



**City Council
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Monday, October 27, 2025
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-7 (1) *adopt the **minutes** of the Regular Council meeting held on October 14, 2025; and*
- CNCL-18 (2) *receive for information the Metro Vancouver **'Board in Brief'** dated October 3, 2025.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Mandy Hadfield, Manager, Sport and Community Events, to present on the athletic achievements of Camryn Rogers and Evan Dunfee.

COMMITTEE OF THE WHOLE

2. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.*

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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 13.

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Discussion on Unsheltered Sites on Crown Land
- Memorial Road Name Sign Program
- Recommendations To Amend Richmond's Demolition Waste And Recyclable Materials Bylaw No. 9516
- Proposed Amendments to Traffic Bylaw 5870 and Consolidated Fees Bylaw No. 8636 for Commercial Truck Parking

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ITEM

- Referral Response: Tree Survival Securities
- Bike Reuse Pilot Program Review

5. *Motion to adopt Items No. 6 through No. 12 by general consent.*

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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-35 (1) the **Community Safety Committee** meeting held on October 15, 2025;
- CNCL-40 (2) the **General Purposes Committee** meeting held on October 20, 2025;
- CNCL-43 (2) the **Planning Committee** meeting held on October 21, 2025; and
- (4) the **Public Works and Transportation Committee** meeting held on October 22, 2025; (distributed separately)
- be received for information.*

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Consent
Agenda
Item

7. DISCUSSION ON UNSHELTERED SITES ON CROWN LAND
(File Ref. No. 10-6455-04) (REDMS NO. 8182481)

CNCL-38

See Page CNCL-38 for Committee Minutes

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That a letter be written to the Premier of British Columbia, Minister of Transportation and Transit, Minister of Public Safety and Solicitor General, and Richmond Members of the Legislative Assembly, requesting immediate action and cleanup with respect to the unsheltered sites on Crown land under the Oak Street Bridge between Van Horne Way and Beckwith Road, and along No. 5 Road and Westminster Highway, and proactively look at solutions.

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Consent
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Item

8. **MEMORIAL ROAD NAME SIGN PROGRAM**
(File Ref. No. 10-6500-01) (REDMS No. 8161999)

CNCL-46

See Page CNCL-46 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the implementation of the poppy-emblem on Francis Road, as described in the report titled “Memorial Road Name Sign Program”, dated September 24, 2025, from the Director, Transportation be approved.

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Consent
Agenda
Item

9. **RECOMMENDATIONS TO AMEND RICHMOND’S DEMOLITION WASTE AND RECYCLABLE MATERIALS BYLAW NO. 9516**
(File Ref. No. 10-6125-07-04) (REDMS No. 7993034)

CNCL-49

See Page CNCL-49 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That draft amendments to the City's Demolition Waste and Recyclable Materials Bylaw No. 9516, as outlined in the report titled “Recommendations to Amend Richmond's Demolition Waste and Recyclable Materials Bylaw No. 9516”, dated October 9, 2025, from the Director, Climate and Environment, be prepared.

☐

Consent
Agenda
Item

10. **PROPOSED AMENDMENTS TO TRAFFIC BYLAW 5870 AND CONSOLIDATED FEES BYLAW NO. 8636 FOR COMMERCIAL TRUCK PARKING**
(File Ref. No. 10-6455-04) (REDMS No. 8182481)

CNCL-85

See Page CNCL-85 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the Traffic Bylaw No. 5870, Amendment Bylaw 10703 be given first, second and third readings; and*
- (2) *That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw 10720 be given first, second and third readings.*

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Consent
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11. **REFERRAL RESPONSE: TREE SURVIVAL SECURITIES**
(File Ref. No. 08-4000-01) (REDMS No. 8152467)

CNCL-91

See Page CNCL-91 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the approved Pilot Program for On-Demand/Irrevocable Surety Bonds be extended to include Tree Survival Securities; and*
- (2) *That Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715, be introduced and given first, second and third readings.*



Consent
Agenda
Item

12. **BIKE REUSE PILOT PROGRAM REVIEW**
(File Ref. No. 10-6370-01) (REDMS No. 8144806)

CNCL-99

See Page CNCL-99 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Option 3, as outlined in the report titled “Bike Reuse Pilot Program Review”, dated September 19, 2025 from the Director, Public Works, be approved.



CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-104** Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090, Amendment **Bylaw No. 10645**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-131** Permissive Property Tax Exemption (2026) **Bylaw No. 10670**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-164** Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622, Amendment **Bylaw No. 10709**
Opposed at 1st/2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

13. RECOMMENDATION

See DPP Plan Package (distributed separately) for full hardcopy plans

- CNCL-170**
- (1) *That the **Chair's report** for the Development Permit Panel meetings held on September 12, 2024 and September 10, 2025, be received for information; and*
 - (2) *That the recommendations of the Panel to authorize the issuance of Development Permit (DP 24-012258) for the property located at 3200 No. 3 Road, be endorsed, and the Permit so issued.*

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ADJOURNMENT

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Regular Council

Tuesday, October 14, 2025

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R25/17-1 1. It was moved and seconded

That:

(1) *the minutes of the Regular Council meeting held on September 22, 2025, be adopted as circulated.*

CARRIED



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COMMITTEE OF THE WHOLE

- R25/17-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:01 p.m.).

CARRIED

3. Delegations from the floor on Agenda items
Item No. 15 – Application by Sanstor Farms Ltd. For an Agricultural Land Reserve Non- Farm Use (Sand Storage And Truck Parking) at 14671 Williams Road

Brian French, Agrologist and Bruce Mathers, owner, Sanstor Farms spoke to Sanstor Farms business operations, and the limitations they have faced farming their site. They noted that their commercial truck parking proposal is in response to Sanstor Farm's understanding that there is a lack of legal truck parking in Richmond.

In response to queries from Council, the delegation noted that (i) they have plans to address the sulfur and salt content in the soil at the reclamation phase, (ii) the Agricultural Land Commission (ALC) has the ability to approve all or part of the application, and (iii) they have not had any communication with Vancouver Fraser Port Authority with respect to the application.

- R25/17-3 4. It was moved and seconded
That Committee rise and report (7:12 p.m.).

CARRIED

CONSENT AGENDA

- R25/17-4 5. It was moved and seconded
That Items No. 6 through No. 12 be adopted by general consent.

CARRIED



Regular Council
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6. COMMITTEE MINUTES

That the minutes of:

- (1) the Finance Committee meeting held on October 6, 2025;*
 - (2) the General Purposes Committee meeting held on October 6, 2025;
and*
 - (3) the Planning Committee meeting held on October 7, 2025;*
- be received for information.*

ADOPTED ON CONSENT

7. AMENDMENTS TO THE CONSOLIDATED 5 YEAR FINANCIAL PLAN (2025-2029) BYLAW NO. 10622

(File Ref. No. 03-0975-01) (REDMS No. 8091284)

That the Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622, Amendment Bylaw No. 10709, which incorporates and puts into effect the changes as outlined in the staff report titled “Amendments to the Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622” dated September 23, 2025, from the General Manager, Finance and Corporate Services, be introduced and given first, second and third readings.

ADOPTED ON CONSENT

8. CONSOLIDATED FEES BYLAW NO. 8636, AMENDMENT BYLAW NO. 10702

(File Ref. No. 03-1240-01) (REDMS No. 8132107)

That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10702 be introduced and given first, second and third readings.

ADOPTED ON CONSENT



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9. PERMISSIVE PROPERTY TAX EXEMPTION (2026) BYLAW NO. 10670

(File Ref. No. 03-0925-02-04) (REDMS No. 8017839)

That Permissive Property Tax Exemption (2026) Bylaw No. 10670 be introduced and given first, second and third readings.

ADOPTED ON CONSENT

10. REFERRAL RESPONSE – FINANCE AND AUDIT COMMITTEE

(File Ref. No. 03-0950-02) (REDMS No. 8151003)

That the amended Terms of Reference for the Finance and Audit Committee as outlined in the report dated September 19, 2025, titled “Referral Response – Finance and Audit Committee,” from the Director, City Clerk’s Office, be approved.

ADOPTED ON CONSENT

11. APPOINTMENT OF APPROVING OFFICER

(File Ref. No. 01-0172-02) (REDMS No. 8140014)

That Chris Bishop, Manager, Development – East, be appointed as an Approving Officer in accordance with Section 77 of the Land Title Act.

ADOPTED ON CONSENT

12. HOUSING AGREEMENT AMENDMENT APPLICATION FOR 7811 ALDERBRIDGE WAY

(File Ref. No. 08-4057-05) (REDMS No. 8159105)

That Housing Agreement (7811 Alderbridge Way) Bylaw No.10090, Amendment Bylaw No. 10645 be introduced and given first, second, and third readings.

ADOPTED ON CONSENT

NON-CONSENT AGENDA ITEMS



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GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

13. STEVESTON HIGHWAY MULTI-USE PATHWAY PROJECT – NEXT STEPS

(File Ref. No. 10-6500-01) (REDMS No. 8160500)

R25/17-5

It was moved and seconded

- (1) *That Option 1, to amend the scope and budget of the Steveston Multi-Use Pathway Phase 3 project to include construction of Phase 4 with no additional City funding, as described in the staff report titled “Steveston Highway Multi-Use Pathway Project – Next Steps”, dated September 23, 2025, from the Director, Transportation, be approved;*
- (2) *That a submission to TransLink for funding as part of the 2026 Cost-Share Program for Steveston Multi-Use Pathway – Phase 3 and Phase 4 be endorsed; and*
- (3) *That the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.*

The question on Resolution No. R25/17-5 was not called as discussion ensued with respect to (i) the TransLink grant funding and the total funding allocated for Phases 1, 2 and 3, (ii) the benefits of connecting Shell Road to the Steveston Interchange through Phase 4 of the project, and closing the existing gap which will complete east-west connectivity along Steveston Highway and facilitate connection to the future tunnel crossing, and (iii) connecting users to the Ironwood Plaza commercial centre and the Riverport Entertainment District through existing on-street bicycle lanes on Steveston Highway east of Highway 99.

In response to queries from Council, staff noted that (i) Ministry of Transportation and Transit (MOTT) is completing all work on the Steveston Interchange program with the Multi- Use Pathway (MUP) in mind, including bike lanes, sidewalks, and overpass connections that support the MUP integration, (ii) it is planned for the lanes to be narrowed, consistent with the current MUP, and (vi) construction for Phase 4 will not begin until the Steveston Interchange project is complete at the end of November.



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The question on Resolution No. R25/17-5 was then called it was **CARRIED** with Cllrs. Day and Heed opposed.

14. 2026 COUNCIL AND COMMITTEE MEETING SCHEDULE

(File Ref. No. 01-0105-01) (REDMS No. 8171088)

R25/17-6

It was moved and seconded

- (1) *That the 2026 Council and Committee meeting schedule, as outlined in Attachment 2 of the staff report dated September 19, 2025, from the Director, City Clerk's Office, be approved; and*
- (2) *That the Council Procedure Bylaw No. 7560 be varied to allow for the following revisions as detailed in the report titled "2026 Council and Committee Meeting Schedule", dated September 19, 2025, from the Director, City Clerk's Office, be approved:*
 - (a) *That the Regular Council meetings (open and closed) of August 12 and August 26, 2026 be cancelled; and*
 - (b) *That the August 18, 2026 Public Hearing be rescheduled to September 8, 2026 at 5:30 p.m. in the Council Chambers at Richmond City Hall.*

CARRIED

Opposed: Cllr. Day

PLANNING COMMITTEE

Councillor Bill McNulty, Chair

15. APPLICATION BY SANSTOR FARMS LTD. FOR AN AGRICULTURAL LAND RESERVE NON- FARM USE (SAND STORAGE AND TRUCK PARKING) AT 14671 WILLIAMS ROAD

(File Ref. No. AG 25-019652) (REDMS No. 8166569)

R25/17-7

It was moved and seconded



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That the Application by Sanstor Farms Ltd. for an Agricultural Land Reserve Non-Farm Use application for the storage of sand and commercial vehicle truck parking as presented to the Planning Committee be forwarded to the Agricultural Land Commission.

The question on Resolution No. R25/17-7 was not called as in response to a query from Council, staff noted that should Council endorse the Agricultural Land Reserve (ALR) Non-Farm Use application, it will be forwarded to the Agricultural Land Commission (ALC) for consideration. Upon ALC approval, a rezoning application and Environmentally Sensitive Area (ESA) Development Permit application would be required to be submitted to the City.

Further discussion ensued with respect to (i) ALC's ability to approve both or either component of the application, impose conditions, and choose to split the application, whether it's submitted as a comprehensive application or not, (ii) the need for commercial truck parking, (iii) splitting the proposal into two separate components, (iv) improving irrigation systems for agricultural land, (v) concerns that Triangle Road and Williams Road lack the infrastructure to support increased commercial vehicle traffic, (vi) the proposed non-farm use application's inconsistency with City land use policies for Official Community Plan (OCP) designated Agricultural areas within the ALR, (vii) reclamation of the land after 25 years to a farmable condition, and (viii) concerns with the sand component of the application not being approved by the ALC if submitted with the commercial truck parking component.

As a result of the discussion, the following **amendment motion** was introduced:

R25/17-8

It was moved and seconded

That the motion be amended to:

That the Application by Sanstor Farms Ltd. for an Agricultural Land Reserve Non-Farm Use application for the storage of sand as presented to the Planning Committee be forwarded to the Agricultural Land Commission



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DEFEATED

OPPOSED: Mayor Brodie
Cllrs. Au
Heed
Hobbs
Loo
McNulty

The question on resolution R25/17-7 was then called and **CARRIED** with Cllrs. Day, Gillanders and Wolfe opposed.

PUBLIC ANNOUNCEMENTS

Mayor Brodie advised that:

The name “Minns Road” has been selected for the proposed new road in the Oval Village area; and

The October 20, 2025 Public Hearing has been cancelled. The next scheduled Public Hearing will be Monday, November 17, 2025.

BYLAWS FOR ADOPTION

R25/17-9

It was moved and seconded

That the following bylaws be adopted:

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10470;

Wharves Regulation Bylaw, Bylaw No. 10182, Amendment Bylaw No. 10698; and

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10699

CARRIED



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DEVELOPMENT PERMIT PANEL

- R25/17-10 16. It was moved and seconded
- (1) *That the Chair's report for the Development Permit Panel meeting held on October 9, 2024, be received for information; and*
 - (2) *That the recommendation of the Panel to authorize the issuance of Development Permit (DP 23-029476) for the properties at 5800, 5840, 5860 Granville Avenue, be endorsed, and the Permit so issued.*

CARRIED

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

- R25/17-11 17. It was moved and seconded
- That Council resolve into Committee of the Whole to hear delegations on non-agenda items (8:17 p.m.).*

CARRIED

- (1) Mary-Ann Isinger, Richmond resident spoke to her and her neighbors concerns with the lack of maintenance and upkeep of City owned trees on Fairfax Crescent and Seafair Drive, highlighting the issues of fallen debris and branches, property damage and a general decline of neighborhood aesthetic from lack of upkeep. She proposed that the city undertake a 3-5 year maintenance program and that a City arborist come out on an annual basis to maintain the trees.

Discussion ensued with respect to referring the presentation to staff for further review. As a result of the discussion, the following **referral** motion was introduced:

- R25/17-12 It was moved and seconded
- That the presentation by Mary-Ann Isinger with respect to maintenance and upkeep of City owned trees on Fairfax Crescent and Seafair Drive be referred to staff to investigate and report back.*



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Discussion ensued with respect to (i) the City's tree strategies, (ii) safety concerns caused by lack of upkeep, and (iii) staff communications with the resident.

The question on the **referral** motion was then called and it was **CARRIED**.

- (2) Jerome Dickey, Richmond resident, spoke to his submission with respect to low voter turnout and improving democratic engagement. (copy on file, City Clerk's Office)

Discussion ensued with respect to referring the presentation to staff for further review. As a result of the discussion, the following **referral** motion was introduced:

R25/17-13

It was moved and seconded

That the submission including a cost estimate for the proposed survey from Jerome Dickey be referred to staff to examine and report back.

DEFEATED

Opposed: Mayor Brodie

Cllrs. Au

Heed

Hobbs

Loo

McNulty

- R25/17-14 18. It was moved and seconded

That Committee rise and report (8:41 p.m.).

CARRIED

ADJOURNMENT

R25/17-15

It was moved and seconded

That the meeting adjourn (8:42 p.m.).

CARRIED



**Regular Council
Tuesday, October 14, 2025**

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Tuesday, October 14, 2025.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

For Metro Vancouver meetings on Friday, October 3, 2025

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

media@metrovancover.org.

Metro Vancouver Regional District

E1.1 Global Promotion at Web Summit Vancouver 2026 and 2027

APPROVED

Web Summit Vancouver 2025 attracted 15,727 attendees from over 100 countries, profiling 1,108 startups and attracting 550+ global media professionals. Invest Vancouver secured a regional presence through the Naturally Innovative Alliance, a government consortium promoting the BC tech ecosystem and driving investment, trade, and job growth.

Through this consortium, Invest Vancouver showcased groundbreaking innovation in applied AI, cleantech, life sciences, and creative tech to global investors. Highlights included sector-specific investor tours and a 200-person investment reception held within the City of Surrey and led by Invest Vancouver. Invest Vancouver collaborated to expand brand and marketing reach and engagements with investors. Over the course of the event, Invest Vancouver conducted over 100 investor meetings, generating a significant number of international leads.

The Province of BC, PacificCan, City of Vancouver, Innovate BC and Destination Vancouver have committed \$17 million for the conference over three years. Invest Vancouver's budget contribution of \$150,000 for each year of 2026 and 2027 will complement their investment and secure a regional presence at Web Summit Vancouver. Thus far, Invest Vancouver has contributed \$300,000 for Web Summit activation (\$150,000 for 2024 and \$150,000 for 2025).

The Board directed staff to budget for securing a regional presence at the Web Summit Vancouver through the Naturally Innovative Alliance for 2026 and 2027.

E1.2 Agri-Foodtech Report

RECEIVED

Invest Vancouver has completed research on the Metro Vancouver region's emerging agri-foodtech hub. The *Agri-Foodtech Industry Analysis* report describes the region's value proposition for firms developing solutions to boost efficiency, resilience, and sustainability in food production and processing. These firms benefit from proximity to agricultural producers – both those in the region and the adjacent Fraser Valley – and access to the province's food and beverage processing industry, which is concentrated in the region. They also benefit from the region's rapidly growing tech sector and are supported by the BC Centre for Agritech Innovation at Simon Fraser University in Surrey and the Food and Beverage Innovation Centre at the University of British Columbia. With a culturally diverse population to serve as a test market and connections to global markets, the region is well positioned to attract global investment and take advantage of opportunities in areas such as alternative proteins.

The Board received the report for information and directed staff to send the report to member jurisdictions, the Minister of Agriculture and Food, and the Minister of Jobs and Economic Growth.

E1.3 Invest Vancouver 2025 Annual Plan Deliverables and KPI Mid-Year Update

RECEIVED

This report provides a summary of results for Invest Vancouver’s deliverables and key performance indicators as set out in the 2025 Annual Plan for the first and second quarters of 2025. The identified deliverables and related activities support Invest Vancouver’s strategic priorities to attract world-class companies, strengthen key industries, increase regional resilience, and provide regional leadership.

Overall, from January 1 to June 30, 2025, Invest Vancouver is managing 151 active leads in its pipeline representing a value of \$4.4 billion in potential investment over three years and 3,048 jobs. So far in 2025, four companies have landed in the region amounting to a value of \$68 million in direct investment over the next three years and 120 high-quality jobs. Invest Vancouver has also secured \$812,925 in grant funding to support investment attraction strategies, representing a revenue source of 19 per cent of Invest Vancouver’s 2025 fiscal budget.

The Board received the report for information and directed staff to send the report to member jurisdictions.

E1.4 Investment Attraction Update Q1-Q2 2025

RECEIVED

Despite increasing global economic instability, tariffs, slowing GDP growth, and tightening capital markets, Invest Vancouver continues to attract international investment and promote the Metro Vancouver region to a global audience. As of Q2 2025, Invest Vancouver is managing 151 active investment leads, representing \$4.4 billion in potential direct investment over three years and over 3,000 projected jobs. Four companies landed in the region in the first two quarters of 2025, contributing \$68.2 million direct investment over three years and 120 high-quality jobs.

Through global events hosted in the region such as Web Summit Vancouver and targeted outbound missions, Invest Vancouver added 63 new leads in Q2, representing \$770 million in potential direct investment over three years and 862 projected jobs. In support of business expansion, Invest Vancouver also supported six firms as a designated referral partner for federal immigration programs as of Q2.

In coordination with multiple orders of government, Invest Vancouver has also increased its efforts to support local expansion and attract capital investment in the Metro Vancouver region given the positive impact this has on employment and prosperity. At Web Summit Vancouver, Invest Vancouver staff held over 100 investor meetings, including approximately 20 with venture capital and corporate venture capital firms. From those meetings it is clear there is value in targeted actions to support growth-stage capital investment in the Metro Vancouver region.

The Board received the report for information and directed staff to send the report to member jurisdictions.

E1.5 2025 Future Skills Centre Award to Launch Invest Talent**RECEIVED**

The Metro Vancouver region faces talent shortages in key sectors such as technology, clean tech, and life sciences, posing barriers to innovation and growth. Invest Vancouver secured \$480,000 from the Future Skills Centre, funded through the Government of Canada's Future Skills Program to pilot Invest Talent, an industry-driven initiative advancing inclusive workforce development. Originally set to run from April to September 2025, the project has since been extended to December 2025 to support the achievement of project outcomes. Ultimately, Invest Talent will engage 60 employers and 120 learners through two tested approaches: cross-sector (e.g., cybersecurity) and employer-specific applications.

The pilot is responsive, scalable, and equitable, building short-term learning pathways aligned with industry needs. An application to scale Invest Talent as a sustainable program is underway, proposing a hybrid public-private funding model. If successful, recommendations related to longer-term oversight and sustainability will be presented at a future date.

The Board received the report for information.

E2.1 Contribution Agreement - CTS Youth Society (2026-2028)**APPROVED**

The CTS Youth Society (CTS) is a non-profit society that aims to connect youth in Metro Vancouver with their natural environment, their community, and each other through life-changing outdoor experiences. CTS programs are designed and delivered for youth and by youth, providing free and accessible community education through environmental stewardship, leadership programs, and public service.

Metro Vancouver Regional District (MVRD) has a three-year Contribution Agreement with CTS Youth Society totaling \$241,000 which will expire at the end of 2025. A new Contribution Agreement between MVRD and CTS Youth Society in or substantially in the form attached is proposed for the next three calendar years, commencing January 1, 2026, and ending December 31, 2028. This agreement includes annual contributions of \$84,500 (2026), \$86,500 (2027), and \$88,500 (2028) for a total funding amount of \$259,500. These amounts are similar to the previous agreement and have been adjusted for inflation.

The Board approved the contribution agreement.

E2.2 Natural Asset Management in Regional Parks – Campbell Valley Regional Park Pilot
RECEIVED

The final phase of the Natural Asset Management in Regional Parks project was to undertake a pilot study to develop a natural asset management plan for one park - Campbell Valley Regional Park. This report provides a summary of the approach developed by the pilot study, and the results.

The Campbell Valley Regional Park natural asset management plan guides decision-making by integrating inventory assessment, condition evaluation, and risk analysis, developing measurable objectives to track progress, and identifying management strategies for the park. The plan determined that the current levels of effort are sufficient to sustain Campbell Valley's natural assets and mitigate risks to a reasonable degree. Advancing natural asset management is a key focus of continuous improvement within Regional Parks.

The pilot study approach can be applied to developing asset management plans for other regional parks, as time and resources allow.

The Board received the report for information.

E3.1 Housing and Transportation Cost Burden Study Update
RECEIVED

This report updates Metro Vancouver's Housing and Transportation ("H+T") Cost Burden Study, analyzing how combined housing and transportation expenses affect household affordability across the region. Combined household H+T costs average \$41,000 per year, with wide variation in costs between jurisdictions and in the ratios of housing costs to transportation costs.

Key findings include:

- Transportation costs can rival, and sometimes exceed, housing costs;
- Centres and Corridors, especially those along the SkyTrain network, consistently demonstrate lower combined costs;
- Rental tenure greatly scales the affordability benefits of SkyTrain; and
- Population density alone does not materially affect H+T affordability.

The findings suggest that location and tenure matter; Small-Scale Multi-Unit Housing, for example, is unlikely to contribute to affordability if it does not offer transit proximity, rental tenure, and convenient access to jobs and services. Transit-Oriented Areas around SkyTrain, on the other hand, could enable greater levels of affordability if the housing is purpose-built rental.

These insights support policies that promote transit-oriented development (particularly affordable rental housing), strategic housing growth in affordable areas, investment in improved public transit and job creation in transit-accessible locations, all of which can improve regional affordability and guide future growth management.

The Board received the report for information and requested that the Board Chair send the report to member jurisdictions, TransLink, the BC Minister of Housing and Municipal Affairs, and the Federal Minister of Housing and Infrastructure.

E3.2 Population Projections Update Cover Report
RECEIVED

Metro Vancouver’s average annual net population growth projection has been revised from 50,000 to approximately 42,500 residents per year, reflecting the impact of recent federal policy changes affecting immigration and non-permanent residents. These shifts have introduced increased volatility in population projections, causing both upward and downward swings in regional growth estimates over the past few years. Between 2025 and 2027, growth is expected to temporarily slow due to reduced immigration targets and fewer non-permanent residents, with a modest dip anticipated in 2026 before returning to more stable growth. Until federal policies stabilize, projections will remain more volatile and subject to change. Under the Medium Growth Scenario, Metro Vancouver’s population is expected to reach 4 million by 2047 and 4.2 million by 2051.

Metro Vancouver updates population projections for the region annually to support long-range planning for housing, infrastructure, utilities, and transit. These projections are developed in collaboration with member jurisdictions and regional agencies, using the latest demographic data, economic indicators, and government policy inputs. The projections inform capital planning across Metro Vancouver’s utilities and guide coordinated regional growth strategies.

The Board received the report for information and requested the Board Chair to send the report to member jurisdictions.

E3.3 Housing 2050: Affordable Housing Gap Analysis
RECEIVED

There has been a significant increase in support for affordable housing in recent years, however, the scale of the current and projected need for non-market housing in the region far exceeds these efforts. Over the past five years, between 12,500 and 19,500 affordable rental housing units have been initiated across the region through a combination of federal, provincial, and local government programs, including approximately \$1.2 billion in contributions from regular federal and provincial funding programs, and significant support from local governments through planning tools, incentives, and land contributions.

The Affordable Housing Gap Analysis identifies a need for between 29,250 and 54,500 affordable rental units over the next five years, requiring a \$10.1 billion to \$19.3 billion investment, inclusive of all government tools, to both address current underhoused need and to repair historic underinvestment in the sector. While this scale of investment is unattainable in the short term, all efforts to build on recent progress towards closing the gap are critical and will yield meaningful improvements in housing outcomes and community well-being. Taking steps to address this gap requires coordinated action across all orders of government. The primary responsibility for funding rests with senior governments whose sustained and scaled investment is essential to meeting the region’s affordable housing needs. And, local governments play a critical enabling role by implementing land use policies, streamlining development approvals, and offering financial and regulatory incentives that improve project viability.

The Board received the report for information and requested that the Board Chair send the report to member jurisdictions, the BC Minister of Housing and Municipal Affairs, and the Federal Minister of Housing and Infrastructure.

E3.4 Metro 2050 – 2024 Annual Performance Monitoring Report

RECEIVED

The 2024 Annual Performance Monitoring Report provides the annual update on the 29 key performance indicators established in *Metro 2050*, the regional growth strategy. These indicators track progress across a range of policy areas and offer a comprehensive view of how the region is advancing toward its long-term vision. The Metro 2050 Performance Monitoring Dashboard supports this report by offering detailed data, visualizations, and status updates for each measure.

It serves as a transparent and accessible tool for the Metro Vancouver Board, member jurisdictions, TransLink, regional agencies, and the public to monitor implementation, evaluate outcomes, and inform collective decision-making.

Highlights include:

- 41% of dwelling unit growth (2016–2021) occurred in Urban Centres (target is 40%);
- Area inside the Urban Containment Boundary reduced by 391 ha, primarily due to the removal of Lions Bay;
- Vehicle km travelled by auto drivers declined from 43.6M km/day (2017) to 41.4M km/day (2023);
- Walking trips increased from 14.2% to 18.2% of all trips (2017–2023);
- Only 2.3% of newly completed units (2018–2023) in growth areas were affordable rentals (target: 15% by 2050);
- Office space in Urban Centres remained stable at 55M sq ft, despite a regional decline in total office space; and
- Five amendments to *Metro 2050* were approved in 2024, reflecting ongoing implementation and refinement of the regional growth strategy.

The Board received the report for information and directed staff to forward the report to the Ministry of Municipal Affairs and the Ministry of Citizen’s Services.

E4.1 Supporting Board Effectiveness: Board Self-Evaluation Tool

APPROVED

The Governance Committee is positioned to support the Board in developing an annual Board performance self-evaluation to increase Board effectiveness, as recommended by Deloitte Canada in the Metro Vancouver Board Governance Review. It is recommended that Board hire an independent facilitator to undertake an annual process of interviews with targeted performance questions to evaluations and to report the findings to the Board to help clarify expectations, encourage reflection on responsibilities, and promote accountability.

At the September 12, 2025 Governance Committee meeting, members suggested that the recommendation in the report did not provide the flexibility needed and that a hybrid model for Board self-evaluation, incorporating both individual interviews and surveys, may be more appropriate. The Governance Committee passed an amended motion without prescribing the inclusion of individual interviews.

The Board endorsed initiating an annual Board self-evaluation process by an external facilitator starting in 2026.

**E4.2 Prioritization of Deloitte’s Metro Vancouver Board Governance Review
Recommendations**

APPROVED

To maintain high standards of governance, the Governance Committee supports the MVRD Board by ensuring that all governance priorities, policies, and frameworks are compliant and aligned with Metro Vancouver’s strategic objectives. At the inaugural Governance Committee meeting on July 16, 2025, the Committee considered its workplan for 2025 and 2026, and requested that all 49 recommendations from the Metro Vancouver Board Governance Review be provided for discussion and prioritization at the September 2025 Governance Committee meeting. In response, the recommendations are attached to this report noting for each recommendation whether it is completed, underway, or a short-, medium- or long-term opportunity or legislative change, whether it is currently in the Governance Committee’s workplan, and whether it is in the purview of the Governance Committee. The attachment is meant to support the Committee’s discussion on additional Work Plan priorities.

At its meeting on September 12, 2025, the Governance Committee discussed the recommendations and identified the following priorities:

- Review the size and structure of the Board (#2)
- 17 - Review bylaws, policies and procedures to ensure they are current and appropriate, and simplify them for ease of use, understanding and adoption
- 22 - Define & document decision-making processes to improve efficiency & manage conflict
- 26 - Review Board materials to streamline information in a way that enhances the ability of directors to better read, understand and govern.
- 27 - Consider supporting more complex or controversial decisions with staff presentations at the Board with options considered, implications and risks.
- 29 - Board reports to include multiple options for the Board to consider, where practical.
- 30 - Leverage Metro Vancouver staff as the key source of information.
- 31 - Ensure, for large complex and capital-intensive projects, that management continue to provide regular updates to the Board as the project progresses.

The Board added the proposed priorities to the Governance Committee’s 2026 and 2027 work plan.

E4.3 Committee Chair Remuneration**APPROVED**

The *Metro Vancouver Regional District Remuneration Bylaw No. 1425, 2025* establishes a structure consisting of a standard meeting fee and a fixed monthly stipend for Committee Chairs. Committee Chairs currently receive a monthly payment equivalent to 0.5% of the Board Chair's annual salary for meetings and other routine committee business, in addition to the Board and committee members' payments of 0.5% of the Board Chair's annual salary for each meeting attended. This framework was designed to provide consistent compensation while acknowledging the time and expertise contributed, in line with other comparative organizations.

Recommendation #40 of the Metro Vancouver Board Governance Review report suggests that the "Board should consider replacing the monthly retainer for Committee Chairs with a double meeting fee for any committee meetings held. This would eliminate payment for committee meetings that do not occur, but still provide Chairs with a preparation and attendance meeting stipend for meetings held." At the May 23, 2025 Board meeting, this recommendation was referred to the Governance Committee for consideration. The amendment would result in minor cost savings.

The Board directed staff to bring forward a bylaw to amend the remuneration bylaw to replace the committee chair monthly stipend with a per-meeting stipend.

E5.1 Climate 2050 Progress Report 2025**RECEIVED**

Despite regional economic and affordability challenges, Metro Vancouver and its member jurisdictions continue to successfully implement climate policy and initiatives. The Climate 2050 Progress Report highlights a range of impactful projects, such as the implementation of EV-ready bylaws in 15 member jurisdictions, a collaborative project with Vancouver Coastal Health to create a Local Government Policy Toolkit for Thermal Safety in Apartment Buildings, and municipal incentives for homeowners to make clean energy upgrades.

As of 2023, regional greenhouse gas (GHG) emissions were still above 2010 levels, but year over year emissions decreased across several sectors, including personal transportation (due to the uptake of EVs and more active transportation use) and waste management. Per capita emissions have decreased by 16% from 2010. Underlying key performance indicators also signal a potential downward trend in emissions over the next few years. Continued implementation of existing climate policies and additional targeted policies, programs and investments can support progress while improving health, affordability, and economic growth in the region.

The Board received the report for information and directed staff to bring *Climate 2025* back to the Board for review and revision.

