenway including sidewalk and boulevard	Westminster Highway	\$ 2,649,397
CW-48	Roadworks - New Local, to Residential Cross-section Construction.	Willet Avenue	\$ 2,091,689
Total Proposed DCC Program			\$ 698,369,834

PROPOSED DRAINAGE DCC PROGRAM

Purpose of Program

The Drainage (Flood Protection) DCC Program provides a dedicated source of funding for upgrading existing infrastructure as well as installing new infrastructure to support growth. The drainage and diking systems manage storm water runoff and provide protection against flooding. As the City's population and population density increase, the significance of the City's flood protection increases. In addition, the increased impervious land area associated with densification through redevelopment increases the amount of surface runoff into the drainage system. As such, more robust flood protection infrastructure with increased capacity is required.

Overview of Proposed Program Changes

	Drainage DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 550	379
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	-	-
Add: Inflationary Adjustment	\$ 27	379
Add: New / Enhanced Existing Projects	-	-
2025 Proposed DCC Program	\$ 577	379

Overview of Proposed Program

The Drainage DCC Program aligns with the City's 2041 Official Community Plan objectives to:

- Improve drainage systems and flood protection measures.
- Enhance community resilience against storm water and flood risks.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Drainage Pipes	Installation or upgrade of pipes	68%
Dikes	Installation or upgrade of dikes	30%
Pump Stations	Installation or upgrade of pump systems	2%
Total Proposed DCC Program		100%

Proposed Drainage DCC Projects

See Attachment 2.1 for complete details of the proposed Drainage DCC projects.

DETAILS OF PROPOSED DRAINAGE DCC PROGRAM

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Box Culvert	Francis Road	\$ 7,360,720
Pump Station	No. 1 Road North Drainage Pump Station	\$ 1,435,601
Box Culvert	No. 1 Road	\$ 12,020,056
Box Culvert	McCallan Road	\$ 7,507,805
Box Culvert	Francis Road	\$ 5,998,987
Drainage Main	Lynas Lane	\$ 212,893
Drainage Main	Granville	\$ 266,826
Box Culvert	Steveston Highway	\$ 9,349,522
Box Culvert	Railway Avenue and Moncton Street	\$ 38,108,070
Box Culvert	Gilbert Road (including connections to parallel system at Gilhurst Gate and Gainsborough Drive)	\$ 67,342,830
Box Culvert	Williams Road	\$ 3,866,736
Box Culvert	No. 2 Road	\$ 6,543,994
Box Culvert	No. 2 Road	\$ 1,958,022
Box Culvert	No. 2 Road	\$ 2,906,810
Box Culvert	Railway Avenue	\$ 84,996
Drainage Main	Garry Street	\$ 171,800
Drainage Main	Garry Street	\$ 138,645
Box Culvert	Steveston Highway	\$ 4,215,887
Box Culvert	South of Williams Road	\$ 5,468,054
Box Culvert	Steveston Highway Culvert	\$ 5,852,616
Drainage Main	Shell Road Canal	\$ 363,794
Drainage Main	Williams Road - south side	\$ 36,059
Drainage Main	Railway Avenue	\$ 1,262,993
Drainage Main	Blundell Road	\$ 62,370
Drainage Main	Housman Street	\$ 42,230
Pump Station	No. 2 Road South Drainage Pump Station	\$ 1,143,450
Drainage Main	Constable Gate	\$ 43,919
Pump Station	Gilbert Road South Drainage Pump Station	\$ 1,429,313
Drainage Main	Ransford Gate	\$ 4,015
Drainage Main	4th Avenue	\$ 4,257
Drainage Main	Fortune Avenue	\$ 8,718
Drainage Main	Fortune Avenue	\$ 13,411
Drainage Main	Bonavista Drive	\$ 15,927
Drainage Main	Fortune Avenue	\$ 17,781
Drainage Main	Fortune Avenue	\$ 15,234
Drainage Main	Bonavista Drive	\$ 18,802
Drainage Main	Bonavista Drive	\$ 25,428
Drainage Main	Azure Road	\$ 22,898
Drainage Main	Azure Road	\$ 23,531
Drainage Main	Minoru Boulevard	\$ 24,190
Drainage Main	Azure Road	\$ 25,463
Drainage Main	Azure Road	\$ 28,420
Drainage Main	River Road	\$ 43,621
Drainage Main	River Road	\$ 45,056
Drainage Main	River Road	\$ 47,982
Drainage Main	Blundell Road	\$ 49,394
Drainage Main	Blundell Road	\$ 53,263
Drainage Main	Blundell Road	\$ 50,028
Drainage Main	Azure Road	\$ 51,765
Drainage Main	Azure Road	\$ 51,969

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Azure Road	\$ 51,972
Drainage Main	Azure Road	\$ 64,879
Drainage Main	Minoru Boulevard	\$ 81,581
Drainage Main	Blundell Road	\$ 79,245
Drainage Main	Azure Road	\$ 91,841
Drainage Main	Azure Road	\$ 102,603
Drainage Main	Garden City Road	\$ 1,137
Drainage Main	Amethyst Avenue	\$ 1,321
Drainage Main	No. 4 Road	\$ 1,353
Drainage Main	Tweedsmuir Avenue	\$ 2,283
Drainage Main	Dixon Avenue	\$ 3,172
Drainage Main	Bakerview Drive	\$ 3,498
Drainage Main	Steveston Highway	\$ 3,655
Drainage Main	Greenless Road	\$ 3,747
Drainage Main	Steveston Highway	\$ 3,812
Drainage Main	Ash Street	\$ 3,904
Drainage Main	Francis Road	\$ 4,346
Drainage Main	Bakerview Drive	\$ 5,288
Drainage Main	Bakerview Drive	\$ 5,288
Drainage Main	Francis Road	\$ 5,770
Drainage Main	Dolphin Avenue	\$ 5,866
Drainage Main	Saunders Road	\$ 6,003
Drainage Main	No. 4 Road	\$ 6,018
Drainage Main	Williams Road	\$ 6,035
Drainage Main	Francis Road	\$ 8,088
Drainage Main	Amethyst Avenue	\$ 8,208
Drainage Main	Rosehill Drive	\$ 8,219
Drainage Main	Francis Road	\$ 10,711
Drainage Main	Bakerview Drive	\$ 10,580
Drainage Main	Saunders Road	\$ 11,542
Drainage Main	Saunders Road	\$ 11,491
Drainage Main	Greenfield Drive	\$ 12,451
Drainage Main	Wagner Drive	\$ 12,928
Drainage Main	Francis Road	\$ 12,984
Drainage Main	Goldstream Drive	\$ 13,025
Drainage Main	Tweedsmuir Avenue	\$ 12,381
Drainage Main	Dixon Avenue	\$ 14,594
Drainage Main	Tweedsmuir Avenue	\$ 13,700
Drainage Main	Greenless Road	\$ 13,781
Drainage Main	Rosehill Drive	\$ 13,931
Drainage Main	Williams Road	\$ 16,403
Drainage Main	Goldstream Drive	\$ 16,737
Drainage Main	Francis Road	\$ 16,819
Drainage Main	Amethyst Avenue	\$ 16,967
Drainage Main	Williams Road	\$ 17,726
Drainage Main	Ash Street	\$ 17,505
Drainage Main	Steveston Highway	\$ 17,776
Drainage Main	Francis Road	\$ 17,813
Drainage Main	Steveston Highway	\$ 18,050
Drainage Main	Francis Road	\$ 19,746
Drainage Main	Steveston Highway	\$ 18,342
Drainage Main	Steveston Highway	\$ 18,645
Drainage Main	Steveston Highway	\$ 19,067

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Ryan Road	\$ 20,683
Drainage Main	Ash Street	\$ 19,104
Drainage Main	Steveston Highway	\$ 19,552
Drainage Main	St Albans Road	\$ 21,641
Drainage Main	Dolphin Avenue	\$ 22,027
Drainage Main	Francis Road	\$ 22,994
Drainage Main	Heather Street	\$ 23,454
Drainage Main	Glenallan Gate	\$ 23,538
Drainage Main	Williams Road	\$ 23,661
Drainage Main	St Albans Road	\$ 24,279
Drainage Main	Bakerview Drive	\$ 25,118
Drainage Main	Rosewell Avenue	\$ 27,361
Drainage Main	St Albans Road	\$ 23,400
Drainage Main	Dolphin Avenue	\$ 28,414
Drainage Main	Francis Road	\$ 28,564
Drainage Main	Williams Road	\$ 29,466
Drainage Main	Dolphin Avenue	\$ 29,668
Drainage Main	Ryan Road	\$ 30,414
Drainage Main	Francis Road	\$ 31,354
Drainage Main	Williams Road	\$ 2,236
Drainage Main	No. 5 Road	\$ 2,767
Drainage Main	Steveston Highway	\$ 4,200
Drainage Main	Williams Road	\$ 4,206
Drainage Main	No. 5 Road	\$ 4,615
Drainage Main	Williams Road	\$ 5,478
Drainage Main	Shell Road	\$ 6,059
Drainage Main	Coppersmith Way	\$ 7,022
Drainage Main	Steveston Highway	\$ 8,580
Drainage Main	No. 5 Road	\$ 6,217
Drainage Main	Shell Road	\$ 10,286
Drainage Main	Steveston Highway	\$ 10,313
Drainage Main	Williams Road	\$ 9,649
Drainage Main	Williams Road	\$ 9,701
Drainage Main	Horseshoe Way	\$ 12,885
Drainage Main	Steveston Highway	\$ 14,445
Drainage Main	Williams Road	\$ 16,263
Drainage Main	Shell Road	\$ 16,684
Drainage Main	Steveston Highway	\$ 16,709
Drainage Main	No. 5 Road	\$ 18,509
Drainage Main	Williams Road	\$ 18,796
Drainage Main	Steveston Highway	\$ 18,958
Drainage Main	Williams Road	\$ 21,851
Drainage Main	Seacote Road	\$ 20,412
Drainage Main	Horseshoe Way	\$ 24,752
Drainage Main	Williams Road	\$ 21,570
Drainage Main	No. 5 Road	\$ 22,672
Drainage Main	No. 5 Road	\$ 23,427
Drainage Main	Horseshoe Way	\$ 27,965
Drainage Main	Horseshoe Way	\$ 27,965
Drainage Main	Horseshoe Place	\$ 31,429
Drainage Main	No. 5 Road	\$ 27,538
Drainage Main	Horseshoe Way	\$ 33,847
Drainage Main	Horseshoe Way	\$ 27,077

