City of Richmond

Agenda

City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, November 23, 2026
7:00 p.m.

Pg. # ITEM

MINUTES

1. ***Motion to:***

CNCL-17 ***(1) adopt the minutes of the Regular Council meeting held on November 9, 2026;***

CNCL-29 ***(2) adopt the minutes of the Regular Council meeting for Public Hearings held on November 16, 2026; and***

CNCL-31 ***(3) receive for information the Metro Vancouver 'Board in Brief' dated October 30, 2026.***

AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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

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.

4. ***Motion to rise and report.***

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
- Council Appointments
- Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental Ownership Transfer at 9291 Alexandra Road/9288 Tomicki Avenue
- 2027 Utility Budgets and Rates
- 2027 District Energy Utility Rates
- Referral Response: Zoning Bylaw Amendments for Service Station Use in CG2 and Applicable Site-Specific Zones
- Application By Kabel Atwall for a Strata Title Conversion at 8760 Fairdell Crescent, OCP Amendments to Section 3.2 ‘Build Better Housing’, and Proposed Council Policy for Residential Strata Title Conversion Applications Involving SSMUH Development
- Contract Extension - Contract 6503P - EV Charging Infrastructure and Management Provider
- Award of Contract – 8582Q - Supply and Delivery of Bulk Road Salt

- Award of Contract 8599P - Traffic Signal System Maintenance, Upgrading and Installation
- Proposed Expansion of 30 Km/H Roads
- Residential Pilot Project Miller Road and Sea Island Road

5. ***Motion to adopt Items No. 6 through No. 22 by general consent.***

Consent Agenda Item

6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-65 ***(1) the Community Safety Committee meeting held on November 10, 2026;***

CNCL-70 ***(2) the Finance and Audit Committee meeting held on November 16, 2026;***

CNCL-73 ***(3) the General Purposes Committee meeting held on November 16, 2026;***

CNCL-80 ***(4) the Planning Committee meeting held on November 17, 2026; and***

(5) the Public Works and Transportation Committee meeting held on November 18, 2026; *(distributed separately)*

be received for information.

Consent Agenda Item

7. APPOINTMENT OF MEMBERS OF COUNCIL (AND THEIR ALTERNATES) AS THE LIAISONS TO CITY ADVISORY COMMITTEES AND ORGANIZATIONS

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the following appointments of Council liaisons (and where applicable, their alternates) to City Advisory Committees and Organizations, until November 8, 2027, be made as follows:

(a) Accessibility Advisory Committee: Councillor Sheldon Starrett;

(b) Advisory Committee on the Environment: Councillor Sheldon Starrett;

(c) Child Care Development Advisory Committee: Councillor Carol Day;

(d) Council/School Board Liaison Committee: Councillors Kenny Chiu and Laura Gillanders;

(e) Economic Advisory Committee: Councillors Kenny Chiu and Laura Gillanders;

(f) First Nations Building Committee: Councillors Carol Day, Andy Hobbs and Michael Wolfe;

(g) Food Security and Agricultural Advisory Committee: Councillor Laura Gillanders;

(h) Heritage Commission: Councillor Kevin Lai;

(i) Major Construction Projects Oversight Committee: Councillors Kevin Lai and Laura Gillanders;

(j) Minoru Centre for Active Living Program Committee: Councillor Sheldon Starrett;

(k) Richmond Addiction Services Society Councillor Gary Law and Alternate Councillor Sheldon Starrett;

(l) Richmond Centre for Disability: Councillor Sheldon Starrett;

(m) Richmond Chamber of Commerce: Councillor Kenny Chiu;

(n) Richmond Intercultural Advisory Committee: Councillor Gary Law;

(o) Richmond Public Art Advisory Committee: Councillor Kevin Lai;

(p) Richmond Sister City Advisory Committee: Councillor Andy Hobbs;

(q) Richmond Social Development Advisory Committee: Councillor Gary Law;

(r) Richmond Sports Council: Councillor Michael Wolfe;

(s) Richmond Sports Wall of Fame Nominating Committee: Councillor Kevin Lai;

(t) Richmond Youth Advisory Committee: Councillor Gary Law;

(u) Seniors Advisory Committee: Councillor Kevin Lai;

(v) Steveston Historic Sites Building Committee: Councillors Andy Hobbs and Sheldon Starrett; and

(w) Vancouver Coastal Health/Richmond Health Services Local Governance Liaison Group: Councillor Kenny Chiu.

Consent Agenda Item

8. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO COMMUNITY ASSOCIATIONS

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the following appointments of Council liaisons (and where applicable, their alternates) to Community Associations, until November 8, 2027, be made as follows:

(a) City Centre Community Association: Councillor Sheldon Starrett;

(b) Laura Gillanders East Richmond Community Association: Councillor Laura Gillanders;

(c) Hamilton Community Association: Councillor Michael Wolfe;

(d) Richmond Arenas Community Association: Councillor Michael Wolfe;

(e) Richmond Art Gallery Association: Councillor Gary Law;

(f) Richmond Fitness and Wellness Association: Councillor Gary Law;

(g) Laura Gillanders Sea Island Community Association: Councillor Laura Gillanders;

(h) South Arm Community Association: Councillor Kevin Lai;

(i) Thompson Community Association: Councillor Kenny Chiu; and

(j) West Richmond Community Association: Councillor Carol Day.

Consent Agenda Item

9. APPOINTMENT OF MEMBERS OF COUNCIL AS THE LIAISONS TO VARIOUS CITY BOARDS

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the following appointments of Council liaisons (and where applicable, their alternates) to various Boards until November 8, 2027, be made as follows:

(a) Aquatic Services Board: Councillor Michael Wolfe;

(b) Museum Society Board: Councillor Kevin Lai;

(c) Richmond Gateway Theatre Society Board: Councillor Laura Gillanders; and

(d) Richmond Public Library Board: Councillor Carol Day, and Alternate, Councillor Gary Law.

Consent Agenda Item

10. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO VARIOUS SOCIETIES

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the following appointments of Council liaisons (and where applicable, their alternates) to various Societies until November 8, 2027, be made as follows:

(a) Britannia Heritage Shipyard Society: Councillor Andy Hobbs;

(b) Gulf of Georgia Cannery Society: Councillor Carol Day;

(c) London Heritage Farm Society: Councillor Andy Hobbs;

(d) Lulu Island Energy Company: Councillors Kevin Chiu and Sheldon Starrett;

(e) Minoru Seniors Society: Councillor Carol Day;

(f) Richmond Nature Park Society: Councillor Michael Wolfe;

(g) Steveston Community Society: Councillor Andy Hobbs; and

(h) Steveston Historical Society: Councillor Kevin Lai.

Consent Agenda Item

11. APPOINTMENT OF PARCEL TAX ROLL REVIEW PANEL FOR LOCAL AREA SERVICES

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the members of the Public Works & Transportation Committee be appointed as the Parcel Tax Roll Review Panel for Local Area Services until November 8, 2027.

Consent Agenda Item

12. APPOINTMENT OF ACTING MAYORS FROM NOVEMBER 2, 2026 TO NOVEMBER 8, 2027

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the Acting Mayors for November, 2026 to October, 2027, be as follows:

November 16, 2026 – January 3, 2027:	***Councillor Michael Wolfe***
January 4 – February 14, 2027:	***Councillor Kenny Chiu***
February 15 – March 28, 2027:	***Councillor Crol Day***
March 29 – May 9, 2027:	***Councillor Sheldon Starrett***
May 10 – June 20, 2027:	***Councillor Andy Hobbs***
June 21 – August 1, 2027:	***Councillor Gary Law***
August 2 – September 12, 2027:	***Councillor Kevin Lai***
September 13 – October 31, 2027:	***Councillor Laura Gillanders***

Consent Agenda Item

13. **METRO VANCOUVER DEVELOPMENT COST CHARGE WAIVER: SECTION 219 COVENANT FOR LOW-END MARKET RENTAL OWNERSHIP TRANSFER AT 9291 ALEXANDRA ROAD/9288 TOMICKI AVENUE**

(File Ref. No. 08-4057-05) (REDMS No. 8556047)

CNCL-85

See Page **CNCL-85** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That the City enter into and register a Section 219 Covenant over 9291 Alexandra Road/9288Tomicki Avenue to secure the sale of nine Low-End Market Rental homes by the property owner to a non-profit organization as outlined in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026; and

(2) That the Deputy Chief Administrative Officer be authorized to complete any supporting documentation on behalf of the City required by Metro Vancouver in support of the property owner's application to Metro Vancouver for a Development Cost Charge waiver as described in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026.

Consent Agenda Item

14. **2027 UTILITY BUDGETS AND RATES**
(File Ref. No. 10-6060-01) (REDMS No. 8457589)

CNCL-90

See Page **CNCL-90** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

That the 2027 utility budget options presented below and as outlined in the report titled "2027 Utility Budgets and Rates", dated November 2, 2026, from the General Manager, Engineering and Public Works and General Manager, Finance and Corporate Services, be approved as the foundation for establishing the 2027 utility rates and be included in the Consolidated 5 Year Financial Plan (2027-2031):

(a) Option 1 for Water (page 6, Table 2);

(b) Option 1 for Sewer (page 13, Table 6);

(c) Option 1 for Flood Protection (page 20, Table 10); and

(d) Option 2 for Solid Waste and Recycling (page 25, Table 12).

Consent Agenda Item

15. **2027 DISTRICT ENERGY UTILITY RATES**
(File Ref. No. 01-0060-20-LIEC1) (REDMS No. 8516169)

CNCL-126

See Page **CNCL-126** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

(1) That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10792 be introduced and given first, second and third readings;

(2) That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10793 be introduced and given first, second and third readings; and

(3) That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10794 be introduced and given first, second and third readings.

Consent Agenda Item

16. **REFERRAL RESPONSE: ZONING BYLAW AMENDMENTS FOR SERVICE STATION USE IN CG2 AND APPLICABLE SITE-SPECIFIC ZONES**
(File Ref. No. 08-4000-01) (REDMS No. 8556607)

CNCL-148 See Page **CNCL-148** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10806, which would clarify the intent for service station use in the Gas and Service Station (CG2) zone and related site-specific commercial zones near residential areas, including indicating that the servicing and repair of vehicles is primarily for sale to members of the general public, requirements for vehicle service bays, customer access, and specific fencing provisions, be introduced and given first reading.

Consent Agenda Item

17. **APPLICATION BY KABEL ATWALL FOR A STRATA TITLE CONVERSION AT 8760 FAIRDELL CRESCENT, OCP AMENDMENTS TO SECTION 3.2 'BUILD BETTER HOUSING', AND PROPOSED COUNCIL POLICY FOR RESIDENTIAL STRATA TITLE CONVERSION APPLICATIONS INVOLVING SSMUH DEVELOPMENT**
(File Ref. No. SC 26-017199) (REDMS No. 8576822)

CNCL-158 See Page **CNCL-158** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That the application for a Strata Title Conversion by Kabel Atwall be approved on fulfillment of the following conditions:

(a) Registration of a flood indemnity covenant on Title;

(b) Final inspection and completion of the Building Permit (B7 25-020392) for the infill building at 8760 Fairdell Crescent;

(c) Payment of all City utility charges and property taxes up to and including the calendar year in which the strata conversion plan is executed by the Approving Officer; and

(d) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

(2) That the City, as the Approving Authority, delegates the Approving Officer the authority to execute the strata conversion plan on behalf of the City, on the basis that the conditions set out in Recommendation 1 have been satisfied;

(3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808 for the purpose of:

(a) Administrative and clarification amendments to Section 3.2 'Build Better Housing' respecting Strata Title Conversions; and

(b) Redesignating the properties on Fairdell Crescent identified in Schedule A to Bylaw 10808 from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000

be introduced and given first reading;

(4) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in conjunction with:

(a) The City's Financial Plan and Capital Program; and

(b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

(5) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

(6) That the Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing" as presented in Attachment 6, be approved.

Consent Agenda Item

18. **CONTRACT EXTENSION - CONTRACT 6503P - EV CHARGING INFRASTRUCTURE AND MANAGEMENT PROVIDER**
(File Ref. No. 03-1000-20-6503) (REDMS No. 8100412)

CNCL-179

See Page **CNCL-179** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider with Foreseeson Technology be extended through January 17, 2030, and increase the total contract value by $5,952,655, bringing the new maximum contract value to $9,749,640; and

(2) The Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute the contract extension with Foreseeson Technology Inc. as outlined in the staff report dated October 20, 2026 entitled, Contract Extension – Contract 6503P – EV Charging Infrastructure and Management Provider.

Consent Agenda Item

19. **AWARD OF CONTRACT - 8582Q - SUPPLY AND DELIVERY OF BULK ROAD SALT**
(File Ref. No. 10-6000-01) (REDMS No. 8556921)

CNCL-184

See Page **CNCL-184** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) That Contract 8582Q – Supply and Delivery of Bulk Road Salt be awarded to Mainroad Maintenance Products LP for an initial two-year term commencing December 1, 2026, at an estimated contract value of $854,550, excluding taxes;

(2) The Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract and all related documents with Mainroad Maintenance Products LP; and

(3) The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial two-year contract for up to one additional year, to a maximum total term of three years, for a maximum contract value of $1,281,825, excluding taxes.

Consent Agenda Item

20. **AWARD OF CONTRACT 8599P - TRAFFIC SIGNAL SYSTEM MAINTENANCE, UPGRADING AND INSTALLATION**
(File Ref. No. 02-0775-50-8599) (REDMS No. 8521983)

CNCL-188

See Page **CNCL-188** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) That Contract 8599P – "Traffic Signal System Maintenance, Upgrading and Installation" be awarded to Cobra Electric Services Limited for an initial three-year term for an estimated contract value of $9,643,260.30 excluding taxes, as described in the report titled "Award of Contract 8599P – Traffic Signal System Maintenance, Upgrading and Installation", dated October 19, 2026, from the General Manager, Engineering and Public Works.

(2) That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to a maximum total term of five years; and

(3) That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the above contract.

Consent Agenda Item

21. **PROPOSED EXPANSION OF 30 KM/H ROADS**
(File Ref. No. 10-6500-01) (REDMS No. 8498587)

CNCL-192

See Page **CNCL-192** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) That the proposed expansion of 30 km/h speed limit on the following roads:

(a) Arcadia Road;

(b) Eckersley Road;

(c) Spires Road;

(d) Spires Gate;

(e) Cook Gate; and

(f) Cook Crescent;

as described in the report titled "Proposed Expansion of 30 km/h Roads", dated October 21, 2026, from the Director, Transportation be approved;

(2) That staff bring forward bylaw amendments to facilitate the speed limit reduction for the above roads; and

(3) That staff be directed to consult with residents along Bennett Road, Jones Road and the collector streets west of No. 1 Road to determine the level of community support for reducing the posted speed limit to 30 km/h, and report back to Council.

Consent Agenda Item

22. **RESIDENTIAL PILOT PROJECT MILLER ROAD AND SEA ISLAND ROAD**

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

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That staff be directed to develop a pilot project for residential street parking along Miller Road on Sea Island, in consultation with the Sea Island Community Association and affected residents, with consideration given to:

(a) Implementing residential parking on one side of Miller Road, utilizing an appropriately designed parking enclosure or other suitable traffic-calming measures as needed;

(b) Evaluating the potential benefits of residential parking as a traffic-calming measure, including its impact on vehicle speeds, driver behaviour and neighbourhood safety;

(c) Assessing impacts on traffic flow, WR-related traffic, emergency vehicle access, pedestrian safety and sightlines;

(d) Considering if a residential permit-parking system is needed and identifying appropriate eligibility criteria and operating conditions; and

(e) Reporting back to Council with the proposed pilot design, implementation considerations and an evaluation framework, including traffic speed monitoring and resident feedback, prior to determining whether the arrangement should be made permanent.

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE
Mayor Rob Howard, Chair

23. **APPLICATION FOR NEW LIQUOR PRIMARY LIQUOR LICENCE FROM DIMSUM CADDY ENTERTAINMENT LTD., DBA DIMSUM CADDY - RESTAURANT AND INDOOR GOLF LOCATED AT 10331 ST. EDWARDS DRIVE, RICHMOND, BC**
(File Ref. No. 12-8275-30-001) (REDMS No. 8548624)

CNCL-199 See Page **CNCL-199** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That the application from Dimsum Caddy Entertainment Ltd. doing business as Dimsum Caddy – Restaurant and Indoor Golf, for a new Liquor Primary Liquor Licence seeking the following capacity, hours of liquor sales and endorsement terms for a new restaurant with indoor Golf at the premises located at 10331 St. Edwards Drive, be supported for:

(a) A new Liquor Primary liquor Licence with total person capacity of 150 indoor and 30 outdoor for total of 180 persons;

(b) Proposed hours of liquor sales Monday to Sunday, from 9:00 AM to 2:00 AM; and

(c) A Family Foodservice Endorsement to allow minors when accompanied by a parent/guardian until 10:00 PM, where the service of food will be served from 9:00 AM to 10:00 PM.

(2) That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of a new Liquor Primary Liquor Licence as described in Recommendation 1 of this report.

FINANCE AND CORPORATE SERVICES AND ENGINEERING AND PUBLIC WORKS DIVISIONS

24. **2027 UTILITY RATE AMENDMENT BYLAWS**
(File Ref. No. 10-6060-01) (REDMS No. 8552726)

CNCL-212 See Page **CNCL-212** for full report

STAFF RECOMMENDATION

That each of the following bylaws be introduced and given first, second, and third readings:

(a) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10801;

(b) Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10799;

(c) Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10798; and

(d) Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10800.

PARKS, RECREATION & CULTURE DIVISION

25. **PRINCETON AVENUE TREE AND BC HYDRO UTILITY CONFLICT**
(File Ref. No. 06-2000-01) (REDMS No. 8595785)

CNCL-230 See Page **CNCL-230** for full report

STAFF RECOMMENDATION

That the report titled "Princeton Avenue Tree and BC Hydro Utility Conflict", from the General Manager, Parks, Recreation and Culture, dated November 23, 2026, be received for information.

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAW FOR ADOPTION

CNCL-242 Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672, Amendment **Bylaw No. 10803**
Opposed at 1st/2nd/3rd Readings – None.

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

26. ***Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.***

Special Olympics BC to delegate on the upcoming 2027 Special Olympics BC Winter Games, which will be hosted in Richmond from March 26 to 28, 2027.

27. ***Motion to rise and report.***

ADJOURNMENT

City of Richmond

Minutes

Regular Council

Monday, November 9, 2026

Place: Council Chambers
Richmond City Hall

Present: Mayor Rob Howard
Councillor Kenny Chiu
Councillor Carol Day
Councillor Laura Gillanders
Councillor Andy Hobbs
Councillor Kevin Lai
Councillor Gary Law
Councillor Sheldon Starrett
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

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

RES NO. ITEM

MINUTES

R26/19-1 1. It was moved and seconded
That:

(1) the minutes of the Regular Council meeting held on October 26, 2026, 2026, be adopted as circulated;

(2) the minutes of the Inaugural Council meeting held on November 2, 2026, be adopted as circulated; and

(3) the minutes of the Special Council meeting held on November 3, 2026, be adopted as circulated.

CARRIED

Regular Council
Monday, November 9, 2026

AGENDA ADDITIONS & DELETIONS

R26/19-2 It was moved and seconded
That Items No. 7 and No. 10 be removed from the Consent Agenda.

CARRIED

COMMITTEE OF THE WHOLE

R26/19-3 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. 10 – Clarifying the City's Position on Supervised Consumption Sites

Frank Deng, Richmond resident, spoke to wanting a clear, concise, and singular motion that outlines the City's position on supervised consumption sites and to rescind the motion from February 2024.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

Jerome Dickey, Richmond resident, spoke to good governance, leadership and Council's responsibility in making clear informed decisions on challenging issues.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

Alex Sagert, Richmond resident, spoke to the motion and why it does not reference the decision of February 2024, noting more clarification is needed.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

Sam Wang, Richmond resident, spoke in support of the motion, noting the City needs to take more action, to amend or create new bylaws to prohibit illicit drugs on City-owned lands and in publicly funded facilities.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

James Day, Richmond resident, spoke in support of the motion that clarifies the City's position, reassuring Richmond residents of their safety within the community.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

Jim Tao Zho, spoke in support, noting that it gives Richmond residents a clear understanding on the City's position, allowing the City to focus on housing and security.

Item No. 10 – Clarifying the City's Position on Supervised Consumption Sites

Bob King, spoke in support of the motion that the City will not pursue a supervised consumption site.

R26/19-4 4. It was moved and seconded
That Committee rise and report (7:24 p.m.).

CARRIED

CONSENT AGENDA

R26/19-5 5. It was moved and seconded
That Items No. 6, No. 8, No. 9, No. 11, and No. 12 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

(1) the General Purposes Committee meeting held on November 3, 2026; and

(2) the Planning Committee meeting held on November 4, 2026;

be received for information.

ADOPTED ON CONSENT

8. **UPDATE ON IMMIGRATION, REFUGEES AND CITIZENSHIP CANADA (IRCC) FUNDING REDUCTIONS AND ELIGIBILITY CHANGES**
(File Ref. No. 07-3300-01) (REDMS No. 8552770)

That a letter be prepared for the Mayor's signature addressed to senior levels of government, including the Prime Minister of Canada; the Premier of British Columbia; the Minister of Immigration, Refugees and Citizenship; the Minister of Post-Secondary Education and Future Skills; and Richmond's Members of Parliament and Members of the Legislative Assembly, advocating for the reinstatement of funding for intermediate and advanced English language training and the development of a sustainable funding model that is informed by immigration targets and responds to newcomers' needs.

ADOPTED ON CONSENT

9. **CITY SIGNATURE AND COMMUNITY EVENTS PROGRAM 2027**
(File Ref. No. 11-7400-01) (REDMS No. 8524208, 8529633, 8552750, 8552748)

(1) That the City Signature and Community Events Program 2027, as outlined in Table 1 of the report titled "City Signature and Community Events Program 2027", dated October 22, 2026, from the General Manager, Parks, Recreation and Culture, be approved for the following events and initiatives:

(a) Children's Arts Festival;

(b) Richmond Cherry Blossom Festival;

(c) Doors Open Richmond;

(d) Community Celebration Grant Program;

(e) Neighbourhood Block Party Program;

(f) Steveston Salmon Festival;

(g) Richmond Maritime Festival; and

(h) Richmond Farm Fest.

(2) That the expenditures totaling $1,115,000 for the City Signature and Community Events Program 2027 with funding of $960,000 from the Rate Stabilization Account, $95,000 estimated sponsorship and $60,000 estimated grant revenue be included in the 2027 budget process.

ADOPTED ON CONSENT

11. **APPLICATION BY SALIM KARIMANI FOR REZONING AT 11001 SHELL ROAD, 11011 SHELL ROAD, 10700 STEVESTON HIGHWAY, AND RICHMOND UNADDRESSED PARCEL (PID 015-725-880) FROM THE "AGRICULTURE (AG1)" ZONE TO THE "AGRICULTURE AND ASSEMBLY (ZA5) – SHELL ROAD (GILMORE)" ZONE**

(File Ref. No. 12-8060-20-010804, RZ 23-024473 (REDMS No. 8371795 8542929, 8515067, 8545448)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10804, to create the "Agriculture and Assembly (ZA5) – Shell Road (Gilmore)" zone, and to rezone 11001 and 11011 Shell Road, 10700 Steveston Highway, and the unaddressed parcel (PID 015-725-880) from the "Agriculture (AG1)" zone to the "Agriculture and Assembly (ZA5) – Shell Road (Gilmore)" zone, be introduced and given first reading.

ADOPTED ON CONSENT

12. **HOUSING AGREEMENT (MARKET RENTAL HOUSING) AMENDMENT APPLICATION FOR 3420 KETCHESON COURT**
(File Ref. No. 12-8060-20-010803) (REDMS No. 8540956, 8546016)

That Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672, Amendment Bylaw 10803 be introduced and given first, second and third reading.

ADOPTED ON CONSENT

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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GENERAL PURPOSES COMMITTEE
Mayor Rob Howard, Chair

7. **APPLICATION FOR A LIQUOR PRIMARY LIQUOR LICENCE # 307706 STRUCTURAL CHANGE (CAPACITY INCREASE) XTREME BOWLING ENTERTAINMENT CORP., DBA: SPLITSVILLE RIVERPORT – OPERATING AT 14200 ENTERTAINMENT BOULEVARD UNIT 150**
(File Ref. No. 12-8275-30-001) (REDMS No. 8526008, 8526345)

In accordance with Section 100 of the Community Charter, Cllr. Starrett declared to be in a conflict of interest as he is employed by the Liquor and Cannabis Regulation Branch (LCRB), and left the meeting 7:42 p.m.

R26/19-6 It was moved and seconded

(1) That the application from Xtreme Bowling Entertainment Corp. doing business as, Splitsville Riverport, seeking a permanent amendment to Liquor Primary Liquor Licence # 307706; for a Structural Change (Capacity Increase) to 500 persons, currently set at 460 persons, be supported; and

(2) That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of the amendment to the Liquor Primary Liquor Licence as described in Recommendation 1 of this report.

CARRIED

Cllr. Starrett returned to the meeting 7:43 p.m.

10. **CLARIFYING THE CITY'S POSITION ON SUPERVISED CONSUMPTION SITES**
(File Ref. No.) (REDMS No.)

R26/19-7 It was moved and seconded

WHEREAS public perception and uncertainty persist regarding whether the City of Richmond may pursue or consider a supervised consumption site in the future;

AND WHEREAS the City of Richmond has previously considered the feasibility of a supervised consumption site and subsequently confirmed that such a site would not proceed;

AND WHEREAS clarity regarding the City's position is important to ensuring that residents have an accurate understanding of this matter;

BE IT RESOLVED THAT the City of Richmond will not pursue, initiate, study, plan for, or advance the establishment of a supervised consumption site within the City of Richmond.

The question on Resolution No. R26/19-7 was not called as a brief discussion ensued in regard to amending the motion to include more clarity with the addition of other substance related sites within Richmond.

The question on Resolution No. R26/19-7 was then called and it was **CARRIED.**

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

R26/19-8 It was moved and seconded

BE IT RESOLVED THAT the City of Richmond will not pursue, initiate, study, plan for, fund, support, or otherwise advance the establishment of a supervised consumption site, overdose prevention site, or any designated space for the consumption of illicit drugs anywhere within the municipal boundaries of the City of Richmond, whether on public or private property, and whether operated as a stand-alone facility or incorporated into supportive housing, complex care housing, a shelter, a health facility, or any other premises;

AND BE IT FURTHER RESOLVED THAT the City of Richmond formally does not support and will not support the steps outlined in Council Resolution R24/3-7, adopted February 13, 2024.

The question on Resolution No. R26/19-8 was not called as Councillor Hobbs introduced a Notice of Motion to defer the motion for a more detailed analysis.

As a result of the call of a Notice of Motion to Defer, Mayor Howard advised that the "Proposed Amendment – Clarifying the City's Position on Supervised Consumption Sites" motion will be brought back to a later meeting.

NON-CONSENT AGENDA ITEMS

FINANCE AND CORPORATE SERVICES DIVISION

13. **2026 GENERAL LOCAL AND SCHOOL ELECTION RESULTS**
(File Ref. No. 12-8125-95-01) (REDMS No. 8579266)

R26/19-9 It was moved and seconded
That the Declaration of Official Results for the 2026 General Local and School Election, dated October 21, 2026, attached to the staff report from the Chief Election Officer, be received for information by Richmond City Council in accordance with the requirement of Section 158 of the Local Government Act.

The question on Resolution No. R26/19-9 was not called as Council spoke to increased voter turnout and acknowledged the work of the Election staff.

The question on Resolution No. R26/19-9 was then called and it was **CARRIED.**

13A. **AMENDMENTS TO THE 2026 COUNCIL MEETING SCHEDULE**
(File Ref. No. 01-0105-01) (REDMS No. 8584106)

R26/19-10 It was moved and seconded
That the following amendments be made to the 2026 Council Meeting Schedule:

(1) The Parks, Recreation and Cultural Services Committee meeting scheduled for November 24, 2026, be cancelled;

(2) The General Purposes Committee and the Finance and Audit Committee meetings scheduled for November 30, 2026, be rescheduled for December 7, 2026;

(3) The General Purposes Committee meeting scheduled for December 14, 2026, be cancelled;

(4) The Planning Committee meetings scheduled for December 1 and December 15, 2026, be cancelled and a Planning Committee meeting be scheduled for December 8, 2026; and

(5) The Council meeting scheduled for December 7, 2026 and Special Council meeting scheduled for December 16, 2026, be cancelled, and a Council meeting be scheduled for December 14, 2026.

CARRIED

BYLAWS FOR ADOPTION

R26/19-11 It was moved and seconded
That the following bylaw be adopted:

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10774

CARRIED

DEVELOPMENT PERMIT PANEL

R26/19-12 14. It was moved and seconded

(1) That the minutes and the Chair's report for the Development Permit Panel meetings held on July 29, 2026, and September 16, 2026, be received for information.

(2) That the recommendations of the Panel to authorize the issuance of:

(a) a Development Variance Permit (DV 25-026463) for the property at 11500 Westminster Highway; and

(c) a Development Permit (DP 23-020753) for 3420 Ketcheson Court.

be endorsed, and the Permits so issued.

CARRIED

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

R26/19-13 15. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on non-agenda items (8:00 p.m.).

CARRIED

Alex Sagert, Richmond resident, spoke to the underutilization of Brighouse Park by local community groups due to an increase in public safety concerns. The delegate further spoke to the recent upgrades to the park, inquiring about the investment made to the park considering its current level of use.

In reply to query from Council, the delegate noted that the adjacent warming centre deters community groups from using Brighouse Park.

Discussion ensued regarding (i) public safety, (ii) the condition of park infrastructure, (iii) recreation utilization, (iv) the effectiveness of the City's previous investments in the park, (v) the location of the warming shelter, and (vi) the number of reported incidents and calls of service to the warming centre and Brighouse Park.

In reply to further queries from Council, staff advised that (i) three tents and four individuals are currently living at Brighouse Park, (ii) staff conduct patrols twice a day, (iii) from January to September 2026, staff have responded to 240 homeless calls city-wide, (iv) various police units conduct joint patrols with bylaws, and (v) staff will need to look at the data to see if the volume of calls and incidents have increased at Brighouse Park.

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

R26/19-14 It was moved and seconded
That the presentation from Alex Sagert regarding public safety concerns and underutilization of Brighouse Park be referred to staff to investigate and report back.

The question on Resolution No. R26/19-14 was not called as a brief discussion ensued regarding the cost associated with patrolling Brighouse Park.

The question on Resolution No. R26/19-14 was then called and it was **CARRIED.**

R26/19-15 16. It was moved and seconded
That Committee rise and report (8:13 p.m.).

CARRIED

Regular Council
Monday, November 9, 2026

ADJOURNMENT

R26/19-16 It was moved and seconded
That the meeting adjourn (8:14 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, November 9, 2026.

Mayor (Rob Howard)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 16, 2026

Place:	Council Chambers Richmond City Hall
Present:	Mayor Rob Howard, Chair Councillor Kenny Chiu Councillor Carol Day Councillor Laura Gillanders Councillor Andy Hobbs Councillor Kevin Lai Councillor Gary Law Councillor Sheldon Starrett Councillor Michael Wolfe Claudia Jesson, Corporate Officer
Call to Order:	Mayor Howard opened the proceedings at 5:30 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10783 (ZT 21-922710)**
(Location: 15555 Blundell Road; Applicant: Montrose Industries Ltd. Inc. No. BC0556788 on behalf of Ecowaste Industries Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH26/9-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10783 be given second and third readings.

CARRIED

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 16, 2026

ADJOURNMENT

PH26/9-2 It was moved and seconded
That the meeting adjourn (5:33 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, November 16, 2026.

Mayor (Rob Howard)

Corporate Officer (Claudia Jesson)

For Metro Vancouver meetings on Friday, October 30, 2026

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@metrovancouver.org.

