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**To:** Finance and Audit Committee **Date:** May 7, 2026  
**From:** Jerry Chong **File:** 03-0900-01/2025-Vol  
General Manager, Finance and Corporate Services 01  
**Re:** **Development Cost Charges Imposition Bylaw No. 9499,  
Amendment Bylaw No. 10732**

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### Staff Recommendations

1. That Option 2, as outlined in the report titled “Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10732”, from the General Manager, Finance and Corporate Services, dated May 7, 2026, be used as the unit of measurement for the new SSMUH development category for the proposed Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10732; and
2. That Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10732 be introduced and given first, second and third readings.

### Executive Summary

At the March 9, 2026, Council meeting, staff were directed to freeze the Development Cost Charge (DCC) rates until March 2027 and to bring back options to establish DCC rates for the new Small-Scale Multi-Unit Housing (SSMUH) development category.

Under the existing DCC Bylaw definitions, SSMUH developments are not subject to DCC except for lot subdivision. The proposed amendments to the DCC Bylaw will enable the collection of DCC from SSMUH while keeping the total DCC for other development categories unchanged. Two options for the SSMUH unit of measurement are presented for Council’s consideration. Staff recommend the use of a per square foot methodology (Option 2), as this approach avoids disproportionately burdening smaller and more attainable units and better supports Council’s housing policy objectives.

Once three readings are given by Council, the amended DCC Bylaw will be forwarded to the Inspector of Municipalities for statutory review and approval. Upon approval by the Inspector of Municipalities, the amended DCC Bylaw will be brought back to Council for final adoption.

**Origin**

At the March 9, 2026, Council Meeting, the following resolution was adopted:

- (1) *That Option A, Freeze DCC Rates until March 2027, from the report titled “DCC and ACC Public Consultation Update and Referral Response”, dated February 6, 2026, from the Director, Finance, be endorsed;*
- (2) *That the Amendment DCC Bylaw be brought forward to the Inspectors of Municipalities for approval and to Council for adoption in order to capture the new Small-Scale Multi-Unit Housing (SSMUH) development category in the Amendment DCC Bylaw; and*
- (3) *That staff be directed to bring back options for Small-Scale Multi-Unit Housing (SSMUH) rates.*

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.*

**Analysis**

Pursuant to Council’s direction to hold current DCC rates at 2024 levels until March 2027, staff have completed the required revisions to the proposed DCC programs. Updates to the underlying growth and service demand assumptions were also made to enable the collection of DCC from SSMUH developments. These revisions introduce an SSMUH DCC category while maintaining the current DCC rates for all other development categories (Table 1).

Table 1: Proposed DCC Rates

Development Type	Unit of Measurement	Proposed DCC Rates	Notes
Single Family	per lot	\$ 63,767	Same as current DCC rate.
SSMUH	per unit or per ft <sup>2</sup>	\$42,062.50 (Option 1) or \$33.65 (Option 2)	New development category. See discussion in next section.
Townhouse	per ft <sup>2</sup>	\$ 33.79	Same as current DCC rate.
Apartment	per ft <sup>2</sup>	\$ 35.79	Same as current DCC rate.
Commercial/Institutional	per ft <sup>2</sup>	\$ 23.10	Same as current DCC rate.
Light Industrial	per ft <sup>2</sup>	\$ 18.97	Same as current DCC rate.
Major Industrial	per acre	\$215,118	Same as current DCC rate.

Full details of the DCC update methodology are summarized in the “Development Cost Charge Bylaw Update Background Report” (Attachment 1), which will form the DCC bylaw submission package to the Inspector of Municipalities once the DCC bylaw receives three readings from Council.

Establishment of SSMUH Development Category

Since the introduction of the Residential Small-Scale Multi-Unit (RSM) zone in June 2024, the City has received 88 building permit applications involving the construction of SSMUH units, which created 126 net new dwelling units. Under the City’s existing DCC Bylaw, new lots for SSMUH are charged on a per lot basis at subdivision. If SSMUH units are created without lot subdivision, no DCC is payable. It is therefore important to establish a dedicated SSMUH DCC category to reflect changing development patterns and to help finance the infrastructure required to support growth.

SSMUH – Unit of Measurement

In accordance with the DCC Best Practices Guide, local governments may make policy choices regarding the appropriate unit of measurement in a DCC bylaw in order to promote or incentivize certain forms of development. Two of the common approaches for setting SSMUH DCC rates are outlined in Table 2 below.

Table 2: Advantages and Disadvantages of the Two Options for SSMUH Unit of Measurement

	Option 1 Per Principal Dwelling Unit (PDU) (includes up to one secondary suite)	<u>RECOMMENDED</u> Option 2 Per Square Foot (based on total floor area of development)
Advantages	<ul style="list-style-type: none"> <li>• Stronger link to population-based demand for infrastructure</li> <li>• Simple to administer</li> <li>• Provides a higher degree of cost predictability to the applicant early in the process</li> <li>• Aligns with existing regional DCC charge structures</li> </ul>	<ul style="list-style-type: none"> <li>• Supports policy objectives related to increased housing choice</li> <li>• Avoids creating a pricing structure that may discourage developments that achieve more units within the same building envelope</li> <li>• Provides consistency with other residential multi-family forms such as townhouses and apartments</li> </ul>
Disadvantages	<ul style="list-style-type: none"> <li>• Does not account for unit size, which may result in overcharging of smaller units and undercharging of larger units</li> <li>• May discourage development of smaller and more attainable SSMUH units because each extra unit increases the DCC, potentially conflicting with provincial housing goals</li> </ul>	<ul style="list-style-type: none"> <li>• Does not directly account for the number of dwelling units or households created</li> <li>• Can produce outcomes where developments of the same size pay the same DCC, despite differences in unit count and associated service demand</li> <li>• Creates additional administrative requirements for applicants to verify building size for DCC calculations</li> </ul>

Table 3 provides a comparison of the DCC payable (net of DCC credit) assessed under Option 1 and Option 2, whereby a single-family dwelling in the RSM-Medium lot is re-developed into a 3,900 ft<sup>2</sup> SSMUH with 2, 3, or 4 PDU (with or without secondary suite).

Table 3: DCC Payable for SSMUH Development Scenarios under Option 1 and Option 2

# of PDU	Average PDU Size	Option 1 Per PDU		<u>RECOMMENDED</u> Option 2 Per Square Foot	
		DCC Payable*	Average DCC per PDU	DCC Payable**	Average DCC per PDU
2	1,950 ft <sup>2</sup>	\$20,358	\$10,179	\$67,468	\$33,734
3	1,300 ft <sup>2</sup>	\$62,421	\$20,807	\$67,468	\$22,489
4	975 ft <sup>2</sup>	\$104,483	\$26,121	\$67,468	\$16,867

\* Option 1: \$42,062.50/PDU multiply by # of PDU less single-family credit of \$63,767

\*\*Option 2: \$33.65/ft<sup>2</sup> multiply by total building area of 3,900 ft<sup>2</sup> less single-family credit of \$63,767

Analysis and Recommendation

A per dwelling unit methodology has a stronger relationship to the number of households created, while a per square foot methodology better reflects the overall scale of development and avoids creating a pricing structure that may inadvertently discourage the delivery of smaller and more attainable missing middle housing forms. Both approaches have merits and limitations, and neither provides a perfect proxy for infrastructure demand in every circumstance.

As a result, the choice between the two is ultimately a policy decision rather than a solely technical one. At this time, staff consider it appropriate to focus on a balanced approach that takes into account fairness, administrability and housing outcomes, recognizing that no single methodology will address all considerations equally in every case.

In order to achieve alignment with current housing policy objectives, and in response to Council’s concerns regarding DCC structures that may unintentionally discourage the development of smaller and more attainable housing units, staff recommend that the per square foot approach (Option 2) be used as the basis for calculating DCC applicable to SSMUH development under the proposed amendments to the DCC Bylaw.

This recommendation represents a practical and supportable approach based on the limited SSMUH development information currently available. It also provides consistency with other multi-family forms such as townhouses and apartments, which are also charged on a square foot basis. As additional data become available through future applications and completed projects, including information on building trends, average unit size by housing form and occupancy patterns, staff will review the effectiveness and implications of the current approach and may return to Council with a revised methodology.

DCC Bylaw Amendments

Based on the above recommendations, staff propose the DCC Imposition Bylaw No. 9499 be amended to enable the collection of DCC from SSMUH development, along with the necessary administrative updates. Some of these changes include:

- Amend the definition of “Single Family” to remove the previous inclusion of two-unit dwellings from this development category.
- Amend the definition of “Townhouse” to enhance clarity of the DCC Bylaw.

- Insert definitions of other forms of accessory units from the Richmond Zoning Bylaw to enhance clarity of the DCC Bylaw.
- Insert definition for “Small-Scale Multi-Unit Housing” to enable the collection of SSMUH under the DCC Bylaw.
- Update Schedule B to reflect proposed DCC Rates, along with an administrative update to remove zoning references from Schedule B.

Once three readings are given by Council, the amended DCC Bylaw can be brought forward to the Inspector of Municipalities for approval prior to it being returned to Council for final adoption.

### In-Stream Applications

The *Local Government Act* 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 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 bylaw adoption.

In-stream and precursor applications are granted exemption from the new rates for a period of 12 months, provided the applicant obtains a building permit within 12 months of bylaw adoption.

Similar to past DCC updates, staff will publish information on the City’s website and will provide regular updates to the development industry to inform them of the applicable in-stream dates. The City will continue to work closely with developers to coordinate review and issuance of permits of in-stream applications in an expedited manner.

### **Budgetary Implications**

Once adopted, the amended DCC Bylaw will enable the City to collect DCC from SSMUH developments that are currently not subject to DCC under the existing DCC Bylaw. The amount of anticipated DCC collection is unknown as it will be dependent on future development activities.

### **Conclusion**

The proposed amendments would establish a DCC framework for SSMUH developments (Option 2 – Per Square Foot), while maintaining current DCC rates for other development categories. Staff recommend that Council grant first, second, and third readings to the proposed DCC Imposition Bylaw No. 9499, Amendment Bylaw No. 10732.

Respectfully submitted,

Mike Ching, Director, Finance

**Report Contributors**

This report was prepared by Venus Ngan, Manager, Treasury and Financial Services, and reviewed by Building Approvals, Business Services, Development Applications, Engineering, Housing Office, Law, Parks Services, Policy Planning, and Transportation.

Endorsed by Serena Lusk, CAO

Att. 1: Development Cost Charge Bylaw Update Background Report (Draft)

# DEVELOPMENT COST CHARGE BYLAW UPDATE

CITY OF RICHMOND

Background Report - DRAFT

May 7, 2026

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## DCC PROGRAM EXECUTIVE SUMMARY

In 2024, the City of Richmond initiated an update to their current Development Cost Charge (DCC) Bylaw. The development of the City-wide DCC bylaw included the following elements:

Developing residential and non-residential growth estimates.

As part of the Bylaw update, revised growth projections were prepared. These were primarily developed using projection information prepared by City staff for the City's Official Community Plan (OCP) projection data with additional information from Statistics Canada (Census) and Metro Vancouver Regional District.

Developing project lists for eligible DCC projects and services.

Project lists for the existing Transportation, Water, Drainage, Sanitary Sewer and Parks programs were updated to reflect the most recent information on the infrastructure needed to service growth in the City, as indicated in master plans, infrastructure studies, and conversations with staff across departments.

Determining land use categories, units of charge, and infrastructure impact.

This report presents the City of Richmond proposed DCC rates and program. The draft DCC rates shown in Table ES-1 (below) were developed by applying the key elements, growth projections, and land use equivalencies to identify charges for DCC-eligible projects anticipated based on infrastructure impact within the defined DCC timeframe.

The DCC land use categories were updated to reflect the impacts of small-scale multi-unit housing (Bill 44) and DCC best practices.

## DCC KEY ELEMENTS

Prepared by the Ministry of Municipal Affairs and Housing, the Development Cost Charge Best Practices Guide (Best Practices Guide) stipulates key elements that should be considered when determining DCC rates. Table ES-1 outlines the key elements, decisions and supporting rationale used in this update.

Table ES-1: DCC Key Elements in Alignment with the DCC Best Practice Guide

Key Element		Rationale
Time Horizon	30 years	<ul style="list-style-type: none"> <li>30-year time horizon for all DCC Programs to reflect timing of utility and infrastructure needs.</li> </ul>
Benefitting Area	City-wide charge	<ul style="list-style-type: none"> <li>City-wide charge: DCC projects are components of City-wide infrastructure/parks systems and, therefore, provide a City-wide benefit.</li> </ul>
Programs	Update existing DCC categories	<ul style="list-style-type: none"> <li>As per the LGA and DCC Best Practices Guide, the following programs were identified for inclusion into the updated bylaw:                             <ul style="list-style-type: none"> <li>Transportation</li> <li>Water</li> <li>Drainage</li> <li>Sanitary Sewer</li> <li>Parks (<i>Acquisition and Development</i>)</li> </ul> </li> </ul> <p><i>At this time the City has not added any new DCC programs (e.g., protective services) enabled by recent legislative changes.</i></p>
Grant Assistance	None	<ul style="list-style-type: none"> <li>No identified DCC projects include grant assistance</li> </ul>
Developer Contribution	None	<ul style="list-style-type: none"> <li>No identified DCC projects include a developer contribution.</li> </ul>
Financing	No	<ul style="list-style-type: none"> <li>No new DCC projects include long-term debt financing</li> </ul>
Benefit Allocation	10-100%	<ul style="list-style-type: none"> <li>For projects where both new and existing residents will benefit, benefit has been calculated based on modelling, or rule of thumb (for some studies).</li> <li>100% benefit is allocated to projects required only to increase capacity due to growth or to service growth.</li> </ul>
Municipal Assist Factor (MAF)	1%	<ul style="list-style-type: none"> <li>1% MAF to be carried over from previous DCC update for most services.</li> </ul>
Units of Charge	Per lot, per sq. ft. dwelling unit (DU), per sq. ft. Building Area (BA), Per hectare	<ul style="list-style-type: none"> <li>Per lot for single family residential.</li> <li>Per sq. ft. dwelling unit for Small-Scale Multi-Unit Housing, Townhouse, and Apartment. DCCs are levied at time of subdivision for single family residential and at time of building permit for Small-Scale Multi-Unit Housing, Townhouse and Apartment Residential when the floor space is known.</li> </ul>

Gross Site Area  
(GSA)

- *Per sq. ft. of Building Area (BA)* for commercial, institutional, and light industrial uses as impact on infrastructure is expected to correlate most closely with floor space.
- Per acre Gross Site Area (GSA) for major industrial.

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# PROPOSED DCC RATES

The proposed 2026 DCC rates are provided in Table ES-2 (below).

Table ES-2: Proposed 2026 City-Wide DCC Rates

Land Use	Single Family Residential	Small-Scale Multi-Unit Housing (SSMUH)	Townhouse	Apartment Residential	Commercial	Institutional	Light Industrial	Major Industrial
Unit	Per lot	Per sq. ft. DU	Per sq. ft. DU	Per sq. ft. DU	Per sq. ft. BA	Per sq. ft. BA	Per sq. ft. BA	Per acre of GSA
Transportation	\$13,370	\$7.18	\$7.68	\$10.56	\$10.86	\$10.86	\$7.77	\$41,422.88
Sanitary Sewer	\$2,249	\$0.99	\$1.25	\$1.32	\$0.47	\$0.47	\$0.47	\$6,656.14
Water	\$1,166	\$0.51	\$0.65	\$0.69	\$0.24	\$0.24	\$0.24	\$3,449.36
Drainage	\$17,895	\$12.17	\$7.98	\$6.11	\$5.32	\$5.32	\$5.32	\$105,912.82
Parkland Acquisition	\$17,896	\$7.87	\$9.98	\$10.53	\$3.82	\$3.82	\$3.18	\$35,486.68
Parkland Development	\$11,191	\$4.93	\$6.25	\$6.58	\$2.39	\$2.39	\$1.99	\$22,190.12
<b>TOTAL</b>	<b>\$63,767</b>	<b>\$33.65</b>	<b>\$33.79</b>	<b>\$35.79</b>	<b>\$23.10</b>	<b>\$23.10</b>	<b>\$18.97</b>	<b>\$215,118.00</b>

# 1.0 INTRODUCTION AND BACKGROUND

## 1.1 CONTEXT

The City of Richmond currently collects Development Cost Charges (DCCs) for Transportation, Sanitary Sewer, Drainage, Water and Parks (Improvements and Acquisition). The existing DCC Program was adopted in 2024 to reflect CPI inflationary indexing.

In 2024, the City of Richmond initiated a process to update the DCC bylaw (City of Richmond, Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10577, adopted July 8, 2024) to align the DCC program, rates, and bylaw with new legislation and infrastructure costs. This process recognizes the 2024 update was a CPI inflationary increase only.

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

## 1.2 DRIVERS

Many municipalities across British Columbia (BC) use DCCs as a cost-recovery tool to support municipal financial sustainability. The advantages of implementing a DCC bylaw include:

- Clear and consistent rules – It gives developers a predictable and transparent framework to follow.
- Sustainable funding – It helps the City collect money to pay for the services and infrastructure needed as the community grows.
- Fair cost sharing – It ensures that developments benefiting from new infrastructure help pay for it, following the “growth pays for growth” principle.
- Transparency – It makes it clear how much growth-related infrastructure costs and how those costs are funded.
- Reduced financial risk – It allows the City to plan and save for future infrastructure, avoiding large, unexpected expenses.

This DCC update is primarily focused on providing a DCC framework for newly permitted small scale multi-unit housing development. The update also refreshes growth projections and the infrastructure projects needed to support growth, along with updated capital costs. The long-term capital program remains similar in scope to the City's current DCC program, allowing this update to primarily focus on refreshing the fee structure to account for small scale multi-unit housing.

## 1.3 LEGISLATIVE CONTEXT

This DCC update aligns with the legislative requirements outlined in Part 14, Division 19 of the *Local Government Act*, the *Community Charter*, and the DCC Best Practices Guide.

### SOURCES

The update aligns with the City's capital planning, historical growth and building permit data and the Official Community Plan (OCP).

As part of the bylaw update, staff from the Transportation; Engineering & Public Works; Finance; and, Parks and Recreation departments also worked closely with the project team to develop project lists and the draft rates.

## 2.0 DCC CALCULATION METHODOLOGY AND KEY FINDINGS

This section outlines the technical inputs and analysis used to determine the costs of the DCC program and the infrastructure required to support future growth:

- Scope of the program: Establishing whether DCCs will be applied across the entire jurisdiction or to specific areas, identifying the services eligible for DCC funding, and determining the planning time frame.
- Estimating growth: Projecting population and development growth, classifying development by land use categories, and applying equivalency factors to ensure consistent and fair cost allocation.
- Identifying projects lists: Listing growth-related capital projects, determining how much each project benefits new versus existing development, and identifying the portion of costs to be funded by the City rather than through DCCs.

These technical components, together with Council's discretion in setting the Municipal Assist Factor (MAF), are used to calculate the draft DCC rates.

## 2.1 SCOPE OF PROGRAM

### JURISDICTION-WIDE VERSUS AREA-SPECIFIC CHARGES

DCCs can be applied on a jurisdiction-wide or area-specific basis. Through discussions with staff, it was determined that the City would continue to implement City-wide DCCs and therefore provide a City-wide benefit.

### PROGRAM TIME FRAME

To align with existing documents, such as the City's OCP, Housing Needs Report, and financial planning, a 30-year time horizon is used for all DCC Programs.

## DCC-ELIGIBLE SERVICES

The following services were included in the DCC program:

- Transportation
- Sanitary Sewer
- Drainage
- Water
- Parks (Improvements and Acquisition)

All projects in these programs were vetted against the information provided in the LGA and the Best Practices Guide to ensure eligibility.

## 2.2 ESTIMATING GROWTH

### LAND USE CATEGORIES

The proposed DCCs are based on different land use categories that reflect the impact of different built forms on infrastructure services. The definitions in Table 1 apply to the land use categories used in the DCC Bylaw.

Table 1: Land Use Categories and Definitions

Updated Land Use Category	Inclusions and Definitions
Single Family Residential	Means single family residential detached housing that has a maximum of one principal dwelling unit and a secondary suite as defined in the Richmond Zoning Bylaw.
Small-Scale Multi-Unit Housing (SSMUH)	Refers to the definition of Small-Scale Multi Unit Housing as defined in the Richmond Zoning Bylaw.  For clarity, DCCs are charged on SSMUH units on a per square foot basis when floor space is known. Where applicable a credit would be provided for a Single-Family Residence.
Townhouse	Refers to the definition of Housing, town, of the Richmond Zoning Bylaw.
Apartment Residential	Means a residential dwelling unit which is or will be situated in a building consisting of two or more dwellings in which the dwellings are arranged in any horizontal or vertical configuration and have access from a common interior corridor. This also includes congregate housing which is a multi-unit residential building that contains two or more independent or semi-independent units which shall be supplemented by professional medical care, lay supervision and care, communal dining facilities and housekeeping services.
Commercial	Means all developments zoned commercial and all developments having commercial uses undertaken in buildings or on land where zoning designation is other than commercial. Commercial use means the carrying on of any business, including the sale or provision of goods, accommodation, entertainment, meals or services, but excludes industrial uses, as defined in the Richmond Zoning Bylaw.

Institutional	Means development which is created and that exists by law or public authority for the benefit of the public in general, and includes public hospitals, public and private schools, and facilities used primarily for public services.
Light Industrial	Means development zoned industrial, general, except where the use is other than industrial, general as defined in the Richmond Zoning Bylaw.
Major Industrial	Means development zoned industrial, heavy, except where the use is other than industrial, heavy, as defined in the Richmond Zoning Bylaw.

#### DEVELOPMENT FORECAST

Residential growth projections (below) were referenced using multiple sources and references, including:

- City of Richmond Building Permit Data
- Metro Vancouver Regional Growth Strategy 2050
- City of Richmond, Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10577, adopted July 8, 2024
- Conversations with staff across departments.

The above references provided information on the expected population increase and related dwelling unit construction over a 30-year time horizon (2025-2054).

Growth projections for commercial, industrial, and institutional (ICI) uses are based on:

- Metro Vancouver Regional Growth Strategy 2050
- City of Richmond Building Permit Data
- City of Richmond, Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10577, adopted July 8, 2024
- Conversations with staff across departments.

All projections are outlined in Table 2 below.

Table 2: Residential and Non-Residential Growth Projections

Land Use	Unit	30-Year Growth Projections
Single Family Residential	lot	400
Small-Scale Multi-Unit Housing (SSMUH)	dwelling unit	9,000
Townhouse	dwelling unit	4,500
Apartment Residential	dwelling unit	28,000
Commercial	m <sup>2</sup> of BA	769,200
Institutional	m <sup>2</sup> of BA	131,600
Light Industrial	m <sup>2</sup> of BA	1,079,500
Major Industrial	hectare GSA	9.65

#### EQUIVALENCIES

Different land uses have different impacts on infrastructure. To reflect these differences, equivalent units are used to allocate DCC costs across land uses.

Table 3: Equivalent Unit Methodology

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

The equivalency units Table 4 are aligned with the City's modelling work, past equivalencies, and growth trends.

Table 4: Equivalent Units

Land Use	Transportation (trip rates)	Water, Sanitary, Sewer (population equivalent)	Parks (population equivalent)	Drainage (Impervious factor)
Single Family Residential	1.12	4.00	4.00	1.00
Small-Scale Multi-Unit Housing	0.75	2.20	2.20	0.85
Townhouse	0.84	2.90	2.90	0.58
Apartment	0.75	2.00	2.00	0.29
Commercial	0.0098	0.0090	0.0092	0.0032
Institutional	0.0098	0.0090	0.0092	0.0032
Light Industrial	0.0070	0.0090	0.0077	0.0032
Major Industrial	8.60	29.25	19.60	14.63

## 2.3 PROJECT LIST

### DCC PROJECT LIST

The proposed projects in this DCC update align the DCC programs to reflect current construction and material costs and were vetted for eligibility according to the Ministerial requirements for DCCs. Capital costs for projects are based on information from the existing project lists, new master planning, capacity modelling, and additional information provided by staff. All costs were updated to include contingency and engineering allowances. Comprehensive DCC project lists are provided in Appendix A.

Table 5: DCC Project Summary – City-wide

Transportation	<ul style="list-style-type: none"> <li>• Cycle lane installation and upgrades</li> <li>• Intersection improvements</li> <li>• Minor Traffic Safety Improvements</li> <li>• Neighborhood Centre Active Transportation Improvements</li> <li>• Roadworks extensions, widening, and improvements</li> <li>• Sidewalk installations and improvements</li> <li>• Traffic Signal installations and improvements</li> </ul>
Sewer	<ul style="list-style-type: none"> <li>• Watermain upgrades and upsizing</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Gravity mains &amp; systems upgrades</li> <li>• Pump station and forcemain upgrades</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>• Box Culvert installations and improvements</li> <li>• Dike installations and improvements</li> <li>• Drainage installations and improvements</li> <li>• Drainage Modelling</li> <li>• Pump Station installations and Improvements</li> </ul>
Parks	<ul style="list-style-type: none"> <li>• Parkland acquisition</li> <li>• Parkland improvements</li> </ul>

\*Please note: The City of Richmond will own and control all projects in this DCC program.

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

- Fencing
- Landscaping
- Drainage and irrigation
- Trails
- Restrooms
- Changing rooms
- Playground equipment
- Playing field equipment

#### DETERMINING BENEFIT FACTORS

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

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

The benefit allocation of each DCC eligible project was evaluated on a scale of 10% to 100%: Factors considered when determining benefit allocations include:

- Proximity to areas experiencing new growth and /or redevelopment for some active transportation.
- Population growth (new vs. existing population); and,
- Project triggers and timing.

The benefit factor of each DCC eligible project was evaluated on a scale of 10% to 100% using the following approaches:

1. Rule of thumb:
  - o 50% – Benefits both existing development and new growth by adding capacity that benefits and supports the current and future population of the community.
  - o 75% – Allocated to projects that largely benefit growth but will also support the existing population through increased capacity.
  - o 95% - Allocated to projects that almost exclusively benefit growth with the acknowledgement that existing users have access to the infrastructure. This has been the City's historical approach for numerous DCC updates.
  - o 100% – Allocated to projects that exclusively benefit growth (i.e., this project would not be built without growth).
2. Technical Analysis: Based on utility modelling and capacity analysis.

#### USE OF MUNICIPAL ASSIST FACTOR

When setting the assist factor, Council considered the impact of the proposed rates on the viability of new development as well as infrastructure needs over the course of the proposed program's time horizons . As a result, the City has opted for 1% assist factors across all DCC programs.

### 3.0 DCC RATES

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

#### 3.1 PROGRAM COSTS

The total City-wide DCC Program costs amount to \$3.09 B —of those costs, \$2.14 B are eligible for recovery through DCCs (i.e., paid by developers) and \$0.96 B must be funded through City revenues (i.e., from general tax revenue or other revenue) over a 30-year time horizon. This is a key consideration for Council when considering the City's financial sustainability and the costs to developers and existing taxpayers. All costs are included in Table 6 below.

Table 6: Total Cost of Proposed City-wide DCC Program (30 year)

Service	Program Inputs		Developer Responsibility		Municipal Responsibility
	Total Capital Costs	Benefit Factor	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs
Transportation	\$707.1 M	95%	1%	\$665.0 M	\$42.1 M
Sanitary Sewer	\$107.9 M	26%-100%	1%	\$102.2 M	\$5.6 M
Water	\$45.9 M	95%-100%	1%	\$44.0 M	\$1.8 M
Drainage	\$1,382.4 M	10%-100%	1%	\$524.8 M	\$857.6 M
Parkland (Acquisition)	\$513.3 M	95%	1%	\$482.7 M	\$30.5 M
Park (Development)	\$336.9 M	95%	1%	\$316.9 M	\$20.0M
Total	\$3,093.3 M	10%-100%	1%	\$ 2,135.7 M	\$957.6 M

Note: numbers may not add due to rounding.

### 3.2 INTEREST ON LONG-TERM DEBT

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

### 3.3 PROPOSED DCC RATES

A comparison of the existing and proposed rate is provided Table 7.