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Horseshoe Way	\$ 34,192
Drainage Main	No. 5 Road	\$ 29,932
Drainage Main	Seacote Road	\$ 27,630
Drainage Main	No. 5 Road	\$ 5,298
Drainage Main	Williams Road	\$ 29,768
Drainage Main	King Road	\$ 41,221
Drainage Main	Williams Road	\$ 28,299
Drainage Main	Williams Road	\$ 28,302
Drainage Main	King Road	\$ 30,721
Drainage Main	Albion Road	\$ 32,702
Drainage Main	Albion Road	\$ 30,186
Drainage Main	Coppersmith Way	\$ 32,750
Drainage Main	Horseshoe Way	\$ 33,001
Drainage Main	Coppersmith Way	\$ 30,984
Drainage Main	Dixon Avenue	\$ 31,964
Drainage Main	Dolphin Avenue	\$ 33,056
Drainage Main	Dixon Avenue	\$ 45,061
Drainage Main	Glendower Gate	\$ 90,304
Drainage Main	Dolphin Avenue	\$ 110,493
Drainage Main	Dixon Avenue	\$ 163,851
Drainage Main	Williams Road	\$ 11,559
Drainage Main	King Road	\$ 15,030
Drainage Main	Shell Road	\$ 19,649
Drainage Main	Steveston Highway	\$ 59,140
Drainage Main	Shell Road	\$ 117,334
Drainage Main	Sealord Road	\$ 110,471
Drainage Main	King Road	\$ 243,594
Drainage Main	ROW between 7400 Minoru Boulevard and 7500 Minoru Boulevard (going east)	\$ 111,472
Drainage Main	Ackroyd Road - south side	\$ 253,786
Drainage Main	Ackroyd Road - north side	\$ 195,300
Drainage Main	Ackroyd Road - south side	\$ 74,922
Drainage Main	Ackroyd Road - south side	\$ 174,718
Drainage Main	Ackroyd Road - north side	\$ 269,111
Drainage Main	Blundell Road - north side	\$ 706,610
Drainage Main	Blundell Road - north side	\$ 328,300
Drainage Main	Blundell Road	\$ 197,003
Drainage Main	Bridge Street - west side	\$ 120,378
Drainage Main	Cooney Road	\$ 151,768
Drainage Main	Cooney Road (east side) & Westminster Highway (south side) (twin ex. box culvert)	\$ 529,060
Drainage Main	Gilbert Road - ROW approx. 185m north of Blundell Road	\$ 41,029
Drainage Main	Garden City Road - east side	\$ 13,921
Drainage Main	General Currie Road - south side	\$ 11,019
Drainage Main	Elmbridge Way	\$ 80,696
Drainage Main	Elmbridge Way	\$ 167,623
Drainage Main	Gilbert Road North PS outfall	\$ 31,094
Drainage Main	Granville Avenue - south side	\$ 159,909
Drainage Main	Granville Avenue - additional new pipe	\$ 134,296
Drainage Main	Granville Avenue - south side	\$ 388,952
Drainage Main	Granville Avenue - south side	\$ 1,565,969
Drainage Main	Heather Street	\$ 138,681
Drainage Main	Heather Street	\$ 52,789

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Lansdowne Road & ROW - additional new pipe	\$ 1,222,436
Drainage Main	Minoru Boulevard	\$ 524,488
Drainage Main	Minoru Boulevard - replace and new segment	\$ 114,011
Drainage Main	Minoru Boulevard at Acheson Road	\$ 4,496
Drainage Main	Minoru Boulevard	\$ 28,684
Drainage Main	Minoru Boulevard	\$ 70,136
Drainage Main	Minoru Boulevard	\$ 44,380
Drainage Main	No. 3 Road - west side	\$ 170,276
Drainage Main	No. 3 Road - additional new pipe	\$ 1,811,740
Drainage Main	Westminster Highway - north side	\$ 198,100
Drainage Main	Park Road - north side	\$ 117,219
Drainage Main	Pimliko Way/Citation Drive	\$ 182,030
Drainage Main	Railway ROW near Browngate Road ROW and No. 3 Road	\$ 65,606
Drainage Main	River Road - south side	\$ 53,736
Drainage Main	River Road	\$ 3,048
Drainage Main	River Road	\$ 20,341
Drainage Main	River Road	\$ 215,103
Drainage Main	River Road	\$ 359,147
Drainage Main	River Road	\$ 48,640
Drainage Main	Sexsmith Road near Sea Island Way - connect East to West drainage system, additional new pipe	\$ 11,179
Drainage Main	Westminster Highway - additional new pipe	\$ 286,323
Drainage Main	Garden City Road - west side	\$ 16,570
Drainage Main	Garden City Road - west side	\$ 66,181
Drainage Main	Garden City Road - west side	\$ 192,000
Drainage Main	St. Albans Road - west side	\$ 83,319
Drainage Main	Acheson Road - south side	\$ 429,054
Drainage Main	Acheson Road - north side	\$ 35,863
Drainage Main	Acheson Road - north side (existing culverts only)	\$ 103,378
Drainage Main	Acheson Road - north side	\$ 70,790
Drainage Main	Alderbridge Way	\$ 24,324
Drainage Main	Anderson Road	\$ 61,902
Drainage Main	Ash Street	\$ 136,045
Drainage Main	Ash Street	\$ 262,214
Drainage Main	Ash Street	\$ 140,462
Drainage Main	Ash Street	\$ 377,806
Drainage Main	Ash Street - west side	\$ 45,062
Drainage Main	Heather Street - west side	\$ 25,104
Drainage Main	Bridge Street - west side	\$ 545,738
Drainage Main	Sills Avenue	\$ 152,339
Drainage Main	Bridge Street - east side	\$ 662,162
Drainage Main	General Currie Road - north side	\$ 8,446
Drainage Main	Buswell Street	\$ 190,229
Drainage Main	Cambie Road PS outfall	\$ 76,403
Drainage Main	Cooney Road	\$ 292,827
Drainage Main	Gilbert Road - ROW at rear	\$ 65,177
Drainage Main	Keefer Avenue	\$ 108,524
Drainage Main	Garden City Road	\$ 869,360
Drainage Main	Garden City Road	\$ 498,492
Drainage Main	Garden City Road	\$ 8,576
Drainage Main	Garden City Road	\$ 192,918
Drainage Main	General Currie Road	\$ 335,979
Drainage Main	General Currie Road	\$ 261,694

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	General Currie Road	\$ 338,513
Drainage Main	Granville Avenue	\$ 105,717
Drainage Main	Granville Avenue	\$ 5,769
Drainage Main	Granville Avenue	\$ 9,356
Drainage Main	Abercrombie Drive	\$ 91,086
Drainage Main	Minoru Boulevard	\$ 165,709
Drainage Main	Granville Avenue - north side	\$ 513,643
Drainage Main	Granville Avenue - north side	\$ 161,382
Drainage Main	Bennett Road - north side	\$ 1,214,188
Drainage Main	Bennett Road - north side	\$ 208,862
Drainage Main	General Currie Road - north side	\$ 175,883
Drainage Main	General Currie Road - north side	\$ 304,054
Drainage Main	General Currie Road - north side	\$ 189,605
Drainage Main	General Currie Road - north side	\$ 77,703
Drainage Main	Westminster Highway - north side	\$ 13,410
Drainage Main	Westminster Highway - north side	\$ 10,473
Drainage Main	Granville Avenue - south side	\$ 318,399
Drainage Main	Granville Avenue - south side	\$ 296,258
Drainage Main	Bennett Road - south side	\$ 1,191,891
Drainage Main	Bennett Road - south side	\$ 138,072
Drainage Main	Bennett Road - south side	\$ 289,241
Drainage Main	General Currie Road - south side	\$ 238,877
Drainage Main	General Currie Road - south side	\$ 595,945
Drainage Main	Jones Road - south side	\$ 120,972
Drainage Main	Jones Road - south side	\$ 355,509
Drainage Main	Blundell Road	\$ 511,754
Drainage Modelling	General	\$ 779,625
Pump Station	Cambie Road West Drainage Pump Station	\$ 1,429,313
Drainage Main	Cambie Road West of Garden City Road - south side	\$ 53,794
Drainage Main	Dallyn Road	\$ 9,270
Drainage Main	Dallyn Road	\$ 345,323
Drainage Main	Danforth Drive	\$ 40,790
Drainage Main	River Road	\$ 206,112
Drainage Main	St Edwards Drive	\$ 111,245
Drainage Main	Bridgeport Road North Side	\$ 194,293
Drainage Main	No. 5 Road	\$ 528,414
Drainage Main	Bathgate Way	\$ 265,675
Drainage Main	River Road	\$ 162,850
Drainage Main	Bath Slough	\$ 183,358
Drainage Main	Vulcan Way	\$ 560,474
Drainage Main	Bridgeport Road	\$ 239,177
Drainage Main	Viking Way (with new connection)	\$ 133,649
Pump Station	No. 6 Road North Drainage Pump Station	\$ 1,429,313
Drainage Main	Burrows Road	\$ 311,950
Drainage Main	Bargen Drive	\$ 206,081
Drainage Main	No. 5 Road (New Connection)	\$ 25,338
Box Culvert	Blundell Road	\$ 17,588,091
Box Culvert	Francis Road	\$ 408,628
Box Culvert	Mccallan Road	\$ 13,015,187
Box Culvert	No. 3 Road	\$ 28,496,963
Box Culvert	Cambie Road	\$ 23,787,160
Box Culvert	Gilbert Road	\$ 11,926,155
Box Culvert	Granville Avenue - north side	\$ 7,119,079

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Box Culvert	Cambie Road - south side	\$ 2,456,470
Box Culvert	Cambie Road - south side	\$ 4,285,631
Box Culvert	Cambie Road	\$ 8,401,708
Box Culvert	Shell Road	\$ 742,842
Box Culvert	Shell Road	\$ 2,849,592
Box Culvert	Cambie Road	\$ 10,025,212
Box Culvert	Bird Road	\$ 13,067,951
Box Culvert	Bath Slough	\$ 1,400,440
Box Culvert	Bath Slough	\$ 897,094
Box Culvert	Bath Slough	\$ 893,034
Box Culvert	Bath Slough	\$ 1,311,137
Box Culvert	No. 6 Road North	\$ 22,923,145
Box Culvert	Bridgeport Road - south side and cross over to north at Viking Way	\$ 9,468,255
Pump Station	No. 3 Road South Drainage Pump Station	\$ 2,858,625
Dike	South Dike – No. 4 Road to No. 5 Road	\$ 1,975,050
Dike	North Dike - Lynas Lane to No. 2 Road	\$ 1,195,425
Dike	South Dike - Fraserwood Way to Queens Road	\$ 3,352,388
Dike	South Dike - Graybar Road to Fraserwood Way	\$ 3,014,550
Dike	South Dike - Port of Vancouver to Nelson Road	\$ 1,533,263
Dike	South Dike – No. 7 Road to Port of Vancouver	\$ 2,494,800
Dike	South Dike - VAFFC to No. 7 Road	\$ 2,390,850
Dike	South Dike - Riverport Way Park	\$ 1,013,513
Dike	South Dike – No. 2 Road to Gilbert Road	\$ 4,443,863
Dike	Terra Nova West	\$ 1,961,017
Dike	Terra Nova North	\$ 2,601,349
Dike	North Dike – No. 1 Road to McCallan Road Pump Station	\$ 3,241,681
Dike	North Dike - McCallan Road Pump Station to Lynas Lane	\$ 1,600,830
Dike	North Dike - Queens Road to Tree Island Steel	\$ 4,521,825
Dike	South Dike - 7500 No. 9 Road, 20455 Dyke Road, PID 004-101-235 and 6831 Graybar Road	\$ 3,041,577
Dike	7850 River Road to Capstan Way	\$ 1,240,643
Dike	South Dike - Rice Mill Road (Canadian Fishing Company)	\$ 1,351,350
Dike	12280 No. 5 Road and 12800 Rice Mill Road	\$ 4,842,511
Dike	South Dike - 13911 Garden City Road (Crown Packaging)	\$ 935,550
Dike	7780 River Road to 7840 River Road	\$ 800,415
Dike	Duck Island	\$ 4,002,075
Dike	3500 Cessna Drive	\$ 1,000,519
Dike	8211 River Road (between Moray Channel Bridge and Sea Island Connector)	\$ 340,176
Dike	South Dike - Queens Road to Boundary Road	\$ 6,211,013
Dike	South Dike - Finn Slough	\$ 4,911,638
Dike	Steveston Island Phase 1	\$ 4,402,283
Dike	North Dike - Shell Road to Bath Slough Drainage Pump Station	\$ 3,841,992
Dike	North Dike - Bath Slough Drainage Pump Station to Knight Street	\$ 3,761,951
Dike	North Dike - Knight Street to No. 6 Road	\$ 2,401,245
Dike	West Dike - Garry Point Park to Steveston Highway	\$ 4,242,200
Dike	West Dike - Steveston Highway to Williams Road	\$ 3,241,681
Dike	West Dike - Williams Road to Francis Road	\$ 3,241,681
Dike	West Dike - Francis Road to Blundell Road	\$ 3,321,722
Dike	West Dike - Blundell Road to Granville Avenue	\$ 3,321,722