Metro Vancouver Regional District

E1.1 Major Local Investment Attraction Events Update — RECEIVED

Web Summit Vancouver 2026 and the 2026 FIFA World Cup (FWC26) were important platforms for driving investment attraction through strategic partnerships and for raising the global profile of the Metro Vancouver region.

Invest Vancouver leveraged Web Summit Vancouver 2026 to drive targeted investor engagement, coordinated lead generation, and increased global visibility for the region. The strategy integrated curated events, proactive investor outreach, a coordinated Team Invest Vancouver presence, and high-performing digital marketing and PR campaigns. Results include strong attendance, improved engagement metrics, and a growing pipeline of qualified investment leads.

Leveraging the global profile of FWC26, Invest Vancouver delivered a PacifiCan-funded investor engagement strategy that combined executive programming, curated investor experiences, partner collaboration, and digital marketing. Across 15 activations, the initiative engaged 688 participants, strengthened strategic partnerships, elevated awareness of Metro Vancouver's competitive advantages, and generated new opportunities for future investor engagement and lead development.

The MVRD Board received the report for information and directed staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

E1.2 Investment Attraction Update Q2 2026 — RECEIVED

As of Q2 2026, Invest Vancouver is managing 154 active investment leads, representing $956 million in potential direct investment and 1,625 projected jobs. During the quarter, Invest Vancouver supported six companies landing or expanding in the Metro Vancouver region, representing $96.3 million in direct investment over three years and 453 new jobs. These numbers in the pipeline reflect refinements to the review methodology that improve accuracy and transparency.

Lead generation activities included five outbound missions to Germany (Hannover Messe); South Korea and Japan (Global Affairs Canada Spring Roadshow); France (Eurosatory and VivaTech); the United States (BIO International Convention); and Canada (CANSEC). Invest Vancouver also hosted one executive familiarization tour and participated in hosting four inbound delegation visits.

Invest Vancouver is also in the planning and preparation phase for six strategic outbound missions scheduled for Q3 2026: International Defence Industry Exhibition (MSPO) in Poland (Defence); Innovate Canada 2026 in Quebec City (High-tech); the Consider Canada City Alliance / Canada Investment Summit in Toronto (Multiple Sectors); the Tokyo Game Show in Japan (Digital Media and Entertainment); International Cybersecurity Expo in the United Kingdom (High Tech) and ALL IN in Montreal (High-tech).

The MVRD Board received the report for information and directed staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

E1.3 2026/2027 CanExport Community Investments Grant **RECEIVED**

As a commitment to continuously seek external grant funding to supplement the fiscal budget on foreign direct investment (FDI) attraction activities, Invest Vancouver has secured $370,560 in grant funding from the CanExport Community Investment Program for fiscal year 2026/2027, a 36 per cent increase over the previous year. The CanExport Community Investments Program is a federal government initiative that provides financial support to communities aiming to attract, retain, and expand foreign direct investment (FDI). The program provides non-repayable grants for projects and activities, covering up to 60 per cent of eligible expenses.

Invest Vancouver received funding for FDI Strategic Planning and Analysis ($170,400), FDI Tool and Material Development ($132,480), and FDI Lead Generation and Meetings with Potential Investors ($67,680). The funds will support 10 projects and 19 outbound missions, to be completed between April 1, 2026 and March 31, 2027. Since 2022, Invest Vancouver has steadily increased its external revenue yearly from the CanExport Community Investments Program, and have been awarded a cumulative total of $1.3 million in grants to strengthen the regional economy.

The MVRD Board received the report for information.

E1.4 Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update **RECEIVED**

This report provides a summary of results for Invest Vancouver's deliverables and key performance indicators as set out in the 2026 Annual Plan, for the first and second quarters of 2026. The identified deliverables and related activities support Invest Vancouver's priorities to attract strategic investment, through increased global awareness of the Metro Vancouver region in key industries.

From January 1 to June 30, 2026, Invest Vancouver helped 11 companies land or expand in the region, representing $225 million in direct investment over three years and 853 jobs. Invest Vancouver also secured $1,229,560 in federal grant funding to support investment attraction and strategic initiatives, representing 28 per cent of Invest Vancouver's 2026 total budget.

The MVRD Board received the report for information and directed staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

E1.5 Invest Vancouver Governance Model Review – Findings **RECEIVED**

Since 2021, it has been expected that, as Invest Vancouver matures, it would explore new structure and governance to optimize success. Metro Vancouver has been actively exploring ways to transition the organization to an arm's length model. In late 2025, Metro Vancouver engaged Dalberg to conduct a governance structure and value proposition review for Invest Vancouver. Dalberg found that Invest Vancouver's current governance structure limits operational flexibility and competitiveness, constrains access to external funding opportunities, and reduces its ability to operate in a manner consistent with peer economic development organizations (EDOs). The review concluded that these limitations create a "vicious cycle" of pressure for short-term results while restricting the flexibility needed to maximize long-term strategy and impact.

Dalberg determined that transitioning Invest Vancouver to an arm's-length regional economic development organization, consistent with other Canadian EDOs, offers the most effective path to optimized performance, increased funding opportunities, and long-term organizational sustainability. Dalberg evaluated three alternative governance models: a Wholly Owned Subsidiary, a Regional Anchor Model, and a Federated Municipal Model. The assessment considered each model's ability to provide operational flexibility and competitiveness with peer regions, funding certainty, strategic autonomy, and long-term sustainability, all while maintaining a strong regional value proposition.

As part of this work, Dalberg had discussions with the Invest Vancouver Advisory Committee (IVAC) and the Invest Vancouver Management Board (IVMB). Of the three options, the Regional Anchor Model emerged as the preferred option. Members of both committees emphasized the importance of maintaining a unified regional voice for investment attraction, expanding access to external funding sources, and preserving strong municipal and stakeholder engagement.

Under the Regional Anchor Model, Invest Vancouver would become an independent organization supported by Metro Vancouver as an anchor funder, with an optimized potential of securing additional funding from provincial and federal governments, the private sector, and other partners. Dalberg concluded that this model best balances operational independence with regional cohesion, reduces the risk of municipal fragmentation, and positions Invest Vancouver to access new funding opportunities and strengthen partnerships across the economic development ecosystem.

Additional work is required to assess governance design, funding arrangements, transition requirements, and implementation considerations.

The MVRD Board received the report for information and directed staff to bring forward, in Q1 2027 through Board Strategic Planning work, a sustainable arm's length model for Invest Vancouver based on the Regional Anchor Model with a transition plan that targets implementation in January 2028.

E2.1 Metro 2050 Regional Context Statement – City of White Rock **ACCEPTED**

The City of White Rock completed the draft update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement demonstrating that the new OCP is consistent with the regional federation's goals, strategies, and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements (RCS) to ensure local aspirations align with shared regional goals.

The Regional Context Statement supports the regional federation's vision by advancing:

- Compact Urban Growth: Directing growth to Semiahmoo Municipal Town Centre and adjacent transition areas, consistent with *Metro 2050* Goal 1.
- Sustainable Economy: Supporting employment and commercial activity within Semiahmoo Municipal Town Centre, consistent with Goal 2.
- Environmental Protection and Climate Action: Protecting and enhancing ecological assets, contributing to greenhouse gas reduction, and improving resilience to climate change and natural hazards, consistent with Goal 3.
- Housing Diversity and Affordability: Providing for a range of housing forms, including secondary suites, accessory dwelling units, multiplexes, rowhouses, and apartments, consistent with Goal 4.
- Sustainable Transportation: Coordinating land use and transportation planning to support walking, cycling, rolling, and transit, consistent with Goal 5.

While the OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has identified opportunities for improved alignment with regional targets in its next OCP review. Metro Vancouver and the City will work together through the next OCP and RCS update process to establish targets for growth, ecosystem protection, tree canopy cover, greenhouse gas emission reductions, and affordable rental housing.

Metro Vancouver staff recommended that the MVRD Board accept the City of White Rock's Regional Context Statement.

The MVRD Board accepted the City of White Rock's Regional Context Statement, directed staff to notify the City of White Rock of the decisions, and to include in the correspondence to the City of White Rock that, for future updates to the *Official Community Plan* and Regional Context Statement be in line with the *Local Government Act*'s requirement to show how the *Official Community Plan* is to be made consistent with the regional growth strategy over time.

E2.2 Metro 2050 Regional Context Statement – Village of Belcarra **ACCEPTED**

The Village of Belcarra has completed an update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement (RCS) demonstrating that the new OCP is consistent with the regional federation's goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of RCSs to ensure local aspirations align with the regional federation's goals.
Given that the Village of Belcarra is a semi-rural, entirely residential community, many *Metro 2050* policies do not apply. Nevertheless, the RCS supports the regional federation's vision by advancing:

- Compact Urban Growth: Enhancing community amenities and supporting development respecting the area's semi-rural character, consistent with *Metro 2050* Goal 1.
- Sustainable Economy: Exploring retail opportunities, expanding home-based business options, and collaborating regionally on farmers' markets, consistent with Goal 2.
- Environmental Protection and Climate Action: Protecting environmentally sensitive areas, enhancing climate resilience, and mitigating hazards, consistent with Goal 3.
- Housing Diversity and Affordability: Supporting a wider range of housing options, including affordable and diverse housing types, through zoning and policy, consistent with Goal 4.

- Sustainable Transportation: Locating housing near transportation infrastructure and improving walking and cycling connections, consistent with Goal 5.

Metro Vancouver staff recommended that the MVRD Board accept the Village of Belcarra's RCS.

The MVRD Board accepted the Village of Belcarra's Regional Context Statement and directed staff to notify the Village of Belcarra of the decision.

E2.3 Metro 2050 – 2025 Annual Performance Monitoring Report **APPROVED**

The 2025 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 and serves as a transparent and accessible tool for the MVRD Board, member jurisdictions, TransLink, regional agencies, and the public to monitor implementation, evaluate outcomes, and inform collective decision-making.

Highlights include:

- The Urban Containment Boundary remained stable, with 31.6% of the regional area (89,478 ha) located within the boundary in 2025, the same share in 2011 (31.6%, 89,462 ha);
- While the total number of personal passenger vehicles grew by 9% between 2021 and 2025, car ownership per capita declined slightly and the regional share of electric and hybrid vehicles more than doubled from 7% to 18%;
- The total area of land regionally designated Industrial or Employment increased by 2%, with a 4% increase in developed lands and an 8% decrease in vacant lands designated for future industrial development (2020–2025);
- Housing and transportation costs continued to represent a significant share of household income, making up 39% of pre-tax income for renters and 33% of pre-tax income for homeowners (2017–2022); and
- Two amendments to *Metro 2050* were approved in 2025, reflecting ongoing implementation and refinement of the regional growth strategy.

The MVRD Board received the report for information and directed staff to forward a copy of the report to the Ministry of Housing and Municipal Affairs and the Ministry of Citizen's Services.

E2.4 Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Phase II Update **RECEIVED**

The Rental Housing Blueprint project was initiated to streamline and expedite multi-family rental housing delivery through technological advancement and modern construction methods evolving in the housing and construction industry. Metro Vancouver Housing (MVH) collaborated with three member jurisdictions, the City of Richmond, the City of Port Moody and the District of North Vancouver, where Digitally Accelerated Standardized Housing (DASH) pilot projects are anticipated, to explore municipal approaches that could expedite project approvals and permitting processes.

The report, "Getting to DASH: Practical Recommendations for BC Municipalities to Enable Off-Site Construction and Accelerate Housing Delivery" , that many barriers to off-site construction stem from regulatory systems designed around traditional site-built development. Key recommendations include creating greater certainty through pre-zoning and standardized zoning districts, simplifying design requirements that limit standardization, improving the predictability of development approvals, modernizing permitting processes through phased and digital permitting approaches, and increasing familiarity with off-site construction methods and CSA A277 certification. The report's central finding s that municipalities could accelerate housing delivery by moving from discretionary, project-by-project approvals toward more standardized, predictable, and digitally enabled systems that support off-site construction as a routine method of housing delivery.

Ongoing and future work will support integrating DASH principles and methods into multi-family rental design and applying DASH concepts on two MVH pilot projects located in Port Moody and the District of North Vancouver. Regular updates on the DASH pilot work will be brought forward as the projects progress.

The MVRD Board received the report for information.

E2.5 Metro Vancouver 2025 Industrial Lands Inventory **APPROVED**

The 2025 Metro Vancouver Industrial Lands Inventory has been compiled and identifies approximately 12,000 hectares of industrial land across the region. Updated every five years, the Inventory tracks the region's industrial land supply and provides data to support planning, policy development, and business investment decisions aimed at protecting and enhancing industrial capacity.

Key findings include:

- Industrial lands remain a critical regional asset, supporting jobs, businesses, and international trade.
- Most industrial lands are protected for long-term industrial use, and there has been a modest increase of 2% in industrial land area since 2020.
- Industrial uses continue to face pressure and displacement due to:
  - The removal of developed industrial parcels from the Inventory.
  - The continued presence of retail and commercial uses on lands intended for industrial activities.
- Industrial lands are increasingly shifting away from Urban Centres, where they provide accessible jobs and city-servicing uses to locations farther from major population centres and less accessible by transit, potentially increasing transportation costs and greenhouse gas emissions associated with worker and goods movement.

The MVRD Board received the report for information, requested that the Board Chair forward a copy of the report to member jurisdictions with an offer of a presentation to Council upon request, and forward a copy of the report to the Provincial Minster of Jobs and Economic Growth, the Port of Vancouver, TransLink, the Urban Development Institute, NAIOP, Vancouver Airport Authority, and Squamish Lillooet and Fraser Valley Regional Districts.

E3.1 Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund **APPROVED**

This report seeks MVRD Board approval for the *Emissions Mapping Toolkit* project, with funding of $120,000 from the Regional District Sustainability Innovation Fund (SIF) Reserve.

The proposed project was previously presented to the Air Quality Committee on June 12, 2026. Following discussion, the Committee referred the item back to staff and requested additional information regarding Metro Vancouver's air quality data resources, the potential value and applications of the toolkit for member jurisdictions and partners, and opportunities for collaboration with external organizations. This report responds to those requests and provides the additional information requested by the Committee. Specifically, feedback from staff representatives from seven member jurisdictions, the Health Authorities, and academic researchers indicated broad support for the proposed project. Responses highlighted the toolkit's potential to provide air quality information that supports public engagement, land use and community planning, targeted health interventions, and future air quality research.

The additional information provides further context regarding the potential application and benefits of the proposed project. The *Emissions Mapping Toolkit* would enhance Metro Vancouver's existing emissions inventory by translating regional-scale data into interactive, easy-to-use, neighbourhood-scale maps that show where air contaminants are emitted and how emission sources relate to where people live, work, and play. Guided by an interagency advisory committee, the toolkit would initially support Metro Vancouver's internal planning, policy, regulatory, and operational decision-making, while providing member jurisdictions and partners with new neighbourhood-scale information to support community planning, public engagement, and local air quality initiatives. The project would help target actions where they can have the greatest impact, strengthen regional collaboration, and create a foundation for potential future expansion to broader regional use.

The MVRD Board approved the project titled "Emissions Mapping Toolkit", to be funded from the Regional District Sustainability Innovation Fund Reserve, in the amount of $120,000.

E3.2 2026 Air Quality Warning Season **RECEIVED**

Metro Vancouver operates a comprehensive Air Quality Warning program for the Lower Fraser Valley airshed, including both Metro Vancouver and the Fraser Valley Regional District, to help protect public health during periods of degraded air quality. Delivered in partnership with federal, provincial, regional, and health authority partners, the program combines real-time air quality monitoring, forecasting, public notification, and health-risk communications to provide timely information that residents and organizations can use to reduce exposure to air pollution and make informed decisions. This summer, the program delivered more than 123,000 warning notifications to over 6,000 public subscribers and media outlets, while warning information was also shared with local governments, schools, childcare facilities, community sports organizations, and health authorities. The notifications supported actions to protect residents, such as modifying or postponing outdoor activities, relocating activities indoors, setting up cleaner indoor air spaces, and implementing air quality response plans during smoke and smog events.

British Columbia experienced an active wildfire season in 2026, particularly in the southern part of the province, resulting in several periods of smoke impacts in the Lower Fraser Valley. Metro Vancouver issued Air Quality Warnings on 15 days during six warning periods in July and August due to elevated concentrations of fine particulate matter ($PM_{2.5}$) associated with wildfire smoke from fires near Boston Bar, the South Cariboo, and the Southern Interior. In addition, ground-level ozone warnings were issued on three days in eastern parts of Metro Vancouver and the Fraser Valley due to a combination of local emissions, hot sunny weather, and the influence of wildfire smoke.

The 2026 season marked the introduction of a new colour-coded warning system, with yellow warnings indicating high health risk and orange warnings indicating very high health risk. The new system was implemented collaboratively with provincial, federal, and health partners to improve public understanding of air quality risks and associated protective actions.

The report summarizes the 2026 air quality warning season, reviews long-term warning trends, and highlights the growing influence of climate change on regional air quality. While Metro Vancouver has made significant progress reducing air pollution from local sources, wildfire smoke is becoming an increasingly important driver of poor air quality across the region.

The MVRD Board received the report for information.

E4.1 Development Variance Permit – 2 Strachan Point Road **APPROVED**

The MVRD Board is the local planning and building inspection authority for approximately 500 properties in the rural portions of Electoral Area A.

The property owners at 2 Strachan Point Road, in the Howe Sound mainland community of Strachan Point, have applied for a development variance permit related to adding a second story to the existing detached garage (accessory building) and renovating the existing home on the property. The proposed variances would vary the *Electoral Area A Zoning Bylaw* to allow for a taller accessory building (7.5 m instead of 4.5 m) and reduce the setback from the sea by 3 m to allow the home's roof eaves and support posts to be located in the setback area. Strachan Point Estates Ltd. (community association) and several community residents have submitted comments citing no objection and support for the application. Staff have no concerns about the application.

As the property is located within 800 m of a controlled access highway, the Ministry of Transportation and Transit must approve the permit before issuance. Staff recommended that the MVRD Board authorize issuance of the development variance permit subject to Ministry approval.

The MVRD Board authorized the issuance of a development variance permit at 2 Strachan Point Road (PID:003-721-345) that varies the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No 1144, 2011* by a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 7.5 metres; and b) reducing the setback from natural boundary of the sea required in Section 212(2) from 7.5 metres to 4.5 metres for roof eaves and roof support posts, subject to approval by the Ministry of Transportation and Transit.

E4.2 Howe Sound Biosphere Region – Memorandum of Understanding Renewal **APPROVED**

Metro Vancouver has been a participant in the bi-annual Howe Sound Community Forums since 2000 and signed the latest version of the Memorandum of Understanding (MOU) in 2022. The Howe Sound Biosphere Region Initiative Society is a registered non-profit that was created in 2017 to support the Forums and was the lead organization responsible for the designation of the Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was granted in September 2021 with support from the MVRD Board.

The Society is requesting that the MVRD Board, as the local government for Electoral Area A, renew its support for the Howe Sound Community Forum Principles for Cooperation by signing an updated MOU that would commit Metro Vancouver to continuing to support and cooperate with the Society as it manages the biosphere, Forums and its sub-committees.

Signing the MOU would not commit Metro Vancouver to any funding, but each participant is expected to host one of the Forums. The last Forum that Metro Vancouver (Electoral Area A) co-hosted with the Village of Lions Bay was in 2026 and cost $2,500, which was funded from the Electoral Area Services budget. Future hosting costs would come from the same budget, so there are no regional financial implications associated with this MOU renewal.

The MVRD Board authorized the Acting Chief Administrative Officer and the Acting Corporate Officer to sign the updated Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver Regional District and Electoral Area A.

E5.1 Board Orientation and Strategic Planning **RECEIVED**

The transition to a new Board term following the 2026 local government election presents an important opportunity to build a shared understanding of Metro Vancouver's role and responsibilities and to establish a clear strategic direction for the organization over the next four years. As a complex regional organization responsible for essential utility, planning, and regional services, Metro Vancouver operates in an environment characterized by significant infrastructure investment requirements, affordability pressures, evolving regional growth challenges, and ongoing discussions regarding the organization's mandate, governance, and priorities.

Planning for Board orientation and strategic planning is underway. Draft plans have been shaped by feedback received over the past year from the Governance Committee, the MVRD Board, and the 2025 and 2026 Deloitte reports on Board Governance. The proposed approach is intended to support the development of a Board-led 2027-2030 Board Strategic Plan by creating opportunities throughout the orientation and planning process for Directors to identify priorities, explore strategic issues, and help shape organizational direction for the upcoming term.

The objective of orientation is to help Directors to develop a common understanding of Metro Vancouver's policies, practices, services, major projects, opportunities, and challenges. The proposed Board Orientation and Strategic Planning Process will take place starting in November and continue through March, and will aim to build a shared understanding of Metro Vancouver's roles and responsibilities as the foundation for development of a Board-led Board Strategic Plan.

At its October 15, 2026 meeting, the Governance Committee considered the attached report titled "Board Orientation and Strategic Planning", dated September 22, 2026 and provided feedback on proposed orientation and strategic planning, as outlined in this report to the MVRD Board. Staff gave a presentation titled "Board Orientation & Strategic Planning," introducing the proposed approach, implementation timeline, and potential strategies and cross-cutting issues.

The Governance Committee was asked:

1. What would success look like:
   - What outcomes should the Board orientation and strategic planning process deliver?
   - What would indicate the process had been successful?

2. Feedback on the proposed approach:
   - Is the proposed orientation and strategic planning approach on the right track?
   - Does the proposed structure, sequencing, and timing support the desired outcomes?
   - Based on your experience, what approaches, tactics, and engagement strategies have been most effective (or ineffective) in Board orientation and strategic planning processes?
3. Strategic priorities for discussion:
   - Do these cross-cutting issues capture the big ideas and decisions that should be addressed in the next Board Strategic Plan?
   - Are there any other important issues or emerging priorities, risks, or opportunities that will be important to discuss?

Committee members provided input and had thoughtful dialogue that helped inform the ongoing development of the 2027-2030 term Board Orientation and Strategic Planning.

The MVRD Board received the report for information.

E6.1 TransLink's 2026 Metro Vancouver Regional Fund Application **APPROVED**

The MVRD Board has approval authority over TransLink requests for Metro Vancouver Regional Fund (MVRF) funding. While Metro Vancouver plays an important role in evaluating and approving projects, MVRF funds flow from the federal government to TransLink via the Union of BC Municipalities, and the program has no direct financial impact on Metro Vancouver.

For 2026, TransLink is seeking MVRD Board approval of funding for 73 Articulated 60-foot Electric Trolleybuses with In-Motion Charging to replace 73 existing trolleybuses that have reached the end of their useful life. The funding request totals $160.5 million and, if approved, would leave $79.1 million in available MVRF funds for future use.

Staff have evaluated TransLink's application using the MVRF Policy and MVRF Application Guide. The evaluation finds that the project meets program criteria, is consistent with TransLink's 2025 Investment Plan, and supports Metro Vancouver's growth management, transportation and climate objectives. Staff recommended that the MVRD Board approve TransLink's application.

The MVRD Board approved $160.5 million in funding from the Metro Vancouver Regional Fund for 73 Articulated 60-foot electric trolleybuses with in-motion charging and directed staff to notify TransLink of the decision.

E6.2 TransLink's Metro Vancouver Regional Fund 2025 Annual Report **RECEIVED**

TransLink has submitted its 2025 Annual Report containing budget and schedule information on active projects funded through the federal Build Communities Strong Fund via the Metro Vancouver Regional Fund (MVRF) as of December 31, 2025. The MVRF is the region's mechanism to pool municipal infrastructure funds, sourced from the Build Communities Strong Fund, toward regional transportation investments. The MVRF program is jointly administered by Metro Vancouver and the Union of British Columbia Municipalities (UBCM). Metro Vancouver provides oversight and project approvals, while UBCM holds the funds in trust and releases them to TransLink upon receiving Metro Vancouver's notification of project approvals.

Since TransLink's last Annual Report, three projects with MVRF funding have been completed and 22 remain active. Of the 22 active projects, eight were substantially completed by the end of 2025, five were on or ahead of schedule, and nine were experiencing delays. The majority of projects are forecasted to be completed on or under budget. Any unspent MVRF funds at project completion are returned to the MVRF for use on future projects.

At the end of 2025, there remained $139 million in available MVRF funds. Although not featured in TransLink's Annual Report, which is a snapshot as of December 31, 2025, the MVRF balance had grown to $239.6 million as of September 15, 2026 as a result of distributions from the Build Communities Strong Fund and interest earned.

The MVRD Board received the report for information.

E6.3 Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD, and MVRD (Regional Parks Acquisition) **RECEIVED**

This report provides a semi-annual update on Development Cost Charge (DCC) revenues collected for the first half of 2026, and outlines total amounts received during the year. DCCs are a key funding source for growth-related infrastructure in the Liquid Waste, Water and Regional Parks systems; however, revenues are inherently volatile and influenced by development activity, rate changes, and provincial legislative changes.

Development Cost Charge (DCC) revenues for the first half of 2026 were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), compared to $276.89 million during the same period in 2025. The decline is primarily driven by provincial legislation allowing developers to defer up to 75% of the DCC payments for four years, the impact of in-stream protection provisions that enabled developers to pay 2024 DCC rates until March 2026 and lower development activity in 2026. While residential development remained the largest component of activity, its share declined to 55% of total building permit values from 67% in 2025. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Despite lower DCC revenues, DCC collections exceeded the 2026 projections by approximately $80 million. Future revenues will likely be affected by the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market uncertainty. Staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

As of June 30, 2026, total DCCs funds available to fund growth related projects and related debt servicing costs, were $488.26 million ($293.58 million for GVS&DD, $191.56 million for GVWD and $3.12 million for Regional Parks).

The MVRD Board received the report for information.

E7.1 Metro Vancouver External Agency Status Report – October 2026 **RECEIVED**

This report provides updates from Metro Vancouver representatives to external agencies.

THAT the MVRD Board received the report for information the following submissions from Metro Vancouver representatives to external agencies:

a) Agricultural Advisory Committee;
b) Board of Trustees of the Sasamat Volunteer Fire Department;
c) Delta Heritage Airpark Management Committee;
d) Fraser Valley Regional Library Board;
e) q̓i̓c̓əy̓ (Katzie First Nation) Treaty Negotiations;
f) Lower Mainland Local Government Association;
g) Metro Vancouver Regional Parks Foundation;
h) Municipal Finance Authority;
i) National Zero Waste Council;
j) Solid Waste and Recycling Industry Advisory Committee;
k) Union of British Columbia Municipalities, Executive;
l) Union of British Columbia Municipalities, Indigenous Relations Committee; and
m) Zero Emission Innovation Centre Board of Directors

E7.2 Results of Assent Voting for MVRD Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026 **RECEIVED**

An Assent Voting Process was conducted to determine if the electors approve of *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* (MVRD Bylaw No. 1433, 2026). This bylaw would apply to the Electoral Area A communities of Bowyer Island, Passage Island, Indian Arm, and Pitt Lake.

Of the estimated 175 eligible electors, 49 (28%) ballots were cast and accepted, with 7 votes cast in favour and 42 votes cast against establishing the clean-up service. Assent of the electors was not obtained on adopting the following:

Assent Voting (Referendum) Question

Are you in favour of the Metro Vancouver Regional District adopting MVRD Bylaw No. 1433, 2026 to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

As assent of the electors was not obtained, MVRD Bylaw No. 1433, 2026 will not proceed and the Electoral Area A barge clean-up service will not continue. In 2027, Electoral Area Services staff will engage with residents through the upcoming Electoral Area A Official Community Plan review and report community feedback regarding waste management priorities to the Electoral Area Committee and MVRD Board for future consideration.

The MVRD Board received the report for information.

G1.1 Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1471, 2026 – City of Surrey (Central Newton Industrial Area) **APPROVED**

The City of Surrey has requested a Type 3 amendment to *Metro 2050* to redesignate approximately 11.9 hectares of land in the Central Newton Industrial Area from Industrial to Employment. The proposed redesignation would support a broader range of employment uses, including commercial, office, and light industrial activities.

This is the third amendment application in this neighbourhood in recent years, all from Industrial-designated lands to Employment. In 2014, lands to the north were amended to help create the Commercial District. In 2024, a parcel to the east was likewise amended.

Staff have assessed the request against the goals, strategies, and policies of *Metro 2050*. The proposed amendment presents a balance of competing regional considerations. The amendment would result in the loss of 11.9 hectares of strategically located Industrial land and may contribute to pressure for future conversions of Industrial lands elsewhere in the region. At the same time, the proposal would expand opportunities for employment and services in proximity to existing and planned residential areas, supporting more complete communities and increasing access to jobs through sustainable transportation options, including frequent transit service and a nearby greenway network.

After considering these factors and the broader objectives of *Metro 2050*, staff concluded that, on balance, the proposed amendment is supportable.

The requested *Metro 2050* Type 3 Amendment bylaw requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board.

The MVRD Board initiated the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the Central Newton Industrial Area, gave three readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1471, 2026*", and directed staff to notify (i) affected local governments and to post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*, and (ii) local First Nations via referral offices to provide an opportunity for comment on the proposed amendment as per previous Board direction.

G2.1 MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026 ADOPTED

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026* apply the reduction in emission fee rates to 36 agricultural greenhouse facilities with registered boilers starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to the sector by an average of $12,461 per year (a reduction of about 15.3% for this sector) from 2027 to 2029.

The MVRD Board gave three readings to and adopted *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026.*

G2.2 MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026 ADOPTED

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026* (MVRD Amendment Bylaw No. 1468, 2026) would apply the reduction in emission fee rates to 45 facilities with registered boilers and process heaters starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to this sector as a whole by an average of $10,196 per year (a reduction of about 15% for this sector) from 2027 to 2029.

The MVRD Board gave three readings to and adopted *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026.*

G2.3 MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026 ADOPTED

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026 (*MVRD Amendment Bylaw No. 1469, 2026) would reduce the emission fee rates that apply to gasoline distribution terminals and bulk plants starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to gasoline distribution terminals and bulk plants by an average of $852 per year (a reduction of about 12% for these businesses) from 2027 to 2029.

Metro Vancouver manages air quality through permits, approvals, and emission regulations, to provide healthier air for the region's residents and support thriving businesses. The air quality regulatory program applies fees on emissions to encourage emissions reduction and recover program costs.

The MVRD Board gave three readings to and adopted *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026.*

G3.1 MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026 DEFERRED

The Metro Vancouver Regional District's 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in Attachment 1 of the report for MVRD Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Financial Reserves Policy*. Also, in accordance with the *Local Government Act*, regional districts are required to annually adopt a five-year financial plan bylaw. The *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* (2027 to 2031 Financial Plan Bylaw No. 1472, 2026) has now been prepared for Board consideration and adoption.

For the Metro Vancouver Regional District (MVRD) Services, the proposed 2027 operating budget is $146.7 million and the 2027 capital expenditure target is $65 million, $54.1 million for Regional Parks and $10.9 million for Sasamat Fire Protection Services. The estimated average household impact (HHI) for all MVRD services is $90, an increase of $9 over the 2026 HHI of $81, largely due to the Board direction to add the impact from the rollback of DCC rates for parkland acquisition back to the rate payer.
On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 of the report for MVRD Board approval and endorsement at its meeting on October 30, 2026.

The MVRD Board deferred the report.

G3.2 Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025 **ADOPTED**

At the November 28, 2025 meeting, the MVRD Board gave three readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025*. In addition, on the same date, the GVS&DD Board gave three readings to the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025* and the *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025*. These two GVS&DD bylaws were subsequently sent to the Inspector of Municipalities for statutory approval. Statutory approval by the Province was provided on July 14, 2025. The three bylaws, *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025 and the GVS&DD Bylaws No. 389 and No. 390,* all operate concurrently, to provide *the* maximum borrowing authority for GVS&DD over the five-year capital plan. Adoption by the MVRD Board is the last approval step in the process and will provide the authority for MVRD to temporarily borrow on behalf of GVS&DD in an amount not exceeding $5 billion.