E5.2 Corporate Climate and Energy Performance Report

RECEIVED

Metro Vancouver is on track to meet its 2030 target of reducing corporate energy-related greenhouse gas (GHG) emissions by 45% below 2010 levels. In 2024, Metro Vancouver emitted 24,888 tonnes of carbon dioxide equivalent (CO₂e), a 7% reduction from the 2010 baseline, while also decreasing energy purchased and GHG emissions per capita by 2% and 3% respectively from 2023. These improvements were largely driven by increased self-generated renewable energy and the transition to renewable fuels in operations. Metro Vancouver is also implementing projects to proactively manage climate risk, which helps to ensure that infrastructure and facilities remain strong and viable into the future.

At its September 12, 2025 meeting, the Air Quality and Climate Committee considered the report titled “Corporate Climate and Energy Performance Report”, dated August 28, 2025. Subsequent to the Air Quality and Climate Committee meeting, staff notified the Committee that the population growth values for 2023-2024 were recently updated and the per capita key performance indicators in the report and attachment would be revised before the report came to Board to reflect this update. Additional information was also added to the Solid Waste Services section of the report.

The Board received the report for information.

E6.1 Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions

APPROVED

Metro Vancouver is reviewing its Development Cost Charge (DCC) program through a series of coordinated projects. As an initial step, a report was presented to the Finance Committee and the MVRD Board in June 2025, outlining best practices, proposed updates to DCC categories and definitions, and a framework for engagement. Throughout July, Metro Vancouver engaged member jurisdictions, industry representatives, and the public. Overall feedback was generally supportive of proposed updates, and specific comments were used to help refine definitions and develop resources to support implementation.

This report summarizes feedback received and presents draft definitions and recommendations for Board review and approval. If the Boards approve the revised categories and definitions, they will be integrated into the planned 2027 DCC Program update, alongside updated population projections and capital plans, to inform new rate structures effective in 2028.

The Board approved the recommended updates to Development Cost Charge categories and definitions.

E6.2 2026 Schedule of Board Meetings

RECEIVED

The 2026 schedule of board meetings has been prepared in accordance with the provisions of the *MVRD Procedure Bylaw No. 1368, 2023* (Procedure Bylaw). The schedule includes the date, time, and place for thirteen (13) board meetings, mostly to be held on Fridays at the end of most months, which will avoid conflicts with the standing committee schedule, municipal council meetings, and other conflicting events. Additional special board meetings may be scheduled if required. Meetings on the 2026 Schedule of Meetings will be conducted as in-person meetings or hybrid electronic meetings.

The Board received the report for information.

G1.1 Metro Vancouver Regional District Park Dedication Removal of Certain Land in Deas Island Regional Park Bylaw No. 1382, 2025 **APPROVED**

The Ministry of Transportation and Transit (MOTT), through the Transportation Investment Corporation (TI Corp), plans to replace the aging George Massey Tunnel with an eight-lane tunnel (the “Project”). To accommodate the Project, MOTT requires parts of the Deas Island Regional Park (the “Park”) being approximately 1,846 square metres for permanent highway expansion (the “Highway Land”) and approximately 42,791 square metres for temporary construction laydown and working space during construction of the Project (the “Lease Land”, and collectively with the Highway Land the “Park Dedication Removal Lands”). Following the completion of the Project, the Lease Lands will be restored at the cost of MOTT, and rededicated. The Park Dedication Removal Lands are shown on the map in Attachment 2 of the report.

To dispose of the Park Dedication Removal Lands, Metro Vancouver Regional District (MVRD) must first remove park dedication from these lands. Park dedication removal can be achieved by way of the bylaw set out in Attachment 1 of the report. The adoption of the Bylaw requires approval of the electors, which can be obtained by means of an alternative approval process. After the park dedication has been removed, the lands can be disposed of in accordance with the Real Estate Authority Policy.

The Board gave three readings to *Metro Vancouver Regional District Park Dedication Removal of Certain Land in Deas Island Regional Park Bylaw No. 1382, 2025* and directed staff to undertake an alternative approval process to obtain elector approval for the bylaw.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees as follows.

Regional Parks Committee – September 10, 2025

Information Items:

E3 Natural Resource Management Restoration Program Update

In 2025, 42 restoration projects are planned across the regional parks system. These planned restoration projects include stream daylighting and maintaining wetland habitats, removal of invasive species, improving forest resilience, improving habitat diversity, restoring disturbed areas, buffer plantings, creating wildflower meadows, as well as restoring forested and riparian areas. This report highlights selected projects for 2025. This work improves the health of regional parks ecosystems contributing to improved regional resilience and provides opportunities for residents to engage in environmental stewardship, deepening their connection with nature.

Regional Planning Committee – September 11, 2025

Information Items:

E4 Housing 2050 Engagement Update

This report provides an update on the engagement for Housing 2050 from January to August 2025. Engagement was focused on individuals and organizations directly involved in non-market housing policy, planning, and delivery, including municipalities, First Nations, senior governments, housing providers, and sectoral organizations. Engagement included 16 facilitated meetings, one workshop, and an online questionnaire with 79 participants. Over 750 comments were received. Participants shared insights on regional priorities, opportunities for alignment, and strategies to advance affordable housing outcomes.

Key themes included:

- Advocacy and funding: Calls for increased senior government investment, flexible financing, and access to land and supports;
- Collaboration and coordination: Emphasis on cross-sector partnerships and regional alignment;
- Policy and implementation: Input on optimizing delivery, protecting tenants, and addressing homelessness;
- Data and engagement: Interest in shared research tools and ongoing, responsive engagement; and
- First Nations priorities: Desire for continued dialogue and stronger relationships around housing policy.

This input will be used in developing potential policy alternatives and advocacy strategies that will be presented to engagement audiences at the next stage.

Governance Committee – September 12, 2025

Information Items:

E1 2026 Board Calendar: Annual Flow of Information to the Boards

The Governance Committee requested that the development of a Board Calendar be part of the committee's 2025 Work Plan. The draft 2026 Board Calendar is being shared with the Governance Committee for input and consideration. Once finalized, it will be provided to the Boards for information at a future meeting. The intent is to offer the MVRD, MVHC, GVWD, and GVS&DD Boards (the Boards) a calendar that identifies expected regular reporting cycles through the year for efficient tracking and clarity. This is best practice for many boards. The calendar includes financial reporting such as the annual budget process, audit, and capital program reviews, in addition to reporting on the capital program, utilities, communication / intergovernment relations and management plans. The draft 2026 Board Calendar reflects a structured cadence with an outline of the flow of information and engagement that the Boards can expect. As recommendations in the report dated May 20, 2025 from Deloitte Canada are implemented, the calendar will evolve to incorporate additional items, such as the annual use of a Board Self-Evaluation Tool.

Greater Vancouver Water District

E1.1 Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions APPROVED

Metro Vancouver is reviewing its Development Cost Charge (DCC) program through a series of coordinated projects. As an initial step, a report was presented to the Finance Committee and the MVRD Board in June 2025, outlining best practices, proposed updates to DCC categories and definitions, and a framework for engagement. Throughout July, Metro Vancouver engaged member jurisdictions, industry representatives, and the public. Overall feedback was generally supportive of proposed updates, and specific comments were used to help refine definitions and develop resources to support implementation.

This report summarizes feedback received and presents draft definitions and recommendations for Board review and approval. If the Boards approve the revised categories and definitions, they will be integrated into the planned 2027 DCC Program update, alongside updated population projections and capital plans, to inform new rate structures effective in 2028.

The Board approved the recommended updates to Development Cost Charge categories and definitions.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees as follows.

Water Committee – September 17, 2025

Information Items:

E1 Current Water Use Metrics and Status of Metering in the Region

With the ongoing significant increase in population forecasted, combined with the impacts of climate change on water supply and amount of rainfall in summer months, the demand for drinking water will increase.

Understanding current and historical water use patterns in the Metro Vancouver region informs effective infrastructure planning, policy development and strategic planning such as the update to the Drinking Water Management Plan (DWMP). Metro Vancouver’s water use metrics demonstrate a high total per capita water and residential water consumption together with a relatively low level of universal metering. Unmetered water use (residential unmetered and leakage) accounts for over half the water delivered to the region. Water metering is an effective way of identifying leakage both on the system and on the private side. Proposed strategies in the DWMP update focus on advancing residential water metering to enable accurate, data-driven decision making, address leakage and support reductions in per capita residential water demand.

E2 GVWD Electrical Energy Use, Generation, and Management

The GVWD Electrical Energy Use, Generation, and Management report outlines electrical usage by the water utility, as well as energy generation and energy management projects. A total of \$274,000 in cost savings was achieved in 2024; \$238,000 by generating electrical energy at four facilities and approximately \$36,000 in savings from energy management projects. Overall, of the

total emissions reduced at Metro Vancouver since 2010, 21 per cent of the total reduction is attributed to efforts and implementation within GVWD. Since 2015, a total of 2.6 Gigawatt-hour (GWh) in cumulative electrical energy savings resulted from energy management projects completed by GVWD.

E3 Palisade Lake – Outlet Works Rehabilitation

GVWD’s Palisade Lake Facility was built in 1926 and is a critical component of Metro Vancouver’s water supply. Following one of the regular inspections in 2021, some components within the facility were identified as nearing the end of their expected service life and the facility required rehabilitation and upgrades to meet current and future operational needs and new seismic design criteria.

Due to the criticality of the water reserves in Palisade Lake, the remote location and limited available work window the Palisade Lake Outlet Works Rehabilitation Project was split into two phases. Phase 1 of the project included undertaking urgent repairs to extend the service life of the facility. This work was completed in 2025 using an innovative approach that limited the loss of the water reserves in Palisade Lake and enhanced worker safety. Phase 2 of the project, which includes seismic upgrades, is planned to commence in mid-2030s and is strategically timed to be implemented following completion of the Coquitlam Lake Water Supply Project.

Greater Vancouver Sewerage and Drainage District

E1.1 Updated Extended Producer Responsibility Five-Year Action Plan

APPROVED

British Columbia is a leader in extended producer responsibility, and the Province’s *Advancing Recycling in B.C. Extended Producer Responsibility Five-Year Action Plan 2021-2026*, identified priority product categories for addition to the program including automotive products, compressed canisters, additional battery categories, medical sharps used at home, and mattresses and foundations. In July 2025, Metro Vancouver was advised that due to consumer affordability challenges, the Ministry of Environment and Parks are not recommending inclusion of mattresses and foundations in the program at this time, but that the other product categories are expected to be added as originally proposed.

If mattresses and foundations are not added to the extended producer responsibility program, municipalities and users of the regional solid waste system will continue to subsidize management of the mattresses and foundations. As part of the 2026 budget, phased increases in the fee charged for mattress and foundations at regional solid waste facilities will be recommended, starting with an increase from \$15 to \$20 per unit for January 2026.

This report recommends the Board Chair write to the Minister of Environment and Parks reiterating the importance of including mattresses and foundations in the extended producer responsibility program.

The Board authorized the Chair to send a letter to the Minister of Environment and Parks highlighting the benefits that will be achieved through the inclusion of new products in the extended producer responsibility program,

E2.1 Additional Information on Alternative Approach to Deliver the Iona Island Wastewater Treatment Plant Upgrade Projects

APPROVED

Metro Vancouver is required to upgrade the Iona Island Wastewater Treatment Plant to meet federal and provincial regulatory requirements, which require a minimum of secondary level treatment.

In March 2022, the GVS&DD Board approved the Project Definition Report (PDR) for the Iona Island Wastewater Treatment Plant Upgrade Projects (Iona Projects) with an estimated cost of \$9.9 billion and a target of meeting secondary compliance by 2035. Within the PDR, the approach was to build an entirely new treatment plant and complementary environmental projects in a condensed timeline. That anticipated completion date would now be approximately 2040 due to market and population changes, negotiating federal funds, and review of alternate options to deliver the Iona Projects. In July 2024, the contract for preliminary design work was awarded to Fraser Delta Group. A key scope of work for the designer was to explore the phasing options of the Iona Projects components while prioritizing secondary treatment and assessing delivery strategies, cost sustainability, and associated risks.

The resulting recommended approach reflects updated project design information and assessment of market capacity. With the approach recommended in this report, the majority of secondary treatment would be delivered by 2039 with a cost estimate of \$6 billion. This would be done by rehabilitating the existing plant and reprioritizing other components not essential for secondary treatment. This approach changes the sequence of the components outlined in the PDR to deliver secondary treatment earlier. Other components would be delivered as future projects. This allows all components to be delivered over time, with the flexibility to adapt to changing environmental conditions, funding availability, population projections, regulatory requirements, and addresses concerns regarding annual costs for ratepayers in the short-term. However, delivery of all components outlined in the PDR will cost more over a longer time frame.

The proposed approach will allow Metro Vancouver to meet all regulatory requirements from the federal government and the majority of requirements set out in the provincial regulations by 2039. The provincial regulations have an additional requirement above what is required by the federal regulations related to the quantity of treated effluent. Metro Vancouver will be able to achieve a portion of this requirement with the recommended approach and the opportunity to request that the Province align provincial wastewater effluent regulations with federal wastewater effluent regulations.

A key risk of this approach is that the Province may not accept aligning with federal regulations and delays will be incurred with associated risks of regulatory non-compliance. Another risk in changing the sequence of delivery and deferring primary plant upgrades post-secondary treatment is increased operability risk of the primary plant in a seismic event.

Additional information requested by the GVS&DD Board at the Special GVS&DD meeting of July 24, 2025 is included in a cover report and its attachments.

The Board directed staff to undertake upgrades to the Iona Island Wastewater Treatment Plant with an approach that: prioritizes secondary treatment as quickly as possible; and changes the sequence of the components outlined in the 2022 Project Definition Report and defers other components. The Board also directed staff to request that the Province align provincial wastewater effluent regulations with federal wastewater effluent regulations.

E2.2 Liquid Waste Management Plan Phase 3 Engagement

RECEIVED

During the third and final phase of engagement on the *Liquid Waste Management Plan* update, Metro Vancouver engaged councils of member jurisdictions and sought input from First Nations and the public to finalize a plan for submission to the provincial Minister of Environment and Parks. Member councils emphasized the importance of cost fairness, support for wet weather and rainwater management, and opportunities for Metro Vancouver to assist with plan implementation. First Nations expressed strong interest in having co-decision making authority on regional and municipal projects and plans, alongside a desire to see actions that result in measurable water quality improvements resulting in a return to shellfish harvesting. Comments received from the public focused on capital project cost increases, concerns about the impacts of increasing population and urban growth on the region's wastewater infrastructure, and support for enhanced rainwater management and expanded green infrastructure. Broadly, engagement results show support for the plan's focus on conservation and reduction of system demands at the source. Nearly 1,000 comments received through all phases of plan engagement have been considered or incorporated into the plan, with effort to strike a balance between financial sustainability, environmental management, and First Nations' priorities.

The Board received this report for information.

E3.1 Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions

APPROVED

Metro Vancouver is reviewing its Development Cost Charge (DCC) program through a series of coordinated projects. As an initial step, a report was presented to the Finance Committee and the MVRD Board in June 2025, outlining best practices, proposed updates to DCC categories and definitions, and a framework for engagement. Throughout July, Metro Vancouver engaged member jurisdictions, industry representatives, and the public. Overall feedback was generally supportive of proposed updates, and specific comments were used to help refine definitions and develop resources to support implementation.

This report summarizes feedback received and presents draft definitions and recommendations for Board review and approval. If the Boards approve the revised categories and definitions, they will be integrated into the planned 2027 DCC Program update, alongside updated population projections and capital plans, to inform new rate structures effective in 2028.

The Board endorsed the recommended updates to Development Cost Charge categories and definitions.

I 1 Committee Information Items and Delegation Summaries

The Board received information items from standing committees.

Zero Waste Committee – October 3, 2024

Information Items:

E1 Multi-Family Residential Waste Reduction Initiatives Update

A summary of multi-family recycling Metro Vancouver and member jurisdiction initiatives was provided to the Zero Waste Committee at its January 9, 2025, meeting. Zero Waste Committee members had several questions related to the report. This report provides additional information with respect to multi-family recycling specifically comparing disposal quantities for multi-family and single-family sources, providing examples of tenant engagement programs, multi-lingual resources, building design and operations, and innovative programs and technologies within the Metro Vancouver region and other jurisdictions. Multi-family home residents have lower recycling rates and higher per capita disposal rates than single family home residents. This data reflects that organic recycling systems are more convenient for single-family home residents, and single-family homes generate large quantities of yard trimmings that increase recycling rates. Engagement with multi-family building managers and tenants, culturally relevant education, contamination detection technology and updated building design requirements are among the many action options being considered in the updated solid waste management plan to close this performance gap.

E2 Waste-to-Energy Facility District Energy System Project Update

The Waste-to-Energy Facility District Energy System will provide heat and hot water for up to 50,000 homes and reduce greenhouse gas emissions by up to 70,000 tonnes per year. Agreements are now in place with River District Energy and the City of Burnaby for the sale of heat from the District Energy system. A street access agreement is now in place with the City of Burnaby, and a similar agreement is being finalized with the City of Vancouver.

Project procurement initiatives have begun with a contract awarded for the preloading of the energy centre site with work expected to begin in coming weeks. Completion of the construction of the infrastructure to provide heat to River District is expected in mid-2028.

The expected cost of the district energy system is within the approved funding allocation of \$217 million, with the cost-recovered over the life of the infrastructure through energy sales. The \$2.5 million funding from the Federal Low Carbon Economy Fund will assist with the project's debt financing needs ultimately lowering the cost of energy to the City of Burnaby and River District energy utilities.

E3 Waste-to-Energy Facility 2024 Financial Update

This report provides the annual financial update for the Metro Vancouver Waste-to-Energy Facility. The facility continues to be an environmentally sound, cost-effective disposal option. In 2024 the Waste-to-Energy Facility processed 243,168 tonnes of municipal solid waste at an overall net unit cost of \$99 per tonne for operation, maintenance and debt service. Waste-to-Energy Facility electrical revenues in 2024 continued to be impacted by the 2023 generator failure because the generator was not back in service until July 2024. Insurance claims related to the generator failure were resolved in 2024 with the insurance recoveries roughly balancing out the combination of the cost of the generator repair plus lost electrical revenue.

Waste-to-Energy Facility unit costs are consistent with the cost of managing waste at the Vancouver Landfill and roughly half the cost of managing waste through Metro Vancouver's contingency disposal contracts. Waste-to-Energy Facility costs are funded through garbage tipping fees paid by all solid waste system users.

E4 Programs and Policies for Waste Reduction at Public Events

At its April 3, 2025 meeting, the Zero Waste Committee requested information on the work of Metro Vancouver and member jurisdictions to reduce waste at community public events. This report is a summary of Metro Vancouver initiatives, member jurisdiction programs and policies, and emerging trends across Canada that support event organizers in waste prevention and recycling. Metro Vancouver and member jurisdictions support waste reduction at events through a variety of programs, policies and resources, including event planning guidance and support, setting recycling requirements as part of municipal permitting, and supplying zero waste stations and vendor education. Further support for waste reduction at events includes a move towards reusable cups and containers at event venues, and additional actions are being considered as part of an updated solid waste management plan.

E6 2025 Textiles Waste Reduction Campaign Results

The 2025 “Repair and Re-Wear” campaign ran from March 24 to May 18, 2025. The objective was to reduce textiles waste by encouraging people to do small, easy repairs to their clothing so that they last longer. The new creative platform, “Repair and Re-Wear,” harnessed the feeling of pride felt from bringing clothes back to life. It ran across the region through paid media placements. The campaign performed strongly, with 22.4 million impressions, 3.7 million video views, and over 22,000 website visits. Compared to the previous version, the updated campaign received a 650% higher volume of click throughs on Facebook/Instagram and website sessions more than doubled.

E7 Single-Use Item Waste Composition Results

Since 2018, the quantity of single-use items disposed in Metro Vancouver including bags, cups, straws, utensils and takeout containers, has been estimated using waste composition studies. Data from 2024 indicated:

- A measured significant increase in single-use items disposal in 2024 compared to 2023 and
- a probable upward trend in single-use item disposal since 2020
- A shift from plastic bags to paper
- Emergence of a new single-use item category - molded fiber utensils
- A decrease in foam takeout containers

In 2024, overall single use items made up approximately 3.0 per cent of the total waste stream compared to 2.1 per cent in 2023. Given the small overall portion of the waste stream, there is more potential for data collection anomalies to significantly affect the relative quantities. On this basis, it will be important to understand to what extent the 2024 data is representative of the overall portion of single use items in the waste stream, by comparing to data from 2025 and subsequent years. Despite various actions to reduce single use items, it is reasonable to expect single use items are increasing in the waste stream given the increased use of food delivery services.



Community Safety Committee

Date: Wednesday, October 15, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Alexa Loo, Chair
Councillor Andy Hobbs
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Bill McNulty

Also Present: Councillor Carol Day
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on September 9, 2025, be adopted.

CARRIED

DELEGATION

1. Jane Lee, Proactive Road Safety Solutions Distributions, with the aid of a PowerPoint presentation (copy on file, City Clerk's Office), spoke on technology to promote community safety.

Discussion ensued regarding (i) distribution, lifespan, and durability of the road safety equipment, (ii) the potential reduction in accidents, (iii) functionality of the road lighting system, and (iv) the pilot program in Coquitlam.

Community Safety Committee
Wednesday, October 15, 2025

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff evaluate the road lighting system as presented by Jane Lee, Proactive Road Safety Solutions Distributions, including a full analysis of costs and installation options, and report back within three months.

CARRIED

LAW AND COMMUNITY SAFETY DIVISION

2. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – AUGUST 2025

(File Ref. No. 12-8375-02) (REDMS No. 8165399)

In response to queries from Committee, staff advised that (i) a combination of factors including additional staff, utilizing multiple license plate recognition vehicles and analytics, and increased calls for service contributed to an increase in parking enforcement revenue, and (ii) Bylaws department works collaboratively with IT and Transportation departments and other traffic enforcement sections in other jurisdictions.

Discussion ensued regarding the average number of bylaw officers on duty on any given working day, including the number of parking enforcement officers.

It was moved and seconded

That the staff report titled “Community Bylaws Monthly Activity Report – August 2025”, dated September 15, 2025, from the Director, Community Bylaws & Licencing, be received for information.

CARRIED

3. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – AUGUST 2025

(File Ref. No. 09-5140-01) (REDMS No. 8158066)

Discussion ensued regarding (i) overdose/poisoning incidents, including alcohol, that require Richmond Fire-Rescue’s attendance and (ii) possible reasons for the decrease in overdose/poisoning calls for service.

It was moved and seconded

That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – August 2025”, dated September 12, 2025, from the Fire Chief, be received for information.

CARRIED

Community Safety Committee
Wednesday, October 15, 2025

4. **FIRE CHIEF BRIEFING**

(Verbal Report)

Items for discussion:

(i) ***Richmond Fire-Rescue's (RFR) Attendance and Participation in the Recent Emergency Exercise at YVR***

Staff noted that RFR and Emergency Programs staff participated in a full-scale emergency exercise at Vancouver International Airport (YVR), noting the annual exercise is a requirement under Transport Canada regulations. These exercises are essential to ensuring that partners are prepared to respond quickly, effectively, and collaboratively in a real-life emergency.

(ii) ***Current RFR Recruit Firefighter Training class status and Cohort Training at the Richmond Olympic Oval.***

Staff provided a brief update and presented a video (copy on file, City Clerk's Office) on the annual recruitment, selection, and training of firefighter recruits, noting that a three-week preparatory conditioning program in partnership with the Oval was added, with the goal of offsetting potential injuries during training, providing guidance for those new to shift work, emphasizing resilience, and team building.

5. **RCMP MONTHLY ACTIVITY REPORT – AUGUST 2025**

(File Ref. No. 09-5350-01) (REDMS No. 8130775)

Discussion ensued regarding (i) the fourth annual Youth Academy, (ii) crime trends across the four largest municipalities in the Lower Mainland District, (iii) drug offenses and drug-related calls for service, and (iv) the number of prosecutors and service delivery from the BC Prosecution Service.

It was moved and seconded

That the report titled "RCMP Monthly Activity Report - August 2025", dated September 12, 2025, from the Officer in Charge, be received for information.

CARRIED

6. **RCMP/OIC BRIEFING**

(Verbal Report)

Items for discussion:

None.

Community Safety Committee
Wednesday, October 15, 2025

COUNCILLOR KASH HEED

7. DISCUSSION ON UNSHELTERED SITES ON CROWN LAND

(File Ref. No.) (REDMS No.)

Discussion ensued with respect to concerns regarding two large encampments on Ministry of Transportation and Transit land.

Further discussion ensued regarding, (i) assessment of safety and potential risk/threat levels, (ii) regular patrols to monitor activity and working with RFR, RCMP, Community Social Development outreach staff, and the Ministry of Social Development and Poverty Reduction, (iii) the considerable amount of cleanup required, (iv) the process of issuing notices and violations that eventually lead to the opportunity for a ministerial order, (v) previous Provincial responses regarding the land at No. 5 Road and Westminster Highway and the legislative restrictions limiting the enforcement actions available to City staff, and (vi) previously issued Notice of Contravention and Order to Comply and the Province's position on the situation.

In response to queries from Committee regarding the encampments, staff advised that (i) the City is receiving complaints from the public and (ii) the use of gas-powered generators were reported on-site.

Cllr. Heed left the meeting (5:08 p.m.) and returned (5:09 p.m.).

Discussion ensued regarding sending a letter, including photos of the unsheltered sites, to the Province and other levels of government.

As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That a letter be written to the Premier of British Columbia, Minister of Transportation and Transit, Minister of Public Safety and Solicitor General, and Richmond Members of the Legislative Assembly, requesting immediate action and cleanup with respect to the unsheltered sites on Crown land under the Oak Street Bridge between Van Horne Way and Beckwith Road, and along No. 5 Road and Westminster Highway, and proactively look at solutions.

CARRIED

8. MANAGER'S REPORT

None.

Community Safety Committee
Wednesday, October 15, 2025

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:17 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, October 15, 2025.

Councillor Alexa Loo
Chair

Shannon Unrau
Legislative Services Associate



General Purposes Committee

Date: Monday, October 20, 2025

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au (by teleconference)
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on October 6, 2025, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **MEMORIAL ROAD NAME SIGN PROGRAM**

(File Ref. No. 10-6500-01) (REDMS No. 8161999)

It was moved and seconded

That the implementation of the poppy-emblem on Francis Road, as described in the report titled "Memorial Road Name Sign Program", dated September 24, 2025, from the Director, Transportation be approved.

CARRIED

General Purposes Committee
Monday, October 20, 2025

2. **RECOMMENDATIONS TO AMEND RICHMOND'S DEMOLITION WASTE AND RECYCLABLE MATERIALS BYLAW NO. 9516**

(File Ref. No. 10-6125-07-04) (REDMS No. 7993034)

It was moved and seconded

That draft amendments to the City's Demolition Waste and Recyclable Materials Bylaw No. 9516, as outlined in the report titled "Recommendations to Amend Richmond's Demolition Waste and Recyclable Materials Bylaw No. 9516", dated October 9, 2025, from the Director, Climate and Environment, be prepared.

The question on the motion was not called as discussion ensued with respect to the current and future diversion targets.

In response to queries from Committee, staff noted (i) the target diversion rate will increase in phases as the market needs to be ready; currently 80% and will go to 90%, (ii) the incremental phase will be supported through legislative change, (iii) engagement with stakeholders will continue, (iv) many Richmond facilities have been quite successful in diverting mixed materials for projects for different purposes and market demand is growing, e.g., demand for reclaimed wood for low carbon projects, (v) staff will be complementing the proposed updated bylaw with a range of industry and homeowner support mechanisms to cater to diverse needs, which will include traditional learning through guidance and training, also digital tools partnership opportunities, pilot opportunities, and work with non-profits and industry associations as well, with the goal to ensure that compliance is collaborative and manageable.

The question on the motion was then called and it was **CARRIED**.

3. **PROPOSED AMENDMENTS TO TRAFFIC BYLAW 5870 AND CONSOLIDATED FEES BYLAW NO. 8636 FOR COMMERCIAL TRUCK PARKING**

(File Ref. No. 10-6455-04) (REDMS No. 8182481)

It was moved and seconded

(1) *That the Traffic Bylaw No. 5870, Amendment Bylaw 10703 be given first, second and third readings; and*

(2) *That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw 10720 be given first, second and third readings.*

The question on the motion was not called as a brief discussion ensued with respect to commercial trucks registered in Richmond.

General Purposes Committee

Monday, October 20, 2025

In response to queries from Committee, staff noted (i) as part of the approved pilot project, registration is open to all registered commercial trucks, (ii) it was noted through infraction data that 60% of the trucks parking illegally on Richmond streets are registered outside of Richmond, and the proposed bylaw will help to capture those vehicles as well as vehicles registered in Richmond and, through the monitoring of the pilot program, that is a metric collected to see the vehicles using the on street parking that are registered in and outside of Richmond, (iii) the table in the consolidated bylaw is an amalgamation of what currently exists with the only addition being the commercial truck parking zones.

Further discussion ensued with respect to preference for Richmond registered vehicles.

The question on the motion was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:21 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, October 20, 2025.

Mayor Malcolm D. Brodie
Chair

Lorraine Anderson
Legislative Services Associate



Planning Committee

Date: Tuesday, October 21, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Carol Day
Councillor Andy Hobbs

Absent: Councillor Chak Au

Also Present: Councillor Kash Heed (entered the meeting at 4:08 p.m.)
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 7, 2025, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **EARLY REVIEW OF REZONING APPLICATIONS INVOLVING A MAJOR OCP AMENDMENT – ONE YEAR IMPLEMENTATION REVIEW**

(File Ref. No. 08-4105-00) (REDMS No. 8137422)

Staff provided a brief overview of the report.

Planning Committee
Tuesday, October 21, 2025

In response to queries from Committee, staff advised that (i) the early review process provides an opportunity for the applicant to receive feedback from Council early in the application review process, and (ii) any development that requires a major Official Community Plan (OCP) amendment including a change in land use or location of lands designated as Parks would be forwarded to Council for early review and input.

It was moved and seconded

That the report titled “Early Review of Rezoning Applications Involving a Major OCP – One Year Implementation Review”, dated September 26, 2025, from the Director, Development be received for information.

CARRIED

2. REFERRAL RESPONSE: TREE SURVIVAL SECURITIES

(File Ref. No. 08-4000-01) (REDMS No. 8152467)

It was moved and seconded

- (1) That the approved Pilot Program for On-Demand/Irrevocable Surety Bonds be extended to include Tree Survival Securities; and*
- (2) That Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715, be introduced and given first, second and third readings.*

CARRIED

The Chair added OCP and Urban Village Plan as Item 2A to the agenda

COUNCILLOR BILL MCNULTY

2A. OCP AND URBAN VILLAGE PLAN

(File Ref. No.) (REDMS No.)

It was moved and seconded

That staff be directed to investigate the merits and technical procedure for changing the OCP and Urban Village Plan for the intended use of mixed use and high density residential and rental in the area bounded by Leslie Road, Hazelbridge, Cambie and Brown Roads. As well, investigate change in the area bounded by Beckwith Road, Charles Street, Great Canadian Way and Bridgeport Road and report back to Planning Committee as soon as possible.

CARRIED

Councillor Kash Heed entered the meeting (4:08 p.m.).

Planning Committee
Tuesday, October 21, 2025

3. **MANAGER'S REPORT**

(i) ***Information on Provincial Bill 25 - Housing and Municipal Affairs Statutes Amendment Act***

Staff advised Committee of the new Provincial Housing and Municipal Affairs Statutes Amendment Act (Bill 25) which is meant to support the implementation of zones that support Small Scale Multi-Use Housing (SSMUH). If passed it will amend the Local Government Act to clarify definitions of where SSMUH type of housing is allowed, it will also expand the list of Provincial site standards that can be regulated such as, buildable area and number of buildings on a lot, housing forms and parking requirements. Staff will continue to monitor Bill 25 and report back to Council when needed.

Discussion ensued with respect to (i) measured impact of Bill 25 across the entire housing spectrum, not just by the number of SSMUH units built, (ii) buildable area and height requirements, (iii) Floor Area Ratio limits, and (iv) on-site residential parking requirements.

In response to queries from Committee, staff advised that (i) staff continue to monitor and manage the implementation of the RSM zone, and (ii) should the Province believe that the City of Richmond's zoning is overly restrictive, there would be a period of time granted to the City before the Province would enact any regulations overriding the City's zoning, and (iii) approximately 40 percent of new construction is either in a duplex or four-plex format. Staff can provide Council with further information as the units near completion.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:28 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 21, 2025.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

3.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Re: Memorial Road Name Sign Program

Date: September 24, 2025
File: 10-6500-01/2025-Vol
01

Staff Recommendation

That the implementation of the poppy-emblem on Francis Road, as described in the report titled "Memorial Road Name Sign Program", dated September 24, 2025, from the Director, Transportation be approved.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
City Clerks Office	☒	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The City has received a request for the addition of a poppy-emblem on Francis Road. As this request requires a change to the City's existing Memorial Road Name Sign Program, staff are seeking Council direction regarding this request.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

Background

In 2015, the Friends of the Richmond Archives requested that the City of Richmond consider adding a poppy emblem to the existing streets named after local soldiers who lost their lives in military service.

In response, City Council endorsed the creation of Richmond's Memorial Road Name Sign Program in 2016. The program currently includes 55 existing roads that have poppy-adorned street name signs.

Analysis

The Memorial Road Name Sign Program (Figure 1) currently includes Richmond residents who:

- Lost their lives in World War I and World War II;
- Names were inscribed on the Richmond Cenotaph; and
- Have a road named after them.



Figure 1: Example of Existing Memorial Street Name Sign

Research on Francis Road suggests that Warrant Officer Robert Lewis Francis who is named on the Cenotaph is the son of the family that Francis Road is named after.