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Dike	West Dike - Granville Avenue to Westminster Highway	\$ 3,241,681
Dike	North Dike - River Road to No 1 Road	\$ 2,921,515
Dike	Sea Island	\$ 1,689,188
Dike	North Dike - Dinsmore Bridge to Cambie Road Drainage Pump Station	\$ 4,082,117
Dike	3399 Corvette Way to Morray Channel Bridge	\$ 600,311
Dike	Oak Street Bridge	\$ 1,320,685
Dike	North Dike – No. 6 Road to No. 7 Road	\$ 8,913,713
Dike	North Dike – No. 7 Road to No. 8 Road	\$ 9,303,525
Dike	North Dike – No. 8 Road to 19500 River Road	\$ 8,419,950
Dike	North Dike - 19500 River Road to CN Rail Trestle Bridge	\$ 8,731,800
Dike	North Dike - CN Rail Trestle Bridge to 22040 River Road	\$ 4,235,963
Dike	North Dike - 22040 River Road to Queens Road	\$ 4,365,900
Dike	South Dike - Nelson Road to Dyke Road (Lafarge)	\$ 3,882,013
Dike	South Dike – No. 5 Road to 12280 No. 5 Road and 12800 Rice Mill Road	\$ 2,681,390
Dike	North Dike - Oak Street Bridge to Canada Line SkyTrain (Foody World)	\$ 1,120,581
Dike	8811 River Road (River Rock Casino Resort)	\$ 2,001,038
Dike	South Dike - Rice Mill Road to Port of Vancouver (MoTI)	\$ 701,663
Dike	South Dike - Port of Vancouver to Steveston Highway	\$ 2,988,563
Dike	South Dike - 16200 Portside Road to 16280 Portside Road	\$ 4,562,366
Total Proposed DCC		\$ 577,404,720

PROPOSED PARK ACQUISITION DCC PROGRAM

Purpose of Program

The Park Acquisition DCC Program enables the City to expand parks services and provides a dedicated source of funding to increase the provision of the parks and open space system in response to population growth.

Overview of Proposed Program

In correspondence with the goals and objectives of the Official Community Plan (OCP), the Park Acquisition DCC Program enables the City to acquire parklands as identified in the OCP for park purposes in order to ensure sufficient parks and open spaces are provided to meet growing population in corresponding neighbourhoods.

Project Area	Acres by Park Type*				Park Acq. DCC Recoverable Value (Million)
	N	C	CW	T&NA	
Blundell	0.054	-	-	-	\$ 1
Bridgeport	-	-	-	13.65	\$ 44
Broadmoor	0.45	-	-	-	\$ 3
City Centre	3.76	1.53	166.11	-	\$ 298
East Cambie	-	1.59	-	19.39	\$ 21
East Richmond	-	-	-	79.06	\$ 16
Gilmore	-	-	-	19.78	\$ 23
Hamilton	-	4.89	-	1.7	\$ 26
Thompson	-	0.18	2.28	0.83	\$ 24
General	-	-	-	-	\$ 26
Total Proposed DCC Program					\$ 482

*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, T&NA=Trail & Natural Area

Highlights of Proposed Park Acquisition DCC Program

In order to meet the growth projected by the OCP, the updated DCC program will enable the City to meet the city-wide park quantity standard of the OCP at 7.66 acres/1,000 population (3.1 hectares/1,000 population) and 3.25 acres/1,000 population (1.3 hectares/1,000 population) at City Centre. The following are highlights of the projects in the updated Parkland Acquisition Program:

- Land acquisition of properties in Broadmoor and City Centre have been completed.
- The land assessment values have been updated.
- All properties identified in the OCP for park purposes are now included in the Park Acquisition DCC Program. These include Bridgeport Industrial Trail, Bridgeport Recreational Trail, various city trails, Terra Nova Rural Park, King George/Cambie Community Park and others.

PROPOSED PARK DEVELOPMENT DCC PROGRAM

Purpose of Program

The Parks Development DCC Program enables the City to increase and to improve parks services in response to growth. The Parks Development DCC Program provides a dedicated funding source for the construction of new parks to meet the growth demands.

Overview of Proposed Program

The parks and open space system in Richmond currently consists over 871 hectares (2,153 acres) of park land and over 136 kilometres of trails. The proposed park development projects include construction of new parks as well as improvements to existing parks.

Planning Area	Size (acres)	DCC Recoverable Cost by Park Type*					Park Dev. DCC Recoverable Value (Million)
		N	C	CW	NA	T/GW	
Blundell	106.35	\$ 2.1	-	-	-	\$ 0.2	\$ 2.3
Bridgeport	20.99	\$ 0.2	-	-	\$ 0.2	\$ 1.2	\$ 1.6
Broadmoor	69.58	\$ 1.4	\$ 7.9	-	-	-	\$ 9.3
City Centre	314.12	\$ 9.0	\$ 4.0	\$ 167.7	-	-	\$ 180.7
East Cambie	260.69	\$ 0.1	\$ 8.8	-	\$ 4.0	\$ 1.8	\$ 14.7
East Richmond	91.26	-	-	\$ 5.7	\$ 8.3	-	\$ 14.0
Fraser Lands	17.41	-	-	-	\$ 0.8	\$ 1.4	\$ 2.2
Gilmore	94.42	-	-	-	\$ 6.9	-	\$ 6.9
Hamilton	79.93	\$ 1.2	\$ 1.4	\$ 11.4	\$ 0.1	\$ 0.2	\$ 14.3
Sea Island	26.14	-	-	-	\$ 1.2	-	\$ 1.2
Seafair	91.93	\$ 0.8	\$ 5.8	-	\$ 4.7	\$ 0.1	\$ 11.4
Shellmont	48.08	\$ 0.8	-	-	\$ 0.7	\$ 2.4	\$ 3.9
Steveston	193.43	\$ 1.2	\$ 6.3	\$ 15.9	-	\$ 0.2	\$ 23.6
Thompson	251.07	\$ 0.8	\$ 2.4	\$ 17.0	\$ 6.4	\$ 0.2	\$ 26.8
West Cambie	30.62	\$ 1.1	-	-	\$ 0.1	\$ 0.3	\$ 1.5
City-Wide Trails	-	-	-	-	-	\$ 6.5	\$ 6.5
General	-	-	-	\$ 20.9	-	-	\$ 20.9
Total Proposed DCC Program							\$ 341.8

*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, T&NA=Trail & Natural Area

Highlights of Proposed Park Development DCC Program

- The value of park development continues to increase due to escalations in construction costs. The program costs have been updated to reflect the average construction cost of similar parks recently constructed in the region.
- Various projects have been removed from the DCC program upon completion. Some of these completed projects include Tait Waterfront Park, Railway Greenway Community Gardens, London Steveston Neighbourhood Park, Minoru Park, Alexandra Neighbourhood Park, Aberdeen Neighbourhood Park, King George/Cambie Community Park, No. 3 Road Bark Park, Hamilton and Alexandra Community Gardens, etc.
- New park development will continue to be a focus for the rapidly densifying City Centre. Upcoming park development projects will include Lulu Island Park along the Middle Arm waterfront, Lansdowne Park near the Canada Line Lansdowne station, etc.

PROPOSED SANITARY DCC PROGRAM

Purpose of Program

The Sanitary DCC Program provides a dedicated source of funding for upgrading existing sanitary sewer infrastructure as well as installing new infrastructure to support growth. As the City's population and density increase, the demand for a reliable and efficient sanitary system grows. The program focuses on ensuring sufficient capacity and sustainable waste management to meet future needs.

Overview of Proposed Program Changes

	Sanitary DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 102	269
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	\$ 4	19
Add: Inflationary Adjustment	\$ 9	250
Add: New / Enhanced Existing Projects	-	-
2025 Proposed DCC Program	\$ 107	250

Overview of Proposed Program

The Sanitary DCC Program aligns with the City's goals to maintain and improve the sanitary sewer network to meet the public's needs. The program focuses on:

- Upgrading and installing sanitary sewer mains, pump stations and forcemains to ensure system reliability.
- Addressing growth demands by increasing system capacity.
- Promoting sustainability through efficient infrastructure upgrades.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Gravity Mains	Installation or upgrade of sewer pipes	50%
Pump stations	Installation or upgrade of pump systems	42%
Forcemains	Construction of pressure pipelines	8%
Total Proposed DCC Program		100%

Proposed Sanitary DCC Projects

See Attachment 5.1 for complete details of the proposed Sanitary DCC projects.