The adoption of the Borrowing Bylaws does not result in immediate borrowing. MVRD does not borrow funds in advance; rather, borrowing occurs only as approved capital expenditures are incurred and financing is required. The MVRD (similar to the process for municipal borrowing) will be required to adopt a Security Issuing Bylaw at the time of actual borrowing. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

The MVRD Board adopted *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025.*

H1 Notice of Motion **DEFERRED**

The following Notice of Motion was submitted by Director Kooner on September 18, 2026 for the October 30, 2026 MVRD Board meeting:

THAT the MVRD Board direct staff to bring forward a draft bylaw by October 30, 2026 to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023.*

The MVRD Board deferred the Notice of Motion.

I2 2022-2026 Term in Review **RECEIVED**

The MVRD Board received for information a presentation from the Acting Chief Administrative Officer on the 2022 – 2026 Board Term Review.

I1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received two information items from two standing committees and one delegation from one standing committee without summary.

Indigenous Relations Committee – October 1, 2026

Information Items:

E1 Indigenous Relations, 2022-2026 Review

In the current Board term (2022-2026), Metro Vancouver and its Indigenous Relations Committee have advanced Board strategic priorities of reconciliation and meaningful engagement with First Nations through relationship-building, education, meaningful engagement, and collaboration initiatives. Some key activities include hosting invited presentations to support Board and Committee learning, representing local government interests in treaty negotiations and Indigenous relations forums, strengthening relationships through events and cultural learning opportunities with First Nations, advancing partnerships and collaborative agreements, and expanding educational opportunities for elected officials and staff.

Regional Planning Committee – October 8, 2026

Delegations:

C1 **Christopher Atkins, Community Planning Manager, Planning and Development, City of Surrey**
City of Surrey Type 3 Regional Growth Strategy Amendment Application – Central Newton Industrial Area
No Executive Summary provided

Performance and Audit Committee – October 15, 2026

Information Items:

E3 MVRD Audit Plan from KPMG LLP
Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation are required under provincial legislation to prepare annual financial statements, audited by a public accounting firm, and approved by the MVRD Board by May 15 of the following year. The 2026 Annual Financial Statements, along with the draft auditor's report, will be presented to the Performance and Audit Committee at its April 2027 meeting, prior to Board approval.

KPMG was approved by the MVRD Board in 2024 as Metro Vancouver's external auditors for a five-year period. Fiscal year 2026 is the third year of the five-year contract. Attached for information is the 2026 audit planning report prepared by KPMG LLP. This report outlines the audit approach, key audit areas, auditor responsibilities, and audit deliverables for fiscal 2026

Metro Vancouver Housing Corporation

E1.1 Consolidated Tenant Selection and Application Refusal Policy **APPROVED**

Following a comprehensive review of Metro Vancouver Housing (MVH) policies and procedures, staff are proposing to consolidate the *Tenant Selection Policy* (Board Policy) and *Rental Application Refusal Policy* (Corporate Policy) into a Corporate Policy titled Tenant Selection and Application Refusal Policy. The existing policies work together to establish how applicants are assessed, selected, and, where appropriate, refused housing within the Metro Vancouver Housing portfolio. Consolidating the policies into a single document will improve clarity, reduce administrative complexity, eliminate duplication, and provide a more accessible and transparent policy framework for applicants and staff.

Staff are proposing that tenant selection and application refusal matters be administered through a consolidated Corporate Policy, consistent with other Metro Vancouver Housing operational policies. Staff are therefore seeking the MVHC Board's support for the transition to the new policy framework and approval to rescind the existing Board Policy titled the Tenant Selection Policy. This report also provides an overview of the completed review and provides a copy of the proposed *Tenant Selection and Application Refusal Policy* for the MVHC Board's information.

The MVHC Board rescinded the Board Policy titled "*Tenant Selection Policy* (Policy No. HO-003)", effective January 4, 2027, and received for information the Corporate Policy titled "*Tenant Selection and Application Refusal Policy* (Policy No. HO-017)" which combines the previous *Tenant Selection Policy* (Policy No. HO-003) and *Rental Application Refusal Policy* (Policy No. HO-008).

E1.2 Name Selected for Moray Place Redevelopment: The Cormorant **RECEIVED**

The *Metro Vancouver Housing Naming Framework* (2022) establishes guiding principles and a structured process for naming new development sites and renaming existing housing sites. Following MVHC Board endorsement to advance the Moray Place redevelopment for funding and financing opportunities in May 2025, staff initiated a renaming process for the site in summer 2025. This report summarizes the research, engagement, and review activities undertaken in accordance with the *Metro Vancouver Housing Naming Framework* and presents the selected name for the future redeveloped housing site: "The Cormorant".

The MVHC Board received the report for information.

E2.1 Award of the Construction Contract Component of RFP No. 26-0458 for Construction Management (At-Risk) for Services and Construction for the Somerset Gardens Deep Energy Retrofit Project **APPROVED**

The Metro Vancouver Housing Corporation (MVHC) is undertaking a Deep Energy Retrofit of Somerset Gardens, a 166-unit residential complex consisting of three apartment buildings originally constructed in 1982. The project includes the decarbonization of mechanical systems, rehabilitation of all building envelope assemblies, and upgrades to the electrical service infrastructure.

RFP No. 26-0458 was awarded to ETRO Construction Ltd. (ETRO) in August 2026 as the highest-ranked proponent through a competitive procurement process. The RFP was structured as a two-phase Construction Management (At-Risk) delivery model. The first phase, awarded in August 2026, included pre-construction and subcontractor procurement services valued at up to $41,000, plus applicable taxes. The second phase commenced in September 2026, upon completion of the detailed design, at which time ETRO competitively tendered the construction work and established a stipulated fixed-price proposal of $28,200,000 for project delivery.

MVHC secured approximately $9,679,000 in additional external grant funding to support the Somerset Gardens Deep Energy Retrofit project, with approval in principle received in late summer 2026. The funding is subject to specific implementation timelines and program requirements that require the project to proceed within prescribed timeframes. Accordingly, the construction contract award was presented to the Board on an expedited basis to maintain eligibility for the funding and support timely project delivery.

This report recommended approval of the second phase of the contract, awarding the construction services component to ETRO for an amount of up to $28,200,000, excluding taxes.

The MVHC Board approved the award of RFP No. 26-0458 for Construction Management (At Risk) for services and construction, in the amount of up to $28,200,000 (excluding taxes) to ETRO Construction Ltd., subject to final review by the Acting Chief Administrative Officer, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

E2.2 MVHC 2027 Budget and 2027 – 2031 Financial Plan **DEFERRED**

Metro Vancouver Housing Corporation's (MVHC) 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in Attachment 1 of the report for MVHC Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds which requires the approval of the MVHC Board pursuant to the Board's *Financial Reserves Policy*.

For MVHC, the proposed 2027 operating budget is $68.2 million and the 2027 capital expenditure targets are $166.4 million for redevelopment, new development, and major renewals. Rental revenues are projected to increase by $3.8 million, generating a surplus that will increase contribution to development reserves. MVHC operations are funded through rental revenues, BC Housing operating subsidies, reserve funds and other on-site revenues, and therefore have no impact on overall household rates.

On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 of the report for MVHC Board approval and endorsement at its meeting on October 30, 2026.

The MVHC Board deferred the report.

Greater Vancouver Water District

E1.1 Value Engineering for Water Infrastructure Growth Projects **RECEIVED**

Value engineering reviews evaluate the whole-life value of infrastructure projects by considering capital and operating costs, constructability, schedule, environmental and social impacts, system reliability and resilience, and project risks. Value engineering is applied throughout the planning and design stages of all Metro Vancouver capital projects. In-house engineering and technical expertise, supplemented by external specialists where appropriate, enable staff to critically review and critique consultant -developed concepts and designs. Formal, independently facilitated studies are required for projects classified as high value, risk, and consequence.

This report identified current water infrastructure growth projects valued over $10 million in planning, design, and construction and summarizes the value engineering exercises completed or planned to support cost-effective project delivery. A commensurate report was presented to the GVS&DD Board. The approach to value engineering is consistent between the two utilities.

The GVWD Board received the report for information.

E1.2 2026 Major Projects Update No. 2 – Water **RECEIVED**

Metro Vancouver follows best practices related to governance and oversight on all of Metro Vancouver's capital projects. A key deliverable is to provide regular updates on the portfolio of high value, risk, and consequence capital projects being delivered by the Project Delivery Department.

All of these major projects are on track for schedule and budget for their current project stage, except for the Coquitlam Main No. 4 Project which has been flagged as yellow for schedule as there are some issues on the Robson to Guildford Section that have delayed construction progress; however, impacts are being monitored and managed by staff within the overall schedule for the water main project.

The GVWD Board received the report for information.

E1.3 Environmental Policy for the Greater Vancouver Water District (GVWD) **ADOPTED**

The Greater Vancouver Water District (GVWD) has developed an Environmental Management System (EMS) and is pursuing certification to the ISO 14001 standard. To achieve certification, the *Environmental Policy for the Greater Vancouver Water District (GVWD)* requires revisions to simplify content and ensure that it meets specific criteria laid out in the newly published ISO 14001:2026 standard. Approval of the revised policy is a key step in advancing GVWD's ISO 14001 certification readiness and supporting successful completion of the Stage 1 certification audit planned for early 2027. The proposed revised *Environmental Policy for the Greater Vancouver Water District (GVWD)* is presented for Committee and Board consideration in this report. The revisions preserve the intent of the existing policy and provide a clearer, more concise framework. Key updates include:

- Simplifying the purpose statement;
- Removing explanatory information about the EMS;
- Removing the "Related Document" titled *Environmental Performance Goals*, as environmental objectives are established and managed through the EMS;
- Consolidating environmental commitments to remove duplication and improve clarity; and
- Improving readability.

The GVWD Board adopted the revised *Environmental Policy for the Greater Vancouver Water District* (Policy No. UT-016).

E1.4 Summer 2026 Water System Performance **RECEIVED**

The 2026 high-demand season presented several challenges, including forecasts of warm, dry conditions, the second-lowest snowpack on record, and reduced transmission capacity resulting from the First Narrows Crossing outage. Despite these challenges, Metro Vancouver maintained uninterrupted delivery of drinking water through coordinated operational management, member jurisdiction support of water restrictions, public conservation efforts, and timely rainfall events.

To manage water use and protect water supplies, Stage 2 restrictions were activated on May 1, followed by Stage 3 from June 8 to July 15. The decision to move to Stage 3 was not taken lightly given the impacts on residents and businesses in the region, however it was necessary to keep drinking water demand under the threshold of 1.4 billon litres per day. Restrictions were eased to Stage 2 on July 16 and returned to Stage 1 on September 1 as conditions improved. Member jurisdictions supported these measures through public communications, education, and local enforcement efforts. Lessons learned will inform a review of the Drinking Water Conservation Plan (DWCP) to improve its effectiveness, clarity, and consistency across the region.

The GVWD Board received the report for information.

E2.1 Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD, and MVRD (Regional Parks Acquisition) **RECEIVED**

This report provided a semi-annual update on Development Cost Charge (DCC) revenues collected for the first half of 2026, and outlines total amounts received during the year. DCCs are a key funding source for growth-related infrastructure in the Liquid Waste, Water and Regional Parks systems; however, revenues are inherently volatile and influenced by development activity, rate changes, and provincial legislative changes.

Development Cost Charge (DCC) revenues for the first half of 2026 were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), compared to $276.89 million during the same period in 2025. The decline is primarily driven by provincial legislation allowing developers to defer up to 75% of the DCC payments for four years, the impact of in-stream protection provisions that enabled developers to pay 2024 DCC rates until March 2026 and lower development activity in 2026. While residential development remained the largest component of activity, its share declined to 55% of total building permit values from 67% in 2025. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Despite lower DCC revenues, DCC collections exceeded the 2026 projections by approximately $80 million. Future revenues will likely be affected by the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market uncertainty. Staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

As of June 30, 2026, total DCCs funds available to fund growth related projects and related debt servicing costs, were $488.26 million ($293.58 million for GVS&DD, $191.56 million for GVWD and $3.12 million for Regional Parks).

The GVWD Board received the report for information.

E3.1 GVWD 2027 Budget and 2027 – 2031 Financial Plan **DEFERRED**

The Greater Vancouver Water District's 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in Attachment 1 of the report for GVWD Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds , pursuant to the Board's *Financial Reserves Policy*. The Board is also being requested to approve the 2027 Water Rate at:

- $0.7808 per cubic metre for January through May and October through December; and
- $1.5532 per cubic metre for June through September.

For the Greater Vancouver Water District (GVWD), the proposed 2027 operating budget is $489.5 million and 2027 capital expenditure targets are $484.3 million. Water sales revenue is projected to increase by $13.2 million (3.1%), with the 'blended' water rate rising 3.1% ($0.0328 per cubic metre) from $1.0643 to $1.0971 per cubic metre.

On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 of the report for GVWD Board approval and endorsement at its meeting on October 30, 2026.

The GVWD Board deferred the report.

H1 Notice of Motion **DEFERRED**

The following Notice of Motion was submitted by Director Kooner on September 18, 2026 for the October 30, 2026 GVS&DD Board meeting:

THAT the Greater Vancouver Water District Board take all steps legally required to pause all proposed January 1, 2027 rate increases on all Development Cost Charge (DCC) categories and designations that are specified in *Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022*, such that the 2025 rates apply as of January 1, 2027.

The GVWD Board deferred the Notice of Motion.

I1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received four information items from one standing committee and no delegation summaries.

Water Committee – October 14, 2026

Information Items:

E5 GVWD Electrical Energy Use, Generation, and Management

The GVWD is committed to the *Corporate Energy Management Policy*, ensuring targets and key performance indicators are developed and tracked. The annual GVWD Electrical Energy Use, Generation, and Management report outlines electrical usage by the water utility, as well as energy generation and energy management projects. In 2025, a total of $567,000 in cost savings was achieved by reducing electrical load and by generating 6.3 Gigawatt-hour (GWh) electrical energy at four facilities. Additionally, since 2015, a total of 2.6 GWh in cumulative electrical energy savings resulted from energy management projects completed by GVWD.

E8 Drinking Water Conservation Communications and Public Outreach Results

Metro Vancouver's annual water restrictions promotion, water conservation campaign, and Water Wagon program educates the region's residents on the quality and value of our drinking water while encouraging mindful use. In 2026, additional water restriction communication materials were developed to support Stage 2 and Stage 3 water restrictions. A Summer Support Program was also implemented to assist member jurisdictions with the promotion and monitoring of regional water restrictions.

All programs performed well. The conservation campaign reached over 720,000 residents across the region, there were 96 media interactions including 52 media interviews from April 1 to August 1, the Water Wagon program provided face-to-face experiences at 22 public events while offering free water bottle refills, 13 pop-up events in Stanley Park reached 245 people, and the Summer Support Program reported nearly 3,000 violations for local jurisdictions action while observing improved compliance as the summer continued.

E9 Monitoring Emerging Contaminants in GVWD Source Reservoirs

Metro Vancouver's drinking water originates from three protected source water supply areas, Capilano, Seymour and Coquitlam, which significantly reduces the risk exposure to emerging contaminants that are impacting many water utilities across North America. Examples of potential contaminants which are being monitored include per-and polyfluoroalkyl substances (PFAS), microplastics, microcystin, geosmin and asbestos fibres.

The scientific community, including agencies such as Health Canada, are continually evaluating the potential risks related to emerging contaminants to develop regulations and guidelines. In the interim, it is prudent to assess the risk exposure to Metro Vancouver's drinking water, the effectiveness of existing treatment processes to mitigate, and potential for new treatment requirements. With the exception of PFAS, current treatment processes can be fully or partially effective in removing the emerging contaminants of potential concern. Regular testing of PFAS has shown these compounds are well below guideline values in Metro Vancouver's drinking water.

E10 Drinking Water Quality Public Communications

The Drinking Water Quality Public Communications initiative improves public access to accurate, current, and easy-to-understand information about Metro Vancouver's drinking water system. The project recognized that the current Drinking Water Customer Information Guide (the Guide), while comprehensive, was an internal resource that was not publicly available and saw limited use by Metro Vancouver, member jurisdiction, and health agency information-centre staff.

Audience research identified a preference among frontline staff for directing inquiries from residents to website content because it is easier to access, navigate, share, and keep current. In response, public inquiry trends were reviewed and updates made to existing information, along with the development of new content regarding Frequently Asked Questions (FAQs) and emerging water quality topics. The resulting water quality FAQs web page improves transparency, accessibility, multilingual access, public understanding, and confidence in Metro Vancouver's drinking water quality and treatment systems.

Greater Vancouver Sewage and Drainage District

E1.1 Award of Contract from RFP 26-0108: Construction of a Complete Recycling Depot and Weigh Scale System at the Langley Recycling and Waste Centre **APPROVED**

Jacob Bros. Construction Inc. proposal ranked highest overall, had the highest technical score, and demonstrated best value overall for Metro Vancouver. Although not the lowest-cost proposal, Jacob Bros. Construction Inc.'s price was only 0.04% higher than the lowest-cost proposal.

Metro Vancouver is constructing new recycling depots at both North Surrey and Langley recycling and waste centres. Recycling depots are being constructed at both Langley and North Surrey recycling and waste centres to standardize services across all recycling and waste centres, and maximize opportunities for waste reduction and recycling. This report is for the award of a construction contract for the Langley Recycling and Waste Centre recycling depot. The construction project includes the construction of the new recycling depot, a new scale plaza and other site improvement and maintenance works.

RFP 26-0108 was issued in June 2026 to four pre-qualified proponents under RFQ No. 25-584. The procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP No. 26-0108 evaluation team has considered the proposals received, and on that basis recommended that the GVS&DD Board award RFP 26-0108 to Jacob Bros. Construction Inc.

Funding for the project is included in 2026-2030 Financial Plan, and construction of the project is expected to start in early 2027 to be completed by the end of 2028.

The GVS&DD Board approved the award of RFP 26-0108 for Construction of a Complete Recycling Depot and Weigh Scale System at Langley Recycling and Waste Centre, in the amount of up to $21,319,000 (exclusive of taxes) to Jacob Bros. Construction Inc., subject to the final review by the Acting Commissioner, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

E1.2 Draft Solid Waste Management Plan – Revisions **DEFERRED**

On April 24, 2026, the GVS&DD Board endorsed the draft Solid Waste Management Plan and directed staff to invite additional feedback on the draft plan until August 1, 2026. Additional feedback received has helped inform multiple updates to the draft Solid Waste Management Plan. Pending GVS&DD Board endorsement, the revised draft Solid Waste Management Plan is ready for submission to the Minister of Environment and Parks for approval.

Concerns about the Waste-to-Energy Facility and Metro Vancouver's policy and regulatory framework continue to be feedback themes. The updated draft includes more detailed financial projections and an explanation how Metro Vancouver's policy and regulatory framework, including the generator levy, support competition, innovation and affordability. Expanded financial projections show expected tipping fee increases of approximately five per cent per year and Waste-to-Energy Facility costs less than remote landfilling over the 10-year plan timeline.

The revised draft Solid Waste Management Plan is included as Attachment 1 of the report, with a blackline version showing changes since the last version as Attachment 2 of the report. The final Public Consultation and Engagement Summary Report and First Nations Engagement Summary Report are included as References 1 and 2 of the report. The Public Consultation and Engagement Summary Report includes a detailed feedback log that documents feedback and Metro Vancouver's response, including rationale.

A final report from the Solid Waste Management Plan Independent Consultation and Engagement Panel states that consultation was robust and adequate, and that the draft Solid Waste Management Plan was shaped by what was heard.

The GVS&DD Board deferred the report.

E2.1 2026 Major Capital Projects Update No. 2 – Liquid Waste **RECEIVED**

Metro Vancouver follows best practices related to governance and oversight on all of Metro Vancouver's capital projects. A key deliverable is to provide regular updates on the portfolio of high value, risk, and consequence capital projects being delivered by the Project Delivery Department.

All of these major projects are on track for schedule and budget for their current project stage with the exception of the Northwest Langley Wastewater Treatment Plant Expansion Program which experienced significant delays due to archaeological permitting challenges that arose in 2023. These are now resolved and pre-construction recommenced in May 2026. These delays are being monitored and will likely impact the budget for the upcoming construction stage. Any changes will be reviewed by the Committee and GVS&DD Board as part of Stage Gate 3 approval in 2028.

The GVS&DD Board received the report for information.

E2.2 Value Engineering for Liquid Waste Infrastructure Growth Projects **RECEIVED**

Value engineering reviews evaluate the whole-life value of infrastructure projects by considering capital and operating costs, constructability, schedule, environmental and social impacts, system reliability and resilience, and project risks. Value engineering is applied throughout the planning and design stages of all Metro Vancouver capital projects. In-house engineering and technical expertise, supplemented by external specialists where appropriate, enable staff to critically review and critique consultant-developed concepts and designs. Formal, independently facilitated studies are required for projects classified as high value, risk, and consequence.

This report identified current liquid waste infrastructure growth projects valued over $10 million in planning, design, and construction and summarizes the value exercises completed or planned to support cost-effective project delivery.

A commensurate report was presented to the GVWD. The approach to value engineering is consistent between the two utilities.

The GVS&DD Board received the report for information.

E2.3 Award of RFP No. 26-0304 for Construction Services for the Northwest Langley Wastewater Treatment Plant Pre-Construction Ground Improvements **APPROVED**

Pomerleau Inc.'s proposal ranked highest overall and demonstrated best value overall for Metro Vancouver. Although not the lowest cost proponent, Pomerleau Inc.'s proposal clearly demonstrated the availability of qualified personnel and sub-contractors, as well as a strong understanding of the methodology required to successfully deliver the scope of services. These strengths will enable Metro Vancouver to complete the work within the required schedule while achieving value for money.

Metro Vancouver requires a contractor to complete the Pre-Construction Ground Improvements for the Northwest Langley Wastewater Treatment Plant Expansion Program, estimated to be completed in 2036.

RFP No. 26-0304 for Construction Services for the Northwest Langley Wastewater Treatment Plant Pre-Construction Ground Improvements was issued on June 12, 2026 to four proponents prequalified under RFQ No. 25-642. The procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP No. 26-0304 evaluation team has considered the proposals received, and on that basis recommended that the GVS&DD Board award Construction Services for the Northwest Langley Wastewater Treatment Plant Pre-Construction Ground Improvements to Pomerleau Inc.

The GVS&DD Board approved the award of RFP No. 26-0304 for Construction Services for the Northwest Langley Wastewater Treatment Plant Pre-Construction Ground Improvements, in the amount of up to $25,268,862 (exclusive of taxes) to Pomerleau Inc., subject to final review by the Acting Commissioner, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

E2.4 Award of RFP No. 26-0451 for Construction Management Consulting Services for the Northwest Langley Wastewater Treatment Plant Expansion Project **APPROVED**

CDM Smith Canada ULC's proposal ranked highest overall, had the lowest cost, had the highest technical score and demonstrated best overall value for Metro Vancouver.

Metro Vancouver requires Construction Management Consulting Services to effectively administer the Liquids Contract and Solids Contract, the two contracts that comprise the Northwest Langley Wastewater Treatment Plant Expansion Project, which is the largest component of the Northwest Langley Wastewater Treatment Plant Expansion Program, estimated to be completed in 2036.

RFP No. 26-0451 was advertised publicly on June 26, 2026, and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP No. 26-0451 evaluation team has considered the proposals received, and on that basis recommended that the GVS&DD Board award the Construction Management Consulting Services for the Northwest Langley Wastewater Treatment Plant Expansion Project to CDM Smith Canada ULC.

The GVS&DD Board approve the award of RFP No. 26-0451 for Construction Management Consulting Services for the Northwest Langley Wastewater Treatment Expansion Project in the amount of up to $72,806,111 (exclusive of taxes) to CDM Smith Canda ULC., subject to final review by the Acting Commissioner, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

E2.5 Award of RFP No. 25-290 for Standby Power System Facility for the Iona Island Wastewater Treatment Plant Projects **APPROVED**

Ross Morrison Electric Ltd.'s proposal ranked highest overall, provided the lowest cost, and demonstrated best value overall for Metro Vancouver.

Metro Vancouver requires construction and installation services for a Standby Power System facility at the existing Iona Island Wastewater Treatment Plant. This facility will provide existing plant reliability and resiliency for BC Hydro system outages, electrical redundancy for existing plant rehabilitation works, and enable switchover to a resilient BC Hydro power service for the upgraded treatment plant. This work is part of Phase 1 of the Iona Island Wastewater Treatment Plant Projects, which are funded through one-third grants each from the Province of BC and Canada.

RFP 25-290 was issued on May 1, 2026. RFP 25-290 was advertised publicly, and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. RFP 25- 290 evaluation team have considered the proposals received, and on that basis recommended that the GVS&DD Board award Standby Power System Facility for the Iona Island Wastewater Treatment Plant Projects to Ross Morrison Electric Ltd.

The GVS&DD Board approved the award of RFP No. 25-290 for the Standby Power System Facility for the Iona Island Wastewater Treatment Plant Projects, in the amount of up to $18,804,548 (exclusive of taxes) to Ross Morrison Electric Ltd., subject to final review by the Acting Commissioner, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

E2.6 Award of RFP 25-336 - AIWWTP Stage 5 Expansion – Ground Improvements **APPROVED**

Kenaidan Contracting Ltd.'s proposal ranked highest overall, provided the lowest cost, had the highest technical score and demonstrated best value overall for Metro Vancouver.

The Annacis Island Wastewater Treatment Plant Stage 5 Phase 2B Expansion Project is required to increase the service population from 1.25 million to 1.5 million residents. The scope of this RFP award is for completion of ground improvements so that the next phase of the program can proceed, which will consist of constructing a new trickling filter pump station and two trickling filters on top of the newly ground-improved site.

RFP 25-336 was issued on February 26, 2026 to three (3) prequalified respondents of RFQ 24-418 Ground Improvements & Site Preparation, and the procurement was executed in accordance with the terms and condition of Metro Vancouver's Procurement Policy. The RFP 25-336 evaluation team have considered the proposals received, and on the basis recommended that the GVS&DD award RFP 25-336 - AIWWTP Stage 5 Expansion – Ground Improvements to Kenaidan Contracting Ltd.

The GVS&DD Board approved the award of RFP 25-336 Construction of Ground Improvements and Site Preparation for Annacis Island Wastewater Treatment Plant Stage 5 Phase 2B Expansion Project, in the amount of up to $35,573,315 (exclusive of taxes) to Kenaidan Contracting Ltd., subject to final review by the Acting Commissioner, and authorised the General Manager, Procurement and Real Estate to execute the required documentation, once satisfied that the award should proceed.

3.1 Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD, and MVRD (Regional Parks Acquisition) **RECEIVED**

This report provides a semi-annual update on Development Cost Charge (DCC) revenues collected for the first half of 2026, and outlines total amounts received during the year. DCCs are a key funding source for growth-related infrastructure in the Liquid Waste, Water and Regional Parks systems; however, revenues are inherently volatile and influenced by development activity, rate changes, and provincial legislative changes.

Development Cost Charge (DCC) revenues for the first half of 2026 were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), compared to $276.89 million during the same period in 2025. The decline is primarily driven by provincial legislation allowing developers to defer up to 75% of the DCC payments for four years, the impact of in-stream protection provisions that enabled developers to pay 2024 DCC rates until March 2026 and lower development activity in 2026. While residential development remained the largest component of activity, its share declined to 55% of total building permit values from 67% in 2025. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Despite lower DCC revenues, DCC collections exceeded the 2026 projections by approximately $80 million. Future revenues will likely be affected by the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market uncertainty. Staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

As of June 30, 2026, total DCCs funds available to fund growth related projects and related debt servicing costs, were $488.26 million ($293.58 million for GVS&DD, $191.56 million for GVWD and $3.12 million for Regional Parks).

The GVS&DD Board received the report for information.

E4.1 GVS&DD 2027 Budget and 2027 – 2031 Financial Plan **DEFERRED**

The Greater Vancouver Sewerage and Drainage District's 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in Attachment 1 of the report for the GVS&DD Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds which requires the approval of the GVS&DD Board pursuant to the Board's *Financial Reserves Policy*.

For Liquid Waste Services, the proposed 2027 operating budget is $809.6 million and 2027 capital expenditure targets are $1.23 billion, with key investments in major wastewater treatment plant projects, driven by regulatory requirements, asset renewal and growth. For Solid Waste Services, the proposed 2027 operating budget is $184.6 million and 2027 capital expenditure targets are $65.8 million, with key investments in recycling depots and Waste to-Energy Facility projects.

On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 of the report for GVS&DD Board approval and endorsement at its meeting on October 30, 2026.

The GVS&DD Board deferred the report.

G1.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 405, 2026 - Amends Bylaw No. 379, 2024 **ADOPTED**

The *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 379, 2024* (Tipping Fee Bylaw) sets rates and requirements at Metro Vancouver solid waste facilities.

The proposed fee amendments support the funding needs of the regional solid waste system and planned operating and capital programs, consistent with the draft Solid Waste Management Plan and the 2027 increase projected in the 2026-2030 Financial Plan.

The GVS&DD Board approved the amendment to the *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 379, 2024*, effective January 1, 2027 with amendments on (i) increase garbage tipping fees by $8 per tonne for all weight categories, (ii) increase the generator levy, included in the garbage tipping fees at Metro Vancouver solid waste facilities, by $4 per tonne, (iii) increase the recycling fee for mattresses and foundations/box springs by $5 per unit; and (iv) other rate changes and revisions as described in the report, gave three readings to and adopted *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 405, 2026.*

Staff are beginning notification of solid waste system customers of the upcoming fee changes effective January 1, 2027.

G2.1 Greater Vancouver Sewerage and Drainage District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 406, 2026 **ADOPTED**

Notices of bylaw violation (NBVs) are financial penalties issued for minor bylaw contraventions to promote compliance. After the provincial government granted GVS&DD the ability to issue NBVs in 2023, the Board adopted *the Greater Vancouver Sewerage and Drainage District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 378, 2024.* This Bylaw defines contraventions and commensurate financial penalties for GVS&DD's six existing liquid waste bylaws.

Increased penalty amounts are proposed for select notices of bylaw violation to address feedback received from the Liquid Waste Committee in January 2026 and to align with penalty amounts for air quality NBVs updated in June 2026. The proposed amendments rank the severity of contraventions as minor, moderate, and serious, and increase the penalty amounts to $300, $400, and $500, respectively. The amendments enhance the effectiveness of NBVs as a compliance and enforcement tool, while remaining within the $500 maximum set by provincial legislation.

The GVS&DD Board gave three readings to and adopted *Greater Vancouver Sewerage and Drainage District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 406, 2026*

G2.2 Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 407, 2026 – Fraser Sewerage Area – Maple Ridge (14500 Silver Valley Road) **ADOPTED**

In 2024, the City of Maple Ridge requested an amendment of the Fraser Sewerage Area (FSA) boundary to include building footprints at 14500 Silver Valley Road. The GVS&DD Board approved the request by adopting *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 374, 2024*.

Following further site engineering and utility service reviews, the City applied to revise the previously approved building footprints and servicing approach.

On September 25, 2026, the MVRD Board resolved that the revised sewer service extension is consistent with *Metro 2050* and forwarded the application to the GVS&DD Board. A technical review confirmed that the revised development can be accommodated within the regional sewerage system with negligible dry weather impacts and manageable wet weather impacts, requiring no additional regional infrastructure. As the application is consistent with *Metro 2050* sewer service provisions and raises no significant regional technical or financial concerns, staff recommended amending the FSA boundary.

The GVS&DD Board gave three readings to and adopted *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 407, 2026*

G3.1 Greater Vancouver Sewerage and Drainage District – Statutory Approval Certificates Borrowing Bylaws No. 389, 2025 and 390, 2025 **ADOPTED**

On November 28, 2025 the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) gave three readings to the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025* and *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025* and subsequently sent these two bylaws to the Inspector of Municipalities for statutory approval.