There are another 11 names on the Cenotaph, who also have road names. Preliminary findings indicate that Francis Road is the only name that has direct family lineage between the name of the fallen soldier on the Cenotaph and the name of an existing road. Should further research identify any additional names associated with existing roads, staff will report back to Council with a recommendation for expansion of the Memorial Road Name Sign Program.

Proposed Memorial Road Name Sign for Francis Road

Staff recommend adding a poppy on Francis Road. Approximately 30 street name signs along Francis Road will be replaced with the poppy-adorned street name signs. Staff anticipate implementing the new Francis Road memorial street name signs prior to Remembrance Day 2025.

Financial Impact

The estimated cost for the Francis Road memorial signs is \$6,000. This cost can be accommodated through the approved 2025 Arterial Road Improvement Program.

Conclusion

The installation of Memorial Road Name signs is an additional tribute to and legacy for those Richmond residents who have lost their life in military service. A request for a poppy-emblem on Francis Road has been received by the City. Warrant Officer Robert Lewis Francis is one of the names inscribed on the Cenotaph. As the research indicates a direct relation to the Francis family, staff recommend a poppy-emblem be added to the Francis Road street signs.

Additional research on the 11 remaining names on the Cenotaph that are also existing roads in Richmond will be undertaken. Any potential further expansion of the existing Memorial Road Name Program will be brought forward to Council for consideration.



Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:ck



City of Richmond

Report to Committee

To:	General Purposes Committee	Date:	October 9, 2025
From:	Chad Paulin Director, Climate and Environment	File:	10-6125-07-04/2025- Vol 01
Re:	Recommendations to Amend Richmond's Demolition Waste and Recyclable Materials Bylaw No. 9516		

Staff Recommendation

That draft amendments to the City's *Demolition Waste and Recyclable Materials Bylaw No. 9516*, as outlined in the report titled "Recommendations to Amend Richmond's Demolition Waste and Recyclable Materials Bylaw No. 9516", dated October 9, 2025, from the Director, Climate and Environment, be prepared.

Chad Paulin
Director, Climate and Environment
(604-247-4672)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Business Services	☒	
Finance Department	☒	
Public Works	☒	
Building Approvals	☒	
Community Bylaw	☒	
Law	☒	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

Council adopted the *Demolition Waste and Recyclable Materials Bylaw No. 9516* in 2016 to align with Metro Vancouver's regional waste diversion targets at that time. Richmond's current bylaw requires applicants of one- and two-family dwellings to divert 70% of the demolition materials, measured in weight, from the landfill. Compliance with this target is currently supported through a refundable application fee, which is returned when the applicant demonstrates that the requirements have been met. Richmond's *Demolition Waste and Recyclable Materials Bylaw No. 9516* has contributed to increases in material recovery and an overall reduction in landfill disposal by 25,000 tonnes since being adopted.

Richmond's Circular City Strategy, endorsed in 2023, provides a framework for transitioning to a circular economy. The Strategy sets goals to improve waste diversion practices, reduce demolition waste, and strengthen the secondary materials market. Council endorsed staff undertaking an assessment of potential updates to the Bylaw in 2024, supported by secured funding from the Green Municipal Fund. This assessment included a study on waste generation and circular opportunities in the built environment, and an industry engagement program to identify strategies for enhancing material diversion in demolition projects.

This report summarizes the results of the study and industry engagement and seeks endorsement to proceed with updating the *Demolition Waste and Recyclable Materials Bylaw No. 9516* as outlined below.

This report supports Council's Strategic Plan 2022-2026, Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

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

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

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the City.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

Analysis

Metro Vancouver is responsible for managing solid and liquid waste generated in the region and implements bylaws and regulations to protect human health and the environment. Metro Vancouver's regional Integrated Solid Waste and Resource Management Plan, approved by the Province in 2011, outlines Construction and Demolition (C&D) waste diversion targets, beginning at 70% in 2015 and then increasing to 80% by 2020, which remain the current regional benchmarks. In 2022, approximately 338,955 tonnes of C&D waste were disposed of at landfills in Metro Vancouver, accounting for about one-third of all landfilled waste in the region. With increasing densification and development in Richmond and across the region, demolition activity is expected to rise. A 2023 report issued by the federal government projected that achieving a 90% diversion rate of C&D materials nationally by 2030 could add \$457.7 million to GDP, create 3,332 jobs, and avoid approximately 8 million tonnes of CO₂ emissions annually.

Richmond's *Demolition Waste and Recyclable Materials Bylaw No. 9516* (the Bylaw) sets a minimum 70% diversion requirement for materials generated from the demolition of one- and two-family dwellings. Staff analyzed 556 Demolition Permit Applications for one- and two-family dwellings submitted between September 2019 and October 2023. Approximately 25,000 tonnes of material were diverted from landfills through more than 20 local recycling companies, achieving an average diversion rate of 85%. Staff continue to identify strong industry uptake, with a bylaw compliance rate of over 95%. Further, staff note that all recyclable materials continue to be processed at local or regional recycling facilities in Metro Vancouver.

Table 1, below, lists a breakdown of diverted demolition materials by percentage and by number of local facilities referenced in demolition permit applications and Attachment 1 illustrates the locations of these facilities in Metro Vancouver. Staff attribute this success, in part, to the refundable fee currently set at \$3.75 per square foot, which is refunded when the applicant demonstrates compliance with the Bylaw's diversion requirements. Additionally, the City has a House Moving Program in place which has further contributed to compliance by relocating a total of 18 houses to date. The remaining 5% reflects circumstances where applicants have not met the diversion requirements or chose not to pursue the refundable fee.

Table 1: Number of Local Facilities Referenced in Demolition Permit Applications

Material Type	% of Total Diverted Material (by weight)	Number of Facilities Listed in Permits	Number of Facilities in the Region
Cement and Concrete	88.76%	6	21
Wood - Clean	4.95%	6	32
Uncontaminated Excavated Soil and Rocks	3.55%	5	12
Drywall/Gypsum	0.90%	2	13
Wood - Roofing	0.75%	3	32
Metal	0.50%	7	41
Asphalt	0.28%	3	17
Green Waste	0.27%	4	19
Roofing - Asphalt Shingles	0.01%	1	12
Cardboard	0.01%	1	30
Glass	< 0.01%	1	12
Plastic - Wrapping and Bags	< 0.01%	1	12
Plastic - Rigid Buckets	< 0.01%	1	12

Concrete represents approximately 50% to 60% of the weight of a typical single- or two-family dwelling, while the remaining 40% consists of non-concrete materials such as wood, metals, and drywall. These non-concrete materials have high recycling potential, and a phased increase in diversion targets will support greater recovery as regional recycling capacity continues to expand. Table 1 lists the number of recycling facilities in the Metro Vancouver region that receive and process non-concrete materials, confirming that multiple local facilities are available to support diversion of wood, drywall, metals, and other streams.

While compliance rates remain high for one- and two-family dwellings, the Bylaw currently excludes multifamily and non-residential buildings, which generate a substantial share of construction and demolition waste in Richmond. Aligned with the Richmond Circular City Strategy, Council endorsed an Industry Engagement Program in 2024 to identify strategies for reducing embodied carbon and enhancing material diversion across all sectors, including potential bylaw updates. Expanding the Bylaw requirements to include multifamily and non-residential buildings can further increase diversion rates, increase the supply of materials for reuse and recycling, and strengthen the local economy.

As part of the engagement process and assessment of demolition permit applications, staff also advanced a Material Flow Analysis with support from \$87,500 in funding awarded through the Federation of Canadian Municipalities' Green Municipal Fund in 2023. The study has provided preliminary results that complement industry feedback and the application analysis, supporting the proposed direction for bylaw amendments.

Summary of Industry Engagement Results

Staff implemented the Industry Engagement Program in March 2024, which included representation from several sectors and markets (Figure 1). Through the Industry Engagement Program, staff engaged in multi-level working groups with municipalities, Metro Vancouver, senior governments, industry, and non-profits. Staff identified active policy and tool development to advance diversion and recycling of end-of-life building materials, strengthening local economies and regional projects.

The City hosted five interactive engagement workshops, attended by 248 industry and regional representatives and 22 expert presenters, including members of the Urban Development Institute and the Richmond Small Builders Association. Workshop content addressed policy frameworks, potential bylaw amendments, pre-demolition audits, financial considerations, and strategies for integrating circular practices without delaying projects (Attachment 2).

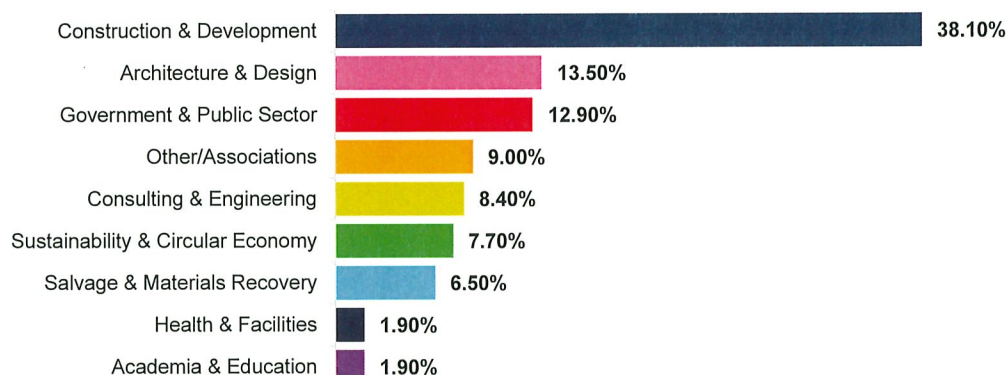


Figure 1: Stakeholder Participation in the Engagement Workshops by Sector

Results from industry engagement demonstrated strong support for the proposed bylaw amendments, with no opposition noted. Participants emphasized the following key themes that will be incorporated in future updates, if endorsed:

- Broad support for including multifamily and non-residential buildings, with emphasis on phasing requirements to match market readiness.
- Agreement that staged increases are achievable, supported by Richmond's diversion record and regional experience.
- Preference for prioritizing salvage and reuse, supported by calls for standardized deconstruction methods, pre-demolition audits, and stronger secondary markets. Social benefits of reclaimed materials for affordable housing were highlighted.
- Consensus on the need for consistent definitions and standards across municipalities to support compliance.
- Broad support for replacing static schedules with staff-issued bulletins, allowing more adaptive and timely updates.
- Participants confirmed the updates are practical, align with ESG policies, and are feasible for large-scale projects.
- Industry welcomed the City's commitment to ongoing engagement; participants expressed strong interest in continued collaboration during rollout.

Through engagement and research, staff note consistent feedback that the proposed direction for amendments presents financial opportunities for the sector.

Feedback from developers and deconstruction contractors confirmed that future inclusion of multifamily and non-residential buildings are unlikely to delay projects or deter development. Further, strong support for a phased implementation approach was a key theme identified. As indicated, a phased approach, as proposed, is intended to assist industry adaptation and promote investment in material recovery infrastructure and circular construction practices. The feedback also aligns with a market analysis conducted by staff, which strongly suggests that future bylaw amendments that include multifamily and non-residential buildings will have no adverse effects on overall project costs, particularly when diversion is planned in advance. While staff note that salvage and deconstruction may require more labour than traditional demolition, staff's analysis

demonstrates that this sector can be cost-neutral or even cost-saving. Residential case studies in North America also reported net savings of up to 37% when salvage revenue and tax deductions were considered, while commercial pilots found costs comparable to or lower than demolition due to the avoidance of disposal fees and the resale of materials. In Metro Vancouver, where landfill tipping fees range from \$127 to \$185 per tonne, diversion already provides a financial incentive with some projects generating taxable deductions of up to \$50,000 for donated materials.

Recommendations for Future Proposed Bylaw Amendments and Implementation Plan

Based on staff's analysis and industry consultation feedback, staff have outlined recommended directions to support future amendments to the Bylaw, summarized in Table 2. If endorsed, the proposed amendments are intended to create new business opportunities in deconstruction, salvage, recycling, and processing, while supporting more resilient and competitive secondary markets through resale, distribution, and logistics.

To support industry adaptation, staff propose a phased implementation plan that signals future demand for circular demolition services without delaying construction.

Table 2: Proposed Direction for Amendments to the Bylaw

Requirement Area	Current Bylaw 9516	Proposed Direction	Effective Date(s)
Scope	Single & Two-Family Dwellings	► Single & Two-Family Dwellings AND Multifamily & Non-Residential Buildings	November 1, 2026 (Scope Expansion)
Diversion Target Single & Two-Family Dwellings	70% (Weight)	► 80% (Weight) [#]	November 1, 2026
		► 90% (Weight) [#]	July 1, 2029
Diversion Target Multi-Family & Non-Residential Buildings	Not Applicable	► 70% (Weight) [#]	November 1, 2026
		► 80% (Weight) [#]	July 1, 2029
Material Recovery Approach		► Clear requirement to preserve material value through increased materials diversion, aligned with regional practices. The bylaw will not prescribe a methodology to increase diversion or recycling.	November 1, 2026
Schedules A and B	Applicable to the Single & Two-Family Dwellings	► Schedules A and B will be removed from the bylaw and incorporated into staff-issued Bulletins, maintaining their requirements while enabling greater process flexibility through updates outside of the bylaw.	November 1, 2026
Terminology Harmonization		► The vocabulary used throughout the bylaw will be harmonized to align with current permitting practices and regional standards.	November 1, 2026

[#] \$3.75 per square foot refundable fee with a maximum of \$75,000 per application.

As shown in Table 1, concrete is already being successfully diverted at high rates, and the proposed bylaw amendments are intended to build on this success by increasing the diversion of other non-concrete materials such as wood and metals.

Another key theme identified through industry engagement was an emphasis for the City to streamline applications and support any future updates with clear guidelines and training resources. In response, staff would support any future bylaw amendments by developing the following industry support tools with existing staff and financial resources:

- Comprehensive technical guides, factsheets, a centralized online resource hub, and dedicated support channels to assist applicants and contractors in understanding and applying updated requirements;
- Continuing to deliver workshops, webinars, online training modules, and peer learning opportunities to build familiarity with circular demolition practices;
- Establish partnerships with academic institutions, industry associations, and regional working groups to identify and advance effective approaches to material recovery;
- Coordinate pilot projects, regional studies, site visits to model projects, and promotion of successful case studies to illustrate practical strategies and outcomes; and
- Continue targeted engagement with industry through surveys and consultation activities to assess progress and adapt support tools as needed.

If endorsed, staff will begin to prepare the Bylaw amendments and develop an implementation plan for Council's consideration, under separate report.

Financial Impact

None.

Conclusion

Staff are seeking direction to amend the City's *Demolition Waste and Recyclable Materials Bylaw No. 9516* to reflect both local and regional priorities to reduce construction and demolition waste, preserve material value, and advance circular economy practices. If endorsed, staff will prepare draft bylaw amendments for Council's consideration that will be accompanied by a phased implementation plan to support industry readiness and ensure a smooth transition without impacting project timelines. Staff will also continue to engage regional and national working groups to align with best practices and policy developments, advancing material recovery and innovation in circular practices.

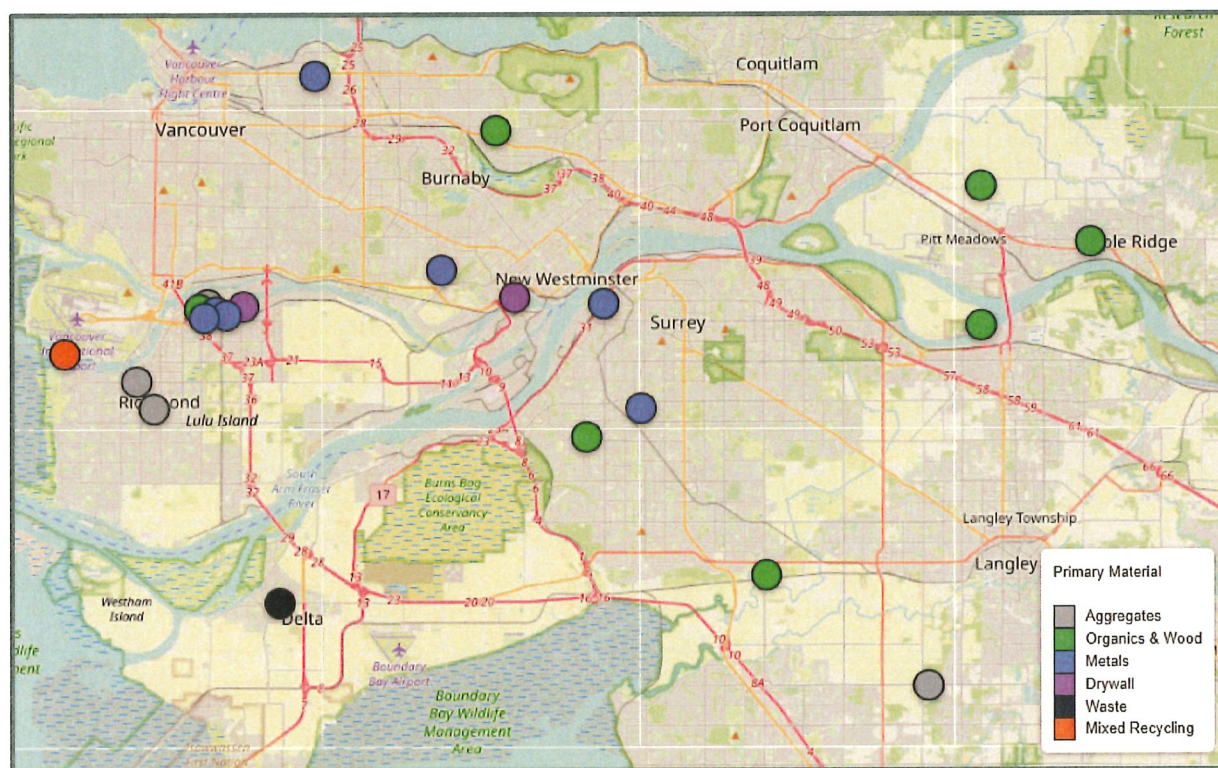


Marcos Alejandro Badra
Program Manager, Circular Economy
(604-204-8643)

MB:mb

Att. 1: Location of Recycling Facilities Currently Operating in Metro Vancouver
Att. 2: Demolition Bylaw Review Industry Engagement Summary

Location of Recycling Facilities Currently Operating in Metro Vancouver



Map of recycling facilities identified in 556 demolition permit applications for one- and two-family dwellings between September 2019 and October 2023. Illustrating the primary material streams diverted, including aggregates, wood, metals, drywall, and mixed recycling. The map highlights the distribution of more than 20 local and regional facilities in Metro Vancouver where recyclable materials were processed, supporting the reported diversion rate of 85% and compliance rate of over 95%.

Breakdown of diverted demolition materials by percentage and number of facilities:

Material Type	% of Total Diverted Material	Number of Facilities Listed in Permits
Cement and Concrete	88.76%	6
Wood - Clean	4.95%	6
Uncontaminated Excavated Soil and Rocks	3.55%	5
Drywall/Gypsum	0.90%	2
Wood - Roofing	0.75%	3
Metal	0.50%	7
Asphalt	0.28%	3
Green Waste	0.27%	4
Roofing - Asphalt Shingles	0.01%	1
Cardboard	0.01%	1
Glass	< 0.01%	1
Plastic - Wrapping and Bags	< 0.01%	1
Plastic - Rigid Buckets	< 0.01%	1

Demolition Bylaw Review Industry Engagement Summary

This document summarizes the industry engagement program endorsed by Council in March 2024 to identify opportunities to update the Demolition Waste and Recyclable Materials Bylaw No. 9516. Through a series of workshops, interviews, and consultation activities, the program engaged over 248 participants across construction, design, public sector, and salvage industries, supported by 22 expert presenters. The program focused on identifying practical strategies to advance circular practices in demolition, address barriers to material recovery, and align with emerging policy and market trends.

The attachment is organized into three sections:

1. **Survey and Workshop Feedback** – insights from participants regarding deconstruction, reuse opportunities, market access, training needs, and policy tools;
2. **Builder Interviews** – targeted interviews with contractors and developers to understand technical and regulatory needs for scaling circular practices; and
3. **Regional and National Policy Scan** – a review of external programs and regulatory initiatives relevant to advancing circular demolition.

Additional workshop materials and expert presentations are available through Richmond's Circular Learning Hub, offering resources to support continued collaboration and capacity building.

1. Survey and Workshop Feedback

1.1 How familiar are you with circular economy practices in construction?

The stakeholder responses indicate a wide range of familiarity with circular economy practices in construction, suggesting uneven knowledge across the industry. While some participants demonstrate strong awareness, a significant portion report limited or no familiarity. Stakeholders emphasized the importance of targeted implementation actions—such as technical guides, training workshops, and a centralized support hub—to build capacity, promote consistent understanding, and enable the effective adoption of circular practices, including deconstruction, salvage, and reuse, across demolition-related sectors.

1.2 What barriers have you encountered in integrating secondary materials (deconstruction materials) into building projects?

Stakeholders identified five key barriers to integrating secondary (deconstruction) materials into building projects: limited knowledge (22%), regulatory constraints (20%), cost (19%), lack of market (16%), and limited availability of materials (16%), with "other" barriers comprising the remaining 6% of responses. Participants also highlighted regulatory and cost-related challenges, underscoring the importance of coordinated policy approaches and increased

awareness of financial incentives. Concerns regarding market access and material availability further emphasized stakeholder interest in developing a stronger regional secondary materials network to support the adoption of circular practices in demolition. To address these challenges, stakeholders called for the development of targeted support tools, including training programs, technical guidance, and a centralized hub to close knowledge gaps and promote consistent understanding across the sector.

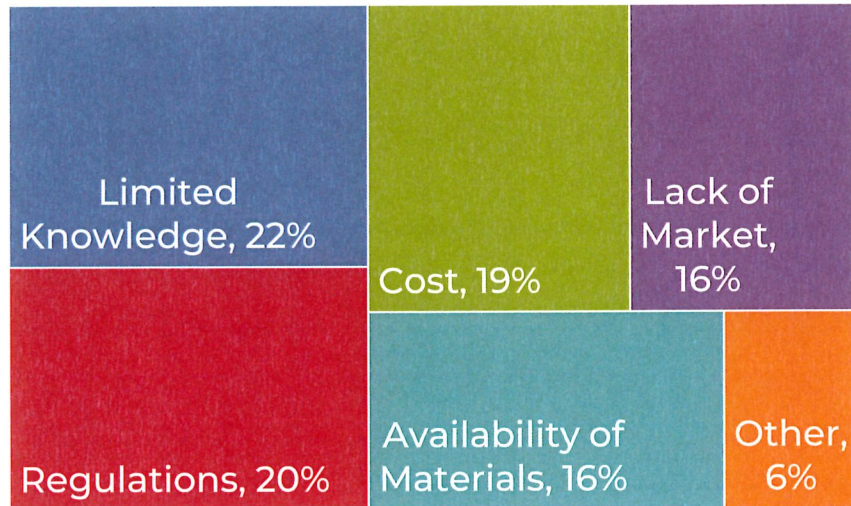


Figure 1: Top Barriers to Using Secondary Materials in Building Projects

1.3 What are the key opportunities you see for integrating deconstruction materials into new building projects?

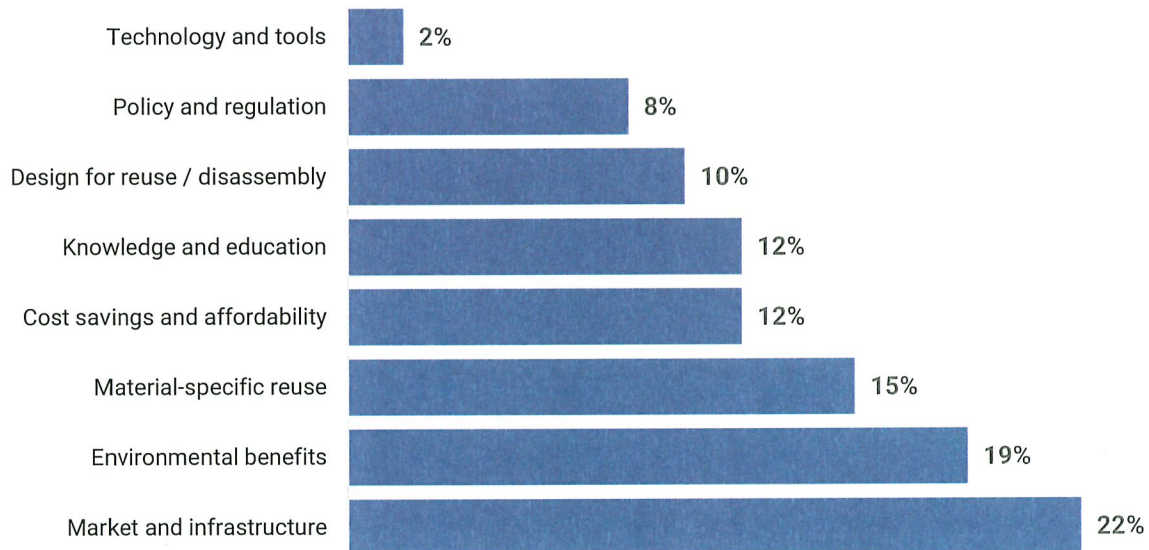


Figure 2: Key Opportunities for Integrating Deconstruction Materials into Building Projects

Stakeholders identified a broad range of opportunities for integrating deconstruction materials into new building projects.

The most frequently cited opportunities included the development of market and infrastructure, environmental benefits such as reducing embodied carbon and landfill waste, followed by material-specific reuse and cost savings and affordability. Other opportunities highlighted by stakeholders included knowledge and education opportunities, incorporating reuse planning into early design stages, improving policy and regulatory frameworks were noted as important enablers. Stakeholders expressed specific interest in reusing wood, concrete, windows, doors, and steel, suggesting that targeted approaches by material type could support wider adoption.

1.3.1 Advancing Deconstruction, Salvage, and Reuse:

Participants endorsed shifting from conventional demolition to deconstruction. One stakeholder asked, “Do buildings that have been designed to be deconstructed have a lifespan based on materials used?” while another stated, “All buildings should be deconstructed, not only ‘heritage’/pre-1950s.” A call was made to “replace ‘demolition’ with ‘building removal’ in all literature and documentation so that demolition is not assumed or the default.” Others advocated for a lifecycle approach: “A plan for maintenance and eventual deconstruction” and “Design for disassembly should be considered resilient design.”

The cost of deconstruction was a common concern, but many offered comparative examples: “Deconstruction → 2000 sq ft \$48k - \$15k tax credit; Demolition → \$20k; after tax credit, comparable price” and “Deconstruction in the US is 20–30% higher [cost] but becomes equal or better with donation tax deduction.”

1.3.2 Policy, Permitting, and Incentives

Stakeholders emphasized the role of policy in driving change. One asked, “Can cities mandate pre-demolition audits and combine them with appraisals?” Others recommended that “building code needs to begin considering existing buildings as the majority of buildings in the near future” and that government “provide a tax calculation for deconstruction and use of recycled materials in the BOM for new builds.” One person suggested, “A fee should be calculated based on age of home—e.g., a 5-year-old teardown should cost more than an 80-year-old.”

Other proposals included:

- “Policies need to be added to generate money to incentivize developers/owners/designers.”
- “Tipping fees need to be much higher to discourage landfill use.”
- “Public procurements” and “land for drop-off or property tax exemptions” for salvaged material spaces.

1.3.3 Supporting the Secondary Materials Market

There was strong support for building infrastructure and systems that facilitate access to salvaged materials. Participants asked, “Where’s the store?” and proposed ideas such as a “material drop-off triage center,” “developing a market/store with live inventory of available material,” and “Vancouver landfill property → potential lumber storage facility.” BMEx and matchmaking platforms were referenced repeatedly: “BMEx Marketplace,” “scope out your work with municipalities,” and “matchmaking program with over 750+ companies engaged.”

Stakeholders also expressed the need for tools to plan ahead:

- “Need a way to help the industry know further in advance what used materials are available for their projects.”

- "Can designers/builders give notice of what they want (reclaimed) so it can be collected over time?"
- "Accessing salvaged wood should become as seamless as going to Home Depot to buy new lumber."

1.3.4 Education, Testing, and Capacity Building

The need for education and skill-building was frequently mentioned. One suggestion was to "have student engineers take reclaimed wood samples and grade them, then submit findings to municipalities." Others expressed a need to "learn more on how to use integrated secondary materials" and highlighted that "education and awareness programs for builders, contractors, City officials, developers, and the general public" are needed.

Stakeholder also commented:

- "Public education on the demolition economy."
- "Need to understand and educate people on the value of wood from different vintages/archetypes of buildings."
- "WE NEED TO LEARN."
- "Share case success stories."

1.3.5 Standards, Testing, and Building Code Updates

Several participants raised concerns about regrading and testing of reused materials. They asked, "How would recycled dimensional lumber be graded?" and "Is the quality of wood from newer homes acceptable?" Others pointed to gaps in standards:

- "Regrading or automatic downgrading is a key focus."
- "Update the building code to allow for structural reuse of dimensional lumber."
- "What's the biggest structural resistance to using reclaimed wood? Lack of data/info of reclaimed?"
- "Remove barriers for re-certifying used/recycled lumber for structural use."

One stakeholder explained: "Fingerjointed pre-stressed lumber is stronger and straighter than virgin lumber in general. Where does this category of product fit?"

1.3.6 Environmental and Social Benefits

Many comments aligned with the Bylaw's climate goals. Stakeholders cited:

- "Embodied carbon reduction, contributes to zero waste goals."
- "Reduce landfill/incinerated waste. Reduced carbon in buildings."
- "Reused concrete slab = 50% reduction in CO₂."
- "How to save for the client and reduce carbon footprint for our grandkids? Do now to save our planet."

1.3.7 Stakeholders noted:

- "(If done ethically and equitably) deconstruction and reuse can be reconciliation and reparation with First Nations and Indigenous people..."
- "It can be considered land back if it is given to Indigenous communities and marginalized groups who need housing, education, and cultural centers."

1.4 What could make purchasing secondary materials as easy as purchasing from a Big Box store?

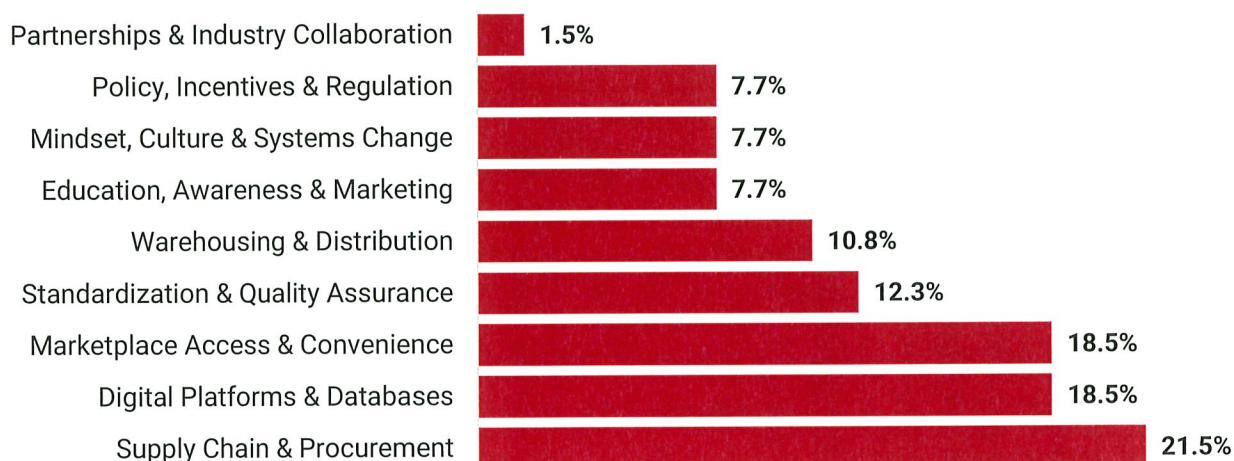


Figure 3: Making Secondary Materials as Accessible as Big Box Store Products

Stakeholders provided practical and forward-thinking ideas on how to make the use and purchase of secondary building materials as seamless and dependable as sourcing from conventional suppliers. Their insights reflect key enablers related to infrastructure, logistics, digital access, quality assurance, and cultural change.

1.4.1 Reliable Supply and Infrastructure to Support Access

Participants emphasized the importance of consistency and predictability in material supply. Several shared concerns about the lack of certainty around what is available and when:

- “Inventory for contractors: certainty and consistency, securing the purchase in advance.”
- “Large quantities facilitating choice.”
- “Continuous in/out flow for easy access, no waiting time.”

To address these gaps, stakeholders proposed the creation of centralized distribution facilities—such as “urban laydown yards,” “stockpile materials,” or “large depots”—that would enable the building industry to plan ahead and source secondary materials with more confidence. Others called for municipalities to support these efforts by providing “land for material depots,” highlighting the need for physical space as part of the infrastructure that supports circular construction practices.

1.4.2 Digital Tools and Marketplace Integration

Several participants emphasized the need for digital solutions that mirror modern procurement systems. Common suggestions included the development of an “online inventory database,” an “online marketplace,” and a searchable material index. One stakeholder recommended organizing listings in “elemental format (i.e., by construction division)” so it can be integrated

into MasterFormat specs,” making it easier for designers and contractors to incorporate secondary materials into specifications.

A notable reference was the Building Material Exchange or BMEx, operated by Light House, which was highlighted as a model to expand. BMEx is a free, online B2B marketplace operating on Vancouver Island that connects construction and manufacturing businesses to facilitate the reuse of surplus and salvaged materials. One stakeholder suggested: “Expand the Island model across BC.” Such platforms were seen not only as a tool for reducing waste but as a vital step in making reuse logistically viable and commercially scalable.