Table 7: DCC Rate Comparison

Land Use Category	Unit	Existing Rate	Proposed Rate (2026)
Single Family Residential	Per lot	\$63,767.14	\$63,767.00
Small-Scale Multi-Unit Housing	Per sq. ft DU	N/A	\$33.65
Townhouse	Per sq. ft DU	\$33.79	\$33.79
Apartment	Per sq. ft DU	\$35.79	\$35.79
Commercial	Per sq. ft BA	\$23.10	\$23.10
Institutional	Per sq. ft BA	\$23.10	\$23.10
Light Industrial	Per sq. ft BA	\$18.97	\$18.97
Major Industrial	Per Acre GSA	\$215,118.05	\$215,118.00

The following table summarize the total proposed City-wide DCC rates, along with each DCC program (as applicable). DCC rates are determined by applying the key elements, growth projections and equivalencies described earlier in this report to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

The DCC calculations use a 1% assist factor for all categories resulting in the DCC rates shown in Table 8 below.

Table 8: Proposed City of Richmond DCC Rates

Land Use	Single Family Residential	Small-Scale Multi-Unit Housing (SSMUH)	Townhouse	Apartment Residential	Commercial	Institutional	Light Industrial	Major Industrial
Unit	Per lot	Per sq. ft. DU	Per sq. ft. DU	Per sq. ft. DU	Per sq. ft. BA	Per sq. ft. BA	Per sq. ft. BA	Per acre of GSA
Transportation	\$13,370	\$7.18	\$7.68	\$10.56	\$10.86	\$10.86	\$7.77	\$41,422.88
Sanitary Sewer	\$2,249	\$0.99	\$1.25	\$1.32	\$0.47	\$0.47	\$0.47	\$6,656.14
Water	\$1,166	\$0.51	\$0.65	\$0.69	\$0.24	\$0.24	\$0.24	\$3,449.36
Drainage	\$17,895	\$12.17	\$7.98	\$6.11	\$5.32	\$5.32	\$5.32	\$105,912.82
Parkland Acquisition	\$17,896	\$7.87	\$9.98	\$10.53	\$3.82	\$3.82	\$3.18	\$35,486.68
Parkland Development	\$11,191	\$4.93	\$6.25	\$6.58	\$2.39	\$2.39	\$1.99	\$22,190.12
<b>TOTAL</b>	<b>\$63,767</b>	<b>\$33.65</b>	<b>\$33.79</b>	<b>\$35.79</b>	<b>\$23.10</b>	<b>\$23.10</b>	<b>\$18.97</b>	<b>\$215,118.00</b>

## 4.0 POLICY CONSIDERATIONS & DECISIONS

### 4.1 INTERESTED PARTIES' CONSULTATION

Previously, draft DCC rate increases were presented to Council on September 9<sup>th</sup>, 2025. During the meeting Council considered whether the draft DCCs:

- Are excessive in relation to the capital cost of the prevailing standards of service;
- Will deter development; and
- Discourage the development of reasonably priced housing or serviced land.

Council gave direction to staff to proceed with engagement. Engagement included the following:

1. Direct engagement with the public and interested developers via an in-person open house
2. Direct engagement with Urban Development Institute (UDI) via a Liaison Meeting
3. Information session with Finance Committee

The City posted proposed DCC rate increases on the City website with an invitation to join an in-person public consultation on November 27, 2025. Additionally, the City held a UDI Liaison Meeting on December 9, 2025, to discuss the proposed DCC update. These events featured a presentation on proposed DCC rates, opportunities for discussion with staff, and information sheet passed to all attendees.

The City accepted feedback and questions through [dcc@richmond.ca](mailto:dcc@richmond.ca) for three weeks following the sessions. Two letters were sent to the City from interested parties regarding the DCC update as well as additional direct feedback to City staff and Council.

Key feedback included the following:

- Concerns regarding rate increases;
- Consideration of phased-in increases; and
- Concerns around development feasibility due to cost increases and current market conditions.

The feedback received was taken back to Council for information. Following Council direction, the Utilities and Transportation DCC programs were revised including removal of projects, and the Drainage DCC program's equivalency factor was reviewed for SSMUH impact on infrastructure. The capital program reductions have been done to right size the long-term capital program. In addition, developers will have the option to pay their DCCs in installments per provincial updates to the LGA effective January 1<sup>st</sup>, 2026.

### 4.2 BYLAW EXEMPTIONS

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

The LGA further restricts the levying of the DCC at the time of application for a building permit if:

- The building permit is for a church or place of public worship as per the Community Charter; or

- The value of the work authorized by the building permit does not exceed \$50,000 or a higher amount as prescribed by bylaw; or
- Unit size is no larger than 29 sq.m. and only for residential use

Changes to the legislation allow local governments at building permit to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units, if such a charge is provided for in the local government's DCC bylaw. The City has included provisions in the proposed DCC bylaw to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units.

### 4.3 COLLECTION OF CHARGES – BUILDING PERMIT AND SUBDIVISION

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

The City will collect DCCs for Single Family Residential uses at time of final subdivision approval. Collecting DCCs early will allow the City to ensure timely provision of infrastructure and services. DCCs for other residential land use categories will be collected prior to building permit issuance when the final floor space of SSMUH, apartment or townhouse units are known. Non-residential land uses will also be levied DCCs at time of building permit when total floor area will be known.

### 4.4 COLLECTION OF DCCS ON REDEVELOPED OR EXPANDED DEVELOPMENTS

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

If a detached dwelling unit is replaced by another detached dwelling unit then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single detached dwelling units, then DCCs are payable on the one additional single detached residential lot. If a multi-family residential development is replaced by another multi-family residential development with the same unit mix and number of units, then no additional DCCs are payable.

### 4.5 IN-STREAM PROTECTION

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

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

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

If the new DCC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new DCC Bylaw has no application to the subdivision for 12 months after the DCC Bylaw is adopted. As such, if the subdivision is approved during the 12 months'

in-stream protection period, no DCC rates apply. This only applies in cases where DCCs are levied at subdivision.

OR

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

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

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

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

## 4.6 REBATES AND CREDITS

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

## 4.7 DCC MONITORING AND ACCOUNTING

In order to monitor the DCC Program, the City should enter all the projects contained in the DCC program into its tracking system. The tracking system would monitor the status of the project from the conceptual stage through to its final construction. The tracking system would include information about the estimated costs, the actual construction costs, and the funding sources for the projects. The construction costs would be based on the tender prices received, and the land costs based on the actual price of utility areas and or other land and improvements required for servicing purposes. The tracking system would indicate when projects are completed, their actual costs, and would include new projects that are added to the program.

## 4.8 DCC REVIEWS AND UPDATES

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

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APPENDIX A:  
DCC SERVICES – TECHNICAL  
CALCULATIONS (PROGRAMS)

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Col. (1) Project Name	Location	Col. (2) Cost Estimate (2025)	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
T-001	Traffic Signal Installation Program	various locations	\$ 26,501,000	95%	\$ 25,175,950	\$ 251,760	\$ 24,924,191	\$ 1,576,810
T-002	Cycling Infrastructure Improvement Program	various locations	\$ 7,950,000	95%	\$ 7,552,500	\$ 75,525	\$ 7,476,975	\$ 473,025
T-003	Sidewalk, annual program	various locations (non-development frontage)	\$ 5,300,000	95%	\$ 5,035,000	\$ 50,350	\$ 4,984,650	\$ 315,350
T-004	Transit Plan Infrastructure Improvements	various locations	\$ 5,300,000	95%	\$ 5,035,000	\$ 50,350	\$ 4,984,650	\$ 315,350
T-005	Neighbourhood Traffic Calming Program	various locations	\$ 4,240,000	95%	\$ 4,028,000	\$ 40,280	\$ 3,987,720	\$ 252,280
T-006	Arterial Road Crosswalk Improvement Program	various locations	\$ 7,950,000	95%	\$ 7,552,500	\$ 75,525	\$ 7,476,975	\$ 473,025
T-007	Minor Traffic Safety Improvements	various locations	\$ 1,239,215	95%	\$ 1,177,255	\$ 11,773	\$ 1,165,482	\$ 73,733
T-008	Major Intersection Improvements	various locations	\$ 26,501,000	95%	\$ 25,175,950	\$ 251,760	\$ 24,924,191	\$ 1,576,810
T-009	Transportation Modelling	various locations	\$ 2,120,000	95%	\$ 2,014,000	\$ 20,140	\$ 1,993,860	\$ 126,140
T-010	Roadworks - Cliff Street bike way	Alderbridge Way	\$ 116,907	95%	\$ 111,062	\$ 1,111	\$ 109,951	\$ 6,956
T-011	Roadworks, Urban Greenway incl SW and Blvd	Alderbridge Way	\$ 7,630,527	95%	\$ 7,249,001	\$ 72,490	\$ 7,176,511	\$ 454,016
T-012	Roadworks, Sidewalk Improvements	Alderbridge Way	\$ 704,950	95%	\$ 669,702	\$ 6,697	\$ 663,005	\$ 41,945
T-013	Roadworks, Widen to 4 lanes	Beckwith St	\$ 9,002,830	95%	\$ 8,552,689	\$ 85,527	\$ 8,467,162	\$ 535,668
T-014	Roadworks, Widen to 4 lanes	Beckwith St	\$ 3,558,653	95%	\$ 3,380,720	\$ 33,807	\$ 3,346,913	\$ 211,740
T-015	Roadworks - Collector, Commercial Cross-section	Blundell Rd	\$ 12,897,906	95%	\$ 12,253,011	\$ 122,530	\$ 12,130,481	\$ 767,425
T-016	Roadworks - Collector, Commercial Cross-section	Blundell Rd	\$ 9,170,194	95%	\$ 8,711,664	\$ 87,117	\$ 8,624,568	\$ 545,627
T-017	Roadworks - Arterial, Undivided, Widening	Bridgeport Rd	\$ 2,850,195	95%	\$ 2,707,686	\$ 27,077	\$ 2,680,609	\$ 169,587
T-018	Roadworks, Extension of Major Street, with Cycling	Brown Rd	\$ 14,991,210	95%	\$ 14,241,649	\$ 142,416	\$ 14,099,233	\$ 891,977
T-019	Roadworks, Widen, Add cycling Lanes, new SW	Brown Rd	\$ 16,138,704	95%	\$ 15,331,769	\$ 153,318	\$ 15,178,451	\$ 960,253
T-020	Roadworks, Extension of Major Street, with Cycling	Brown Rd	\$ 11,192,659	95%	\$ 10,633,216	\$ 106,332	\$ 10,526,884	\$ 665,975
T-021	Roadworks, Widen, Add cycling Lanes, new SW	Browningate Rd	\$ 6,009,639	95%	\$ 5,709,157	\$ 57,092	\$ 5,652,066	\$ 357,574
T-022	Roadworks - Local, Residential Cross-section	Browningate Rd	\$ 261,872	95%	\$ 248,778	\$ 2,488	\$ 246,291	\$ 15,581
T-023	Roadworks, New Major Street Segment with Cycling	Browningate Rd	\$ 21,809,717	95%	\$ 20,719,231	\$ 207,192	\$ 20,512,039	\$ 1,297,678
T-024	Roadworks, Urban Greenway incl SW and Blvd	Cambie Rd	\$ 1,197,129	95%	\$ 1,137,272	\$ 11,373	\$ 1,125,900	\$ 71,229

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Col. (1) Project Name	Col. (2) Location Primary Roadway	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assisist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
T-025	Roadworks, Major street w/median in new corridor	Cambie Rd	\$ 8,322,105	95%	\$ 7,905,999	\$ 79,060	\$ 7,826,939	\$ 495,165
T-026	Roadworks, Widen, Add cycling Lanes, new SW	Capstan Way	\$ 25,910,064	95%	\$ 24,614,560	\$ 246,146	\$ 24,368,415	\$ 1,541,649
T-027	Roadworks - Sidewalk Installation	Cedarbridge Way - Sidewalk	\$ 727,162	95%	\$ 690,804	\$ 6,908	\$ 683,896	\$ 43,266
T-028	Traffic Signal- Upgrade	Various locations in City Centre	\$ 6,388,086	95%	\$ 7,968,681	\$ 79,687	\$ 7,888,994	\$ 499,091
T-029	Traffic Signal- New	Various locations in City Centre	\$ 19,026,633	95%	\$ 18,075,301	\$ 180,753	\$ 17,894,548	\$ 1,132,085
T-030	Traffic Signal-add 4th leg	Various locations in City Centre	\$ 2,352,766	95%	\$ 2,235,118	\$ 22,351	\$ 2,212,767	\$ 139,989
T-031	Roadworks, Cycling Lanes	Cook Rd	\$ 4,810,728	95%	\$ 4,570,191	\$ 45,702	\$ 4,524,489	\$ 286,238
T-032	Roadworks, Extension of Major Street, with Cycling	Cooney Rd	\$ 44,798,828	95%	\$ 42,558,886	\$ 425,589	\$ 42,133,297	\$ 2,665,530
T-033	Roadworks, Cycling Lanes	Cooney Rd	\$ 3,978,349	95%	\$ 3,779,432	\$ 37,794	\$ 3,741,637	\$ 236,712
T-034	Roadworks - Local, Residential Cross-section Construction	Corvette Way	\$ 1,335,079	95%	\$ 1,268,325	\$ 12,683	\$ 1,255,642	\$ 79,437
T-035	Roadworks - Overpass Structure	No 2 Road	\$ 371,765	95%	\$ 353,176	\$ 3,532	\$ 349,645	\$ 22,120
T-036	Roadworks - Collector, Residential, Cross-section Construction	Ferndale Road	\$ 899,016	95%	\$ 854,065	\$ 8,541	\$ 845,524	\$ 53,491
T-037	Roadworks - Arterial, Undivided, Widening	Francis Road	\$ 2,598,845	95%	\$ 2,468,903	\$ 24,689	\$ 2,444,214	\$ 154,631
T-038	Roadworks - Local, Commercial/Industrial, Construction	Frasenwood Way	\$ 11,166,968	95%	\$ 10,608,619	\$ 106,086	\$ 10,502,533	\$ 664,435
T-039	Roadworks - Sidewalk Installation	Garden City Rd	\$ 218,616	95%	\$ 207,685	\$ 2,077	\$ 205,609	\$ 13,008
T-040	Roadworks, Ped/cyc crossing enhancements, on Garden City, between Alderbridge and Westminster	Garden City Rd	\$ 371,765	95%	\$ 353,176	\$ 3,532	\$ 349,645	\$ 22,120
T-041	Roadworks - Left turn bay	Garden City Rd	\$ 400,602	95%	\$ 380,572	\$ 3,806	\$ 376,766	\$ 23,836
T-042	Roadworks, Ped/cyc crossing enhancements, on Garden City, between Sea Island and Cambie	Garden City Rd	\$ 371,765	95%	\$ 353,176	\$ 3,532	\$ 349,645	\$ 22,120
T-043	Roadworks - Arterial, Divided, Widening	Garden City Rd	\$ 4,177,091	95%	\$ 3,968,237	\$ 39,682	\$ 3,928,554	\$ 248,537
T-044	Roadworks, Ped/cyc crossing enhancements, on Garden City, between Westminster and Granville	Garden City Rd	\$ 371,765	95%	\$ 353,176	\$ 3,532	\$ 349,645	\$ 22,120
T-045	Roadworks, Widen to 4 lanes, Upgr. Cycling, Urban Greenway	Gilbert Rd	\$ 9,372,046	95%	\$ 8,903,444	\$ 89,034	\$ 8,814,409	\$ 557,637
T-046	Roadworks - Arterial, Undivided (widening)	Granville Avenue	\$ 3,845,075	95%	\$ 3,652,821	\$ 36,528	\$ 3,616,293	\$ 228,782
T-047	Roadworks, Urban Greenway incl SW and Blvd	Granville Avenue	\$ 4,226,530	95%	\$ 4,017,104	\$ 40,171	\$ 3,976,933	\$ 251,598
T-048	Roadworks, Urban Greenway	Great Canadian Way	\$ 112,231	95%	\$ 106,619	\$ 1,066	\$ 105,553	\$ 6,678

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Col. (1) Project Name	Location Primary Roadway	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3)	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility
T-049	Roadworks - Collector, Commercial	Hazelbridge Way	\$ 156,656	95%	\$ 148,823	\$ 1,488	\$ 147,335	\$	9,321
T-050	Roadworks, Extend Minor Street - Commercial	Hazelbridge Way	\$ 1,681,124	95%	\$ 1,597,068	\$ 15,971	\$ 1,581,097	\$	100,027
T-051	Roadworks - Bike Lane	Jacombs Rd	\$ 100,540	95%	\$ 95,513	\$ 955	\$ 94,558	\$	5,982
T-052	Roadworks - New Local, Commercial/Industrial, Construction	Knox Way	\$ 14,060,419	95%	\$ 13,357,398	\$ 133,574	\$ 13,223,824	\$	836,595
T-053	Roadworks - Local, Commercial, Widening	Kwanlien St	\$ 6,845,720	95%	\$ 6,503,434	\$ 65,034	\$ 6,438,400	\$	407,320
T-054	Roadworks, Cycling, Urban Greenway	Lansdowne Rd	\$ 12,830,466	95%	\$ 12,188,943	\$ 121,889	\$ 12,067,053	\$	763,413
T-055	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Rd	\$ 21,561,966	95%	\$ 20,483,867	\$ 204,639	\$ 20,279,228	\$	1,282,937
T-056	Roadworks, Cycling, Urban Greenway	Lansdowne Rd	\$ 8,254,757	95%	\$ 7,842,019	\$ 78,420	\$ 7,763,599	\$	491,158
T-057	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Rd	\$ 8,802,421	95%	\$ 8,362,300	\$ 83,623	\$ 8,278,677	\$	523,744
T-058	Roadworks, Widen, new SW, Bicycle Friendly Street (Shared Lane)	Leslie Rd	\$ 4,989,931	95%	\$ 4,740,435	\$ 47,404	\$ 4,693,030	\$	296,901
T-059	Roadworks, Realign and upgrade, Bicycle Friendly Street (Shared Lane)	Leslie Rd	\$ 2,639,170	95%	\$ 2,507,211	\$ 25,072	\$ 2,482,139	\$	157,031
T-060	Roadworks, Sidewalk Improvements, Bicycle Friendly Street	Leslie Rd	\$ 842,900	95%	\$ 800,755	\$ 8,008	\$ 792,748	\$	50,153
T-061	Roadworks, Widen, new SW, Bicycle Friendly Street (Shared Lane)	Leslie Rd	\$ 8,675,923	95%	\$ 8,241,842	\$ 82,418	\$ 8,159,423	\$	516,200
T-062	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Minoru Blvd	\$ 23,222,438	95%	\$ 22,061,316	\$ 220,613	\$ 21,840,703	\$	1,381,735
T-063	Roadworks, Sidewalk Improvements	Minoru Blvd	\$ 1,012,416	95%	\$ 961,795	\$ 9,618	\$ 952,177	\$	60,239
T-064	Roadworks, Cycling, Urban Greenway	Minoru Blvd	\$ 1,939,489	95%	\$ 1,842,515	\$ 18,425	\$ 1,824,089	\$	115,400
T-065	Roadworks - New Local, Commercial/Industrial, Construction	Mitchell Rd	\$ 5,037,528	95%	\$ 4,785,651	\$ 47,857	\$ 4,737,795	\$	299,733
T-066	Neighbourhood Centre Active Transportation Improvements		\$ 2,962,301	95%	\$ 2,833,185	\$ 28,332	\$ 2,804,854	\$	177,447
T-067	Neighbourhood Centre Active Transportation Improvements	Cambie Rd	\$ 5,534,383	95%	\$ 5,257,664	\$ 52,577	\$ 5,205,087	\$	329,296
T-068	Roadworks - Minor Arterial, Commercial, Widening	No 5 Rd	\$ 2,766,022	95%	\$ 2,627,721	\$ 26,277	\$ 2,601,444	\$	164,578
T-069	Roadworks - Arterial, Undivided, Widening	No 6 Rd	\$ 6,110,735	95%	\$ 5,805,198	\$ 58,052	\$ 5,747,146	\$	363,589
T-070	Roadworks - Arterial, Undivided, Widening	No 6 Rd	\$ 1,658,823	95%	\$ 1,565,862	\$ 15,659	\$ 1,550,203	\$	108,620
T-071	Roadworks - Arterial, Undivided, Widening	No 6 Rd	\$ 3,545,793	95%	\$ 3,368,503	\$ 33,685	\$ 3,334,818	\$	210,975
T-072	Roadworks, Realign and upgrade - Urban Greenway incl SW and Blvd west side, (include future widening for raised bikelane on west side)	No. 3 Road	\$ 1,399,378	95%	\$ 1,329,409	\$ 13,294	\$ 1,316,115	\$	83,263

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Col. (1) Project Name	Location	Col. (2) Cost Estimate (2025)	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
T-073	Roadworks, Urban Greenway incl S/W and Blvd, west side	No. 3 Road	\$ 337,862	95%	\$ 320,968	\$ 3,210	\$ 317,758	\$ 20,103
T-074	Roadworks, Realign and upgrade - Urban Greenway incl S/W and Blvd west side. (include future widening for raised bike lane on west side)	No. 3 Road	\$ 6,641,506	95%	\$ 6,309,431	\$ 63,094	\$ 6,246,337	\$ 395,170
T-075	Roadworks, Realign and upgrade (Future widening / realignment)	No. 3 Road	\$ 4,250,420	95%	\$ 4,037,899	\$ 40,379	\$ 3,997,520	\$ 252,900
T-076	Roadworks, Urban Greenway incl S/W and Blvd, west side	No. 3 Road	\$ 2,407,118	95%	\$ 2,286,762	\$ 22,868	\$ 2,263,894	\$ 143,223
T-077	Roadworks, Realign and upgrade to major street with cycling	Oolin Rd	\$ 17,540,536	95%	\$ 16,663,509	\$ 186,635	\$ 16,496,874	\$ 1,043,662
T-078	Roadworks, Realign and upgrade to major street with cycling	Oolin Rd	\$ 4,433,807	95%	\$ 4,212,117	\$ 42,121	\$ 4,169,996	\$ 263,812
T-079	Roadworks, Major street w/median in new corridor	River Parkway	\$ 19,855,735	95%	\$ 18,862,948	\$ 188,629	\$ 18,674,319	\$ 1,181,416
T-080	Roadworks, Road extension to interim standards	River Parkway	\$ 5,115,855	95%	\$ 4,860,063	\$ 48,601	\$ 4,811,462	\$ 304,393
T-081	Roadworks, Major street w/median in new corridor	River Parkway	\$ 7,782,507	95%	\$ 7,393,381	\$ 73,934	\$ 7,319,448	\$ 463,059
T-082	Roadworks, Widen to 4 lanes + cycling + median	River Parkway	\$ 5,461,900	95%	\$ 5,188,805	\$ 51,888	\$ 5,136,917	\$ 324,983
T-083	Land Acq (CP Road)	River Parkway	\$ 2,367,134	95%	\$ 2,248,778	\$ 22,488	\$ 2,226,290	\$ 140,844
T-084	Roadworks - Local, Commercial/Industrial, Construction	Savage Rd	\$ 1,953,518	95%	\$ 1,855,842	\$ 18,558	\$ 1,837,284	\$ 116,234
T-085	Roadworks, Widen to 4 lanes, Shared Cycling	Sexsmith Rd	\$ 1,547,950	95%	\$ 1,470,458	\$ 14,705	\$ 1,455,753	\$ 92,097
T-086	Roadworks, Extension of Major Street, with Cycling	Sexsmith Rd	\$ 1,629,685	95%	\$ 1,548,201	\$ 15,482	\$ 1,532,719	\$ 96,966
T-087	Roadworks, Widen, Add cycling Lanes, new S/W	Sexsmith Rd	\$ 12,731,453	95%	\$ 12,094,881	\$ 120,949	\$ 11,973,932	\$ 757,521
T-088	Roadworks - Arterial, Undivided, Widening	Shell Rd	\$ 15,982,372	95%	\$ 15,183,253	\$ 151,833	\$ 15,031,421	\$ 950,951
T-089	Roadworks - Arterial, Undivided, Widening	Shell Rd	\$ 6,708,130	95%	\$ 6,372,724	\$ 63,727	\$ 6,308,997	\$ 399,134
T-090	Roadworks - Arterial, Undivided, Widening - (cycling network upgrade)	Shell Rd	\$ 225,631	95%	\$ 214,349	\$ 2,143	\$ 212,206	\$ 13,425
T-091	Roadworks - Arterial, Undivided, Widening	Shell Rd (west)	\$ 8,137,904	95%	\$ 7,731,009	\$ 77,310	\$ 7,653,699	\$ 484,205
T-092	Roadworks, Extend Minor Street - Residential	Sorenson Cr	\$ 755,220	95%	\$ 717,459	\$ 7,175	\$ 710,284	\$ 44,936
T-093	Roadworks - Local, Residential Cross-section Construction	Sillis Ave, Tumill St, Keefer Ave, Lechow St	\$ 11,554,490	95%	\$ 10,976,765	\$ 109,768	\$ 10,866,998	\$ 687,492
T-094	Roadworks - Arterial, Rural Undivided, Widening	Stevenson Hwy	\$ 10,388,366	95%	\$ 9,868,948	\$ 98,689	\$ 9,770,258	\$ 618,108
T-095	Roadworks - Local, Commercial/Industrial, Construction to new Cross-section	Triangle Rd	\$ 5,596,344	95%	\$ 5,316,526	\$ 53,165	\$ 5,263,361	\$ 332,982
T-096	Roadworks - Collector, Commercial, Construction to Cross-section	Viking Way	\$ 1,961,701	95%	\$ 1,863,616	\$ 18,636	\$ 1,844,980	\$ 116,721

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Col. (1) Project Name	Location Primary Roadway	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist. Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
T-087	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,757,956	95%	\$ 7,370,058	\$ 73,701	\$ 7,296,358	\$ 461,598
T-088	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,347,612	95%	\$ 6,980,232	\$ 69,802	\$ 6,910,429	\$ 437,183
T-089	Roadworks - Arterial, Divided, Widening	Westminster Hwy	\$ 3,149,478	95%	\$ 2,992,004	\$ 29,920	\$ 2,962,084	\$ 187,394
T-100	Roadworks - Arterial, Undivided, Widening	Westminster Hwy	\$ 12,703,127	95%	\$ 12,067,971	\$ 120,680	\$ 11,947,291	\$ 755,836
T-101	Roadworks - Arterial, Undivided, Widening	Westminster Hwy	\$ 2,506,489	95%	\$ 2,381,164	\$ 23,812	\$ 2,357,352	\$ 149,136
T-102	Roadworks, Urban Greenway incl SW and Blvd	Westminster Hwy	\$ 3,355,234	95%	\$ 3,187,473	\$ 31,875	\$ 3,155,598	\$ 199,636
T-103	Roadworks, Ped/cyc crossing enhancements, on Westminster, between No. 3 and Garden City	Westminster Hwy	\$ 371,765	95%	\$ 353,176	\$ 3,532	\$ 349,645	\$ 22,120
T-104	Roadworks, Urban Greenway incl SW and Blvd	Westminster Hwy	\$ 2,737,965	95%	\$ 2,601,066	\$ 26,011	\$ 2,575,056	\$ 162,909
T-105	Roadworks - New Local, to Residential Cross-section Construction.	Willet Ave	\$ 2,161,613	95%	\$ 2,053,532	\$ 20,535	\$ 2,032,997	\$ 128,616
<b>TOTALS</b>			<b>\$ 707,999,658</b>		<b>\$ 671,744,675</b>	<b>\$ 6,717,447</b>	<b>\$ 665,027,228</b>	<b>\$ 42,072,430</b>

CITY OF RICHMOND  
PROPOSED TRANSPORTATION DCC CALCULATION

Transportation DCC Calculation	Land Use	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Wt. Trip Rate	Col. (4) = (1) x (3) Trip Ends	Col. (5) = (4) / (a)
Single Family		400	Per Lot	1.12	448	1%
SSMUH		9,000	Per Dwelling Unit	0.75	6,768	14%
Townhouse		4,500	Per Dwelling Unit	0.84	3,767	8%
Apartment		28,000	Per Dwelling Unit	0.75	21,056	43%
Commercial		769,200	Per sq. m. BA	0.0098	7,538	16%
Institutional		131,500	Per sq. m. BA	0.0098	1,290	3%
Light Industrial		1,079,500	Per sq. m. BA	0.0070	7,567	16%
Major Industrial		9.65	Per hectare GSA	8.59	83	0%
<b>Total Trip Ends</b>						<b>48,617 (a)</b>
<b>B: Unit Transportation DCC Calculation</b>						
Net Transportation DCC Program Recoverable						
Existing DCC Reserve Monies		\$	665,027,228 (b)			
Net Amount to be Paid by DCCs		\$	86,152,197 (c)			
DCC per Trip End		\$	578,875,031 (d) = (b) - (c)			
		\$	11,931.47 (e) = (d) / (a)			
<b>C: Resulting Transportation DCCs</b>						
Single Family			\$13,370.00 Per Lot		(e) x Col. (3)	DCC Revenue Estimates
SSMUH			\$8,972.00 Per Dwelling Unit \$7.18 Per dwelling Unit		(e) x Col. (3)	\$5,348,000 \$80,748,000
Townhouse			\$9,987.00 Per Dwelling Unit \$7.68 Per sq. ft. DU		(e) x Col. (3)	\$44,941,500
Apartment			\$8,972.00 Per Dwelling Unit \$10.56 Per sq. ft. DU		(e) x Col. (3)	\$251,216,000
Commercial			\$116.93 Per sq. m. BA \$10.86 Per sq. ft. BA		(e) x Col. (3)	\$89,942,556
Institutional			\$116.93 Per sq. m. BA \$10.86 Per sq. ft. BA		(e) x Col. (3)	\$15,387,988
Light Industrial			\$83.64 Per sq. m. BA \$7.77 Per sq. ft. BA		(e) x Col. (3)	\$80,289,380
Major Industrial			\$102,360.07 Per hectare GSA \$41,422.86 Per acre GSA		(e) x Col. (3)	\$987,775

Notes:  
 (1) Townhouse assumes an average size of 1,300 sq. ft.  
 (2) Apartment assumes an average size of 850 sq. ft.  
 (3) SSMUH assumes an average size of 1250 sq. ft.