Statutory approval of the Bylaws was given on July 14, 2026 and is included as Attachment 3 and 4 of the report. Adoption by the GVS&DD Board is the last approval step in the Bylaw approval process.

GVS&DD's existing approved *Greater Vancouver Sewerage and Drainage District Debenture Bylaw No. 321, 2018* (Bylaw No. 321, 2018), has $388 million remaining, which is insufficient to meet the borrowing requirements for 2027. Should borrowing authority not be adopted, GVS&DD's ability to complete projects currently underway or planned will be impaired, negatively affecting the delivery of critical regional infrastructure.

The adoption of the Borrowing Bylaws does not result in immediate borrowing. MVRD does not borrow funds in advance; rather, borrowing occurs only as approved capital expenditures are incurred and financing is required. The MVRD (similar to the process for municipal borrowing) will be required to adopt a Security Issuing bylaw at the time of actual borrowing. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

The GVS&DD Board adopted *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025*, and *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025*.

H1 Notice of Motion **DEFERRED**

The following Notice of Motion was submitted by Director Kooner on September 18, 2026 for the October 30, 2026 GVWD Board meeting:

THAT the Greater Vancouver Sewerage and Drainage District Board take all steps legally required to pause all proposed January 1, 2027 rate increases on all Development Cost Charge (DCC) categories and designations that are specified in *Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 371, 2023*, such that the 2025 rates apply as of January 1, 2027.

The GVS&DD Board deferred the Notice of Motion.

I1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received four information items from one standing committee and no delegation summaries.

Zero Waste Committee – October 8, 2026

Information Items:

E4 Waste-to-Energy Facility Operational Certificate – Proposed Emission Limits Submitted to Ministry of Environment and Parks

As required by the Waste-to-Energy Facility Operational Certificate, Metro Vancouver conducted a series of technical studies and submitted a report to the Ministry of Environment and Parks on September 23, 2026. The report is published on the Metro Vancouver website and has been shared with interested parties.

The report proposes updated emission limits for a range of parameters. Testing completed in spring 2026 concluded that acid gas (sulphur dioxide and hydrogen chloride) emission reductions can be achieved through operational improvements. Sulphur dioxide and hydrogen chloride emission concentrations have been reduced by 17% and 52% respectively following initial operational improvements. A public health risk assessment concluded that emissions from the Waste-to-Energy Facility do not pose a public health risk.

Metro Vancouver will engage on the proposed emission limits and additional monitoring opportunities. Final proposed emission limits considering engagement feedback and based on additional testing of options to further reduce hydrogen chloride and sulphur dioxide emissions will be submitted for consideration of the Ministry of Environment and Parks following engagement.

Expected capital costs in the 2027-2031 Financial Plan for acid gas reduction have been reduced from $100 million to $10 million because of the conclusions of the technical studies.

E5 Waste-to-Energy Facility Environmental Monitoring and Reporting 2025 Update

This report provides the Waste-to-Energy Facility environmental performance update for 2025. All air emissions related parameters monitored during 2025 were similar to 2024, and well below regulatory limits specified in the Waste-to-Energy Facility Operational Certificate. On average 2025 Waste-to-Energy Facility emissions averaged 15% of Operational Certificate limits. The Waste-to-Energy Facility's contributions of nitrogen dioxide, fine particulates, and anthropogenic (human caused) greenhouse gases are less than 1% of regional emissions. Calculated total greenhouse gas emissions from the facility declined by 4% in 2025 compared to 2024.

As reported to the Zero Waste Committee on July 2, 2026, inappropriate disposal of large single-use nitrous oxide cylinders continues to create safety, financial, and operational impacts at the Waste-to-Energy Facility. Various actions are underway to minimize the impact of inappropriate disposal of the cylinders.

Following concerns from a neighbouring property owner, a study was conducted to examine the potential for deposition of particulate matter from the Waste-to-Energy Facility in the surrounding environment. The study is published on the Metro Vancouver website and concluded that particulate accumulation on a warehouse roof near the Waste-to- Energy Facility is not attributable to air emissions from the facility, and that metal and dioxin and furan concentrations in nearby environmental media are not significantly influenced by the facility's air emissions.

E8 2026 Food Scraps Recycling Campaign "Food Scraps Aren't Garbage" Results

The 2026 "Food Scraps Aren't Garbage" campaign ran from March 23 to May 17. The campaign's objective is to increase diversion of organic waste into the green bin. The target audience is people living in apartments and condos (adults 18 to 34) who tend to use their green bins less. Knowing that people tend to conform to the perceived norm in their community, the strategy was to communicate that using the green bin is now the common and accepted behaviour in the region. A secondary objective, to keep all plastic bags — even those labelled "biodegradable" or "compostable" — out of the green bin, was addressed through the campaign creative and multi-family building signage test. The campaign performed strongly with 39 million impressions, 2.6 million reached, close to 4,000 engagements, and over 14,500 website visits. The campaign will run again in early 2027.

4515 Central Blvd, Burnaby, BC V5H 4J5 | 604-432-6200 | metrovancouver.org

E9 2026 Textile Waste Reduction Campaign Results

The 2026 "Repair and Re-Wear" campaign ran from March 16 to April 26, 2026. The objective was to reduce textile waste by encouraging people to do small, easy repairs to their clothing so that they last longer. The 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 well, with 14.5 million impressions, 2.3 million video views, and nearly 13,000 website visits. 16 per cent of people in the target audience saw or heard the campaign (up eight per cent from 2024), and 26 per cent of those say they are now more likely to repair their clothing.

City of Richmond

Minutes

Community Safety Committee

Date:	Tuesday, November 10, 2026
Place:	Anderson Room Richmond City Hall
Present:	Councillor Carol Day, Chair Councillor Andy Hobbs Councillor Gary Law Councillor Sheldon Starrett (4:01 p.m.) Councillor Michael Wolfe
Also Present:	Councillor Kenny Chiu Councillor Kevin Lai
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 October 14, 2026, be adopted.

CARRIED

LAW AND COMMUNITY SAFETY DIVISION

1. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – SEPTEMBER 2026**
(File Ref. No. 12-8375-02) (REDMS No. 8559164)

In response to queries from Committee regarding the encampment on provincial land near No. 5 Road and Westminster Highway, staff advised that (i) conditions are relatively stable, with approximately six trailers present, (ii) debris from a fire at the site last summer has not been cleaned up, and (iii) staff continue to work with the Ministry of Transportation and Transit to have the Province manage the site and remove potential fire risks.

Staff provided an update on the City's position that the Province is responsible for cleanup costs on the Crown land, noting that (i) the matter was raised with the Minister at the Union of BC Municipalities convention, (ii) orders to comply issued by Richmond Fire-Rescue have not been complied with, and the City has invoiced the Province for costs incurred, (iii) staff will follow up with the new Minister, and (iv) the City is awaiting a response to a Freedom of Information request regarding the terms of use of the property by the Vancouver Airport Fuel Facilities Corporation.

In response to further queries from Committee, staff advised that (i) of more than 22,000 tickets issued over approximately six months, 19 were cancelled through adjudication, (ii) staff would follow up after the meeting regarding a bridge recently constructed to a property on River Road, (iii) the placement of sandwich boards on City sidewalks is subject to restrictions under the Sign Bylaw, and concerns may be referred to staff, (iv) no fines were issued for election sign infractions during the election period, and more than 200 non-compliant signs were removed, (v) statistics on election sign infractions will be provided following completion of the third quarter business licence report or early in 2027, and (vi) amendments to election sign-related bylaws are anticipated in a future report.

It was moved and seconded
That the report titled "Community Bylaws Monthly Activity Report – September 2026", dated October 19, 2026, from the General Manager, Law and Community Safety, be received for information.

CARRIED

2. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – SEPTEMBER 2026**
(File Ref. No. 09-5140-01) (REDMS No. 8556161)

In response to queries from Committee, Fire Chief Wishlove advised that (i) the River Road fire involved a multi-unit storage facility that was difficult to access, (ii) the decrease in opioid incidents is consistent with trends across Metro Vancouver, and the statistics reflect only incidents attended by Richmond Fire-Rescue, (iii) naloxone was administered in 10 instances in September 2026, three of which were confirmed as opioid-related, and (iv) the Steveston Harbour Authority assisted with the marine fire at the Bayview Street pier, and the Canadian Coast Guard is responsible for environmental protection on the water.

In response to queries from Committee regarding risk at the encampment near No. 5 Road and Westminster Highway, Fire Chief Wishlove advised that (i) the jet fuel line is buried at significant depth, (ii) the primary concerns are the risks to responding staff and to the people residing at the site, and (iii) orders to make the site fire safe have been issued to the Province but have not been acted upon.

Fire Chief Wishlove added that the briefing materials provided to the Minister identified the wildfire risk at the location as extreme, and that cleanup costs are estimated to exceed $230,000. Staff advised that a letter would be sent to the incoming provincial government once the new Cabinet is sworn in, with a copy provided to Committee.

It was moved and seconded
That the report titled "Richmond Fire-Rescue Activity Report – September 2026", dated October 19, 2026, from the General Manager, Law and Community Safety, be received for information.

CARRIED

3. **FIRE CHIEF BRIEFING**
(Verbal Report)

Fire Chief Wishlove advised that Richmond Fire-Rescue, together with other first response agencies, participated in a repatriation ceremony for a member of the Canadian Armed Forces on November 9, 2026, and that a second ceremony is scheduled for November 13, 2026. It was noted that the annual pumpkin smashing event at the fire hall, held in collaboration with the firefighters' union, was well attended.

4. **RCMP MONTHLY ACTIVITY REPORT – SEPTEMBER 2026**
(File Ref. No. 09-5030-01) (REDMS No. 8540623)

In response to queries from Committee regarding road safety, Chief Supt. Chauhan advised that (i) the September 1, 2026, fatal collision at No. 1 Road and Lockhart Road involved a motorcycle and a turning vehicle, and the driver of the vehicle remained at the scene, (ii) enforcement is conducted proactively at high-risk intersections, including Alderbridge Way and Shell Road, (iii) the Chief Superintendent would follow up with the BC Association of Chiefs of Police regarding electronic traffic enforcement, and (iv) any deficiencies identified through the investigation of the October 28, 2026, pedestrian fatality on Sea Island would be reported to City staff.

In response to queries from Committee regarding retail theft and youth, Chief Supt. Chauhan advised that (i) retail theft has increased locally and nationally, (ii) persons arrested are typically released with conditions prohibiting attendance at the affected business or shopping centre, and repeat offenders are targeted, and (iii) youth are directed to supports where appropriate, including restorative justice, the Yankee 30 program and the Youth Section.

Discussion ensued with respect to e-scooter and e-bike safety. In response to queries from Committee, Chief Supt. Chauhan advised that (i) violations involving e-scooters and e-bikes are increasing, (ii) the Richmond RCMP continues its education efforts and has increased targeted enforcement, and (iii) uninsured devices that require insurance may be seized.

In response to further queries from Committee, Chief Supt. Chauhan advised that (i) members are deployed to identified hotspots based on crime analysis, (ii) drones are used primarily for crime scene examination and access to difficult areas, (iii) residents and businesses are encouraged to contact the RCMP to establish Block Watch groups, which can be supported in multiple languages, (iv) residents are encouraged to report suspicious activity, including through online reporting, (v) fraud awareness efforts continue, including regarding schemes targeting elderly residents, and (vi) the detachment is rebuilding its auxiliary program, which is distinct from the Volunteer Bike and Foot Patrol Program.

It was moved and seconded
That the report titled "RCMP Monthly Activity Report – September 2026", dated October 15, 2026, from the Officer in Charge, be received for information.

CARRIED

5. **RCMP/OIC BRIEFING**
(Verbal Report)

Chief Supt. Chauhan advised that (i) helicopter activity in the community the previous week related to the execution of several search warrants with the support of integrated teams, (ii) Halloween proceeded well, and (iii) detachment members would participate in Remembrance Day ceremonies on November 11, 2026. In response to a query from Committee, the Chief Superintendent advised that information on the investigation would be released through a news release when appropriate.

6. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:22 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 Tuesday, November 10, 2026.

Councillor Carol Day
Chair

Rae Ratslef
Recording Secretary

City of Richmond

Minutes

Finance and Audit Committee

Date: Monday, November 16, 2026

Place: Anderson Room
Richmond City Hall

Present: Mayor Rob Howard, Chair
Councillor Kenny Chiu
Councillor Carol Day
Councillor Laura Gillanders
Councillor Andy Hobbs
Councillor Kevin Lai
Councillor Gary Law
Councillor Sheldon Starrett
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:18 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Finance and Audit Committee held on October 5, 2026, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

1. **2027 UTILITY BUDGETS AND RATES**
(File Ref. No. 10-6060-01) (REDMS No. 8457589)

It was moved and seconded
That the 2027 utility budget options presented below and as outlined in the report titled "2027 Utility Budgets and Rates", dated November 2, 2026, from the General Manager, Engineering and Public Works and General Manager, Finance and Corporate Services, be approved as the foundation for establishing the 2027 utility rates and be included in the Consolidated 5 Year Financial Plan (2027-2031):

(a) Option 1 for Water (page 6, Table 2);

(b) Option 1 for Sewer (page 13, Table 6);

(c) Option 1 for Flood Protection (page 20, Table 10); and

(d) Option 2 for Solid Waste and Recycling (page 25, Table 12).

The question on the motion was not called as discussion ensued with respect to Metro Vancouver's proposed rate increases, emphasizing the importance of clearly communicating to Richmond residents these externally imposed costs are not City decisions.

In response to queries from Committee, staff noted (i) the Iona Wastewater Treatment Plant upgrade is expected to extend over the next decade, with Metro Vancouver's latest estimated project cost of $10 billion, of which the City's share will depend on the amount of flow that Richmond contributes to that plant, (ii) Capital Infrastructure Replacement program funding applies to the City's operation and management of City-owned assets and does not fund Metro Vancouver wastewater treatment facilities, and (iii) the overall proposed increase is 8%, of which 6.2% is due to costs passed down to Metro Vancouver and remaining 1.8% from the City, results in a total annual estimated increase of $66.80 for an average single-family dwelling.

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

It was moved and seconded
That item (d) be replaced with Option 3 for Solid Waste and Recycling (page 25, Table 12).

The question on the amendment motion was not called as the rationale for the amendment was given, followed by a brief discussion on potential benefits and/or affordability pressures for taxpayers.

The question on the amendment motion was called and was defeated with Mayor Howard and Cllrs. Chiu, Gillanders, Hobbs, Lai and Starrett opposed.

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

2. **2027 DISTRICT ENERGY UTILITY RATES**
(File Ref. No. 01-0060-20-LIEC1) (REDMS No. 8516169)

It was moved and seconded

(1) That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10792 be introduced and given first, second and third readings;

(2) That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10793 be introduced and given first, second and third readings; and

(3) That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10794 be introduced and given first, second and third readings.

The question on the motion was not called as a brief discussion ensued with respect to the proposed rate increase.

In response to queries from Committee, staff advised (i) the proposed 4% rate increase is intended to maintain consistent rates across the district energy systems, taking into account the services delivered by each system, with an estimated impact of approximately $4.30 per month, per household.

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

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:47 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance and Audit Committee of the Council of the City of Richmond held on Monday, November 16, 2026.

Mayor Rob Howard
Chair

Lorraine Anderson
Legislative Services Associate

City of Richmond

Minutes

General Purposes Committee

Date: Monday, November 16, 2026

Place: Anderson Room
Richmond City Hall

Present: Mayor Rob Howard, Chair
Councillor Kenny Chiu
Councillor Carol Day
Councillor Laura Gillanders
Councillor Andy Hobbs
Councillor Kevin Lai
Councillor Gary Law
Councillor Sheldon Starrett
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 November 8, 2026, be adopted as circulated.

CARRIED

1. APPOINTMENT OF COUNCIL MEMBERS TO EXTERNAL REGIONAL ORGANIZATIONS

Mayor Howard advised that the Council alternate to the Translink – Mayors' Council, until November 8, 2027, will be carried out by the appointed Acting Mayor at the time.

2. APPOINTMENT OF MEMBERS OF COUNCIL (AND THEIR ALTERNATES) AS THE LIAISONS TO CITY ADVISORY COMMITTEES AND ORGANIZATIONS

It was moved and seconded

That the following appointments of Council liaisons (and where applicable, their alternates) to City Advisory Committees and Organizations, until November 8, 2027, be made as follows:

(a) Accessibility Advisory Committee: Councillor Sheldon Starrett;

(b) Advisory Committee on the Environment: Councillor Sheldon Starrett;

(c) Child Care Development Advisory Committee: Councillor Carol Day;

(d) Council/School Board Liaison Committee: Councillors Kenny Chiu and Laura Gillanders;

(e) Economic Advisory Committee: Councillors Kenny Chiu and Laura Gillanders;

(f) First Nations Building Committee: Councillors Carol Day, Andy Hobbs and Michael Wolfe;

(g) Food Security and Agricultural Advisory Committee: Councillor Laura Gillanders;

(h) Heritage Commission: Councillor Kevin Lai;

(i) Major Construction Projects Oversight Committee: Councillors Kevin Lai and Laura Gillanders;

(j) Minoru Centre for Active Living Program Committee: Councillor Sheldon Starrett;

(k) Richmond Addiction Services Society Councillor Gary Law and Alternate Councillor Sheldon Starrett;

(l) Richmond Centre for Disability: Councillor Sheldon Starrett;

(m) Richmond Chamber of Commerce: Councillor Kenny Chiu;

(n) Richmond Intercultural Advisory Committee: Councillor Gary Law;

(o) Richmond Public Art Advisory Committee: Councillor Kevin Lai;

(p) Richmond Sister City Advisory Committee: Councillor Andy Hobbs;

(q) Richmond Social Development Advisory Committee: Councillor Gary Law;

(r) Richmond Sports Council: Councillor Michael Wolfe;

(s) Richmond Sports Wall of Fame Nominating Committee: Councillor Kevin Lai;

(t) Richmond Youth Advisory Committee: Councillor Gary Law;

(u) Seniors Advisory Committee: Councillor Kevin Lai;

(v) Steveston Historic Sites Building Committee: Councillors Andy Hobbs and Sheldon Starrett; and

(w) Vancouver Coastal Health/Richmond Health Services Local Governance Liaison Group: Councillor Kenny Chiu.

CARRIED

3. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO COMMUNITY ASSOCIATIONS

It was moved and seconded

That the following appointments of Council liaisons (and where applicable, their alternates) to Community Associations, until November 8, 2027, be made as follows:

(a) City Centre Community Association: Councillor Sheldon Starrett;

(b) Laura Gillanders East Richmond Community Association: Councillor Laura Gillanders;

(c) Hamilton Community Association: Councillor Michael Wolfe;

(d) Richmond Arenas Community Association: Councillor Michael Wolfe;

(e) Richmond Art Gallery Association: Councillor Gary Law;

(f) Richmond Fitness and Wellness Association: Councillor Gary Law;

(g) Laura Gillanders Sea Island Community Association: Councillor Laura Gillanders;

(h) South Arm Community Association: Councillor Kevin Lai;

(i) Thompson Community Association: Councillor Kenny Chiu; and

(j) West Richmond Community Association: Councillor Carol Day.

CARRIED

4. APPOINTMENT OF MEMBERS OF COUNCIL AS THE LIAISONS TO VARIOUS CITY BOARDS

It was moved and seconded

That the following appointments of Council liaisons (and where applicable, their alternates) to various Boards until November 8, 2027, be made as follows:

(a) Aquatic Services Board: Councillor Michael Wolfe;

(b) Museum Society Board: Councillor Kevin Lai;

(c) Richmond Gateway Theatre Society Board: Councillor Laura Gillanders; and

(d) Richmond Public Library Board: Councillor Carol Day, and Alternate, Councillor Gary Law.

CARRIED

5. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO VARIOUS SOCIETIES

It was moved and seconded

That the following appointments of Council liaisons (and where applicable, their alternates) to various Societies until November 8, 2027, be made as follows:

(a) Britannia Heritage Shipyard Society: Councillor Andy Hobbs;

(b) Gulf of Georgia Cannery Society: Councillor Carol Day;

(c) London Heritage Farm Society: Councillor Andy Hobbs;

(d) Lulu Island Energy Company: Councillors Kevin Chiu and Sheldon Starrett;

(e) Minoru Seniors Society: Councillor Carol Day;

(f) Richmond Nature Park Society: Councillor Michael Wolfe;

(g) Steveston Community Society: Councillor Andy Hobbs; and

(h) Steveston Historical Society: Councillor Kevin Lai.

CARRIED

6. APPOINTMENT OF PARCEL TAX ROLL REVIEW PANEL FOR LOCAL AREA SERVICES

It was moved and seconded

That the members of the Public Works & Transportation Committee be appointed as the Parcel Tax Roll Review Panel for Local Area Services until November 8, 2027.

CARRIED

7. APPOINTMENT OF ACTING MAYORS FROM NOVEMBER 2, 2026 TO NOVEMBER 8, 2027

It was moved and seconded

That the Acting Mayors for November, 2026 to October, 2027, be as follows:

November 16, 2026 – January 3, 2027:	***Councillor Michael Wolfe***
January 4 – February 14, 2027:	***Councillor Kenny Chiu***
February 15 – March 28, 2027:	***Councillor Crol Day***
March 29 – May 9, 2027:	***Councillor Sheldon Starrett***
May 10 – June 20, 2027:	***Councillor Andy Hobbs***
June 21 – August 1, 2027:	***Councillor Gary Law***
August 2 – September 12, 2027:	***Councillor Kevin Lai***
September 13 – October 31, 2027:	***Councillor Laura Gillanders***

CARRIED

LAW AND COMMUNITY SAFETY DIVISION

8. APPLICATION FOR NEW LIQUOR PRIMARY LIQUOR LICENCE FROM DIMSUM CADDY ENTERTAINMENT LTD., DBA DIMSUM CADDY - RESTAURANT AND INDOOR GOLF LOCATED AT 10331 ST. EDWARDS DRIVE, RICHMOND, BC

(File Ref. No. 12-8275-30-001) (REDMS No. 8548624)

Councillor Starrett declared a conflict of interest due to employment with the Liquor and Cannabis Regulation Branch and left the meeting (4:08 p.m.)

It was moved and seconded

(1) That the application from Dimsum Caddy Entertainment Ltd. doing business as Dimsum Caddy – Restaurant and Indoor Golf, for a new Liquor Primary Liquor Licence seeking the following capacity, hours of liquor sales and endorsement terms for a new restaurant with indoor Golf at the premises located at 10331 St. Edwards Drive, be supported for:

(a) A new Liquor Primary liquor Licence with total person capacity of 150 indoor and 30 outdoor for total of 180 persons;

(b) Proposed hours of liquor sales Monday to Sunday, from 9:00 AM to 2:00 AM; and

(c) A Family Foodservice Endorsement to allow minors when accompanied by a parent/guardian until 10:00 PM, where the service of food will be served from 9:00 AM to 10:00 PM.

(2) That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of a new Liquor Primary Liquor Licence as described in Recommendation 1 of this report.

The question on the motion was not called as a brief discussion ensued with respect to the previous operation of the premises.

In response to queries from Committee, staff noted (i) there is a certain amount of family endorsement as there will be minors accompanied by guardians, which typically does not lend itself to the type of complaints associated with a bar or nightclub, (ii) there were some noise related complaints associated with the previous establishment as The Shark Club, (iii) there are two layers of due diligence that are conducted, one undertaken by the Liquor and Cannabis Regulation Branch that includes a criminal background records check, and the other through the Business License department which looks through criminal intelligence and records checks throughout the RCMP detachments, engaging with Richmond Fire Rescue for any prior history, as well as looking beyond the City to fellow associates and other locations to see if there are any bylaw records, and (iv) staff will also visit the establishment at some point in the year to undergo a proper inspection and if found in violation of the Bylaws, action will be taken.

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

Councillor Starrett returned to the meeting (4:14 p.m.).

DEPUTY CAO'S OFFICE

9. **METRO VANCOUVER DEVELOPMENT COST CHARGE WAIVER: SECTION 219 COVENANT FOR LOW-END MARKET RENTAL OWNERSHIP TRANSFER AT 9291 ALEXANDRA ROAD/9288 TOMICKI AVENUE**
(File Ref. No. 08-4057-05) (REDMS No. 8556047)

It was moved and seconded

(1) That the City enter into and register a Section 219 Covenant over 9291 Alexandra Road/9288Tomicki Avenue to secure the sale of nine Low-End Market Rental homes by the property owner to a non-profit organization as outlined in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026; and

(2) That the Deputy Chief Administrative Officer be authorized to complete any supporting documentation on behalf of the City required by Metro Vancouver in support of the property owner's application to Metro Vancouver for a Development Cost Charge waiver as described in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:17 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, November 16, 2026.

Mayor Rob Howard
Chair

Lorraine Anderson
Legislative Services Associate

City of Richmond

Minutes

Planning Committee

Date: Tuesday, November 17, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Andy Hobbs, Chair
Councillor Kenny Chiu
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kevin Lai

Also Present: 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 November 4, 2026, be adopted as circulated.

CARRIED

The Chair noted that the next Planning Committee meeting will be held on December 8, 2026.

PLANNING AND DEVELOPMENT DIVISION

1. **REFERRAL RESPONSE: ZONING BYLAW AMENDMENTS FOR SERVICE STATION USE IN CG2 AND APPLICABLE SITE-SPECIFIC ZONES**
(File Ref. No. 08-4000-01) (REDMS No. 8556607)

Staff provided a brief overview of the report, noting that (i) the report is in response to a Council Referral made on June 8, 2026, where a delegate raised concerns to City Council regarding the use of 7991 No. 1 Road and whether the current operations align with the neighbourhood-serving intent of the Gas and Service Stations (CG2) zone, (ii) the business is currently servicing vehicles for an offsite dealership and does not provide services to the general public, (iii) staff reviewed service station uses in the CG2 and applicable site-specific zones, identifying opportunities to clarify their customer-facing intent and improve compatibility with residential neighbourhoods (iv) proposed changes would require service and repair vehicles to serve the general public, include at least one service bay with identifiable customer access, and use high quality fencing materials where visible from a road. If adopted, the amendments would apply to new service stations and additions to existing service stations, (v) the property at 7991 No.1 Road will be considered legal non-conforming and will be able to continue operating. However, changes or expansion to the operation would have to conform with the revised zoning regulations, and (vi) there is an existing rezoning application for the site for a rental housing proposal, as such the current use would be considered temporary.

In response to queries from Committee, staff advised that (i) the proposed rezoning application is for approximately 70 rental residential apartment units, (ii) as a 100% rental project, the application is being expedited through the City's Fast-Track Approvals Process. A dedicated planning team is coordinating the review across departments, (iii) the applicant followed the pre-application process and staff are working closely with them, (iv) the proposed requirements would apply only to service stations within 400 meters of residential areas, ensuring they primarily serve the public and provide customer access areas, they would not affect other permitted CG2 uses, such as retail or car washes, and (v) the owner and the occupant will be advised of the proposed amendments prior to public hearing, along with the other sites that would be impacted by this zoning change.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10806, which would clarify the intent for service station use in the Gas and Service Station (CG2) zone and related site-specific commercial zones near residential areas, including indicating that the servicing and repair of vehicles is primarily for sale to members of the general public, requirements for vehicle service bays, customer access, and specific fencing provisions, be introduced and given first reading.

CARRIED

2. **APPLICATION BY KABEL ATWALL FOR A STRATA TITLE CONVERSION AT 8760 FAIRDELL CRESCENT, OCP AMENDMENTS TO SECTION 3.2 'BUILD BETTER HOUSING', AND PROPOSED COUNCIL POLICY FOR RESIDENTIAL STRATA TITLE CONVERSION APPLICATIONS INVOLVING SSMUH DEVELOPMENT**
(File Ref. No. SC 26-017199) (REDMS No. 8576822)

Staff provided an overview of the application.

In response to queries from Committee, staff advised that (i) the redesignation of the 11 properties on Fairdell Crescent, including the subject property, from "Arterial Connectors Tier 1" to "Neighbourhood Residential Tier 1" is to address a land use designation mapping oversight during the Official Community Plan (OCP) update, (ii) this portion of Blundell Road is an unopened road allowance used only for trail access. It ends shortly behind 8760 Fairdell Crescent and does not provide functional road access to these properties, (iii) zoning for these lots will not be amended and will remain as "Small-Scale Multi-Unit Housing (RSM)," (iv) the City introduced zoning in order to comply with Bill 44 and rezoned approximately 27,000 properties in the city to allow for up to three to six units, it is difficult for staff to speculate on the implications if the Province were to amend Bill 44, (v) staff will seek a meeting with the Housing Minister once Cabinet is announced to better understand the Province's direction on the housing legislation, (vi) the purpose of the policy is provide a transparent and clear process under which review and consideration will take place, (vii) as part of a Strata Title Conversion Application, Building Approvals staff inspect the building to confirm compliance with life, health, safety, and permit requirements and address any unauthorized construction, (viii) the Strata Property Act requires tenant input for occupied buildings seeking strata conversion. In this case, the property is owner occupied, and the owner intends to occupy the new dwelling; therefore, no tenant consultation is required.

It was moved and seconded

(1) That the application for a Strata Title Conversion by Kabel Atwall be approved on fulfillment of the following conditions:

(a) Registration of a flood indemnity covenant on Title;

(b) Final inspection and completion of the Building Permit (B7 25-020392) for the infill building at 8760 Fairdell Crescent;

(c) Payment of all City utility charges and property taxes up to and including the calendar year in which the strata conversion plan is executed by the Approving Officer; and

(d) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this

resolution.

(2) That the City, as the Approving Authority, delegates the Approving Officer the authority to execute the strata conversion plan on behalf of the City, on the basis that the conditions set out in Recommendation 1 have been satisfied;

(3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808 for the purpose of:

(a) Administrative and clarification amendments to Section 3.2 'Build Better Housing' respecting Strata Title Conversions; and

(b) Redesignating the properties on Fairdell Crescent identified in Schedule A to Bylaw 10808 from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000

be introduced and given first reading;

(4) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in conjunction with:

(a) The City's Financial Plan and Capital Program; and

(b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

(5) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

(6) That the Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing" as presented in Attachment 6, be approved.

CARRIED

3. MANAGER'S REPORT

None

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:27 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, November 17, 2026.

Councillor Andy Hobbs
Chair

Raman Grewal
Legislative Services Associate

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	October 20, 2026
From:	John Irving Deputy Chief Administrative Officer	**File:**	08-4057-05/2025-Vol 01
Re:	**Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental Ownership Transfer at 9291 Alexandra Road/9288 Tomicki Avenue**		

Staff Recommendations

1. That the City enter into and register a Section 219 Covenant over 9291 Alexandra Road/9288 Tomicki Avenue to secure the sale of nine Low-End Market Rental homes by the property owner to a non-profit organization as outlined in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026; and

2. That the Deputy Chief Administrative Officer be authorized to complete any supporting documentation on behalf of the City required by Metro Vancouver in support of the property owner's application to Metro Vancouver for a Development Cost Charge waiver as described in the report titled "Metro Vancouver Development Cost Charge Waiver: Section 219 Covenant for Low-End Market Rental ownership transfer at 9291 Alexandra Road/9288 Tomicki Avenue" from the Director, Housing, dated October 20, 2026.

Executive Summary

The development at 9291 Alexandra Road/9288 Tomicki Avenue by Polygon Dorchester Ltd. proposes 139 units of which nine are Low-End Market Rental homes and the remainder are market strata homes. In January 2026, Metro Vancouver implemented changes to their regional affordable housing Development Cost Charge waiver bylaws which enable a waiver for affordable rental homes created by a private home builder, when such homes are sold to a non-profit organization at a below-market rate. To grant the waiver, Metro Vancouver requires that member jurisdictions verify the below-market sale or long-term lease of the affordable rental homes to a non-profit organization. This report recommends the registration of a Section 219 Covenant as a means of securing the sale of the nine Low-End Market Rental homes to a non-profit organization to enable the Metro Vancouver Development Cost Charge waiver.