1.4.3 Convenience and Professional User Experience

Stakeholders drew comparisons between current reuse practices and the polished, efficient experience of sourcing from retail supply chains. Several called for direct integration of reclaimed materials into existing retail ecosystems: “Big Box stores start selling them as an alternative.” “Make a Big Box store for the materials.” The message was clear: salvaged materials should be just as easy to find, purchase, and deliver as new ones. Other comments supported the creation of hybrid physical/virtual venues and emphasized that convenience is key to encouraging broader uptake. “Needs to be convenient.” “Short-term instant purchases that can be regularly stored.” These suggestions point to the importance of removing friction from the user experience and providing intuitive access options for both everyday and specialty construction materials.

1.4.4 Confidence Through Quality Assurance and Standards

Concerns about quality and liability were raised as a significant barrier to reuse. Stakeholders noted that many buyers remain unsure about how salvaged materials compare to new ones:

- “Buyers’ uncertainty about quality and quantity.”
- “Regrading of timber.”
- “Quality assurance system (warranties?).”

Several called for standardized testing, grading, and warranties, suggesting that confidence in secondary materials would increase with clear technical documentation and guidance on reuse. Providing transparent data on material characteristics, such as moisture content, strength, or past treatment, was mentioned as a way to help designers, contractors, and regulators accept secondary materials with greater ease.

1.4.5 Culture Change, Education, and Market Development

Beyond infrastructure and systems, stakeholders expressed the need for a shift in values and expectations. They highlighted the importance of:

- “Reuse awareness within community.”
- “Mindset shift.”
- “Behaviour change.”
- “Marketing and data to change mindsets.”

Others mentioned the need for more education targeted at contractors, clients, and municipal staff, as well as showcasing successful projects:

- “More publicity of successful projects.”
- “Educational resources on site and virtual support.”

One participant called for government-led leadership by suggesting the creation of requirements for new builds to include a target percentage of secondary materials to help grow demand.

1.5 Opportunities for Circular Practices in Demolition Bylaws

Stakeholder feedback highlights a broad range of opportunities to integrate circular practices—such as deconstruction, material salvage, and reuse—within the framework of demolition regulations. These practices can unlock environmental, social, and economic benefits when embedded into policy and supported by infrastructure, technical standards, and procurement systems.

1.5.1 Concrete: Resource Recovery and Innovative Reuse

Concrete was frequently cited as one of the most undervalued materials with high reuse potential. Stakeholders identified practical applications for crushed concrete, including aggregate for road base, sidewalk foundations, perimeter backfill, and temporary access roads, aligning with existing industry practices for non-structural reuse. Some also mentioned the modular reuse of large, prefabricated slabs in public infrastructure, such as bridge decks and factory floors. Several noted emerging innovations such as Resin8, a lightweight concrete aggregate made from plastic waste, and CO2RE, a carbon-storing alternative under development, as potential tools for scaling circularity. Additionally, saw-cut concrete elements could be repurposed as landscape blocks or paving stones, expanding their value beyond fill or landfill. These examples suggest that integrating concrete reuse into demolition permitting—by encouraging onsite crushing and recovery, for example—can divert significant tonnage from disposal while supporting local infrastructure and construction needs.

1.5.2 Wood: High-Value Salvage and Community Opportunities

Wood was consistently identified as a material with high environmental and cultural value yet often lost to disposal. Stakeholders proposed reusing dimensional lumber in prefabricated housing, framing, or decking, and highlighted the potential for re-milling offcuts into finger-joint lumber or wood fibre insulation. Some suggested that materials that cannot be structurally reused could still support artisan and cultural practices. Others called for enabling local regrading systems (e.g., with certified engineers or a provincial registry) to make structural wood recovery more feasible. There was support for public procurement policies that specify reclaimed wood in civic buildings, along with financial incentives such as reduced permitting fees if salvaged wood is reused. Stakeholders also expressed that wood's high upfront cost justifies prioritizing its recovery and reuse.

1.5.3 Interior Elements: Access, Affordability, and Public Value

Stakeholders saw strong reuse potential in interior elements like doors, windows, cabinets, drywall, and acoustic panels. These materials can be directly reused in both market housing and community projects or sold through secondary markets to offset costs. The value of fixtures and furnishings was also highlighted—some suggested curated resale experiences for designers and contractors, while others proposed public donation centres, appliance auctions, or repair cafés to support circular access at the community level. Stakeholders emphasized that interior salvage is especially relevant to affordability, as these materials could be reused at low or no cost in projects serving lower-income households.

Stakeholders also proposed including reclaimed components in public procurement pilots—for example, in “lighting-as-a-service” contracts or furnishings for civic buildings—as a way to demonstrate feasibility and open new reuse channels.

1.5.4 Metals: Durable Components and Cross-Sector Reuse

Stakeholders noted that metals are often overlooked in reuse strategies, despite their high embodied carbon and long lifespan. They proposed reusing metal framing and cladding, high-metal-content doors, and fabricator surplus in architectural applications, roof screens, shade structures, and bus stops. Innovative ideas included partnering with artists and art museums to create high-value products from salvaged metals and promoting design competitions or cross-industry reuse pilots. Others emphasized that metals could be retested and downgraded for non-rated use, rather than sent to scrap, and advocated for increasing inter-jurisdictional coordination to share surplus materials across regions. Stakeholders also referenced examples such as Park 2020 in the Netherlands, where building components are intentionally designed for disassembly and reuse, including metal elements.

The feedback from stakeholders underscores a shared readiness to scale circular practices in demolition projects. Rather than viewing demolition and deconstruction as mutually exclusive, many emphasized the opportunity to embed circular principles into permitting, process design, and material management within the demolition bylaw.

These ideas go beyond waste diversion to support:

- Local economic development (e.g., jobs in salvage, remanufacturing, resale)
- Affordable construction (e.g., community access to quality reclaimed materials)
- Innovation in building systems (e.g., prefabrication with secondary inputs)
- Climate and cultural goals (e.g., reducing embodied carbon and supporting Indigenous uses)

Stakeholders provided concrete, experience-based suggestions that can inform implementation tools, guide market development, and reinforce the practical integration of circularity into building transitions.

1.6 Have you worked with reclaimed materials before?

In response to the question “Have you worked with reclaimed materials before?”, 40.7% of stakeholders (57 participants) answered yes, while 59.3% (83 participants) responded no. Stakeholder input suggests that both experienced and new participants are engaged in the conversation around material reuse. The high proportion of respondents without prior experience with reclaimed materials points to a need for capacity-building initiatives. Stakeholders indicated that training, technical assistance, and demonstration projects would help increase comfort and capability in applying reclaimed materials, supporting broader adoption through the updated bylaw framework.

1.7 Stakeholder Participation by Sector

Stakeholder participation reflected strong representation from sectors directly involved in demolition and material recovery. Construction and development accounted for 38.1% of participants, bringing practical knowledge of demolition workflows and salvage logistics. This was followed by professionals in architecture and design (13.5%) and the government and public sector (12.9%), whose involvement is essential for shaping permitting frameworks and enabling circular regulations. Participants from consulting and engineering (8.4%), sustainability

and circular economy (7.7%), and salvage and materials recovery (6.5%) further contributed expertise on technical integration, market development, and policy innovation. Representation from health and facilities and academia (both 1.9%) rounds out an interdisciplinary perspective on the future of circularity in the built environment.

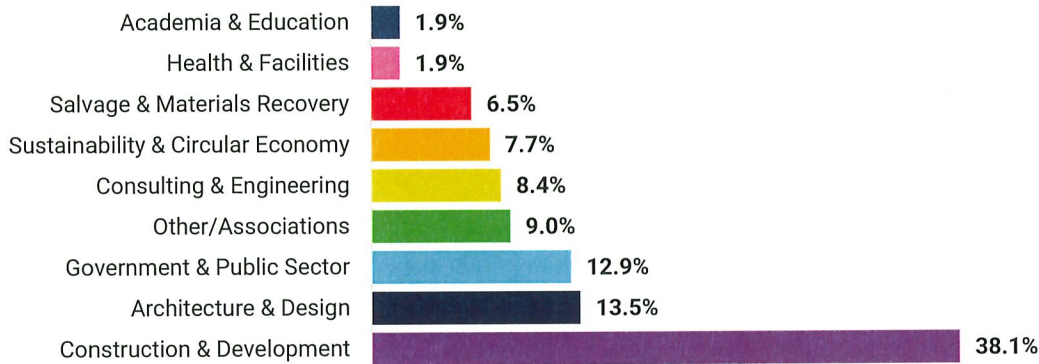


Figure 4: Stakeholder Participation by Sector

1.8 What interests you most about this workshop?

Stakeholder interest in the workshop focused on building knowledge and practical experience in circular demolition practices. The most selected topic was learning about deconstruction practices and opportunities (28%), followed by understanding how to integrate reclaimed materials into projects (27%). This matches earlier findings that 59.3% of respondents have not worked with reclaimed materials, pointing to the need for technical training and real-world examples. Interest in financial opportunities with reclaimed materials accounted for 24%, and networking with industry professionals received 21%. These priorities support the need to strengthen both knowledge-sharing and market infrastructure to advance material reuse.



Figure 5: What Stakeholders Want to Learn from the Workshop

1.9 What is your primary motivation for attending?

Stakeholder responses identified four main motivations for attending the workshop. The most common was gaining knowledge about sustainable practices (31%), followed by the desire to apply circular practices in their own projects (27%), interest in financial opportunities related to reclaimed materials (24%), and support for Richmond's circular initiatives (20%).

This input reflects a shared interest in both learning and implementation. Stakeholders expressed a need for practical tools and guidance to move from awareness to action, particularly in applying deconstruction methods and integrating reclaimed materials into project workflows. Responses also highlighted the importance of financial feasibility, reinforcing previous feedback on incentives and cost-saving opportunities.

Support for Richmond's circular initiatives was identified as a key motivation, suggesting strong local buy-in and a willingness to collaborate as new policy measures are introduced. Overall, stakeholder input points to the need for programming that combines technical education with real-world application, including pilot projects, intersectoral collaboration, and continued engagement.

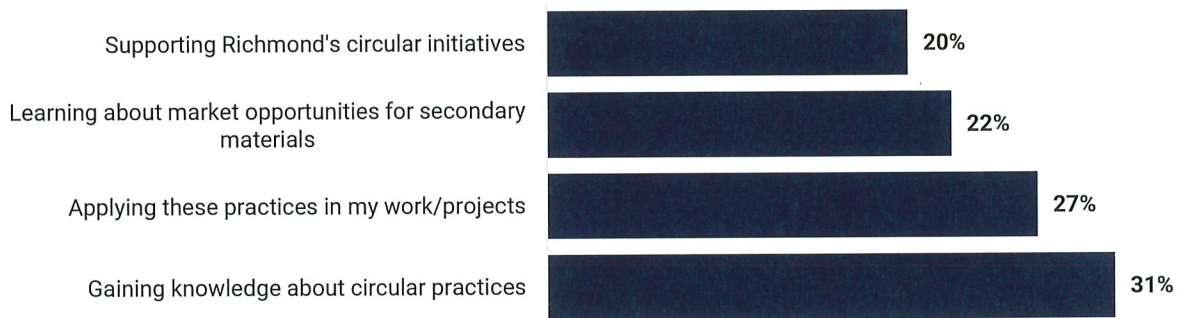


Figure 6: Stakeholders' Primary Motivation for Attending

1.10 From your sector's perspective, what actions can be taken to make material recovery and recycling effective for larger building types like industrial, commercial, institutional, and multifamily projects?

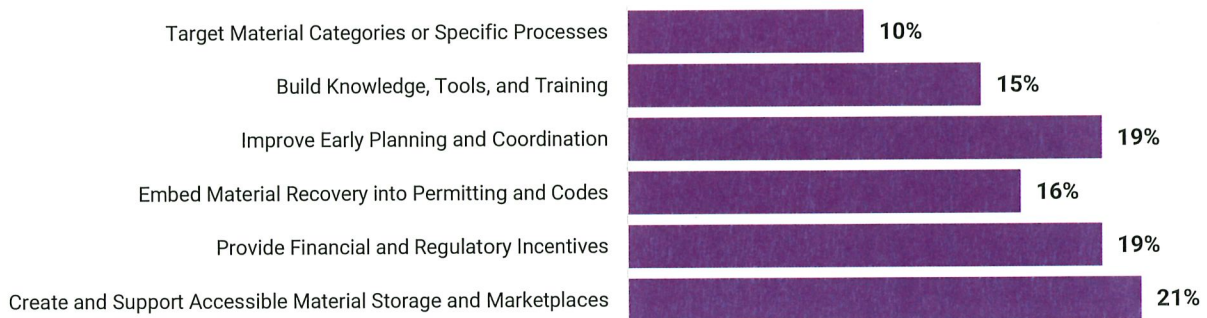


Figure 7: Actions to Scale Material Recovery in Larger Building Types

Stakeholders offered a range of actionable suggestions that reflect both immediate barriers and long-term opportunities for scaling circular practices in larger building types. The strongest areas of consensus point to the need for enabling infrastructure, regulatory clarity, and supportive planning practices. Their input helps shape a coordinated approach that builds from current efforts while identifying where targeted interventions can create the most impact.

1.10.1 Create and Support Accessible Material Storage and Marketplaces

Stakeholders repeatedly noted that one of the most significant barriers is the lack of material storage and exchange infrastructure. Several recommended establishing centralized laydown yards or regional hubs for salvaged materials, which would reduce pressure on constrained construction sites and allow for better material matching between projects. Suggestions also included building out live digital inventory platforms and enabling material reservation systems to address timing gaps between deconstruction and reuse. Importantly, the concept of banking materials based on popularity or reuse potential was raised as a way to balance convenience and supply chain certainty. Some respondents also emphasized the need to support non-profits and connect with commercial vendors, creating an inclusive material reuse ecosystem.

1.10.2 Provide Financial and Regulatory Incentives

Several responses highlighted the need to align financial signals with circular outcomes. Stakeholders proposed a range of tools: from grants and subsidies to tip fees that make disposal less attractive. Others emphasized density bonuses or FAR incentives during the development permit stage for projects that prioritize deconstruction or material reuse. Notably, there was strong support for making circular practices the economically viable default, with one respondent proposing that if a material is reusable “as-is,” landfilling it should be prohibited or heavily penalized. These actions can correct the current cost imbalance between reuse and conventional demolition, especially for large-scale developments.

1.10.3 Embed Material Recovery into Permitting and Codes

Stakeholders expressed support for embedding circular principles within the development review and permitting processes. Several called for the integration of salvage and reuse requirements directly into demolition and building permits, supported by clear checklists and compliance tools. Others noted that enabling reuse through targeted changes to existing codes, particularly those related to structural materials, would remove common barriers. There was also a call to tie deconstruction and reuse verification to key approval stages, such as demolition permits and occupancy certifications, to improve accountability and tracking of diverted materials.

1.10.4 Improve Early Planning and Coordination

A consistent message across sectors was that planning for material recovery needs to happen much earlier in the project lifecycle. Stakeholders emphasized integrating deconstruction planning into the design phase, ideally as part of a broader Integrated Design Process (IDP). They proposed creating tools and prompts within early design documentation to help teams identify reuse potential and schedule accordingly. Some noted the importance of working with demolition contractors, recycling facilities, and consultants from the outset to anticipate logistics and availability. Others suggested using permitting timelines strategically—for instance, streamlining other approvals as an incentive when projects commit to deconstruction or salvage goals.

1.10.5 Build Knowledge, Tools, and Training

Stakeholders identified a pressing need for education and technical guidance. Suggestions included:

- Toolkits and roadmaps to help project teams plan for salvage.
- Pre-demolition audit training to help identify valuable materials.
- Sector-specific professional development, especially for engineers and code officials unfamiliar with reused materials.

There was also interest in learning from case studies and pilots that demonstrate successful reuse in larger buildings, and in increasing visibility for professionals who specialize in these practices.

1.10.6 Target Material Categories or Specific Processes

Several responses offered material-specific strategies, such as targeting furniture for reuse, or prioritizing materials with high embodied carbon and costly disposal impacts. Others recommended partial deconstruction practices as an interim step toward full-scale implementation. These comments reflect a nuanced understanding that not all materials or building types can be approached the same way—and that strategies must evolve in tandem with market realities.

The stakeholders' perspectives clearly support a shift from voluntary uptake to integrated systems that make reuse practical, profitable, and standard in larger buildings. Their recommendations reinforce the value of:

- Accessible infrastructure and logistics coordination;
- Clear regulatory signals and financial incentives;
- Permitting mechanisms that prompt early planning;
- Market development and education tools.

1.11 What opportunities or innovations could your sector explore to make reclaimed materials a regular part of construction projects? How can common practices, financial strategies, or collaborations support this shift?

1.11.1 Advancing the Integration of Reclaimed Materials in Construction Projects

Stakeholders identified a wide range of innovations and practical actions that could help normalize the use of reclaimed materials across construction sectors. Their responses reflect a recognition that market transformation requires more than individual project efforts—it needs policy signals, infrastructure, education, and coordination across supply chains.

1.11.2 Policy Tools to Incentivize Reuse

Several participants highlighted the potential to embed reuse into regulatory frameworks, specifically through:

- Permit-based incentives such as reducing or restructuring fees tied to material recovery.
- Minimum reuse requirements—for example, setting a baseline for salvaged wood inclusion in certain types of buildings.
- Caution was raised around density bonuses, noting risks when expectations set at the permitting stage aren't carried through at construction.

Stakeholders also questioned the current use of deposit-refund systems, suggesting that these might be re-evaluated to better align with material recovery outcomes and administrative efficiency for local governments.

1.11.3 Standardizing and Specifying Deconstruction Practices

Multiple responses pointed to the need for clear deconstruction standards that reflect material-specific handling. Without guidance on “means and methods,” valuable materials can be damaged during demolition, undermining reuse potential. Clear specs and performance expectations could:

- Guide contractors toward material-sensitive dismantling.
- Help design teams plan for design-for-disassembly.
- Support specification writers in addressing reclaimed material integration in tenders.

1.11.4 Addressing Infrastructure and Supply Chain Gaps: The issue of reliable access to reclaimed materials was central to many responses. Stakeholders called for:

- Centralized or regional storage depots with organizational systems and pick-up options.
- An online marketplace with integrated logistics.
- “Availability banking” or repositories that track and share material inventories.
- Opportunities to store materials between deconstruction and reuse phases, particularly on the same site.

The lack of material consistency and availability is seen as a core challenge for scaling reuse across projects.

1.11.5 Enhancing Market Visibility and Public Awareness

There was strong support for education and marketing as critical tools for creating demand and normalizing reclaimed materials. Suggestions included:

- Public education campaigns that frame reuse as high-quality and financially viable.
- Integrating reuse narratives into real estate listings, similar to how Energy Star ratings are used today.
- Showcasing financial advantages and carbon reductions associated with reuse to shift perceptions.

Some also suggested rethinking tariff structures to reduce barriers for reused material trade or to encourage local sourcing.

1.11.6 Building Collaboration Across Silos: Stakeholders emphasized that effective reuse requires breaking down silos between disciplines. Specifically:

- Integrating architects, sustainability leads, and waste teams early in design to manage trade-offs and co-benefits.
- Building networks between restoration and construction communities.
- Encouraging material flow data sharing to improve collaboration between demolition and new build phases.
- This aligns with a broader push toward systems thinking in project delivery and circular material flows.
-

1.11.7 Embedding Reuse in Education and Culture: A forward-looking theme in the responses focused on shaping future construction culture through:

- Incorporating reclaimed wood into shop classes and vocational programs.
- Embedding circular economy thinking in design and construction education.
- Supporting youth engagement and skilled trades in reclamation as a viable and creative career pathway.
- Stakeholders see cultural normalization of reuse as key to long-term change.

1.12 What specific updates to the demolition bylaw—such as expanding building types, increasing recycling targets, or prioritizing certain materials—would help improve material recovery while remaining feasible for your sector to implement?

Stakeholders provided practical, sector-informed ideas to improve material recovery while ensuring that new regulations remain feasible. Their responses reflect the need to balance ambition with market readiness and technical capacity, especially for larger building types. Several consistent themes emerged, indicating where policy updates would be most effective.

1.12.1 Shift Focus from Recycling to Salvage and Reuse

A dominant concern was the need to distinguish between recycling (often involving downcycling or mulching) and true reuse of materials. Stakeholders called for a clear hierarchy that:

- Prioritizes salvage and reuse over recycling and landfill diversion.
- Phases out practices like mulching old-growth wood or dimensional timber, which could be used structurally.
- Introduces material-specific requirements (e.g., reclaiming 6x6 timbers) to ensure high-value materials are preserved.

They suggested updates that verify salvage outcomes—such as requiring proof that materials were sent to certified vendors—and that definitions of “diversion” reflect reuse quality, not just volume.

1.12.2 Support and Standardize Deconstruction Practices

Respondents advocated for age-based or material-specific deconstruction requirements. Older buildings with high reuse potential could be prioritized for full or partial deconstruction, while others might focus on select material recovery. Key proposals included:

- Mandatory deconstruction based on building age or type.
- “Sustainable demolition” approaches, including modular dismantling.
- A phased deconstruction strategy that grows capacity and supply chains gradually.

Some also noted the importance of linking deconstruction efforts with functional markets, so that reuse obligations don't exceed what the industry can absorb.

1.12.3 Phase In Requirements to Match Market Maturity

Several stakeholders proposed a **stepwise** approach to implementing new requirements. This echoes the logic of BC's Step Code:

- Start with selected materials or building types, then expand over time.
- Let the market scale in parallel with policy, avoiding premature strain on supply and demand.
- Consider staggered incentives based on recovery levels (e.g., 50%, 60%, 75% targets).

This incremental strategy was seen as both practical and effective for nurturing a reuse ecosystem.

1.12.4 Use Incentives, Fees, and Enforcement to Shift Behaviour

While recognizing the limits of voluntary adoption, stakeholders suggested both supportive and punitive tools:

- **Incentives:** Expedited permitting, reduced development cost charges (DCCs), and permit fee reductions for projects using reclaimed materials.
- **Penalties:** Steep, escalating tipping fees for disposal, especially of reusable materials.
- **Enforcement:** More bylaw staff and verification mechanisms to ensure compliance with recovery and reuse targets.

These tools are intended to create clear economic and operational signals that prioritize circular outcomes.

1.12.5 Expand Scope by Building Type and Material Prioritization

There was support for expanding the bylaw's scope beyond single-family dwellings to include:

- Institutional, commercial, and multifamily buildings.
- Targeted building types where full deconstruction is financially viable.
- Differentiated requirements depending on material value and salvageability (e.g., healthcare projects or commercial fitouts).

Stakeholders emphasized that aligning regulations with actual material streams will improve feasibility and uptake.

1.12.6 Improve Guidance, Tools, and Coordination

Several respondents noted a lack of clear tools to help industry professionals meet bylaw requirements. Suggestions included:

- A network of consultants, similar to how energy advisors support Step Code compliance.
- Clearer guidelines and checklists for builders and homeowners.
- Shared resources across municipalities to reduce duplication and promote regional alignment.

Stakeholders also noted that updates to allow reclaimed materials in new builds should be formalized, helping normalize reuse through permitting and inspections.

1.12.7 Enable Market Readiness and Policy Alignment

- Better coordination across levels of government—municipal, provincial, and federal.
- Regional consistency in bylaws to support cross-border reuse and reduce confusion.
- Support for international markets, particularly in border regions where reclaimed materials may flow between jurisdictions.
- Some even suggested exploring extended producer responsibility within infill and densification projects.
- Stakeholders are ready to move beyond recycling and embrace reuse-focused policy—if accompanied by support tools, phase-in timelines, and market development.
- There is strong support for mandatory deconstruction, especially when tied to material value, building type, and age.
- Implementation should include a mix of incentives and enforcement, with capacity-building support for smaller operators and homeowners.
- Many proposals mirror the successful structure of the Step Code: phased implementation, clear metrics, and outcome tracking.

1.13 What skills, innovations, or collaborations within your sector are needed to challenge the status quo and move beyond business-as-usual practices?

1.13.1 Tools and education

Participants emphasized the need for professional education, training, and clearer guidelines to normalize circular practices. Suggestions included education campaigns, architectural and engineering training focused on existing buildings, and improved resources to guide the use of salvaged materials in design specifications. Respondents mentioned programs similar to BC's Step Code as a model for developing technical guidance and aligning industry understanding. There was interest in short-form learning tools as well—such as educational videos on reclaimed material life cycles and “how-to” content for designing with reused components. Public education was also noted as essential to shifting attitudes toward waste and material value, especially when it comes to overcoming stigma around used components. Additionally, some suggested integrating circular design principles, like design for disassembly, directly into core curricula for engineers and designers.

Marketing was described as an underused tool, with stakeholders proposing dedicated budgets to promote the benefits and quality of the secondary materials market.

1.13.2 Policy and regulatory alignment

Stakeholders highlighted the need for policy changes that encourage and recognize circular practices. This included developing legislation that supports reuse across jurisdictions, credits for integrating reclaimed materials into specifications, and better alignment between energy, carbon, and material recovery policies. Examples of promising initiatives were noted at the federal level, including Environment and Climate Change Canada's efforts to promote circularity in the wood sector. Respondents also recommended supporting policies that enable donation of entire buildings—like tax credits for relocated homes—as a strategy for improving housing availability and preserving materials. Some called for ownership models that require accountability across a building's full life cycle, especially for institutional and investment properties. Others stressed the importance of clear distinctions between recovering material and recovering function—encouraging regulations that prioritize service recovery and long-term reuse.

1.13.3 Innovation and technology

There was strong interest in technologies that improve the efficiency and scalability of material recovery. Several respondents referenced Urban Machine, an AI-powered wood denailer already operating in the US, as an example of innovation that could improve material preparation. Stakeholders also noted that innovation goes beyond machinery—suggesting that different construction and ownership models could unlock more reuse opportunities. For example, they proposed economic incentives tied not only to current reuse but also to future recoverability at a project's end-of-life. The importance of using technology to support ease of access was raised, particularly for creating simple material-sharing platforms or centralized data repositories.

1.13.4 Communication and collaboration

Multiple responses focused on the need to break down silos between project teams and support a more coordinated approach. Architects, engineers, waste haulers, contractors, and insurers were all cited as actors who must work together to integrate reclaimed materials successfully. Some called for insurance providers and warranty authorities to be more involved in circular material discussions, particularly when reused materials are applied to structural systems. Others emphasized the role of designated professionals, such as pre-demolition assessment specialists, who can identify and recommend salvageable materials in a way that supports safe and efficient reuse planning. These roles could help reduce perceived risks and standardize decision-making across the industry. Developing shared understanding and risk frameworks was seen as a path to reducing case-by-case reinvention and advancing sector-wide alignment.

1.13.5 Storage, resale, and marketplace development

Respondents noted the importance of having functional spaces and platforms for circulating reclaimed materials. Suggestions included better storage infrastructure to maintain and improve material quality, urban marketplaces for used goods, and simple “one-click” solutions to share available items. Comments reflected the idea that a healthy secondary market requires both scale and trust. Participants also saw potential in cross-sector reuse, like hotel refurbishments, furniture recovery, and creating dedicated product categories for previously used materials. Some noted that sharing platforms must be paired with warehousing or pickup services to ensure reliability and reduce transaction complexity.

1.13.6 Market development and value

Many emphasized the need to build an economy of scale that legitimizes reused materials within mainstream supply chains. Several comments focused on demonstrating the value of reclaimed components by quantifying cost savings, embodied carbon reductions, and product performance. Stakeholders recommended developing new secondary markets, such as resale networks for hotel retrofits, as well as broadening the refurbishment economy for items like furniture and appliances. Depreciation and resale value were also raised as important considerations, suggesting the need for better financial modeling to inform reuse decisions.

1.13.7 Incentives

Stakeholders saw potential in economic tools that reward material reuse and design for recovery. These included direct credits for current reuse, as well as deferred incentives for components designed to be reclaimed at a future project's end-of-life. Some comments suggested including reuse credits in development processes or creating formal economic recognition for design strategies that support disassembly. There was support for integrating incentives into procurement and project evaluation, linking financial savings with environmental performance.

1.14 Conclusions on Stakeholder Feedback Re: to the Proposed Bylaw Update

1.14.1 Strong Support for Expanding the Scope of the Bylaw

Stakeholders broadly supported including multifamily, commercial, institutional, and industrial buildings under the updated bylaw, especially if requirements are phased in and prioritized by material type or building age. Many responses suggested that larger building types hold greater potential for recovery but also demand more tailored approaches based on space, complexity, and market readiness.

1.14.2 Clear Preference for Salvage and Reuse Over Recycling

Feedback revealed a strong preference to prioritize deconstruction and material reuse, rather than simply increasing diversion rates through recycling or downcycling (e.g., mulching wood). Many emphasized that recycling should not be equated with circularity, and that reuse must be more strongly incentivized and normalized, including through clarified definitions, specifications, and targets.

1.14.3 Need for Clear Guidelines, Professional Support, and Market Infrastructure

While there is general alignment with the direction of the bylaw, many stakeholders—particularly smaller builders, architects, and contractors—indicated the need for:

- Technical guidelines.
- Professional training and education, including integration into university programs and industry certifications.
- A network of consultants or material specialists to assess salvage potential and guide reuse.
- Marketplace infrastructure, such as centralized depots and digital platforms, to manage material supply and demand.

1.14.4 Incentives and Enforcement Are Both Needed

Many saw the need for a balanced approach: combining stronger enforcement (e.g., clear penalties and verification processes) with well-designed incentives, such as:

- Expedited permitting.
- Lower tipping fees for reusable materials.
- Development cost charge reductions based on recovery volume.
- Permit fee reductions for use of reclaimed materials.

1.14.5 Phasing and Flexibility Are Key for Feasibility

The proposed staged increase in diversion rates and the phased inclusion of additional building types are well supported by stakeholders, especially if they are paired with:

- Clear timelines.
- Market readiness assessments.
- Pilot projects that demonstrate success and build capacity.

1.14.6 Opportunities to Strengthen Equity and Local Supply Chains

Some feedback touched on equity-based opportunities, such as connecting reclaimed materials to local fabricators, trades programs, and First Nations communities. Others emphasized the importance of building local and regional circular markets, reducing dependency on long-haul transport and building resilient supply chains.

The stakeholder feedback affirms the proposed bylaw updates are directionally sound and enjoy broad conceptual support across sectors. However, successful implementation will depend on:

- How well the City supports capacity-building and market development.
- The degree to which reuse (not just recycling) is embedded in definitions and targets.
- The flexibility built into the bylaw to adapt to market maturity, especially for large and complex buildings.

2. Builder Feedback Summary – Interview Activity

Builders emphasized the need for a national standard that benchmarks material and carbon intensity, including requirements for durability, recyclability, and design for disassembly. There was strong support for prioritizing deconstruction and relocation over demolition, with calls for specific guidance such as a Canadian version of a Design for Disassembly (DfD) guide. Participants highlighted alternative low-carbon materials (e.g., timber, rammed earth, straw bale) and advocated for material passports embedded in BIM systems to support lifecycle tracking and circularity in the design phase.

Other themes included:

- Minimum lifecycle and durability requirements in building codes.
- Integration of circularity key performance indicators (KPIs) beyond carbon, such as ozone depletion.

- Deconstruction training and early strategy development for each project.
- Alignment of building design life with material service life to improve sustainability assessments.
- Collecting better data on construction waste generation and current disposal pathways.

2.1 Market Mechanisms

Builders suggested that standardization and transparency in product performance—especially for reused materials—would support market adoption. They recommended:

- Mandatory circularity statements.
- Public-private innovation labs.
- Government funding and procurement policies prioritizing low-carbon, reused materials.
- Digital platforms and showrooms for salvaged materials.
- Fast-track approval pathways for innovative circular solutions.
- EPR (Extended Producer Responsibility) and on-site material regrading for reuse.

A key theme was ensuring the economic viability of circular practices by matching supply and demand and aligning financial incentives to promote reuse over disposal.

Participants called for:

- Landfill bans on common construction materials like clean wood and concrete.
- Incorporating circularity into building codes, including reuse, renovation, and deconstruction requirements.
- Metrics and performance-based standards for recycled and low-carbon materials.
- Stronger Life Cycle Inventory (LCI) databases to capture regional circularity practices.
- Policy frameworks mandating assessment of buildings slated for removal to prioritize reuse or relocation.

Builders stressed that policy must be grounded in real-world data and support a mix of prescriptive and performance-based approaches to maintain innovation while ensuring compliance. There was a shared view that economic instruments, such as tax incentives and adjusted landfill fees, are critical to shift the cost-benefit balance in favour of circular construction.

3. Regional Policy and Program Initiatives in Support of Material Recovery

Environment and Climate Change Canada (ECCC) has identified construction, renovation, and demolition waste as a key area for advancing Canada's circular economy goals. In 2024, ECCC hosted a national workshop to explore the circularity of wood in the construction, renovation, and demolition sector, highlighting the economic and environmental impacts of landfilled wood and the opportunity to recover materials for higher value uses. Key federal roles identified include supporting regional material flow analysis, national waste characterization

studies, and policy development informed by robust data. ECCC is also encouraging the development of codes and standards, funding innovation, applied research, pilot projects, and supporting capacity-building across the value chain. Priority actions include aligning policies across jurisdictions, increasing supply and demand for recovered materials, and improving infrastructure for storage, processing, and resale.

In April 2023, Environment and Climate Change Canada released a national study titled *Economic & Environmental Assessment of Waste Diversion in Canada's Construction & Demolition Sector*, developed by The Delphi Group and Dillon Consulting. The study provides the most comprehensive snapshot to date of construction, renovation, and demolition waste flows in Canada, focusing on four high-impact materials: wood, gypsum, metals, and concrete.