**CITY OF RICHMOND  
PROPOSED WATER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location						
<b>BLUNDELL PLANNING AREA</b>								
W-001	Watermain	Livingstone Pl	\$ 165,632	95%	\$ 157,350	\$ 1,573	\$ 155,776	\$ 9,855
W-002	Watermain	Donal Rd	\$ 128,714	95%	\$ 122,279	\$ 1,223	\$ 121,056	\$ 7,659
W-003	Watermain	Dunsany Pl	\$ 27,081	95%	\$ 25,727	\$ 257	\$ 25,470	\$ 1,611
W-004	Watermain	Donal Rd	\$ 210,498	95%	\$ 199,973	\$ 2,000	\$ 197,974	\$ 12,525
<b>BRIDGEPORT PLANNING AREA</b>								
W-005	Watermain	Finlayson Rd	\$ 177,615	95%	\$ 168,734	\$ 1,687	\$ 167,047	\$ 10,568
<b>BROADMOOR PLANNING AREA</b>								
W-006	Watermain	Lucas Rd	\$ 281,775	95%	\$ 267,686	\$ 2,677	\$ 265,009	\$ 16,766
W-007	Watermain	Lucas Rd	\$ 141,411	95%	\$ 134,340	\$ 1,343	\$ 132,997	\$ 8,414
W-008	Watermain	Lucas Rd	\$ 279,406	95%	\$ 265,435	\$ 2,654	\$ 262,781	\$ 16,625
W-009	Watermain	Sunnycroft Rd	\$ 193,966	95%	\$ 184,268	\$ 1,843	\$ 182,425	\$ 11,541
W-010	Watermain	Sunnycroft Rd	\$ 152,518	95%	\$ 144,893	\$ 1,449	\$ 143,444	\$ 9,075
W-011	Watermain	Sunnycroft Rd	\$ 164,176	95%	\$ 155,967	\$ 1,560	\$ 154,408	\$ 9,768
W-012	Watermain	Ash St	\$ 133,053	95%	\$ 126,401	\$ 1,264	\$ 125,137	\$ 7,917
W-013	Watermain	Ash St	\$ 335,819	95%	\$ 319,028	\$ 3,190	\$ 315,838	\$ 19,981
<b>CITY CENTRE PLANNING AREA</b>								
W-014	Watermain	Bennett Rd	\$ 299,213	95%	\$ 284,253	\$ 2,843	\$ 281,410	\$ 17,803
W-015	Watermain	Park Rd	\$ 606,437	95%	\$ 576,115	\$ 5,761	\$ 570,354	\$ 36,083
W-016	Watermain	Pimlico Way	\$ 309,708	95%	\$ 294,223	\$ 2,942	\$ 291,281	\$ 18,428
W-017	Watermain	Cook Rd	\$ 167,662	95%	\$ 159,279	\$ 1,593	\$ 157,687	\$ 9,976
W-018	Watermain	Cook Rd	\$ 185,556	95%	\$ 176,279	\$ 1,763	\$ 174,516	\$ 11,041
W-019	Watermain	Cook Rd	\$ 232,853	95%	\$ 221,211	\$ 2,212	\$ 218,999	\$ 13,855
W-020	Watermain	Cook Rd	\$ 259,364	95%	\$ 246,396	\$ 2,464	\$ 243,932	\$ 15,432
<b>EAST CAMBIE PLANNING AREA</b>								
W-021	Watermain	Bird Rd	\$ 662,867	95%	\$ 629,724	\$ 6,297	\$ 623,427	\$ 39,441
W-022	Watermain	Bird Rd	\$ 648,044	95%	\$ 615,642	\$ 6,156	\$ 609,485	\$ 38,559
W-023	Watermain	Bird Rd	\$ 101,263	95%	\$ 96,199	\$ 962	\$ 95,237	\$ 6,025
W-024	Watermain	Daniels Rd	\$ 162,732	95%	\$ 154,595	\$ 1,546	\$ 153,049	\$ 9,683
W-025	Watermain	Daniels Rd	\$ 122,374	95%	\$ 116,255	\$ 1,163	\$ 115,092	\$ 7,281
W-026	Watermain	Daniels Rd	\$ 184,236	95%	\$ 175,025	\$ 1,750	\$ 173,274	\$ 10,962
W-027	Watermain	Daniels Rd	\$ 162,310	95%	\$ 154,195	\$ 1,542	\$ 152,653	\$ 9,657
W-028	Watermain	Daniels Rd	\$ 342,638	95%	\$ 325,506	\$ 3,255	\$ 322,251	\$ 20,387
W-029	Watermain	Barnfield Dr	\$ 358,930	95%	\$ 340,983	\$ 3,410	\$ 337,574	\$ 21,356
W-030	Watermain	Barnfield Dr	\$ 453,336	95%	\$ 430,669	\$ 4,307	\$ 426,362	\$ 26,973
W-031	Watermain	Mellis Dr	\$ 336,983	95%	\$ 320,133	\$ 3,201	\$ 316,932	\$ 20,050
W-032	Watermain	Mellis Dr	\$ 97,366	95%	\$ 92,517	\$ 925	\$ 91,592	\$ 5,794

**CITY OF RICHMOND  
PROPOSED WATER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location						
W-033	Watermain	Mellis Dr	\$ 358,659	95%	\$ 340,726	\$ 3,407	\$ 337,319	\$ 21,340
W-034	Watermain	Mellis Dr	\$ 92,980	95%	\$ 88,331	\$ 883	\$ 87,448	\$ 5,532
W-035	Watermain	Dewsbury Dr	\$ 456,177	95%	\$ 433,368	\$ 4,334	\$ 429,034	\$ 27,143
W-036	Watermain	Dewsbury Dr	\$ 141,224	95%	\$ 134,163	\$ 1,342	\$ 132,822	\$ 8,403
W-037	Watermain	Dewsbury Dr	\$ 146,317	95%	\$ 139,001	\$ 1,390	\$ 137,611	\$ 8,706
W-038	Watermain	Bath Rd	\$ 459,453	95%	\$ 436,481	\$ 4,365	\$ 432,116	\$ 27,337
W-039	Watermain	Bamfield Gate	\$ 154,342	95%	\$ 146,625	\$ 1,466	\$ 145,158	\$ 9,183
W-040	Watermain	Bamfield Gate	\$ 87,135	95%	\$ 82,778	\$ 828	\$ 81,950	\$ 5,185
W-041	Watermain	Bergen Dr	\$ 233,429	95%	\$ 221,757	\$ 2,218	\$ 219,540	\$ 13,889
W-042	Watermain	Cambie Connector	\$ 18,361	95%	\$ 17,443	\$ 174	\$ 17,269	\$ 1,092
W-043	Watermain	Cambie Rd	\$ 108,978	95%	\$ 103,529	\$ 1,035	\$ 102,494	\$ 6,484
W-044	Watermain	Dallyn Rd	\$ 296,996	95%	\$ 282,146	\$ 2,821	\$ 279,325	\$ 17,671
W-045	Watermain	Dallyn Rd	\$ 275,073	95%	\$ 261,319	\$ 2,613	\$ 258,706	\$ 16,367
W-046	Watermain	Sparwood Pl	\$ 629,674	95%	\$ 598,190	\$ 5,982	\$ 592,208	\$ 37,466
<b>HAMILTON PLANNING AREA</b>								
W-047	Watermain	Smith Cr	\$ 534,209	95%	\$ 507,499	\$ 5,075	\$ 502,424	\$ 31,785
W-048	Watermain	Willett Ave	\$ 325,131	95%	\$ 308,874	\$ 3,089	\$ 305,785	\$ 19,345
<b>SEAFAIR PLANNING AREA</b>								
W-049	Watermain	Colonial Dr	\$ 749,943	95%	\$ 712,445	\$ 7,124	\$ 705,321	\$ 44,622
W-050	Watermain	Colonial Dr	\$ 290,450	95%	\$ 275,927	\$ 2,759	\$ 273,168	\$ 17,282
W-051	Watermain	Palmer Rd	\$ 149,599	95%	\$ 142,119	\$ 1,421	\$ 140,697	\$ 8,901
W-052	Watermain	Mahood Dr	\$ 449,725	95%	\$ 427,239	\$ 4,272	\$ 422,967	\$ 26,759
W-053	Watermain	Groat Ave	\$ 129,202	95%	\$ 122,742	\$ 1,227	\$ 121,515	\$ 7,688
W-054	Watermain	Geal Rd	\$ 229,518	95%	\$ 218,042	\$ 2,180	\$ 215,862	\$ 13,656
W-055	Watermain	Francis Rd	\$ 80,301	95%	\$ 76,286	\$ 763	\$ 75,523	\$ 4,778
W-056	Watermain	Francis Rd	\$ 64,976	95%	\$ 61,727	\$ 617	\$ 61,110	\$ 3,866
W-057	Watermain	Francis Rd	\$ 367,214	95%	\$ 348,853	\$ 3,489	\$ 345,365	\$ 21,849
W-058	Watermain	Francis Rd	\$ 432,937	95%	\$ 411,290	\$ 4,113	\$ 407,177	\$ 25,760
W-059	Watermain	Francis Rd	\$ 145,025	95%	\$ 137,774	\$ 1,378	\$ 136,396	\$ 8,629
W-060	Watermain	Francis Rd	\$ 546,729	95%	\$ 519,392	\$ 5,194	\$ 514,199	\$ 32,530
W-061	Watermain	Francis Rd	\$ 250,920	95%	\$ 238,374	\$ 2,384	\$ 235,991	\$ 14,930
<b>SHELLMONT PLANNING AREA</b>								
W-062	Watermain	Shell Rd	\$ 156,350	95%	\$ 148,532	\$ 1,485	\$ 147,047	\$ 9,303
W-063	Watermain	Kingscome Ave	\$ 415,068	95%	\$ 394,314	\$ 3,943	\$ 390,371	\$ 24,697
W-064	Watermain	Kingscome Ave	\$ 402,546	95%	\$ 382,419	\$ 3,824	\$ 378,595	\$ 23,952
W-065	Watermain	Kingswood Dr	\$ 230,631	95%	\$ 219,099	\$ 2,191	\$ 216,908	\$ 13,723
W-066	Watermain	Kingscome Ave/Kingswood Dr Connector	\$ 56,024	95%	\$ 53,223	\$ 532	\$ 52,691	\$ 3,333

**CITY OF RICHMOND  
PROPOSED WATER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2) Cost Estimate (2025)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location						
W-067	Watermain	Seacoast Rd	\$ 185,190	95%	\$ 175,930	\$ 1,759	\$ 174,171	\$ 11,019
W-068	Watermain	Francis Rd	\$ 1,402,974	95%	\$ 1,332,825	\$ 13,328	\$ 1,319,497	\$ 83,477
W-069	Watermain	Kingsbridge Dr	\$ 146,392	95%	\$ 139,072	\$ 1,391	\$ 137,682	\$ 8,710
W-070	Watermain	Kingsbridge Dr	\$ 351,945	95%	\$ 334,348	\$ 3,343	\$ 331,005	\$ 20,941
W-071	Watermain	Kingsbridge Dr	\$ 301,411	95%	\$ 286,341	\$ 2,863	\$ 283,477	\$ 17,934
W-072	Watermain	King Rd	\$ 515,154	95%	\$ 489,396	\$ 4,894	\$ 484,502	\$ 30,652
W-073	Watermain	King Rd	\$ 497,686	95%	\$ 472,802	\$ 4,728	\$ 468,074	\$ 29,612
W-074	Watermain	King Rd	\$ 109,439	95%	\$ 103,967	\$ 1,040	\$ 102,928	\$ 6,512
W-075	Watermain	King Rd	\$ 208,679	95%	\$ 198,245	\$ 1,982	\$ 196,263	\$ 12,416
<b>STEVESTON PLANNING AREA</b>								
W-076	Watermain	Fortune Ave	\$ 234,015	95%	\$ 222,314	\$ 2,223	\$ 220,091	\$ 13,924
W-077	Watermain	Fortune Ave	\$ 97,387	95%	\$ 92,518	\$ 925	\$ 91,593	\$ 5,795
W-078	Watermain	Fundy Dr	\$ 203,839	95%	\$ 193,647	\$ 1,936	\$ 191,710	\$ 12,128
W-079	Watermain	Fundy Dr	\$ 342,321	95%	\$ 325,205	\$ 3,252	\$ 321,953	\$ 20,368
W-080	Watermain	Fundy Dr	\$ 401,161	95%	\$ 381,103	\$ 3,811	\$ 377,292	\$ 23,869
W-081	Watermain	Fundy Dr	\$ 129,747	95%	\$ 123,260	\$ 1,233	\$ 122,027	\$ 7,720
W-082	Watermain	Fundy Dr	\$ 135,914	95%	\$ 129,118	\$ 1,291	\$ 127,827	\$ 8,087
W-083	Watermain	Fundy Dr	\$ 107,580	95%	\$ 102,201	\$ 1,022	\$ 101,179	\$ 6,401
W-084	Watermain	Bonavista Dr	\$ 264,822	95%	\$ 251,581	\$ 2,516	\$ 249,065	\$ 15,757
W-085	Watermain	Kingfisher Dr	\$ 461,517	95%	\$ 438,441	\$ 4,384	\$ 434,057	\$ 27,460
W-086	Watermain	Kingfisher Dr	\$ 127,190	95%	\$ 120,831	\$ 1,208	\$ 119,622	\$ 7,568
W-087	Watermain	Plover Dr	\$ 243,064	95%	\$ 230,911	\$ 2,309	\$ 228,602	\$ 14,462
W-088	Watermain	Pintail Dr	\$ 1,060,286	95%	\$ 1,026,272	\$ 10,263	\$ 1,016,009	\$ 64,277
W-089	Watermain	Kittiwake Dr	\$ 161,499	95%	\$ 153,425	\$ 1,534	\$ 151,890	\$ 9,609
W-090	Watermain	Kittiwake Dr	\$ 245,381	95%	\$ 233,112	\$ 2,331	\$ 230,781	\$ 14,600
W-091	Watermain	Kittiwake Dr	\$ 165,550	95%	\$ 157,272	\$ 1,573	\$ 155,700	\$ 9,850
<b>THOMPSON PLANNING AREA</b>								
W-092	Watermain	Westminster Hwy/Lynas Lane	\$ 77,121	95%	\$ 73,265	\$ 733	\$ 72,533	\$ 4,589
W-093	Watermain	Garrison Rd	\$ 69,937	95%	\$ 66,440	\$ 664	\$ 65,776	\$ 4,161
W-094	Watermain	Garrison Rd	\$ 5,124	95%	\$ 4,867	\$ 49	\$ 4,819	\$ 305
W-095	Watermain	Tiffany Blvd	\$ 338,701	95%	\$ 321,766	\$ 3,218	\$ 318,548	\$ 20,153
W-096	Watermain	Tiffany Blvd	\$ 224,227	95%	\$ 213,016	\$ 2,130	\$ 210,886	\$ 13,342
W-097	Watermain	Tiffany Blvd	\$ 116,817	95%	\$ 110,976	\$ 1,110	\$ 109,867	\$ 6,951
W-098	Watermain	Tiffany Blvd	\$ 216,591	95%	\$ 205,762	\$ 2,058	\$ 203,704	\$ 12,887
<b>WEST CAMBIE PLANNING AREA</b>								
W-099	Watermain	Patterson Rd	\$ 633,864	95%	\$ 602,171	\$ 6,022	\$ 596,149	\$ 37,715
W-100	Watermain	Patterson Rd	\$ 331,454	95%	\$ 314,882	\$ 3,149	\$ 311,733	\$ 19,722

**CITY OF RICHMOND  
PROPOSED WATER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location						
<b>CITY CENTRE</b>								
W-101	Watermain	Spires Gate	\$ 179,730	95%	\$ 170,743	\$ 1,707	\$ 169,036	\$ 10,694
W-102	Watermain	Cooney Rd	\$ 83,189	95%	\$ 79,029	\$ 790	\$ 78,239	\$ 4,950
<b>CCAP Projects</b>								
W-103	Watermain	Minoru Blvd	\$ 312,710	100%	\$ 312,710	\$ 3,127	\$ 309,583	\$ 3,127
W-104	Watermain	Acheson Rd	\$ 460,091	100%	\$ 460,091	\$ 4,601	\$ 455,490	\$ 4,601
W-105	Watermain	Bennett Rd	\$ 166,769	100%	\$ 166,769	\$ 1,668	\$ 165,101	\$ 1,668
W-106	Watermain	Spires Cr	\$ 332,416	100%	\$ 332,416	\$ 3,324	\$ 329,092	\$ 3,324
W-107	Watermain	Cook Cr	\$ 469,845	100%	\$ 469,845	\$ 4,698	\$ 465,147	\$ 4,698
W-108	Watermain	No. 4 Rd	\$ 1,582,914	100%	\$ 1,582,914	\$ 15,829	\$ 1,567,085	\$ 15,829
W-109	Watermain	Citation Dr	\$ 463,011	100%	\$ 463,011	\$ 4,630	\$ 458,381	\$ 4,630
W-110	Watermain	No. 3 Rd	\$ 1,189,508	100%	\$ 1,189,508	\$ 11,895	\$ 1,177,613	\$ 11,895
W-111	Watermain	Cook Rd	\$ 748,417	100%	\$ 748,417	\$ 7,484	\$ 740,933	\$ 7,484
<b>2015 DCC REVIEW (Additional Project based on 2011 OCP Study by KWL)</b>								
W-112	Watermain	Kingcome Ave	\$ 134,974	100%	\$ 134,974	\$ 1,350	\$ 133,624	\$ 1,350
W-113	Watermain	East of No 4 Rd & Saunders Rd Intersection	\$ 187,938	100%	\$ 187,938	\$ 1,879	\$ 186,059	\$ 1,879
W-114	Watermain	Blundell Rd	\$ 1,563,591	100%	\$ 1,563,591	\$ 15,636	\$ 1,547,955	\$ 15,636
W-115	Watermain	Bowen Gate	\$ 136,682	100%	\$ 136,682	\$ 1,367	\$ 135,315	\$ 1,367
W-116	Watermain	Gabriola Gate	\$ 203,064	100%	\$ 203,064	\$ 2,031	\$ 201,033	\$ 2,031
W-117	Watermain	Ruskin Rd loop to Ryan Rd	\$ 341,706	100%	\$ 341,706	\$ 3,417	\$ 338,289	\$ 3,417
W-118	Watermain	Blundell Rd	\$ 2,786,192	100%	\$ 2,786,192	\$ 27,862	\$ 2,758,330	\$ 27,862
<b>2026 DCC Review (Additional projects based on 2026 densification study by KWL)</b>								
W-119	Watermain	Bowen Drive	\$ 196,830	100%	\$ 196,830	\$ 1,968	\$ 194,861	\$ 1,968
W-120	Watermain	Bowen Drive	\$ 389,214	100%	\$ 389,214	\$ 3,892	\$ 385,322	\$ 3,892
W-121	Watermain	Bowen Drive to Anvil Crescent	\$ 247,026	100%	\$ 247,026	\$ 2,470	\$ 244,556	\$ 2,470
W-122	Watermain	Cullen Crescent	\$ 380,428	100%	\$ 380,428	\$ 3,804	\$ 376,623	\$ 3,804
W-123	Watermain	Cullen Crescent	\$ 350,032	100%	\$ 350,032	\$ 3,500	\$ 346,532	\$ 3,500
W-124	Watermain	Flury Drive, Barnes Drive	\$ 702,457	100%	\$ 702,457	\$ 7,025	\$ 695,433	\$ 7,025
W-125	Watermain	Flury Drive, Barnes Drive	\$ 233,286	100%	\$ 233,286	\$ 2,333	\$ 230,953	\$ 2,333
W-126	Watermain	Gabriola Crescent	\$ 418,224	100%	\$ 418,224	\$ 4,182	\$ 414,042	\$ 4,182
W-127	Watermain	Gabriola Crescent	\$ 196,111	100%	\$ 196,111	\$ 1,961	\$ 194,150	\$ 1,961
W-128	Watermain	Gabriola Crescent	\$ 100,103	100%	\$ 100,103	\$ 1,001	\$ 99,102	\$ 1,001
W-129	Watermain	Gabriola Crescent to Bowen Drive	\$ 675,423	100%	\$ 675,423	\$ 6,754	\$ 668,668	\$ 6,754
W-130	Watermain	Lisner	\$ 160,777	100%	\$ 160,777	\$ 1,608	\$ 159,169	\$ 1,608
W-131	Watermain	Lisner	\$ 257,163	100%	\$ 257,163	\$ 2,572	\$ 254,591	\$ 2,572
W-132	Watermain	Lisner	\$ 92,383	100%	\$ 92,383	\$ 924	\$ 91,459	\$ 924
W-133	Watermain	Sunnydene Road	\$ 157,533	100%	\$ 157,533	\$ 1,575	\$ 155,958	\$ 1,575

**CITY OF RICHMOND  
PROPOSED WATER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location	Cost Estimate (2025)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
W-134	Watermain	Sunnydene Road	\$ 401,599	100%	\$ 401,599	\$ 4,016	\$ 397,583	\$ 4,016
W-135	Watermain	Sunnyholm Cres	\$ 235,425	100%	\$ 235,425	\$ 2,354	\$ 233,071	\$ 2,354
W-136	Watermain	Sunnyholm Cres	\$ 391,185	100%	\$ 391,185	\$ 3,912	\$ 387,274	\$ 3,912
W-137	Watermain	Sunnymede Cres	\$ 149,914	100%	\$ 149,914	\$ 1,499	\$ 148,415	\$ 1,499
W-138	Watermain	Sunnymede Cres	\$ 169,753	100%	\$ 169,753	\$ 1,698	\$ 168,056	\$ 1,698
W-139	Watermain	Sunnymede Gate	\$ 162,897	100%	\$ 162,897	\$ 1,629	\$ 161,268	\$ 1,629
W-140	Watermain	Winchelsea Crescent	\$ 425,043	100%	\$ 425,043	\$ 4,250	\$ 420,792	\$ 4,250
W-141	Watermain	Winchelsea Crescent	\$ 367,211	100%	\$ 367,211	\$ 3,672	\$ 363,539	\$ 3,672
<b>TOTALS</b>			\$ 45,887,596		\$ 44,490,208	\$ 444,902	\$ 44,045,306	\$ 1,842,290

CITY OF RICHMOND  
PROPOSED WATER DCC CALCULATION

Water DCC Calculation	Land Use	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Population	Col. (5) = (4) / (a)
Single Family		400	Per Lot	4.00	1,600	1%
SSMUH		9,000	Per Dwelling Unit	2.20	19,800	18%
Townhouse		4,500	Per Dwelling Unit	2.90	13,050	12%
Apartment		28,000	Per Dwelling Unit	2.00	56,000	52%
Commercial		769,200	Per sq. m. BA	0.0090	6,923	6%
Institutional		131,800	Per sq. m. BA	0.0090	1,184	1%
Light Industrial		1,079,500	Per sq. m. BA	0.0090	9,716	9%
Major Industrial		9.65	Per hectare GSA	29.25	282	0%
				<b>Total Equivalent Population</b>	<b>108,555 (a)</b>	<b>100%</b>
<b>B: Unit Water DCC Calculation</b>						
Net Water DCC Program Recoverable		\$	44,045,306 (b)			
Existing DCC Reserve Monies		\$	12,411,386 (c)			
Net Amount to be Paid by DCCs		\$	31,633,910 (d) = (b) - (c)			
DCC per Equivalent Population		\$	291.41 (e) = (d) / (a)			
<b>C: Resulting Water DCCs</b>						
Single Family			\$1,166.00 Per Lot		(e) x Col. (3)	DCC Revenue Estimates \$466,400
SSMUH			\$841.00 Per Dwelling Unit \$0.51 Per sq. ft. DU		(e) x Col. (3)	\$5,769,000
Townhouse			\$845.00 Per Dwelling Unit \$0.65 Per sq. ft. DU		(e) x Col. (3)	\$3,802,500
Apartment			\$583.00 Per Dwelling Unit \$0.69 Per sq. ft. DU		(e) x Col. (3)	\$16,324,000
Commercial			\$2.62 Per sq. m. BA \$0.24 Per sq. ft. BA		(e) x Col. (3)	\$2,015,304
Institutional			\$2.62 Per sq. m. BA \$0.24 Per sq. ft. BA		(e) x Col. (3)	\$344,792
Light Industrial			\$2.62 Per sq. m. BA \$0.24 Per sq. ft. BA		(e) x Col. (3)	\$2,828,290
Major Industrial			\$8,523.72 Per hectare GSA \$3,449.36 Per acre GSA		(e) x Col. (3)	\$82,254

Notes:  
(1) Townhouse assumes an average size of 1,300 sq. ft.  
(2) Apartment assumes an average size of 850 sq. ft.  
(3) SSMU/H assumes an average size of 1250 sq. ft.