Staff Report

Origin

Polygon Dorchester Homes Ltd. (Owner) has applied to the City of Richmond for a legal agreement which, if approved, would enable the Owner to access Metro Vancouver (MV) Development Cost Charge (DCC) waivers. The subject development, at 9291 Alexandra Road/9288 Tomicki Avenue, formerly 9251 Alexandra Road, includes 139 units of which nine are Low-End Market Rental (LEMR) homes and the remainder are strata homes. The Owner is seeking a legal agreement which would enable a MV DCC waiver for the LEMR homes in the development pursuant to MV's bylaws.

The development, located in the West Cambie Area Plan, is comprised of two four-storey buildings on top of a parking podium with approximately 182 m² (1,958 ft²) of ground floor commercial retail space. On November 14, 2017, the City adopted the rezoning application (RZ 10-534751) and issued a development permit (DP) (DP 12-613923) for the subject property. Ultimately, the development did not proceed, and the DP lapsed. The nine LEMR homes were secured at the time of the rezoning application by way of a Housing Agreement and a Housing Covenant. The Owner now intends to proceed with the development. On September 28, 2026, Council approved of the issuance of a DP for the project, being linked to new DP application (DP 25-017215). The Owner has since applied for a building permit, the issuance of which will trigger the imposition of DCCs by the City, TransLink and MV. The MV DCC waiver application must be made by the Owner prior to the payment of the DCCs.

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.*

Analysis

The City's Affordable Housing Strategy (Strategy) recognizes the essential role of non-profit organizations (NPOs) in serving people who face housing barriers or are considered vulnerable, including seniors, low-income families, lone-parent households, persons with disabilities, individuals at risk of homelessness, and those experiencing substance use disorder or mental health diagnoses. The Strategy acknowledges NPO housing providers' expertise in developing affordable housing, selecting tenants, and managing ongoing occupancy. To support the City's NPO sector, the City established the Affordable Housing Non-Profit Partnership Program to build capacity for Richmond NPO partners in achieving their objectives to build equity. Increasing NPO ownership of affordable housing strengthens their capacity to support people who might otherwise be unable to access homes in the private market.

On November 28, 2025, MV approved amendments to its bylaws to establish a DCC waiver process for private home builders that develop affordable, below-market, housing within market developments. To be eligible for the waiver, the local government must verify the applicant's satisfaction of MV's DCC waiver requirements, being that:

- The affordable rental homes will be transferred to an NPO through sale or through a lease with a period of 60 years or more, within 30 days of building occupancy;
- The affordable rental homes will be transferred to an NPO at a below-market value as secured through a legal agreement with the member jurisdiction; and
- Upon completion of the development, the affordable rental homes will be operated as Inclusionary Affordable Rental Housing as defined in the regional DCC waiver bylaws.

The nine LEMR homes qualify as Inclusionary Affordable Rental Housing, being that they will be secured as rental housing for those who meet eligibility criteria established by a public body. Through the execution of a housing agreement, the City has established tenant eligibility and maximum rent rates, amongst other matters, thereby satisfying the requirements of MV. To secure the other noted obligations of the Owner, a Section 219 Covenant is recommended. The Covenant will require that the Owner:

1) submit an appraisal, prepared by a qualified professional, defining the fair market value of the nine LEMR homes within the development; and
2) provide a purchase and sale agreement confirming that all nine LEMR homes will be transferred to an NPO at a purchase price below the appraised fair market value of the nine LEMR homes, within 30 days following the issuance of an Occupancy Certification for the building.

The Owner has submitted a letter acknowledging the requirements of MV and providing an assurance that such requirements will be met (see Attachment 1).

Budgetary Implications

None

Conclusion

The development at 9291 Alexandra Road/9288 Tomicki Avenue proposes 139 units of which nine are Low-End Market Rental (LEMR) homes and the remainder are strata units. In order to access Metro Vancouver DCC waivers, the Owner must sell, or lease over a minimum period of 60 years, the LEMR homes to a non-profit organization. The recommended Section 219 Covenant will not only provide a financial benefit to the Owner but will also further the capacity of a non-profit organization to link those in need to affordable rental housing in Richmond.

Respectfully submitted,

Peter Russell, Housing Office

Report Contributors

This report was prepared by Laurel Eyton, Planner 1 and reviewed by Law and Development Applications.

Endorsed by Serena Lusk, CAO

Att. 1: Assurance Letter

POLYGON

October 23, 2026

Greg Newman
Manager, Affordable Housing
City of Richmond

Subject: Request for Regional DCC Waiver for LEMR Units – 9291 Alexandra Road / 9288 Tomicki Avenue

Dear Greg,

We are writing to request the City of Richmond's support in obtaining a Metro Vancouver Regional Development Cost Charge (DCC) waiver for the nine Low-End Market Rental (LEMR) homes within our development at 9291 Alexandra Road / 9288 Tomicki Avenue, Richmond.

Under Metro Vancouver's *Development Cost Charge Waiver for Affordable Rental Housing Bylaw No. 314*, these homes are proposed to qualify as Inclusionary Affordable Rental Housing, subject to satisfying the applicable bylaw requirements.

Pursuant to Section 3.2 of the Bylaw, eligibility for the waiver requires written verification from the member municipality confirming that:

1. The cost charged to the eligible non-profit housing provider for the transfer or lease of the LEMR homes does not exceed a below-market maximum cost determined by the municipality; and

2. The below-market cost is secured through a legal agreement or covenant with the City of Richmond or another eligible public authority.

Accordingly, we are requesting the City's assistance in providing the required written verification to support our waiver application to Metro Vancouver.

Based on Metro Vancouver's current Regional DCC rates as of October 22, 2026, the applicable charge is $10,610 per apartment dwelling unit, representing a total potential waiver of $95,490 for the nine LEMR homes. The delivery of these homes will contribute to Richmond's much-needed affordable rental housing stock and advance both the City's and the region's housing affordability objectives.

POLYGON HOMES LTD.
900 – 1333 West Broadway
Vancouver, British Columbia
V6H 4C2 Canada
tel: 604.877.1131
fax: 604.876.1258
www.polyhomes.com

To provide the City with the necessary assurances, we are prepared to enter into a Section 219 Covenant securing the below-market transfer of the nine LEMR homes to an eligible non-profit organization (NPO). In support of this commitment, we will:

- Provide an independent fair market value appraisal of the nine LEMR homes, prepared by a qualified professional acceptable to the City.
- Provide a Purchase and Sale Agreement demonstrating that the homes will be transferred to an NPO at a below-market price, supported by the appraisal and consistent with the maximum cost determined by the City.

In addition to the Section 219 Covenant, we are willing to provide a surety bond, letter of credit, or other mutually acceptable form of security to further assure the City of our commitment. Such security would be released upon completion of the transfer of the LEMR homes to the NPO. We trust that the above commitments provide sufficient assurance for City staff to facilitate the required municipal verification.

Sincerely,

Raghav Grover
Development Manger, Polygon Dorchester Homes Ltd.

City of Richmond

Report to Committee

To:	Finance and Audit Committee	**Date:**	November 2, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	10-6060-01/2026-Vol-01
	Jerry Chong General Manager, Finance and Corporate Services		
Re:	**2027 Utility Budgets and Rates**		

Staff Recommendation

That the 2027 utility budget options presented below and as outlined in the report titled "2027 Utility Budgets and Rates", dated November 2, 2026, from the General Manager, Engineering and Public Works and General Manager, Finance and Corporate Services be approved as the foundation for establishing the 2027 utility rates and be included in the Consolidated 5 Year Financial Plan (2027-2031)

a) Option 1 for Water (page 6, Table 2);

b) Option 1 for Sewer (page 13, Table 6);

c) Option 1 for Flood Protection (page 20, Table 10); and

d) Option 2 for Solid Waste and Recycling (page 25, Table 12).

Executive Summary

Utility fees provide dedicated funding for the City's Water, Sewer, Flood Protection and Solid Waste and Recycling utilities. This includes Council-endorsed programs and initiatives, funding for the operation, maintenance and upgrade of City infrastructure and assets, and Richmond's share of Metro Vancouver's regional utility costs, including major infrastructure projects.

Key Drivers for the 2027 Utility Budgets and Rates

Metro Vancouver costs remain a key driver of the proposed 2027 Water, Sewer and Solid Waste and Recycling utility budgets. The City's 2027 utility rates are based on Metro Vancouver's proposed five-year projections at the time of writing and staff will report back to Council if the approved rates differ substantially from Metro Vancouver's projected rates. Metro Vancouver's proposed water rate is increasing by 3.1%, their sewer levy is increasing by 4.1%, and their solid waste tipping fee is increasing by 5.4%. Metro Vancouver's sewer levy includes Richmond's existing $11.9M annual allocation for the North Shore Wastewater Treatment Plant project.

The proposed Flood Protection budget reflects the Council-approved Accelerated Flood Protection Program, which aims to upgrade the City's dikes over a 50-year period to address rising sea levels. Annual capital funding is proposed to increase from $18.2M to $20.5M in 2027, with the target annual funding requirement of $38.7M by 2032.

Key cost drivers for the Solid Waste and Recycling Utility include additional costs and resources that are required to meet the City's contractual obligations. This includes inflationary contract costs stipulated in existing contracts, disposal cost increases, and overall growth in the number of units to be serviced.

Utility Budgets and Rates Options

Three budget options are presented for each utility. Staff recommend Option 1 for Water, Option 1 for Sewer, Option 1 for Flood Protection, and Option 2 for Solid Waste and Recycling. These options provide a balance of supporting infrastructure renewal and service delivery while limiting rate increases.

Under the recommended options, total utility charges for a single-family dwelling with average water consumption and a standard 240 L garbage cart would increase by approximately 6.6% ($149.41).

Staff Report

Origin

This report presents the recommended 2027 utility budgets and rates for Water, Sewer, Flood Protection, and Solid Waste and Recycling. Should the utility budgets and rates presented in this report be endorsed by the Finance and Audit Committee, a subsequent report will be presented to Council to introduce amendment bylaws that reflect the approved utility rates.

This report supports the following focus area within Council's Strategic Plan 2022-2026

Focus Area #4 Responsible Financial Management and Governance:

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

Overview Summary

The City provides four utility services to residents and businesses:

- **Water:** The Water Utility provides distribution of water to Richmond's residents and businesses. Bulk drinking water supply is purchased from Metro Vancouver and distributed through the City's pressure reducing valve stations and watermain network. This utility also supports programs to encourage water conservation within the City.

- **Sewer:** The Sewer Utility provides sewer service for properties within the regional sewerage boundaries. Sewage is collected through the City's sanitary infrastructure and conveyed to Metro Vancouver's trunk sewer system and wastewater treatment plants for treatment and discharge. Richmond pays Metro Vancouver for treatment and conveyance services each year.

- **Flood Protection:** The Flood Protection Utility provides flood protection services for Richmond, which includes a diking network to protect from coastal flooding, and drainage infrastructure to convey and discharge rainwater out of the City. This utility supports infrastructure upgrades to protect against climate change induced sea level rise and atmospheric events.

- **Solid Waste and Recycling:** The Solid Waste and Recycling Utility includes garbage and recycling collection services and programs designed to advance broader waste reduction and recycling objectives. This utility supports initiatives designed to reduce waste, enhance recycling and maintain streetscapes.

The Water, Sewer, Flood Protection and Solid Waste and Recycling utilities have dedicated reserve bylaws to secure funding for infrastructure upgrades and any related items that support the respective utilities.

Long Term Infrastructure Needs

Maintaining these services requires ongoing investment to replace ageing municipal infrastructure and upgrade assets to meet future needs. Flood protection is one example of where the City needs to plan for changing conditions as well as infrastructure renewal.

Scientific modelling predicts up to one metre of sea level rise by 2100. At the April 12, 2021 Council meeting, Council adopted a 50-year implementation period for the Accelerated Flood Protection Program, with the objective of upgrading the City's dikes within that period. To deliver this program, $38.7M in annual capital funding within the Flood Protection Utility is required by 2032.

Annual funding levels required to maintain and replace the City's utility infrastructure are assessed in the Ageing Utility and Road Infrastructure Planning – 2025 Update, presented to the Public Works and Transportation Committee on July 23, 2025. The report is updated regularly to reflect current infrastructure needs and funding requirements. The next scheduled update is for Q3 2027. Table 1 below compares 2026 approved annual capital funding with the long-term requirements identified in the report.

Table 1: Ageing Utility Infrastructure Planning 2025 Update: Annual Capital Funding Levels

Infrastructure Type	2026 Approved Annual Funding Level	Expected Long-Term Average Annual Funding Requirement	Estimated Additional Capital Funding Required
Water	$8.7M	$13.2M	$4.5M
Sewer	$8.0M	$14.7M	$6.7M
Flood Protection	$18.2M	$38.7M	$20.5M

The funding gaps do not affect current service levels. Addressing them over time will help the City replace ageing infrastructure before it fails, maintain reliable utility services and complete planned flood protection upgrades.

Comparison of Utility Rates with Comparator Municipalities

The City's utility budgets are managed to provide high levels of service to Richmond's residents, despite external increases that are outside of the City's control. Figure 1 compares Richmond's current utility rates with comparator municipalities. The 2026 rates are presented as the 2027 rates have not been established yet for comparator municipalities.

All utility fees presented below are net of applicable discounts. Richmond and Surrey water and sewer rates include applicable metering costs and are based on average annual consumption. Funding sources for Blue Box, waste management and Large Item Pick-up programs vary among neighbouring municipalities. These fees have been excluded from Richmond's garbage and organics charge for comparison purposes.

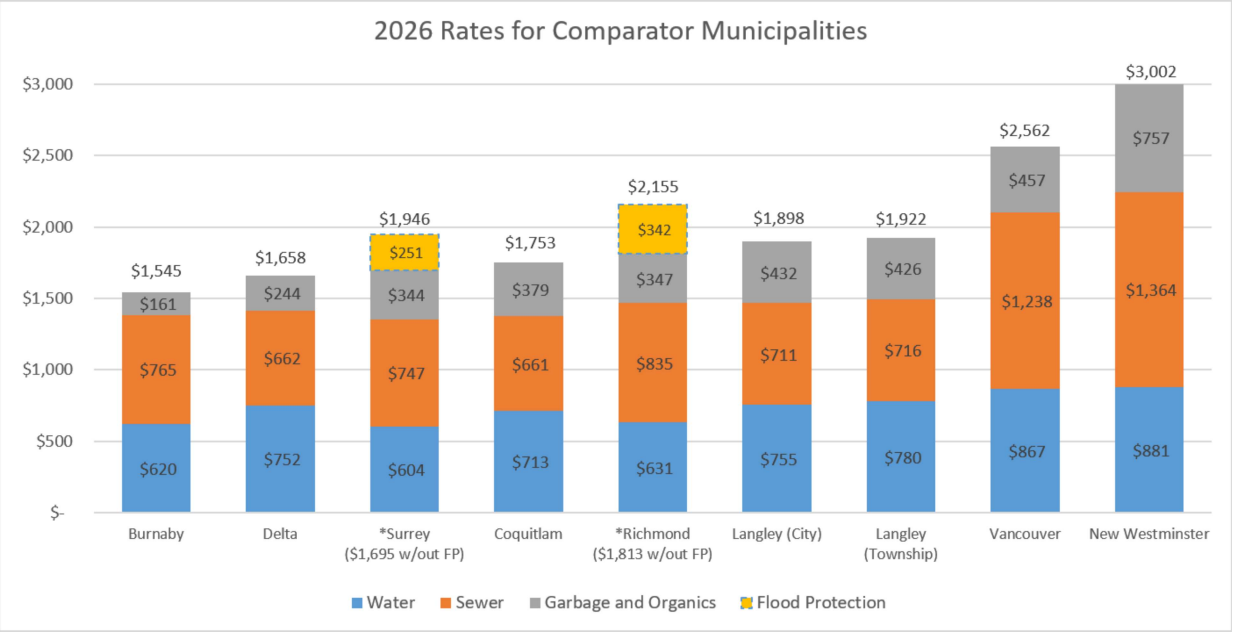


Figure 1: Comparison of Average Single Family Dwelling Utility Rates for Richmond with Comparator Municipalities (2026 Rates)

Richmond's flat topography, high water table and proximity to the water places unique challenges on the City's utility infrastructure, resulting in larger and deeper pipes, the need for 39 drainage and 154 sanitary pump stations and the need for an extensive flood protection system that includes 49 kilometres of perimeter dikes. In addition, the City has made substantial investments to upgrade flood protection infrastructure in advance of anticipated climate change impacts through the ongoing accelerated flood protection program. Despite these challenges and the additional infrastructure needs, the City of Richmond continues to maintain competitive fees for utility services while providing a high level of service.

Analysis

Water Utility

The three budget options for the Water Utility are shown in Table 2 below. Italicized values represent the difference between the 2026 rates and the 2027 rate options. The 2027 base budget for each option is equal to the sum of the 2026 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections of this report.

Table 2: 2027 Water Utility Budget

Key Budget Areas	2026 Base Level Budget	Option 1 (Recommended) Non-Discretionary Increases	Option 2 Option 1 + $250,000 Increase to Annual Capital Funding	Option 3 Option 2 + $250,000 Additional Increase to Annual Capital Funding
Expenditures				
Salary	$8,526,300	*$307,800*	*$307,800*	*$307,800*
Operating Expenditures	$4,198,100	*$37,800*	*$37,800*	*$37,800*
Toilet Rebate Program	$100,000	*$0*	*$0*	*$0*
GVWD Water Purchases (Metro Vancouver)	$36,263,900	*$505,600*	*$505,600*	*$505,600*
Capital Infrastructure Replacement Program	$8,672,000	*$0*	*$250,000*	*$500,000*
Residential Water Metering Program	$3,085,900	*$0*	*$0*	*$0*
Construction Period Allocation	$750,000	*$0*	*$0*	*$0*
Firm Price/Receivable	$3,298,900	*$83,000*	*$83,000*	*$83,000*
Overhead Allocation	$1,205,100	*$419,700*	*$419,700*	*$419,700*
Total Base Level Expenditure Budget	**$66,100,200**	**$67,454,100**	**$67,704,100**	**$67,954,100**
Revenues				
Provision (Rate Stabilization)	$0	*$0*	*$0*	*$0*
Investment Income	-$264,000	*$0*	*$0*	*$0*
Firm Price/Receivable	-$3,298,900	*-$83,000*	*-$83,000*	*-$83,000*
Meter Rental	-$2,081,300	*-$18,800*	*-$18,800*	*-$18,800*
YVR Maintenance	-$30,100	*$0*	*$0*	*$0*
Provision (Toilet Rebate/Flushing)	-$101,600	*$1,600*	*$1,600*	*$1,600*
Meter Re-Reads and Other Services	-$233,300	*$0*	*$0*	*$0*
Reserve (Residential Water Metering Program)	-$450,000	*$0*	*$0*	*$0*
Construction Period Revenue	-$750,000	*$0*	*$0*	*$0*
Total Base Level Revenue Budget	**-$7,209,200**	**-$7,309,400**	**-$7,309,400**	**-$7,309,400**
Net Budget	**$58,891,000**	**$60,144,700**	**$60,394,700**	**$60,644,700**
Net Difference Over 2026 Base Level Budget		***$1,253,700***	***$1,503,700***	***$1,753,700***

The expenditures and revenues for the Water Utility budget reductions and increases given in Table 2 are outlined below.

Expenditures

The cost drivers for the Water Utility include the Metro Vancouver Water Purchases, and salary and operating expenditures.

Metro Vancouver Water Purchases

Bulk water is purchased from Metro Vancouver on a volumetric basis. Metro Vancouver's water rate is proposed to increase by 3.1%. The City's 2027 Water Purchase budget is increasing by $0.5M to $36.8M based on Metro Vancouver's rate increase and adjusted for average usage in peak and off-peak months, which forms the basis of water purchase projections based on average City-wide water consumption. This is an overall increase of 1.4% from the City's 2026 Water Purchase budget. Despite continued population growth, City water use has declined in recent years. Contributing factors may include greater conservation among increased metered users, watering restrictions, and the proactive capital infrastructure program. Accordingly, water-use projections have been adjusted, resulting in a lower budget increase – relative to Metro Vancouver's water rate increase.

Metro Vancouver Water Purchases account for the largest share of the 2027 non-discretionary expenditure increase. Metro Vancouver charges different rates for water during peak and off-peak periods. The blended rate represents the average cost of water based on the proportion purchased during each period. The City's 2027 water rates are based on Metro Vancouver's proposed 2027-2031 Financial Plan (Table 3).

Table 3: Metro Vancouver Water Rate Projection - Proposed 2027-2031 Financial Plan

	2027	2028	2029	2030	2031
Blended Rate ($/m^3)	$1.0971	$1.1245	$1.1616	$1.2162	$1.2904
% Change	3.1%	2.5%	3.3%	4.7%	6.1%

Since 2006, the Metro Vancouver water rate has increased by 277%, or an average annual increase of 6.5%. These increases are notably higher than the City's water utility rates, which increased by 75%, or an average annual increase of 2.7%, over the same period.

Due to these increases, Metro Vancouver costs have increased from accounting for 44% of Richmond's water utility rate in 2006 to 58% in 2027 (Figure 2 on the next page). The increases in Metro Vancouver costs are a primary budget driver for the Water Utility.

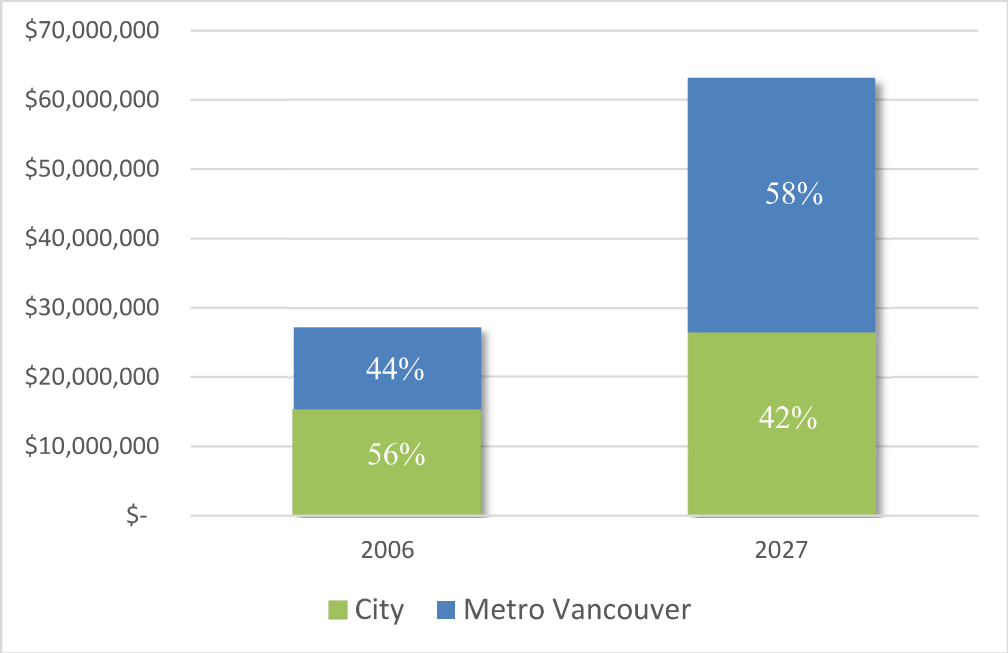


Figure 2: 2006 vs 2027 Water Utility Cost Breakdown

Water Capital Infrastructure Replacement Program Contribution

The Water Capital Infrastructure Replacement Program facilitates proactive management of the City's water assets, which allows the City to maintain a high level of service by minimizing watermain breaks and service disruptions. Approximately 35% (223 km) of the City's watermains are asbestos cement (AC) pipes. Through proactive management of ageing infrastructure and implementation of the City's water pressure management program, the City has successfully reduced water losses as a result of pipe leakage in the water distribution system. This has resulted in additional cost savings from avoided Metro Vancouver water purchase costs as well as associated emergency response expenditures. Council's proactive approach to infrastructure replacement is also a sound preventative maintenance strategy.

The annual capital contribution for water infrastructure replacement is currently $8.7M, excluding the amount currently dedicated to the water metering program. The "Ageing Utility and Road Infrastructure Planning – 2025 Update" report identified a long-term annual funding requirement of $13.2M. Option 2 and Option 3 include increases to annual capital funding for the water utility in the amount of $250,000 and $500,000, respectively, to bridge the gap between current and targeted funding levels. Bridging the funding gap between current and targeted funding levels supports proactive infrastructure replacement, thereby offsetting financial obligations for future years.

Water Metering (Avoided Water Purchase Costs)

Water metering plays an essential role in the City's water demand management program, which improves equity to ratepayers by providing volume-based user fees and reduces bulk water purchase costs by promoting water conservation and reducing private-side leakage.

Since inception of the program in 2003, the City's total water use has decreased by approximately 17% despite an increase in population of 39%. The reduction in per capita water usage is estimated to result in annual savings of $22M in avoided water purchase cost.

The City has made significant advances in water metering since the program was first introduced. Approximately 85% of the City's water use is currently metered. All single-family and Industrial, Commercial and Institutional (ICI) properties are metered. 67% of multi-family units are metered and the City has an active program to meter the remaining multi-family units. The single-family residential flat rate will continue to apply to duplex units that share one water service.

Water Salary and Operating Expenditures

The main cost drivers for the operating expenditure increase include the following:

- Salary increases of 3.5% plus step progressions and fringe benefits increases, including WorkSafeBC experience and industry premium increases; and
- Materials cost increases.

Proactive maintenance, pressure management and early leak detection have reduced water losses and the need for emergency repairs, contributing to operational savings. For 2027, the contract services budget has also been reduced to reflect anticipated needs based on recent spending. The average increase to the City's non-discretionary operating expenditures since 2023 has been 1.9%, which is below the CPI over the same period.

Overhead Allocation

Administrative overhead represents the corporate services required to support utility operations, including financial management, human resources, information technology, purchasing, legal, and general administration. To recognize the cost of these services, the City applies an established overhead allocation to direct labour, materials, and equipment. This approach aligns the utility budgets with the current level of corporate support provided and ensures the appropriate allocation of corporate costs to the utility services that benefit from them. The overhead rate adjustment applied to the Water utility is $400,000.

Revenues/Transfers

Water Levy Provision for Rate Stabilization

The Water Levy Provision was established by Council as a funding source for water rate stabilization. The Provision is projected to have a balance of $12M as of November 1, 2026, and is intended to address temporary spikes in regional water purchase costs.

None of the options for 2027 include a planned drawdown from the Water Levy Provision, and staff recommend that the Provision continue to be preserved in anticipation of future Metro Vancouver rate increases.

Reserve (Residential Water Metering Program)

At the November 8, 2021 Council Meeting, Council endorsed increasing the annual funding level for the water metering program to $3M to implement a Universal Multi-Family Water Metering Program. The increased funding was to be achieved through a phased annual 1% increase to the water rate over four years, along with utilization of the Watermain Replacement Reserve to make up the difference over that period.

Through the first few years of delivering the program with staff and in-house construction crews, significant efficiencies and cost savings have been realized. This has resulted in program costs to date being lower than previous estimates, which were based on historical external contractor pricing. As a result, the additional 1% annual rate increase ($450,000) has been excluded since 2025, and staff will continue to monitor, review costs and update Council if any changes are required in future years.

Construction Period Revenues

The City receives construction period revenues from development for water use during construction. The revenue can vary significantly from year to year depending on construction activity. Due to the instability of this revenue source, it is not utilized as a funding source for operational activity. Any actual revenue received is transferred to the Water Levy Stabilization provision for future rate stabilization funding. An estimate is included in the budget based on the last three full years of activity with an offsetting transfer to provision for reference.

Impact on 2027 Water Rates

The impact of the three budget options on water rates is shown in Table 4 and Table 5 on the next page. Table 4 shows the options for metered customers and Table 5 shows the options for flat rate customers. The rates presented include fixed costs for metering, such as meter reading, billing and maintenance. The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

Option 1 is the recommended option and represents non-discretionary increases that are required to maintain existing levels of services. Option 2 includes everything in Option 1 and a $250,000 increase to the Water Capital Infrastructure Replacement Program. Option 3 includes Option 2 and an additional $250,000 increase to the Water Capital Infrastructure Replacement Program.

Table 4: 2027 Metered Rate Water Options (Net of Discount)

Customer Class	2026 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling (based on 325 m^3 average consumption)	$630.80	$662.20 *$31.40*	$664.89 *$34.09*	$667.59 *$36.79*
Townhouse (based on 218 m^3 average consumption)	$430.14	$451.20 *$21.06*	$453.01 *$22.87*	$454.82 *$24.68*
Apartment (based on 157 m^3 average consumption)	$292.86	$308.02 *$15.16*	$309.33 *$16.47*	$310.63 *$17.77*
Metered Rate ($/$m^3$)	$1.8080	$1.9046 *$0.0966*	$1.9129 *$0.1049*	$1.9212 *$0.1132*
Metro Vancouver % Change		*2.1%*	*1.9%*	*1.8%*
City % Change		*3.2%*	*3.9%*	*4.5%*
Total % Change		***5.3%***	***5.8%***	***6.3%***

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

Table 5: 2027 Flat Rate Water Options (Net of Discount)

Customer Class	2026 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling	$960.14	$1,011.44 *$51.30*	$1,015.85 *$55.71*	$1,020.25 *$60.11*
Townhouse	$785.95	$827.94 *$41.99*	$831.54 *$45.59*	$835.15 *$49.20*
Apartment	$506.47	$533.53 *$27.06*	$535.85 *$29.38*	$538.18 *$31.71*
Metro Vancouver % Change		*2.1%*	*1.9%*	*1.8%*
City % Change		*3.2%*	*3.9%*	*4.5%*
Total % Change		***5.3%***	***5.8%***	***6.3%***

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

The City's Waterworks and Water Rates Bylaw No. 5637 provides a 10% discount for utility bills paid prior to the due date. To achieve full cost recovery, the rates shown in the bylaw will be before the 10% discount is applied. The rates outlined in Table 4 and Table 5 are net discounted rates.

Water Utility Options Summary

The following is a summary of the Water Utility budgets and rates for Option 1:

Option 1 (Recommended)

- Represents the minimum increase necessary to maintain the current level of service.

The following is a summary of the Water Utility budgets and rates for Option 2:

Option 2

- Includes everything in Option 1; and
- Increases the annual capital funding by $250,000.

The following is a summary of the Water Utility budgets and rates for Option 3:

Option 3

- Includes everything in Option 2; and
- Increases the annual capital funding by an additional $250,000.

Water Utility Recommended Option

Staff recommend the budgets and rates identified in Option 1 for the Water Utility. This option includes the minimum increase required to maintain the current service levels and limits the rate increase.

Sewer Utility

The three budget options for the Sewer Utility are shown in Table 6 below. Italicized values represent the difference between the 2026 rates and the 2027 rate options. The 2027 base budget for each option is equal to the sum of the 2026 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections of this report.