DETAILS OF PROPOSED SANITARY DCC PROGRAM

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2006-BP-1066	Gravity Mains- ROW	Leslie	\$ 133,316
2006-BP-1083	Gravity Mains	Walford	\$ 193,590
2006-BP-1084	Gravity Mains	Walford	\$ 105,595
2006-BP-1088	Gravity Mains	Odlin	\$ 293,905
2006-BP-1089	Gravity Mains	Odlin	\$ 350,222
2006-BP-1090	Gravity Mains- ROW	Odlin	\$ 332,623
2006-BP-1091	Gravity Mains- ROW	Odlin	\$ 72,903
2006-BP-1092	Gravity Mains	Odlin	\$ 197,110
2006-BP-1093	Gravity Mains	Viscount	\$ 336,143
2006-BP-1094	Gravity Mains	Viscount	\$ 78,814
2006-BP-1095	Gravity Mains	Dominion	\$ 414,761
2006-BP-1096	Gravity Mains	Dominion	\$ 239,122
2006-BP-1097	Gravity Mains	Dominion	\$ 23,277
2006-BP-1098	Gravity Mains	Dominion	\$ 159,598
2006-BP-1099	Gravity Mains	Dominion	\$ 124,132
2006-BP-1102	Gravity Mains	Gilley West	\$ 357,262
2006-BP-1103	Gravity Mains	Gilley West	\$ 650,215
2006-BP-1104	Gravity Mains	Crestwood	\$ 202,946
2006-BP-1105	Gravity Mains	Burrows	\$ 172,471
2006-BP-1106	Gravity Mains	Burrows	\$ 212,949
2006-BP-1107	Gravity Mains	Gilley East	\$ 885,235
2006-BP-1108	Gravity Mains	Gilley East	\$ 120,191
2006-BP-1109	Gravity Mains	Gilley East	\$ 411,803
2006-BP-1110	Gravity Mains	Gilley East	\$ 396,040
2006-BP-1111	Gravity Mains	Gilley East	\$ 211,189
2008-CCAP-1303	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Boulevard	\$ 739,162
2008-CCAP-1304	Gravity Mains- ROW	Minoru Park, 85m N of Granville Avenue	\$ 81,056
2008-CCAP-1309	Gravity Mains	Minoru Blvd	\$ 20,378
2008-CCAP-1310	Gravity Mains- ROW	ROW between 7400 Gilbert Road & 7437 Moffatt Road	\$ 155,628
2008-CCAP-1319	Gravity Mains	Brown Road	\$ 141,038
2008-CCAP-1322	Gravity Mains	Capstan Way	\$ 477,799
2008-CCAP-1323	Gravity Mains	Crossing Capstan Way	\$ 43,436
2008-CCAP-1324	Gravity Mains	Capstan Way	\$ 157,628
2008-CCAP-1325	Gravity Mains- ROW	ROW between 8151 Capstan Way & 3331 No. 3 Road	\$ 100,238
2008-CCAP-1328	Gravity Mains	Garden City Road	\$ 98,184
2008-CCAP-1329	Gravity Mains	Corvette Way	\$ 348,277
2008-CCAP-1331	Gravity Mains	Hazelbridge Way	\$ 581,697
2008-CCAP-1333	Gravity Mains	Leslie Road	\$ 236,442
2008-CCAP-1336	Gravity Mains	No. 3 Road	\$ 311,226
2008-CCAP-1338	Gravity Mains- ROW	8671 Odlin Crescent - ROW along SPL	\$ 333,952
2008-CCAP-1339	Gravity Mains	River Drive	\$ 187,106
2008-CCAP-1340	Gravity Mains	River Road	\$ 426,356
2008-CCAP-1342	Gravity Mains	Sexsmith Road - ROW along W side	\$ 146,350
2008-CCAP-1344	Gravity Mains	9800 Van Horne Way	\$ 462,513

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-CCAP-1345	Gravity Mains- ROW	ROW between 9500 & 9800 Van Horne Way	\$ 301,529
2008-CCAP-1348	Gravity Mains	ROW between 7360 Elmbridge Way & 7371 Westminster Highway	\$ 181,566
2008-CCAP-1350	Gravity Mains- ROW	90m North of Granville Avenue	\$ 196,156
2008-CCAP-1351	Gravity Mains- ROW	Minoru Park	\$ 105,373
2008-CCAP-1353	Gravity Mains- ROW	Westminster Highway- ROW at rear	\$ 515,518
2008-CCAP-1354	Gravity Mains- ROW	Minoru Park	\$ 220,452
2008-CCAP-1355	Gravity Mains- ROW	NE corner of 6551 No. 3 Road	\$ 13,365
2008-CCAP-1363	Gravity Mains	Westminster Highway	\$ 301,529
2008-CCAP-1364	Gravity Mains	Westminster Highway & Elmbridge Way	\$ 577,992
2008-CCAP-1365	Gravity Mains	Elmbridge Way	\$ 169,290
2008-CCAP-1366	Gravity Mains	Gilbert Road - ROW along W side	\$ 192,664
2008-CCAP-1367	Gravity Mains	Azure Road - ROW at rear	\$ 144,280
2008-CCAP-1368	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Boulevard	\$ 107,447
2008-CCAP-1369	Gravity Mains- ROW	Gilbert Road - ROW along W side	\$ 192,664
2008-CCAP-1370	Gravity Mains- ROW	Brighthouse School	\$ 516,438
2008-CCAP-1371	Gravity Mains- ROW	Brighthouse School	\$ 394,268
2008-CCAP-1372	Gravity Mains- ROW	Brighthouse Pump Station	\$ 361,969
2008-CCAP-1374	Gravity Mains- ROW	Minoru Park S of 7000 Westminster Highway	\$ 38,981
2008-CCAP-1375	Gravity Mains	Heather Street	\$ 157,466
2008-CCAP-1376	Gravity Mains	Heather Street	\$ 18,525
2008-CCAP-1378	Gravity Mains	Lane N of Elmbridge Way	\$ 252,896
2008-CCAP-1379	Gravity Mains- ROW	Crossing Elmbridge Way	\$ 139,417
2008-CCAP-1383	Gravity Mains	Kwantlen Street	\$ 190,813
2008-CCAP-1386	Gravity Mains	Ackroyd Road - ROW along S side	\$ 157,628
2008-CCAP-1387	Gravity Mains	Crossing Ackroyd Road	\$ 31,111
2008-CCAP-1390	Gravity Mains	Alderbridge Way - ROW along N side	\$ 176,703
2008-CCAP-1391	Gravity Mains	Between 7771 & 7811 Alderbridge Way	\$ 652,658
2008-CCAP-1393	Gravity Mains	Lane S of Alderbridge Way	\$ 178,200
2008-CCAP-1394	Gravity Mains	ROW along NPL of 5891 No. 3 Road	\$ 152,386
2008-CCAP-1396	Gravity Mains	Lane West of No. 3 Road	\$ 599,400
2008-CCAP-1397	Gravity Mains- ROW	7080 River Road - ROW at rear	\$ 442,567
2008-CCAP-1399	Gravity Mains	Ferndale Road	\$ 20,378
2008-CCAP-1400	Gravity Mains	Katsura Street	\$ 124,827
2008-CCAP-1403	Gravity Mains- ROW	8151 Bennett Road - ROW along W side	\$ 87,069
2008-CCAP-1404	Gravity Mains	Bennett Road	\$ 80,888
2008-CCAP-1405	Gravity Mains- ROW	8631 Bennett Road - ROW along W side	\$ 155,613
2008-CCAP-1409	Gravity Mains- ROW	Cook Road & Eckersley Road - ROW at rear, Park Road and ROW between Park Place & Citation Drive	\$ 1,001,766
2008-CCAP-1410	Gravity Mains- ROW	Cook Road & Eckersley Road	\$ 56,739
2008-CCAP-1411	Gravity Mains	Cook Gate	\$ 151,406
2008-CCAP-1413	Gravity Mains- ROW	ROW between Cook Road & Spires Road	\$ 273,970

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-CCAP-1414	Gravity Mains- ROW	ROW between Cooney Road & Spires Road	\$ 155,628
2008-CCAP-1419	Gravity Mains	Jones Road	\$ 155,628
2008-CCAP-1420	Gravity Mains	Jones Road	\$ 205,632
2008-CCAP-1421	Gravity Mains- ROW	8535 Jones Road - ROW along W side	\$ 68,544
2008-CCAP-1422	Gravity Mains	Crossing Jones Road	\$ 25,936
2008-CCAP-1412	Gravity Mains- ROW	ROW between Cook Road & Spires Road	\$ 109,300
2008-CCAP-1415	Gravity Mains- ROW	Cook Road & Spires Road	\$ 304,772
2008-TN-1505	Gravity Mains	Granville Avenue	\$ 337,194
2008-TN-1506	Gravity Mains	Lynas Lane (U/S Lynas PS)	\$ 317,741
2008-TN-1507	Gravity Mains	Lynas Lane (South of Lynas PS)	\$ 370,508
2008-TN-1511	Gravity Mains	Tiffany Bouelvard (U/S of Lynas PS)	\$ 351,982
2008-TN-1514	Gravity Mains	Colonial Drive	\$ 470,545
2008-TN-1515	Gravity Mains	Francis Road - N side	\$ 132,932
2008-TN-1516	Gravity Mains- ROW	U/S of Youngmore PS	\$ 210,746
2008-TN-1517	Gravity Mains- ROW	Quilchena School Park - ROW along E side and Anvil Crescent - ROW at rear	\$ 656,556
2008-TN-1518	Gravity Mains- ROW	ROW between Quilchena School Park & Decourcy Crescent	\$ 209,125
2008-TN-1519	Gravity Mains	Barnard Drive & Richards Drive Intersection	\$ 209,125
2008-TN-1520	Gravity Mains	U/S of Barnard PS	\$ 226,010
2008-TN-1521	Gravity Mains	Immediately U/S of Barnard PS	\$ 31,493
2008-TN-1522	Gravity Mains- ROW	2nd pipe U/S of Terra Nova East PS	\$ 89,162
2008-ST-1602	Gravity Mains	Elsmore Road	\$ 823,398
2008-ST-1603	Gravity Mains	Elsmore Road	\$ 347,490
2008-ST-1604	Gravity Mains	Kirkmond Road	\$ 118,058
2008-ST-1610	Gravity Mains- ROW	3088 Francis Road - ROW along E side	\$ 251,274
2008-ST-1611	Gravity Mains	Wellmond Road	\$ 75,954
2008-ST-1612	Gravity Mains	Wellmond Road	\$ 161,171
2008-ST-1613	Gravity Mains	Barmond Avenue	\$ 133,383
2008-ST-1614	Gravity Mains	Barmond Avenue	\$ 237,125
2008-ST-1615	Gravity Mains	Barmond Avenue	\$ 309,033
2008-ST-1616	Gravity Mains	Truro Drive - at rear	\$ 339,014
2008-ST-1617	Gravity Mains- ROW	10371 4th Avenue - SW corner	\$ 98,889
2008-ST-1618	Gravity Mains- ROW	10760 Springmont Drive - ROW along the EPL	\$ 223,997
2008-ST-1619	Gravity Mains	7th Avenue	\$ 255,650
2008-ST-1620	Gravity Mains	Lane between Richmond Street & Broadway Street	\$ 719,695
2008-ST-1621	Gravity Mains	Richmond Street	\$ 278,438
2008-ST-1623	Gravity Mains	Immediate U/S of Richmond Park PS	\$ 38,981
2008-ST-1625	Gravity Mains- ROW	10111 4th Avenue - ROW along SPL	\$ 431,402
2008-ST-1627	Gravity Mains- ROW	Princeton Avenue - ROW at rear	\$ 262,622
2008-ST-1628	Gravity Mains- ROW	9751 Parksville Drive - ROW along EPL	\$ 144,498