**CITY OF RICHMOND**  
**PROPOSED SANITARY SEWER DCC PROGRAM**

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2)	Benefit Factor %	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Benefit to New Development	Municipal Assist Factor 1%	Col. (5)	DCC Recoverable	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) + Col. (6)
				Cost Estimate (2025\$)									Total Municipal Responsibility
<b>Gravity Sewers</b>													
<b>Z006 Projects</b>													
<b>BRIDGEPORT SANITARY AREA</b>													
S-001	Gravity Mains- ROW			\$ 141,750.00	95%		\$ 134,662.50			\$ 1,346.63	\$ 133,315.88	\$	8,434.13
S-002	Gravity Mains	Leslie		\$ 195,437.50	95%		\$ 185,545.63			\$ 1,895.46	\$ 183,590.17	\$	12,247.33
S-003	Gravity Mains	Walford		\$ 112,275.00	95%		\$ 106,661.25			\$ 1,066.61	\$ 105,594.64	\$	6,880.36
S-004	Gravity Mains	Gilley East		\$ 127,795.00	95%		\$ 121,405.25			\$ 1,214.05	\$ 120,191.20	\$	7,603.80
S-005	Gravity Mains	Gilley East		\$ 429,317.62	95%		\$ 407,851.74			\$ 4,078.52	\$ 403,773.22	\$	25,544.40
S-006	Gravity Mains	Gilley East		\$ 421,095.00	95%		\$ 400,040.25			\$ 4,000.40	\$ 396,039.85	\$	25,055.15
S-007	Gravity Mains	Gilley East		\$ 224,550.00	95%		\$ 213,322.50			\$ 2,133.23	\$ 211,189.28	\$	13,360.73
<b>Z008 Projects</b>													
<b>CCAP MODEL UPDATE</b>													
S-008	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Blvd		\$ 746,628.75	100%		\$ 746,628.75			\$ 7,466.29	\$ 739,162.46	\$	7,466.29
S-009	Gravity Mains- ROW	Minoru Park 85m N of Granville Ave		\$ 81,875.00	100%		\$ 81,875.00			\$ 818.75	\$ 81,056.25	\$	818.75
S-010	Gravity Mains	Minoru Blvd		\$ 20,583.75	100%		\$ 20,583.75			\$ 205.84	\$ 20,377.91	\$	205.84
S-011	Gravity Mains- ROW	ROW btwn 7400 Gilbert Rd & 7437 Moffatt Rd		\$ 157,200.00	100%		\$ 157,200.00			\$ 1,572.00	\$ 155,628.00	\$	1,572.00
S-012	Gravity Mains	Brown Rd		\$ 142,462.50	100%		\$ 142,462.50			\$ 1,424.63	\$ 141,037.88	\$	1,424.63
S-013	Gravity Mains	Capstan Way		\$ 482,625.00	100%		\$ 482,625.00			\$ 4,826.25	\$ 477,798.75	\$	4,826.25
S-014	Gravity Mains	Crossing Capstan Way		\$ 43,875.00	100%		\$ 43,875.00			\$ 438.75	\$ 43,436.25	\$	438.75
S-015	Gravity Mains	Capstan Way		\$ 159,220.00	100%		\$ 159,220.00			\$ 1,592.20	\$ 157,627.80	\$	1,592.20
S-016	Gravity Mains- ROW	ROW btwn 8151 Capstan Way & 3331 No 3 Rd		\$ 101,250.00	100%		\$ 101,250.00			\$ 1,012.50	\$ 100,237.50	\$	1,012.50
S-017	Gravity Mains	Garden City Rd		\$ 99,176.25	100%		\$ 99,176.25			\$ 991.76	\$ 98,184.49	\$	991.76
S-018	Gravity Mains	Corvette Way		\$ 351,795.00	100%		\$ 351,795.00			\$ 3,517.95	\$ 348,277.05	\$	3,517.95
S-019	Gravity Mains	Hazlebridge Way		\$ 587,572.50	100%		\$ 587,572.50			\$ 5,875.73	\$ 581,696.78	\$	5,875.73
S-020	Gravity Mains	Leslie Rd		\$ 238,830.00	100%		\$ 238,830.00			\$ 2,388.30	\$ 236,441.70	\$	2,388.30
S-021	Gravity Mains	No 3 Rd		\$ 314,370.00	100%		\$ 314,370.00			\$ 3,143.70	\$ 311,226.30	\$	3,143.70
S-022	Gravity Mains- ROW	8671 Odlin Cres - ROW along SPL		\$ 337,325.00	100%		\$ 337,325.00			\$ 3,373.25	\$ 333,951.75	\$	3,373.25
S-023	Gravity Mains	River Dr		\$ 188,996.25	100%		\$ 188,996.25			\$ 1,889.96	\$ 187,106.29	\$	1,889.96
S-024	Gravity Mains	River Rd		\$ 430,662.50	100%		\$ 430,662.50			\$ 4,306.63	\$ 426,355.88	\$	4,306.63
S-025	Gravity Mains	Sixsmith Rd - ROW along W side		\$ 147,828.75	100%		\$ 147,828.75			\$ 1,478.29	\$ 146,350.46	\$	1,478.29
S-026	Gravity Mains	9800 Van Home Way		\$ 487,185.00	100%		\$ 487,185.00			\$ 4,871.85	\$ 482,313.15	\$	4,871.85
S-027	Gravity Mains- ROW	ROW btwn 9500 & 9800 Van Home Way		\$ 304,575.00	100%		\$ 304,575.00			\$ 3,045.75	\$ 301,529.25	\$	3,045.75
S-028	Gravity Mains	ROW btwn 7360 Elmbridge Way & 7371 Westminster Hwy		\$ 183,400.00	100%		\$ 183,400.00			\$ 1,834.00	\$ 181,566.00	\$	1,834.00
S-029	Gravity Mains- ROW	90m North of Granville Ave		\$ 198,137.50	100%		\$ 198,137.50			\$ 1,981.38	\$ 196,156.13	\$	1,981.38
S-030	Gravity Mains- ROW	Minoru Park		\$ 106,437.50	100%		\$ 106,437.50			\$ 1,064.38	\$ 105,373.13	\$	1,064.38
S-031	Gravity Mains- ROW	Westminster Hwy- ROW at tear		\$ 520,725.00	100%		\$ 520,725.00			\$ 5,207.25	\$ 515,517.75	\$	5,207.25
S-032	Gravity Mains- ROW	Minoru Park		\$ 222,678.75	100%		\$ 222,678.75			\$ 2,226.79	\$ 220,451.98	\$	2,226.79
S-033	Gravity Mains- ROW	NE corner of 6551 No 3 Rd		\$ 13,500.00	100%		\$ 13,500.00			\$ 135.00	\$ 13,365.00	\$	135.00
S-034	Gravity Mains	Westminster Hwy		\$ 304,575.00	100%		\$ 304,575.00			\$ 3,045.75	\$ 301,529.25	\$	3,045.75
S-035	Gravity Mains	Westminster Hwy & Elmbridge Way		\$ 583,830.00	100%		\$ 583,830.00			\$ 5,838.30	\$ 577,991.70	\$	5,838.30
S-036	Gravity Mains	Elmbridge Way		\$ 171,000.00	100%		\$ 171,000.00			\$ 1,710.00	\$ 169,290.00	\$	1,710.00
S-037	Gravity Mains	Gilbert Rd - ROW along W side		\$ 194,610.00	100%		\$ 194,610.00			\$ 1,946.10	\$ 192,663.90	\$	1,946.10
S-038	Gravity Mains	Azure Rd - ROW along W side		\$ 145,737.50	100%		\$ 145,737.50			\$ 1,457.38	\$ 144,280.13	\$	1,457.38
S-039	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Blvd		\$ 108,532.50	100%		\$ 108,532.50			\$ 1,085.33	\$ 107,447.18	\$	1,085.33
S-040	Gravity Mains- ROW	Gilbert Rd - ROW along W side		\$ 194,610.00	100%		\$ 194,610.00			\$ 1,946.10	\$ 192,663.90	\$	1,946.10
S-041	Gravity Mains- ROW	Brighthouse School		\$ 521,655.00	100%		\$ 521,655.00			\$ 5,216.55	\$ 516,438.45	\$	5,216.55
S-042	Gravity Mains- ROW	Brighthouse School		\$ 398,250.00	100%		\$ 398,250.00			\$ 3,982.50	\$ 394,267.50	\$	3,982.50
S-043	Gravity Mains- ROW	Brighthouse Pump Station		\$ 365,625.00	100%		\$ 365,625.00			\$ 3,656.25	\$ 361,968.75	\$	3,656.25
S-044	Gravity Mains- ROW	Minoru Park S of 7000 Westminster Hwy		\$ 39,375.00	100%		\$ 39,375.00			\$ 393.75	\$ 38,981.25	\$	393.75
S-045	Gravity Mains	Heather St		\$ 159,056.25	100%		\$ 159,056.25			\$ 1,590.56	\$ 157,465.69	\$	1,590.56
S-046	Gravity Mains	Heather St		\$ 18,712.50	100%		\$ 18,712.50			\$ 187.13	\$ 18,525.38	\$	187.13
S-047	Gravity Mains	Lane N of Elmbridge Way		\$ 255,450.00	100%		\$ 255,450.00			\$ 2,554.50	\$ 252,895.50	\$	2,554.50

CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) x Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6)
S-048	Gravity Mains- ROW	Crossing Embridge Way	\$ 140,825.00	100%	\$ 140,825.00	\$ 1,408.25	\$ 139,416.75	\$ 1,408.25
S-049	Gravity Mains	Kwamien Street	\$ 192,740.00	100%	\$ 192,740.00	\$ 1,927.40	\$ 190,812.60	\$ 1,927.40
S-050	Gravity Mains	Ackroyd Rd - ROW along S side	\$ 159,220.00	100%	\$ 159,220.00	\$ 1,592.20	\$ 157,627.80	\$ 1,592.20
S-051	Gravity Mains	Crossing Ackroyd Rd	\$ 31,425.00	100%	\$ 31,425.00	\$ 314.25	\$ 31,110.75	\$ 314.25
S-052	Gravity Mains	Alderbridge Way - ROW along N side	\$ 178,487.50	100%	\$ 178,487.50	\$ 1,784.88	\$ 176,702.63	\$ 1,784.88
S-053	Gravity Mains	Btwn 7771 & 7811 Alderbridge Way	\$ 659,250.00	100%	\$ 659,250.00	\$ 6,592.50	\$ 652,657.50	\$ 6,592.50
S-054	Gravity Mains	Lane S of Alderbridge Way	\$ 180,000.00	100%	\$ 180,000.00	\$ 1,800.00	\$ 178,200.00	\$ 1,800.00
S-055	Gravity Mains	ROW along NPL of 5891 No 3 Rd	\$ 153,925.00	100%	\$ 153,925.00	\$ 1,539.25	\$ 152,385.75	\$ 1,539.25
S-056	Gravity Mains	Lane West of No 3 Rd	\$ 605,455.00	100%	\$ 605,455.00	\$ 6,054.55	\$ 599,400.45	\$ 6,054.55
S-057	Gravity Mains- ROW	7080 River Rd - ROW at rear	\$ 447,037.50	100%	\$ 447,037.50	\$ 4,470.38	\$ 442,567.13	\$ 4,470.38
S-058	Gravity Mains	Fendale Rd	\$ 20,583.75	100%	\$ 20,583.75	\$ 205.84	\$ 20,377.91	\$ 205.84
S-059	Gravity Mains	Katsura St	\$ 126,087.50	100%	\$ 126,087.50	\$ 1,260.88	\$ 124,826.63	\$ 1,260.88
S-060	Gravity Mains- ROW	8151 Bennett Rd - ROW along W side	\$ 87,948.75	100%	\$ 87,948.75	\$ 879.49	\$ 87,069.26	\$ 879.49
S-061	Gravity Mains	Bennett Rd	\$ 81,705.00	100%	\$ 81,705.00	\$ 817.05	\$ 80,887.95	\$ 817.05
S-062	Gravity Mains- ROW	8631 Bennett Rd - ROW along W side	\$ 157,185.00	100%	\$ 157,185.00	\$ 1,571.85	\$ 155,613.15	\$ 1,571.85
S-063	Gravity Mains- ROW	Cook Rd & Eckerley Rd - ROW at rear, Park Rd and ROW btwn Park Pl & Cila	\$ 1,011,885.00	100%	\$ 1,011,885.00	\$ 10,118.85	\$ 1,001,766.15	\$ 10,118.85
S-064	Gravity Mains- ROW	Cook Rd & Eckerley Rd	\$ 57,312.50	100%	\$ 57,312.50	\$ 573.13	\$ 56,739.38	\$ 573.13
S-065	Gravity Mains	Cook Gate	\$ 152,935.00	100%	\$ 152,935.00	\$ 1,529.35	\$ 151,405.65	\$ 1,529.35
S-066	Gravity Mains- ROW	ROW btwn Cook Rd & Spires Rd	\$ 276,737.50	100%	\$ 276,737.50	\$ 2,767.38	\$ 273,970.13	\$ 2,767.38
S-067	Gravity Mains- ROW	ROW btwn Cooney Rd & Spires Rd	\$ 157,200.00	100%	\$ 157,200.00	\$ 1,572.00	\$ 155,628.00	\$ 1,572.00
S-068	Gravity Mains	Jones Rd	\$ 157,200.00	100%	\$ 157,200.00	\$ 1,572.00	\$ 155,628.00	\$ 1,572.00
S-069	Gravity Mains	Jones Rd	\$ 207,708.75	100%	\$ 207,708.75	\$ 2,077.09	\$ 205,631.66	\$ 2,077.09
S-070	Gravity Mains- ROW	8535 Jones Rd - ROW along W side	\$ 69,236.25	100%	\$ 69,236.25	\$ 692.36	\$ 68,543.89	\$ 692.36
S-071	Gravity Mains	Crossing Jones Rd	\$ 26,197.50	100%	\$ 26,197.50	\$ 261.98	\$ 25,935.53	\$ 261.98
S-072	Gravity Mains- ROW	ROW btwn Cook Rd & Spires Rd	\$ 110,403.75	100%	\$ 110,403.75	\$ 1,104.04	\$ 109,299.71	\$ 1,104.04
S-073	Gravity Mains- ROW	Cook & Spires	\$ 307,850.00	100%	\$ 307,850.00	\$ 3,078.50	\$ 304,771.50	\$ 3,078.50
<b>TERRA NOVA SANITARY AREA</b>								
S-074	Gravity Mains	Granville Ave	\$ 340,600.00	100%	\$ 340,600.00	\$ 3,406.00	\$ 337,194.00	\$ 3,406.00
S-075	Gravity Mains	Lynas Lane (U/S Lynas PS)	\$ 320,950.00	100%	\$ 320,950.00	\$ 3,209.50	\$ 317,740.50	\$ 3,209.50
S-076	Gravity Mains	Lynas Lane (South of Lynas PS)	\$ 374,250.00	100%	\$ 374,250.00	\$ 3,742.50	\$ 370,507.50	\$ 3,742.50
S-077	Gravity Mains	Tiffany Blvd (U/S of Lynas PS)	\$ 355,537.50	100%	\$ 355,537.50	\$ 3,555.38	\$ 351,982.13	\$ 3,555.38
S-078	Gravity Mains	Colonial Dr	\$ 475,297.50	100%	\$ 475,297.50	\$ 4,752.98	\$ 470,544.53	\$ 4,752.98
S-079	Gravity Mains	Francis Rd - N side	\$ 134,275.00	100%	\$ 134,275.00	\$ 1,342.75	\$ 132,932.25	\$ 1,342.75
S-080	Gravity Mains- ROW	U/S of Youngmore PS	\$ 212,875.00	100%	\$ 212,875.00	\$ 2,128.75	\$ 210,746.25	\$ 2,128.75
S-081	Gravity Mains- ROW	Quilchena School Park - ROW along E side and Anvil Cr - ROW at rear	\$ 663,187.50	100%	\$ 663,187.50	\$ 6,631.88	\$ 656,555.63	\$ 6,631.88
S-082	Gravity Mains- ROW	ROW btwn Quilchena School Park & Decourcy Cr	\$ 211,237.50	100%	\$ 211,237.50	\$ 2,112.38	\$ 209,125.13	\$ 2,112.38
S-083	Gravity Mains	Barnard & Richard Intersection	\$ 211,237.50	100%	\$ 211,237.50	\$ 2,112.38	\$ 209,125.13	\$ 2,112.38
S-084	Gravity Mains	U/S of Barnard PS	\$ 228,292.50	100%	\$ 228,292.50	\$ 2,282.93	\$ 226,009.58	\$ 2,282.93
S-085	Gravity Mains	Immediately U/S of Barnard PS	\$ 31,811.25	100%	\$ 31,811.25	\$ 318.11	\$ 31,493.14	\$ 318.11
S-086	Gravity Mains- ROW	2nd pipe U/S of Terra Nova East PS	\$ 90,062.50	100%	\$ 90,062.50	\$ 900.63	\$ 89,161.88	\$ 900.63
<b>STEVESTON SANITARY AREA</b>								
S-087	Gravity Mains	Elsmore Rd	\$ 831,715.00	100%	\$ 831,715.00	\$ 8,317.15	\$ 823,397.85	\$ 8,317.15
S-088	Gravity Mains	Elsmore Rd	\$ 351,000.00	100%	\$ 351,000.00	\$ 3,510.00	\$ 347,490.00	\$ 3,510.00
S-089	Gravity Mains	Kirkmore Rd	\$ 119,250.00	100%	\$ 119,250.00	\$ 1,192.50	\$ 118,057.50	\$ 1,192.50
S-090	Gravity Mains- ROW	3068 Francis - ROW along E side	\$ 253,812.50	100%	\$ 253,812.50	\$ 2,538.13	\$ 251,274.38	\$ 2,538.13
S-091	Gravity Mains	Wellmond Rd	\$ 76,721.25	100%	\$ 76,721.25	\$ 767.21	\$ 75,954.04	\$ 767.21
S-092	Gravity Mains	Wellmond Rd	\$ 162,798.75	100%	\$ 162,798.75	\$ 1,627.99	\$ 161,170.76	\$ 1,627.99
S-093	Gravity Mains	Barmond Ave	\$ 134,730.00	100%	\$ 134,730.00	\$ 1,347.30	\$ 133,382.70	\$ 1,347.30
S-094	Gravity Mains	Barmond Ave	\$ 239,520.00	100%	\$ 239,520.00	\$ 2,395.20	\$ 237,124.80	\$ 2,395.20
S-095	Gravity Mains	Barmond Ave	\$ 312,155.00	100%	\$ 312,155.00	\$ 3,121.55	\$ 309,033.45	\$ 3,121.55
S-096	Gravity Mains	Truro Dr - at rear	\$ 342,438.75	100%	\$ 342,438.75	\$ 3,424.39	\$ 339,014.36	\$ 3,424.39
S-097	Gravity Mains- ROW	10371 4th Ave - SW corner	\$ 99,887.50	100%	\$ 99,887.50	\$ 998.88	\$ 98,888.63	\$ 998.88

**CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC PROGRAM**

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist. Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6)	Total Municipal Responsibility
S-098	Gravity Mains- ROW	10760 Springmont Dr - ROW along the EPL	\$ 226,260.00	100%	\$ 226,260.00	\$ 2,262.60	\$ 223,997.40	\$ 2,262.60	\$ 2,262.60
S-099	Gravity Mains	7th Ave	\$ 256,232.50	100%	\$ 256,232.50	\$ 2,562.33	\$ 253,670.17	\$ 2,562.33	\$ 2,562.33
S-100	Gravity Mains	Lane bwn Richmond St & Broadway St	\$ 726,965.00	100%	\$ 726,965.00	\$ 7,269.65	\$ 719,695.35	\$ 7,269.65	\$ 7,269.65
S-101	Gravity Mains	Richmond St	\$ 281,250.00	100%	\$ 281,250.00	\$ 2,812.50	\$ 278,437.50	\$ 2,812.50	\$ 2,812.50
S-102	Gravity Mains- ROW	Immediate U/S of Richmond Park PS	\$ 39,375.00	100%	\$ 39,375.00	\$ 393.75	\$ 38,981.25	\$ 393.75	\$ 393.75
S-103	Gravity Mains- ROW	10111 4th Ave - ROW along SPL	\$ 435,760.00	100%	\$ 435,760.00	\$ 4,357.60	\$ 431,402.40	\$ 4,357.60	\$ 4,357.60
S-104	Gravity Mains- ROW	Pritchard Ave - ROW at rear	\$ 265,275.00	100%	\$ 265,275.00	\$ 2,652.75	\$ 262,622.25	\$ 2,652.75	\$ 2,652.75
S-105	Gravity Mains- ROW	9751 Parkville Dr - ROW along EPL	\$ 145,957.50	100%	\$ 145,957.50	\$ 1,459.58	\$ 144,497.93	\$ 1,459.58	\$ 1,459.58
S-106	Gravity Mains- ROW	ROW bwn Woodpecker Dr & Kingfisher Dr	\$ 438,850.00	100%	\$ 438,850.00	\$ 4,388.50	\$ 434,461.50	\$ 4,388.50	\$ 4,388.50
S-107	Gravity Mains	Lane W of 3rd Ave	\$ 198,137.50	100%	\$ 198,137.50	\$ 1,981.38	\$ 196,156.13	\$ 1,981.38	\$ 1,981.38
S-108	Gravity Mains- ROW	Springfield Dr - ROW at rear	\$ 63,862.50	100%	\$ 63,862.50	\$ 638.63	\$ 63,223.88	\$ 638.63	\$ 638.63
S-109	Gravity Mains	Springfield Dr & 4th Ave	\$ 347,150.00	100%	\$ 347,150.00	\$ 3,471.50	\$ 343,678.50	\$ 3,471.50	\$ 3,471.50
S-110	Gravity Mains	Kirkmond Cr	\$ 122,812.50	100%	\$ 122,812.50	\$ 1,228.13	\$ 121,584.38	\$ 1,228.13	\$ 1,228.13
S-111	Gravity Mains	Goimond Rd	\$ 643,710.00	100%	\$ 643,710.00	\$ 6,437.10	\$ 637,272.90	\$ 6,437.10	\$ 6,437.10
S-112	Gravity Mains	Ullsmore Ave	\$ 492,887.50	100%	\$ 492,887.50	\$ 4,928.88	\$ 487,958.63	\$ 4,928.88	\$ 4,928.88
S-113	Gravity Mains	Francis Rd	\$ 51,750.00	100%	\$ 51,750.00	\$ 517.50	\$ 51,232.50	\$ 517.50	\$ 517.50
S-114	Gravity Mains- ROW	9780 Pendleton Rd & Crossing Pendleton Rd	\$ 90,062.50	100%	\$ 90,062.50	\$ 900.63	\$ 89,161.88	\$ 900.63	\$ 900.63
S-115	Gravity Mains	Lane bwn Pleasant St & 4th Ave	\$ 101,047.50	100%	\$ 101,047.50	\$ 1,010.48	\$ 100,037.03	\$ 1,010.48	\$ 1,010.48
<b>SHELLMONT SANITARY AREA</b>									
S-116	Gravity Mains	Lane bwn Seally Pl & Seacote Rd	\$ 190,645.00	100%	\$ 190,645.00	\$ 1,906.45	\$ 188,738.55	\$ 1,906.45	\$ 1,906.45
S-117	Gravity Mains	No 5 Rd - ROW along W side	\$ 183,382.50	100%	\$ 183,382.50	\$ 1,833.83	\$ 181,548.68	\$ 1,833.83	\$ 1,833.83
S-118	Gravity Mains	No 5 Rd - ROW along W side	\$ 932,275.00	100%	\$ 932,275.00	\$ 9,322.75	\$ 922,952.25	\$ 9,322.75	\$ 9,322.75
S-119	Gravity Mains	Horseshoe Way (N) - ROW along N side	\$ 584,505.00	100%	\$ 584,505.00	\$ 5,845.05	\$ 578,660.00	\$ 5,845.05	\$ 5,845.05
S-120	Gravity Mains	Horseshoe Way	\$ 103,500.00	100%	\$ 103,500.00	\$ 1,035.00	\$ 102,465.00	\$ 1,035.00	\$ 1,035.00
S-121	Gravity Mains	Horseshoe Way - ROW along S side	\$ 463,412.50	100%	\$ 463,412.50	\$ 4,634.13	\$ 458,778.38	\$ 4,634.13	\$ 4,634.13
S-122	Gravity Mains	Horseshoe Pl - ROW along E side	\$ 172,155.00	100%	\$ 172,155.00	\$ 1,721.55	\$ 170,433.45	\$ 1,721.55	\$ 1,721.55
S-123	Gravity Mains- ROW	South of Horseshoe PS	\$ 293,112.50	100%	\$ 293,112.50	\$ 2,931.13	\$ 290,181.38	\$ 2,931.13	\$ 2,931.13
S-124	Gravity Mains	Coppersmith Way - ROW along N & S side	\$ 322,587.50	100%	\$ 322,587.50	\$ 3,225.88	\$ 319,361.63	\$ 3,225.88	\$ 3,225.88
S-125	Gravity Mains	Crossing Horseshoe Way (50m N of Blacksmith Pl)	\$ 29,475.00	100%	\$ 29,475.00	\$ 294.75	\$ 29,180.25	\$ 294.75	\$ 294.75
S-126	Gravity Mains	Horseshoe Way	\$ 552,018.75	100%	\$ 552,018.75	\$ 5,520.19	\$ 546,498.56	\$ 5,520.19	\$ 5,520.19
S-127	Gravity Mains	Horseshoe Way	\$ 335,200.00	100%	\$ 335,200.00	\$ 3,352.00	\$ 331,848.00	\$ 3,352.00	\$ 3,352.00
S-128	Gravity Mains- ROW	Glenacres Dr - ROW at rear	\$ 304,575.00	100%	\$ 304,575.00	\$ 3,045.75	\$ 301,529.25	\$ 3,045.75	\$ 3,045.75
S-129	Gravity Mains- ROW	9540 Glenacres Dr - along WPL	\$ 442,045.00	100%	\$ 442,045.00	\$ 4,420.45	\$ 437,624.55	\$ 4,420.45	\$ 4,420.45
S-130	Gravity Mains	Ash St	\$ 287,015.00	100%	\$ 287,015.00	\$ 2,870.15	\$ 284,144.85	\$ 2,870.15	\$ 2,870.15
S-131	Gravity Mains	Ash St	\$ 207,000.00	100%	\$ 207,000.00	\$ 2,070.00	\$ 204,930.00	\$ 2,070.00	\$ 2,070.00
S-132	Gravity Mains	Ash St	\$ 211,500.00	100%	\$ 211,500.00	\$ 2,115.00	\$ 209,385.00	\$ 2,115.00	\$ 2,115.00
S-133	Gravity Mains	Ash St & Williams Rd	\$ 321,750.00	100%	\$ 321,750.00	\$ 3,217.50	\$ 318,532.50	\$ 3,217.50	\$ 3,217.50
S-134	Gravity Mains- ROW	ROW bwn Ryan Rd & Morfield Pl	\$ 530,550.00	100%	\$ 530,550.00	\$ 5,305.50	\$ 525,244.50	\$ 5,305.50	\$ 5,305.50
S-135	Gravity Mains- ROW	ROW bwn 9111 Kingsbridge Dr & 11751 King Rd	\$ 94,975.00	100%	\$ 94,975.00	\$ 949.75	\$ 94,025.25	\$ 949.75	\$ 949.75
S-136	Gravity Mains- ROW	11751 King Rd - Row along WPL & King Rd - ROW at rear	\$ 763,470.00	100%	\$ 763,470.00	\$ 7,634.70	\$ 755,835.30	\$ 7,634.70	\$ 7,634.70
S-137	Gravity Mains	Seacote Rd	\$ 186,455.00	100%	\$ 186,455.00	\$ 1,864.55	\$ 184,590.45	\$ 1,864.55	\$ 1,864.55
S-138	Gravity Mains- ROW	Seaport Ave & Seacote Rd - ROW at rear	\$ 240,925.00	100%	\$ 240,925.00	\$ 2,409.25	\$ 238,515.75	\$ 2,409.25	\$ 2,409.25
S-139	Gravity Mains	Lane bwn Seaton Pl & Seacote Rd	\$ 148,500.00	100%	\$ 148,500.00	\$ 1,485.00	\$ 147,015.00	\$ 1,485.00	\$ 1,485.00
S-140	Gravity Mains	Lane bwn Seaton Pl & Seacote Rd and lane bwn Seaton Rd & Williams Rd	\$ 380,250.00	100%	\$ 380,250.00	\$ 3,802.50	\$ 376,447.50	\$ 3,802.50	\$ 3,802.50
S-141	Gravity Mains- ROW	Seaway Rd - ROW at rear	\$ 240,712.50	100%	\$ 240,712.50	\$ 2,407.13	\$ 238,305.38	\$ 2,407.13	\$ 2,407.13
S-142	Gravity Mains- ROW	Aquilla Rd - ROW at rear	\$ 267,588.75	100%	\$ 267,588.75	\$ 2,675.89	\$ 264,912.86	\$ 2,675.89	\$ 2,675.89
S-143	Gravity Mains- ROW	Aquilla Rd - ROW at rear	\$ 613,895.00	100%	\$ 613,895.00	\$ 6,138.95	\$ 607,756.05	\$ 6,138.95	\$ 6,138.95
S-144	Gravity Mains- ROW	Lane bwn Seaton Pl & Seacote Rd and lane bwn Seaton Rd & Williams Rd	\$ 148,500.00	100%	\$ 148,500.00	\$ 1,485.00	\$ 147,015.00	\$ 1,485.00	\$ 1,485.00
S-145	Gravity Mains	Lane bwn Aquila Rd & Aragon Rd and lane bwn Dennis Cr & Aintree Cr	\$ 188,996.25	100%	\$ 188,996.25	\$ 1,889.96	\$ 187,106.29	\$ 1,889.96	\$ 1,889.96
S-146	Gravity Mains	Riverside Way - ROW along E side	\$ 299,662.50	100%	\$ 299,662.50	\$ 2,996.63	\$ 296,665.88	\$ 2,996.63	\$ 2,996.63
S-147	Gravity Mains	Crossing Riverside Way	\$ 43,038.75	100%	\$ 43,038.75	\$ 430.39	\$ 42,608.36	\$ 430.39	\$ 430.39