Table 6: 2027 Sewer Utility Budget

Key Budget Areas	2026 Base Level Budget	Option 1 (Recommended) Non Discretionary Increases	Option 2 Option 1 + $500,000 Increase to Annual Capital Funding	Option 3 Option 2 + $500,000 Additional Increase to Annual Capital Funding
Expenditures				
Salary	$4,943,100	*$296,300*	*$296,300*	*$296,300*
Operating Expenditures	$3,490,200	*$31,500*	*$31,500*	*$31,500*
Metro Vancouver Sewer Levy (Debt Component)	$12,127,000	*$99,500*	*$99,500*	*$99,500*
Metro Vancouver Sewer Levy (O&M Component)	$29,873,000	*$2,127,400*	*$2,127,400*	*$2,127,400*
Metro Vancouver North Shore Wastewater Treatment Plant Levy	$11,900,000	*$0*	*$0*	*$0*
Capital Infrastructure Replacement Program	$7,978,300	*$0*	*$500,000*	*$1,000,000*
Construction Period Allocation	$700,000	*$0*	*$0*	*$0*
Firm Price/Receivable	$810,000	*-$9,600*	*-$9,600*	*-$9,600*
Overhead Allocation	$784,100	*$309,800*	*$309,800*	*$309,800*
Total Base Level Expenditure Budget	**$72,605,700**	**$75,460,600**	**$75,960,600**	**$76,460,600**
Revenue/Transfers				
Provision	-$40,000	*$0*	*$0*	*$0*
Construction Period Revenue	-$700,000	*$0*	*$0*	*$0*
Investment Income	-$102,000	*$0*	*$0*	*$0*
Firm Price/Receivable	-$810,000	*$9,600*	*$9,600*	*$9,600*
Total Base Level Revenue Budget	**-$1,652,000**	**-$1,642,400**	**-$1,642,400**	**-$1,642,400**
Net Budget	**$70,953,700**	**$73,818,200**	**$74,318,200**	**$74,818,200**
Net Difference Over 2026 Base Level Budget		***$2,864,500***	***$3,364,500***	***$3,864,500***

The expenditures and revenues for the Sewer Utility budget reductions and increases given in Table 6 are outlined on the next page.

Expenditures

The key driver for the Sewer Utility is the Metro Vancouver Sewer Levy cost. Secondary drivers include Salary and Operating expenditures.

Metro Vancouver Sewer Levy

Richmond pays Metro Vancouver a Sewer Levy for bulk transmission and treatment of liquid waste on a flat rate basis. This levy is broken down into Operations & Maintenance and Debt components for the City's contribution of liquid waste to the following three Metro Vancouver sewerage areas:

- Lulu Island West Sewerage Area (LIWSA);
- Vancouver Sewerage Area (VSA) – for sewage from Mitchell Island; and
- Fraser Sewerage Area (FSA) – for sewage from Fraserwood Industrial and Hamilton.

In 2027, the proposed Operations & Maintenance component is $43.9M and the Debt component is $12.2M.

North Shore Wastewater Treatment Plant (NSWWTP) Project

Metro Vancouver's NSWWTP Project is currently expected to be completed in 2030 at a total cost of $3.9B. At the May 31, 2024, Metro Vancouver Board Budget Workshop, the Board provided direction for the funding model to cover the additional $2.8B project cost.

As part of the Metro Vancouver Sewer Levy, an annual $11.9M is included as Richmond's allocated debt servicing for the NSWWTP upgrade. The annual $11.9M debt servicing is Richmond's apportionment for a regional 15-year amortized payment plan, which started in 2025, to complete Metro Vancouver's NSWWTP project. This amount is already included in the base budget.

Total Metro Vancouver Sewer Costs

The overall annual levy is funded through utility rates and is increasing by $2.2M (4.1%) to $56.1M in 2027. Metro Vancouver's 2027 increase accounts for 78% of the non-discretionary expenditure increases proposed for the 2027 sewer rates. Richmond's 2027 sewer rates are based on Metro Vancouver's sewer levy from the proposed 2027-2031 Financial Plan (Table 7 on the next page).

Table 7: Metro Vancouver 5-Year Projected Total Sewer Levy Cost for Richmond (from the Proposed 2027-2031 Financial Plan)

	2027	2028	2029	2030	2031
O&M and Debt	$44.2M	$47.2M	$49.2M	$52.4M	$55.8M
Average Annual NSWWTP Debt Servicing	$11.9M	$11.9M	$11.9M	$11.9M	$11.9M
Total Levy	$56.1M	$59.1M	$61.1M	$64.3M	$67.7M
% Change	4.1%	5.3%	3.4%	5.3%	5.2%

Metro Vancouver rate increases are significant and are anticipated to continue rising in future years due to the Lulu Island Wastewater Treatment Plant upgrades and Iona Wastewater Treatment Plant Upgrade project for which some costs are shared by all sewerage areas. Since the projected costs for Metro Vancouver's major infrastructure projects throughout the region have increased by billions of dollars in recent years, the impact to City utility rates will be significant even with the majority of costs being allocated to other sewerage areas.

Metro Vancouver's Sewer Levy has increased by 320% since 2006, which is an average annual increase of 7.1%. This is notably higher than the City's sewer utility rate increases, which have increased by 127%, an average annual increase of 4.0%, over the same period.

Due to these increases, Metro Vancouver's Sewer Levy costs have increased from accounting for 63% of Richmond's sewer utility budget in 2006 to 76% in 2027 (Figure 3). The increases in Metro Vancouver costs are a primary budget driver for the Sewer Utility.

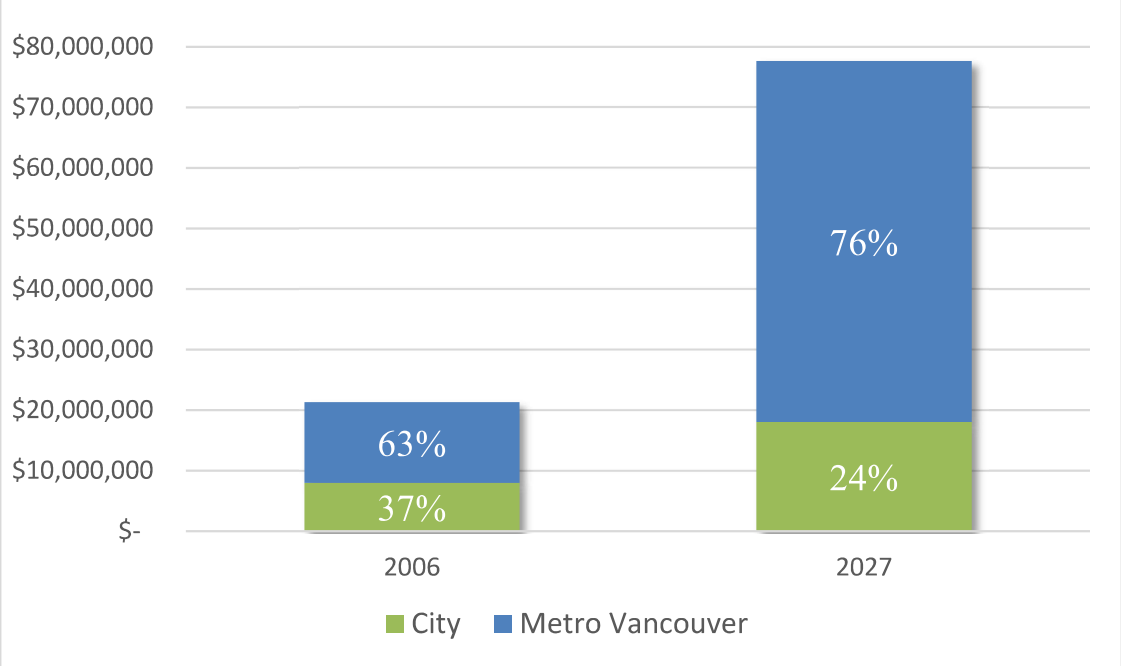


Figure 3: 2006 vs 2027 Sewer Utility Cost Breakdown

Sewer Salary and Operating Expenditures

The main cost drivers for the operating expenditure increase include the following:

- Salary increases of 3.5% plus step progressions and fringe benefits increases, including WorkSafeBC experience and industry premium increases; and
- Materials cost increases.

The average increase to the City's non-discretionary operating expenditures since 2023 has been 2.2%, which is below the CPI over the same period.

Sewer Capital Infrastructure Replacement Program

The Sewer Capital Infrastructure Replacement Program facilitates proactive management of the City's sewer assets, which allows the City to maintain a high level of service by minimizing sewer breaks and service disruptions.

The City received approval from the Minister of Housing for an exemption from the Bill 44 housing requirement until December 30, 2030 for the Steveston area. The temporary exemption is required to complete critical sanitary sewer infrastructure works in order to allow increased housing density in the form of small-scale multi-unit housing. Completing these works by the extended deadline while maintaining existing infrastructure will place additional demands on the City's sewer capital program. Annual capital funding will need to be increased in future years in order to complete the required Steveston sanitary sewer infrastructure works.

The annual capital contribution for sewer infrastructure replacement is currently $8.0M. The "Ageing Utility and Road Infrastructure Planning – 2025 Update" report identified a long-term annual funding requirement of $14.7M. Option 2 and Option 3 include a $0.5M and $1.0M increase to the Sewer Capital Infrastructure Replacement Program, respectively.

Although the funding gap does not affect short-term service levels, increasing capital funding over time remains important to replace ageing infrastructure, reduce the risk of failures and support future housing needs. Long-term funding requirements will continue to be reviewed through future utility budgets and updates to the City's ageing infrastructure report.

Overhead Allocation

Administrative overhead represents the corporate services required to support utility operations, including financial management, human resources, information technology, purchasing, legal, and general administration. To recognize the cost of these services, the City applies an established overhead allocation to direct labour, materials, and equipment. This approach aligns the utility budgets with the current level of corporate support provided and ensures the appropriate allocation of corporate costs to the utility services that benefit from them. The Overhead rate adjustment for the Sewer utility is $300,000.

Revenues/Transfers

Sewer Levy Provision for Rate Stabilization

The Sewer Levy Provision was established by Council as a funding source for sewer rate stabilization. The Provision is projected to have a balance of $3.1M as of November 1, 2026, and is intended to address temporary spikes in regional sewer collection and treatment costs.

None of the options for 2027 include a planned drawdown from the Sewer Levy Provision, and staff recommend that the Provision continue to be preserved in anticipation of future Metro Vancouver rate increases.

Construction Period Revenues

The City receives construction period revenues from development for sewer use during construction. The revenue can vary significantly from year to year depending on construction activity. Due to the instability of this revenue source, it is not utilized as a funding source for operational activity. Any actual revenue received is transferred to the Sewer Levy Stabilization provision for future rate stabilization funding. An estimate is included in the budget based on the last three full years of activity with an offsetting transfer to provision for reference.

Impact on 2027 Sewer Rates

The impact of the three budget options on sewer rates is shown in Table 8 and Table 9 on the next page. Table 8 shows the options for metered customers and Table 9 shows the options for flat rate customers. The italicized numbers represent the difference between 2026 and the rate options for 2027.

Option 1 is the recommended option and represents non-discretionary increases that are required to meet demands placed on the City by factors outside of the City's direct control. Option 2 includes everything in Option 1, and a $500,000 increase to the Sewer Capital Infrastructure Replacement Program. Option 3 includes everything in Option 2, and an additional $500,000 increase to the Sewer Capital Infrastructure Replacement Program.

Table 8: 2027 Metered Rate Sewer Options (Net of Discount)

Customer Class	2026 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling (based on 325 m^3 average consumption)	$835.22	$902.02 *$66.80*	$908.21 *$72.99*	$914.39 *$79.17*
Townhouse (based on 218 m^3 average consumption)	$560.24	$605.05 *$44.81*	$609.20 *$48.96*	$613.34 *$53.10*
Apartment (based on 157 m^3 average consumption)	$403.47	$435.75 *$32.28*	$438.74 *$35.27*	$441.72 *$38.25*
Metered Rate ($/$m^3$)	$2.5699	$2.7755 *$0.2056*	$2.7945 *$0.2246*	$2.8135 *$0.2436*
Metro Vancouver % Change		*6.2%*	*5.8%*	*5.5%*
City % Change		*1.8%*	*2.9%*	*4.0%*
Total % Change		***8.0%***	***8.7%***	***9.5%***

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

Table 9: 2027 Flat Rate Sewer Options (Net of Discount)

Customer Class	2026 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling	$1,053.65	$1,137.94 *$84.29*	$1,145.73 *$92.08*	$1,153.52 *$99.87*
Townhouse	$964.05	$1,041.18 *$77.13*	$1,048.31 *$84.26*	$1,055.44 *$91.39*
Apartment	$802.91	$867.15 *$64.24*	$873.08 *$70.17*	$879.02 *$76.11*
Metro Vancouver % Change		*6.2%*	*5.8%*	*5.5%*
City % Change		*1.8%*	*2.9%*	*4.0%*
Total % Change		***8.0%***	***8.7%***	***9.5%***

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

The City's Sanitary Sewer Bylaw No. 10427 provides a 10% discount for utility bills paid prior to the due date. To achieve full cost recovery, the rates shown in the bylaw will be before the 10% discount is applied. The rates outlined in Table 8 and Table 9 are net discounted rates.

Sewer Utility Options Summary

The following is a summary of the Sewer Utility budgets and rates for Option 1:

Option 1 (Recommended)

- Represents the minimum increase necessary to maintain the current level of service.

The following is a summary of the Sewer Utility budgets and rates for Option 2:

Option 2

- Includes everything in Option 1; and
- Increases annual capital funding by $500,000.

The following is a summary of the Sewer Utility budgets and rates for Option 3:

Option 3

- Includes everything in Option 2; and
- Increases annual capital funding by an additional $500,000.

Sewer Utility Recommended Option

Staff recommend the budgets and rates identified in Option 1 for the Sewer Utility. This option includes the minimum increase required to maintain current service levels and limits the rate increase.

Flood Protection Utility

The three budget options for the Flood Protection Utility are shown in Table 10 below. Italicized values represent the difference between the 2026 rates and the 2027 rate options. The 2027 base budget for each option is equal to the sum of the 2026 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections of this report.

Table 10: 2027 Flood Protection Utility Budget

Key Budget Areas	2026 Base Level Budget	Option 1 (Recommended) Non-Discretionary Increases + Increase to Annual Capital Funding per the Accelerated Flood Protection Program	Option 2 Option 1 + $250,000 Increase to Annual Capital Funding	Option 3 Option 2 + $250,000 Additional Increase to Annual Capital Funding
Expenditures				
Salary	$6,654,500	*$374,700*	*$374,700*	*$374,700*
Operating Expenditures	$3,523,700	*$348,800*	*$348,800*	*$348,800*
Capital Infrastructure Replacement Program	$18,193,000	*$2,277,500*	*$2,527,500*	*$2,777,500*
Firm Price/Receivable	$691,300	*-$96,600*	*-$96,600*	*-$96,600*
Overhead Allocation	$0	*$600,000*	*$600,000*	*$600,000*
Total Base Level Expenditure Budget	**$29,062,500**	**$32,566,900**	**$32,816,900**	**$33,066,900**
Revenues/Transfers				
Provision	-$105,500	*$69,500*	*$69,500*	*$69,500*
Investment Income	-$39,000	*$0*	*$0*	*$0*
Firm Price/Receivable	-$691,300	*$96,600*	*$96,600*	*$96,600*
Total Base Level Revenue Budget	**-$835,800**	**-$669,700**	**-$669,700**	**-$669,700**
Net Budget	**$28,226,700**	**$31,897,200**	**$32,147,200**	**$32,397,200**
Net Difference Over 2026 Base Level Budget		***$3,670,500***	***$3,920,500***	***$4,170,500***

The expenditures and revenues for the Flood Protection Utility budget reductions and increases given in Table 10 are outlined on the following page.

Expenditures

The key driver for the Flood Protection Utility is the Capital Infrastructure Replacement Program increases as part of the Accelerated Flood Protection Program. Secondary drivers include Salary and Operating expenditures.

Accelerated Flood Protection Program

Scientific modelling predicts up to 1 m of sea level rise and 0.2 m of ground settlement by 2100. The City's Flood Protection Management Strategy identifies the need to raise the City's dikes by approximately 1.2 m to protect the City against flooding. At the April 12, 2021 Council Meeting, Council adopted a 50-year implementation period for an accelerated flood protection program with the objective of upgrading the City's dikes within 50 years.

In order to deliver this program and upgrade flood protection infrastructure well in advance of current anticipated climate change impacts, $38.7M in annual capital funding within the Flood Protection Utility is required by 2032, as outlined in the "2025 Ageing Utility and Road Infrastructure Planning – Update" report. All utility options presented in the report include increasing the annual rates due to the increase in the annual transfer to capital reserves from $18.2M to $20.5M to support acceleration of this program as a component of the overall flood protection budget. Annual capital funding would need to increase by an average of $3.65M in each of the next five budget cycles to reach the target annual funding.

Due to proactive flood protection planning efforts, the City has been successful in obtaining approximately $54M in senior government grants since 2010 to support the advancement of this work. A strong capital program allows the City to continue leveraging opportunities to secure grant funding, such that money collected from Richmond's residents is multiplied and provides greater value for investments into Richmond's flood protection infrastructure.

Flood Protection Salary and Operating Expenditures

The main cost drivers for the operating expenditure increase include the following:

- Salary increases of 3.5% plus step progressions and fringe benefits increases, including WorkSafeBC experience and industry premium increases;
- Materials cost increases; and
- Third party utility rate increases.

The City's operating expenditures are carefully managed, and considerable measures have been taken to minimize cost increases where possible.

Flood Protection Provision for Rate Stabilization

The Flood Protection Provision is projected to have a balance of $4.6M as of November 1, 2026 and is intended to stabilize utility rates when unforeseen infrastructure failures or emergency works require additional capital funding.

Overhead Allocation

Administrative overhead represents the corporate services required to support utility operations, including financial management, human resources, information technology, purchasing, legal, and general administration. To recognize the cost of these services, the City applies an established overhead allocation to direct labour, materials, and equipment. This approach aligns the utility budgets with the current level of corporate support provided and ensures the appropriate allocation of corporate costs to the utility services that benefit from them. The Overhead rate adjustment for the Flood Protection Utility is $600,000.

Impact on 2027 Flood Protection Rates

Since 2016, Council has endorsed the creation of flood protection rate classes that differentiated between the various types of property in the City. Prior to this, all accounts paid the same rate regardless of parcel size or assessed value. Creating equity between these rate classes is an ongoing effort as property values, land use and construction costs continue to evolve. In general, groups with higher value assets, such as ICI properties, will be contributing more to flood protection and the rate increases reflect the different levels of demand that properties place on the City's flood protection system.

Staff will continue to review the various rate classes to identify opportunities for improving balance and equity and will bring forward resulting recommendations for Council's consideration.

The impact of the three budget options on flood protection rates is shown in Table 11 on the next page. The italicized numbers represent the difference between 2026 and the rate options for 2027.

Option 1 is the recommended option and represents non-discretionary increases that are required to maintain existing levels of services and includes increases to annual transfer to capital reserves funding per the Accelerated Flood Protection Program.

Option 2 includes everything in Option 1, and $250,000 towards the capital program, further accelerating the Flood Protection Program.

Option 3 includes everything in Option 2, and an additional $250,000 towards the capital program, further accelerating the Flood Protection Program.

Table 11: 2027 Flood Protection Rate Options (Net of Discount)

Rate Class	2026 Rates	Unit Count	Option 1 (Recommended)	Option 2	Option 3
Single-family Residential	$342.00	28,484	$374.61 *$32.61*	$377.56 *$35.56*	$380.50 *$38.50*
Agricultural	$342.00	764	*$374.61* *$32.61*	*$377.56* *$35.56*	*$380.50* *$38.50*
Multi-family Residential	$230.98	60,804	$253.01 *$22.03*	$255.00 *$24.02*	$256.98 *$26.00*
Small ICI (less than 800m^2)	$342.00	129	$374.61 *$32.61*	$377.56 *$35.56*	$380.50 *$38.50*
ICI (from 800m^2 and 1,999m^2)	$661.13	262	$724.18 *$63.05*	$729.87 *$68.74*	$735.56 *$74.43*
Medium ICI (from 2,000m^2 and 9,999m^2)	$1,624.53	755	$1,779.44 *$154.91*	$1,793.43 *$168.90*	$1,807.42 *$182.89*
Large ICI (from 10,000m^2 and 19,999m^2)	$3,722.22	219	$4,077.16 *$354.94*	$4,109.21 *$386.99*	$4,141.26 *$419.04*
Large ICI (from 20,000m^2 and 49,999m^2)	$8,375.41	188	$9,174.06 *$798.65*	$9,246.18 *$870.77*	$9,318.30 *$942.89*
Large ICI (from 50,000m^2 and 99,999m^2)	$12,274.47	39	$13,444.91 *$1,170.44*	$13,550.61 *$1,276.14*	$13,656.31 *$1,381.84*
Large ICI (from 100,000m^2 and 499,999m^2)	$21,646.09	24	$23,710.17 *$2,064.08*	$23,896.57 *$2,250.48*	$24,082.97 *$2,436.88*
Largest ICI (above 500,000m^2)	$50,853.80	3	$55,703.01 *$4,849.21*	$56,140.92 *$5,287.12*	$56,578.84 *$5,725.04*
% Change			*9.5%*	*10.4%*	*11.3%*

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

The City's Flood Protection Bylaw No. 10426 provides a 10% discount for utility bills paid prior to the due date. To achieve full cost recovery, the rates shown in the bylaw will be before the 10% discount is applied. The rates outlined in Table 11 are net discounted rates.

Flood Protection Utility Options Summary

The following is a summary of the Flood Protection Utility budgets and rates for Option 1:

Option 1 (Recommended)

- Represents the minimum increase necessary to maintain the current level of service; and
- Increases the annual capital funding by $2.3M.

The following is a summary of the Flood Protection Utility budgets and rates for Option 2:

Option 2

- Includes everything in Option 1; and
- Includes a $250,000 increase to annual capital funding.

The following is a summary of the Flood Protection Utility budgets and rates for Option 3:

Option 3

- Includes everything in Option 2; and
- Includes an additional $250,000 increase to annual capital funding.

Recommended Option

Staff recommend the budgets and rates identified in Option 1 for the Flood Protection Utility. This option includes increased annual capital funding in accordance with the Council-approved Accelerated Flood Protection Program and increases necessary to maintain the current level of service. Additional annual capital budget increases ranging from $2.8M to $4.6M over the next five budget cycles will be required in order to reach the $38.7M annual capital funding level needed to deliver the program.

Solid Waste and Recycling Utility

Table 12 presents three budget options for the Solid Waste and Recycling Utility. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections.

Table 12: 2027 Solid Waste and Recycling Budget

Key Budget Areas	2026 Amended Budget	Option 1 Base Level Services	Option 2 (Recommended) Option 1 + $0.25M Contribution to Reserve	Option 3 Option 2 + Environmental Coordinator 2
Expenditures				
Salaries	$6,175,000	*$17,600*	*$17,600*	*$149,500*
Contracts	$12,310,500	*$231,600*	*$231,600*	*$271,600*
Equipment/Materials	$1,476,400	*$1,400*	*$1,400*	*$4,500*
Disposal Costs	$1,801,200	*$197,700*	*$197,700*	*$197,700*
Recycling Materials Processing	$4,517,300	*$104,600*	*$104,600*	*$104,600*
Container Rental/Collection	$537,000	*$12,800*	*$12,800*	*$12,800*
Operating Expenditures	$670,700	*-$19,800*	*-$19,800*	*-$16,600*
Overhead Allocation	$217,000	*$713,200*	*$713,200*	*$713,200*
Agreements	$95,000	*$0*	*$0*	*$0*
Rate Stabilization	$1,881,400	*-$51,300*	*-$51,300*	*-$51,300*
Construction Period Allocation	$25,000	*$0*	*$0*	*$0*
Transfer to Reserve	$750,000	*$0*	*$250,000*	*$250,000*
Total Base Level Expenditure Budget	**$30,456,500**	**$31,664,300**	**$31,914,300**	**$32,092,500**
Revenues/Transfers				
General Application Fees	-$112,600	*$0*	*$0*	*$0*
Recycling Materials	-$502,900	*-$27,100*	*-$27,100*	*-$27,100*
Garbage Tags	-$20,000	*$0*	*$0*	*$0*
Unrealized Discounts	-$112,000	*-$5,000*	*-$5,000*	*-$5,000*
Revenue Sharing Grant/Other	-$134,800	*-$2,500*	*-$2,500*	*-$2,500*
Recycling Commission	-$328,600	*-$6,500*	*-$6,500*	*-$6,500*
Recycle BC Incentive	-$5,059,300	*-$158,600*	*-$158,600*	*-$158,600*
Construction Period Revenue	-$25,000	*$0*	*$0*	*$0*
Provision (Pilot Initiatives)	-$806,100	*$657,500*	*$657,500*	*$657,500*
Total Base Level Revenue Budget	**-$7,101,300**	**-$6,643,500**	**-$6,643,500**	**-$6,643,500**
Net Budget	**$23,355,200**	**$25,020,800**	**$25,270,800**	**$25,449,000**
Net Difference Over 2026 Base Level Budget		**$1,665,600**	**$1,915,600**	**$2,093,800**

An explanation of the budget reductions and increases outlined in Table 12 is below.

Expenditures

Salaries

The 2027 base level budget includes salary increases of 3.5% plus step progressions and fringe benefits increases, including WorkSafeBC experience and industry premium increases, which are the primary drivers for non-discretionary increases.

Three temporary full-time (TFT) positions previously funded by the General Solid Waste and Recycling Provision concluded with the end of pilot programs in 2026. The textiles, bike reuse and business recycling support pilot programs were approved for formalization into on-going program costs utilizing existing staffing levels. This reduction in TFT staff is reflected in savings in Salaries, which helps offset the staff rate increases.

Increases under Option 3 include a request for a new regular full-time Environmental Coordinator 2 position to support expansion of pollution prevention activities from Mitchell Island to a City-wide, risk-based program. This will require sustained program leadership and ongoing business outreach and assessments, corrective action follow-up, water-quality monitoring, interagency coordination and enforcement support.

Contracts

Contract costs under Option 1 are increased in accordance with overall growth in the number of units serviced and escalation clauses as stipulated in the City's various solid waste and recycling service contracts.

Contract costs also include adjustments for programs such as textiles, bike reuse and business recycling support which are now formalized from previous pilots.

Option 3 includes specialized services to support the Environmental Coordinator 2 in delivery of the pollution prevention program such as laboratory analysis, water quality and sediment monitoring.

Equipment and Material Costs

Equipment and material cost increases are marginally adjusted under Option 1 associated with increased costs for recycling receptacles and under Option 3 for computer equipment to support the Environmental Coordinator 2 position.

Disposal Costs

Disposal costs are increased associated with Metro Vancouver's regional tipping fee for local governments. Metro Vancouver is proposing to increase this fee by $8 per tonne, or from $148 per tonne in 2026 to $156 per tonne in 2027.

Recycling Materials Processing

Recycling materials processing costs are increased due to higher organics tonnage drop off at Ecowaste as well as for rate increases under contractual service agreements for organics processing for residential collection and Recycling Depot material processing.

Container Collection Costs

Container collection costs have increased primarily due to contractual increases for hauling Works Yard waste/recycling materials and recyclable materials from the Recycling Depot.

Operating Expenditures

Operating expenditures are reduced under Option 1 and associated with program adjustments through formalizing pilot programs. Option 3 reflects minor expenditures to support the Environmental Coordinator 2 position.

Overhead Allocation

Administrative overhead represents the corporate services required to support utility operations, including financial management, human resources, information technology, purchasing, legal, and general administration. To recognize the cost of these services, the City applies an established overhead allocation to direct labour, materials, and equipment. This approach aligns the utility budgets with the current level of corporate support provided and ensures the appropriate allocation of corporate costs to the utility services that benefit from them. The overhead rate adjustment applied to the Solid Waste and Recycling Utility is $700,000.

General Solid Waste & Recycling Rate Stabilization Provision (Rate Options)

The General Solid Waste and Recycling Provision was established by Council as a funding source for rate stabilization. The Provision has a balance of $17.6M as of November 1, 2026.

Rate stabilization is reduced by $51,300 under all options to maintain Blue Box and Blue Cart fees at current levels as per previous Council direction.

Transfer to Reserve

The creation of the Solid Waste and Recycling Reserve Fund Establishment Bylaw No. 10417 was approved at the November 14, 2022 Council meeting. Option 1 maintains the contribution of $750,000 to the reserve, and Options 2 and 3 would increase the contribution to $1,000,000 for future funding needs for Solid Waste and Recycling programs. The current annual reserve target is $3.5 million and is required to ensure a funding source for facilities, equipment and infrastructure for City services including the Recycling Depot, litter operations and collection receptacles used by residents.

Revenues

Recycling Materials

Recycling material revenue is increased based on market rates for commodities collected at the Recycling Depot and additional material being dropped off for recycling. The increased revenues are primarily related to adjustments in market rates for scrap metal and lead acid batteries, along with noted volume increases for scrap metal, motor oil and batteries.

Unrealized Discounts

Residents are entitled to a 10% utility bill discount if the amount owing is paid on or before the due date. Unrealized discounts are comprised of late payments wherein the owner did not receive the discount due to making the payment after the due date, therefore the discount amount is then considered a revenue for the City. These revenues are estimated by the Finance Department based on the trend of historic payments.

Other Revenues

This marginal increase is based on additional commercial customers utilizing the yard trimming drop-off service at the Recycling Depot.

Recycling Commission

Since 2022, the City has received funding from Metro Vancouver for allowing regional customers to drop off base recycling materials at the Recycling Depot. The increase for 2027 represents an estimated 2.0% CPI adjustment as outlined in the agreement.

Recycle BC Incentive

Under the agreement with Recycle BC, effective January 1, 2025, an allowance for annual adjustments to the financial incentives is applied based on either a cost study or the Consumer Price Index (CPI) for BC. The increase is partially related to the CPI adjustment but also is reflective of the additional households covered under the agreement as recycling services are implemented for new construction. A slight increase to the volume of polystyrene foam, flexible plastic and glass bottles and jars under the Recycle BC agreement is reflected in the additional revenue being received.

Construction Period Revenues

The City receives construction period revenues from development for solid waste and recycling during construction. The revenue can vary significantly from year to year depending on construction activity. Due to the instability of this revenue source, it is not utilized as a funding source for operational activity. Any actual revenue received is transferred to the General Solid Waste and Recycling provision for future rate stabilization funding. An estimate is included in the budget based on the last three full years of activity with an offsetting transfer to provision for reference.

Provision

Provision funding is being reduced as a number of pilot programs have been concluded and established as on-going programs removing the requirement for this provision funding.

Impact on 2027 Solid Waste and Recycling Rates

The impact of the budget options to ratepayers is provided in Table 13 below and Table 14 on the next page. The principal reason for the increase in 2027 relates to salary increases per negotiated agreements, inflationary contract costs stipulated in existing contracts, an increase in the regional tipping fee, and changes related to material processing at the Recycling Depot. Numbers in italics represent the difference between 2026 rates and the various rate options for 2027.

Table 13 provides total costs based on standard garbage cart sizes for single-family (240L) and townhouse (120L). Table 14 provides a more detailed breakdown of recommended Option 2 rates based on the four different garbage cart size options that are available to residents in single-family and townhouse units. The percentage of container sizes subscribed by each customer class is also presented for reference. Residents can reduce or increase the amount they pay based on the cart size they select for garbage collection services.

Table 13: 2027 Solid Waste and Recycling Rate Options (Net of Discount)

Customer Class	2026 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling (Standard 240L Cart)	$442.55	$458.60 *$16.05*	$461.15 *$18.60*	$463.00 *$20.45*
Townhouse (Standard 120L Cart)	$314.25	$326.60 *$12.35*	$329.15 *$14.90*	$331.00 *$16.75*
Apartment	$155.80	$166.55 *$10.75*	$169.10 *$13.30*	$170.95 *$15.15*
Business Rate	$53.99	$56.82 *$2.83*	$59.37 *$5.38*	$61.22 *$7.23*
Total % Change		*3.6% to 6.9%*	*4.2% to 10.0%*	*4.6% to 13.4%*

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

Table 14: 2027 Single-Family and Townhouse Net Rates by Garbage Cart Size (Per Recommended Option 2)

Cart Size	Single Family		Townhomes	
	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size
80L	$399.80	*4.0%*	$298.80	*14.1%*
120L	$430.15	*10.3%*	$329.15	*75.1%*
240L	$461.15	*77.3%*	$360.15	*10.2%*
360L	$591.00	*8.4%*	$490.00	*0.6%*

The rates outlined in Table 13 and Table 14 are net rates. The *Solid Waste & Recycling Regulation Bylaw* provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery.