Nationally, the diversion rate for construction, renovation, and demolition waste stood at just 44% in 2020. The study modeled three scenarios and found that achieving a 90% diversion rate by 2030 could generate \$457.7 million in GDP and 3,332 jobs, compared to just \$108.2 million and 788 jobs under a business-as-usual scenario. Avoided greenhouse gas emissions would also grow dramatically, particularly for wood (from 1.2 million to 5.2 million tonnes CO₂e) and metal (from 447,649 to 1.8 million tonnes CO₂e).

The report highlights large untapped economic and environmental value in diverting construction, renovation, and demolition waste through improved infrastructure, clearer regulatory signals, and more consistent material recovery strategies nationwide. It identifies significant regional gaps and calls for coordinated federal action to support circular practices in the building sector.

In February 2024, Environment and Climate Change Canada (ECCC), through its Waste Reduction and Management Division, hosted a national workshop in Ottawa to address the growing challenge of wood waste from construction, renovation, and demolition activities. The event brought together over 40 stakeholders—including municipalities, non-profits, industry leaders, and federal departments—to explore barriers and opportunities to keep wood in circulation and out of Canadian landfills.

Canada generates an estimated 4 million tonnes of construction, renovation, and demolition waste annually, much of it is wood. The workshop emphasized that most of this wood is currently landfilled due to a lack of incentives, infrastructure, and markets for recovery and reuse.

At the same time, construction, renovation, and demolition wood is increasingly recognized as a valuable resource—one that could contribute to Canada's circular economy, reduce emissions from landfilling, and support local jobs.

Participants identified three main areas for federal leadership:

1. **Policy development** based on robust data, including national waste characterizations and regional material flow analyses;
2. **Financial support** for applied research, demonstration projects, and regional material exchanges;

3. **Convening power** to support stakeholder coordination, build consistent language around circularity, and scale successful local initiatives nationally.

The report outlines a suite of next steps, including supporting recovery infrastructure, updating building codes to allow use of certified salvaged wood, and incentivizing deconstruction over demolition. Federal roles suggested offering tax credits, funding pilot projects, and engaging with the National Model Building Code process to integrate circular practices.

The workshop highlighted that enabling wood circularity requires a shift in mindset across the sector—from treating materials as waste to recognizing their embedded value. Without such a shift, Canada risks missing economic, environmental, and climate opportunities tied to keeping construction, renovation, and demolition wood in use.

Metro Vancouver, in collaboration with member municipalities and Light House, is organizing a Construction and Demolition Waste Reduction Forum in spring 2025 to explore strategies such as house relocation, deconstruction, and material salvage. The initiative is supported by a federal Research and Knowledge Initiative (RKI) grant and includes financial, and staff support from Metro Vancouver. Metro Vancouver is advancing regional efforts to reduce construction, renovation, and demolition waste through a combination of research, industry collaboration, policy development, and capacity-building initiatives, including the following actions:

- **Construction and Demolition Waste Reduction Forum:** Scheduled for Spring 2025, this forum will convene local governments and industry stakeholders to share practices and explore policy tools to reduce construction, renovation, and demolition construction, renovation, and demolition waste. Topics will include house relocation, adaptive reuse, and deconstruction. The event will be delivered in partnership with Light House, supported by the Research and Knowledge Initiative (RKI) federal grant.
- **Toolkits and Resources:** Metro Vancouver published the *Construction and Demolition Waste Reduction and Recycling Toolkit (2023)*, which provides technical guidance on hazardous materials, recycling infrastructure, municipal bylaw requirements, and alternative practices such as deconstruction and house moving. The Toolkit supports municipalities, builders, and contractors in complying with local diversion regulations and optimizing recovery of valuable materials.
- **Case Studies and Cost Comparisons:** Local examples illustrate the economic and environmental benefits of alternatives to demolition.

DECONSTRUCTION CASE STUDIES

Case Study — Riley Park

Unbuilders launched in 2018 and disassemble structures mostly by hand, diverting around 50 tonnes of building materials per house, from which 15 tonnes are salvaged for reuse.

Building type: Single-Family House

Square footage: 1,760

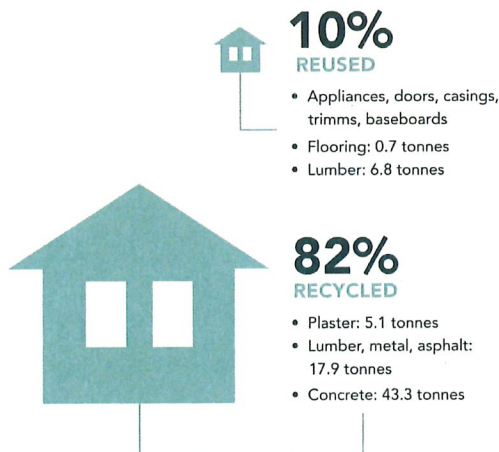
Location: City of Vancouver

This Vancouver house, built in 1910, was located in Riley Park at the City's highest point topographically. Unbuilders became involved with this home in 2018 when it was slated for demolition.

Unbuilders donated many of the materials to Habitat for Humanity, a non-profit organization. Some of the salvaged lumber was reused in the Welcome Parlour ice cream shop in North Vancouver.

Total Waste Diversion

Approximately 92% of building materials were saved from disposal through reuse and recycling.



Character Home located on James Street
CREDIT: UNBUILDERS



CREDIT: WELCOME PARLOUR

Cost Comparison

	DECONSTRUCTION	DEMOLITION
House removal	\$34,800	\$26,000
Tax credit – donation of salvaged material ⁸	-\$22,600	\$0
Total cost	\$12,200	\$26,000

⁸ Exact tax credit value based on income of person claiming the tax credit (typically 44-50%)

DECONSTRUCTION CASE STUDIES

Case Study — Dunbar

Building type: Single-Family House

Square footage: 1,288

Location: City of Vancouver

This Vancouver house was originally built in 1930 in the Dunbar neighborhood. Unbuilders was hired to fully deconstruct this house in 2019.

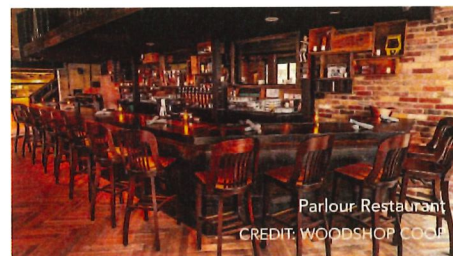
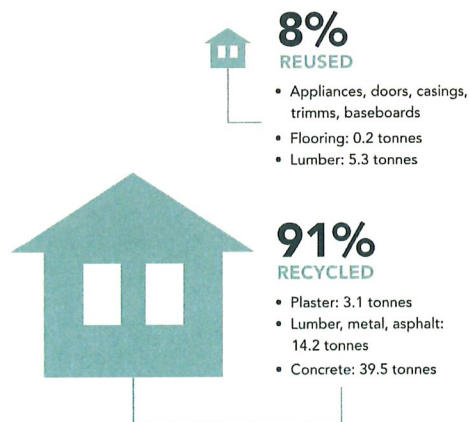
Reclaimed lumber from this project was sold to Western Reclaimed and Heritage Lumber.

Recovered shiplap was sold to Woodshop Coop and was used as cladding in Parlour restaurant in Toronto, a refurbished 1894 piano factory.

Lumber sales helped the owner offset the overall cost of deconstruction, making it comparable to traditional demolition.

Total Waste Diversion

Approximately 99% of building materials were saved from disposal through reuse and recycling.



Cost Comparison

	DECONSTRUCTION	DEMOLITION
House removal	\$34,990	\$21,000 to \$27,000
Lumber sale	-\$6,000	\$0
Total cost	\$28,990	\$21,000 to \$27,000

HOME MOVING CASE STUDY

Case Study — Kerrisdale

Nickel Bros House Moving moves approximately 150 homes within the Pacific Northwest (Canada and U.S.) per year.

Building type: Single-Family House

Square footage: 2,400

Location: City of Vancouver

This tudor-style home was built alongside its twin in 1931. Named the "Twin Dorothies," the homes were named after the wives' of the original developers. It was scheduled for demolition in 2013 to make room for two new 4,500 sq. ft. homes. Neighboring residents raised concerns with this choice and led to the developer to choose to relocate the buildings rather than demolishing them. The homes were moved to a new site, and the developer used the Heritage Revitalization Program to create a new project that used the Dorothies to build a new townhouse unit and garden suite below.

Total Waste Diversion

A total of 111 tonnes of building materials were saved from disposal.

Cost Comparison

	HOUSE MOVING	DEMOLITION
House removal	\$5,000	\$18,050
Abatement	\$2,642	\$15,000
City of Vancouver waste compliance fee ⁹	\$350	\$350
Hauling fees	\$0	\$300
Total cost	\$7,992	\$33,700

New Construction Cost Savings

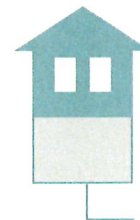
Cost	\$155,000 ¹⁰	\$220,000-\$550,000 ¹¹
Total savings	\$65,000 - \$395,000	



REUSED

54 TONNES (House)

- Wood: 25 tonnes
- Mixed C&D: 29 tonnes



RECYCLED

57 TONNES (Foundation)

- Concrete

⁹ City of Vancouver, Demolition Permit with Recycling Requirements

¹⁰ Cost to relocate this home onto property, build foundation / basement (unfinished, increasing home size to 2000 sq. ft.), set up utilities, etc. (not including purchase of lot)

¹¹ Cost to build new: \$200 - \$500 per sq. ft. x 1100 sq. ft. (not including purchase of lot)

Circular Economy Leadership Canada (CELC) – Government-to-Government Policy Alignment for Circular Economy

The Government-to-Government (G2G) Circular Economy Policy Incubator is a national initiative led by Circular Economy Leadership Canada (CELC) that brings together representatives from all levels of government to align and coordinate circular economy policies, measurement tools, and regulatory approaches across jurisdictions. Through its Government-to-Government Circular Economy Policy Incubator, CELC is facilitating cross-jurisdictional alignment of circular economy policies, including efforts directly relevant to construction, renovation, and demolition material recovery. The initiative is developing a national inventory of CE policies, shared measurement frameworks for environmental and economic impacts—including for the built environment—and strategies for harmonizing standards across federal, provincial, and local governments. These efforts provide critical context for Richmond’s bylaw update, reinforcing the importance of shared definitions, coordinated policy development, and consistent measurement practices to support material reuse and diversion across jurisdictions.

Circular Construction Innovation Hub (CCIH) – National Coordination Supporting Circular Practices in Demolition

Led by Circular Economy Leadership Canada (CELC), the Circular Construction Innovation Hub (CCIH) is a multi-stakeholder initiative launched in fall 2024 to accelerate the adoption of circular practices across Canada’s construction and real estate sector. The Hub supports local and regional governments, including Richmond, through a shared national platform for knowledge sharing, demonstration projects, and policy development aligned with the CSA–CELC Strategic Framework for Action. CCIH activities are structured around three initial work streams relevant to the Richmond context: (1) adaptive design and circular construction of new buildings, (2) circular strategies for existing buildings, and (3) deconstruction and material reuse. Participants are contributing to this initiative through pilot projects and policy exploration, and benefitting from shared resources, technical committees (e.g., on policy, standards, and financing), and guidance on circular material flows. These efforts directly support Richmond’s updated demolition bylaw and its emphasis on deconstruction, salvage, and reuse to preserve material value and reduce construction waste. CCIH’s phased implementation, beginning with pilot projects in 2025, creates opportunities to inform and align with emerging best practices, funding strategies, and policy models across Canada.

National Standard Review on Building Deconstruction by the Canadian Standards Association

The Canadian Standards Association is currently reviewing its national standard *Deconstruction of Buildings and Their Related Parts* (CSA Z783:12) to determine its continued relevance and potential for supporting current and emerging deconstruction practices. As part of this effort, CSA is gathering feedback from municipal staff, practitioners, and policy specialists to evaluate the usefulness of the standard, identify any content gaps, and assess whether support tools—such as checklists, templates, or user guidance—are needed to improve implementation. Particular focus is being placed on how different users (e.g., contractors, regulators, and procurement officials) may interpret or apply the standard, and whether it adequately reflects evolving practices such as circular demolition, salvage planning, and material reuse. This initiative supports broader policy developments, such as those proposed in Richmond’s bylaw update, which emphasizes deconstruction and salvage as preferred strategies for material recovery.

National Standard Development for Circular Built Environment Terminology

The Canadian Standards Association (CSA) is leading the development of a new national standard to define key concepts and terminology related to the circular built environment (CBE), with direct implications for construction, renovation, and deconstruction practices. This standard aims to clarify how circularity intersects with existing sustainability priorities by outlining the systems, technologies, business models, and skill sets needed to support circular transitions in the built environment. The current draft includes references to related international frameworks such as ISO 59004 (Circular Economy – Vocabulary, Principles and Implementation Guidance) and builds on approaches including life cycle assessment and Cradle to Cradle certification. Participants—including municipalities, architects, industry professionals, and researchers—are contributing structured feedback on content gaps and practical usability. The initiative seeks to ensure that emerging circular practices such as deconstruction, adaptive reuse, and materials recovery are supported by consistent national guidance and vocabulary.

Demolition Bylaw Comparison Table: Key Features and Practices Across Jurisdictions

The table below presents key findings from a 2024 research study conducted by UBC’s School of Community and Regional Planning to support the City of Richmond’s engagement program in identifying opportunities to update the Demolition Waste and Recyclable Materials Bylaw No. 9516. It compares demolition bylaw requirements across 13 municipalities, focusing on diversion targets, fees, and salvage provisions.

Table 1: Key features of demolition bylaws and related policies in selected Canadian jurisdictions to inform Richmond's Bylaw No. 9516 update

Municipality	Policy Type	Building	Minimum Requirement	Non-refundable Fees	Enforcement Mechanism- Refundable Fees
City of Richmond	Bylaw - Recycling	One-family, two-family dwellings and accessory buildings	70% total	\$288.00	\$3.25/sq. feet
City of Burnaby	Bylaw - Recycling	All buildings (residential and commercial)	70% total	\$250.00	\$2.25/sq. feet (max \$50,000)
City of New Westminster	Bylaw - Recycling	Single-family and duplex	70% total	\$277.00	\$5,000
City of Surrey	Bylaw - Recycling	All buildings (residential and commercial)	70% total	\$250.00	\$5,000
District of Squamish	Bylaw - Recycling	All buildings (residential and commercial)	80% total		\$20.00/square metre
City of Port Moody	Bylaw - Recycling	All buildings (residential and commercial)	100% wood, 85% all other materials	Proportional to sq. footage: 0 - 2,000=\$235.00, 2,001 - 5,000=\$250.00, 5,001 - 20,000=\$351.00, - over 20,000=\$920.00	By sq. footage: 0 - 2,000 = \$845.00, 2,001 - 5,000 = \$1,910.00, 5,001 - 20,000=\$5,085.00, - over 20,000=\$9,880.00
District of North Vancouver	Bylaw - Salvage	Pre-1950s	3.5kg or 2.6 board feet per sq. foot	\$262.50	\$15,000
City of Victoria	Bylaw - Salvage	Pre-1950s	40kg per sq. metre	\$500	\$19,500
City of Vancouver	Bylaw - Recycling and Salvage	Pre-1950s, pre-1910	75%, 90%, 3 tonnes of wood	\$436	\$14,650
City of North Vancouver	Recycling Plan Only				
City of Coquitlam	Recycling Plan Only				
District of West Vancouver	Recycling Plan Only				
City of Guelph	Guidelines Only	Pre-1950s			



City of Richmond

Report to Committee

To: General Purposes Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: October 14, 2025
File: 10-6455-04/2025-Vol
01
Re: **Proposed Amendments to Traffic Bylaw 5870 and Consolidated Fees Bylaw No. 8636 for Commercial Truck Parking**

Staff Recommendations

1. That the Traffic Bylaw No. 5870, Amendment Bylaw 10703 be given first, second and third readings; and
2. That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw 10720 be given first, second and third readings.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	☒	
Law	☒	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the September 15, 2025, Regular Council Meeting, staff received the following direction:

(2) That Staff report back to Council with the associated bylaw amendments required to implement Option A: Paid Monthly Permit Fee for the proposed On-Street Commercial Truck Parking Pilot Program, as described in the staff report titled “Proposed Commercial Truck Parking Strategies” dated August 25, 2025, from the Director, Transportation.

This report responds to this referral.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Analysis

At the September 15, 2025, Regular Council Meeting, a suite of strategies as presented in the report titled “Proposed Commercial Truck Parking Strategies” dated August 25, 2025, from the Director, Transportation was approved. A paid monthly permit fee for the on-street commercial truck parking pilot program was one of the strategies approved by Council.

Overview of Paid Commercial Truck Parking Pilot Program

The pilot program in the Fraserwood, Ironwood, Mitchell Island and Vulcan Way industrial areas will create approximately 63 on-street commercial truck parking spaces.

Operators will need to register their truck licence plate by phone or email with the City in order to participate in the pilot program. Once registered, the licence plate number will be recognized by the City’s Enforcement Officers as valid for parking. Information on the pilot program and how to participate will be published on the City’s website and identified on signs in the truck parking zones.

A monthly permit fee will be collected for the registered vehicles. A breakdown of the registration permit fees approved by Council is provided in Table 1.

Table 1: Commercial Truck Pilot Program Permit Parking Fees

Truck Size	Proposed Monthly Parking Fee
Small commercial trucks up to 12 metres in total length (e.g., cube vans, heavy single unit)	\$110.50
Large commercial trucks greater than 12 metres in total length (semi-trailer truck)	\$165.75

Richmond Bylaw Amendments

Amendments to the Traffic Bylaw and Consolidated Fees Bylaw are required to facilitate the pilot program. On-street parking will be signed to restrict use to registered commercial vehicles only in the pilot zones between the hours of 7:00 p.m. and 7:00 a.m.

Traffic Bylaw No. 5870 currently prohibits parking commercial vehicles between 7:00 p.m. to 7:00 a.m. on a public street, unless it is engaged in immediate activity such as loading or unloading. The proposed bylaw amendment will permit overnight commercial truck parking from 7:00 p.m. to 7:00 a.m. through the placement of traffic signs.

The proposed amendment to the Consolidated Fees Bylaw No. 8636 will allow for the collection of the fees described in Table 1.

Financial Impact

None.

Conclusion

Amendments to Bylaws No. 5870 and No. 8636 will facilitate the establishment of overnight parking for commercial trucks through the provision of signage and permit fees. The pilot program is anticipated to commence in Q1 2026. Additional locations for on-street truck parking will continue to be reviewed during the pilot program.



Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH: sh



City of Richmond

Bylaw 10703

Traffic Bylaw No. 5870 Amendment Bylaw No. 10703

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by:
 - a. Removing and replacing, in its entirety, Section 12.8 with the following:

“No person shall park a commercial vehicle, or combination of vehicles, between the hours of 7:00 p.m. and 7:00 a.m. of the following day on any highway, unless otherwise permitted by the placement of traffic signs and registration of the commercial vehicle with the City.”

This Bylaw is cited as “**Traffic Bylaw No. 5870, Amendment Bylaw No. 10703**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. US
APPROVED for legality by Solicitor LB

MAYOR

CORPORATE OFFICER



**Consolidated Fees Bylaw No. 8636
Amendment Bylaw No. 10720**

The Council of the City of Richmond enacts as follows:

1. **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by:
 - a. Replacing the table in SCHEDULE -TRAFFIC, Parking Fees, Section 12.A.3, 12B.4 with the following:

Description	Fee
<i>Pay Parking Fees:</i>	All rates include applicable taxes
Block Meter Zones	\$3.50 per hour- 8:00 am to 9:00 pm
<i>Parking Permit / Decal Fees:</i>	\$55.25 per calendar month, plus applicable taxes, subject to discount of:
Parking Permit Decal	• 10% for groups of 11 or more permit decals
Commercial Truck Parking Zones	<i>For dedicated truck parking spaces as identified in Traffic Bylaw 5870, the following fees are applicable:</i> \$110.50 per calendar month, plus applicable taxes - Small commercial trucks less than 12 metres in total length. \$165.75 per calendar month, plus applicable taxes - Large commercial trucks greater than 12 metres in total length.

This Bylaw is cited as “Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10720”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. US
APPROVED for legality by Solicitor LB

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee **Date:** September 29, 2025
From: James Cooper, Architect AIBC **File:** 08-4000-01/2025-Vol 01
Director, Building Approvals
Re: Referral Response: Tree Survival Securities

Staff Recommendations

1. That the approved Pilot Program for On-Demand/Irrevocable Surety Bonds be extended to include Tree Survival Securities;
2. That Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715, be introduced and given first, second and third readings.

James Cooper, Architect AIBC
Director, Building Approvals
(604-247-4606)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Risk Management	☒	
Parks Services	☒	
Law	☒	
Finance	☒	
Development Applications	☒	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the July 8, 2025, Planning Committee, staff received the following referral: *That staff look at Surety Bonds as they relate to Tree Survival Securities or some sort of mechanism to tie the survival of the tree to the user of the property and report back.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 and #5:

Focus Area #2: Strategic and Sustainable Community Growth:

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

Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.2 Support the preservation and enhancement of Richmond's natural environment.

Findings of Fact

During the development application process, staff undertake a detailed review of the site's tree inventory to identify opportunities for the retention of existing trees in good condition and suitable location, such that they can be retained and protected during development. Tree Survival Securities are secured by the City through development applications (e.g. Rezoning, Development Permit, Subdivision), or prior to Building Permit issuance on sites where trees identified for retention are significant.

This ensures that existing trees identified for retention are protected in accordance with the terms and conditions set forth by an arborist contract, as agreed upon between the City and the applicant. The Tree Survival Agreement and associated security enable the City to complete works and/or remedy defaults related to the ongoing viability of the retained trees.

Tree Survival Securities have typically been released on a phased approach, whereby 90 per cent of the security is released at the substantial completion of construction pending the submission of a Post-Construction Assessment Report, with the remaining 10 per cent returned following a one-year maintenance period and the submission of a Final Post-Construction Assessment Report.

At the City's discretion, if the terms and conditions outlined in the arborist contract have been fully complied with, and there is no evidence of decline in the health of the trees, the City may release the entire security at the substantial completion of construction and forego the maintenance period.

Tree Survival Agreements include a clause regarding sale of the lands whereby the applicant agrees to notify any potential purchaser or transferee and to include, in any agreement relating to the sale or transfer of lands, a covenant upon which the purchaser or transferee:

- Acknowledges that the purchaser is aware of the terms of the Tree Survival Agreement;
- Assumes and agrees to observe and perform the terms of the Agreement; and
- Replaces any security currently held by the City, or otherwise has the existing security assigned from the applicant to the purchaser.

Staff have reviewed past construction to determine whether a phased security release, with an associated monitoring period, substantially increased retained trees' survival. The research focused on projects where ownership changed prior to the end of the monitoring period. Staff conclude that the one-year monitoring period has not substantially increased the likelihood of tree survival, and that the critical time for ongoing tree viability is during the construction period.

Analysis

Standardizing 100 Per Cent Release of Tree Survival Securities When the Terms and Conditions of the Permit Have Been Followed, and the Retained Trees Remain Viable

Pending the submission of a Post-Construction Assessment Report and inspection by Tree Preservation staff, the construction's substantial completion is the critical time to determine the likelihood of tree survival, concluding whether the terms outlined in the arborist contract were followed.

Staff recommend that 100 per cent of the Tree Survival Security be released at the substantial completion of construction, as outlined in Attachment 1: Tree Survival Security Return Flow Chart. This incentivizes the applicant to follow all terms and conditions of the arborist contract as agreed upon. Tree Bylaw non-compliance will continue to be addressed with the applicant when applicable. The applicant will not be penalized in instances where they exercised full compliance with the permit, but the trees die or are unlikely to survive due to natural causes.

This also protects the applicant from security forfeiture resulting from a purchaser impacting the trees' ongoing viability when the property changes ownership during a maintenance period. Any enforceable Tree Bylaw infractions during the foregone maintenance period will continue to be enforced by the City using the Tree Bylaw, with the survival of trees remaining the responsibility of the owner(s) of the property.

Inclusion of Tree Survival Securities into the Approved Surety Bond Pilot Program

On July 14, 2025, Council approved a Pilot Program for the use of On-Demand/Irrevocable Surety Bonds as an acceptable form of security for Development Cost Charges (DCC) instalment payments, Servicing Agreements, and Development Permit landscaping securities. A \$750 fee applies to any applicant who elects to use Surety Bonds to cover the City's associated legal administrative fees. Financial and Legal analysis concludes that Surety Bonds can be used for Tree Survival Securities. Staff recommend that Tree Survival Securities be included in the Pilot Program under the same program limits and criteria outlined in the June 12, 2025 report to Committee re: Pilot Program for On-Demand/Irrevocable Surety Bonds.

Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715

Amendments to the Tree Protection Bylaw No. 8057 are recommended to streamline security release, and to allow for the use of On-Demand/Irrevocable Surety Bonds as an acceptable form of security.

Financial Impact

None.

Conclusion

Staff recommend approval for Tree Survival Securities to be included in the approved Pilot Program for On-Demand/Irrevocable Surety Bonds as outlined in this report. Staff also recommend bylaw amendments to allow for the discretionary return of 100 per cent of the Tree Survival Security at substantial completion, as outlined in Attachment 1.

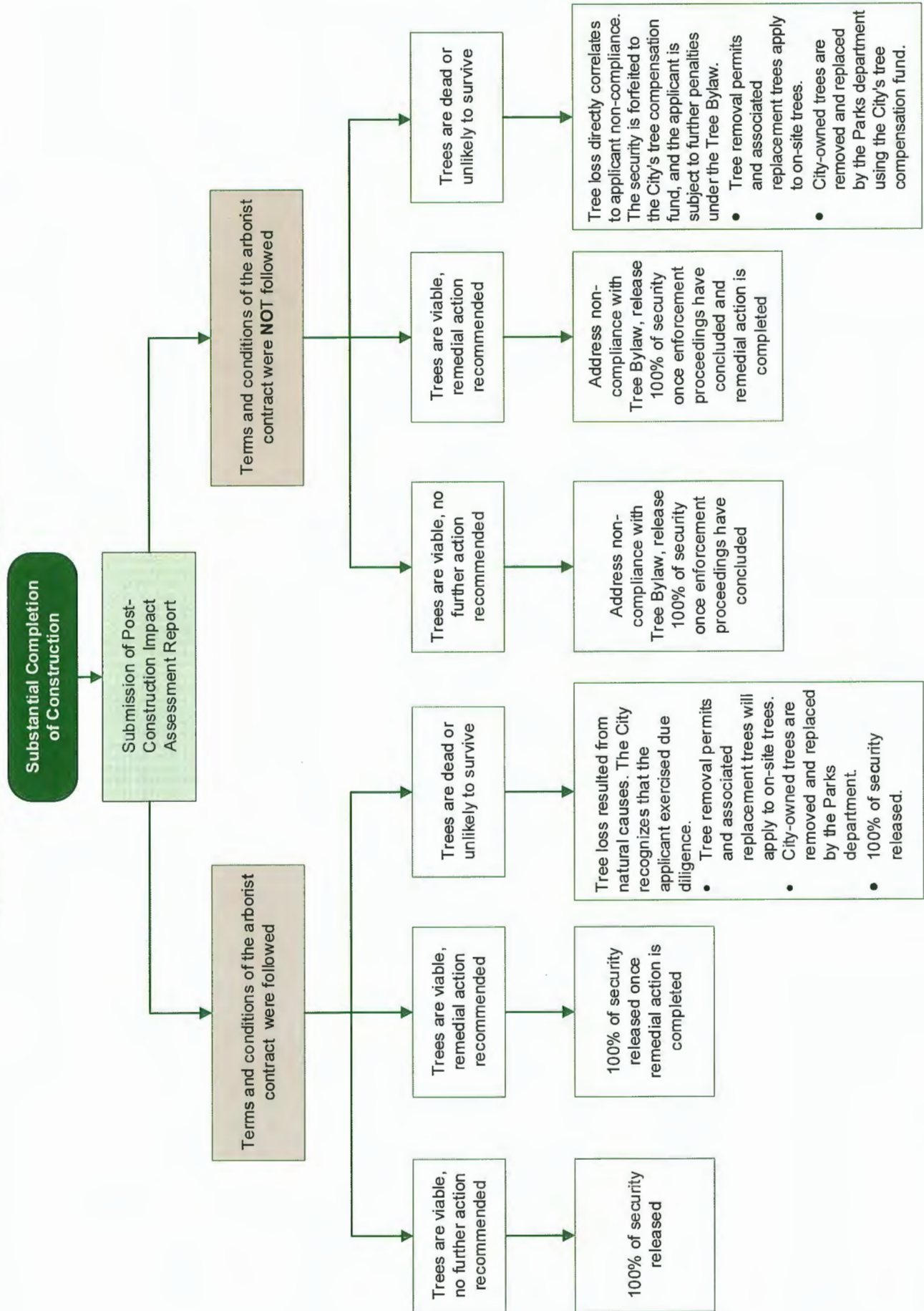
Matthew Huk

Matthew Huk, RPF
Program Manager, Tree Preservation
(604-247-4684)

MH:fa

Att. 1: Tree Survival Security Return Flow Chart

Tree Survival Security Release Flow Chart





**Tree Protection Bylaw No. 8057,
Amendment Bylaw No. 10715**

The Council of the City of Richmond enacts as follows:

1. **Tree Protection Bylaw No. 8057**, as amended, is further amended at Section 2.1 by:
 - (a) in the definition of “**Letter of Undertaking**”, subsection (vi), deleting the words “one (1) year” and replacing them with the words “for a period of time determined by the Director”; and
 - (b) in the definition of “**Security Deposit**”, removing the period and adding the following words to the end of the definition:

“or an on-demand irrevocable bond, without expiry and issued by a prequalified institution satisfactory to the **Director**.”.
2. **Tree Protection Bylaw No. 8057**, as amended, is further amended at Part Four: Permit Application Process by:
 - (a) adding the following words in the first sentence of Section 4.4.2 following the words “the City may immediately”:

“make a claim under any bond held as the **security deposit** and apply such proceeds,”;
and
 - (b) inserting the following as a new Section 4.4.9:

“If a **security deposit** is in the form of an on-demand irrevocable bond, the bond will be without expiry, be issued on the **City’s** then current form of irrevocable bond by a prequalified institution satisfactory to the **Director** and acceptance by the **City** will be subject to an administration fee.”.
3. **Tree Protection Bylaw No. 8057**, as amended, is further amended at Part Five: Regulations by:
 - (a) adding the following words in the first sentence of Section 5.2.7 following the words “The City may immediately”:

“make a claim under any bond held as the **security deposit** and apply such proceeds,”;

- (b) deleting subsection 5.2.7(b) in its entirety and replacing it with the following:

“Notwithstanding subsection 5.2.7(a), if an **owner** complies with the provisions of the bylaw, the **City** will:

- i) return up to 100% of the remaining **security deposit**, with no interest, to the **owner**, or upon written request of the **owner** to the **owner’s** agent, within six (6) months after the later of:
 - (A) substantial completion of the **works** and confirmation that the **retained tree(s)** have been protected in accordance with the **letter of undertaking**, as demonstrated by a site inspection and/or by delivery to the **Director** of a post-construction assessment report from a **certified tree risk assessor**, to the satisfaction of the Director; and
 - (B) completion of the planting of the **replacement trees** as demonstrated by a site inspection and/or by delivery to the **Director** of a tree replacement completion report from a **certified tree risk assessor**, to the satisfaction of the **Director**; or
- ii) retain up to 100% of the **security deposit** if the **Director** is not satisfied with the site inspection, post-construction assessment report or tree replacement completion report, as the case may be, until the **owner** has completed any and all remedial action recommended by a **certified tree risk assessor**, to the satisfaction of the **Director**, at which time the City will return up to 100% of the remaining **security deposit**, with no interest, to the **owner**, or upon written request of the **owner** to the **owner’s** agent.”;

- (c) inserting the following as a new Section 5.2.7(e):

“If a **security deposit** is in the form of an on-demand irrevocable bond, the bond will be without expiry, be issued on the **City’s** then current form of irrevocable bond by a prequalified institution satisfactory to the **Director** and acceptance by the **City** will be subject to an administration fee.”; and

- (d) inserting the following as a new Section 5.2.7(f):

“If an **owner** disposes or otherwise transfers its ownership of a **parcel** subject to the preservation of one or more **retained trees**, the transferee will be bound by the requirements, restrictions and regulations of such building permit or conditions for subdivision, the **letter of undertaking** and this bylaw and the **security deposit** held by the **City** will continue to secure such obligations including the preservation of such **retained tree(s)** and the **owner** will be deemed to have assigned its **security deposit** to the transferee unless the **owner** causes the transferee to replace any **security deposit** held by the **City** in a form acceptable to the **Director** upon the disposition or otherwise transfer of ownership.”.

4. This Bylaw is cited as **“Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: September 19, 2025

From: Suzanne Bycraft
Director, Public Works

File: 10-6370-01/2025-Vol
01

Re: Bike Reuse Pilot Program Review

Staff Recommendation

That Option 3, as outlined in the report titled "Bike Reuse Pilot Program Review", dated September 19, 2025 from the Director, Public Works, be approved.

Suzanne Bycraft
Director, Public Works
(604-233-3338)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Climate & Environment Law	☒ ☒	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report presents the outcome of the Bike Reuse Pilot Program (the Pilot), which was approved by Council at the June 24, 2024 meeting. In August 2024, the Pilot was implemented for one year at the Richmond Recycling Depot (the Depot).

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

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

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.3 Encourage waste reduction and sustainable choices in the City and community.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.4 Support vulnerable populations through collaborative and sustainable programs and services.