2015 DCC REVIEW (Additional Project based on 2011 OCP Study by KWL)

CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) * Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6)
Gravity Mains								
S-148	Gravity Mains	8971 Beckwith Rd to 8960 Charles St	\$ 183,103.00	100%	\$ 183,103.00	\$ 1,831.03	\$ 181,271.97	\$ 1,831.03
S-149	Gravity Mains	Gilbert and Elmbridge Way	\$ 131,327.50	100%	\$ 131,327.50	\$ 1,313.28	\$ 130,014.23	\$ 1,313.27
S-150	Gravity Mains	7111 Elmbridge Way	\$ 212,547.50	100%	\$ 212,547.50	\$ 2,125.48	\$ 210,422.03	\$ 2,125.48
S-151	Gravity Mains	6551 No. 3 Rd	\$ 252,238.00	100%	\$ 252,238.00	\$ 2,522.38	\$ 249,715.62	\$ 2,522.38
S-152	Gravity Mains	8120 Cook Rd (east side lane)	\$ 149,325.75	100%	\$ 149,325.75	\$ 1,493.26	\$ 147,832.49	\$ 1,493.26
S-153	Gravity Mains	8121 Cook Rd (east side lane)	\$ 18,338.25	100%	\$ 18,338.25	\$ 183.38	\$ 18,154.87	\$ 183.38
S-154	Gravity Mains	6091 No 3 Rd (Lane to the south west)	\$ 73,165.88	100%	\$ 73,165.88	\$ 731.66	\$ 72,434.22	\$ 731.66
S-155	Gravity Mains	6092 No 3 Rd (Lane to the south west)	\$ 105,538.50	100%	\$ 105,538.50	\$ 1,055.39	\$ 104,483.12	\$ 1,055.38
S-156	Gravity Mains	6093 No 3 Rd (Lane to the south west)	\$ 13,847.25	100%	\$ 13,847.25	\$ 138.47	\$ 13,708.78	\$ 138.47
S-157	Gravity Mains	6094 No 3 Rd (Lane to the south west)	\$ 62,125.50	100%	\$ 62,125.50	\$ 621.26	\$ 61,504.25	\$ 621.25
S-158	Gravity Mains	6095 No 3 Rd (Lane to the south west)	\$ 29,378.63	100%	\$ 29,378.63	\$ 293.79	\$ 29,084.84	\$ 293.79
<b>2021 DCC REVIEW (Additional Projects based on 2041 OCP Study by KWL)</b>								
Gravity Mains								
S-159	Gravity Mains	River Rd NE of West Rd	\$ 231,211.41	95%	\$ 219,650.84	\$ 2,196.51	\$ 217,454.33	\$ 13,757.08
S-160	Gravity Mains	River Rd NE of West Rd	\$ 231,624.32	95%	\$ 220,043.30	\$ 2,200.43	\$ 217,842.86	\$ 13,781.66
S-161	Gravity Mains	No 3 Rd SE of River Rd	\$ 129,409.21	95%	\$ 122,938.75	\$ 1,229.39	\$ 121,709.36	\$ 7,699.85
S-162	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 201,466.16	95%	\$ 191,392.85	\$ 1,913.93	\$ 189,478.92	\$ 11,987.24
S-163	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 40,804.06	95%	\$ 38,763.85	\$ 387.64	\$ 38,376.22	\$ 2,427.84
S-164	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 149,760.88	95%	\$ 142,272.84	\$ 1,422.73	\$ 140,850.11	\$ 8,910.77
S-165	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 193,089.95	95%	\$ 183,444.95	\$ 1,834.45	\$ 181,610.50	\$ 11,489.45
S-166	Gravity Mains	Laneway N of Beckwith Rd	\$ 213,136.02	95%	\$ 202,479.22	\$ 2,024.79	\$ 200,454.43	\$ 12,681.59
S-167	Gravity Mains	Laneway N of Beckwith Rd	\$ 57,720.31	95%	\$ 54,834.30	\$ 548.34	\$ 54,285.95	\$ 3,434.36
S-168	Gravity Mains	Charles St E of Laneway	\$ 126,922.67	95%	\$ 120,576.54	\$ 1,205.77	\$ 119,370.77	\$ 7,551.90
S-169	Gravity Mains	Easement E of Northey Rd	\$ 114,561.78	95%	\$ 108,852.69	\$ 1,088.53	\$ 107,764.16	\$ 6,817.62
S-170	Gravity Mains	Easement E of Northey Rd	\$ 136,202.99	95%	\$ 129,392.84	\$ 1,293.93	\$ 128,098.91	\$ 8,104.08
S-171	Gravity Mains	Easement E of Northey Rd	\$ 137,648.13	95%	\$ 130,765.73	\$ 1,307.66	\$ 129,458.07	\$ 8,190.06
S-172	Gravity Mains	Murdoch Ave at Minoru Blvd	\$ 465,122.22	95%	\$ 441,866.11	\$ 4,418.66	\$ 437,447.45	\$ 7,674.77
S-173	Gravity Mains	Cook Gate S of Easement	\$ 10,313.85	95%	\$ 9,798.16	\$ 97.98	\$ 9,700.17	\$ 613.67
S-174	Gravity Mains	Cook Gate S of Easement	\$ 85,421.37	95%	\$ 81,150.30	\$ 811.50	\$ 80,338.80	\$ 5,082.57
<b>Pump Stations</b>								
<b>2006 Projects</b>								
<b>BRIDGEPORT SANITARY AREA</b>								
S-175	Pump Stations	Burkeville	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-176	Pump Stations	Woodhead East	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-177	Pump Stations	Kilby	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-178	Pump Stations	Gilley East	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-179	Pump Stations	Domihon	\$ 668,125.00	95%	\$ 634,718.75	\$ 6,347.19	\$ 628,371.56	\$ 39,753.44
S-180	Pump Stations	Skyline	\$ 1,269,437.50	95%	\$ 1,205,965.63	\$ 12,059.66	\$ 1,193,905.97	\$ 75,531.53
S-181	Pump Stations	Pinnacle	\$ 2,004,375.00	95%	\$ 1,904,156.25	\$ 19,041.56	\$ 1,885,114.69	\$ 119,260.31
S-182	Pump Stations	Leslie	\$ 2,004,375.00	95%	\$ 1,904,156.25	\$ 19,041.56	\$ 1,885,114.69	\$ 119,260.31
<b>EAST RICHMOND SANITARY AREA</b>								
S-183	Pump Stations	East Richmond	\$ 2,833,846.25	95%	\$ 2,692,153.94	\$ 26,921.54	\$ 2,665,232.40	\$ 168,613.85
S-184	Forcemains	East Richmond	\$ 3,750,000.00	95%	\$ 3,562,500.00	\$ 35,625.00	\$ 3,526,875.00	\$ 223,125.00
<b>CITY CENTRE SANITARY AREA</b>								
S-185	Pump Stations	Eckersley A	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-186	Pump Stations	Heather N	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-187	Pump Stations	Acheson	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-188	Pump Stations	Ackroyd	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-189	Pump Stations	Alberta	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-190	Pump Stations	Arcadia	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59
S-191	Pump Stations	Briarhouse	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59

**CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC PROGRAM**

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2)	Col. (3)	Col. (4) = Col. (2) * Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
			Cost Estimate (2025)	Benefit Factor %	Benefit to New Development	Municipal Assist. Factor 1%	DCC Recoverable	Total Municipal Responsibility	
S-192	Pump Stations	Fendale	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59	
S-193	Pump Stations	Foster N	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59	
S-194	Pump Stations	Alderbridge West	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59	
S-195	Pump Stations	Jones	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59	
S-196	Pump Stations	Moffatt	\$ 944,615.00	95%	\$ 897,384.25	\$ 8,973.84	\$ 888,410.41	\$ 56,204.59	
<b>BROADMOOR SANITARY AREA</b>									
S-197	Pump Stations	Montrose	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-198	Pump Stations	Oeser	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-199	Pump Stations	Woodwards	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>CCAP MODEL UPDATE</b>									
S-200	Pump Stations (Major)	Alderbridge (Includes new wet well)	\$ 2,267,077.50	100%	\$ 2,267,077.50	\$ 22,670.78	\$ 2,244,406.73	\$ 22,670.77	
S-201	Pump Stations	Elmridge	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-202	Pump Stations (Major)	Minonu (Includes new wet well)	\$ 2,267,077.50	100%	\$ 2,267,077.50	\$ 22,670.78	\$ 2,244,406.73	\$ 22,670.77	
<b>TERRA NOVA SANITARY AREA</b>									
S-203	Pump Stations	Lynas	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-204	Pump Stations	Works Yard	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>STEVESTON SANITARY AREA</b>									
S-205	Pump Stations	Ivy	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-206	Pump Stations	Pendlebury	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-207	Pump Stations	Ransford	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-208	Pump Stations	Regent	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-209	Pump Stations	Trites	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-210	Pump Stations	Boyd	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-211	Pump Stations	Horseshoe	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-212	Pump Stations	Riverside	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>CCAP SANITARY AREA - Major System</b>									
S-213	Forcemain	Capstan Way	\$ 360,000.00	100%	\$ 360,000.00	\$ 3,600.00	\$ 356,400.00	\$ 3,600.00	
S-214	Forcemain	ROW bhwn 7400 & 7600 River Rd	\$ 293,300.00	100%	\$ 293,300.00	\$ 2,933.00	\$ 290,367.00	\$ 2,933.00	
S-215	Forcemain	ROW bhwn 4411 & 4551 No 3 Rd	\$ 406,430.00	100%	\$ 406,430.00	\$ 4,064.30	\$ 402,365.70	\$ 4,064.30	
S-216	Forcemain	4551 No 3 Rd	\$ 284,920.00	100%	\$ 284,920.00	\$ 2,849.20	\$ 282,070.80	\$ 2,849.20	
S-217	Forcemain	Elmridge Way	\$ 703,920.00	100%	\$ 703,920.00	\$ 7,039.20	\$ 696,880.80	\$ 7,039.20	
S-218	Forcemain	Gilbert Rd	\$ 173,250.00	100%	\$ 173,250.00	\$ 1,732.50	\$ 171,517.50	\$ 1,732.50	
S-219	Forcemain	Cedarbridge Way	\$ 238,500.00	100%	\$ 238,500.00	\$ 2,385.00	\$ 236,115.00	\$ 2,385.00	
S-220	Forcemain	Lansdowne Rd	\$ 762,580.00	100%	\$ 762,580.00	\$ 7,625.80	\$ 754,954.20	\$ 7,625.80	
S-221	Pump Stations	9080 Van Horne Way	\$ 3,760,207.50	28%	\$ 977,659.95	\$ 9,776.54	\$ 967,877.41	\$ 2,792,330.09	
<b>TERRA NOVA SANITARY AREA</b>									
S-222	Pump Stations	Barnard	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-223	Pump Stations	Claymirth	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-224	Pump Stations	Terra Nova East	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>STEVESTON SANITARY AREA</b>									
S-225	Pump Stations	Richmond Park	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>SHELLMONT SANITARY AREA</b>									
S-226	Pump Stations	Edgemere	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-227	Pump Stations	Riverside East	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-228	Pump Stations	Sherman	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>BROADMOOR SANITARY AREA</b>									
S-229	Pump Stations	Maple	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
S-230	Pump Stations	Saunders	\$ 755,692.50	100%	\$ 755,692.50	\$ 7,556.93	\$ 748,135.58	\$ 7,556.93	
<b>2015 DCC REVIEW (Additional Project based on 2011 OCP Study by KWL)</b>									
Pump Stations			\$ 4,562,500.00	100%	\$ 4,562,500.00	\$ 45,625.00	\$ 4,516,875.00	\$ 45,625.00	
S-231	Pump Stations and Forcemain	Pump Station Near Williams and Triangle Rd Area, and 2000m Forcemain	\$ 4,562,500.00	100%	\$ 4,562,500.00	\$ 45,625.00	\$ 4,516,875.00	\$ 45,625.00	

**CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) + Col. (6)
	Type of Infrastructure	Location						
2021 DCC REVIEW/ Additional Projects based on 2041 DCP Study by KWL)								
Pump Stations	17002 Blundell Road							
			\$ 3,496,302.50	95%	\$ 3,323,387.38	\$ 33,233.87	\$ 3,290,153.50	\$ 208,149.00
			\$ 107,789,306		\$ 103,261,092	\$ 1,032,611	\$ 102,228,481	\$ 5,560,925
<b>TOTALS</b>								

CITY OF RICHMOND  
PROPOSED SANITARY SEWER DCC CALCULATION

Sanitary Sewer DCC Calculation	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Population	Col. (5) = (4) / (a)
Single Family	400	Per Lot	4.00	1,600	1%
SSMUH	9,000	Per Dwelling Unit	2.20	19,800	18%
Townhouse	4,500	Per Dwelling Unit	2.90	13,050	12%
Apartment	28,000	Per Dwelling Unit	2.00	56,000	52%
Commercial	769,200	Per sq. m. BA	0.0090	6,923	6%
Institutional	131,800	Per sq. m. BA	0.0090	1,184	1%
Light Industrial	1,079,500	Per sq. m. BA	0.0090	9,716	9%
Major Industrial	9.65	Per hectare GSA	29.25	282	0%
<b>Total Equivalent Population</b>				<b>108,555 (a)</b>	<b>100%</b>
<b>B: Unit Sanitary Sewer DCC Calculation</b>					
Net Sanitary Sewer DCC Program Recoverable	\$	102,228,481 (b)			
Existing DCC Reserve Monies	\$	41,185,414 (c)			
Net Amount to be Paid by DCCs	\$	61,043,067 (d) = (b) - (c)			
DCC per Equivalent Population	\$	562.32 (e) = (d) / (a)			
<b>C: Resulting Sanitary Sewer DCCs</b>					
Single Family	\$2,249,000	Per Lot	(e) x Ccd. (3)		DCC Revenue Estimates \$689,600
SSMUH	\$1,237,000	Per Dwelling Unit	(e) x Ccd. (3)		\$11,133,000
	\$0.99	Per sq. ft. DU			
Townhouse	\$1,631,000	Per Dwelling Unit	(e) x Ccd. (3)		\$7,339,500
	\$1.25	Per sq. ft. DU			
Apartment	\$1,125,000	Per Dwelling Unit	(e) x Ccd. (3)		\$31,500,000
	\$1.32	Per sq. ft. DU			
Commercial	\$5,061	Per sq. m. BA	(e) x Ccd. (3)		\$3,892,152
	\$0.47	Per sq. ft. BA			
Institutional	\$5,061	Per sq. m. BA	(e) x Ccd. (3)		\$665,896
	\$0.47	Per sq. ft. BA			
Light Industrial	\$5,061	Per sq. m. BA	(e) x Ccd. (3)		\$5,462,270
	\$0.47	Per sq. ft. BA			
Major Industrial	\$16,447,981	Per hectare GSA	(e) x Ccd. (3)		\$158,723
	\$6,656.14	Per acre GSA			

Notes:  
 (1) Townhouse assumes an average size of 1,300 sq. ft.  
 (2) Apartment assumes an average size of 850 sq. ft.  
 (3) SSMUH assumes an average size of 1250 sq. ft.

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM

Project No.	Type of Infrastructure	Location	Col (2) Cost Estimate (2025\$)	Col (3) Benefit Factor %	Col (4) = Col (2) x Col (3)	Col (6) Municipal Assist Factor 1%	Col (7) = Col (4) - Col (6) Recoverable	Col (8) = Col (7) - Col (7) Total Municipal Responsibility
D-001	Box Culvert	Francis Road	\$ 28,200,000	25%	\$ 7,050,000	70.810	\$ 7,010,210	\$ 21,189,790
D-002	Pump Station	No 1 Rd North Drainage Pump Station	\$ 5,500,000	25%	\$ 1,375,000	13.811	\$ 1,367,240	\$ 4,132,760
D-003	Box Culvert	No. 1 Road	\$ 46,050,600	25%	\$ 11,563,300	115.633	\$ 11,447,673	\$ 34,602,927
D-004	Box Culvert	McCallan Road	\$ 28,763,505	25%	\$ 7,222,516	72.225	\$ 7,150,291	\$ 21,613,214
D-005	Box Culvert	Francis Road	\$ 22,983,000	25%	\$ 5,771,031	57.710	\$ 5,713,321	\$ 17,269,679
D-006	Drainage Main	Lynas Lane	\$ 815,625	25%	\$ 204,803	2.048	\$ 202,755	\$ 612,870
D-007	Drainage Main	Granville	\$ 1,022,250	25%	\$ 256,687	2.567	\$ 254,120	\$ 768,130
D-008	Box Culvert	Stevenson Highway	\$ 46,530,000	19%	\$ 8,841,249	89.942	\$ 8,904,307	\$ 37,625,693
D-009	Box Culvert	Railway Ave. and Moncton St.	\$ 36,660,000	100%	\$ 36,660,000	366.600	\$ 36,293,400	\$ 366,600
D-010	Box Culvert	Gilbert Road (incl. connections to parallel system at Gihurst Gate & Gainsborough Dr.)	\$ 64,783,867	100%	\$ 64,783,867	647.839	\$ 64,136,028	\$ 647,839
D-011	Box Culvert	Williams Road	\$ 3,719,803	19%	\$ 706,568	37.198	\$ 3,682,605	\$ 15,561,075
D-012	Box Culvert	No. 2 Road	\$ 32,567,658	19%	\$ 6,187,619	18.836	\$ 6,232,375	\$ 26,335,283
D-013	Box Culvert	No. 2 Road	\$ 14,466,395	19%	\$ 2,748,619	27.964	\$ 2,768,391	\$ 11,698,004
D-014	Box Culvert	Railway Ave.	\$ 423,000	19%	\$ 81,766	8.18	\$ 80,948	\$ 342,052
D-015	Drainage Main	Garry St.	\$ 865,000	19%	\$ 164,355	1.653	\$ 163,619	\$ 691,381
D-016	Drainage Main	Garry St.	\$ 690,000	19%	\$ 131,377	1.334	\$ 132,043	\$ 557,957
D-017	Box Culvert	Stevenson Hwy	\$ 20,981,312	19%	\$ 4,055,688	40.557	\$ 4,015,131	\$ 16,966,181
D-018	Box Culvert	S. of Williams Road	\$ 27,213,000	19%	\$ 5,260,273	52.603	\$ 5,207,670	\$ 22,005,330
D-019	Box Culvert	Stevenson Hwy Culvert	\$ 31,630,460	18%	\$ 5,693,222	56.302	\$ 5,573,920	\$ 26,056,540
D-020	Box Culvert	Shell Road Canal	\$ 1,975,000	18%	\$ 349,970	3.500	\$ 346,470	\$ 1,628,530
D-021	Drainage Main	Williams Road - south side	\$ 195,763	18%	\$ 34,689	34.7	\$ 34,342	\$ 161,420
D-022	Drainage Main	Railway Ave.	\$ 1,215,000	100%	\$ 1,215,000	12.150	\$ 1,202,850	\$ 12,150
D-023	Drainage Main	Blundell	\$ 60,000	100%	\$ 60,000	600	\$ 59,400	\$ 600
D-024	Drainage Main	Housman Street	\$ 40,625	100%	\$ 40,625	406	\$ 40,219	\$ 406
D-025	Drainage Main	No 2 Rd South Drainage Pump Station	\$ 11,000,000	10%	\$ 1,100,000	11.000	\$ 1,089,000	\$ 9,911,000
D-026	Pump Station	No 2 Rd South Drainage Pump Station	\$ 42,250	100%	\$ 42,250	423	\$ 41,828	\$ 423
D-027	Drainage Main	Constable Gate	\$ 5,500,000	25%	\$ 1,375,000	13.750	\$ 1,361,250	\$ 4,138,750
D-028	Pump Station	Gilbert Rd South Drainage Pump Station	\$ 19,980	19%	\$ 3,862	39	\$ 3,824	\$ 16,156
D-029	Drainage Main	Rensford Gate	\$ 21,185	19%	\$ 4,095	41	\$ 4,054	\$ 17,130
D-030	Drainage Main	4th Ave	\$ 43,388	19%	\$ 8,367	84	\$ 8,303	\$ 35,085
D-031	Drainage Main	Fortune Ave	\$ 66,741	19%	\$ 12,691	129	\$ 12,772	\$ 53,969
D-032	Drainage Main	Fortune Ave	\$ 79,264	19%	\$ 15,322	153	\$ 15,168	\$ 64,095
D-033	Drainage Main	Bonavista Dr	\$ 88,483	19%	\$ 17,106	171	\$ 16,935	\$ 71,548
D-034	Drainage Main	Fortune Ave	\$ 75,816	19%	\$ 14,655	147	\$ 14,509	\$ 61,307
D-035	Drainage Main	Fortune Ave	\$ 93,572	19%	\$ 18,088	181	\$ 17,907	\$ 75,666
D-036	Drainage Main	Bonavista Dr	\$ 126,548	19%	\$ 24,062	245	\$ 24,217	\$ 102,330
D-037	Drainage Main	Bonavista Dr	\$ 46,394	47%	\$ 22,028	220	\$ 21,807	\$ 24,586
D-038	Drainage Main	Azure Road	\$ 47,678	47%	\$ 22,637	226	\$ 22,411	\$ 25,267
D-039	Drainage Main	Azure Road	\$ 49,012	47%	\$ 23,271	233	\$ 23,038	\$ 25,974
D-040	Drainage Main	Minoru Blvd	\$ 51,591	47%	\$ 24,495	245	\$ 24,250	\$ 27,340
D-041	Drainage Main	Azure Road	\$ 57,562	47%	\$ 27,340	273	\$ 27,067	\$ 30,515
D-042	Drainage Main	Azure Road	\$ 88,382	47%	\$ 41,964	420	\$ 41,544	\$ 46,838
D-043	Drainage Main	River Road	\$ 91,289	47%	\$ 43,344	433	\$ 42,911	\$ 48,379
D-044	Drainage Main	River Road	\$ 97,217	47%	\$ 46,159	462	\$ 45,697	\$ 51,520
D-045	Drainage Main	River Road	\$ 100,079	47%	\$ 47,517	475	\$ 47,042	\$ 53,037
D-046	Drainage Main	Blundell Road	\$ 107,918	47%	\$ 51,239	512	\$ 50,727	\$ 57,191
D-047	Drainage Main	Blundell Road	\$ 101,363	47%	\$ 48,127	481	\$ 47,646	\$ 53,717
D-048	Drainage Main	Blundell Road	\$ 104,882	47%	\$ 49,788	498	\$ 49,300	\$ 55,582
D-049	Drainage Main	Azure Road	\$ 105,296	47%	\$ 49,994	500	\$ 49,494	\$ 55,801
D-050	Drainage Main	Azure Road	\$ 105,302	47%	\$ 49,997	500	\$ 49,497	\$ 55,804
D-051	Drainage Main	Azure Road	\$ 131,453	47%	\$ 62,414	624	\$ 61,790	\$ 69,663
D-052	Drainage Main	Azure Road	\$ 165,292	47%	\$ 78,481	785	\$ 77,696	\$ 87,596
D-053	Drainage Main	Minoru Blvd	\$ 160,560	47%	\$ 76,234	762	\$ 75,472	\$ 85,088
D-054	Drainage Main	Blundell Road	\$ 186,080	47%	\$ 88,351	884	\$ 87,467	\$ 98,613
D-055	Drainage Main	Azure Road	\$ 207,886	47%	\$ 98,704	987	\$ 97,717	\$ 110,169

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM

Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (6) Municipal Assist. Factor 1%	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility (7)
D-057	Drainage Main	Garden City Rd	\$ 6,144	18%	\$ 1,094	11	\$ 1,083	\$ 5,061	\$ 5,061
D-058	Drainage Main	Amelthyst Ave	\$ 7,137	18%	\$ 1,270	13	\$ 1,258	\$ 5,879	\$ 5,879
D-059	Drainage Main	No. 4 Rd	\$ 7,313	18%	\$ 1,302	13	\$ 1,289	\$ 6,024	\$ 6,024
D-060	Drainage Main	Tweedsmuir Ave	\$ 12,338	18%	\$ 2,196	22	\$ 2,174	\$ 10,163	\$ 10,163
D-061	Drainage Main	Dixon Ave	\$ 17,145	18%	\$ 3,052	31	\$ 3,021	\$ 14,124	\$ 14,124
D-062	Drainage Main	Bakerview Dr	\$ 18,905	18%	\$ 3,395	34	\$ 3,331	\$ 15,573	\$ 15,573
D-063	Drainage Main	Steveston Hwy	\$ 19,752	18%	\$ 3,516	35	\$ 3,481	\$ 16,271	\$ 16,271
D-064	Drainage Main	Greenless Rd	\$ 20,252	18%	\$ 3,605	36	\$ 3,569	\$ 16,683	\$ 16,683
D-065	Drainage Main	Steveston Hwy	\$ 20,601	18%	\$ 3,667	37	\$ 3,630	\$ 16,971	\$ 16,971
D-066	Drainage Main	Ash St	\$ 21,101	18%	\$ 3,796	38	\$ 3,718	\$ 17,382	\$ 17,382
D-067	Drainage Main	Francis Road	\$ 23,488	18%	\$ 4,181	42	\$ 4,139	\$ 19,349	\$ 19,349
D-068	Drainage Main	Bakerview Dr	\$ 28,577	18%	\$ 5,087	51	\$ 5,036	\$ 23,541	\$ 23,541
D-069	Drainage Main	Francis Road	\$ 31,165	18%	\$ 5,551	56	\$ 5,495	\$ 25,690	\$ 25,690
D-070	Drainage Main	Francis Road	\$ 31,701	18%	\$ 5,643	56	\$ 5,586	\$ 26,114	\$ 26,114
D-071	Drainage Main	Dolphin Ave	\$ 32,442	18%	\$ 5,773	58	\$ 5,717	\$ 26,725	\$ 26,725
D-072	Drainage Main	Saunders Rd	\$ 32,526	18%	\$ 5,790	58	\$ 5,732	\$ 26,794	\$ 26,794
D-073	Drainage Main	No. 4 Rd	\$ 32,617	18%	\$ 5,806	58	\$ 5,748	\$ 26,869	\$ 26,869
D-074	Drainage Main	Williams Rd	\$ 43,714	18%	\$ 7,781	78	\$ 7,703	\$ 36,011	\$ 36,011
D-075	Drainage Main	Francis Road	\$ 44,359	18%	\$ 7,896	79	\$ 7,817	\$ 36,542	\$ 36,542
D-076	Drainage Main	Amelthyst Ave	\$ 44,421	18%	\$ 7,907	79	\$ 7,828	\$ 36,593	\$ 36,593
D-077	Drainage Main	Rosehill Dr	\$ 57,866	18%	\$ 10,304	103	\$ 10,201	\$ 47,665	\$ 47,665
D-078	Drainage Main	Francis Rd	\$ 57,866	18%	\$ 10,304	103	\$ 10,201	\$ 47,665	\$ 47,665
D-079	Drainage Main	Bakerview Dr	\$ 57,179	18%	\$ 10,178	102	\$ 10,076	\$ 47,103	\$ 47,103
D-080	Drainage Main	Saunders Rd	\$ 62,377	18%	\$ 11,053	111	\$ 10,992	\$ 51,385	\$ 51,385
D-081	Drainage Main	Saunders Rd	\$ 62,102	18%	\$ 11,103	111	\$ 10,944	\$ 51,158	\$ 51,158
D-082	Drainage Main	Greenfield Dr	\$ 67,291	18%	\$ 11,978	120	\$ 11,858	\$ 55,433	\$ 55,433
D-083	Drainage Main	Wagner Dr	\$ 69,872	18%	\$ 12,437	124	\$ 12,313	\$ 57,559	\$ 57,559
D-084	Drainage Main	Francis Rd	\$ 70,171	18%	\$ 12,490	125	\$ 12,365	\$ 57,805	\$ 57,805
D-085	Drainage Main	Goldstream Dr	\$ 70,385	18%	\$ 12,530	125	\$ 12,405	\$ 57,990	\$ 57,990
D-086	Drainage Main	Drainage Main	\$ 66,912	18%	\$ 11,910	119	\$ 11,791	\$ 55,121	\$ 55,121
D-087	Drainage Main	Tweedsmuir Ave	\$ 76,873	18%	\$ 14,039	140	\$ 13,899	\$ 64,974	\$ 64,974
D-088	Drainage Main	Dixon Ave	\$ 74,040	18%	\$ 13,179	132	\$ 13,047	\$ 60,993	\$ 60,993
D-089	Drainage Main	Greenless Rd	\$ 75,291	18%	\$ 13,258	133	\$ 13,125	\$ 61,356	\$ 61,356
D-090	Drainage Main	Rosehill Dr	\$ 86,549	18%	\$ 15,402	154	\$ 15,268	\$ 73,027	\$ 73,027
D-091	Drainage Main	Williams Rd	\$ 86,549	18%	\$ 15,402	154	\$ 15,268	\$ 73,027	\$ 73,027
D-092	Drainage Main	Goldstream Dr	\$ 90,457	18%	\$ 16,101	161	\$ 15,940	\$ 74,517	\$ 74,517
D-093	Drainage Main	Francis Rd	\$ 90,901	18%	\$ 16,180	162	\$ 16,019	\$ 74,882	\$ 74,882
D-094	Drainage Main	Amelthyst Ave	\$ 91,699	18%	\$ 16,322	163	\$ 16,159	\$ 75,540	\$ 75,540
D-095	Drainage Main	Williams Rd	\$ 95,802	18%	\$ 17,053	171	\$ 16,882	\$ 78,920	\$ 78,920
D-096	Drainage Main	Ash St	\$ 94,604	18%	\$ 16,839	168	\$ 16,671	\$ 77,932	\$ 77,932
D-097	Drainage Main	Steveston Hwy	\$ 96,071	18%	\$ 17,101	171	\$ 16,930	\$ 79,141	\$ 79,141
D-098	Drainage Main	Francis Rd	\$ 96,273	18%	\$ 17,137	171	\$ 16,965	\$ 79,308	\$ 79,308
D-099	Drainage Main	Steveston Hwy	\$ 97,553	18%	\$ 17,364	174	\$ 17,191	\$ 80,362	\$ 80,362
D-100	Drainage Main	Francis Rd	\$ 106,715	18%	\$ 18,995	190	\$ 18,805	\$ 87,910	\$ 87,910
D-101	Drainage Main	Steveston Hwy	\$ 99,132	18%	\$ 17,645	176	\$ 17,469	\$ 81,663	\$ 81,663
D-102	Drainage Main	Steveston Hwy	\$ 100,766	18%	\$ 17,936	179	\$ 17,757	\$ 83,009	\$ 83,009
D-103	Drainage Main	Steveston Hwy	\$ 103,050	18%	\$ 18,343	183	\$ 18,159	\$ 84,891	\$ 84,891
D-104	Drainage Main	Steveston Hwy	\$ 111,784	18%	\$ 19,898	199	\$ 19,699	\$ 92,085	\$ 92,085
D-105	Drainage Main	Ryan Rd	\$ 103,248	18%	\$ 18,378	184	\$ 18,194	\$ 85,054	\$ 85,054
D-106	Drainage Main	Ash St	\$ 105,669	18%	\$ 18,809	188	\$ 18,621	\$ 87,048	\$ 87,048
D-107	Drainage Main	Steveston Hwy	\$ 116,958	18%	\$ 20,818	208	\$ 20,610	\$ 96,347	\$ 96,347
D-108	Drainage Main	St Albans Rd	\$ 119,048	18%	\$ 21,190	212	\$ 20,979	\$ 98,069	\$ 98,069
D-109	Drainage Main	Dolphin Ave	\$ 124,269	18%	\$ 22,120	221	\$ 21,899	\$ 102,370	\$ 102,370
D-110	Drainage Main	Francis Rd	\$ 126,757	18%	\$ 22,563	226	\$ 22,337	\$ 104,419	\$ 104,419
D-111	Drainage Main	Heather St	\$ 127,213	18%	\$ 22,644	228	\$ 22,417	\$ 104,796	\$ 104,796
D-112	Drainage Main	Glenallan Gate	\$ 127,876	18%	\$ 22,762	228	\$ 22,534	\$ 105,342	\$ 105,342