Solid Waste and Recycling Options Summary

The following is a summary of the Solid Waste and Recycling Utility budgets and rates for Option 1:

Option 1

- Represents full recovery via rates of all program costs, including costs associated with managing increasing operating costs, disposal costs and recycling material processing fees; and
- Meets the City's contractual obligations related to inflationary aspects of agreements and contracts.

The following is a summary of the Solid Waste and Recycling Utility budgets and rates for Option 2:

Option 2 (Recommended)

- Includes everything in Option 1; and
- Includes an increased contribution to the Solid Waste and Recycling Reserve Fund from $750,000 to $1,000,000 for future solid waste and recycling programming inclusive of Recycling Depot improvement and replacement costs, facilities and equipment to support services to the community, and initiatives designed to further circular economy objectives.

The following is a summary of the Solid Waste and Recycling Utility budgets and rates for Option 3.

Option 3

- Includes everything in Option 2; and
- Includes a new Environmental Coordinator 2 position to expand pollution prevention activities.

Recommended Option

Staff recommend the budget and rates identified in Option 2 for Solid Waste and Recycling. This option funds all existing programs and includes an increased contribution to the Solid Waste and Recycling Reserve Fund to support these programs and future solid waste and recycling programming.

Total Recommended 2027 Utility Rate Option

In light of the significant challenges associated with the impacts of regional costs and new programs in the City, staff recommend the budget and rate options as follows:

- Option 1 is recommended for Water
- Option 1 is recommended for Sewer
- Option 1 is recommended for Flood Protection
- Option 2 is recommended for Solid Waste and Recycling

Table 15 below summarizes the estimated total metered rate utility charge, based on average water and sewer consumption. Table 16 on the next page summarizes the total flat rate utility charge. Numbers in italics represent the difference between 2026 rates and 2027 proposed rates.

Table 15: 2027 Estimated Total Net Rates to Metered Customers

Customer Class	2026 Estimated Net Metered Rates	2027 Estimated Net Metered Rates	% Change
Single-Family Dwelling	$2,250.57	$2,399.98 *$149.41*	*6.6%*
Townhouse (on City garbage service)	$1,535.61	$1,638.41 *$102.80*	*6.7%*
Townhouse (not on City garbage service)	$1,423.11	$1,523.56 *$100.45*	*7.1%*
Apartment	$1,083.11	$1,165.88 *$82.77*	*7.6%*
Metered Water ($/m^3)	$1.8080	$1.9046 *$0.0966*	*5.3%*
Metered Sewer ($/m^3)	$2.5699	$2.7755 *$0.2056*	*8.0%*

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

Table 16: 2027 Total Net Rates to Flat Rate Customers

Customer Class	2026 Net Flat Rates	2027 Net Flat Rates	% Change
Single-Family Dwelling	$2,798.34	$2,985.14 *$186.80*	*6.7%*
Townhouse (on City garbage service)	$2,295.23	$2,451.28 *$156.05*	*6.8%*
Townhouse (not on City garbage service)	$2,182.73	$2,336.44 *$153.71*	*7.0%*
Apartment	$1,696.16	$1,822.79 *$126.63*	*7.5%*

Note: The italicized numbers represent the difference between 2026 rates and the rate options for 2027.

The rates outlined in Table 15 and Table 16 are net rates. The bylaws provide a 10% discount for utility bills paid prior to the due date. To achieve full cost recovery, the rates shown in the bylaw will be before the 10% discount is applied. The gross rates charged to residents are outlined in Attachment 1. These rates would be reflected in the amending bylaws for each utility area, should they be approved by Council.

Flat Rate and Metered Customers

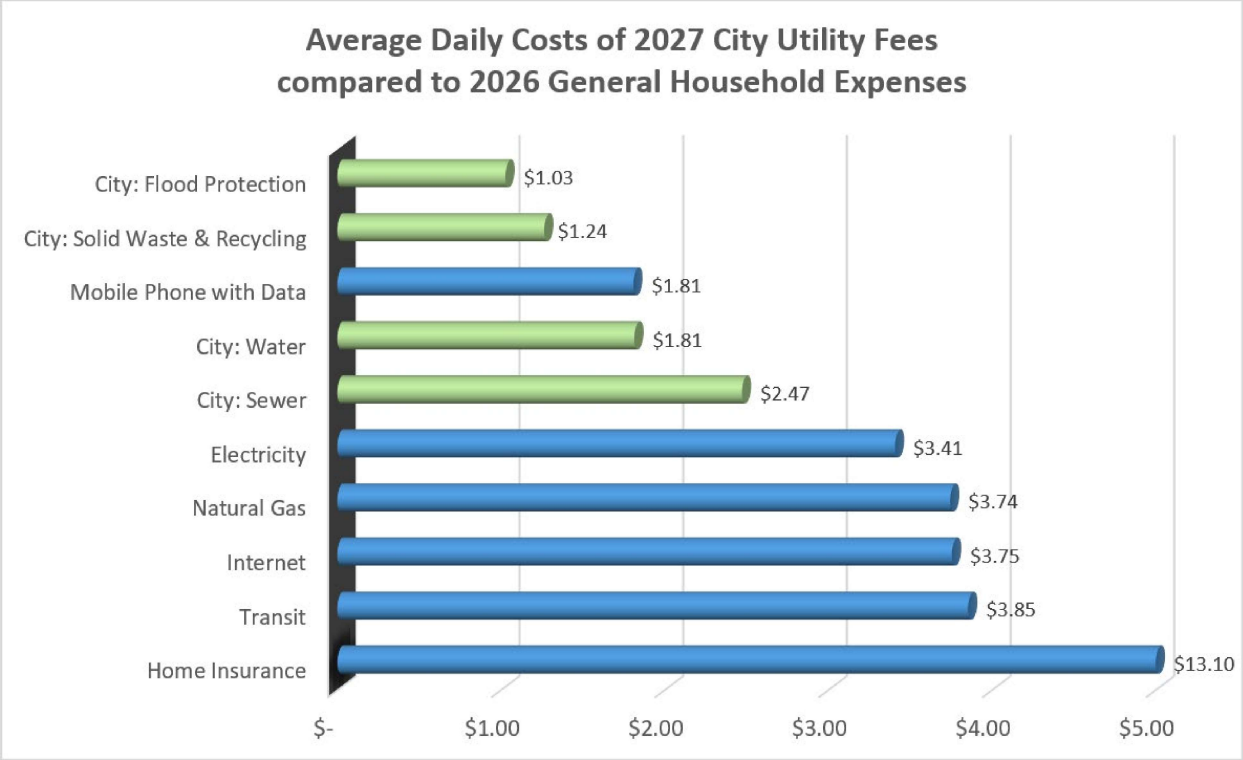
All single-family and ICI properties in the City are metered. The single-family residential flat rate will continue to apply to duplex units that share one water service. 33% of townhouses and apartments are still on flat rate utility services. However, the number of units with meters will continue to increase with ongoing implementation of the universal multi-family water metering program. The number of units by customer class is presented in Table 17.

Table 17: Flat Rate and Metered Property Unit Counts

	2026 percentages (Mid-Year)	2026 Counts (Mid-Year)	2027 Counts (Mid-Year Estimated)	Difference
Single-Family Residential	Flat Rate (3%)	732	732	0
	Metered (97%)	28,139	28,268	129
Townhouse	Flat Rate (45%)	8,435	8,248	-187
	Metered (55%)	10,238	11,109	871
Apartment	Flat Rate (27%)	11,248	10,916	-332
	Metered (73%)	30,586	31,968	1,382
Total Residential Units		**89,378**	**91,241**	**1,863**
Commercial Units	**Metered**	**3,554**	**3,560**	**6**
Farms	**Metered**	**51**	**51**	**0**

Comparison of 2027 City Utility Rates to Other Major Household Expenses

The proposed 2027 City utility fees account for approximately 18% of total household expenses (2026 values) and represent good value. Water, sewer, solid waste and recycling, and flood protection services are fundamental to the quality of life for residents and necessary infrastructure to support the local economy. Figure 4 illustrates the value of these services based on the proposed 2027 rates when compared to 2026 costs for other common daily household expenses.



Sources: BC Hydro, Fortis BC, Rogers, TD Insurance, and TransLink
Figure 4: Cost Comparison of Main Household Expenses for a Single-Family Dwelling

Budgetary Implications

The budget and rate impacts associated with each option are outlined in detail in this report. In all options, the budgets and rates represent full cost recovery for each City service.

Staff recommend the following budgets by utility:

- Option 1 is recommended for Water, for a net budget of $60.1M;
- Option 1 is recommended for Sewer, for a net budget of $73.8M;
- Option 1 is recommended for Flood Protection, for a net budget of $31.9M;
- Option 2 is recommended for Solid Waste and Recycling, for a net budget of $25.3M; and
- An overall net utility budget of $191.1M.

Conclusion

This report presents the proposed 2027 utility budgets and rates for City services relating to the provision of water, sewer, flood protection, as well as solid waste and recycling. Considerable measures have been taken to reduce costs where possible to minimize rate increases. A significant portion of the City's costs relate to impacts from influences outside of the City's direct control, such as regional and contract cost impacts. Regional costs are expected to continue increasing to meet demands for high quality drinking water and sewer treatment. Staff recommend that the budgets and rates, as outlined in this report, be approved and that the appropriate amending bylaws be brought forward to Council to bring these rates into effect.

Respectfully submitted,

Milton Chan, Director, Engineering
Suzanne Bycraft, Director, Public Works
Mike Ching, Director, Finance

Report Contributors

This report was prepared by Jason Ho, Manager, Engineering Planning, Kristina Grozdanich, Manager, Recycling and Waste Recovery, and Melissa Shiau, Manager, Financial Planning & Analysis and reviewed by: Finance, Engineering and Environmental Programs.

Endorsed by Serena Lusk, CAO

Att. 1

2027 Annual Utility Charges – Recommended Gross Rates per Bylaw (Estimated Metered and Actual Flat Rate)

10% discount applied to gross rates for utility bills paid prior to due date	**Water**	**Sewer**	**Flood Protection**	**Garbage/ Recycling**	**Total**
Metered (Based on Average Consumption)					
Single-Family Dwelling	$735.78	$1,002.24	$416.23	$512.40	**$2,666.65**
Townhouse (with City garbage)	$501.33	$672.28	$281.12	$365.73	**$1,820.46**
Townhouse (no City garbage)	$501.33	$672.28	$281.12	$238.12	**$1,692.85**
Apartment	$342.24	$484.17	$281.12	$187.89	**$1,295.42**
Flat Rate (Actual)					
Single-Family Dwelling	$1,123.82	$1,264.38	$416.23	$512.40	**$3,316.83**
Townhouse (with City garbage)	$919.93	$1,156.87	$281.12	$365.73	**$2,723.65**
Townhouse (no City garbage)	$919.93	$1,156.87	$281.12	$238.12	**$2,596.04**
Apartment (no City garbage)	$592.81	$963.50	$281.12	$187.89	**$2,025.32**
General – Other/Business					
Metered Water ($/m^3)	$2.1162				
Metered Sewer ($/m^3)		$3.0839			
Business: Garbage				$65.97	
Small ICI (less than 800m^2)			$416.23		
ICI (from 800m2 and 1,999m2)			$804.64		
Medium ICI (from 2,000m2 and 9,999m2)			$1,977.16		
Large ICI (from 10,000m2 and 19,999m2)			$4,530.18		
Large ICI (from 20,000m2 and 49,999m2)			$10,193.40		
Large ICI (from 50,000m2 and 99,999m2)			$14,938.79		
Large ICI (from 100,000m2 and 499,999m2)			$26,344.63		
Largest ICI (above 500,000m2)			$61,892.23		
Agricultural			$416.23		

City of Richmond

Report to Committee

To:	Finance & Audit Committee	**Date:**	October 16, 2026
From:	Jerry Chong General Manager, Finance and Corporate Services Chief Financial Officer, Lulu Island Energy Company	**File:**	01-0060-20-LIEC1/2026-Vol 01
Re:	**2027 District Energy Utility Rates**		

Staff Recommendations

1. That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10792 be introduced and given first, second and third readings;

2. That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10793 be introduced and given first, second and third readings; and

3. That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10794 be introduced and given first, second and third readings.

Executive Summary

Lulu Island Energy Company Ltd. (LIEC), a corporation wholly-owned by the City of Richmond, was established to provide district energy services on behalf of the City. All capital and operating costs are recovered through revenues from user fees, ensuring that the business is financially self-sustainable. City Council is the regulator and sets customer rates.

LIEC is seeking Council approval of 2027 rate amendments for the Alexandra, Oval Village, and City Centre District Energy Utilities. A 4.0% rate increase is proposed for all service areas to address anticipated utility and inflationary cost pressures, support capital and operating requirements, and maintain the long-term financial self-sustainability of the company. For a typical residential customer, this represents an estimated increase of approximately $4.30 per month.

Even with the proposed adjustment, district-energy customers are expected to pay about 13% less than comparable conventional energy system customers. The increase also supports future infrastructure investment, reserve requirements, and the continued expansion of low carbon district energy service in Richmond.

Staff Report

Origin

The purpose of this report is to recommend the 2027 Alexandra District Energy Utility (ADEU), Oval Village District Energy Utility (OVDEU), and City Centre District Energy Utility (CCDEU) district energy utility rates.

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

> *3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.*

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.*
>
> *5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.*

Lulu Island Energy Company Ltd. (LIEC), a corporation wholly-owned by the City of Richmond, was established to provide district energy services on behalf of the City. Information regarding LIEC's district energy utility (DEU) operations can be found in Attachment 1. All capital and operating costs are recovered through revenues from user fees, ensuring that the business is financially self-sustainable. City Council is the regulator and sets customer rates.

Analysis

The City incorporated LIEC in 2013 for the purpose of carrying out the City's district energy initiatives based on the following Council approved guiding principles:

1. The DEU will provide end users with energy costs that were competitive with conventional energy costs, based on the same level of service.
2. Council will retain the authority to set customer rates, fees and charges for DEU services.
3. The DEU will provide a flexible platform for adopting low-carbon energy technologies.

Based on these principles, LIEC staff have assessed the following factors when developing the 2027 rate recommendation:

- **Financially self-sustainable:** All LIEC service areas were established on the basis that all capital and operating costs would be recovered through revenues from user fees. Expenditures required to provide utility service include capital, operations, utilities, financing, and administration costs. These costs are susceptible to non-discretionary increases due to material and equipment cost increases, rises in electricity and natural gas rates and general inflation. Additionally, as endorsed by Council in 2022, LIEC executed

a Project Agreement (PA) with City Centre Energy Limited Partnership (Corix) to design, construct, finance, operate and maintain the CCDEU. As part of the annual planning process, Corix submits a request to LIEC for a rate increase for next year in line with the financial model regularly updated by LIEC and Corix. Following the rate increases as per the long-term financial model is critical to ensure the utility's positive financial performance and avoid increasing the capital repayment deferral account balance and/or under-recovering LIEC's operating expenses.

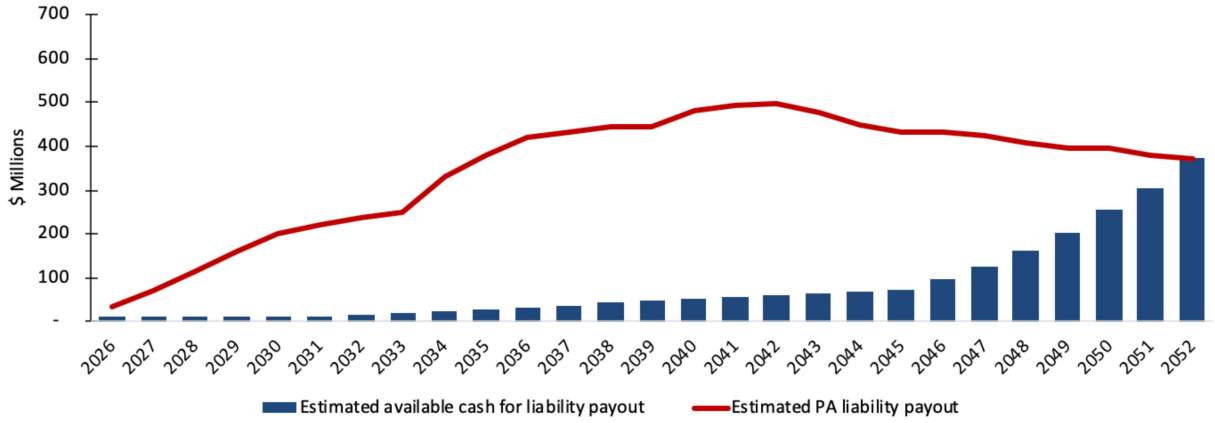
- **Competitive Rate:** Council's objective is to provide end users with annual energy costs that are competitive with conventional system energy costs, based on the same level of service. To date, LIEC's district energy rates have been compared to a Business as Usual (BAU) scenario based on the increase of conventional utilities (i.e. Fortis BC and BC Hydro). Staff regularly updates the BAU model to ensure the proposed district energy rates continue to be competitive with conventional energy systems that provide the same level of service and environmental performance.

Recommended 2027 Customer Rates

LIEC's systems are still early in their operational life and still require significant capital investments in distribution infrastructure and low carbon energy sources to connect more customers and ensure low carbon objectives are achieved. BC Hydro rates are expected to increase by 3.75%, while natural gas costs are projected to increase by 3.8% next year due to delivery rate increases. For CCDEU, the annual payment to Corix is projected to increase by approximately 5.2% next year based on the latest financial model, which represents approximately 60% of LIEC's overall cost of service. When all three service areas are considered, the recommended 4.0% rate increase is sufficient to recover LIEC's projected cost of service in 2027.

In order to provide competitive and stable rates for LIEC customers, rates are levelized to gradually recover costs as the customer base is fully established. This approach ensures infrastructure costs are more equitably distributed between existing customers and those who connect in later years. Based on the most recent LIEC financial model (Attachment 2), customer rates are estimated to increase by 4.0% year-over-year in order to fully recover operating expenses and avoid increasing the capital repayment deferral account balance. This increase is consistent with the historical increase of conventional utilities, making LIEC rates competitive with conventional energy costs, as per City Council's objective. This increase also ensures LIEC will have enough reserve funds available at the end of the Project Agreement to meet future liability obligations. Graph 1 illustrates the relationship between the estimated available reserve funds for liability payouts and confirms that sufficient liquidity will be available to meet future obligations.

Graph 1 – Projected Liability Coverage

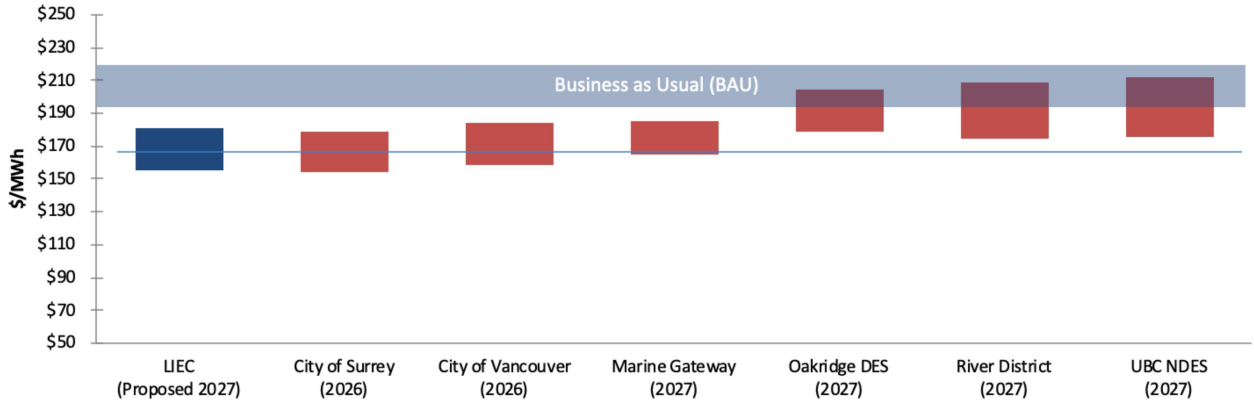


In consideration of these factors, a 4.0% rate increase is recommended for 2027 to ensure all capital and operating costs continue to be recovered in the long term. The recommended increase would also be sufficient to recover the non-discretionary increases due to electricity and natural gas rates and general inflation projected for 2027. The proposed 2027 service rates for the ADEU, OVDEU and CCDEU service areas are included in Attachments 7-9.

Rate Competitiveness

The recommended 4.0% rate increase also supports Council's objective to keep the annual energy costs for LIEC customers competitive with conventional energy costs, based on the same level of service. If the recommended rate increase is approved, LIEC customers would still be paying 13% less than users using equivalent conventional energy systems in Richmond based on the same level of service. Staff also conducted a benchmarking analysis to confirm LIEC rates are competitive with other district energy utilities in Metro Vancouver (see Graph 2).

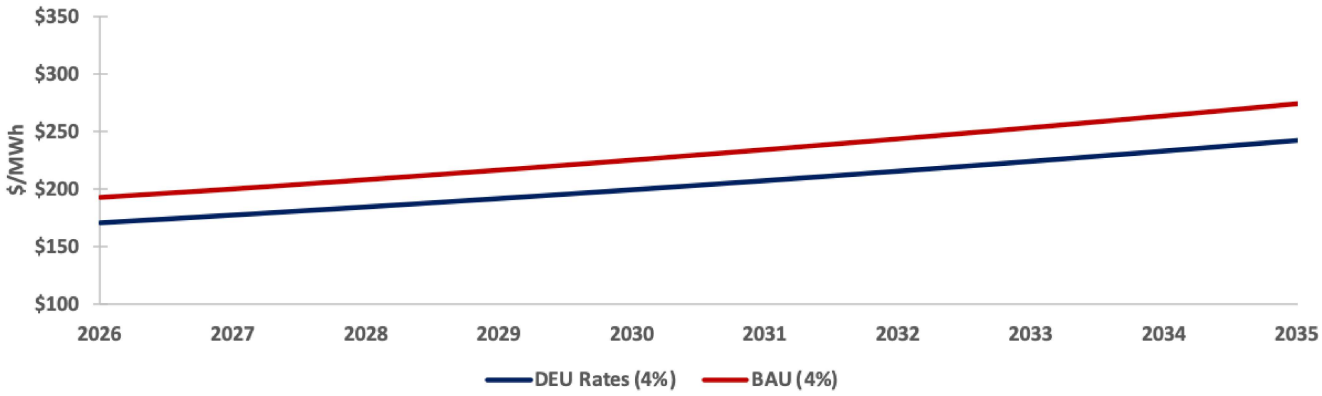
Graph 2 - Metro Vancouver DEU Rates Comparison[1]



The projected 4.0% year-over-year rate increase also ensures customer rates continue to grow at a similar rate to the historical increase of conventional utilities, making rates competitive in the long term (Graph 3).

[1] *Based on reported rates and assuming an EUI range of 70-90 kWh/m2 for heating and domestic hot water and 25 kWh/m2 for cooling*

Graph 3 – Projected DEU Rates vs BAU



The recommended 4.0% rate increase would result in approximately $4.30 per month increase in DEU fees in 2027 for the average LIEC residential customer.

Budgetary Implications

No impact to the City's budget. All LIEC capital and operating costs are recovered through user fees, as LIEC operates as a financially self-sustaining business enterprise.

Conclusion

The recommended 4.0% increase for ADEU, OVDEU and CCDEU 2027 service rates supports Council's objective to keep the annual energy costs for LIEC customers competitive with conventional energy costs, based on the same level of service. This rate increase also ensures sufficient revenues to offset capital investment and operating costs. Staff will continuously monitor energy costs and review the rate to ensure fairness for consumers and cost recovery for LIEC.

Respectfully submitted,

Jerry Chong
General Manager, Finance and Corporate Services

Report Contributors

This report was prepared by Constantino Retes, Senior Project Manager (LIEC) and Helen Zhao, Controller (LIEC), and reviewed by Finance and Law.

Endorsed by Serena Lusk, CAO

Att. 1: District Energy in Richmond
Att. 2: LIEC Financial Model (September 2026)
Att. 3: DEU Greenhouse Gas (GHG) Emissions Reductions
Att. 4: Alexandra Neighbourhood and ADEU Service Area
Att. 5: Oval Village Neighbourhood and OVDEU Service Area
Att. 6: City Centre and CCDEU Service Area
Att. 7: ADEU Proposed 2027 Rates for Services
Att. 8: OVDEU Proposed 2027 Rates for Services
Att. 9: CCDEU Proposed 2027 Rates for Services

Attachment 1 – District Energy in Richmond

Richmond's 2041 Official Community Plan (OCP) establishes a target to reduce greenhouse gas (GHG) emissions 50 percent below 2007 levels by 2030 and 100 percent by 2050. The City identified district energy utilities (DEUs) as a leading strategy to achieve the City's GHG reduction goals and incorporated Lulu Island Energy Company Ltd. (LIEC) in 2013 for the purpose of carrying out the City's district energy initiatives based on the following guiding principles:

1. The DEU will provide end users with energy costs that were competitive with conventional energy costs, based on the same level of service.
2. Council will retain the authority to set customer rates, fees and charges for DEU services.
3. The DEU will provide a flexible platform for adopting low-carbon energy technologies.

The City established three DEU service areas: ADEU, OVDEU, and CCDEU. Table 1 below provides a summary of the developments connected under the DEU service areas to date.

Table 1 – DEU Bylaw Service Areas - Current and Projected Connected Space

	Buildings To-Date	Residential Units To-Date	Floor Area	
			To-Date	Build-out
Alexandra DEU	13	2,200	2.4M ft^2	4.4M ft^2
Oval Village DEU	15	3,524	3.7M ft^2	6.4M ft^2
City Centre DEU	8	3,085	3.2M ft^2	48M ft^2
Total	**36**	**8,809**	**9.3M ft^2**	**58.8M ft^2**

The ADEU provides heating and cooling services to ten residential buildings, the large commercial development at "Central at Garden City", the Richmond Jamatkhana Temple, and Fire Hall No. 3, comprising 2,200 residential units and over 2.4 million square feet of floor area. While some electricity was consumed for pumping and equipment operations, most of this energy was currently produced locally from the geo-exchange fields in the greenway corridor and West Cambie Park, and highly efficient air source heat pumps.

The OVDEU services 15 buildings, containing 3,524 residential units. Energy is currently supplied from the four interim energy centres with natural gas boilers, which provide almost 24 MW of heating capacity. LIEC received a $6.2 million grant from the CleanBC Communities Fund for the design and construction of a sewer heat recovery permanent energy centre for the area. This project is expected to be completed in 2031. Once completed, the system will be able to produce up to 70% of low-carbon energy from the Gilbert Trunk sanitary force main sewer.

The CCDEU currently services eight buildings, comprised of 3,085 residential units and approximately 3.2 million square feet of floor area. While off-site energy infrastructure is being built, CCDEU utilizes on-site low-carbon energy plants to service new customers. At full build-out, 176 developments, 28,000 residential units and approximately 48 million square feet of floor space will be serviced by 5 permanent energy centers with over 130 MW of heating and 115 MW of cooling capacity. The built-out system is estimated to reduce over one million tonnes of GHG emissions compared to conventional service.

LIEC Financial Model Summary										
	2027	2028	2029	2030	2031	2032	2037	2042	2047	2052
CCDEU Customer Rate Increase	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
ADEU Commercial Rate Increase	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
ADEU Residential Rate Increase	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
LIEC Overall (ADEU + CCDEU)										
Metered Billings	13,324,806	15,918,593	19,635,743	22,592,280	26,352,233	32,145,461	62,925,393	96,586,908	135,860,260	176,670,039
Total Revenue	14,306,291	16,900,079	20,617,229	23,573,766	27,333,719	33,126,947	63,906,879	97,568,394	136,841,746	177,651,525
Gross Margin	4,181,814	5,374,358	7,263,204	8,836,895	10,552,271	9,059,915	21,555,499	41,253,293	59,285,230	80,577,347
Net Income	662,866	226,298	570,227	313,702	195,092	(1,627,815)	(722,662)	13,557,774	28,524,345	60,367,071
EBITA	6,051,287	8,369,673	11,390,022	13,644,648	16,129,460	19,993,376	42,715,960	67,491,223	83,357,671	105,982,447
Gross Margin %	29%	32%	35%	37%	39%	27%	34%	42%	43%	45%
Net Income %	5%	1%	3%	1%	1%	-5%	-1%	14%	21%	34%
Overall EBITA %	42%	50%	55%	58%	59%	60%	67%	69%	61%	60%

Estimated Development Timing for Future Connections										
Square Footage	2027	2028	2029	2030	2031	2032	2037	2042	2047	2052
New connections	0	6	9	6	8	6	9	6	3	3
Incremental ADEU (ft2)	-	179,235	495,764	316,529	125,244	125,243	-	-	-	-
Incremental CCDEU (ft2)	-	1,243,244	1,777,303	801,168	1,624,316	2,311,946	2,899,375	1,317,600	1,831,831	1,178,496
Total (ft2)	-	1,422,480	2,273,067	1,117,697	1,749,559	2,437,189	2,899,375	1,317,600	1,831,831	1,178,496
Cumulative (ft2)	9,329,739	10,752,219	13,025,286	14,142,983	15,892,542	18,329,731	29,224,043	37,090,908	42,996,391	46,144,837

Projected Capital Expenditures for LIEC										
	2027	2028	2029	2030	2031	2032	2037	2042	2047	2052
CCDEU CAPEX										
Annual Corix CAPEX	37,774,638	40,438,488	43,263,513	38,014,736	20,719,988	14,280,587	14,018,036	21,799,791	4,880,943	411,358
Annual ETS Contribution	1,100,000	3,572,200	4,240,201	5,012,597	3,034,896	4,933,158	8,545,656	8,196,257	4,583,365	4,664,248
Annual LCEP Contribution	-	1,423,907	2,762,618	3,291,272	-	4,444,220	15,096,851	-	-	-
Annual DCP Contribution	-	5,614,199	3,939,897	617,621	6,435,048	13,503,233	-	2,438,571	6,113,129	-
CCDEU LIEC In-house CAPEX	1,320,556	1,042,276	1,035,156	1,069,238	1,041,909	1,047,026	1,144,347	1,263,451	1,394,952	1,540,140
	40,195,194	52,091,070	55,241,385	48,005,464	31,231,841	38,208,223	38,804,890	33,698,070	16,972,389	6,615,746
Cumulative CCDEU Capital Assets	125,651,016	177,742,087	232,983,471	280,988,935	312,220,777	350,429,000	639,143,109	836,148,834	929,941,922	961,660,089
ADEU CAPEX										
Annual ADEU ETS Contribution	-	1,500,000	2,250,000	-	750,000	-	-	-	-	-
ADEU LIEC in-house CAPEX	942,218	1,865,920	1,189,108	2,926,020	2,531,541	2,537,171	317,060	350,060	386,495	426,722
	942,218	3,365,920	3,439,108	2,926,020	3,281,541	2,537,171	317,060	350,060	386,495	426,722
Cumulative ADEU Capital Assets	29,720,082	33,086,003	36,525,111	39,451,131	42,732,672	45,269,843	50,944,184	52,627,179	54,485,342	56,536,903
Cumulative LIEC Capital Assets	155,371,099	210,828,089	269,508,582	320,440,066	354,953,448	395,698,843	690,087,292	888,776,013	984,427,264	1,018,196,992

The total estimated Project Liability at the end of the contract (YR 2052) $ 371 million
The total estimated Capex financed through CCDEU Project Agreement $ 591 million

Disclaimer:
The financial model is based on information, projections, and assumptions available at the time of preparation. It reflects current market conditions, business strategies, and anticipated developments. The model is subject to change as circumstances evolve. Staff will review and update the financial model regularly to ensure its continued relevance and accuracy.