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-ST-1629	Gravity Mains- ROW	ROW between Woodpecker Drive & Kingfisher Drive	\$ 434,462
2008-ST-1632	Gravity Mains	Lane W of 3rd Avenue	\$ 196,156
2008-ST-1637	Gravity Mains- ROW	Springfield Drive - ROW at rear	\$ 63,224
2008-ST-1638	Gravity Mains	Springfield Drive & 4th Avenue	\$ 343,679
2008-ST-1640	Gravity Mains	Kirkmond Crescent	\$ 121,584
2008-ST-1641	Gravity Mains	Gormond Road	\$ 637,273
2008-ST-1642	Gravity Mains	Ullsmore Avenue	\$ 487,959
2008-ST-1644	Gravity Mains	Francis Road	\$ 51,233
2008-ST-1645	Gravity Mains- ROW	9780 Pendleton Road & Crossing Pendleton Road	\$ 89,162
2008-ST-1647	Gravity Mains	Lane between Pleasant Street & 4th Avenue	\$ 100,037
2008-SH-1702	Gravity Mains	Lane between Sealily Place & Seacote Road	\$ 188,739
2008-SH-1704	Gravity Mains	No. 5 Road - ROW along W side	\$ 181,549
2008-SH-1705	Gravity Mains	No. 5 Road - ROW along W side	\$ 922,952
2008-SH-1706	Gravity Mains	Horseshoe Way (N) - ROW along N side	\$ 578,660
2008-SH-1707	Gravity Mains	Horseshoe Way	\$ 102,465
2008-SH-1708	Gravity Mains	Horseshoe Way - ROW along S side	\$ 458,778
2008-SH-1709	Gravity Mains	Horseshoe Place - ROW along E side	\$ 170,433
2008-SH-1710	Gravity Mains- ROW	South of Horseshoe PS	\$ 290,181
2008-SH-1711	Gravity Mains	Coppersmith Way - ROW along N & S side	\$ 319,362
2008-SH-1712	Gravity Mains	Crossing Horseshoe Way (50m N of Blacksmith Pl)	\$ 29,180
2008-SH-1713	Gravity Mains	Horseshoe Way	\$ 546,499
2008-SH-1714	Gravity Mains	Horseshoe Way	\$ 331,848
2008-SH-1715	Gravity Mains- ROW	Glenacres Drive - ROW at rear	\$ 301,529
2008-SH-1716	Gravity Mains- ROW	9540 Glenacres Drive - along WPL	\$ 437,625
2008-SH-1717	Gravity Mains	Ash Street	\$ 284,145
2008-SH-1718	Gravity Mains	Ash Street	\$ 204,930
2008-SH-1719	Gravity Mains	Ash Street	\$ 209,385
2008-SH-1720	Gravity Mains	Ash Street & Williams Road	\$ 318,533
2008-SH-1725	Gravity Mains- ROW	ROW between Ryan Road & Mortfield Place	\$ 525,245
2008-SH-1726	Gravity Mains- ROW	ROW between 9111 Kingsbridge Drive & 11751 King Road	\$ 94,025
2008-SH-1727	Gravity Mains- ROW	11751 King Road - Row along WPL & King Road - ROW at rear	\$ 755,835
2008-SH-1728	Gravity Mains	Seacote Road	\$ 184,590
2008-SH-1729	Gravity Mains- ROW	Seaport Avenue & Seacote Road - ROW at rear	\$ 238,516
2008-SH-1730	Gravity Mains	Lane between Seaton Place & Seacote Road	\$ 147,015
2008-SH-1731	Gravity Mains	Lane between Seaton Place & Seacote Road and lane between Seaton Road & Williams Roa	\$ 376,448
2008-SH-1734	Gravity Mains- ROW	Seaway Road - ROW at rear	\$ 238,305
2008-SH-1735	Gravity Mains- ROW	Aquila Road - ROW at rear	\$ 264,913
2008-SH-1736	Gravity Mains- ROW	Aquila Road - ROW at rear	\$ 607,697

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-SH-1738	Gravity Mains	Lane between Aquila Road & Aragon Road and lane between Dennis Crescent & Aintree Crescent	\$ 871,101
2008-SH-1739	Gravity Mains	Lane between Aquila Road & Aragon Road and lane between Dennis Crescent & Aintree Crescent	\$ 187,106
2008-SH-1740	Gravity Mains	Riverside Way - ROW along E side	\$ 296,666
2008-SH-1741	Gravity Mains	Crossing Riverside Way	\$ 42,608
2015-OCP-1002	Gravity Mains	8971 Beckwith Road to 8960 Charles Street	\$ 181,272
2015-OCP-1003	Gravity Mains	Gilbert and Elmbridge Way	\$ 130,014
2015-OCP-1004	Gravity Mains	7111 Elmbridge Way	\$ 210,422
2015-OCP-1005	Gravity Mains	6551 No. 3 Road	\$ 249,716
2015-OCP-1006	Gravity Mains	8120 Cook Road (east side lane)	\$ 147,832
2015-OCP-1007	Gravity Mains	8121 Cook Road (east side lane)	\$ 18,155
2015-OCP-1008	Gravity Mains	6091 No. 3 Road (Lane to the south west)	\$ 72,434
2015-OCP-1009	Gravity Mains	6092 No. 3 Road (Lane to the south west)	\$ 104,483
2015-OCP-1010	Gravity Mains	6093 No. 3 Road (Lane to the south west)	\$ 13,709
2015-OCP-1011	Gravity Mains	6094 No. 3 Road (Lane to the south west)	\$ 61,504
2015-OCP-1012	Gravity Mains	6095 No. 3 Road (Lane to the south west)	\$ 29,085
2021-OCP-1006	Gravity Mains	River Road NE of West Road	\$ 217,454
2021-OCP-1007	Gravity Mains	River Road NE of West Road	\$ 217,843
2021-OCP-1008	Gravity Mains	No. 3 Road SE of River Road	\$ 121,709
2021-OCP-1009	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 189,479
2021-OCP-1010	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 38,376
2021-OCP-1011	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 140,850
2021-OCP-1012	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 181,611
2021-OCP-1013	Gravity Mains	Laneway N of Beckwith Road	\$ 200,454
2021-OCP-1014	Gravity Mains	Laneway N of Beckwith Road	\$ 54,286
2021-OCP-1015	Gravity Mains	Charles Street E of Laneway	\$ 119,371
2021-OCP-1016	Gravity Mains	Easement E of Northey Road	\$ 107,764
2021-OCP-1017	Gravity Mains	Easement E of Northey Road	\$ 128,099
2021-OCP-1018	Gravity Mains	Easement E of Northey Road	\$ 129,458
2021-OCP-1023	Gravity Mains	Murdoch Avenue at Minoru Boulevard	\$ 46,047
2021-OCP-1024	Gravity Mains	Cook Gate S of Easement	\$ 9,700
2021-OCP-1025	Gravity Mains	Cook Gate S of Easement	\$ 80,339
2006-BP-1014	Pump Stations	Burkeville	\$ 888,410
2006-BP-1017	Pump Stations	Woodhead East	\$ 888,410
2006-BP-1018	Pump Stations	Kilby	\$ 888,410
2006-BP-1019	Pump Stations	Gilley East	\$ 888,410
2006-BP-1010	Pump Stations	Dominion	\$ 628,372
2006-BP-1013	Pump Stations	Skyline	\$ 1,193,906
2006-BP-1023	Pump Stations	Pinnacle	\$ 1,885,115
2006-BP-1012	Pump Stations	Leslie	\$ 1,885,115
2006-ER-1214	Pump Stations	East Richmond	\$ 2,665,232
2006-ER-1213	Forcemains	East Richmond	\$ 3,526,875
2006-CC-1037	Pump Stations	Eckersley A	\$ 888,410

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2006-CC-1038	Pump Stations	Heather N	\$ 888,410
2006-CC-1040	Pump Stations	Acheson	\$ 888,410
2006-CC-1041	Pump Stations	Ackroyd	\$ 888,410
2006-CC-1042	Pump Stations	Alberta	\$ 888,410
2006-CC-1044	Pump Stations	Arcadia	\$ 888,410
2006-CC-1045	Pump Stations	Brighthouse	\$ 888,410
2006-CC-1047	Pump Stations	Ferndale	\$ 888,410
2006-CC-1048	Pump Stations	Foster N	\$ 888,410
2006-CC-1049	Pump Stations	Alderbridge West	\$ 888,410
2006-CC-1050	Pump Stations	Jones	\$ 888,410
2006-CC-1053	Pump Stations	Moffatt	\$ 888,410
2008-BM-1762	Pump Stations	Montrose	\$ 748,136
2008-BM-1763	Pump Stations	Oeser	\$ 748,136
2008-BM-1765	Pump Stations	Woodwards	\$ 748,136
2008-CCAP-1441	Pump Stations (Major)	Alderbridge (Includes new wet well)	\$ 2,244,407
2008-CCAP-1444	Pump Stations	Elmbridge	\$ 748,136
2008-CCAP-1445	Pump Stations (Major)	Minoru (Includes new wet well)	\$ 2,244,407
2008-TN-1525	Pump Stations	Lynas	\$ 748,136
2008-TN-1527	Pump Stations	Works Yard	\$ 748,136
2008-ST-1649	Pump Stations	Ivy	\$ 748,136
2008-ST-1650	Pump Stations	Pendlebury	\$ 748,136
2008-ST-1651	Pump Stations	Ransford	\$ 748,136
2008-ST-1652	Pump Stations	Regent	\$ 748,136
2008-ST-1654	Pump Stations	Trites	\$ 748,136
2008-ST-1655	Pump Stations	Boyd	\$ 748,136
2008-SH-1743	Pump Stations	Horseshoe	\$ 748,136
2008-SH-1744	Pump Stations	Riverside	\$ 748,136
2008-CCAP-1426	Forcemain	Capstan Way	\$ 356,400
2008-CCAP-1427	Forcemain	ROW between 7400 & 7600 River Roa	\$ 290,367
2008-CCAP-1428	Forcemain	ROW between 4411 & 4551 No. 3 Roa	\$ 402,366
2008-CCAP-1429	Forcemain	4551 No. 3 Road	\$ 282,071
2008-CCAP-1430	Forcemain	Elmbridge Way	\$ 696,881
2008-CCAP-1431	Forcemain	Gilbert Road	\$ 171,518
2008-CCAP-1432	Forcemain	Cedarbridge Way	\$ 236,115
2008-CCAP-1434	Forcemain	Lansdowne Road	\$ 754,954
2008-CCAP-1448	Pump Stations	9080 Van Horne Way	\$ 967,877
2008-TN-1523	Pump Stations	Barnard	\$ 748,136
2008-TN-1524	Pump Stations	Claysmith	\$ 748,136
2008-TN-1526	Pump Stations	Terra Nova East	\$ 748,136
2008-ST-1653	Pump Stations	Richmond Park	\$ 748,136
2008-SH-1742	Pump Stations	Edgemere	\$ 748,136
2008-SH-1745	Pump Stations	Riverside East	\$ 748,136
2008-SH-1746	Pump Stations	Sherman	\$ 748,136
2008-BM-1761	Pump Stations	Maple	\$ 748,136
2008-BM-1764	Pump Stations	Saunders	\$ 748,136
2015-OCP-1001	Pump Stations and Forcemain	Pump Station Williams and Triangle Road Area, 2000m Forcemain	\$ 4,516,875
2021-OCP-1001	Pump Stations	17002 Blundell Road	\$ 3,290,154
Total Proposed DCC			\$ 107,340,198

PROPOSED WATER DCC PROGRAM

Purpose of Program

The Water DCC Program provides a dedicated funding source for upgrading and expanding water infrastructure to support population growth, ensure a reliable water supply and meet future demands sustainably. The program focuses on upgrading watermains and ensuring sufficient capacity to meet future needs.

Overview of Proposed Program Changes

	Water DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 44	178
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	\$ 9	44
Add: Inflationary Adjustment	\$ 11	134
Add: New / Enhanced Existing Projects	-	-
2025 Proposed DCC Program	\$ 46	134

Overview of Proposed Program

The Water DCC Program aligns with the City's goals to maintain and improve the water infrastructure, and focuses on:

- Addressing growth demands by upgrading and installing watermains to meet increased population density.
- Improving resilience through infrastructure capable of supporting future growth.

The program consists of installation or upgrade of watermains.