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM

Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (6) Municipal Assist. Factor 1%	Col. (7) = Col. (4) - Col. (6) Recoverable	Col. (8) = Col. (2) - Col. (7)	Col. (9) = Col. (8) Total Municipal Responsibility
D-113	Drainage Main	St Albans Rd	\$ 131,217	18%	\$ 23,357	234	\$ 23,123	\$ 108,094	
D-114	Drainage Main	Bakerview Dr	\$ 135,750	18%	\$ 24,164	242	\$ 23,922	\$ 111,828	
D-115	Drainage Main	Rosewell Ave	\$ 147,875	18%	\$ 26,322	263	\$ 26,059	\$ 121,816	
D-116	Drainage Main	St Albans Rd	\$ 126,484	18%	\$ 22,511	225	\$ 22,285	\$ 104,179	
D-117	Drainage Main	Dolphin Ave	\$ 153,563	18%	\$ 27,334	273	\$ 27,061	\$ 126,502	
D-118	Drainage Main	Francis Rd	\$ 154,375	18%	\$ 27,479	275	\$ 27,204	\$ 127,171	
D-119	Drainage Main	Williams Rd	\$ 159,250	18%	\$ 28,347	283	\$ 28,063	\$ 131,187	
D-120	Drainage Main	Dolphin Ave	\$ 160,339	18%	\$ 28,540	285	\$ 28,255	\$ 132,084	
D-121	Drainage Main	Ryan Rd	\$ 164,370	18%	\$ 29,258	293	\$ 28,965	\$ 135,405	
D-122	Drainage Main	Francis Rd	\$ 169,453	18%	\$ 30,163	302	\$ 29,861	\$ 139,592	
D-123	Drainage Main	Williams Rd	\$ 12,137	18%	\$ 2,151	22	\$ 2,129	\$ 10,007	
D-124	Drainage Main	No. 5 Rd	\$ 15,020	18%	\$ 2,662	27	\$ 2,635	\$ 12,385	
D-125	Drainage Main	Steveston Hwy	\$ 22,802	18%	\$ 4,040	40	\$ 4,000	\$ 18,802	
D-126	Drainage Main	Williams Rd	\$ 22,836	18%	\$ 4,046	40	\$ 4,006	\$ 18,830	
D-127	Drainage Main	No. 5 Rd	\$ 25,056	18%	\$ 4,440	44	\$ 4,396	\$ 20,660	
D-128	Drainage Main	Williams Rd	\$ 29,742	18%	\$ 5,270	53	\$ 5,218	\$ 24,524	
D-129	Drainage Main	Shell Rd	\$ 32,893	18%	\$ 5,829	58	\$ 5,770	\$ 27,123	
D-130	Drainage Main	Coppersmith Way	\$ 38,124	18%	\$ 6,756	68	\$ 6,688	\$ 31,436	
D-131	Drainage Main	Steveston Hwy	\$ 46,592	18%	\$ 8,254	83	\$ 8,172	\$ 38,410	
D-132	Drainage Main	No. 5 Rd	\$ 33,750	18%	\$ 5,961	60	\$ 5,921	\$ 27,829	
D-133	Drainage Main	Shell Rd	\$ 55,840	18%	\$ 9,855	99	\$ 9,796	\$ 46,044	
D-134	Drainage Main	Steveston Hwy	\$ 55,966	18%	\$ 9,921	99	\$ 9,822	\$ 46,165	
D-135	Drainage Main	Williams Rd	\$ 52,363	18%	\$ 9,282	93	\$ 9,189	\$ 43,194	
D-136	Drainage Main	Williams Rd	\$ 52,667	18%	\$ 9,333	93	\$ 9,239	\$ 43,427	
D-137	Drainage Main	Horseshoe Way	\$ 69,953	18%	\$ 12,396	124	\$ 12,272	\$ 57,681	
D-138	Drainage Main	Steveston Hwy	\$ 78,419	18%	\$ 13,896	139	\$ 13,757	\$ 64,662	
D-139	Drainage Main	Williams Rd	\$ 88,293	18%	\$ 15,645	156	\$ 15,489	\$ 72,804	
D-140	Drainage Main	Shell Rd	\$ 90,576	18%	\$ 16,050	161	\$ 15,890	\$ 74,686	
D-141	Drainage Main	Steveston Hwy	\$ 90,711	18%	\$ 16,074	161	\$ 15,913	\$ 74,798	
D-142	Drainage Main	No. 5 Rd	\$ 100,462	18%	\$ 17,805	178	\$ 17,627	\$ 82,835	
D-143	Drainage Main	Williams Rd	\$ 102,040	18%	\$ 18,082	181	\$ 17,901	\$ 84,140	
D-144	Drainage Main	Steveston Hwy	\$ 118,625	18%	\$ 21,020	210	\$ 20,810	\$ 97,815	
D-145	Drainage Main	Williams Rd	\$ 110,814	18%	\$ 19,636	196	\$ 19,440	\$ 91,374	
D-146	Drainage Main	Seacote Rd	\$ 134,374	18%	\$ 23,811	238	\$ 23,573	\$ 110,801	
D-147	Drainage Main	Horseshoe Way	\$ 117,104	18%	\$ 20,751	208	\$ 20,543	\$ 96,561	
D-148	Drainage Main	Williams Rd	\$ 123,086	18%	\$ 21,811	218	\$ 21,593	\$ 101,493	
D-149	Drainage Main	No. 5 Rd	\$ 127,184	18%	\$ 22,537	225	\$ 22,312	\$ 104,872	
D-150	Drainage Main	Horseshoe Way	\$ 151,817	18%	\$ 26,902	269	\$ 26,633	\$ 125,184	
D-151	Drainage Main	Horseshoe Way	\$ 151,821	18%	\$ 26,903	269	\$ 26,634	\$ 125,187	
D-152	Drainage Main	Horseshoe Way	\$ 170,625	18%	\$ 30,235	302	\$ 29,932	\$ 140,693	
D-153	Drainage Main	Horseshoe Pl	\$ 149,500	18%	\$ 26,491	265	\$ 26,226	\$ 123,274	
D-154	Drainage Main	No. 5 Rd	\$ 193,750	18%	\$ 32,961	326	\$ 32,735	\$ 161,015	
D-155	Drainage Main	Horseshoe Way	\$ 147,000	18%	\$ 26,048	260	\$ 25,788	\$ 121,212	
D-156	Drainage Main	Horseshoe Way	\$ 185,625	18%	\$ 32,893	329	\$ 32,564	\$ 153,061	
D-157	Drainage Main	Horseshoe Way	\$ 182,500	18%	\$ 28,795	288	\$ 28,507	\$ 153,993	
D-158	Drainage Main	No. 5 Rd	\$ 150,000	18%	\$ 26,560	266	\$ 26,314	\$ 123,686	
D-159	Drainage Main	Seacote Rd	\$ 28,763	18%	\$ 5,097	51	\$ 5,046	\$ 23,717	
D-160	Drainage Main	No. 5 Rd	\$ 161,610	18%	\$ 28,697	286	\$ 28,351	\$ 133,259	
D-161	Drainage Main	Williams Rd	\$ 223,765	18%	\$ 39,665	397	\$ 39,258	\$ 184,527	
D-162	Drainage Main	King Rd	\$ 153,633	18%	\$ 27,224	272	\$ 26,952	\$ 126,681	
D-163	Drainage Main	Williams Rd	\$ 163,648	18%	\$ 27,226	272	\$ 26,954	\$ 126,694	
D-164	Drainage Main	Williams Rd	\$ 166,779	18%	\$ 29,553	296	\$ 29,258	\$ 137,521	
D-165	Drainage Main	King Rd	\$ 177,535	18%	\$ 31,459	315	\$ 31,145	\$ 146,390	
D-166	Drainage Main	Albion Rd	\$ 163,878	18%	\$ 29,039	290	\$ 28,749	\$ 135,129	
D-167	Drainage Main	Albion Rd	\$ 177,795	18%	\$ 31,505	315	\$ 31,190	\$ 146,604	
D-168	Drainage Main	Coppersmith Way							



**CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM**

Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) x Col. (6) Recoverable	Col. (8) = Col. (2) - Col. (7)	Col. (9) Total Municipal Responsibility (7)
D-225	Drainage Main	River Rd	\$ 727,675	47%	\$ 345,500	3.455	\$ 342,045	\$	385,630
D-226	Drainage Main	River Rd	\$ 88,550	47%	\$ 46,792	468	\$ 46,324	\$	62,226
D-227	Drainage Main	Seasmith Rd near Sea Island Way - connect East to West drainage system, additional new pipe	\$ 22,650	47%	\$ 10,794	108	\$ 10,686	\$	12,003
D-228	Drainage Main	Westminster Hwy - additional new pipe	\$ 580,125	47%	\$ 275,443	2,754	\$ 272,689	\$	307,436
D-229	Drainage Main	Garden City Rd - west side	\$ 89,550	18%	\$ 15,940	159	\$ 15,781	\$	73,769
D-230	Drainage Main	Garden City Rd - west side	\$ 357,675	18%	\$ 63,666	637	\$ 63,029	\$	294,646
D-231	Drainage Main	Garden City Rd - west side	\$ 1,037,663	18%	\$ 184,704	1,847	\$ 182,857	\$	854,806
D-232	Drainage Main	St. Albans Rd - west side	\$ 450,300	18%	\$ 80,453	802	\$ 79,352	\$	370,948
D-233	Drainage Main	Acheson Rd - south side	\$ 412,750	100%	\$ 412,750	4,128	\$ 408,623	\$	4,128
D-234	Drainage Main	Acheson Rd - north side	\$ 34,500	100%	\$ 34,500	345	\$ 34,155	\$	345
D-235	Drainage Main	Acheson Rd - north side (existing culverts only)	\$ 99,450	100%	\$ 99,450	995	\$ 98,456	\$	995
D-236	Drainage Main	Acheson Rd - north side	\$ 23,400	100%	\$ 23,400	681	\$ 23,166	\$	234
D-237	Drainage Main	Altenbridge Way	\$ 59,550	100%	\$ 59,550	596	\$ 58,955	\$	596
D-238	Drainage Main	Anderson Rd	\$ 130,875	100%	\$ 130,875	1,309	\$ 129,566	\$	1,309
D-239	Drainage Main	Ash St	\$ 252,250	100%	\$ 252,250	2,523	\$ 249,728	\$	2,523
D-240	Drainage Main	Ash St	\$ 363,450	100%	\$ 363,450	3,635	\$ 359,816	\$	3,635
D-241	Drainage Main	Ash St	\$ 43,350	100%	\$ 43,350	434	\$ 42,917	\$	434
D-242	Drainage Main	Heather St - west side	\$ 24,150	100%	\$ 24,150	242	\$ 23,909	\$	242
D-243	Drainage Main	Bridge St - west side	\$ 525,000	100%	\$ 525,000	5,250	\$ 519,750	\$	5,250
D-244	Drainage Main	Sillis Ave	\$ 146,550	100%	\$ 146,550	1,468	\$ 145,085	\$	1,468
D-245	Drainage Main	Bridge St - east side	\$ 637,000	100%	\$ 637,000	6,370	\$ 630,630	\$	6,370
D-246	Drainage Main	General Currie Rd - north side	\$ 8,125	100%	\$ 8,125	81	\$ 8,044	\$	81
D-247	Drainage Main	General Currie Rd - north side	\$ 183,000	100%	\$ 183,000	1,830	\$ 181,170	\$	1,830
D-248	Drainage Main	Busville St	\$ 73,500	100%	\$ 73,500	735	\$ 72,765	\$	735
D-249	Drainage Main	Cambie Rd PS outfall	\$ 281,700	100%	\$ 281,700	2,817	\$ 278,883	\$	2,817
D-250	Drainage Main	Cooney Rd	\$ 62,700	100%	\$ 62,700	627	\$ 62,073	\$	627
D-251	Drainage Main	Gilbert Rd - ROW at rear	\$ 104,400	100%	\$ 104,400	1,044	\$ 103,356	\$	1,044
D-252	Drainage Main	Keeler Ave	\$ 836,325	100%	\$ 836,325	8,363	\$ 827,962	\$	8,363
D-253	Drainage Main	Garden City Rd	\$ 479,550	100%	\$ 479,550	4,796	\$ 474,755	\$	4,796
D-254	Drainage Main	Garden City Rd	\$ 8,250	100%	\$ 8,250	83	\$ 8,168	\$	83
D-255	Drainage Main	Garden City Rd	\$ 185,588	100%	\$ 185,588	1,856	\$ 183,732	\$	1,856
D-256	Drainage Main	Garden City Rd	\$ 323,213	100%	\$ 323,213	3,232	\$ 319,980	\$	3,232
D-257	Drainage Main	General Currie Rd	\$ 251,750	100%	\$ 251,750	2,518	\$ 249,233	\$	2,518
D-258	Drainage Main	General Currie Rd	\$ 325,650	100%	\$ 325,650	3,257	\$ 322,394	\$	3,257
D-259	Drainage Main	General Currie Rd	\$ 101,700	100%	\$ 101,700	1,017	\$ 100,683	\$	1,017
D-260	Drainage Main	Granville Ave	\$ 5,550	100%	\$ 5,550	56	\$ 5,495	\$	56
D-261	Drainage Main	Granville Ave	\$ 9,000	100%	\$ 9,000	90	\$ 8,910	\$	90
D-262	Drainage Main	Granville Ave	\$ 87,625	100%	\$ 87,625	876	\$ 86,749	\$	876
D-263	Drainage Main	Abercrombie Dr	\$ 159,413	100%	\$ 159,413	1,594	\$ 157,818	\$	1,594
D-264	Drainage Main	Minoru Blvd	\$ 494,125	100%	\$ 494,125	4,941	\$ 489,184	\$	4,941
D-265	Drainage Main	Granville Ave - north side	\$ 155,250	100%	\$ 155,250	1,553	\$ 153,698	\$	1,553
D-266	Drainage Main	Granville Ave - north side	\$ 1,168,050	100%	\$ 1,168,050	11,681	\$ 1,156,370	\$	11,681
D-267	Drainage Main	Bennett Rd - north side	\$ 200,925	100%	\$ 200,925	2,009	\$ 198,916	\$	2,009
D-268	Drainage Main	Bennett Rd - north side	\$ 169,200	100%	\$ 169,200	1,692	\$ 167,508	\$	1,692
D-269	Drainage Main	General Currie Rd - north side	\$ 292,500	100%	\$ 292,500	2,925	\$ 289,575	\$	2,925
D-270	Drainage Main	General Currie Rd - north side	\$ 182,400	100%	\$ 182,400	1,824	\$ 180,576	\$	1,824
D-271	Drainage Main	General Currie Rd - north side	\$ 74,750	100%	\$ 74,750	748	\$ 74,003	\$	748
D-272	Drainage Main	General Currie Rd - north side	\$ 12,900	100%	\$ 12,900	129	\$ 12,771	\$	129
D-273	Drainage Main	Westminster Hwy - north side	\$ 10,075	100%	\$ 10,075	101	\$ 9,974	\$	101
D-274	Drainage Main	Westminster Hwy - north side	\$ 306,300	100%	\$ 306,300	3,063	\$ 303,237	\$	3,063
D-275	Drainage Main	Granville Ave - south side	\$ 285,000	100%	\$ 285,000	2,850	\$ 282,150	\$	2,850
D-276	Drainage Main	Granville Ave - south side	\$ 1,146,600	100%	\$ 1,146,600	11,466	\$ 1,135,134	\$	11,466
D-277	Drainage Main	Bennett Rd - south side	\$ 132,825	100%	\$ 132,825	1,328	\$ 131,497	\$	1,328
D-278	Drainage Main	Bennett Rd - south side	\$ 278,250	100%	\$ 278,250	2,783	\$ 275,468	\$	2,783
D-279	Drainage Main	Bennett Rd - south side							
D-280	Drainage Main	Bennett Rd - south side							

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM

Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (6) Municipal Assist. Factor 1%	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility
D-281	Drainage Main	General Currie Rd - south side	\$ 229,800	100%	\$ 229,800	2.298	\$ 227,502	\$ 2,298	\$ 2,298
D-282	Drainage Main	General Currie Rd - south side	\$ 573,300	100%	\$ 573,300	5.733	\$ 567,567	\$ 5,733	\$ 5,733
D-283	Drainage Main	Jones Rd - south side	\$ 116,375	100%	\$ 116,375	1.164	\$ 115,211	\$ 1,164	\$ 1,164
D-284	Drainage Main	Jones Rd - south side	\$ 342,000	100%	\$ 342,000	3.420	\$ 338,580	\$ 3,420	\$ 3,420
D-285	Drainage Main	Blundell Rd	\$ 1,036,875	47%	\$ 492,308	4.923	\$ 487,385	\$ 49,923	\$ 549,490
D-286	Drainage Modelling		\$ 750,000	100%	\$ 750,000	7.500	\$ 742,500	\$ 7,500	\$ 7,500
D-287	Pump Station	Cambie Rd West Drainage Pump Station	\$ 5,500,000	25%	\$ 1,375,000	13.750	\$ 1,361,250	\$ 14,750	\$ 14,750
D-288	Drainage Main	Cambie Rd West of Garden City Rd - south side	\$ 51,750	100%	\$ 51,750	5.175	\$ 51,233	\$ 518	\$ 518
D-289	Drainage Main	Dailyn Rd	\$ 19,500	46%	\$ 8,918	8.918	\$ 8,829	\$ 89	\$ 89
D-290	Drainage Main	Dailyn Rd	\$ 726,375	46%	\$ 332,201	3.322	\$ 328,879	\$ 3,322	\$ 3,322
D-291	Drainage Main	Danforth Dr	\$ 85,800	46%	\$ 39,240	3.924	\$ 38,847	\$ 393	\$ 393
D-292	Drainage Main	River Rd	\$ 433,550	46%	\$ 198,280	1.983	\$ 196,298	\$ 1,983	\$ 1,983
D-293	Drainage Main	St. Edwards Dr	\$ 234,000	46%	\$ 107,018	1.070	\$ 105,948	\$ 1,070	\$ 1,070
D-294	Drainage Main	Bridgesport Rd North Side	\$ 408,688	46%	\$ 186,910	1.869	\$ 185,041	\$ 1,869	\$ 1,869
D-295	Drainage Main	No. 5 Rd	\$ 1,111,500	46%	\$ 508,335	5.083	\$ 503,252	\$ 5,083	\$ 5,083
D-296	Drainage Main	Bathgate Way	\$ 556,838	46%	\$ 255,379	2.556	\$ 252,824	\$ 2,556	\$ 2,556
D-297	Drainage Main	River Rd	\$ 342,550	46%	\$ 156,662	1.567	\$ 155,096	\$ 1,567	\$ 1,567
D-298	Drainage Main	Bath Slough	\$ 385,688	46%	\$ 176,391	1.764	\$ 174,627	\$ 1,764	\$ 1,764
D-299	Drainage Main	Vulcan Way	\$ 503,100	46%	\$ 230,068	2.301	\$ 227,768	\$ 2,301	\$ 2,301
D-300	Drainage Main	Bridgesport	\$ 281,125	46%	\$ 128,570	1.286	\$ 127,284	\$ 1,286	\$ 1,286
D-301	Drainage Main	Viking Way (with new connection)	\$ 5,500,000	25%	\$ 1,375,000	13.750	\$ 1,361,250	\$ 14,750	\$ 14,750
D-302	Pump Station	No. 6 Rd. North Drainage Pump Station	\$ 656,175	46%	\$ 300,096	3.001	\$ 297,095	\$ 3,001	\$ 3,001
D-303	Drainage Main	Burrows Rd	\$ 196,250	100%	\$ 196,250	1.963	\$ 196,268	\$ 1,963	\$ 1,963
D-304	Drainage Main	Bergen Dr	\$ 24,375	100%	\$ 24,375	2.438	\$ 24,131	\$ 244	\$ 244
D-305	Drainage Main	No. 5 Rd (New Connection)	\$ 16,919,760	100%	\$ 16,919,760	169.198	\$ 16,750,562	\$ 169,198	\$ 169,198
D-306	Box Culvert	Blundell Rd	\$ 1,565,516	25%	\$ 393,101	3.931	\$ 389,170	\$ 3,931	\$ 3,931
D-307	Box Culvert	Francis Road	\$ 12,520,622	100%	\$ 12,520,622	125.206	\$ 12,395,416	\$ 125,206	\$ 125,206
D-308	Box Culvert	McClellan Rd	\$ 27,414,106	100%	\$ 27,414,106	274.141	\$ 27,139,965	\$ 274,141	\$ 274,141
D-309	Box Culvert	No. 3 Rd	\$ 24,163,800	47%	\$ 11,472,972	114.730	\$ 11,358,243	\$ 114,730	\$ 114,730
D-310	Box Culvert	Gilbert Rd	\$ 14,424,095	47%	\$ 6,848,560	68.486	\$ 6,780,075	\$ 68,486	\$ 68,486
D-311	Box Culvert	Granville Ave - north side	\$ 2,363,126	100%	\$ 2,363,126	23.631	\$ 2,339,495	\$ 23,631	\$ 23,631
D-312	Box Culvert	Cambie Rd - south side	\$ 4,122,782	100%	\$ 4,122,782	41.228	\$ 4,081,554	\$ 41,228	\$ 41,228
D-313	Box Culvert	Cambie Rd - south side	\$ 15,033,021	46%	\$ 6,875,222	68.752	\$ 6,806,470	\$ 68,752	\$ 68,752
D-314	Box Culvert	Shell Rd	\$ 714,615	100%	\$ 714,615	7.146	\$ 707,469	\$ 7,146	\$ 7,146
D-315	Box Culvert	Shell Rd	\$ 2,741,310	100%	\$ 2,741,310	27.413	\$ 2,713,897	\$ 27,413	\$ 27,413
D-316	Box Culvert	Cambie St	\$ 9,644,263	100%	\$ 9,644,263	96.443	\$ 9,547,821	\$ 96,443	\$ 96,443
D-317	Box Culvert	Bird Rd	\$ 12,571,362	100%	\$ 12,571,362	125.714	\$ 12,445,668	\$ 125,714	\$ 125,714
D-318	Box Culvert	Bird Rd	\$ 1,347,225	100%	\$ 1,347,225	13.472	\$ 1,333,753	\$ 13,472	\$ 13,472
D-319	Box Culvert	Bath Slough	\$ 863,005	100%	\$ 863,005	8.630	\$ 854,375	\$ 8,630	\$ 8,630
D-320	Box Culvert	Bath Slough	\$ 859,100	100%	\$ 859,100	8.591	\$ 850,509	\$ 8,591	\$ 8,591
D-321	Box Culvert	Bath Slough	\$ 22,082,087	100%	\$ 22,082,087	220.821	\$ 21,831,568	\$ 220,821	\$ 220,821
D-322	Box Culvert	No. 6 Rd North	\$ 9,108,471	100%	\$ 9,108,471	91.085	\$ 9,017,386	\$ 91,085	\$ 91,085
D-323	Box Culvert	Bridgesport Rd - south side and cross over to north at Viking Way	\$ 7,600,000	25%	\$ 1,900,000	19.000	\$ 1,881,000	\$ 19,000	\$ 19,000
D-324	Pump Station	No. 3 Rd South Drainage Pump Station	\$ 11,000,000	25%	\$ 2,750,000	27.500	\$ 2,722,500	\$ 27,500	\$ 27,500
D-325	Dike	South Dike - No. 4 Rd to No. 5 Rd	\$ 4,600,000	25%	\$ 1,150,000	11.500	\$ 1,138,500	\$ 11,500	\$ 11,500
D-326	Dike	North Dike - Lynas Ln to No. 2 Rd	\$ 3,225,000	25%	\$ 806,250	8.063	\$ 798,187	\$ 8,063	\$ 8,063
D-327	Dike	South Dike - Fraserwood Way to Queens Rd	\$ 12,900,000	25%	\$ 3,225,000	32.250	\$ 3,192,750	\$ 32,250	\$ 32,250
D-328	Dike	South Dike - Graybar Rd to Fraserwood Way	\$ 1,600,000	25%	\$ 400,000	4.000	\$ 396,000	\$ 4,000	\$ 4,000
D-329	Dike	South Dike - Port of Vancouver to Neilson Rd	\$ 5,900,000	25%	\$ 1,475,000	14.750	\$ 1,460,250	\$ 14,750	\$ 14,750
D-330	Dike	South Dike - No. 7 Rd to Port of Vancouver	\$ 9,600,000	25%	\$ 2,400,000	24.000	\$ 2,376,000	\$ 24,000	\$ 24,000
D-331	Dike	South Dike - VAFCC to No. 7 Rd	\$ 9,200,000	25%	\$ 2,300,000	23.000	\$ 2,277,000	\$ 23,000	\$ 23,000
D-332	Dike	South Dike - Riverport Way Park	\$ 3,900,000	25%	\$ 975,000	9.750	\$ 965,250	\$ 9,750	\$ 9,750
D-333	Dike	South Dike - No. 2 Rd to Gilbert Rd	\$ 17,100,000	25%	\$ 4,275,000	42.750	\$ 4,232,250	\$ 42,750	\$ 42,750
D-334	Dike	Terra Nova West	\$ 7,546,000	25%	\$ 1,886,500	18.865	\$ 1,867,635	\$ 18,865	\$ 18,865
D-335	Dike	Terra Nova North	\$ 2,502,500	25%	\$ 625,625	6.256	\$ 619,369	\$ 6,256	\$ 6,256
D-336	Dike	North Dike - No. 1 Rd to McClellan Rd Pump Station	\$ 12,474,000	25%	\$ 3,118,500	31.185	\$ 3,087,315	\$ 31,185	\$ 31,185