This report provides the outcome of the one-year Pilot, lessons learned and bike reuse program options for Council consideration to continue advancing circular principles through community-based reuse initiatives.

Analysis

Background

Reuse plays a critical role in advancing waste reduction, extending the useful life of products, conserving resources, and enhancing social benefit to the community. In alignment with the *Richmond Circular City Strategy*, Council approved a one-year Pilot program to assess the feasibility of diverting bicycles delivered by residents to the Recycling Depot from the scrap metal recycling stream. With an estimated 500 bicycles delivered to the Depot for recycling each year, the City awarded contract 8225Q – Bike Reuse Pilot Program to the registered charity Pedal Foundation, to assess, repair and refurbish bikes and bike accessories to a safe and dependable standard. Once bikes that were suitable for repair were restored to working condition, the Pedal Foundation distributed the bikes to individuals experiencing on-going financial hardship in Richmond. Of these, bikes that couldn't be refurbished were disassembled and parts used for bike repairs that support the Pilot and the broader community.

Staff note there is a separate process for bicycles that are found in the community, which is guided by City Policy 3003, *Disposal of Property Found by the Public*. Policy 3003 prescribes that found bicycles are sold by tender or auction or disposed of by the best means available. In practice, any found bicycles are brought to the City Works Yard where they are held for 90 day reclamation holding period pending receipt of any ownership claims via reports to the RCMP. Any unclaimed bicycles are thereafter disposed in accordance with Policy 3003 with any auction proceeds applied to general revenue.

Pilot Outcomes and Costs

Of the estimated 500 bikes dropped off at the Depot by residents, 341 bikes were not suitable for repairs and were salvaged for parts or sent to an approved scrap metal facility, with any associated revenues credited to the Sanitation & Recycling budget, which is applied to offset the rates charged to residents. The remaining 159 bikes were identified as having some reuse potential and were collected by Pedal Foundation. Of these, 30 bikes were able to be fully repaired, refurbished and donated to Richmond residents. The other 129 bikes that were unable to be repaired by Pedal Foundation were disassembled and recovered alongside other bike parts collected at the Depot, totalling 1,361 bike parts that were reused in bike repairs for the Pilot and the broader community at the Pedal Foundation facility.

Actual costs for the Pilot program were \$37,600, including contractor services and reuse of a City shipping container. This equates to roughly \$240 per bike collected or \$1,253 per bike reused and donated. The actual Pilot program cost was considerably lower than the projected \$91,000 as the contractor agreement was based on per unit pricing, and bikes received in sufficient condition for repair or refurbishment was lower than expected.

Lessons Learned

The results of the Pilot indicate 32% of bikes dropped off at the Depot have potential for reuse with 6% able to be fully repaired and refurbished to working order. The remaining 68% of bikes dropped off at the Depot had little reuse potential as they were too rusted or damaged or not designed to allow for repair. This is an indication that many residents are using the Depot

correctly, as the majority of the bikes recovered were end-of-life. Pedal Foundation's ability to recover and reuse bike parts was a strength in this Pilot and a service that is currently offered by few organizations in this region.

Options

Staff have identified further opportunities to improve upon the Pilot and directly support reuse in the Richmond community.

Option 1 – Conclude Bike Reuse Pilot Program

This option would conclude the Pilot and Contract 8225Q with Pedal Foundation. Staff would continue supporting bike reuse and other circular economy strategies through existing programs and communications, such as the Let's Rethink Waste campaign and the Reuse and Repair Cafés.

This option is not recommended as the Pilot program indicated that though many bikes collected at the Depot were end-of-life, there is still a portion viable for reuse with the potential to be diverted.

Option 2 – Continue Bike Reuse Pilot Program (alternate recommendation)

This option would extend the Bike Reuse Pilot Program and 8225Q contract with Pedal Foundation. Following the initial one-year pilot the City has the option to renew for up to two (2) additional two (2) year terms for a maximum contract length of five (5) years.

Assuming quantities remain similar to Year 1, the estimated costs for Year 2 and 3 would be \$37,000 and \$38,500 respectively. Total cost would vary based on the total number of items collected.

This option is identified as an alternate recommendation as the Pilot was beneficial to gaining valuable insights on the reuse potential of bikes and bike parts being recycled at the Depot. However, the cost per bike collected and reused was high.

Option 3 – Bike Reuse Program – Monthly Distribution to Organizations (Recommended)

This option would conclude the Pilot and Contract 8225Q with Pedal Foundation and replace it with a City-run Bike Reuse Program that would redistribute bikes through organizations operating in Richmond. Residents would continue to drop-off bikes for recycling at the Depot, and bikes in relatively good condition would be set aside by City staff in the already existing storage container. The bikes would then be distributed to the community using the following guidelines:

- 1) Eligible organizations (charities, non-profit societies, and institutions such as schools, churches) complete an application:
 - Indicating how the bikes would be used for the purposes of repair and/or reuse; and
 - Proof of operations in Richmond (e.g. Richmond address);
- 2) Bikes would be made available to organizations through pre-scheduled monthly pick-ups;
- 3) Location: pick-ups would be held on City property (e.g. Works Yard parking lot);

- 4) Approved organization(s) arrive onsite for pick-up and City staff guide them through the selection process; and
- 5) Approved organization(s) sign a waiver and agree to program rules before taking a bike.

There will be no additional costs to participating organizations, however they must complete a feedback form on how the bikes were used for the purposes of repair and/or reuse for community benefit. Option 3 has an estimated annual cost of \$10,000 for staff resources to administer the monthly bike reuse pick-up events for organizations.

This option is recommended as it allows multiple organizations operating in Richmond to access bikes for the purposes of repair and reuse, and to choose the quantity and type of bikes that best fit their programs and needs. As determined through preliminary discussions with the Richmond School District No. 38, the demand for bikes is primarily influenced by teacher engagement and curriculum requirements; therefore, implementing this by-request system would be the most appropriate approach. Distributing bikes within the local community also encourages development of bike repair skills, while contributing to capacity-building initiatives that advance Richmond's circular economy objectives.

Financial Impact

The recommended Option 3 has an estimated annual cost of \$10,000 for staff resources to administer the monthly bike reuse pick-up events, which can be accommodated within existing Solid Waste and Recycling program budgets.

Conclusion

This report presents the outcomes and lessons learned of the Bike Reuse Pilot Program. Staff are seeking Council approval of Option 3, which includes concluding the Pilot and contract 8225Q with Pedal Foundation, and establishing a City-run Bike Reuse Program which would distribute bikes to organizations operating in Richmond on a by-request basis. This program would allow organizations to access bikes for the purposes of repair and reuse, recirculate bikes into the community, and align with the *Richmond Circular City Strategy*.



Kristina Grozdanich
Manager, Recycling and Waste Recovery
(604-244-1280)

KG:kg



**Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090,
Amendment Bylaw No. 10645**

The Council of the City of Richmond enacts as follows:

1. **Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090** is hereby amended by deleting Schedule A thereto and replacing it with Schedule 1 to this Bylaw.
2. This Bylaw is cited as **“Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090, Amendment Bylaw No. 10645”**.

FIRST READING

OCT 14 2025

SECOND READING

OCT 14 2025

THIRD READING

OCT 14 2025

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

MAYOR

CORPORATE OFFICER

Schedule 1 to Bylaw 10645

SCHEDULE A

To Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090

**HOUSING AGREEMENT BETWEEN ONNI 7811 ALDERBRIDGE HOLDING CORP.,
INC. NO. BC1067884 AND THE CITY OF RICHMOND**

AMENDED AND RESTATED AFFORDABLE HOUSING AGREEMENT
(Section 483 Local Government Act)

THIS AMENDMENT is dated for reference _____, 2025

BETWEEN:

ONNI 7811 ALDERBRIDGE DEVELOPMENT LIMITED PARTNERSHIP, a limited partnership duly formed under the laws of the Province of British Columbia and having its registered office at at 200- 1010 Seymour Street, Vancouver, B.C. V6B 3M6, by its general partner **ONNI DEVELOPMENT (7811 ALDERBRIDGE) CORP.**, a corporation duly incorporated under the laws of the Province of British Columbia and having its registered office at at 200- 1010 Seymour Street, Vancouver, B.C. V6B 3M6

(the “Beneficiary”)

AND:

ONNI 7811 ALDERBRIDGE HOLDING CORP. (Incorporation No. BC1067884), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 200- 1010 Seymour Street, Vancouver, B.C. V6B 3M6

(the “Nominee”, together with the Beneficiary, the “Owner”)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia V6Y 2C1

(the “City”)

WHEREAS:

- A. The Beneficiary is the beneficial owner and the Nominee is the registered owner of the Lands (as hereinafter defined);
- B. The Owner applied to the City for permission to rezone the Lands, pursuant to the Rezoning Application no. 17-765420 (the “Rezoning”), to permit the construction of a Development on the Lands;
- C. As a consideration of Rezoning, the Owner and the City entered into a Housing Agreement dated for reference December 10, 2019 (the “Original Agreement”) to provide for affordable housing, pursuant to the Affordable Housing Strategy, on the Lands, which was approved by Council for the City under Housing Agreement (7811 Alderbridge Way) Bylaw No. 10090;

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway
Application No. RZ 17-765420 Zoning Bylaw No.9867
RZ Consideration #17

- D. The Owner is now applying to the City for permission to revise the maximum rent and maximum household income and thus the Owner and the City have now agreed to enter into this Agreement for the purpose of replacing the Original Agreement,

NOW THEREFORE in consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"Affordable Housing Parking"** means parking allocated for the exclusive use of any Affordable Housing Unit (pursuant to the Housing Covenant);
- (c) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units located or to be located on the Lands and designated as such in accordance with any Building Permit or Development Permit issued by the City or, if applicable, in accordance with any rezoning consideration applicable to the Development and includes, without limiting the generality of the foregoing, the Dwelling Units located or to be located on the Lands charged by this Agreement;
- (d) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (e) **"Building"** means any building constructed, or to be constructed, on the Lands, or a portion thereof, including each air space parcel into which the Lands may be Subdivided from time to time. For greater certainty, each air space parcel and remainder will be a Building for the purpose of this Agreement;
- (f) **"Building Permit"** means a building permit authorizing construction on the Lands, or any portion(s) thereof;
- (g) **"CCAP"** means the portion of the OCP known as the City of Richmond City Centre Area Plan, as may be amended or replaced from time to time;
- (h) **"City"** means the City of Richmond;
- (i) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (j) **"CMHC"** means the Canada Mortgage and Housing Corporation or its successor in function;

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)

Application No. RZ 17-765420 Zoning Bylaw No.9867

RZ Consideration #17

Housing Agreement Bylaw 10090, Amendment Bylaw 10645

- (k) **"CMHC Average Rental Rates"** means the most recent CMHC average market rent per month, reported through the annual CMHC Rental Market Survey, for the City of Richmond and applicable to the unit type and number of bedrooms, based on the rates available at the time a Tenant enters into a Tenancy Agreement, provided that if the number of bedrooms in a unit exceeds three, then such CMHC average market rent applicable to "3 Bedroom +" shall apply;
- (l) **"Common Amenities"** means, together, the Common Recreational Facilities and the Common Transportation Facilities;
- (m) **"Common Recreational Facilities"** means all common space for the active or passive recreation, cultural and social enjoyment, including indoor and outdoor areas, recreational facilities and amenities, provided for the use of all residential occupants of the Development, including all Tenants, as required by the OCP, CCAP, any rezoning consideration applicable to the Development, and the Development Permit process, including without limitation fitness facilities, and related access routes;
- (n) **"Common Transportation Facilities"** means all transportation facilities provided for the use of all residential occupants of the Lands, including all Tenants, as required by the OCP, CCAP, any rezoning consideration applicable to the Development, and the Development Permit process, including without limitation visitor parking, any required affordable housing parking and electric vehicle charging stations, loading bays, bicycle storage and supporting bicycle maintenance facilities and related access routes;
- (o) **"CPI"** means the All-Items Consumer Price Index for Vancouver, British Columbia, published from time to time by Statistics Canada, or its successor in function;
- (p) **"Daily Amount"** means \$100.00 per day as of January 1, 2019 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2019, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to Section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (q) **"Development"** means the mixed-use residential and commercial development to be constructed on the Lands;
- (r) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;
- (s) **"Director, Housing Office"** means the City's Director, Housing Office, and his or her designate;
- (t) **"Dwelling Unit"** means a residential dwelling unit located or to be located on the Lands whether such dwelling unit is a lot, strata lot or parcel, or parts or portions thereof, and includes a single family detached dwelling, duplex, townhouse, auxiliary residential dwelling unit, rental apartment, and strata lot in a building strata plan and includes, where the context permits, an Affordable Housing Unit;

- (u) **"Eligible Tenant"** means a Family having a cumulative gross annual income equal to or less than the amount calculated, from time to time, by the following formula:
 - (i) 90% of the then current CMHC Average Rental Rate for the applicable number of bedrooms and unit type, multiplied by 12 and then divided by 0.30,

provided however that:

 - (ii) if there is a decrease in such then current CMHC Average Market Rental Rate following the commencement of a tenancy of an Affordable Housing Unit by such Family, such cumulative gross annual income for such Family shall be the cumulative gross annual income for such Family for the immediately preceding calendar year, adjusted on January 1st of the then current calendar year, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, provided that if there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the cumulative gross annual income for the subsequent year shall remain unchanged from the previous year; and
 - (iii) in the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted cumulative gross annual income in any particular year shall be final and conclusive;
- (v) **"Family"** means:
 - (i) a person;
 - (ii) two (2) or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than six (6) persons who are not related by blood, marriage or adoption;
- (w) **"GST"** means the Goods and Services Tax levied pursuant to the *Excise Tax Act*, R.S.C., 1985, c. E-15, as may be replaced or amended from time to time;
- (x) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to Section 219 of the *Land Title Act*) charging the Lands from time to time, in respect to the construction, use and transfer of the Affordable Housing Units;
- (y) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (z) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (aa) **"Lands"** means certain lands and premises legally described as PID: 031-095-941 Lot 1 Section 5 Block 4 North Range 6 West NWD Plan EPP91427, as may be Subdivided from time to time, and including a Building or a portion of a Building;

Housing Agreement (Section 483 *Local Government Act*)
 7811 Alderbridge Way and 7028 River Parkway)
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- (bb) **“Local Government Act”** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (cc) **“LTO”** means the New Westminster Land Title Office or its successor;
- (dd) **“Occupancy Certificate”** means a certificate issued by a City building inspector permitting occupancy of a Building pursuant to the City’s *Building Regulation Bylaw* 7230, as may be amended or replaced;
- (ee) **“OCP”** means together the City of Richmond Official Community Plan Bylaw No. 7100 and Official Community Plan Bylaw No. 9000, as may be amended or replaced from time to time;
- (ff) **“Owner”** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (gg) **“Parking Operator”** means one of (i) the Owner, or (ii) an owner of any air space parcel formed by the registration of an air space subdivision plan in respect of the Lands or (iii) any other company or entity, to whom the Owner grants a long-term lease, or other contractual right, over all (and not only some) of the parking spaces in the Development which are designated for the use of the Tenants, in order to facilitate the use, operation and management of such parking spaces, and the Parking Operator may be related or unrelated to the Owner;
- (hh) **“Permitted Rent”** means:
 - (i) an amount which does not exceed 90% of the then current CMHC Average Rental Rate, as of the time an Eligible Tenant enters into a Tenancy Agreement,

provided that:

 - (ii) such amount may be adjusted by the maximum percentage rental increase permitted by the *Residential Tenancy Act* independent of any exemption status of the Owner (i.e. non-profit housing society) during the period of time that the applicable Affordable Housing Unit is occupied by the Eligible Tenant under the Tenancy Agreement; and
 - (iii) in the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;
- (ii) **“Real Estate Development Marketing Act”** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (jj) **“Residential Tenancy Act”** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;

- (kk) **“Residential Tenancy Regulation”** means the *Residential Tenancy Regulation*, B.C. Reg. 477/2003, together with all amendments thereto and replacements thereof;
- (ll) **“Senior”** means an individual of the age defined by the City as a senior for the purposes of City programs, as may be amended from time to time and at the time of this Agreement being defined as 55 years of age and older;
- (mm) **“Strata Property Act”** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (nn) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (oo) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit;
- (pp) **“Tenant”** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement; and
- (qq) **“Zoning Bylaw”** means Richmond Zoning Bylaw 8500, as may be amended or replaced from time to time.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of Section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;

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- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, “quarter” or “year” is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided;
- (k) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”; and
- (l) the terms “shall” and “will” are used interchangeably and both will be interpreted to express an obligation. The term “may” will be interpreted to express a permissible action.

ARTICLE 2

USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by an Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner’s family members (unless the Owner’s family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, “permanent residence” means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor’s discretion, such further amendments or additions as deemed necessary) attached as Schedule A, sworn by the Owner (or in the case of a corporate owner the director, officer, or authorized signatory of the Owner), containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City’s absolute determination, the City reasonably believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 Notwithstanding that the Owner may otherwise be entitled, the Owner will, in respect of the Development:
 - (a) take no steps to compel the issuance of, and the City will not be obligated to issue, the Development Permit, unless and until the Owner, has:

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- (i) submitted to the City a Development Permit application that includes the Affordable Housing Units and all Common Amenities and other ancillary spaces assigned for the exclusive use of an Affordable Housing Unit; and
 - (ii) at its cost, executed and registered against title to Lot 3, or portion thereof, such additional legal agreements required by the City to facilitate the detailed design, construction, operation, and management of the Affordable Housing Units, and all ancillary and related spaces, uses, common areas, and features as determined by the City through the Development Permit approval process for the Lands, or portion thereof;
- (b) take no steps to compel the issuance of, and the City will not be obligated to issue, a Building Permit, unless and until the Owner has submitted to the City a Building Permit application that includes the Affordable Housing Units and all Common Amenities and other ancillary and related spaces, uses, common areas, and features, in accordance with the Development Permit for the Lands;
- (c) not apply for an Occupancy Certificate in respect of the Development, other than for the Affordable Housing Units and related uses and areas and the Building(s) in which the Affordable Housing Units are situated, nor take any action to compel issuance of an Occupancy Certificate, for provisional or final occupancy of the Development, other than for the Affordable Housing Units and related uses and areas and the Building(s) in which the Affordable Housing Units are situated, unless and until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas, and the Building(s) in which the Affordable Housing Units are situated, have been constructed in accordance with this Agreement, the Housing Covenant, the Development Permit, the Building Permit, and any applicable City bylaws, rules or policies, to the satisfaction of the City;
 - (ii) the Affordable Housing Units and related uses and areas, and the Building(s) in which the Affordable Housing Units are situated, have received an Occupancy Certificate; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the Affordable Housing Units, any facilities for the use of the Affordable Housing Units, including parking and any shared indoor or outdoor amenities;

provided that if and to the extent that the Housing Covenant contemplates staged construction and occupancy of the Affordable Housing Units, the terms of the Housing Covenant will govern;

- (d) not permit the Development or any portion thereof to be occupied, unless and until the Affordable Housing Units have received an Occupancy Certificate granting provisional or final occupancy of the Affordable Housing Units; and

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- (e) not Subdivide the Affordable Housing Units into individual strata lots or air space parcels. The Owner acknowledges and agrees that if the Lands are subject to Subdivision by a Strata Plan or air space subdivision plan, that the Affordable Housing Units will together form no more than one (1) strata lot or air space parcel, as applicable.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit or any Common Amenity assigned for the exclusive use of an Affordable Housing Unit to be subleased, or an Tenancy Agreement to be assigned, except as required under the *Residential Tenancy Act* and provided that for the avoidance of doubt, the Owner shall not exercise any discretion afforded to it under the *Residential Tenancy Act* to consent to any sublease or assignment which would result in the occupation or use of an Affordable Housing Unit or Common Amenity assigned for the exclusive use of an Affordable Housing Unit which is prohibited by or inconsistent with the terms and conditions of this Agreement or which would preclude the Owner from otherwise being able to comply with the terms and conditions of this Agreement.
- 3.2 The Owner will not permit an Affordable Housing Unit to be used for short term rental purposes (being rentals for periods shorter than 30 days), or any other purposes that do not constitute a “permanent residence” of a Tenant or an Eligible Tenant.
- 3.3 If this Housing Agreement encumbers more than one Affordable Housing Unit, the following will apply:
 - (a) the Owner will not, without the prior written consent of the City, sell or transfer less than all of the Affordable Housing Units located in one building in a single or related series of transactions, with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than all of the Affordable Housing Units in one Building; and
 - (b) the Lands will not be Subdivided such that one or more Affordable Housing Units form their own air space parcel, separate from other Dwelling Units, without the prior written consent of the City.
- 3.4 Subject to the requirements of the *Residential Tenancy Act*, the Owner will ensure that each Tenancy Agreement:
 - (a) includes the following provision:

“By entering into this Tenancy Agreement, the Tenant hereby consents and agrees to the collection of the below-listed personal information by the Landlord and/or any operator or manager engaged by the Landlord and the disclosure by the Landlord and/or any operator or manager engaged by the Landlord to the City of Richmond (the “City”) and/or the Landlord, as the case may be, of the following personal information which information will be used by the City to verify and ensure compliance by the Owner with the City’s Affordable Housing Strategy, policies and requirements with respect to the provision and administration of affordable housing within the municipality and for no other purpose, each month during the Tenant’s occupation of the Affordable Housing Unit:

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- (i) a statement of the total, gross annual income, once per calendar year, from all sources (including but not limited to employment, disability, retirement, and investment) of all members of the Tenant's household who are 18 years of age and over and who reside in the Affordable Housing Unit;
 - (ii) the number of occupants of the Affordable Housing Unit;
 - (iii) the number of occupants of the Affordable Housing Unit 18 years of age and under; and
 - (iv) the number of occupants of the Affordable Housing Unit who are Seniors;
 - (b) defines the term "Landlord" as the Owner of the Affordable Housing Unit; and
 - (c) includes a provision requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement.
- 3.5 If the Owner sells or transfers any Affordable Housing Units, the Owner will notify the City Solicitor and the Director, Housing Office of the sale or transfer within three (3) days of the effective date of sale or transfer.
- 3.6 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all Common Amenities and will not Subdivide the Lands unless all easements and rights of way are in place to secure such use;
 - (d) the Owner will not require the Tenant or any permitted occupant to pay any of the following:
 - (i) move-in/move-out fees;
 - (ii) strata fees;
 - (iii) strata property contingency reserve fees;
 - (iv) extra charges or fees for use of any Common Amenities, common property, limited common property, or other common areas, facilities or amenities, including without limitation Affordable Housing Parking, bicycle storage, electric vehicle and bicycle charging stations or related facilities;
 - (v) extra charges for the use of sanitary sewer, storm sewer, or water; or

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- (vi) property or similar tax;

provided, however, that if either the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees or the Affordable Housing Unit is not part of a strata unit, an Owner may charge the Tenant the Owner's cost, if any, of:

- (vii) providing cable television, telephone, other telecommunications, electricity (including electricity fees and charges associated with the Tenant's use of electrical vehicle and bicycle charging infrastructure) or district energy charges (including for heating, cooling, or domestic hot water heating);
- (viii) installing electric vehicle charging infrastructure (in excess of that pre-installed by the Owner at the time of construction of the Development), by or on behalf of the Tenant; and
- (ix) paying security fees for the use of guest suites (if any) or security and cleaning fees related to the use of any party or meeting room located on the Lands (if any) that are associated with the Tenant's use of such facilities, provided that such charges are the same as those payable by any other residential occupant of the Development;

and notwithstanding Section 3.6(d)(iv) as it relates to Affordable Housing Parking, the Owner may require the Tenant or any permitted occupant to pay extra charges for Affordable Housing Parking if:

- (x) City Council, at its sole discretion, establishes a policy permitting extra monthly or annual parking charges for the use, by tenants or other permitted occupants of low-end market rental housing units, of those parking spaces required to be provided for the exclusive use of low-end market rental housing units pursuant to:
 - A. the Zoning Bylaw; or
 - B. agreements, covenants and charges granted to the City (including covenants pursuant to Section 219 of the *Land Title Act*) in respect of, *inter alia*, the construction and use of low-end market rental housing units and parking spaces; and
- (xi) such charges payable are equal to or less than the charges payable by any other occupant of a Dwelling Unit at or below the prevailing market rates for rental properties in the City;

- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) subject to any contrary provisions in the *Residential Tenancy Act*, the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:

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- (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
- (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in Section 1.1(u) of this Agreement;
- (iii) the Affordable Housing Unit is occupied by more than the number of people the City determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
- (iv) the Affordable Housing Unit remains vacant for three (3) consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part, except as may be required by the *Residential Tenancy Act* and in such circumstance, the Tenant may not sublease the Affordable Housing Unit or assign the Tenancy Agreement (A) without the prior consent of the Owner, and (B) to anyone who is not an Eligible Tenant,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for Section 3.6(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in Section 1.1(u), Eligible Tenant, of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective on the date that is the greater of 30 days following the date of the notice of termination and the minimum amount of notice required by the *Residential Tenancy Act*. In respect to Section 3.6(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.7 If the Owner has terminated the Tenancy Agreement, then the Owner shall use commercially reasonable efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

3.8 The Owner shall not impose any age-based restrictions on Tenants of Affordable Housing Units, unless expressly permitted by the City in writing in advance.

3.9 The Owner acknowledges its duties not to discriminate with respect to tenancies and agrees to comply with the *Human Rights Code* (BC) with respect to tenancy matters, including tenant selection for the Affordable Housing Units.

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**ARTICLE 4
DEMOLITION OF AFFORDABLE HOUSING UNIT**

4.1 The Owner will not demolish an Affordable Housing Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit, as applicable, has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw, which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation, or imposes age-based restrictions on Tenants of Affordable Housing Units, will have no force and effect, unless expressly approved by the City in writing in advance.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any Common Amenities, common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation contrary to Section 3.6(d).
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle and bicycle charging stations or related facilities contrary to Section 3.6(d). Notwithstanding the foregoing, the strata corporation

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may levy such parking, bicycle storage, electric vehicle and bicycle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle and bicycle charging stations are excluded from this provision.

- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any Common Amenities, common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs the use and enjoyment of these facilities by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if:

- (a) an Affordable Housing Unit is used or occupied in breach of this Agreement;
- (b) an Affordable Housing Unit is rented at a rate in excess of the Permitted Rent; or
- (c) the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant,

then the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.

- 6.2 Notwithstanding Section 6.1:

- (a) if the breach arises solely as a result of an enactment of a strata bylaw by a strata corporation contrary to this Agreement, the City will not charge the Daily Amount to the registered owner of the Affordable Housing Units, except in their capacity as one of the owners of such strata corporation; and
- (b) if the default cannot be remedied within the applicable cure period, and the Owner has, to the satisfaction of the City:
 - (i) delivered to the City the method and schedule for remedying the default;
 - (ii) commenced remedying the default; and
 - (iii) been diligently and continuously proceeding to remedy the default within the estimated schedule,

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the City will not charge the Owner with the Daily Amount with respect to the breach of the Agreement unless, in the City's opinion, the Owner has ceased to diligently and continuously work to remedy the default within the estimated schedule.

- 6.3 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under Section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands.
- (d) if this Agreement is filed in the LTO as a notice under Section 483 of the *Local Government Act* prior to the Lands having been Subdivided, then after the Lands are Subdivided and after an Occupancy Certificate has been issued for all Affordable Housing Units, this Agreement will secure only the legal parcels which contain the Affordable Housing Units, including the common property of any applicable strata corporation; and the City will partially release this Agreement accordingly, provided however that:
 - (i) the City has no obligation to execute the necessary documents for release until a written request therefor from the Owner is received by the City, which request includes the registrable form of release (Form 17 (Cancellation of Charge, Notation or Filing);
 - (ii) the cost of the preparation of the aforesaid release, and the cost of registration of the same in the Land Title Office is paid by the Owner;
 - (iii) the City has a reasonable time within which to execute such documents for the Form 17 (Cancellation of Charge, Notation or Filing) and return the same to the Owner for registration; and
 - (iv) the Owner acknowledges that such release is without prejudice to the indemnity and release set forth in Sections 7.5 and 7.6.

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The Owner acknowledges and agrees that notwithstanding a partial release of this Agreement, this Agreement will be and remain in full force and effect and, but for the partial release, otherwise unamended.

- (e) if the Lands, or a portion of the Lands, containing the Affordable Housing Units is Subdivided pursuant to the Strata Property Act, this Agreement will remain noted on the common property sheet of the strata corporation stored in the LTO and on title to all strata lots in the legal parcel in which the Affordable Housing Units are situated (including Affordable Housing Units and non-Affordable Housing Units);
- (f) if the Lands, or a portion of the Lands, containing the Affordable Housing Units is Subdivided in any manner not contemplated in paragraph (d) or (e), this Agreement will remain on title to interests into which the Lands are subdivided.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to Section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will ensure good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands at no cost or charge to the Tenant.

If applicable, the Owner further covenants and agrees that it will vote:

- (a) as owner of the Affordable Housing Units, in any applicable annual general meetings or special general meetings of the strata corporation; and
- (b) as the owner of the air space parcel or remainder parcel containing the Affordable Housing Units at any applicable meetings of the owners of the other Subdivided parcels of the Lands,

to ensure that the Common Amenities are maintained in a good state of repair by the strata corporation which includes the Affordable Housing Units and any of the Common Amenities, and the owner of the applicable air space parcel or remainder parcel which includes any of the Common Amenities, and/or the Parking Operator, as applicable.

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If the Owner fails to ensure good and efficient management of the Affordable Housing Units or maintain the Affordable Housing Units as required by this Section 7.4, then, after applicable notice and cure periods, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City's refusal to issue a Development Permit, Building Permit, or Occupancy Certificate for, or refusal to permit occupancy of, any Building, or any portion thereof, constructed on the Lands arising out of or in connection, directly or indirectly, or that would not or could not have occurred "but for" this Agreement;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City's refusal to issue a Development Permit, Building Permit, or Occupancy Certificate for, or refusal to permit occupancy of, any Building, or any portion thereof, constructed on the Lands arising out of or in connection, directly or indirectly, or that would not or could not have occurred "but for" this Agreement; or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement, including but not limited to Sections 7.5 and 7.6, will survive termination or discharge of this Agreement.

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)
Application No. RZ 17-765420 Zoning Bylaw No.9867
RZ Consideration #17

Housing Agreement Bylaw 10090, Amendment Bylaw 10645

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under Section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)

Application No. RZ 17-765420 Zoning Bylaw No.9867

RZ Consideration #17

Housing Agreement Bylaw 10090, Amendment Bylaw 10645

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Copies to: City Solicitor, and the Director, Housing Office,

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owner contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)
Application No. RZ 17-765420 Zoning Bylaw No.9867
RZ Consideration #17

Housing Agreement Bylaw 10090, Amendment Bylaw 10645

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.24 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands, or parts thereof, provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, or parts thereof, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands, or parts thereof. For the avoidance of doubt, the Owner shall only be liable for breaches of this Agreement as registered owner of those portions of the Lands from which this Agreement has not been discharged in accordance with and subject to Section 7.1.

7.25 Counterparts

This Agreement may be signed by the parties hereto in counterparts and by facsimile or pdf email transmission, each such counterpart, facsimile or pdf email transmission copy shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument and may be compiled for registration, if registration is required, as a single document.

[remainder of page intentionally blank]

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)
Application No. RZ 17-765420 Zoning Bylaw No.9867
RZ Consideration #17

Housing Agreement Bylaw 10090, Amendment Bylaw 10645

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

**ONNI 7811 ALDERBRIDGE
DEVELOPMENT LIMITED
PARTNERSHIP**, by its general partner
**ONNI DEVELOPMENT (7811
ALDERBRIDGE) CORP.**
by its authorized signatory(ies):

Per: 
Name: Rob Vrooman

Per: _____
Name: _____

**ONNI 7811 ALDERBRIDGE HOLDING
CORP.,
(INC. NO. BC1067884)**
by its authorized signatory(ies):

Per: 
Name: Rob Vrooman.

Per: _____
Name: _____

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
Claudia Jesson, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
Legal Advice
DATE OF COUNCIL APPROVAL (if applicable)

SCHEDULE A to Housing Agreement

STATUTORY DECLARATION (Affordable Housing Units)

CANADA

PROVINCE OF BRITISH
COLUMBIA

TO WIT:

IN THE MATTER OF Unit Nos. _____ - _____
(collectively, the "**Affordable Housing Units**") located at
_____,
(street address), British Columbia, and Housing Agreement
dated _____, 20____ (the "**Housing
Agreement**") between
_____ and the
City of Richmond (the "**City**")

I, _____ (full name),
of _____ (address) in the Province

of British Columbia, DO SOLEMNLY DECLARE that:

1. ☐ I am the registered owner (the "**Owner**") of the Affordable Housing Units;
or,
☐ I am a director, officer, or an authorized signatory of the Owner and I have personal knowledge of the matters set out herein;
2. This declaration is made pursuant to the terms of the Housing Agreement in respect of the Affordable Housing Units and information as of the ____ day of _____, 20__;
3. To the best of my knowledge, continuously since the last Statutory Declaration process:
 - a) the Affordable Housing Units, if occupied, were occupied only by Eligible Tenants (as defined in the Housing Agreement); and
 - b) the Owner of the Affordable Housing Units complied with the Owner's obligations under the Housing Agreement and any housing covenant(s) registered against title to the Affordable Housing Units;
4. The information set out in the table attached as Appendix A hereto (the "**Information Table**") in respect of each of the Affordable Housing Units is current and accurate as of the date of this declaration; and

Page 1 of 2 – continued on next page...