Project Type	Description of Project Type	% of Total
Watermain Upgrades	Installation or upgrade of watermains	100%

Proposed Water DCC Projects

See Attachment 6.1 for complete details of the proposed Water DCC projects.

DETAILS OF PROPOSED WATER DCC PROGRAM

Project ID	Location	Proposed Water DCC Recoverable
2006-BL-22	Livingstone Place	\$ 155,776
2006-BL-35	Dorval Road	\$ 121,056
2006-BL-36	Dunsany Place	\$ 25,470
2006-BL-37	Dorval Road	\$ 197,974
2006-BL-371	Woodwards Road	\$ 211,624
2006-BL-372	Woodwards Road	\$ 166,264
2006-BL-373	Woodwards Road	\$ 206,693
2006-BM-77	Lucas Road	\$ 265,009
2006-BM-78	Lucas Road	\$ 132,997
2006-BM-79	Lucas Road	\$ 262,781
2006-BM-80	Sunnycroft Road	\$ 182,425
2006-BM-81	Sunnycroft Road	\$ 143,444
2006-BM-82	Sunnycroft Road	\$ 154,408
2006-BM-116	Ash Street	\$ 125,137
2006-BM-118	Ash Street	\$ 315,838
2006-CC-136	Bennett Road	\$ 281,410
2006-CC-137	Park Road	\$ 570,354
2006-CC-151	Pimlico Way	\$ 291,281
2006-CC-132	Sexsmith Road	\$ 852,531
2006-CC-156	Cook Road	\$ 157,687
2006-CC-157	Cook Road	\$ 174,516
2006-CC-158	Cook Road	\$ 218,999
2006-CC-159	Cook Road	\$ 243,932
2006-EC-161	Bird Road	\$ 623,427
2006-EC-162	Bird Road	\$ 392,949
2006-EC-163	Bird Road	\$ 95,237
2006-EC-166	Daniels Road	\$ 153,049
2006-EC-167	Daniels Road	\$ 115,092
2006-EC-168	Daniels Road	\$ 173,274
2006-EC-169	Daniels Road	\$ 110,349
2006-EC-170	Daniels Road	\$ 322,251
2006-EC-171	Bamfield Drive	\$ 337,574
2006-EC-172	Bamfield Drive	\$ 426,362
2006-EC-173	Mellis Drive	\$ 316,932
2006-EC-174	Mellis Drive	\$ 78,302
2006-EC-175	Mellis Drive	\$ 337,319
2006-EC-176	Mellis Drive	\$ 87,448
2006-EC-180	Dewsbury Drive	\$ 429,034
2006-EC-181	Dewsbury Drive	\$ 133,370
2006-EC-182	Dewsbury Drive	\$ 137,611
2006-EC-184	Bath Road	\$ 432,116
2006-EC-185	Bamfield Gate	\$ 172,525
2006-EC-186	Bamfield Gate	\$ 29,167
2006-EC-187	Bargen Drive	\$ 219,540
2006-EC-188	Cambie Connector	\$ 17,269
2006-EC-189	Cambie Road	\$ 102,494
2006-EC-191	Dallyn Road	\$ 259,249
2006-HA-210	Smith Crescent	\$ 502,950
2006-HA-214	Willett Avenue	\$ 305,785
2006-SF-234	Colonial Drive	\$ 705,321
2006-SF-235	Colonial Drive	\$ 282,488

Project ID	Location	Proposed Water DCC Recoverable
2006-SF-241	Mahood Drive	\$ 422,967
2006-SF-242	Groat Avenue	\$ 121,515
2006-SF-243	Geal Road	\$ 215,862
2006-SF-244	Francis Road	\$ 74,854
2006-SF-246	Francis Road	\$ 61,456
2006-SF-247	Francis Road	\$ 345,365
2006-SF-248	Francis Road	\$ 407,177
2006-SF-249	Francis Road	\$ 136,396
2006-SF-398	Francis Road	\$ 308,683
2006-SF-399	Francis Road	\$ 235,991
2006-SH-264	Kingcome Avenue	\$ 390,371
2006-SH-265	Kingcome Avenue	\$ 378,595
2006-SH-268	Seacote Road	\$ 174,171
2006-SH-272	Kingsbridge Drive	\$ 137,682
2006-SH-273	Kingsbridge Drive	\$ 331,005
2006-SH-274	Kingsbridge Drive	\$ 283,477
2006-SH-275	King Road	\$ 484,502
2006-SH-276	King Road	\$ 468,074
2006-SH-277	King Road	\$ 102,928
2006-SH-278	King Road	\$ 196,263
2006-ST-296	Fortune Avenue	\$ 220,091
2006-ST-297	Fortune Avenue	\$ 91,593
2006-ST-298	Fundy Drive	\$ 191,710
2006-ST-299	Fundy Drive	\$ 321,953
2006-ST-300	Fundy Drive	\$ 377,292
2006-ST-302	Fundy Drive	\$ 122,027
2006-ST-303	Fundy Drive	\$ 127,827
2006-ST-304	Fundy Drive	\$ 101,179
2006-ST-305	Bonavista Drive	\$ 271,555
2006-ST-310	Garry Street	\$ 162,522
2006-ST-311	Garry Street	\$ 211,753
2006-ST-312	Windward Gate	\$ 125,658
2006-ST-313	Garry Street	\$ 212,878
2006-ST-314	Garry Street	\$ 277,739
2006-ST-315	Leeward Gate	\$ 150,007
2006-ST-324	Kingfisher Drive	\$ 434,057
2006-ST-325	Kingfisher Drive	\$ 119,622
2006-ST-326	Plover Drive	\$ 228,602
2006-ST-327	Pintail Drive	\$ 1,016,009
2006-ST-330	Kittiwake Drive	\$ 151,890
2006-ST-331	Kittiwake Drive	\$ 230,781
2006-ST-332	Kittiwake Drive	\$ 155,700
2006-TH-341	Westminster Highway/Lynas Lane	\$ 72,533
2006-TH-346	Garrison Road	\$ 4,819
2006-TH-349	Skaha Crescent	\$ 90,788
2006-TH-353	Tiffany Boulevard	\$ 318,548
2006-TH-354	Tiffany Boulevard	\$ 210,886
2006-TH-355	Tiffany Boulevard	\$ 109,867
2006-TH-356	Tiffany Boulevard	\$ 203,704
2006-TH-358	Granville Crescent	\$ 586,462
2006-TH-408	Redfern Crescent	\$ 266,897
2006-WC-361	Patterson Road	\$ 595,664
2006-WC-360	Patterson Road	\$ 312,516

Project ID	Location	Proposed Water DCC Recoverable
2006-WC-409	Westminster Highway between No. 4 Road and Shell Road	\$ 3,216,773
2006-CC-381	Spires Gate	\$ 169,036
2006-CC-382	Cooney Road	\$ 78,239
2006-SF-401	Pendleton Road	\$ 488,244
2008-CCAP-411	Capstan Way	\$ 728,848
2008-CCAP-418	Minoru Boulevard	\$ 309,583
2008-CCAP-421	Acheson Road	\$ 455,490
2008-CCAP-422	Bennett Road	\$ 165,101
2008-CCAP-436	Spires Road	\$ 329,092
2008-CCAP-437	Cook Crescent	\$ 465,757
2008-CCAP-431	South of Granville Avenue (w/ St. Albans & Garden City)	\$ 341,534
2008-CCAP-433	No. 4 Road	\$ 1,567,085
2008-CCAP-439	Citation Drive	\$ 458,993
2008-CCAP-443	No. 3 Road	\$ 1,258,868
2008-CCAP-441	Cook Road	\$ 740,933
2015-OCP-1	Dunford Road	\$ 169,144
2015-OCP-2	Garry Street	\$ 603,099
2015-OCP-3	Windjammer Drive	\$ 913,379
2015-OCP-4	Beckwith Road	\$ 659,663
2015-OCP-5	Kingcome Avenue	\$ 133,360
2015-OCP-7	East of No. 4 Road & Saunders Road Intersection	\$ 186,059
2015-OCP-8	Blundell Road	\$ 1,547,955
2015-OCP-9	Bowen Gate	\$ 135,315
2015-OCP-10	Gabriola Gate	\$ 201,033
2015-OCP-11	Ruskin Road loop to Ryan Road	\$ 338,289
2015-OCP-12	Blundell Road	\$ 2,948,655
2021-OCP-1	Boundary Road	\$ 55,181
2021-OCP-2	Boundary Road	\$ 538,307
2021-OCP-4	Thompson Road	\$ 505,835
2021-OCP-5	Thompson Road	\$ 430,690
Total Proposed DCC		\$ 46,248,088

PROPOSED ACC PROGRAM

Purpose of Program

ACCs are a development-financing tool that enables local governments to collect funds for amenities such as community centres, recreational facilities, libraries, child care facilities and public spaces. These amenities play a vital role in creating liveable, thriving and connected communities in areas experiencing growth. ACCs are intended to offset the capital costs associated with the increased need for local government services arising from new developments.

Overview of Proposed Program

The proposed ACC program is derived based on the City's OCP and projected population growth for the next ten years. The demand for these identified growth-driven community amenities is further summarized and explained below.

Amenities	Total Capital Costs (Million)	Benefit Allocation to Growth	ACC Recoverable (Million)	Comments
Library	\$ 86.1	100%	\$ 85.2	A
Community Centre	\$ 76.1	100%	\$ 75.3	B
Performing Arts Space	\$ 65.2	20%	\$ 12.9	C
Child Care Centres	\$ 22.7	100%	\$ 22.5	D
Total Proposed ACC	\$ 250.1		\$ 195.9	

A. Library

Projected population growth, especially in the rapidly growing City Centre, will place increasing infrastructure pressure on Richmond's existing four libraries. The North American benchmark for assessing library facility needs is noted to be between 0.5–1.0 ft² per capita. The present 8,000 ft² expansion of the Steveston Library will bring Richmond's current library space to 78,000 ft², or 0.32 ft² per capita, providing increased access at a neighbourhood and city-wide level.

A Library Programming Study (2017), initiated by the City and the Richmond Public Library, identified three models for future library facilities including a Main Central Library in the City Centre Area Plan. The proposed ACC program incorporates an addition of 75,000 ft² of library space within the City Centre area over the next ten years. This proposed addition would increase the City's total library space to 153,000 ft² or 0.63 ft² per capita.

Investment in this facility would enhance learning, collaboration and community engagement in addition to supporting a wider range of programs and services, social inclusion and community vitality to the benefit of all residents. A Strategic Facilities Plan project (Q1 2026) will aim to identify new and alternative opportunities to increase library space per capita across Richmond.

B. Community Centre

The current population of the City Centre planning area is approximately 66,231 (2021), with forecasts projecting an increase of nearly 100,000 additional residents by 2035. The existing City Centre Community Centre provides 28,500 ft² of community centre space. The Capstan Community Centre, expected to open in approximately three years, will add 33,000 ft², bringing the total community centre space in the City Centre planning area to 61,500 ft².

Based on the City's service level target of one square foot of community centre space per resident, an additional 35,000 ft² community centre is proposed in the City Centre area to serve the rapidly growing population. Without further investment in a new community centre, the anticipated growth over the next decade will place increasing pressure on existing spaces to meet the needs of the increasing population.

The proposed facility will include multipurpose spaces offering core recreation services, while also functioning as a social and wellness hub for the community. Anticipated population growth, along with shifting demographics and increasingly diverse community needs, will place growing pressure on existing services. The proposed facility is essential to maintain service levels and support the long-term well-being of the community.