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC PROGRAM

Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2025\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
D-337	Dike	North Dike - McCallan Rd Pump Station to Lynas Lane	\$ 6,160,000	25%	\$ 1,540,000	\$ 15,400	\$ 1,524,600	\$ 4,635,400
D-338	Dike	North Dike - Queens Rd to Tree Island Steel	\$ 17,400,000	25%	\$ 4,350,000	\$ 43,500	\$ 4,306,500	\$ 13,093,500
D-339	Dike	South Dike - 7500 No 9 Rd, 20465 Dyke Rd, PID 004-101-235 and 6831 Graybar Rd	\$ 11,704,000	25%	\$ 2,926,000	\$ 29,260	\$ 2,896,740	\$ 8,807,260
D-340	Dike	7850 River Rd to Capsian Way	\$ 4,774,000	25%	\$ 1,193,500	\$ 11,935	\$ 1,181,565	\$ 3,592,435
D-341	Dike	South Dike - Rice Mill Rd (Canadian Fishing Company)	\$ 5,200,000	25%	\$ 1,300,000	\$ 13,000	\$ 1,287,000	\$ 3,913,000
D-342	Dike	12280 No 5 Rd and 12800 Rice Mill Rd	\$ 16,634,000	25%	\$ 4,158,500	\$ 41,585	\$ 4,116,915	\$ 12,517,085
D-343	Dike	South Dike - 13911 Garden City Road (Crown Packaging)	\$ 3,600,000	25%	\$ 900,000	\$ 9,000	\$ 891,000	\$ 2,709,000
D-344	Dike	7780 River Rd to 7840 River Rd	\$ 3,080,000	25%	\$ 770,000	\$ 7,700	\$ 762,300	\$ 2,317,700
D-345	Dike	Duck Island	\$ 19,400,000	25%	\$ 4,850,000	\$ 48,500	\$ 4,801,500	\$ 14,598,500
D-346	Dike	3500 Cessna Dr	\$ 3,850,000	25%	\$ 962,500	\$ 9,625	\$ 952,875	\$ 2,897,125
D-347	Dike	8211 River Rd (between Moray Channel Bridge and Sea Island Connector)	\$ 3,109,000	25%	\$ 777,250	\$ 7,773	\$ 769,477	\$ 2,339,523
D-348	Dike	South Dike - Queens Rd to Boundary Rd	\$ 23,900,000	25%	\$ 5,975,000	\$ 59,750	\$ 5,915,250	\$ 17,984,750
D-349	Dike	South Dike - Finn Slough	\$ 18,900,000	25%	\$ 4,725,000	\$ 47,250	\$ 4,677,750	\$ 14,222,250
D-350	Dike	Steveston Island Phase 1	\$ 16,940,000	25%	\$ 4,235,000	\$ 42,350	\$ 4,192,650	\$ 12,747,350
D-351	Dike	North Dike - Shear Rd to Bath Slough Drainage Pump Station	\$ 14,784,000	25%	\$ 3,696,000	\$ 36,960	\$ 3,659,040	\$ 11,124,960
D-352	Dike	North Dike - Shear Rd to Bath Slough Drainage Pump Station to Knight St	\$ 14,476,000	25%	\$ 3,619,000	\$ 36,190	\$ 3,582,810	\$ 10,893,190
D-353	Dike	North Dike - Knight St to No 6 Rd	\$ 9,240,000	25%	\$ 2,310,000	\$ 23,100	\$ 2,286,900	\$ 6,953,100
D-354	Dike	West Dike - Garry Point Park to Steveston Hwy	\$ 16,324,000	25%	\$ 4,081,000	\$ 40,810	\$ 4,040,190	\$ 12,283,810
D-355	Dike	West Dike - Steveston Hwy to Williams Rd	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685
D-356	Dike	West Dike - Williams Rd to Francis Rd	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685
D-357	Dike	West Dike - Francis Rd to Blundell Rd	\$ 12,782,000	25%	\$ 3,195,500	\$ 31,955	\$ 3,163,545	\$ 9,618,455
D-358	Dike	West Dike - Blundell Rd to Granville Ave	\$ 12,782,000	25%	\$ 3,195,500	\$ 31,955	\$ 3,163,545	\$ 9,618,455
D-359	Dike	West Dike - Granville Ave to Westminster Hwy	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685
D-360	Dike	North Dike - River Rd to No 1 Rd	\$ 11,242,000	25%	\$ 2,810,500	\$ 28,105	\$ 2,782,395	\$ 8,459,605
D-361	Dike	Sea Island	\$ 6,500,000	25%	\$ 1,625,000	\$ 16,250	\$ 1,608,750	\$ 4,891,250
D-362	Dike	North Dike - Dinsmore Bridge to Cambie Rd Drainage Pump Station	\$ 15,708,000	25%	\$ 3,927,000	\$ 39,270	\$ 3,887,730	\$ 11,820,270
D-363	Dike	3398 Connetta Way to Moray Channel Bridge	\$ 2,310,000	25%	\$ 577,500	\$ 5,775	\$ 571,725	\$ 1,738,275
D-364	Dike	Oak St Bridge	\$ 5,082,000	25%	\$ 1,270,500	\$ 12,705	\$ 1,257,795	\$ 3,824,205
D-365	Dike	North Dike - No 6 Rd to No 7 Rd	\$ 34,300,000	25%	\$ 8,575,000	\$ 85,750	\$ 8,489,250	\$ 25,810,750
D-366	Dike	North Dike - No 7 Rd to No 8 Rd	\$ 35,800,000	25%	\$ 8,950,000	\$ 89,500	\$ 8,860,500	\$ 26,939,500
D-367	Dike	North Dike - No 8 Rd to 19500 River Rd	\$ 32,400,000	25%	\$ 8,100,000	\$ 81,000	\$ 8,019,000	\$ 24,381,000
D-368	Dike	North Dike - 19500 River Rd to CN Rail Treatise Bridge	\$ 33,600,000	25%	\$ 8,400,000	\$ 84,000	\$ 8,316,000	\$ 25,284,000
D-369	Dike	North Dike - CN Rail Treatise Bridge to 22040 River Rd	\$ 16,300,000	25%	\$ 4,075,000	\$ 40,750	\$ 4,034,250	\$ 12,265,750
D-370	Dike	North Dike - 22040 River Rd to Queens Rd	\$ 16,800,000	25%	\$ 4,200,000	\$ 42,000	\$ 4,158,000	\$ 12,642,000
D-371	Dike	South Dike - Nelson Rd to Dyke Rd (Lairage)	\$ 14,938,000	25%	\$ 3,734,500	\$ 37,345	\$ 3,697,155	\$ 11,240,845
D-372	Dike	South Dike - No 5 Rd to 12280 No 5 Rd and 12800 Rice Mill Rd	\$ 10,312,000	25%	\$ 2,579,500	\$ 25,795	\$ 2,553,705	\$ 7,764,295
D-373	Dike	North Dike - Oak St Bridge to Canada Line SkyTrain (Foxy Wort)	\$ 4,312,000	25%	\$ 1,078,000	\$ 10,780	\$ 1,067,220	\$ 3,244,780
D-374	Dike	8811 River Rd (River Rock Casino Resort)	\$ 7,700,000	25%	\$ 1,925,000	\$ 19,250	\$ 1,905,750	\$ 5,794,250
D-375	Dike	South Dike - Rice Mill Rd to Port of Vancouver (MoT)	\$ 2,700,000	25%	\$ 675,000	\$ 6,750	\$ 668,250	\$ 2,031,750
D-376	Dike	South Dike - Port of Vancouver to Steveston Hwy	\$ 11,500,000	25%	\$ 2,875,000	\$ 28,750	\$ 2,846,250	\$ 8,653,750
D-377	Dike	South Dike - 16200 Portside Rd to 16280 Portside Rd	\$ 17,556,000	25%	\$ 4,389,000	\$ 43,890	\$ 4,345,110	\$ 13,210,890
TOTALS			\$ 1,382,384,880		\$ 500,112,081	\$ 5,301,121	\$ 524,810,960	\$ 857,573,930

CITY OF RICHMOND  
PROPOSED DRAINAGE DCC CALCULATION

Land Use	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Impervious Area/Unit (m <sup>2</sup> )*2) Equivalent Factor	Col. (4) = (1) X (3) Equivalent Factor	Col. (5) = (4) / (a)	
Single Family	400	Per Lot	1.00	400	2%	
SSMUH	9,000	Per Dwelling Unit	0.85	7,650	30%	
Townhouse	4,500	Per Dwelling Unit	0.58	2,610	10%	
Apartment	28,000	Per Dwelling Unit	0.29	8,120	32%	
Commercial	769,200	Per sq. m. BA	0.0032	2,461	10%	
Institutional	131,600	Per sq. m. BA	0.0032	421	2%	
Light Industrial	1,079,500	Per sq. m. BA	0.0032	3,454	14%	
Major Industrial	9.65	Per hectare GSA	14.63	141	1%	
<b>Total Equivalent Factor</b>					<b>25,258 (a)</b>	<b>100%</b>
<b>B: Unit Drainage DCC Calculation</b>						
Net Drainage DCC Program Recoverable	\$	524,810,960 (b)				
Existing DCC Reserve Monies	\$	72,805,702 (c)				
Net Amount to be Paid by DCCs	\$	452,005,258 (d) = (b) - (c)				
DCC per Equivalent Factor	\$	17,895.46 (e) = (d) / (a)				
<b>C: Resulting Drainage DCCs</b>						
Single Family	\$17,895.00	Per Lot		(e) x Col. (3)	DCC Revenue Estimates \$7,158,000	
SSMUH	\$15,211.00	Per Dwelling Unit		(e) x Col. (3)	\$196,899,000	
	\$12.17	Per sq. ft. DU				
Townhouse	\$10,379.00	Per Dwelling Unit		(e) x Col. (3)	\$46,705,500	
	\$7.98	Per sq. ft. DU				
Apartment	\$5,190.00	Per Dwelling Unit		(e) x Col. (3)	\$145,320,000	
	\$6.11	Per sq. ft. DU				
Commercial	\$57.27	Per sq. m. BA		(e) x Col. (3)	\$44,052,084	
	\$5.32	Per sq. ft. BA				
Institutional	\$57.27	Per sq. m. BA		(e) x Col. (3)	\$7,636,732	
	\$5.32	Per sq. ft. BA				
Light Industrial	\$57.27	Per sq. m. BA		(e) x Col. (3)	\$61,822,965	
	\$5.32	Per sq. ft. BA				
Major Industrial	\$261,721.16	Per hectare GSA		(e) x Col. (3)	\$2,625,609	
	\$105,912.82	Per acre GSA				

Notes:

- (1) Townhouse assumes an average size of 1,300 sq. ft.
- (2) Apartment assumes an average size of 850 sq. ft.
- (3) SSMUH assumes an average size of 1250 sq. ft.

**CITY OF RICHMOND  
PROPOSED PARKLAND ACQUISITION DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
	Project Name	Anticipated Timing						
PA-001	Blundell (1)		\$ 591,491	95%	\$ 561,916	\$ 5,619	\$ 556,297	\$ 35,194
PA-002	Bridgeport (1)		\$ 46,798,009	95%	\$ 44,458,109	\$ 444,561	\$ 44,013,528	\$ 2,784,482
PA-003	Broadmoor		\$ 2,789,300	95%	\$ 2,630,835	\$ 26,308	\$ 2,604,527	\$ 164,773
PA-004	City Centre (2)		\$ 317,186,901	95%	\$ 301,327,556	\$ 3,013,276	\$ 298,314,281	\$ 18,872,621
PA-005	East Cambie		\$ 22,056,966	95%	\$ 20,954,118	\$ 209,541	\$ 20,744,577	\$ 1,312,389
PA-006	East Richmond		\$ 17,329,400	95%	\$ 16,462,930	\$ 164,629	\$ 16,298,301	\$ 1,031,099
PA-007	Fraser Lands (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-008	Gilmore		\$ 24,646,725	95%	\$ 23,414,388	\$ 234,144	\$ 23,180,245	\$ 1,466,480
PA-009	Hamilton		\$ 28,003,822	95%	\$ 26,603,630	\$ 266,036	\$ 26,337,594	\$ 1,666,227
PA-010	Sea Island (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-011	Seafair (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-012	Shellmont (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-013	Steveston (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-014	Thompson		\$ 25,989,400	95%	\$ 24,670,930	\$ 246,709	\$ 24,424,221	\$ 1,545,179
PA-015	West Cambie (1)		\$ -	95%	\$ -	\$ -	\$ -	\$ -
PA-016	General (3)		\$ 27,900,000	95%	\$ 26,505,000	\$ 265,050	\$ 26,239,950	\$ 1,660,050
<b>TOTALS</b>			<b>\$ 513,252,014</b>		<b>\$ 487,589,413</b>	<b>\$ 4,875,894</b>	<b>\$ 482,713,519</b>	<b>\$ 30,538,495</b>

**Notes:**

- (1) Planning areas that do not currently have any park land acquisition projects but may have in the future.
- (2) City Centre, with the highest population densities in the city, will have 3.25 acres/1000 population located within the City Centre with the remaining acreage to achieve the standard of 7.66 acres/1000 population located outside the City Centre. Parks within the City Centre are located to achieve the distribution standard of a 400 metre walking distance.

CITY OF RICHMOND  
PROPOSED PARKLAND ACQUISITION DCC PROGRAM

Parkland Acquisition DCC Calculation		Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
Land Use	Estimated New Development	Unit	Equivalent Factor	Equivalent Population		
Single Family	400	Per Lot	4.00	1,600	1%	
SSMUH	9,000	Per Dwelling Unit	2.20	19,800	18%	
Townhouse	4,500	Per Dwelling Unit	2.90	13,050	12%	
Apartment	28,000	Per Dwelling Unit	2.00	56,000	52%	
Commercial	769,200	Per sq. m. BA	0.0092	7,061	7%	
Institutional	131,600	Per sq. m. BA	0.0092	1,208	1%	
Light Industrial	1,079,500	Per sq. m. BA	0.0077	8,259	8%	
Major Industrial	9.65	Per hectare GSA	19.60	189	0%	
				<b>Total Equivalent Population</b>	<b>107,167 (a)</b>	<b>100%</b>
<b>B: Unit Parkland Acquisition DCC Calculation</b>						
Net Parkland Acquisition DCC Program Recoverable						
Existing DCC Reserve Monies	\$	482,713,519 (b)				
Net Amount to be Paid by DCCs	\$	3,245,830 (c)				
DCC per Equivalent Population	\$	479,467,689 (d) = (b) - (c)				
	\$	4,474.04 (e) = (d) / (a)				
<b>C: Resulting Parkland Acquisition DCCs</b>						
Single Family	\$17,896.00	Per Lot	(e) x Ccd. (3)		DCC Revenue Estimates	\$7,158,400
SSMUH	\$9,843.00	Per Dwelling Unit	(e) x Ccd. (3)			\$88,597,000
Townhouse	\$7.87	Per sq. ft. DU	(e) x Ccd. (3)			\$58,387,500
Apartment	\$12,975.00	Per Dwelling Unit	(e) x Ccd. (3)			\$250,544,000
Commercial	\$9.98	Per sq. ft. DU	(e) x Ccd. (3)			\$31,591,044
Institutional	\$8,948.00	Per Dwelling Unit	(e) x Ccd. (3)			\$5,404,812
Light Industrial	\$10.53	Per sq. ft. DU	(e) x Ccd. (3)			\$36,951,285
Major Industrial	\$87,691.14	Per hectare GSA	(e) x Ccd. (3)			\$846,220
	\$35,486.68	Per acre GSA				

Notes  
 (1) Townhouse assumes an average size of 1,300 sq. ft.  
 (2) Apartment assumes an average size of 650 sq. ft.  
 (3) SSMUH assumes an average size of 1250 sq. ft.

**CITY OF RICHMOND  
PROPOSED PARK DEVELOPMENT DCC PROGRAM**

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
	Project Name	Anticipated Timing						
PD-001	Blundell		\$ 2,233,435	95%	\$ 2,121,763	\$ 21,218	\$ 2,100,546	\$ 132,889
PD-002	Bridgeport		\$ 1,517,049	95%	\$ 1,441,197	\$ 14,412	\$ 1,426,785	\$ 90,264
PD-003	Broadmoor		\$ 9,173,789	95%	\$ 8,715,099	\$ 87,151	\$ 8,627,948	\$ 545,840
PD-004	City Centre		\$ 178,095,684	95%	\$ 169,190,900	\$ 1,691,909	\$ 167,498,991	\$ 10,596,693
PD-005	East Cambie		\$ 14,497,915	95%	\$ 13,773,019	\$ 137,730	\$ 13,635,289	\$ 862,626
PD-006	East Richmond		\$ 13,801,372	95%	\$ 13,111,304	\$ 131,113	\$ 12,980,191	\$ 821,182
PD-007	Fraser Lands		\$ 2,150,802	95%	\$ 2,043,262	\$ 20,433	\$ 2,022,829	\$ 127,973
PD-008	Gilmore		\$ 6,802,948	95%	\$ 6,462,800	\$ 64,628	\$ 6,398,172	\$ 404,775
PD-009	Hamilton		\$ 14,162,388	95%	\$ 13,454,269	\$ 134,543	\$ 13,319,726	\$ 842,662
PD-010	Sea Island		\$ 1,242,933	95%	\$ 1,180,786	\$ 11,808	\$ 1,168,978	\$ 73,954
PD-011	Sealair		\$ 11,216,054	95%	\$ 10,655,251	\$ 106,553	\$ 10,548,699	\$ 667,355
PD-012	Shellmont		\$ 3,824,080	95%	\$ 3,632,876	\$ 36,329	\$ 3,596,547	\$ 227,533
PD-013	Steveston		\$ 23,272,964	95%	\$ 22,109,316	\$ 221,093	\$ 21,888,223	\$ 1,384,741
PD-014	Thompson		\$ 26,422,190	95%	\$ 25,101,081	\$ 251,011	\$ 24,850,070	\$ 1,572,120
PD-015	West Cambie		\$ 1,443,600	95%	\$ 1,371,420	\$ 13,714	\$ 1,357,706	\$ 85,894
PD-016	City Wide Trails (2)		\$ 6,441,747	95%	\$ 6,119,659	\$ 61,197	\$ 6,058,463	\$ 383,284
PD-017	General (3)		\$ 20,613,589	95%	\$ 19,582,909	\$ 195,829	\$ 19,387,080	\$ 1,226,509
<b>TOTALS</b>			<b>\$ 336,912,538</b>		<b>\$ 320,066,911</b>	<b>\$ 3,200,669</b>	<b>\$ 316,866,242</b>	<b>\$ 20,046,296</b>

**Notes**

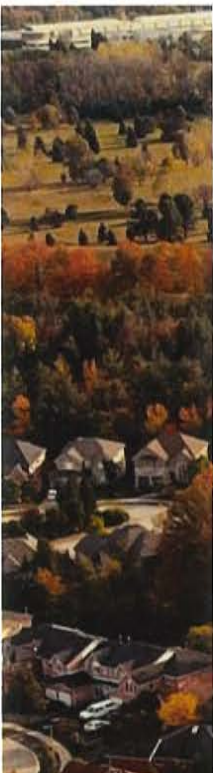
- (1) The costs are estimated based on improvement of 1,539.31 acres of existing and new park land throughout the City. Standard estimated park development unit cost is used based on specific parkland typology. E.g. Average unit cost for par
- (2) The cost of City-wide trails includes development of new trails, greenways and neighbourhood links as identified in the OCP and 2010 Trail Strategy.
- (3) The general category includes cost estimate of 46.25 acres in park development cost for servicing and improving park land city wide in response to growth to 2050. It is intended to give Parks the ability to act on unforeseen opportunities the
- (4) Park Development Cost Estimate does not include park construction on any SD-owned land.

CITY OF RICHMOND  
PROPOSED PARK DEVELOPMENT DCC CALCULATION

Park Development DCC Calculation		Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (6)
Land Use		Estimated New Development	Unit	Equivalent Factor	Equivalent Population	
Single Family		400	Per Lot	4.00	1,600	1%
SSMUH		9,000	Per Dwelling Unit	2.20	19,800	18%
Townhouse		4,500	Per Dwelling Unit	2.90	13,050	12%
Apartment		28,000	Per Dwelling Unit	2.00	56,000	52%
Commercial		769,200	Per sq. m. BA	0.0092	7,061	7%
Institutional		131,600	Per sq. m. BA	0.0092	1,208	1%
Light Industrial		1,079,500	Per sq. m. BA	0.0077	8,258	8%
Major Industrial		9.65	Per hectare GSA	19.60	189	0%
<b>Total Equivalent Population</b>					<b>107,167 (6)</b>	<b>100%</b>
<b>B: Unit Park Development DCC Calculation</b>						
Net Park Development DCC Program Recoverable		\$	316,866,242 (b)			
Existing DCC Reserve Monies		\$	17,051,108 (c)			
Net Amount to be Paid by DCCs		\$	299,815,134 (d) = (b) - (c)			
DCC per Equivalent Population		\$	2,797.65 (e) = (d) / (a)			
<b>C: Resulting Park Development DCCs</b>						
Single Family			\$11,191,000 Per Lot		(e) x Col. (3)	DCC Revenue Estimates \$4,476,400
SSMUH			\$6,155,000 Per Dwelling Unit \$4.93 Per sq. ft. DU		(e) x Col. (3)	\$55,395,000
Townhouse			\$8,113,000 Per Dwelling Unit \$8.25 Per sq. ft. DU		(e) x Col. (3)	\$36,508,500
Apartment			\$5,595,000 Per Dwelling Unit \$6.58 Per sq. ft. DU		(e) x Col. (3)	\$156,660,000
Commercial			\$25.68 Per sq. m. BA \$2.39 Per sq. ft. BA		(e) x Col. (3)	\$19,753,056
Institutional			\$25.68 Per sq. m. BA \$2.39 Per sq. ft. BA		(e) x Col. (3)	\$3,379,488
Light Industrial			\$21.40 Per sq. m. BA \$1.99 Per sq. ft. BA		(e) x Col. (3)	\$23,101,300
Major Industrial			\$54,834.00 Per hectare GSA \$22,190.12 Per acre GSA		(e) x Col. (3)	\$529,146

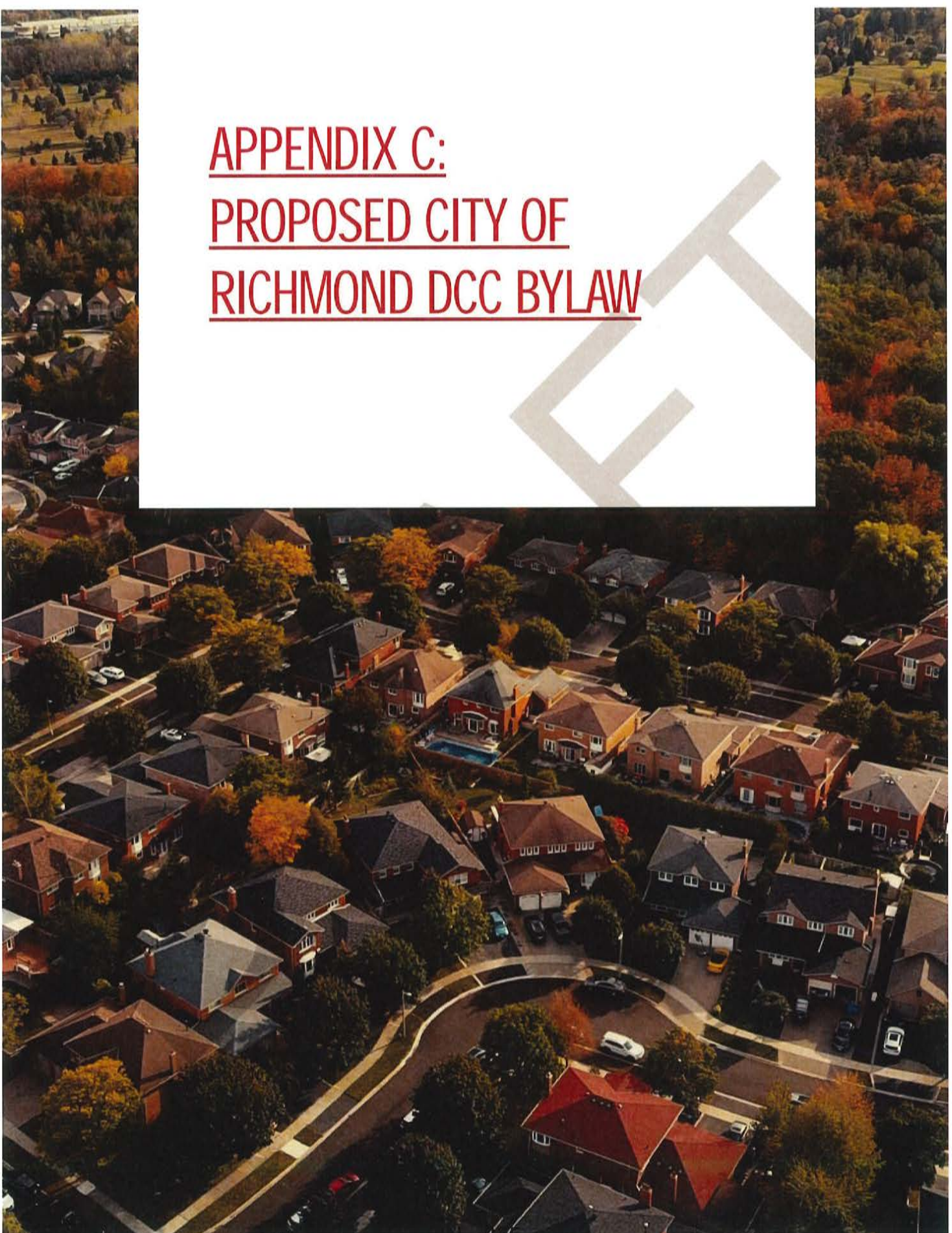
Notes:  
 (1) Townhouse assumes an average size of 1,300 sq. ft.  
 (2) Apartment assumes an average size of 850 sq. ft.  
 (3) SSMUH assumes an average size of 1250 sq. ft.