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)
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... continued from Page 1 – Page 2 of 2

5. I obtained the prior written consent from each of the occupants of the Affordable Housing Units named in the Information Table to: (i) collect the information set out in the Information Table, as such information relates to the Affordable Housing Unit occupied by such occupant/resident; and (ii) disclose such information to the City, for purposes of complying with the terms of the Housing Agreement.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the *Canada Evidence Act*.

DECLARED BEFORE ME at

_____ in the
Province of British Columbia, Canada, this
_____ day of _____, 20____

A Notary Public and a Commissioner for taking
Affidavits in and for the Province of British
Columbia

(Signature of Declarant)
Name:

*Declarations should be signed, stamped, and dated and witnessed by a lawyer,
notary public, or commissioner for taking affidavits.*

CONSENT AND PRIORITY AGREEMENT

With respect to the Amended and Restated Housing Agreement (the “**Housing Agreement**”) made pursuant to section 483 of the *Local Government Act* between the City of Richmond and ONNI 7811 ALDERBRIDGE DEVELOPMENT LIMITED PARTNERSHIP, and ONNI 7811 ALDERBRIDGE HOLDING CORP. (together, the “**Owner**”) in respect of the Lands (as described in the Housing Agreement).

The Toronto-Dominion Bank (the “**Bank**”) is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland Land Title Office under the following numbers: Mortgage CA5111424 as extended by CA8187521 and modified by CA8205190, and Assignment of Rents CA5111425 as extended by CA8187522 and modified by CA8205191 (collectively, the “**Bank Charge(s)**”).

The Bank, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agree to by the Bank, hereby consents to the granting of the covenants in the Amendment by the Owner and hereby covenants that the Housing Agreement shall bind the Bank Charge(s) in the Lands and shall rank in priority upon the Lands over the Bank Charge(s) as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charge(s) and prior to the advance of any monies pursuant to the Bank Charge(s). The grant of priority is irrevocable, unqualified and without reservation or limitation.

The Toronto-Dominion Bank
by its authorized signatory(ies):

Per:

Name:



**Connor Andersen | Director |
National Real Estate Group |
TD Bank Financial Group**

Housing Agreement (Section 483 *Local Government Act*)
7811 Alderbridge Way and 7028 River Parkway)
Application No. RZ 17-765420 Zoning Bylaw No.9867
RZ Consideration #17



Permissive Property Tax Exemption (2026) Bylaw No. 10670

The Council of the City of Richmond enacts as follows:

PART ONE: RELIGIOUS PROPERTIES PERMISSIVE EXEMPTION

- 1.1 Pursuant to Section 224(2)(f) of the *Community Charter*, the religious halls and the whole of the parcels of land surrounding the religious halls shown on Schedule A are considered necessary to an exempt building set apart for public worship, and are hereby exempt from taxation for the 2026 year.
- 1.2 Pursuant to Section 224(2)(f) of the *Community Charter*, the portions of the parcels of land and improvements surrounding the religious halls shown on Schedule B are considered necessary to an exempt building set apart for public worship, and are hereby exempt from taxation for the 2026 year.
- 1.3 Notwithstanding Sections 1.1 and 1.2 of this bylaw, no additional exemption from taxation pursuant to Section 224(2)(f) will be granted to any parcel of land for which an associated building is not exempted by the British Columbia Assessment Authority pursuant to Section 220(1)(h) of the *Community Charter*.
- 1.4 Notwithstanding Sections 1.1 and 1.2 of this bylaw, if at any point from the period commencing on the date of Council approval of this bylaw and December 31, 2026, parcels of land or portions thereof that are listed in Schedule A or Schedule B no longer qualify for the statutory tax exemption set out in section 220(1)(h) of the *Community Charter*, such parcels of land or portions thereof will be reassessed and subject to taxation for the period commencing on the date on which qualification for the statutory tax exemption ceased and ending on December 31, 2026.

PART TWO: TENANTED RELIGIOUS PROPERTIES PERMISSIVE EXEMPTION

- 2.1 Pursuant to Section 224(2)(g) of the *Community Charter*, the portions of land and improvements shown on Schedule C are hereby exempt from taxation for the 2026 year.

PART THREE: CHARITABLE AND RECREATIONAL PROPERTIES PERMISSIVE EXEMPTION

- 3.1** Pursuant to Section 224(2)(a) of the *Community Charter*, the whole of the parcels of land shown on Schedule D are hereby exempt from taxation for the 2026 year.
- 3.2** Notwithstanding Section 3.1 of this bylaw, no additional exemption from taxation pursuant to Section 3.1 of this bylaw will be granted to any parcel of land for which an associated building is not exempted by the British Columbia Assessment Authority pursuant to Section 220(1)(i) of the *Community Charter*.
- 3.3** Pursuant to Section 224(2)(a) and Section 224(2)(j) of the *Community Charter*, the whole of the parcels of land and improvements shown on Schedule E are hereby exempt from taxation for the 2026 year.
- 3.4** Pursuant to Section 224(2)(a) and Section 224(2)(k) of the *Community Charter*, the whole of the parcels of land and improvements shown on Schedule F are hereby exempt from taxation for the 2026 year.
- 3.5** Pursuant to Section 224(2)(a) of the *Community Charter*, the whole or portions of the parcels of land and improvements shown on Schedule G are hereby exempt from taxation for the 2026 year.
- 3.6** Pursuant to Section 224(2)(i) of the *Community Charter*, the whole or portions of land and improvements shown on Schedule H are hereby exempt from taxation for the 2026 year.
- 3.7** Pursuant to Section 224(2)(d) of the *Community Charter*, the whole or portions of land and improvements shown on Schedule I are hereby exempt from taxation for the 2026 year.

PART FOUR: MISCELLANEOUS PROVISIONS

- 4.1** Schedules A through I inclusive, which are attached hereto, form a part of this bylaw.
- 4.2** Permissive Property Tax Exemption (2025) Bylaw No. 10566 is hereby repealed in its entirety.
- 4.3** This Bylaw is cited as “Permissive Property Tax Exemption (2026) Bylaw No. 10670”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

OCT 14 2025

OCT 14 2025

OCT 14 2025

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor BRB

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Bakerview Gospel Chapel (067-375-002) 8991 Francis Road	PID 009-294-902 Lot 135 Except: Parcel B (Bylaw Plan 87226) Section 21 Block 4 North Range 6 West New Westminster District Plan 23737	Bakerview Gospel Chapel 10260 Algonquin Drive Richmond, B.C. V7A 3A4
Beth Tikvah Congregation and Centre Association (099-358-999) 9711 Geal Road	PID 003-644-391 Lot 1 Except: Firstly: Part Subdivided by Plan 44537 Secondly: Part Subdivided by Plan LMP47252 Section 26 Block 4 North Range 7 West New Westminster District Plan 17824	Beth Tikvah Congregation and Centre Association 9711 Geal Road Richmond, B.C. V7E 1R4
Broadmoor Baptist Church (071-191-006) 8140 Saunders Road	PID 007-397-216 Lot 123 Section 28 Block 4 North Range 6 West New Westminster District Plan 44397	Broadmoor Baptist Church 8140 Saunders Road Richmond, B.C. V7A 2A5
Canadian Martyrs Parish (094-145-000) 5771 Granville Avenue	PID 003-894-266 Lot 610 Section 12 Block 4 North Range 7 West New Westminster District Plan 58494	Roman Catholic Archbishop of Vancouver 5771 Granville Avenue Richmond, B.C. V7C 1E8
Christian and Missionary Alliance (082-148-009) 3360 Sexsmith Road	PID 003-469-247 Lot 23 Except: Firstly: the East 414.3 Feet Secondly: the South 66 Feet, and Thirdly: Part Subdivided by Plan 33481 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 3404	Christian & Missionary Alliance 3360 Sexsmith Road Richmond, B.C. V6X 2H8
Christian Reformed Church of Richmond (072-496-000) 9280 No. 2 Road	PID 018-262-767 Lot 2 of Section 30 Block 4 North Range 6 West New Westminster District Plan LMP9785	Christian Reformed Church of Richmond 9280 No. 2 Road Richmond, B.C. V7E 2C8

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Church in Richmond (083-953-080) 4460 Brown Road	PID 028-628-110 Lot 7 Section 33 Block 5 North Range 6 West New Westminster District Plan 3318 Part S 1/2, Except Plan 24362, Exp 24381	Church in Richmond 4460 Brown Road Richmond BC V6X 2E8
Emmanuel Christian Community Society (102-050-053) 10351 No. 1 Road	PID 011-908-106 Lot 13 Block A Section 34 Block 4 North Range 7 West Except Plan 53407 New Westminster District Plan 710	Emmanuel Christian Community Society 10351 No. 1 Road Richmond, B.C. V7E 1S1
Fujian Evangelical Church (025-172-004) 12200 Blundell Road	PID 025-000-047 Lot 1 Section 19 Block A North Range 5 West New Westminster District Plan LMP49532	Fujian Evangelical Church 12200 Blundell Road Richmond, B.C. V6W 1B3
Gilmore Park United Church (097-837-001) 8060 No. 1 Road	PID 024-570-541 Strata Lot 1 Section 23 Block 4 North Range 7 West New Westminster District Strata Plan LMS3968	Congregation of the Gilmore Park United Church 8060 No. 1 Road Richmond, B.C. V7C 1T9
I Kuan Tao (Fayi Chungder) Association (084-144-013) 8866 Odlin Crescent	PID 025-418-645 Lot 30 Section 33 Block 5 North Range 6 West new Westminster District Plan LMP54149	Yi-Guan Dao Fa-Yi Chong-De Association C/O I Kuan Tao (Fayi Chungder) Association #2100, 1075 West Georgia Street Vancouver, B.C. V6E 3G2
Immanuel Christian Reformed Church (062-719-724) 7600 No. 4 Road	PID 003-486-486 Parcel One Section 14 Block 4 North Range 6 West New Westminster District Reference Plan 71292	Immanuel Christian Reformed Church 7600 No. 4 Road Richmond, B.C. V6Y 2T5
Johrei Fellowship (084-786-000) 10380 Odlin Road	PID 003-485 757 East Half of Lot 4 Except: Part Subdivided by Plan 79974; Section 35 Block 5 North Range 6 West, New Westminster District Plan 5164	Johrei Fellowship Inc. 10380 Odlin Road Richmond, B.C. V6X 1E2

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Lansdowne Congregation Jehovah's Witnesses (061-569-073) 11014 Westminster Highway	PID 003-578-356 Lot 107 Section 12 Block 4 North Range 6 West New Westminster District Plan 52886	Trustees of the Lansdowne Congregation Jehovah's Witnesses c/o Jurgan Halbheer 10960 Ryan Road Richmond, B.C. V6A 2G4
Our Saviour Lutheran Church (061-166-000) 6340 No. 4 Road	PID 010-899-294 Parcel 1 of Section 11 Block 4 North Range 6 West New Westminster District Plan 77676	Our Saviour Lutheran Church of Richmond BC 6340 No. 4 Road Richmond, B.C. V6Y 2S9
Trustees Congregation of Meeting Room 8020 No. 5 Road Richmond BC (Meeting Room) (025-166-010) 8020 No. 5 Road	PID 016-718-739 Lot A Section 19 Block 4 North Range 5 West New Westminster District Plan 86178	Trustees Congregation of Meeting Room 8020 No. 5 Road Richmond BC 419 Centennial Parkway Delta BC V4L 1K9
Mennonite Church BC (Peace Mennonite Church) (080-792-000) 11571 Daniels Road	PID 004 152 832 Lot 323 of Section 25 Block 5 North Range 6 West New Westminster District Plan 57915	Mennonite Church BC C/O Peace Mennonite Church 11571 Daniels Road Richmond, B.C. V6X 1M7
North Richmond Alliance Church (063-418-009) 9140 Granville Avenue	PID 017-691-842 Lot 1 (BF35337) Section 15 Block 4 North Range 6 West New Westminster Plan 7631	Christian & Missionary Alliance-Canada Pacific C/O North Richmond Alliance Church 9410 Granville Avenue Richmond, B.C. V6Y 1P8
Richmond (Bethel) Mennonite Church (030-869-001) 10160 No. 5 Road	PID 017 945 054 Lot A (BF302986) Section 31 Block 4 North Range 5 West New Westminster District Plan 35312	B.C. Conference of the Mennonite Brethren Churches 10200 No. 5 Road Richmond, B.C. V7A 4E5

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Richmond Chinese Evangelical Free Church (025-162-005) 8040 No 5 Road	PID 004-332-695 South 100 feet West Half Lot 1 Block "A" Section 19 Block 4 North Range 5 West New Westminster District Plan 4090	Richmond Chinese Evangelical Free Church Inc. 8040 No. 5 Road Richmond, B.C. V6Y 2V4
Richmond Chinese Alliance Church (102-369-073) 10100 No. 1 Road	PID 003-898-474 Lot 68 Section 35 Block 4 North Range 7 West New Westminster District Plan 31799	Christian and Missionary Alliance (Canadian Pacific District) 107 – 7585 132 nd Street Surrey, B.C. V2W 1K5
Richmond Emmanuel Church (082-265-027) 3330 – 8181 Cambie Road	PID 018-553-273 Lot 27 Section 28 Block 5N Range 6W New Westminster District Plan LMS1162 together with an interest in the common property in proportion to the unit entitlement of the strata lot.as shown on Form 1 or V, as appropriate.	Richmond Emmanuel Church 3380 – 8181 Cambie Road Richmond B.C. V6X 3X9
Richmond Emmanuel Church (082-265-028) 3360 – 8181 Cambie Road	PID 018-553-281 Lot 28 Section 28 Block 5N Range 6W New Westminster District Plan LMS1162 together with an interest in the common property in proportion to the unit entitlement of the strata lot.as shown on Form 1 or V, as appropriate.	Richmond Emmanuel Church 3380 – 8181 Cambie Road Richmond B.C. V6X 3X9

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Richmond Emmanuel Church (082-265-029) 3380 – 8181 Cambie Road	PID 018-553-290 Lot 29 Section 28 Block 5N Range 6W New Westminster District Plan LMS1162 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1 or V, as appropriate.	Richmond Emmanuel Church 3380 – 8181 Cambie Road Richmond B.C. V6X 3X9
Richmond Faith Fellowship (085-780-002) 11960 Montego Street	PID 010-267-930 Lot A Except: Parcel E (Bylaw Plan LMP22889), Section 36 Block 5 North Range 6 West New Westminster District Plan 17398	Evangelical Missionary Church of Canada C/O Richmond Faith Fellowship 11960 Montego Street Richmond, B.C. V6X 1H4
Richmond Pentecostal Church (060-300-000) 9300 Westminster Highway	PID 024-957-828 Parcel C Section 10 Block 4 North Range 6 West New Westminster District Plan 48990	Pentecostal Assemblies of Canada 9300 Westminster Highway Richmond, B.C. V6X 1B1
Richmond Presbyterian Church (094-627-007) 7111 No. 2 Road	PID 009-213-244 Lot 110 of Section 13 Block 4 North Range 7 West New Westminster District Plan 24870	Trustees of Richmond Congregation of Presbyterian Church 7111 No. 2 Road Richmond, B.C. V7C 3L7
Richmond Sea Island United Church (082-454-062) 8711 Cambie Road	PID 011-031-182 Lot 3 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037	Congregation of the Richmond United Church of Canada 8711 Cambie Road Richmond, B.C. V6X 1K2
St. Paul's Roman Catholic Parish (067-043-063) 8251 St. Albans Road	PID 010 900 691 Lot 15 Except: Firstly: Part Dedicated as Road on Plan 20753, Secondly: Part Subdivided by Plan 58438; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238	Roman Catholic Archbishop of Vancouver St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2

SCHEDULE A to BYLAW 10670

<i>NAME, ROLL NO. & CIVIC ADDRESS</i>	<i>LEGAL DESCRIPTION OF PROPERTY</i>	<i>MAILING ADDRESS</i>
Salvation Army Richmond (066-497-000) 8280 Gilbert Road	PID 001-234-684 Lot "L" (Y24736) of Section 20 Block 4 North Range 6 West New Westminster District Plan 10008	Governing Council of the Salvation Army Canada West 8280 Gilbert Road Richmond, B.C. V7C 3W7
South Arm United Church Hall (plus Annex - Pioneer Church) (047-431-056) 11051 No. 3 Road	PID 015-438-562 Parcel E (Explanatory Plan 21821) of Lots 1 and 2 of Parcel A Section 5 Block 3 North Range 6 West New Westminster District, Plan 4120 Except: Firstly; Part Subdivided by Plan 29159 AND Secondly: Parcel "D" (Bylaw Plan 79687)	Congregation of the South Arm United Church of Canada 11051 No. 3 Road Richmond, B.C. V6X 1X3
Steveston Congregation of Jehovah's Witnesses (102-520-003) 4260 Williams Road	PID 006-274-382 Parcel "A" (Reference Plan 17189) Lot 1 of Section 35 Block 4 North Range 7 West New Westminster District Plan 10994	Steveston Congregation of Jehovah's Witnesses Attn: Jonathan Mearns #87 – 6800 Lynas Lane Richmond, B.C. V7C 5E2
Steveston United Church (087-640-000) 3720 Broadway Street	PID 010-910-336 Parcel A Section 3 Block 3 North Range 7 West New Westminster District Reference Plan 77684	Trustees of Steveston Congregation of United Church of Canada 3720 Broadway Street Richmond, B.C. V7E 4Y8
Subramaniya Swamy Temple (025-161-000) 8840 No. 5 Road	PID 000-594-261 Parcel B (Explanatory Plan 10524) Lot 3 Section 19 Block 4 North Range 5 West New Westminster District Plan 5239	SRI Sadashiva Subramaniya Swamy Temple of B.C. Foundation 8840 No. 5 Road Richmond, B.C. V6Y 2V4
Trinity Pacific Church (076-082-008) 10011 No. 5 Road	PID 007-178-204 Lot 297 Except Parcel B (Bylaw Plan 79916) Section 36 Block 4 North Range 6 West New Westminster District Plan 35779	Trinity Pacific Church 10011 No. 5 Road Richmond, B.C. V7A 4E4

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Vancouver International Buddhist Progress Society (082-265-053) 6670 – 8181 Cambie Road	PID 018-553-532 Lot 53 Section 28 Block 5 North Range 6 West New Westminster District Plan LMS 1162 together with an interest in the common property in proportion to the unit entitlement of the strata lot.	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9
Walford Road Gospel Church (081-608-000) 9291 Walford Street	PID 012-734-756 Lot 21 of Blocks 25 and 26 Section 27 Block 5 North Range 6 West New Westminster District Plan 2534	Holy Spirit Association For The Unification Of World Christianity 9291 Walford Street Richmond, B.C. V6X 1P3
West Richmond Gospel Hall (098-373-006) 5651 Francis Road	PID 008-825-025 Lot 45 Except: Parcel A (Statutory Right of Way Plan LMP11165) Section 24 Block 4 North Range 7 West New Westminster District Plan 25900	West Richmond Gospel Hall 5651 Francis Road Richmond, B.C. V7C 1K2

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Aga Khan Foundation Canada (The Ismaili Jamatkhana and Centre) (084-310-003) 4000 May Drive	PID 029-176-263 Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan EPP32741	Aga Khan Foundation Canada (The Ismaili Jamatkhana and Centre) 199 Sussex Drive Ottawa, ON K1N 1K6	100% of footprint of building 60,000 sq. ft. for parking	Remainder of land not exempted	100%	0%
Assumption of the Blessed Virgin Mary Ukrainian Catholic Church (098-394-005) 8700 Railway Avenue Manse	PID 011-070-749 Parcel "One" (Explanatory Plan 24522) of Lots "A "and "B" Plan 4347 and Lot 26 of Plan 21100 Section 24 Block 4 North Range 7 West New Westminster District	Ukrainian Catholic Eparchy of New Westminster 8700 Railway Avenue Richmond, B.C. V7C 3K3	97.65% 2,031.18 m ²	2.35% 48.82 m ²	75.6% of Manse Building 302.59 m ² 100% of Religious Hall	24.4% of Manse Building 97.64 m ²
Bethany Baptist Church (000-821-001) 22680 Westminster Highway (Site Area 5.295 acres)	PID 018-604-897 Lot 1 Except: Part Dedicated Road on Plan LMP18317; Section 2 Block 4 North Range 4 West New Westminster District Plan LMP9648	Bethany Baptist Church 22680 Westminster Highway Richmond, B.C. V6V 1B7	48%	52%	100%	0%

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
BC Muslim Association (025-243-080) 12300 Blundell Road (Site Area 4.78 Acres)	PID 011-053-569 Lot 5 Except: Part Subdivided by Plan 33568; Block "A" Section 19 Block 4 North Range 5 West New Westminster District Plan 4090	BC Muslim Association 12300 Blundell Road Richmond, B.C. V6W 1B3	43.6% 8,440 m ² 2.086 acres	56.4% 10,903.97 m ² 2.694 acres	100%	0%
Canadian Martyrs Parish (094-145-000) 5771 Granville Avenue	PID 003-894-266 Lot 610 Section 12 Block 4 North Range 7 West New Westminster District Plan 58494	Roman Catholic Archbishop of Vancouver 5771 Granville Avenue Richmond, B.C. V7C 1E8	93% 9,034.3 m ² 2.23 acres	7% 680 m ² 0.17 acres	100%	0%
Church of Latter Day Saints (074-575-000) 8440 Williams Road (Site Area 2.202 acres)	PID 009-210-890 Lot 2 Section 33 Block 4 North Range 6 West New Westminster District Plan 24922	Corp. of the President of the Lethbridge Stake of the Church of Jesus Christ of Latter-Day Saints c/o LDS Church Tax Division #502 - 7136 50 E. North Temple Street Salt Lake City, Utah, 84150- 2201	90.8% 8,093.7 m ² 2.00 acres	9.2% 817.5 m ² 0.202 acres	100%	0%

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Cornerstone Evangelical Baptist Church (024-279-000) 12011 Blundell Road Church Parking	PID 002-555-310 South Half of South West Quarter Section 18 Block 4 North Range 5 West New Westminster District Except: Firstly: Part Dedicated Road on Plan 87640 Secondly: Parcel E (Bylaw Plan LMP4874) Thirdly: Parcel F (Bylaw Plan LMP12615) Fourthly: Part on SRW Plan 21735	Cornerstone Evangelical Baptist Church of Vancouver 7890 No. 5 Road Richmond, B.C. V6Y 2V2	10% 5,158.4 m ²	90% 46,426.6 m ²	100%	0%
Dharma Drum Mountain Buddhist Association (025-222-030) 8240 No. 5 Road Manse	PID 003-740-315 Lot 23 Section 19 Block 4 North Range 5 West New Westminster District Plan 55080	Dharma Drum Mountain Buddhist Association 8240 No. 5 Road Richmond, B.C. V6Y 2V4	34.8% 3,384 m ² 0.836 acres	65.2% 6,333 m ² 1.565 acres	71.8% 729.75 m ²	28.2% 286.33 m ²
Fraserview Mennonite Brethren (080-623-027) 11295 Mellis Drive (Site Area 2.79 Acres)	PID 000-471-780 That portion of Lot 176 Section 25 Block 5 North Range 6 West New Westminster District Plan 53633	BC Conference of the Mennonite Brethren Churches 11295 Mellis Drive Richmond, B.C. V5X 4K2	71.7% 8,077 m ² 1.996 acres	28.3% 3,180.3 m ² 0.794 acres	100%	0%

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
International Buddhist Society (046-195-007) 9160 Steveston Highway Manse The land under the taxable improvements situated on this property shall also be assessed as taxable.	PID 026-438-160 Section 3 Block 3 North Range 6 West New Westminster District Plan BCP19994 Parcel 1	International Buddhist Society 9160 Steveston Highway Richmond, B.C. V7A 1M5	36.5% 16,458.69 m ²	63.5% 28,622.31 m ²	83.2% of remaining hall 3,132.4 m ² 0% of farm buildings	16.8% of hall used for Manse and dining 632.0 m ² 100% of farm buildings
Ling Yen Mountain Temple (030-901-000) 10060 No. 5 Road (Site Area 4.916 Acres) Manse	PID 025-566-806 Lot 42 Except: Part Dedicated Road on Plan LMP22689, Section 31 Block 4 North Range 5 West New Westminster District Plan 25987	Ling Yen Mountain Temple 10060 No. 5 Road Richmond, B.C. V7A 4C5	27.7% 5,502.6 m ² 1.36 acres	72.3% 14,391.7 m ² 3.556 acres	50.6% 1,199.3 m ²	49.4% 1,171.8 m ²
Nanaksar-Gurdwara-Gursikh Temple (002-881-941) 18691 Westminster Highway (Site Area 14.88 Acres) Manse	PID 023-751-878 Lot 1 Section 6 Block 4 North Range 4 West New Westminster District Plan 33029	Nanaksar-Gurdwara-Gursikh Temple 18691 Westminster Highway Richmond, B.C. V6V 1B1	16% 9,619.5 m ² 2.377 acres	84% 50,597.7 m ² 12.503 acres	86.9% of Manse 2,925.05 m ² 100% of Religious Hall	13.1% of Manse 441.29 m ²

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Parish of St. Alban's (Richmond) (064-132-000) 7260 St. Alban's Road Manse	PID 013-077-911 Parcel One Section 16 Block 4 North Range 6 West New Westminster District Reference Plan 80504	Parish of St. Alban's (Richmond) 7260 St. Alban's Road Richmond, B.C. V6Y 2K3	91.6% 4,464.1 m ²	8.4% 406.9 m ²	0% of Manse 100% of Religious Hall	100% of Manse 83.6 m ²
Parish of St. Anne's Steveston Anglican Church (097-615-002) 4071 Francis Road Religious Hall Commercial Use	PID 002-456-320 Lot 2 of Section 23 Block 4 North Range 7 West New Westminster District Plan 70472	Parish of St. Anne's 4071 Francis Road Richmond, B.C. V7C 1J8	99.2% 3,067.86 m ²	0.8% 24.14 m ²	97.8% 1,090.66 m ²	2.2% 24.14 m ²
Peace Evangelical Church (025-231-041) 8280 No. 5 Road Manse	PID 004-099-303 Lot 24 Section 19 Block 4 North Range 5 West New Westminster District Plan	Peace Evangelical Church 8280 No. 5 Road Richmond, B.C. V6Y 2V4	34.4% 3,614.3 m ² 0.893 acres	65.6% 6,892.7 m ² 1.703 acres	100% of Religious Hall 0% of Manse	100% Manse
Richmond Alliance Church (047-535-044) 11371 No. 3 Road (Site Area 2.5 acres)	PID 004-113-331 South Half of 14 Section 5 Block 3 North Range 6 West New Westminster District Plan 4120	Christian and Missionary Alliance (Canadian Pacific District) 11371 No. 3 Road Richmond, B.C. V7A 1X3	80% 8,077.5 m ² 1.996 acres	20% 2,030.5 m ² 0.504 acres	100%	0%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Richmond Baptist Church (065-972-089) 6560 Blundell Road Manse and Parking	PID 006-457-118 Lot 43 Section 19 Block 4 North Range 6 West New Westminster District Plan 30356	Richmond Baptist Church 6640 Blundell Road Richmond, B.C. V7C 1H8	57% 1,151.4 m ²	43% 868.6 m ²	0% of Manse	100% of Manse 106.84 m ²
Richmond Baptist Church (066-062-000) 6640 Blundell Road	PID 033-732-193 Section 19 Block 4 North Range 6 West New Westminster District Plan 71422 Parcel A	Richmond Baptist Church 6640 Blundell Road Richmond, B.C. V7C 1H8	Portion of land not under church	Land under manse	0% of Manse 100% of Religious Hall	100% of Manse
Richmond Pentecostal Church (060-287-008) 9260 Westminster Highway Manse and Parking	PID 004-140-125 Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan 13172	Pentecostal Assemblies of Canada 9260 Westminster Highway. Richmond, B.C. V6X 1B1	30% Paved parking area behind building 652.2 m ²	70% Non- parking area 1,521.8 m ²	0%	100%
Richmond Pentecostal Church (060-300-000) 9300 Westminster Highway	PID 024-957-828 Lot 107 Section 10 Block 4 North Range 6 West New Westminster District Plan 64615	Pentecostal Assemblies of Canada 9300 Westminster Highway Richmond, B.C. V6X 1B1	58.7% 8,093.7 m ² 2 acres	51.3% 5,690.3 m ² 1.4 acres	100%	0%

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Science of Spirituality Eco Centre (045-488-098) Civic address: 11011 Shell Road Farm Land	PID 015-725-871 Parcel F (Reference Plan 2869) Section 2 Block 3 North Range 6 West New Westminster District Except: Part Dedicated Road on Plan LMP4152 PID 013-082-566 North Easterly 5 and 1/5th Square Chains Section 2 Block 3 North Range 6 West New Westminster District Except: Part Dedicated Road by Plan LMP54152 PID 015-342-433 Parcel D (Explanatory Plan 1980) Section 2 Block 3 North Range 6 West New Westminster District PID 015-725-880 Parcel "G" (Reference Plan 2870) Section 2 Block 3 North Range 6 West New Westminster District	Science of Spirituality SKRM Inc. 9100 Van Horne Way Richmond, B.C. V6X 1W3	50% 385 m ²	50% 385 m ²	100%	0%

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
South Arm United Church (047-431-056) 11051 No. 3 Road (Site Area 6.42 acres)	PID 015-438-562 Parcel "E" (Explanatory Plan 21821) of Lots 1 and 2 of Parcel "A" Section 5 Block 3 North Range 6 West New Westminster District Plan 4120 EXCEPT: FIRSTLY: Part Subdivided by Plan 29159 AND SECONDLY: Parcel "D" (Bylaw Plan 79687)	Congregation of the South Arm United Church of Canada 11051 No. 3 Road Richmond, B.C. V7A 1X3	31.6% 8,093.7 m ² 2 acres	68.4% 17,496.3 m ² 4.42 acres	100%	0%
St. Gregory Armenian Apostolic Church of BC (018-330-000) 13780 Westminster Highway	PID 002-946-068 Lot "A" (RD 190757) Section 8 Block 4 North Range 5 West New Westminster District Plan 12960	Armenian Apostolic Church of British Columbia 13780 Westminster Highway Richmond, B.C. V6V 1A2	95% 2,505.15 m ²	5% 131.85 m ²	100%	0%
St. Joseph The Worker Parish (099-300-034) 4451 Williams Road (Site Area 8.268 acres) 3.26 and 5.00 acres	PID 010-887-725 Parcel "C" (Explanatory Plan 8670) of Lots 3 and 4 Except: Part Subdivided by Plan 30525; Section 26 Block 4 North Range 7 West New Westminster District Plan 3139	Roman Catholic Archbishop of Vancouver St. Joseph the Worker Parish 4451 Williams Road Richmond, B.C. V7E 1J7	38.8% 9,397.07 m ² 2.32 acres	61.2% 14,838.13 m ² 3.67 acres	60% 635.4 m ²	40% 423.6 m ²

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
St. Monica's Parish (040-800-004) 12011 Woodhead Road (Site Area 1.60 acres) Manse and Hall	PID 024-840-319 Lot A Section 31 Block 5 North Range 5 West New Westminster District Plan LMP47203	Roman Catholic Archbishop of Vancouver St. Monica's Parish 12011 Woodhead Road Richmond, B.C. V6V 1G2	Note: The land under the manse is exempt; the manse itself is not exempt. 73.35% 4,744.33 m ² 1.17 acres	Note: The land under the manse is exempt; the manse itself is not exempt. 26.65% 1,723.67 m ² 0.43 acres	0% of Manse 100% of Religious Hall	100% of Manse 196.8 m ²
St. Paul's Roman Catholic Parish (067-043-063) 8251 St. Alban's Road (Site Area 4.77 acres)	PID 010-900- 691 Lot 15 Except: Firstly: Part Dedicated as Road on Plan 20753, Secondly; Part Subdivided by Plan 58438; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238	Roman Catholic Archbishop of Vancouver St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2	40% 7,698.4 m ² 1.90 acres	60% 11,547.6 m ² 2.86 acres	100%	0%
Steveston Buddhist Temple (087-401-000) 4360 Garry Street (Site Area 4.53 acres)	PID 001-235-265 Lot 132 Except: Firstly: Part Road on Plan LMP20538, Secondly: Part Subdivided by Plan LMP25471, Section 2 Block 3 North Range 7 West New Westminster District Plan 40449	Steveston Buddhist Temple 4360 Garry Street Richmond, B.C. V7E 2V2	44.15% 8,093.7 m ² 2 acres	55.85% 10,238.56 m ² 2.53 acres	100%	0%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Thrangu Monastery Association (025-193-000) 8140 No. 5 Road Manse	PID 027-242-838 Lot A Section 19 Block 4N Range 5W New Westminster District Plan BCP3284+++2	Thrangu Monastery Association 8140 No. 5 Road Richmond, B.C. V6Y 2V4	0% of land beneath the dormitory 59.55% 11,421.8 m ² 2.82 acres	100% of land beneath the dormitory 40.45% 7,759.2 m ² 1.92 acres	76.3% 2,060.1 m ²	23.7% 639 m ²
Thrangu Monastery Association (025-193-000) & (025-202-011) - Combined 8140/8160 No. 5 Road	PID 027-242-838 Lot A Section 19 Block 4N Range 5W New Westminster District Plan BCP32842	Thrangu Monastery Association 8140 No. 5 Road Richmond, B.C. V6Y 2V4	59.55% 11,421.8 m ² 2.82 acres	40.45% 7,759.2 m ² 1.92 acres	100% of the shed used to store religious artefacts	0%
Towers Baptist Church (070-101-000) 10311 Albion Road (Site Area 2.148 acres) Manse	PID 000-565-318 Parcel "A" Except Part on Plan 32239 Section 26 Block 4 North Range 6 West New Westminster District Plan 22468	New Wineskins Society 10311 Albion Road Richmond, B.C. V7A 3E5	78.9% 7,002.4 m ² 1.73 acres	21.1% 1,872.6 m ² 0.418 acres	0% of Manse 100% of Religious Hall	100% Manse 162.6 m ²