C. Performing Arts Space

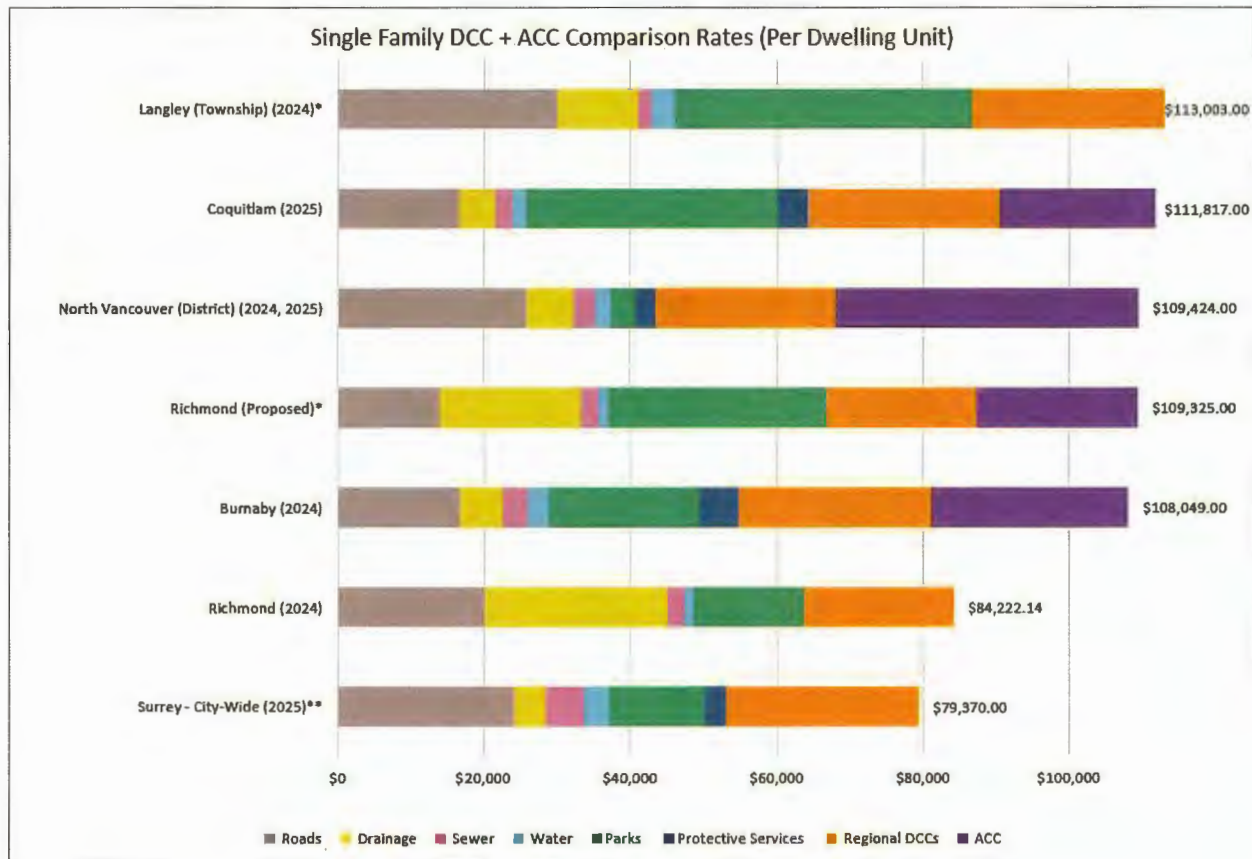
An early estimate for an additional 20,000 ft² of performing arts space (with 20% attributed to growth) has been identified. Based on projected population growth, current infrastructure will face increasing pressure in the years ahead. This figure will be refined upon completion of the Richmond Arts Facilities Needs Assessment, which will provide insight into the type and capacity of performing arts infrastructure required to meet current and future community needs. The need for a Visual and Performing Arts Centre is recognized in the City Centre Area Plan, highlighting a long-standing objective to enhance cultural infrastructure in the area. To sustain cultural vibrancy and ensure continued access to diverse artistic experiences, investment in new, purpose-built performing arts space is required. This proposed facility would help foster a more dynamic, inclusive cultural environment.

D. Child Care Centres (Two Facilities)

In 2024, Richmond City Council endorsed the Richmond Child Care Strategy 2024-2034 (Strategy). The vision of the Strategy is that "The community has access to a range of affordable, accessible, inclusive and quality child care options, that support and enhance child development, learning and growth, and meets the needs of families who work or live in Richmond." To support the Strategy, actions have been developed under five strategic directions, including to Create and Maintain Child Care Spaces.

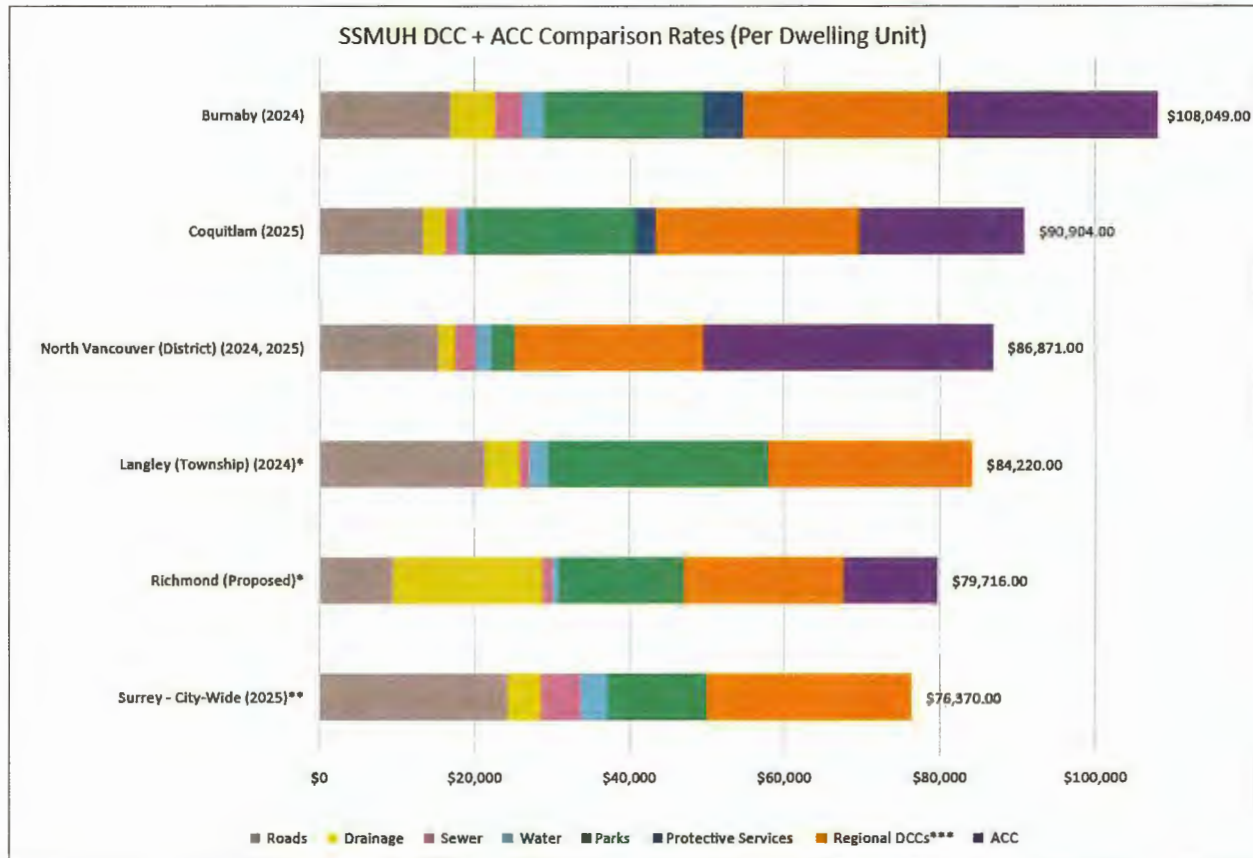
The City is committed to creating and maintaining child care spaces in partnership with senior levels of government, child care operators and community organizations to address child care demands. New spaces should align with the vision to be affordable, accessible, inclusive and high quality. There are currently 34.8 child care spaces per 100 children ages 0-12 years in Richmond. The proposed child care facilities will provide the necessary spaces to support the predicted population growth in the City Centre while maintaining the current ratio of spaces to children and will provide the greatest range of spaces across the child care continuum for families.

DCC AND ACC COMPARISON CHARTS BY DEVELOPMENT TYPE



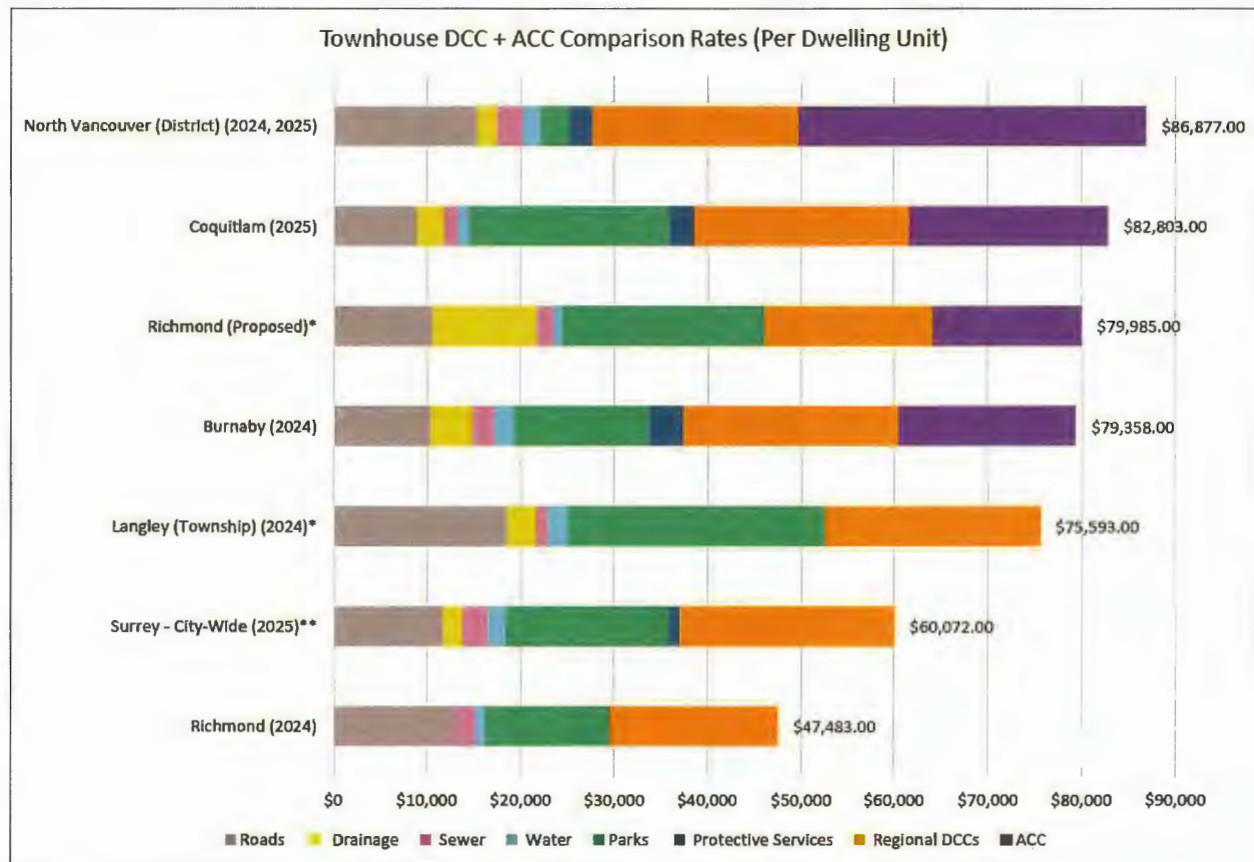
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** Rates awaiting Ministry approval