APPENDIX B:  
EXISTING CITY OF RICHMOND DCC  
BYLAW



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APPENDIX C:  
PROPOSED CITY OF  
RICHMOND DCC BYLAW

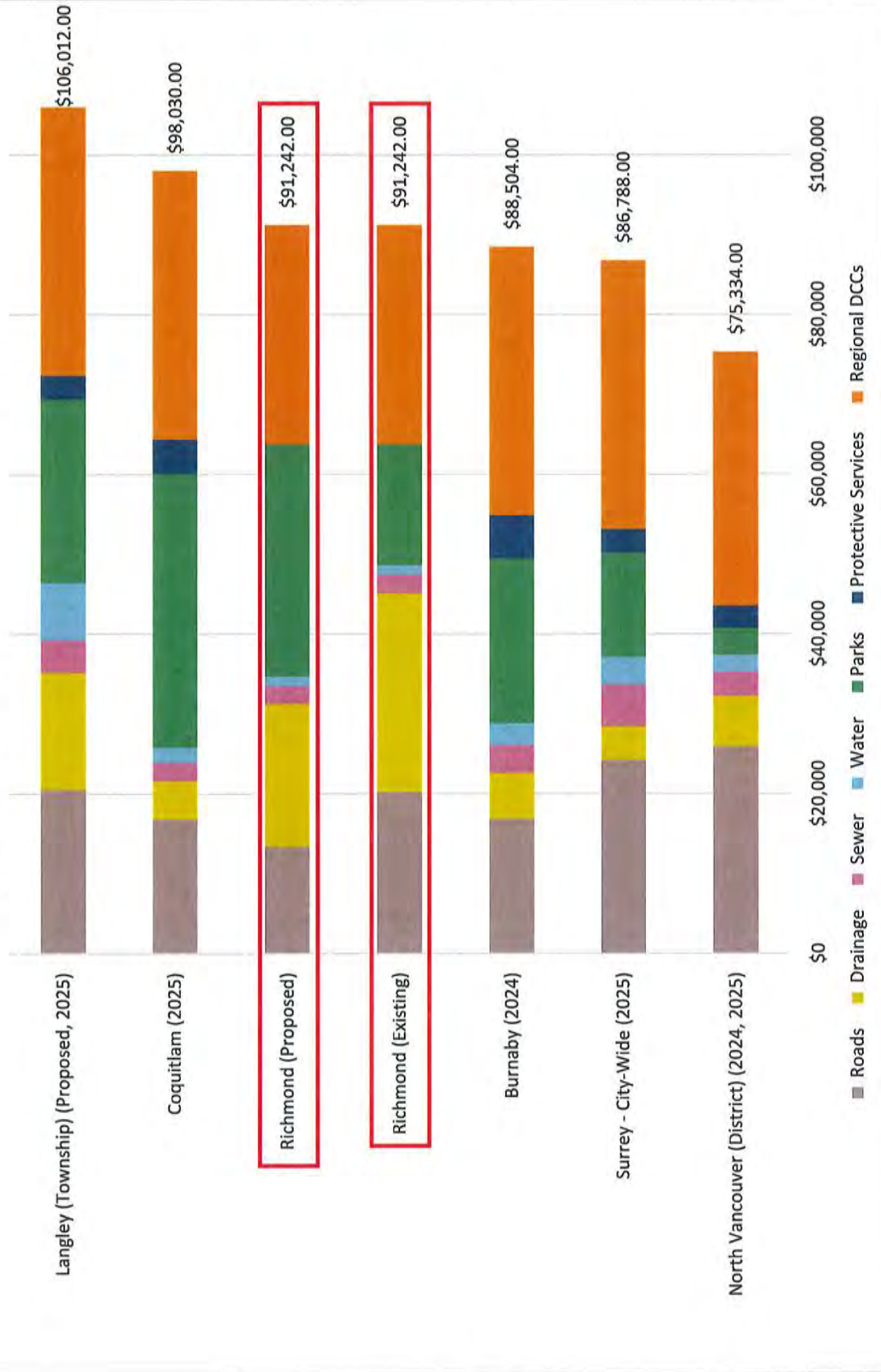
DRAFT

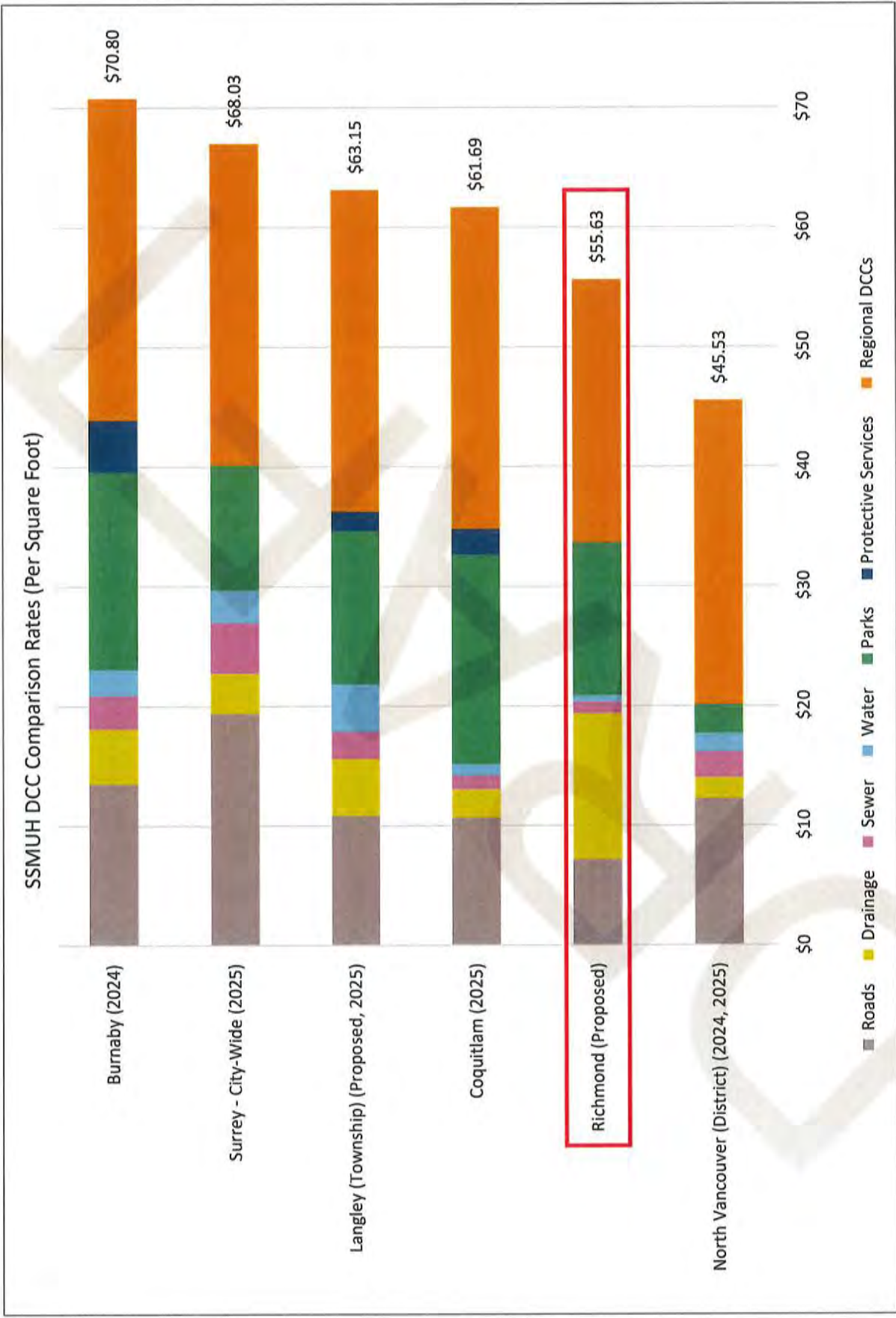
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APPENDIX D: DCC  
COMMUNITY COMPARISONS

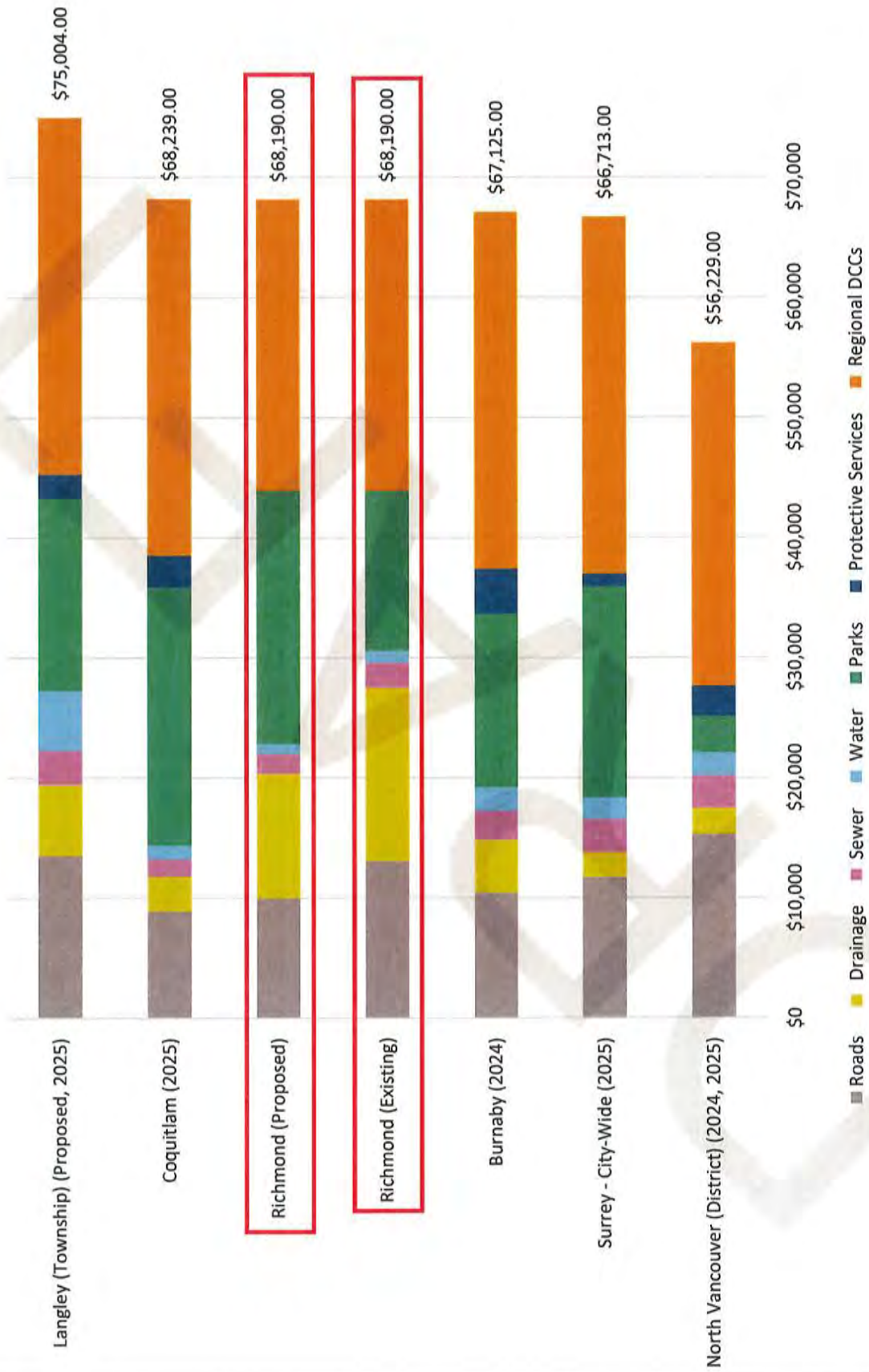
Single Family DCC Comparison Rates (Per Dwelling Unit)

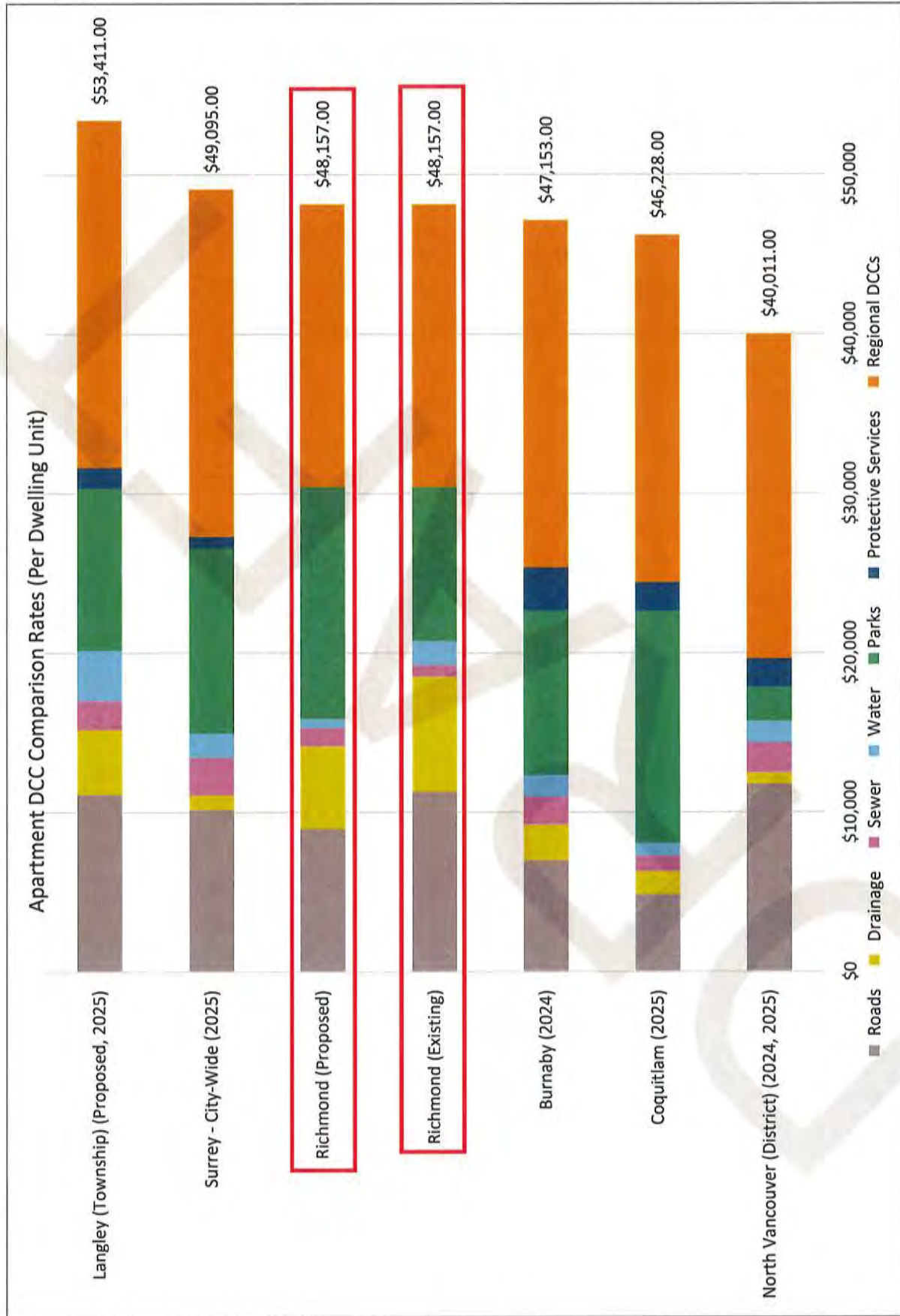


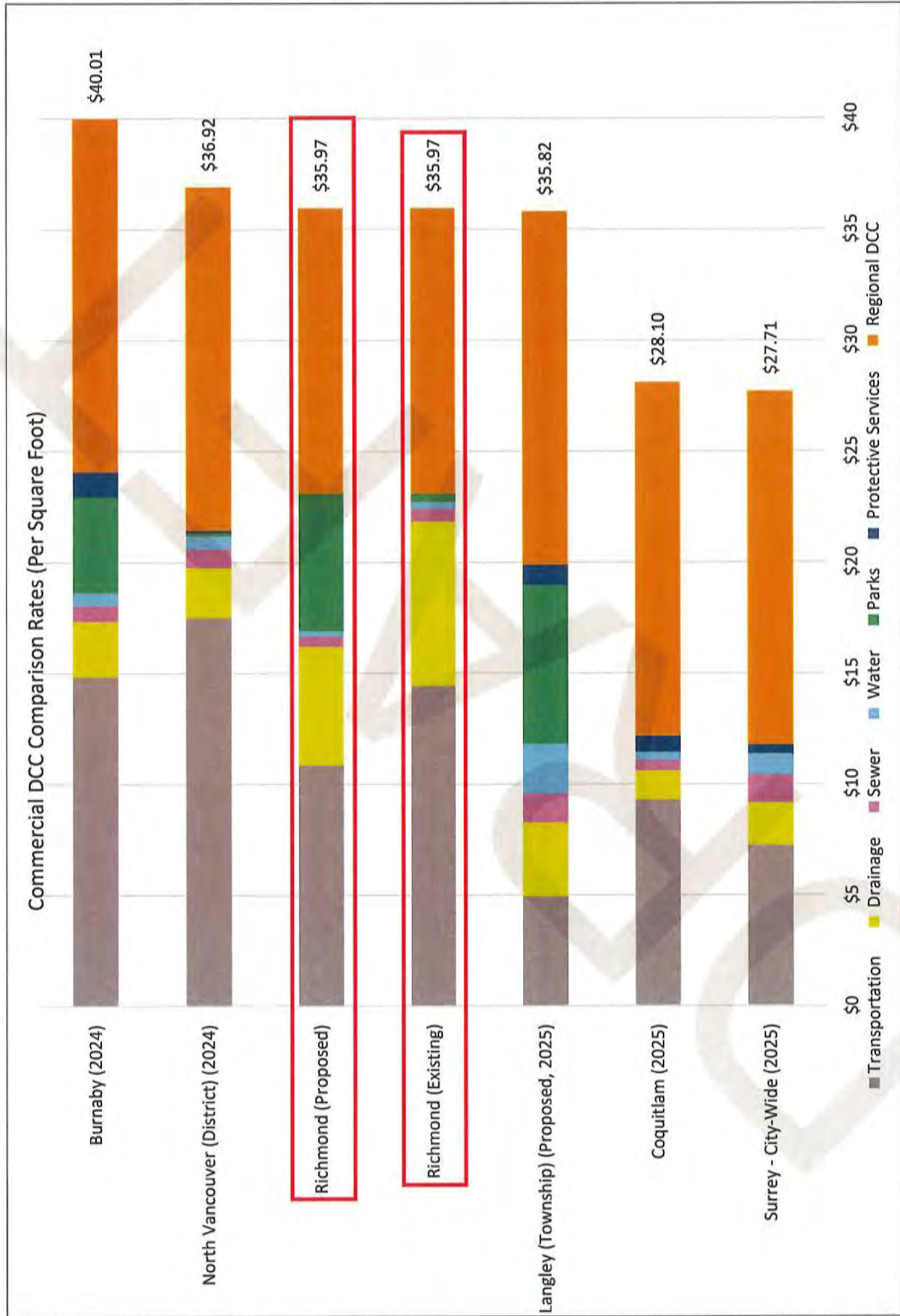


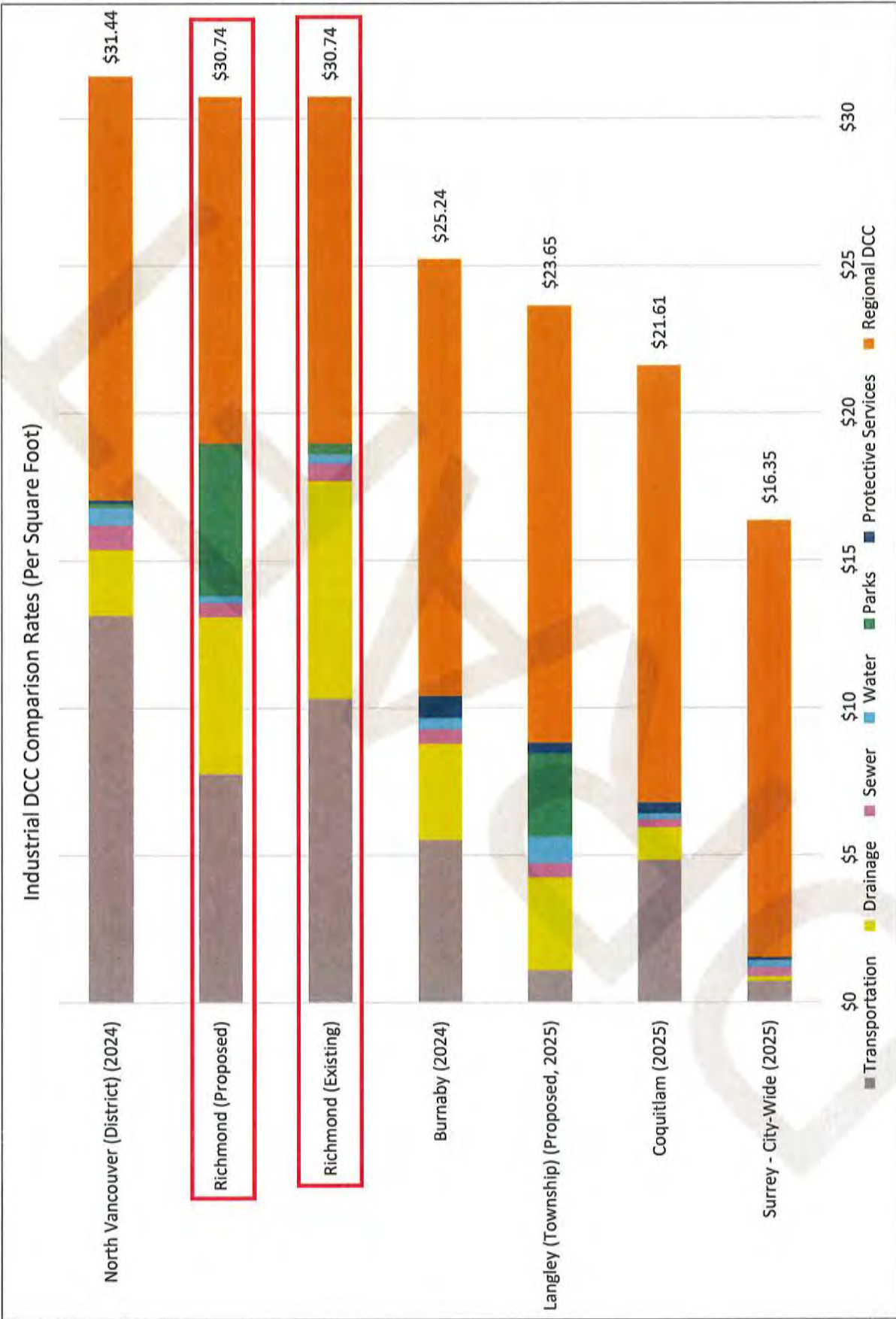
\*Based on an average unit size of 1250 square feet

Townhouse DCC Comparison Rates (Per Dwelling Unit)

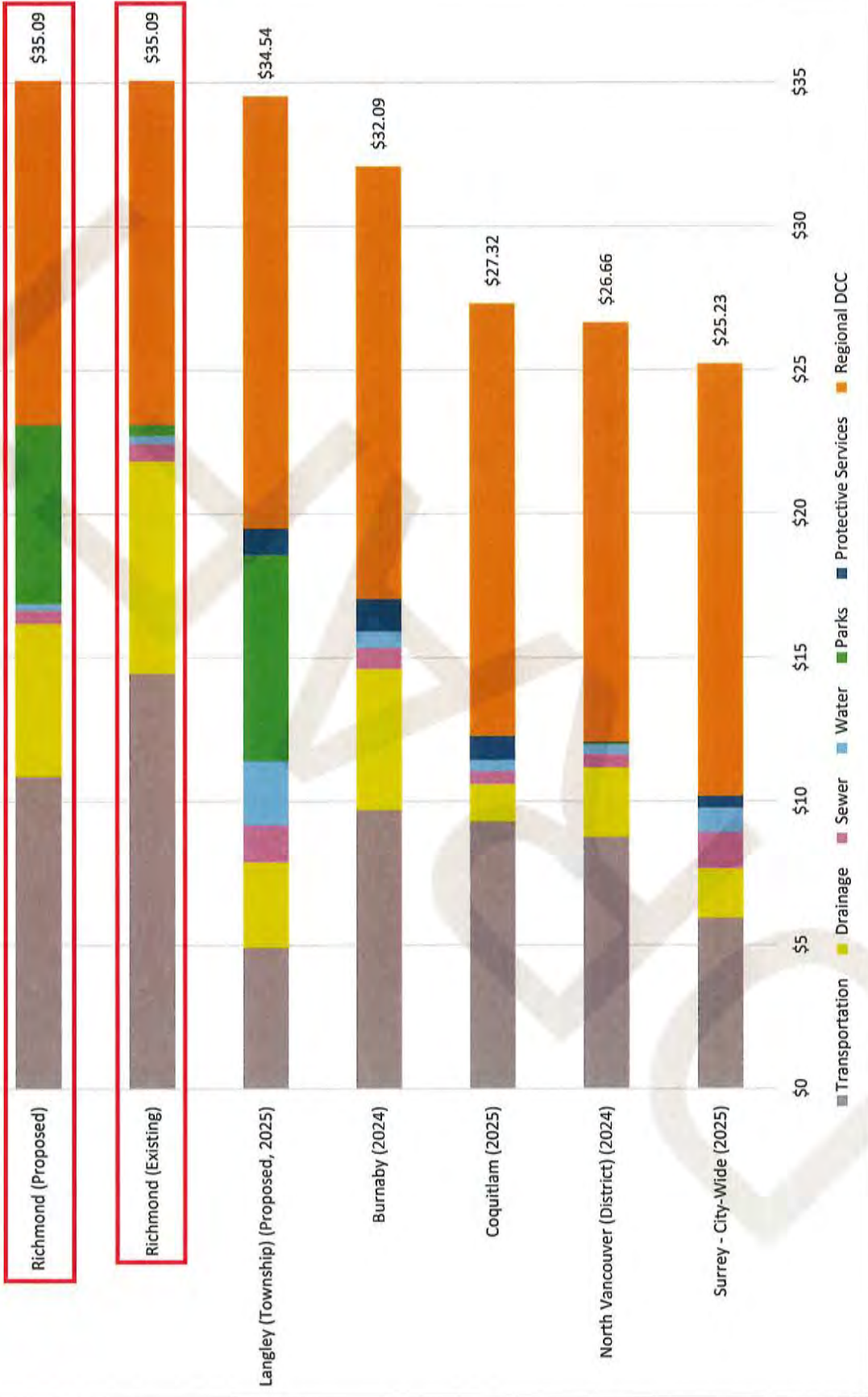








Institutional DCC Comparison Rates (Per Square Foot)





Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10732

The Council of the City of Richmond enacts as follows:

1. Development Cost Charge Imposition Bylaw No. 9499, as amended, is further amended in Part Two (Interpretation) Section 2.1 by:

1.1 Replacing the definition of "single family" with the following:

"Single Family means single residential detached housing that has a maximum of one principal ground-oriented dwelling unit with a maximum of one secondary suite within the same structure."

1.2 Replacing the definition of "townhouse" with the following:

"Townhouse means development zoned Housing, town as defined in the Richmond Zoning Bylaw."

1.3 Inserting, in alphabetical order, the following:

"Coach House means self-contained dwelling that is accessory to a single-family detached housing, as defined in the Richmond Zoning Bylaw.

Dwelling or Dwelling Unit means "dwelling or dwelling unit", as defined in the Richmond Zoning Bylaw.

Secondary Suite means an accessory and self-contained dwelling located within a principal dwelling unit, as defined in the Richmond Zoning Bylaw.

Small-Scale Multi-Unit Housing means a building or group of buildings on a parcel for residential use designed to accommodate one or more households in separate ground-oriented dwelling unit, each having a separate exterior entrance directly accessible from a road or a common open space (i.e. without passing through a common lobby or corridor), which may share walls with adjacent dwelling units, may be arranged above,

below or beside each other, and may include detached **dwelling units** (for example, **coach house**), as defined in the **Richmond Zoning Bylaw**, but excludes **single family, townhouse and apartment units.**”

- 2. Schedule B of the **Development Cost Charges Imposition Bylaw No. 9499** be deleted and be replaced with Schedule A attached to and forming part of this amendment bylaw.
- 3. This Bylaw is cited as **“Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10732”**.

FIRST READING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

INSPECTOR OF MUNICIPALITIES APPROVAL

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. VN
APPROVED for legality by Solicitor <i>[Signature]</i>

**SCHEDULE B**  
**City-Wide Development Cost Charge**

Description	Road Works	Drainage Works	Water Works	Sanitary Sewer	Parks Acquisition	Parks Development	Total DCC	Units for each column
Agricultural	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Marina (1)								
Single Family	\$ 13,370	\$ 17,895	\$ 1,166	\$ 2,249	\$ 17,896	\$ 11,191	\$ 63,767	per lot
Small-Scale Multi-Unit Housing	\$ 7.18	\$ 12.17	\$ 0.51	\$ 0.99	\$ 7.87	\$ 4.93	\$ 33.65	per sq. ft. of DU
Townhouse	\$ 7.68	\$ 7.98	\$ 0.65	\$ 1.25	\$ 9.98	\$ 6.25	\$ 33.79	per sq. ft. of DU
Apartment	\$ 10.56	\$ 6.11	\$ 0.69	\$ 1.32	\$ 10.53	\$ 6.58	\$ 35.79	per sq. ft. of DU
Commercial (2)	\$ 10.86	\$ 5.32	\$ 0.24	\$ 0.47	\$ 3.82	\$ 2.39	\$ 23.10	per sq. ft. of BA
Light Industrial (3)	\$ 7.77	\$ 5.32	\$ 0.24	\$ 0.47	\$ 3.18	\$ 1.99	\$ 18.97	per sq. ft. of BA
Major Industrial	\$ 41,422.88	\$ 105,912.82	\$ 3,449.36	\$ 6,656.14	\$ 35,486.68	\$ 22,190.12	\$ 215,118.00	per acre of gross site area
Institutional	\$ 10.86	\$ 5.32	\$ 0.24	\$ 0.47	\$ 3.82	\$ 2.39	\$ 23.10	per sq. ft. of BA

(1) Waterborne residential development permitted under MA zone is exempt from DCC. Any upland buildings in this zone are required to pay the Commercial DCC Rate.

(2) Commercial rate is applicable to all uses permitted in these zones, except for the following, which will be charged the industrial rate: (i) general industrial, (ii) custom indoor manufacturing, (iii) minor utility, (iv) transportation depot, and (v) truck or railroad

(3) For industrial developments with a mix of commercial and industrial permitted uses (including site-specific industrial zones), the DCC payable shall be calculated separately for each portion of development contained in the building permit or subdivision application in accordance with actual uses. The total payable will be the sum of the DCC for each portion of the development at the applicable DCC rates.