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Trinity Lutheran Church (064-438-000) 7100 Granville Avenue Manse and Hall	PID 025-555-669 Section 17 Block 4 North Range 6 West Plan BCP3056 Parcel A	Trinity Lutheran Church – Richmond 7100 Granville Avenue Richmond, B.C. V6Y 1N8	87.09% 6,012.32	12.91% Manse 891.68 m ²	0% of Manse 100% of Religious Hall	100% of Manse 142.5 m ² 0% of Religious Hall
Vancouver International Buddhist Progress Society (082-304-006) 8271 Cambie Road (Site Area 0.757 acres)	PID 00-316-002 9 Section 28 Block 5 North Range 6 West Plan 7532	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	76% 2,322.58 m ²	24% 740.42 m ²	N/A	N/A
Vancouver International Buddhist Progress Society (082-265-059) 6680 – 8181 Cambie Road Manse	PID 018-553-591 Strata Lot 59 Section 28 Block 5 North Range 6 West New Westminster District Plan Strata Plan LMS1162	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	91.72% 1,212.05 m ²	8.28% 109.40 m ²	0% of Manse Remaining Religious Hall	100% Manse 109.4 m ²

SCHEDULE B to BYLAW 10670

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Vancouver International Buddhist Progress Society (082-265-060) 6690 – 8181 Cambie Road	PID 018-553-605 Strata Lot 60 Section 28 Block 5 North Range 6 West New Westminster District Plan Strata Plan LMS1162	Vancouver International Buddhist Program Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	Included in Above Calculation	Included in Above Calculation	Included Above Calculation	Included in Above Calculation
Vedic Cultural Society of BC (025-212-021) 8200 No 5 Road	PID 011-053-551 South Half Lot 3 Block A Section 19 Block 4 North Range 5 West New Westminster District Plan 4090	Vedic Cultural Society of BC 8200 No 5 Road Richmond, B.C. V6Y 2V4	88% 8,883.6 m ²	12% 1,211.4 m ²	99.1% 2,144.6 m ²	0.9% 18.9 m ²

SCHEDULE C to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	TENANTS MAILING ADDRESS
(064-046-009) 8151 Bennett Road	PID 006 199 631 Lot 362 of Section 16 Block 4 North Range 6 West New Westminster District Plan 47516	That portion of the property occupied by Crave Church	Crave Church 8151 Bennett Road Richmond BC V6Y 1N4
(136-467-527) 3211 Grant McConachie Way	PID 009-025-103 Lot 58 Sections 14, 15, 16, 17, 20, 21, 23 and 29 Block 5 North Range 7 West New Westminster District Plan 29409	That portion of the property occupied by Vancouver Airport Chaplaincy	Vancouver Airport Chaplaincy Box 32362 Domestic Terminal RPO Richmond, B.C. V7B 1W2

Bylaw 10670
 CHARITABLE, PHILANTHROPIC & OTHER
 NOT-FOR-PROFIT – ELDERLY CITIZENS HOUSING
 (PROVINCIAL ASSISTANCE)

SCHEDULE D to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(086-938-001) 11820 No. 1 Road	PID 001-431-030 Lot 2 Section 2 Block 3 North Range 7 West NWD Plan 69234	Anavets Senior Citizens Housing Society #200 - 951 East 8th Avenue Vancouver, B.C. V5T 4L2

SCHEDULE E to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(064-762-037) 303 – 7560 Moffatt Road	PID 014-890-305 Strata Lot 37 Section 17 Block 4 North Range 6 West New Westminster District Strata Plan NW3081	Aspire Richmond Support Society (Owner) 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(086-080-000) 431 Catalina Crescent	PID 001-562-797 Lot 24 Block 5 North Range 6 West New Westminster District Plan NWP9740 Suburban Block J, Section 29/30	Aspire Richmond Support Society (Owner) 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(097-575-028) 4433 Francis Road	PID 003-887-022 Lot 890 Section 23 Block 4 North Range 7 West New Westminster District Plan 66590	Aspire Richmond Support Society (Owner) 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(099-126-002) 5728 Woodwards Road	PID 027-789-471 Lot A Section 25 Block 4 North Range 7 West New Westminster District Plan BCP39662	Aspire Richmond Support Society (Owner) 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(099-561-000) 9580 Pendleton Road	PID 003-751-678 Lot 450 Section 26 Block 4 North Range 7 West NWD Plan 66281	Aspire Richmond Support Society (Tenant) 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(058-885-000) 6531 Azure Road	PID 003-680-100 Lot 525 Section 7 Block 4 North Range 6 West NWD Plan 25611	Development Disabilities Association 100 – 3851 Shell Road Richmond, B.C. V6X 2W2
(067-321-001) 8400 Robinson Road	PID 009-826-386 Lot 80 Except: Part Subdivided by Plan 81951, Section 21 Block 4 North Range 6 West NWD Plan 12819	Development Disabilities Association 100 – 3851 Shell Road Richmond, B.C. V6X 2W2

SCHEDULE E to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(099-371-000) 4811 Williams Road	PID 004-864-077 Lot 4 Section 26 Block 4 North Range 7 West NWD Plan 17824	Greater Vancouver Community Service Society 320 – 1212 W. Broadway Vancouver, B.C. V6H 3V1
(080-622-000) 11331 Mellis Drive	PID 004-107-292 Lot 175 Section 25 Block 5 North Range 6 West NWD Plan 53633	Pinegrove Place Mennonite Care Home Society of Richmond 11331 Mellis Drive Richmond, B.C. V6X 1L8
(082-199-000) 9020 Bridgeport Road	PID 002-672-855 Block 5 North Range 6 West New Westminster District Plan 60997 Parcel B, Section 27/28, REF 60997	0952590 BC Ltd. Richmond Lion's Manor Suite 500 – 520 W 6 th Avenue Vancouver BC V5Z 4H5
(065-571-000) 6260 Blundell Road	PID 005-146-135 Lot "A" (RD135044) Section 19 Block 4 North Range 6 West New Westminster District Plan 48878	Rosewood Manor Richmond Intermediate Care Society 6260 Blundell Road Richmond, B.C. V7C 5C4
084-988-041 10411 Odlin Road	PID 017-418-780 Lot 141 Section 35 Block 5 North Range 6 West New Westminster District Plan LMP942	Turning Point Recovery Society Suite 260 – 7000 Minoru Boulevard Richmond, BC V6Y 3Z5

Bylaw 10670
CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT – ELDERLY CITIZENS HOUSING

SCHEDULE F to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(094-282-297) 7251 Langton Road	PID 003-460-525 Lot 319 Section 13 Block 4 North Range 7 West NWD Plan 49467	Richmond Legion Senior Citizen Society #800 – 7251 Langton Road. Richmond, B.C. V7C 4R6

SCHEDULE G to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(059-905-125) 8300 Cook Road	PID 023-800-496 Strata Lot 125 Section 9 Block 4 North Range 6 West New Westminster District Strata Plan LMS2845 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1	100% that is occupied by Society of Richmond Children's Centres	Cook Road Children's Centre Society of Richmond Children's Centres 110 - 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(011-892-000) 23591 Westminster Highway	PID 028-376-650 Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528	That portion of the property occupied by Society of Richmond Children's Centres	Cranberry Children's Centre Society of Richmond Children's Centres 23591 Westminster Highway Richmond, B.C.
(094-391-000) 7611 Langton Road	PID 004-700-368 Lot 11 Section 13 Block 4 North Range 7 West NWD Plan 19107	100%	Development Disabilities Association 100 - 3851 Shell Road Richmond, B.C. V6X 2W2
(030-700-001) 10640 No. 5 Road	PID 028-631-595 Lot F Section 31 Block 4 North Range 5 West New Westminster District Plan EPP12978	That portion of property occupied by Society of Richmond Children's Centres	Gardens Children's Centre Society of Richmond Children's Centres 4033 Stolberg Street Richmond, B.C. V6X 3N7
(058-305-999) 6899 Pearson Way	PID 028-696-212 LT 13 SEC 5 BLK 4N RGE 6W NWD PL BCP49385	That portion of property occupied by YMCA of Greater Vancouver	Hummingbird Child Care Centre YMCA of Greater Vancouver 10 - 620 Royal Avenue New Westminster, B.C. V3M 1J2

SCHEDULE G to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(064-810-002) 7000 Minoru Boulevard	PID 018-489-613 Lot 1 Section 17 Block 4 North Range 6 West NWD Plan LMP 12593	100% of land and improvements leased to Richmond Caring Place or 8,038 sq.m. as indicated in LMP 12594	Richmond Caring Place 140 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(067-813-001) 8660 Ash Street	PID 017-854-997 Lot C Section 22 Block 4 North Range 6 West Plan 2670	Exempting that portion of the property occupied by the Richmond Family Place	Richmond Family Place 8660 Ash Street Richmond, B.C. V6Y 2S3
(090-515-105) 5862 Dover Crescent	PID 023-648-058 Strata Lot 105 Section 1 Block 4 North Range 7 West New Westminster District Strata Plan LMS2643	That portion of property occupied by Riverside Children's Centre	Riverside Children's Centre Developmental Disability Association 100 – 3851 Shell Road Richmond, B.C. V6X 2W2
(059-709-030) 6380 No. 3 Road	PID 031-603-432 SEC 9 BLK 4N RGE 6W NWD PL EPP115105 ARSPCPRCLNMBR 1	That portion of property occupied by Aspire Richmond Support Society	Seedlings Early Childhood Development Hub Aspire Richmond Support Society 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(073-560-608) 10380 No. 2 Road	PID 029-631-408 Lot 2 Section 31 Block 4 North Range 6 West New Westminster District Plan EPP49229	That portion of property occupied by YMCA of Greater Vancouver	Seasong Child Care Centre YMCA of Greater Vancouver 10 – 620 Royal Avenue New Westminster, B.C. V3M 1J2
(082-020-000) 3368 Carscallen Road	PID 031-479-090 Air Space Parcel 1 Section 28 Block 5 North Range 6 West New Westminster District Air Space Plan EPP 108791	That portion of property occupied by YMCA of Greater Vancouver	Sprouts Early Childhood Development Hub YMCA of Greater Vancouver 10 – 620 Royal Avenue New Westminster, B.C. V3M 1J2

Bylaw 10670
CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT

SCHEDULE G to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(093-050-002) 6011 Blanshard Drive	PID 019-052-685 Lot 2 Section 10 Block 4 North Range 7 West New Westminster District Plan LMP19283	100% that is occupied by Society of Richmond Children's Centres	Terra Nova Children's Centre Society of Richmond Children's Centres 110 – 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(089-830-129) 5500 Andrews Road, Unit 100	PID 023-684-801 Strata Lot 129 Section 12 Block 3 North Range 7 West New Westminster District Strata Plan LMS2701	That portion of property occupied by Treehouse Learning Centre	Treehouse Learning Centre Aspire Richmond Support Society 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(084-195-000) 4033 Stolberg Street	PID 028-745-540 Section 34 Block 4 North Range 6 West New Westminster District Plan BCP49848 Air Space Parcel 3	100% that is occupied by Society of Richmond Children's Centres	West Cambie Child Care Centre Society of Richmond Children's Centres 110 – 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(057-600-003) 650-5688 Hollybridge Way	PID 030 085 489 Section 5 Block 4 North Range 6 West NWD Plan EPP65030 Air Space Parcel 1	100% that is occupied by Atira Women's Resource Society	Willow Early Care and Learning Centre Atira Women's Resource Society #201 – 190 Alexander Street Vancouver, B.C. V6A 1B5
(079-772-001) 10277 River Drive	PID 031-035-124 Lot 1 Section 23 Block 5 North Range 6 West NWD Plan EPS5734	100% of the portion of the property in the name of the City of Richmond and occupied by Atira Women's Resource Society	River Run Early Care and Learning Centre Atira Women's Resource Society #201 – 190 Alexander Street Vancouver, B.C. V6A 1B5

SCHEDULE H to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(097-842-000) 4780 Blundell Road	PID 001-145-801 Lot 2 Block 4 North Range 7 West New Westminster District Plan 3892	That portion of the property occupied by Girl Guides of Canada	Girl Guides of Canada 4780 Blundell Road Richmond, B.C. V7C 1G9
(051-521-010) 11551 Dyke Road	PID 014-924-781 Dedicated Park Plan 565772	That portion of the property occupied by Girl Guides of Canada	Girl Guides of Canada 1476 West 8th Avenue Vancouver, BC V6H 1E1
(083-465-000) 7411 River Road	PID 007 206 518 Lot "N" Except: Part Subdivided by Plan 35001, Fractional Section 6 and of Sections 5, 7 and 8 Block 4 North Range 6 West and of Fractional Section 32 Block 5 North Range 6 West New Westminster District Plan 23828 (see R083-466-000, R083-467-000, R083-467-505 for remainder)	That portion of the property occupied by Navy League of Canada National Council	Navy League of Canada National Council c/o Richmond/Delta Branch Box 43130 Richmond, B.C. V6Y 3Y3
(067-238-002) 8275 Garden City Road	PID 024-817-830 Lot 2 Section 21 Block 4N Range 6W New Westminster District Plan LMP46700	That portion of the property occupied by Richmond City Baseball Association	Richmond City Baseball Association Box 26513, Blundell RPO 8180 No. 2 Road #152 Richmond, B.C. V7C 5M9
(083-218-005) 7400 River Road (Unit 140)	PID 003-752-534 Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727	That portion of the property occupied by Richmond Gymnastics Association	Richmond Gymnastics Association Unit 140 – 7400 River Road Richmond B.C. V6Y 2C1

SCHEDULE H to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(059-477-003) 6131 Bowling Green Road	PID 009 300 261 Lot 26, Except that part in Plan LMP39941 Section 8 Block 4 North Range 6 West New Westminster District Plan 24068	That portion of the property occupied by Richmond Lawn Bowling Club	Richmond Lawn Bowling Club 7321 Westminster Highway Richmond, B.C. V6X 1A3
(082-479-000) 7760 River Road	PID 009 311 998 Lot 2 Except: Firstly; Part Subdivided by Plan 28458; Secondly; Parcel "C" (Bylaw Plan 62679); Thirdly; Parcel G (Bylaw Plan 80333); Sections 29 and 32 Block 5 North Range 6 West New Westminster District Plan 24230	That portion of the property occupied by Richmond Rod and Gun Club	Richmond Rod and Gun Club P.O. Box 26551 Blundell Centre Post Office Richmond, B.C. V7C 5M9
(083-218-005) 7400 River Road (Unit 140)	PID 003-752-534 Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727	That portion of the property occupied by Richmond Rod and Gun Club	Richmond Rod and Gun Club P.O. Box 26551 Blundell Centre Post Office Richmond, B.C. V7C 5M9
(059-216-001) 6820 Gilbert Road	PID 017 844 525 Lot A Section 8 Block 4 North Range 6 West, New Westminster District Plan LMP 5323	That portion of the property occupied by Richmond Tennis Club	Richmond Tennis Club 6820 Gilbert Road Richmond, B.C. V7C 3V4
(057-590-001) 5540 Hollybridge Way	PID 007 250 983 Lot 73 Except: Part Subdivided by Plan 48002; Sections 5 and 6 Block 4 North Range 6 West New Westminster District Plan 36115	That portion of the property occupied by Richmond Winter Club	Richmond Winter Club 5540 Hollybridge Way Richmond, B.C. V7C 4N3

SCHEDULE H to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(088-500-046) 2220 Chatham Street	PID 004-276-159 Block 3 N Range 7W Section 4 Parcel D, Except Plan REF 43247, EXP 60417, REF 10984 File NO 1000-14-045	That portion of the property occupied by Scotch Pond Heritage Cooperative	Scotch Pond Heritage Cooperative 3811 Moncton Street Richmond, B.C. V7E 3A0
(091-575-614) 2771 Westminster Highway	PID 011-566-825 Block 4 North Range 7 West Plan NWP457	That portion of 2771 Westminster Highway occupied by Sharing Farm Society	Sharing Farm Society 2771 Westminster Highway Richmond, B.C. V7C 1A8
(091-488-000) 2900 River Road	PID 017-094-755 Lot 2 Section 4 Block 4 North Range 7 West Plan NWP88135	That portion of 2900 River Road occupied by Sharing Farm Society	Sharing Farm Society 2771 Westminster Highway Richmond, B.C. V7C 1A8

SCHEDULE I to BYLAW 10670

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(085-643-001) Unit 140-160 11590 Cambie Road	PID 018-844-456 Lot C Section 36 Block 5 North Range 6 West Plan LMP17749 Except Plan BCP 14207	That portion of the property occupied by Richmond Public Library	Richmond Public Library Cambie Branch Unit 150 - 11590 Cambie Road Richmond, B.C. V6X 3Z5
(044-761-005) 11688 Steveston Highway	PID 023-710-047 Lot 1 Section 1 Block 3 North Range 6 West Plan 32147	That portion of the property occupied by Richmond Public Library	Richmond Public Library Ironwood Branch 11688 Steveston Highway, Unit 8200 Richmond, B.C. V7A 1N6
(031-969-003) 4300 Entertainment Boulevard	PID 023-672-269 Lot C Section 33 Block 4 North Range 5 West NWD Plan LMP31752	That portion of the property occupied by City of Richmond	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1
(057-561-007) 900 Minoru Boulevard	PID 028-325-257 Lot A Section 5 Block 4 North 6 West New Westminster District Plan BCP45912	That portion of the property occupied by City Centre Community Centre	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1
(051-557-060) 12071 No. 5 Road	PID 013-082-531 Section 12 Block 3 North Range 6 West NWD Plan 15624 Parcel A-J, Part NE 1/4, Ref 15624, Ref 8114 File No. 1000-05-021	That portion of the property occupied by BC Society for the Prevention of Cruelty to Animals	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1



**Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622,
Amendment Bylaw No. 10709**

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B", and Schedule "C" of the Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622, are deleted and replaced with Schedule "A", Schedule "B", and Schedule "C" attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as **"Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622, Amendment Bylaw No. 10709"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

OCT 14 2025

OCT 14 2025

OCT 14 2025

CITY OF RICHMOND
APPROVED for content by originating MC
APPROVED for legality by Solicitor LH

MAYOR

CORPORATE OFFICER

SCHEDULE A:

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2025-2029)
AMENDED REVENUE AND EXPENSES
(In \$000's)**

	2025 Amended Budget	2026 Amended Plan	2027 Plan	2028 Plan	2029 Plan
Revenue:					
Taxation and Levies	327,170	344,693	362,618	381,740	400,681
Utility Fees	172,472	180,055	187,852	196,058	204,573
Sales of Services	62,959	62,740	64,035	65,377	66,699
Provincial and Federal Grants	31,515	23,251	23,747	13,824	13,696
Investment Income	30,636	22,876	21,169	20,371	17,976
Other Revenue	16,414	16,600	16,805	16,945	17,089
Payments In Lieu of Taxes	15,001	15,451	15,914	16,407	16,916
Licenses and Permits	14,060	14,302	14,588	14,895	15,207
Gaming Revenue	11,500	11,500	11,500	11,500	11,500
Developer Contributed Assets	62,803	62,803	62,803	62,803	62,803
Development Cost Charges	16,048	24,410	26,062	20,862	18,380
Other Capital Funding Sources	21,559	16,644	15,186	10,100	10,100
	\$782,137	\$795,325	\$822,279	\$830,882	\$855,620
Expenses:					
Law and Community Safety	171,593	175,447	182,904	191,307	199,810
Parks, Recreation and Culture	87,294	82,419	84,481	86,777	89,155
Engineering and Public Works	78,484	77,707	79,708	81,168	82,760
Planning and Development Services	45,098	31,071	31,989	23,854	24,525
Finance and Corporate Services	34,788	33,735	35,380	35,972	37,219
Corporate Administration	12,924	12,479	12,927	13,335	13,759
Fiscal	33,643	28,463	29,710	31,145	32,811
Debt Interest	3,931	3,931	3,931	3,931	3,931
Utility Budget					
Sanitary Sewer Utility	63,739	66,393	69,238	72,193	75,290
Water Utility	56,046	57,927	60,221	62,561	65,008
Sanitation and Recycling Utility	26,844	26,740	27,394	28,343	29,329
Flood Protection Utility	21,315	21,550	21,871	22,168	22,472
Richmond Olympic Oval Corporation	20,963	21,492	21,942	22,401	22,872
Richmond Public Library	13,702	12,979	13,750	14,089	14,437
	\$670,364	\$652,333	\$675,446	\$689,244	\$713,378
Annual Surplus	\$111,773	\$142,992	\$146,833	\$141,638	\$142,242

SCHEDULE A (CONT'D):

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2025-2029)
AMENDED TRANSFERS
(In \$000's)**

	2025 Amended Budget	2026 Amended Plan	2027 Plan	2028 Plan	2029 Plan
Transfers:					
Debt Principal	3,710	3,835	3,967	4,103	4,244
Transfer To Reserves	109,720	108,455	112,307	116,979	120,691
Transfer from Reserves to fund Operating Reserve Programs:					
Bylaw 8206	(400)	(400)	(400)	(400)	(400)
Bylaw 8877	(110)	(10)	(10)	-	-
Bylaw 7812 S. 1.1.1 (a)	(525)	(525)	(525)	(525)	(525)
Bylaw 7812 S. 1.1.1 (d)	(50)	(50)	(50)	(50)	(50)
Bylaw 7812 S. 1.1.1 (j)	(387)	(170)	(170)	(170)	(170)
Operating Reserves – Prior Years	(7,125)	-	-	-	-
Transfer To (From) Surplus	(10,861)	10,133	9,798	10,078	9,314
Capital Expenditures - Current Year	187,808	217,755	131,247	145,679	134,086
Capital Expenditures - Prior Years	279,031	276,253	309,762	318,615	319,497
Capital Expenditures – Developer	62,803	62,803	62,803	62,803	62,803
Contributed Assets					
Capital Expenditures - Richmond Public Library	760	610	610	610	610
Capital Funding	(512,601)	(535,697)	(482,506)	(516,084)	(507,858)
Transfers/Amortization offset:	\$111,773	\$142,992	\$146,833	\$141,638	\$142,242
Balanced Budget	\$-	\$-	\$-	\$-	\$-
Tax Increase	5.86%	4.50%	4.32%	4.42%	4.17%

SCHEDULE B:

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN
AMENDED CAPITAL PLAN FUNDING SOURCES (2025-2029)
(In \$000's)**

	2025 Amended	2026	2027	2028	2029
DCC Reserves					
Drainage DCC	3,597	3,422	4,677	6,309	4,927
Parks Acquisition DCC	-	4,703	4,703	4,703	3,762
Parks Development DCC	1,740	3,057	1,740	1,082	1,599
Roads DCC	9,002	11,145	14,437	8,417	6,631
Sanitary DCC	207	658	-	-	-
Water DCC	1,502	1,425	505	351	1,461
Total DCC	\$16,048	\$24,410	\$26,062	\$20,862	\$18,380
Statutory Reserves					
Capital Building and Infrastructure	24,050	69,800	19,226	25,150	27,500
Capital Reserve	45,730	23,010	14,895	19,228	14,959
Capstan Station	300	2,000	-	-	-
Drainage Improvement	4,508	-	-	-	-
Equipment Replacement	5,547	5,964	4,217	5,688	4,054
Flood Protection	21,508	28,430	20,715	22,261	24,441
Sanitary Sewer	5,948	5,987	5,830	5,126	-
Sanitary Sewer BL10401	1,893	7,675	1,000	6,413	7,050
Water Supply	1,100	10,225	900	10,078	12,130
Watermain Replacement	8,704	8,923	8,988	5,811	-
Total Statutory Reserves	\$119,288	\$162,014	\$75,771	\$99,755	\$90,134
Other Sources					
Enterprise Fund	4,325	490	490	490	490
Grant and Developer Contribution	21,559	16,644	15,186	10,100	10,100
Other Sources	22,938	11,888	11,372	11,947	12,715
Rate Stabilization Account	2,460	-	-	-	-
Sewer Levy Stabilization	360	268	300	311	381
Solid Waste and Recycling	400	300	300	300	300
Water Levy Stabilization	430	1,741	1,766	1,914	1,586
Total Other Sources	\$52,472	\$31,331	\$29,414	\$25,062	\$25,572
Total Capital Program	\$187,808	\$217,755	\$131,247	\$145,679	\$134,086

SCHEDULE C:

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2025-2029)
AMENDED STATEMENT OF POLICIES AND OBJECTIVES**

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower.

Policies:

- Tax increases will be at CPI + 1% for transfers to reserves.
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2025.

Table 1:

Funding Source	% of Total Revenue
Property Taxes	48.0%
User Fees	25.3%
Sales of Services	9.2%
Provincial and Federal Grants	4.6%
Investment Income	4.5%
Payments in Lieu of Taxes	2.2%
Licenses and Permits	2.1%
Gaming Revenue	1.7%
Other	2.4%
Total Operating and Utility Funding Sources	100.0%

SCHEDULE C (CONT'D):

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2025-2029)
AMENDED STATEMENT OF POLICIES AND OBJECTIVES**

Distribution of Property Taxes

Table 2 provides the 2025 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.

Table 2: (Based on the 2025 Revised Roll figures)

Property Class	% of Tax Burden
Residential (1)	57.39%
Business (6)	32.42%
Light Industry (5)	8.28%
Others (2,3,4,8 & 9)	1.91%
Total	100.00%

Permissive Tax Exemptions**Objective:**

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the *Community Charter*. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the *Community Charter*.



City of Richmond

Report to Council

To: Richmond City Council

Date: October 15, 2025

From: Wayne Craig
Chair, Development Permit Panel

File: DP 24-012258

Re: **Development Permit Panel Meetings Held on September 12, 2024 and September 10, 2025**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 24-012258) for the property located at 3200 No. 3 Road, be endorsed and the Permit so issued.

Wayne Craig
General Manager, Planning and Development

Panel Report

The Development Permit Panel considered the following item at its meetings held on September 12, 2024 and September 10, 2025.

DP 24-012258 – JIM RALPH – 3200 NO. 3 ROAD (September 12, 2024)

The Panel considered a Development Permit (DP) application to permit the construction of a 315-suite hotel at 3200 No. 3 Road on a site zoned “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)”.

The applicant’s architect, Doug Nelson, of Bingham + Hill Architects, and the applicant’s landscape architect, Dylan Chernoff, of Durante Kreuk Ltd., provided a brief visual presentation highlighting:

- The application is submitted to facilitate revisions to the approved Development Permit (DP 18-821292) to resulting from a change in permitted use of Building L from office to hotel. Hotel is permitted under the current zoning bylaw.
- The revisions generally include a reduction in floor plate size, lower ceilings, and additional floors being added (without exceeding the maximum allowable floor area or building height).
- The building maintains a similar street wall presence along Sea Island Way and No 3. Road frontages.
- Revisions to Building L have been designed to make use of the already constructed below-grade structure without requiring structural modification.
- The gross floor area and building height remain the same and the majority of physical changes to the building have occurred on the south side facing the courtyard.
- The design of the Sea Island Way pedestrian right-of-way on the north side is required to be modified as part of the Servicing Agreement for the larger development to accommodate a larger turning radius from No. 3 Road to Sea Island Way.
- The hotel drop-off will be relocated to the auto court.
- The overall outdoor amenity space will be increased by approximately 250 square metres and will be reconfigured into two separate outdoor amenity spaces.
- Non-residential amenity facilities include an expanded exercise room and spa facility with direct access to the outdoor amenity area.
- A new inaccessible green roof will be provided over the expanded indoor amenity at the north-west corner of Building K and an inaccessible green roof at the south-east corner of Building L has been maintained and reconfigured to suit the new building form.
- The outdoor space is proposed to be revised to become a non-resident outdoor amenity for the use of hotel guests.
- The façade design strategy reincorporates vertical frame elements, window patterns, colours and materiality, similar to the already approved project.
- Operable windows, sliding glass doors and Juliet balconies reflect the new use as a hotel.
- The landscaping along the project frontages has been updated.
- Podium courtyard changes are proposed, including terraces that accommodate outdoor seating areas, a flexible lawn area, and a kid’s play area for residents.

Staff noted that (i) there is a Servicing Agreement, secured through the previously approved rezoning and DP, associated with the project including frontage improvements along the three road frontages of the site, (ii) hotel use is a permitted use within the zone, (iii) this project will not result in any change in overall floor area ratio to the project, (iv) the proposed design is generally consistent with the previously approved DP for this project, and (v) the expanded landscape area does result in additional podium level outdoor amenity space for exclusive use of Building K residents.

In reply to queries from the Panel, the applicant noted that (i) the children's play equipment will include active and passive play areas and is generally suited for children up to 5 years old, (ii) there is no intent to have landscape between the public realm treatment and the building in the north-east corner of the building, and (iii) the proposed surface treatment of the building is smooth.

Francis Leung (Richmond resident) delegated to the panel and submitted correspondence generally in support of the proposed development, but communicating concerns about traffic patterns and management in the surrounding area.

In reply to the concerns noted in the letter and delegation, staff noted that (i) the hotel use is a permitted use on the subject site, (ii) transportation staff have reviewed and approved the traffic memo provided by a registered transportation engineer which demonstrates that the proposed volume, access, and parking operations are acceptable and in compliance with the City's standards and bylaw requirements, (iii) the proposed development is providing a dedicated on-site auto court for all drop-offs and pick-ups on site, (iv) Sprouts Early Childhood Development Hub has its own dedicated underground space for pick-ups and drop-offs in the existing building in addition to staff parking, (v) the portion of Carscallen Road between Phases 2 and 3 can handle all two-way traffic and there are no current plans to close or change any of the traffic operations in that area, and (vi) the site is very closely located to the future Capstan Canada Line station.

In response to an additional query by Francis Leung about the number of bicycle racks on the property, the Chair noted that as part of the City's goals to create a modal shift to active modes of transportation, short-term and long-term secure bicycle parking are required in new developments as part of long-term sustainability objectives.

The Panel expressed support for the project, noting appreciation for the intent and design considerations put forward.

In addition, staff were directed to work with the applicant to address concerns of the materiality of the north-east corner of the building along Sea Island Way to increase visual interest and discourage graffiti that may occur on a smooth surface.

DP 24-012258 – JIM RALPH – 3200 NO. 3 ROAD
(September 10, 2025)

The Panel considered a Development Permit (DP) application to permit the construction of a hotel and residential development at 3200 No. 3 Road on a site zoned “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)”.

The applicant, Jim Ralph, of Pinnacle International, the applicant's architect Doug Nelson, of Bingham + Hill Architects, and the applicant's landscape architect, Dylan Chernoff, of Durante Kreuk Ltd., provided a brief visual presentation highlighting:

- In 2022, a DP (DP 18-821292) was issued by Council for Phase 4 (the subject phase, which includes Building K and Building L), the final phase of the multi-phase Pinnacle Centre at Capstan Village and a Building Permit was subsequently issued later that year.
- In 2024, a DP (DP 24-012258) application proposing changes to the previously approved DP (DP 18-821292) was considered and endorsed by the DP Panel which includes, among others, changing the use and form of Building L from office to hotel use.
- The subject proposal is proposing further design changes affecting both Building K and Building L.
- Proposed architectural changes include, among others, revisions to the façades of Building K and Building L, modifications to the east elevation of the development adjacent to the auto court, revisions to the residential and hotel floor plans, and changing the arrangement of indoor amenity spaces.
- In response to comments from the September 12, 2024 Development Permit Panel meeting, the applicant has proposed to change the material for the exterior wall at the northeast corner of Building L from metal to glass spandrel to deter graffiti.
- Proposed landscape changes include, among others, relocating the swimming pool and outdoor deck from the podium level to the rooftop of Building L and associated changes to the landscaping on the podium, increasing the number of private outdoor residential terraces on the rooftop of Building K, landscape changes at the entrance to and in the auto court, and installing a planter at the base of the wall at the northeast corner of Building L to restrict access to the wall to avoid graffiti.
- There will be no changes to the proposed use, building height, number of storeys, gross floor area, and materials and colours of Building K and Building L.

Staff noted that (i) the construction of Buildings K and L is currently underway, (ii) there is a Servicing Agreement associated with the previously approved rezoning and Development Permit which includes utility works, frontage improvements including the future road improvement between No. 3 Road and Carscallen Road, and construction of adjacent parks, (iii) the proposed hotel use, height and densities are consistent with the zoning of the subject site, (iv) the applicant is required to register a legal agreement to ensure that the rooftop area of Building L is used in a manner that is consistent with the Aeronautical Zoning Regulations applicable to the site with respect to height, (v) the applicant has agreed to register a legal agreement regarding the use of the hotel suites and units to ensure that those units will not be stratified, and (vi) the applicant's consultants have confirmed that the relocation of the pool to the upper level of Building L is structurally feasible.

In reply to queries from the Panel, the applicant noted that (i) a number of residential studio units have been combined to create one-bedroom units, thereby reducing the total number of residential units while maintaining their gross floor area, (ii) the relocation of the swimming pool from the podium to the rooftop of Building L is proposed to provide for a bigger pool due to the large number of hotel units proposed, avoid the noise from the Skytrain and allow more sunlight exposure into the pool and deck area, (iii) the planter along the wall at the northeast corner of Building L is proposed to be installed to limit access to the blank wall to deter graffiti, (iv) the terraces on the rooftop of Building K are private outdoor spaces and are not intended for shared use, and (v) the applicant is applying for air space parcel subdivision to separate the residential units.

The Panel expressed support for the proposal, noting the applicant's attention to detail. Additionally, the Panel encouraged the applicant to work with staff regarding their application for air space parcel subdivision.

The Panel recommends the Permit be issued.