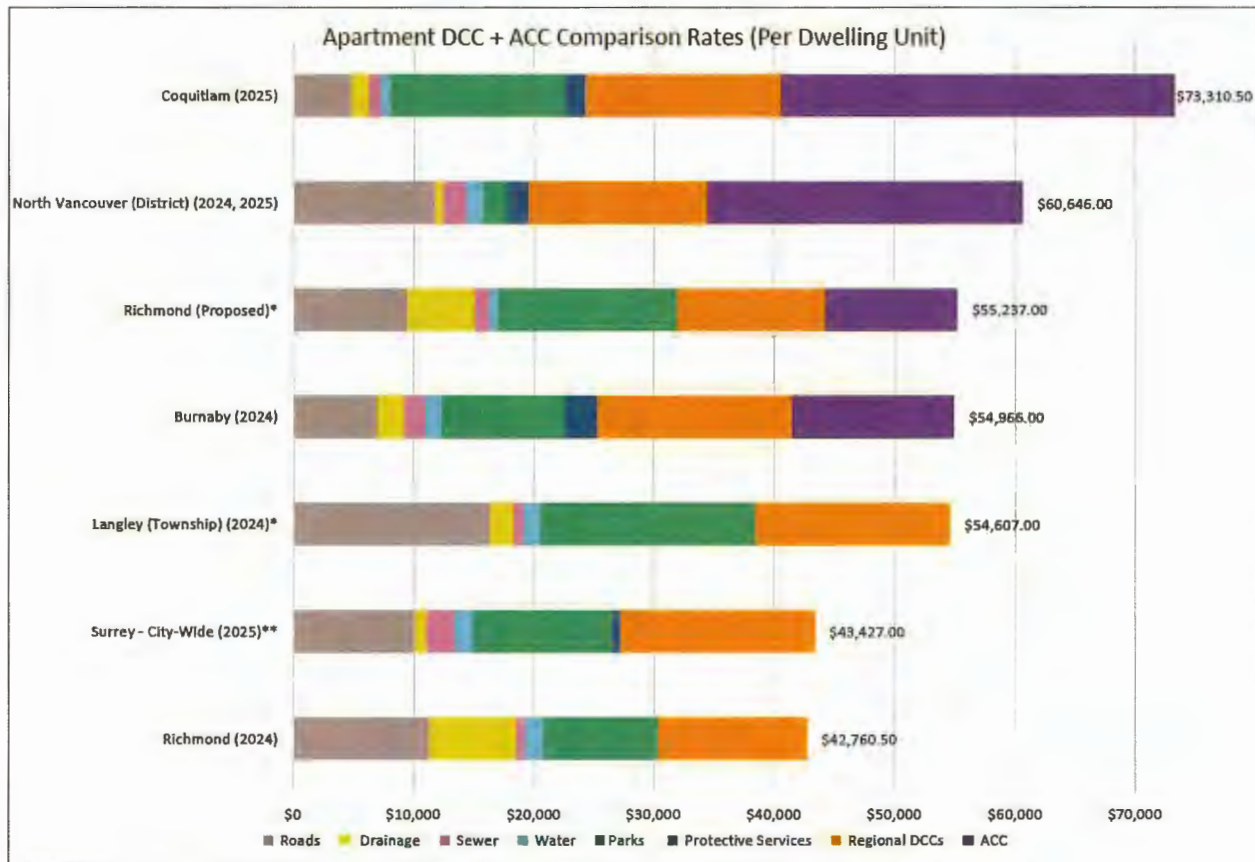
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** Rates awaiting Ministry approval



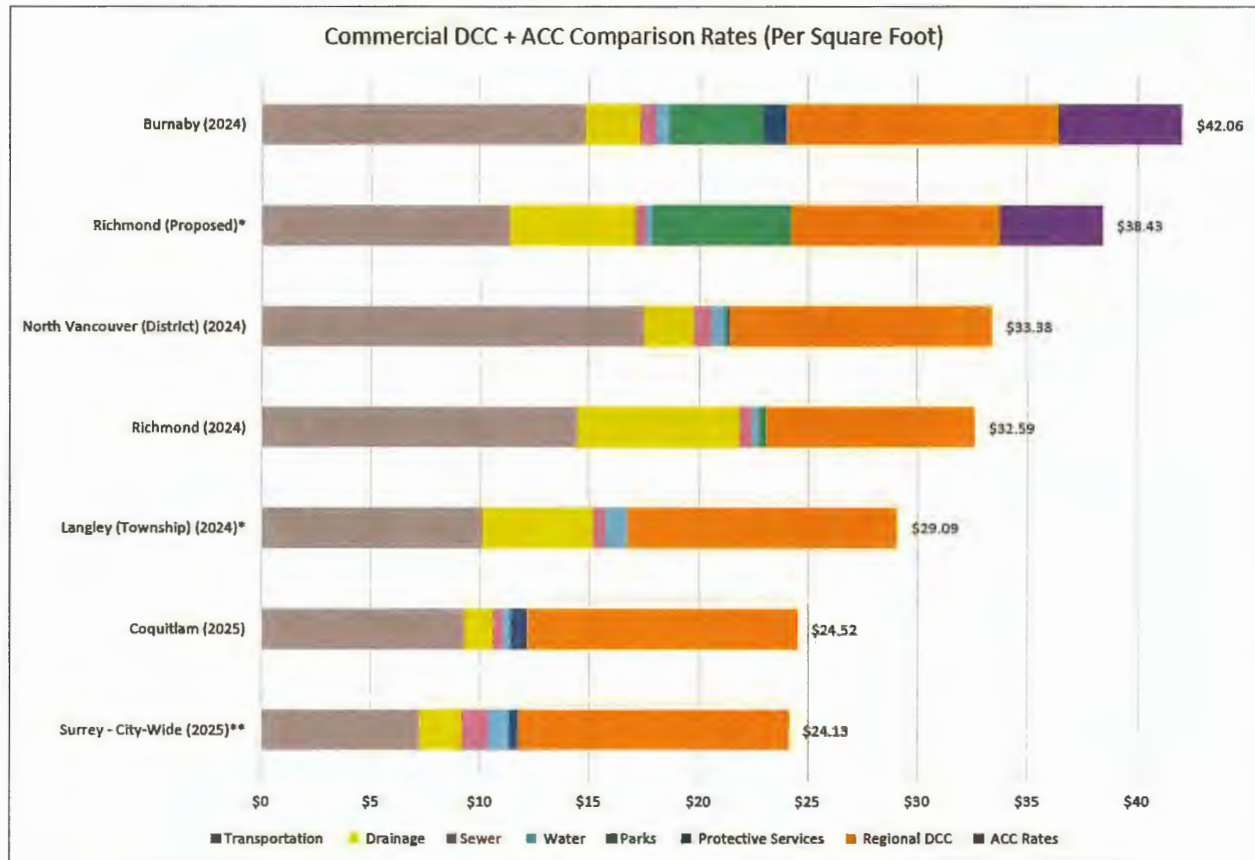
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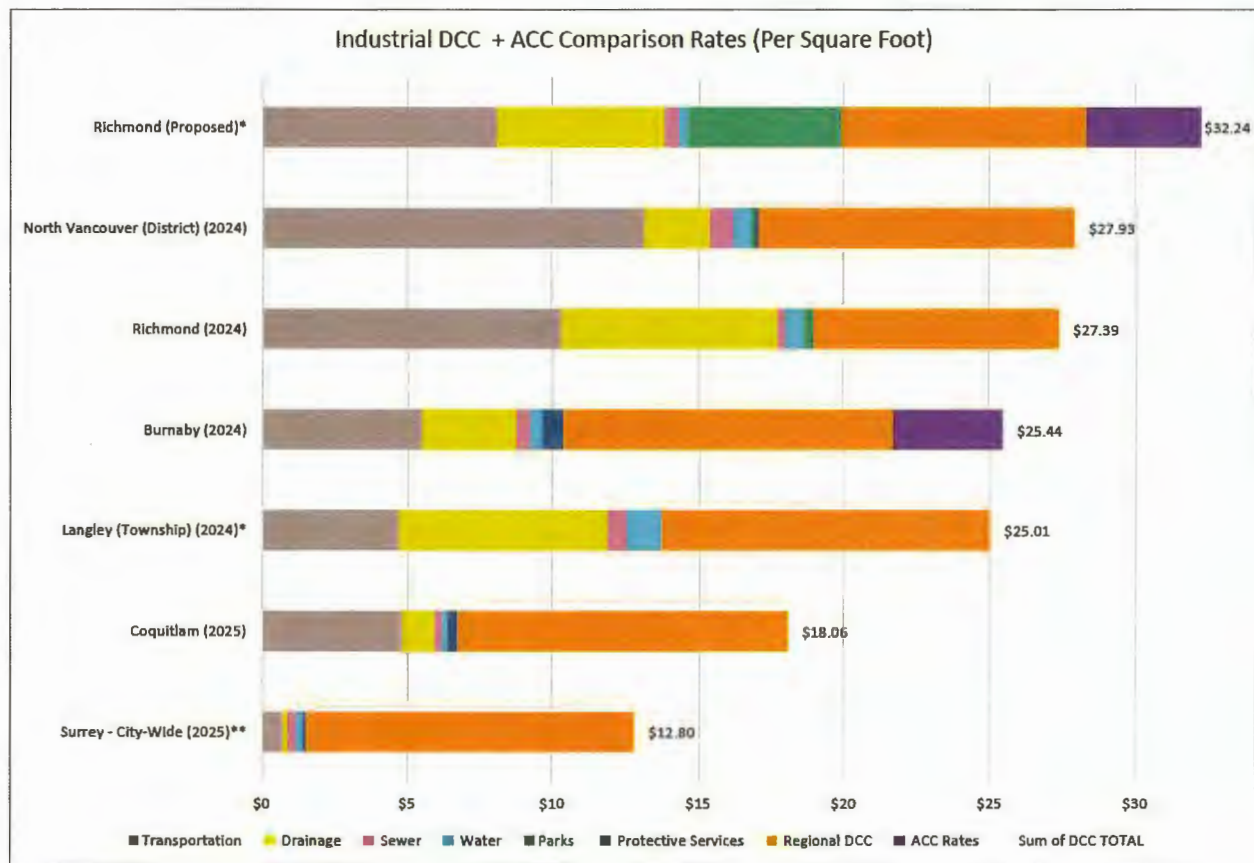
* Communities undertaking update

** Rates awaiting Ministry approval



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