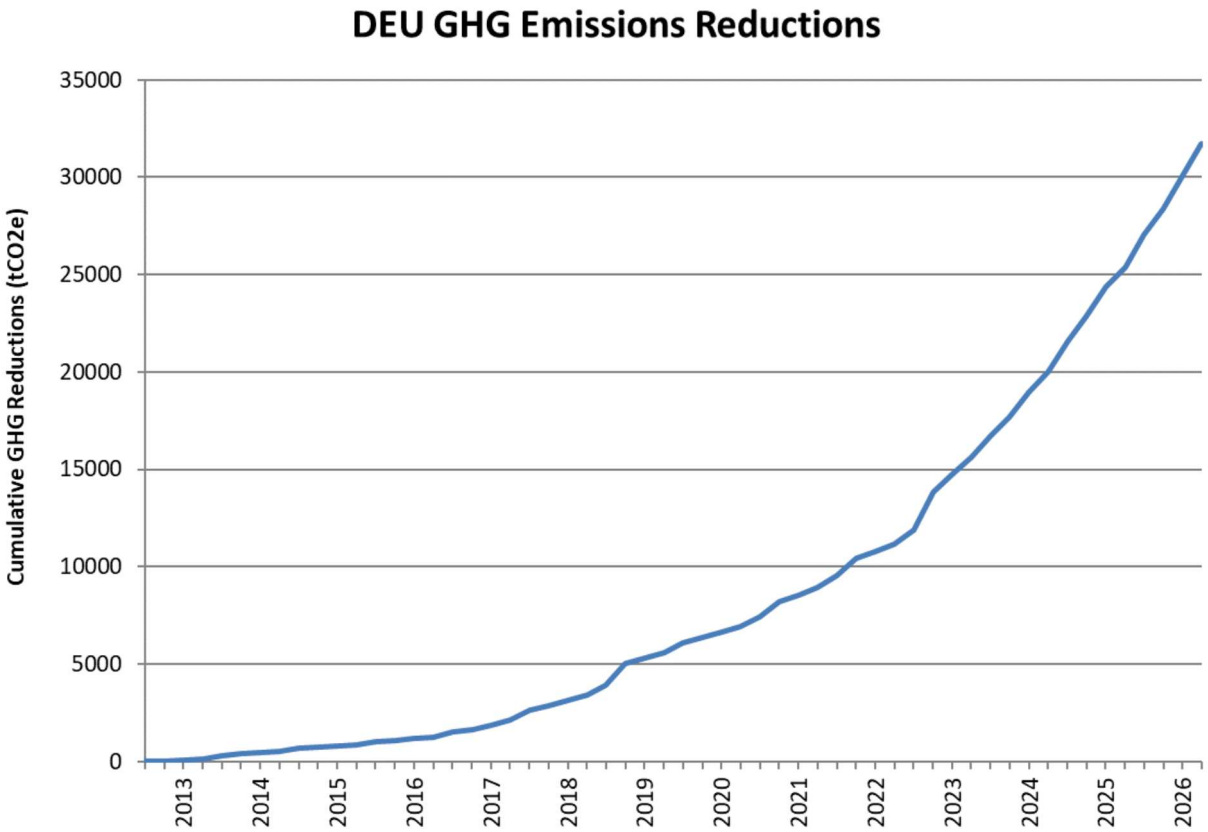
LIEC - Overall Financial Pro-Formas

Project Year	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 15	YR 20	YR 25	YR 30
Year	2027	2028	2029	2030	2031	2032	2037	2042	2047	2052
INCOME STATEMENT										
Revenue										
Metered billings - ADEU	3,246,786	3,644,924	4,473,159	5,257,311	5,581,742	6,124,892	8,517,004	10,362,238	12,607,247	15,338,643
Metered billings - CCDEU	10,078,020	12,273,669	15,162,584	17,334,969	20,770,491	26,020,568	54,408,388	86,224,670	123,253,013	161,331,395
Service fee	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486
Total Revenue	14,306,291	16,900,079	20,617,229	23,573,766	27,333,719	33,126,947	63,906,879	97,568,394	136,841,746	177,651,525
Expenses										
Utility expenses - ADEU	302,886	338,742	420,586	482,757	520,728	560,965	776,763	945,052	1,149,800	1,398,907
Contract expense - ADEU	766,760	789,762	813,455	837,859	1,034,211	1,153,890	1,239,499	1,281,574	1,328,028	1,379,317
Utility expenses - CCDEU	2,791,565	3,333,182	3,998,291	4,388,543	5,092,388	5,902,031	10,193,440	14,411,118	18,205,030	21,542,213
Contract expense - CCDEU	2,937,956	3,073,150	3,238,625	3,619,973	3,852,380	4,319,950	7,248,166	10,543,491	24,831,939	39,370,777
Utility expense - DCP	-	34,296	61,090	93,496	151,018	380,976	1,047,268	1,419,809	2,079,872	2,322,789
Contract expense - DCP	-	32,729	74,863	117,412	348,320	916,505	2,795,984	4,010,479	5,071,018	5,998,893
Depreciation expense	3,325,311	3,923,860	4,747,115	5,196,830	5,782,403	10,832,715	19,050,260	23,703,579	24,890,829	25,061,281
General and administration expense	3,083,494	2,963,719	3,071,702	3,173,062	3,315,020	3,826,473	5,250,959	6,708,366	10,270,421	9,124,446
Financing income	(606,000)	(500,206)	(515,923)	(559,296)	(229,133)	(249,107)	(482,363)	(824,614)	(626,618)	(836,357)
Financing expense	2,669,110	4,719,720	6,588,603	8,693,413	10,381,098	11,037,582	24,870,726	31,054,484	30,569,115	21,390,453
Developers contributions	(1,627,656)	(2,035,173)	(2,451,405)	(2,783,985)	(3,109,807)	(3,927,219)	(7,361,161)	(9,242,717)	(9,452,032)	(9,468,265)
	13,643,425	16,673,781	20,047,003	23,260,064	27,138,628	34,754,761	64,629,540	84,010,620	108,317,401	117,284,454
Net Income	662,866	226,298	570,227	313,702	195,092	(1,627,815)	(722,662)	13,557,774	28,524,345	60,367,071
Cumulative net income	16,700,924	16,927,222	17,497,449	17,811,151	18,006,242	16,378,428	6,709,570	48,172,044	161,395,783	394,354,292
EBITA										
Net income per above	662,866	226,298	570,227	313,702	195,092	(1,627,815)	(722,662)	13,557,774	28,524,345	60,367,071
Depreciation expense	3,325,311	3,923,860	4,747,115	5,196,830	5,782,403	10,832,715	19,050,260	23,703,579	24,890,829	25,061,281
Net financing expense (income)	2,063,110	4,219,514	6,072,680	8,134,116	10,151,966	10,788,475	24,388,362	30,229,870	29,942,497	20,554,096
EBITA	6,051,287	8,369,673	11,390,022	13,644,648	16,129,460	19,993,376	42,715,960	67,491,223	83,357,671	105,982,447
CASH FLOW STATEMENT										
Cash inflow from meter billing	13,324,806	15,918,593	19,635,743	22,592,280	26,352,233	32,145,461	62,925,393	96,586,908	135,860,260	176,670,039
Cash inflow from service fee	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486	981,486
Cash inflow from other income	606,000	500,206	515,923	559,296	229,133	249,107	482,363	824,614	626,618	836,357
	14,912,291	17,400,285	21,133,152	24,133,062	27,562,852	33,376,054	64,389,242	98,393,008	137,468,363	178,487,882
Less: ADEU utility	(302,886)	(338,742)	(420,586)	(482,757)	(520,728)	(560,965)	(776,763)	(945,052)	(1,149,800)	(1,398,907)
Less: ADEU contract	(766,760)	(789,762)	(813,455)	(837,859)	(1,034,211)	(1,153,890)	(1,239,499)	(1,281,574)	(1,328,028)	(1,379,317)
Less: Payment to Corix	(8,287,651)	(10,133,585)	(12,897,384)	(14,600,030)	(17,574,770)	(21,633,965)	(46,481,557)	(78,805,622)	(93,309,901)	(96,655,655)
Less: LIEC Management and Overhead	(2,134,942)	(2,253,647)	(2,318,960)	(2,373,749)	(2,462,117)	(2,552,114)	(3,051,962)	(3,591,406)	(4,252,070)	(5,226,319)
Less: Utility - DCP	-	(34,296)	(61,090)	(93,496)	(151,018)	(380,976)	(1,047,268)	(1,419,809)	(2,079,872)	(2,322,789)
Less: Contract expense - DCP	-	(32,729)	(74,863)	(117,412)	(348,320)	(916,505)	(2,795,984)	(4,010,479)	(5,071,018)	(5,998,893)
	(11,492,238)	(13,582,761)	(16,586,339)	(18,505,302)	(22,091,165)	(27,198,414)	(55,393,034)	(90,053,941)	(107,190,689)	(112,981,881)
Net cash flow from operations	3,420,053	3,817,524	4,546,814	5,627,760	5,471,687	6,177,639	8,996,208	8,339,068	30,277,675	65,506,001
Less: LIEC Financed Capital Projects	(2,262,775)	(2,908,196)	(2,224,264)	(3,995,258)	(3,573,450)	(3,584,198)	(1,461,407)	(1,613,511)	(1,781,447)	(1,966,861)
Less: Contributions	(1,100,000)	(5,072,200)	(6,490,201)	(5,012,597)	(3,784,896)	(4,933,158)	(8,545,656)	(8,196,257)	(4,583,365)	(4,664,248)
Add: Developers contributions	1,100,000	5,072,200	6,490,201	5,012,597	3,784,896	4,933,158	8,545,656	8,196,257	4,583,365	4,664,248
Annual Cash Flow	1,157,278	909,328	2,322,550	1,632,501	1,898,236	2,593,441	7,534,801	6,725,556	28,496,228	63,539,140
Cumulative cash flow	19,134,784	20,044,112	22,366,662	23,999,163	25,897,400	28,490,841	58,806,467	95,225,854	163,888,875	411,417,961
Cumulative cash flow	19,134,784	20,044,112	22,366,662	23,999,163	25,897,400	28,490,841	58,806,467	95,225,854	163,888,875	411,417,961
Revenue lag	(2,861,258)	(3,380,016)	(4,123,446)	(1,885,901)	(2,186,698)	(2,650,156)	(5,112,550)	(7,805,472)	(10,947,340)	(14,212,122)
Estimated year-end cash balance	16,273,526	16,664,096	18,243,216	22,113,262	23,710,702	25,840,685	53,693,917	87,420,383	152,941,535	397,205,839
Working capital	(3,395,690)	(4,146,585)	(4,626,326)	(5,522,791)	(6,799,604)	(7,742,197)	(15,270,609)	(24,963,887)	(26,602,820)	(22,596,376)
Capital projects	(2,908,196)	(2,224,264)	(3,995,258)	(3,573,450)	(3,584,198)	(3,600,114)	(1,490,635)	(1,645,782)	(1,817,076)	(1,966,861)
Estimated available cash for liability payout	9,969,639	10,293,248	9,621,632	13,017,021	13,326,901	14,498,375	36,932,673	60,810,714	124,521,639	372,642,602
Estimated PA liability payout	71,139,874	113,280,901	158,225,291	199,141,240	222,465,227	237,645,770	431,281,816	496,767,153	422,925,529	371,256,747

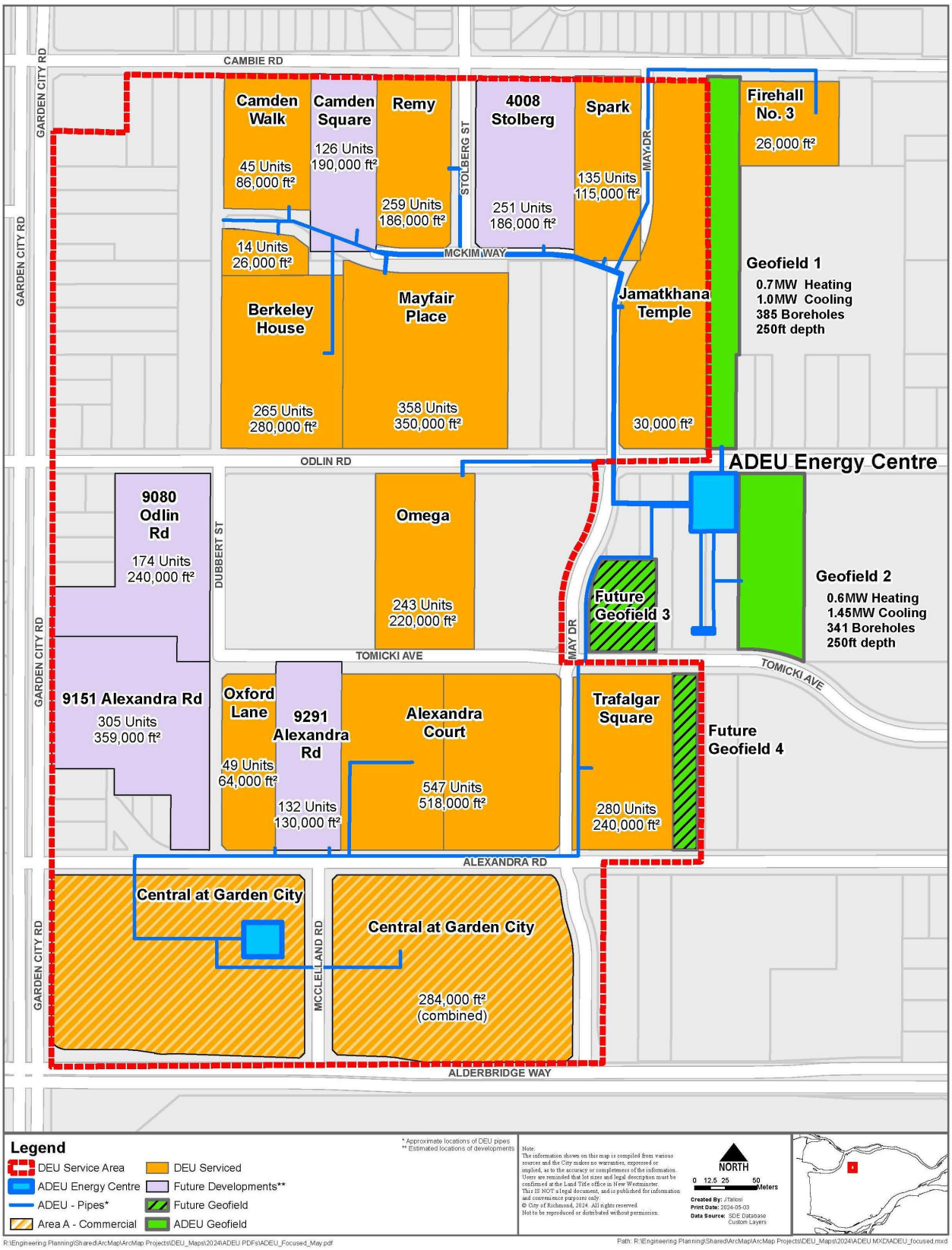
Disclaimer:

The financial model is based on information, projections, and assumptions available at the time of preparation. It reflects current market conditions, business strategies, and anticipated developments. The model is subject to change as circumstances evolve. Staff will review and update the financial model regularly to ensure its continued relevance and accuracy.

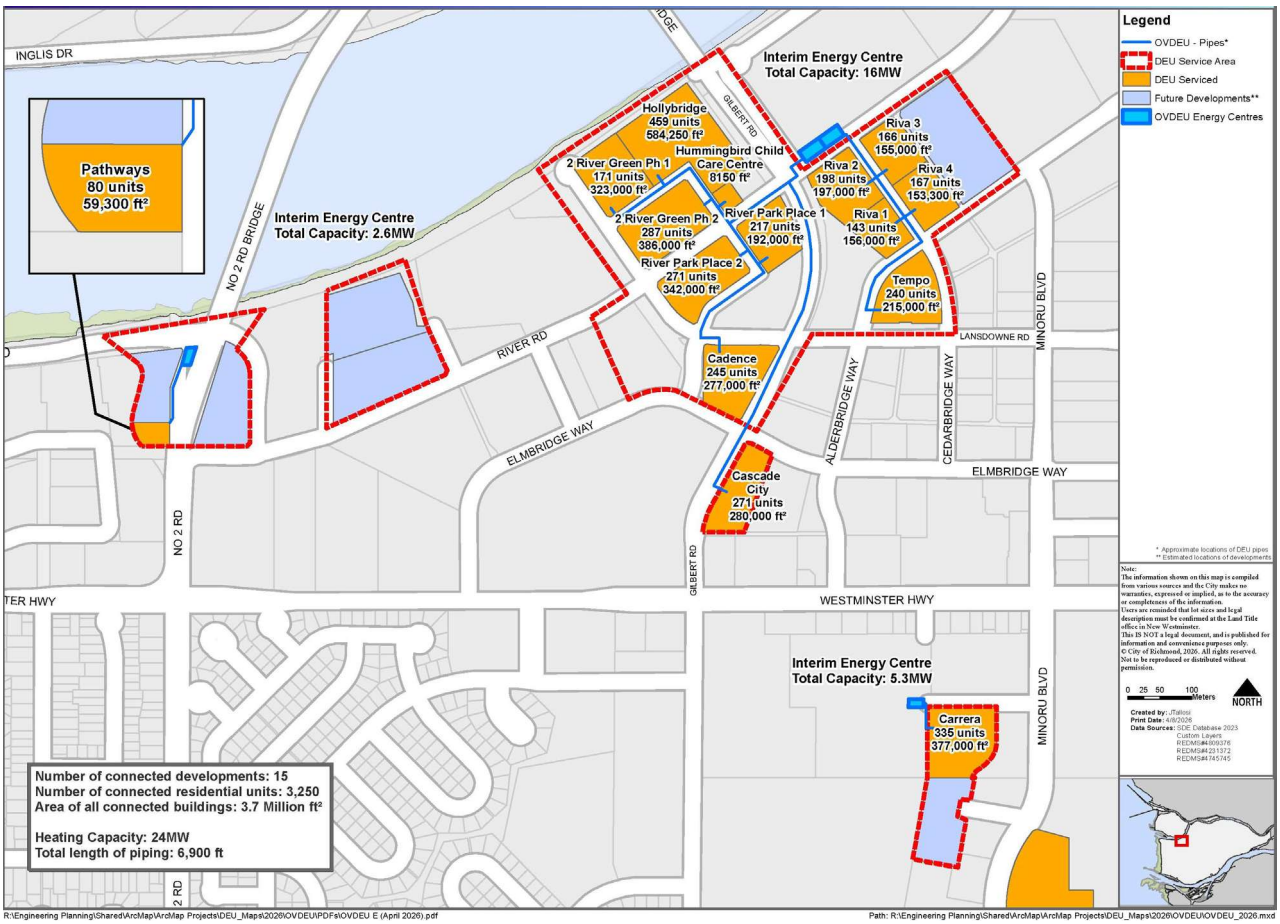
Attachment 3 – DEU Greenhouse Gas (GHG) Emissions Reductions



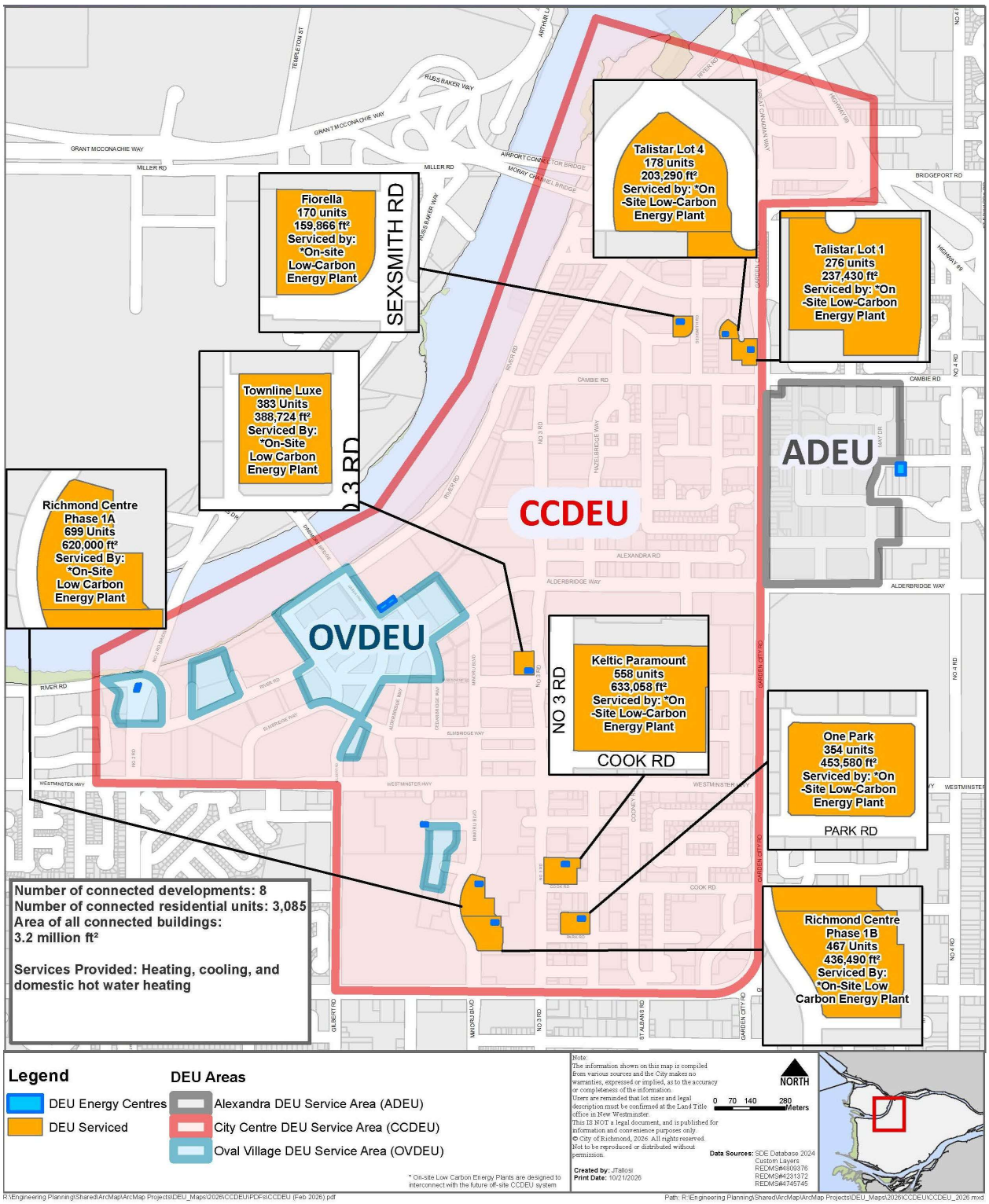
Attachment 4 – Alexandra Neighbourhood and ADEU Service Area



Attachment 5 – Oval Village Neighbourhood and OVDEU Service Area



Attachment 6 – City Centre and CCDEU Service Area



Attachment 7 – ADEU Proposed 2027 Rates for Services

Table 1: Proposed Rates for Services, excluding commercial area (Area A)

	ADEU	
	2026	**2027**
Capacity Charge One: Monthly charge per square foot of the building gross floor area	$0.1058	$0.1100
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	$26.756	$27.826
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft2	$0.2150	$0.2236

Table 2: Proposed Rates for Services, commercial area (Area A)

	Area A	
	2026	**2027**
Volumetric Charge: Charge per megawatt hour of energy consumed	$103.855	$108.009

Attachment 8 – OVDEU Proposed 2027 Rates for Services

OVDEU

	2026	**2027**
Capacity Charge One: Monthly charge per square foot of the building gross floor area	$0.0739	$0.0769
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	$45.516	$47.337
Excess Demand Fee - for each watt per square foot of the aggregate of the estimated peak heat energy demand that exceeds 6 W/ft2	$0.2150	$0.2236

Attachment 9 – CCDEU Proposed 2027 Rates for Services

CCDEU

	2026	**2027**
Capacity Charge One: Monthly charge per square foot of the building gross floor area	$0.0862	$0.0896
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	$52.980	$55.099
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft2	$0.2150	$0.2236

City of Richmond

Bylaw 10792

Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 10792

The Council of the City of Richmond enacts as follows:

1. The Alexandra District Energy Utility Bylaw No. 8641, as amended, is further amended by deleting Schedule C (Rates and Charges) in its entirety and replacing it with a new Schedule C attached as Schedule A to this Bylaw.

2. This Bylaw is cited as **"Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10792".**

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 10792

SCHEDULE C to BYLAW NO. 8641

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services for the Service Area excluding shaded Area A as shown in Schedule A to this Bylaw:

(a) Capacity charge – a monthly charge of $0.1100 per square foot of Gross Floor Area; and

(b) Volumetric charge – a charge of $27.826 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2236 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 21.1(e)(i), 21.1(e)(ii), and 21.1(e)(iii) that exceeds 6 watts per square foot.

PART 3 - RATES FOR SERVICES APPLICABLE TO AREA A

The following charges will constitute the Rates for Services applicable only to the Designated Properties identified within the shaded area (Area A) shown in Schedule A to this bylaw:

(a) Volumetric charge – a charge of $108.009 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property calculated on each of (i) an energy use of 2644 MWh per annum ("Basic Supply Amount"), and (ii) any energy use in excess of the Basic Supply Amount.

City of Richmond

Bylaw 10793

Oval Village District Energy Utility Bylaw No. 9134 Amendment Bylaw No. 10793

The Council of the City of Richmond enacts as follows:

1. The Oval Village District Energy Utility Bylaw No. 9134, as amended, is further amended by deleting Schedule D (Rates and Charges) of the Bylaw in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Bylaw.

2. This Bylaw is cited as **"Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10793".**

FIRST READING	_____	CITY OF RICHMOND
SECOND READING	_____	APPROVED for content by originating dept. CR
THIRD READING	_____	
ADOPTED	_____	APPROVED for legality by Solicitor BRB

_____ MAYOR

_____ CORPORATE OFFICER

Schedule A to Bylaw No. 10793

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

(a) capacity charge - a monthly charge of $0.0769 per square foot of gross floor area; and

(b) volumetric charge – a monthly charge of $47.337 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2236 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(e) (i), (ii), and (iii) that exceeds 6 watts per square foot.

City of Richmond

Bylaw 10794

City Centre District Energy Utility Bylaw No. 9895 Amendment Bylaw No. 10794

The Council of the City of Richmond enacts as follows:

1. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Schedule D (Rates and Charges) in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Bylaw.

2. This Bylaw is cited as **"City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10794".**

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 10794

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

(a) capacity charge - a monthly charge of $0.0896 per square foot of gross floor area; and

(b) volumetric charge – a monthly charge of $55.099 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2236 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 19.1(f) (i), 19.1(f) (ii) and 19.1(f) (iii) that exceeds 6 watts per square foot.

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 2, 2026
From:	Wayne Craig General Manager, Planning and Development	**File:**	08-4000-01/2025-Vol 01
Re:	**Referral Response: Zoning Bylaw Amendments for Service Station Use in CG2 and Applicable Site-Specific Zones**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10806, which would clarify the intent for service station use in the Gas and Service Station (CG2) zone and related site-specific commercial zones near residential areas, including indicating that the servicing and repair of vehicles is primarily for sale to members of the general public, requirements for vehicle service bays, customer access, and specific fencing provisions, be introduced and given first reading.

Executive Summary

On June 8, 2026, a delegate raised concerns to City Council regarding the use of 7991 No. 1 Road and whether the current operation aligns with the neighbourhood-serving intent of the Gas and Service Stations (CG2) zone. A review of service station uses in the CG2 zone and applicable site-specific zones identified opportunities to clarify the intent of service stations, and improve compatibility when sites are located within 400 m (1,312 ft) of a residential, commercial (mixed use), or site-specific zone (residential). In response to these concerns, this report proposes amendments to Zoning Bylaw 8500 to require that the servicing and repair of vehicles be primarily for sale to members of the general public, there is at least one vehicle service bay, identifiable customer access, and establish high-quality material provisions for fencing visible from a road. The proposed amendments would apply to new service station businesses or developments.

Staff Report

Origin

At the June 8, 2026 City Council Meeting, the following referral was made:

> *That the presentation from Michael Bishop regarding the CG2 zoning designation at 7991 No. 1 Road be referred to staff and brought back to Planning Committee.*

This report proposes minor amendments to Zoning Bylaw 8500, in particular the Gas and Service Stations (CG2) zone and two site-specific zones that allow service stations, for Council's consideration, for the purpose of responding to the issues raised by the delegation such as the character, context, compatibility, and principal function of service stations in close proximity to residential areas.

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

> *Ensure that both built and natural infrastructure supports sustainable development throughout the city.*

Background

On June 8, 2026, a delegate raised concerns to Council regarding the current use of 7991 No. 1 Road, which was previously operated as a retail convenience store, gas station and service station. The delegate indicated that the site is being used for vehicle servicing and repair, preparation, or support activities associated with an off-site car dealership. Concerns were also raised that screening around the property appears to limit its function as a public-facing, neighbourhood-serving commercial use.

The delegate had previously identified these issues with Community Bylaws. The matter was investigated; however, no bylaw infractions were found. The delegate indicated to Council that the current operation, despite being a service station, may not align with the neighbourhood-serving intent of the CG2 zone near or adjacent to residential neighbourhoods. The delegate asked Council to consider whether amendments to the Zoning Bylaw are necessary to clarify the intent of a service station use on sites located near residential zones. Council referred this item to staff to review and bring back to a future Planning Committee meeting.

Analysis

The property at 7991 No. 1 Road is currently a service station with a building, three vehicle bays for servicing and repair, and one tent for dry cleaning cars. The gas pumps have been decommissioned. The property, which is zoned CG2, is surrounded by a chain-link fence with green mesh fabric, as shown in Attachment 1 (7991 No. 1 Road Photos of Existing Conditions).

There are two standard zones that cover the majority of gas stations across the city. The CG1 zone applies to sites that allow gas stations only, along with a car wash and retail as a secondary use. Service stations are only permitted in the CG2 zone which also permits gas stations, along with a car wash and retail as a secondary use. The majority of sites with service stations,

including the property at 7991 No. 1 Road, have adjacent residential uses. There are also two business licenses issued for this property that permit the current use.

There is currently a rezoning application under review at 7991 No. 1 Road (RZ 26-014648) proposing a five-storey mixed use development with approximately 518 m^2 of ground level commercial floor area and approximately 70 rental residential apartment units. This is generally consistent with the Arterial Connector 2 land use designation in the Official Community Plan (OCP) which allows for transit-oriented townhouses, row houses and low-rise apartments, with local serving amenities and commercial uses. The rezoning application is currently undergoing a staff review and will be presented to Council for consideration via a separate report at the conclusion of the technical and policy review process.

CG2 Zone Review

There are eleven properties city-wide that are zoned CG2, four of which currently accommodate service station operations. In addition, two properties have site-specific zones that permit service station use and have existing operations. They include the Gas and Service Station Commercial (ZC18) – Brighouse Village (City Centre) zone, and the Car Wash & Service Station (ZC35) – Bridgeport zone. These properties are shown in Attachment 2 (400 m Radius of Zones Permitting Service Stations Map). Most of these properties are located adjacent to or in proximity to residential uses. The CG2 and the two applicable site-specific zones have operations that are intended to be customer-facing and do not have the same characteristics as the property at 7991 No. 1 Road.

To ensure service station uses in the CG2 zone and applicable site-specific zones are compatible with their surrounding residential neighbourhood, a review of the Zoning Bylaw was undertaken. Clarification is recommended to ensure these businesses operate as customer-facing establishments and provide services to the general public when they are located in nearby residential neighbourhoods. Additional provisions regarding fencing materials are also recommended. The proposed amendments would apply to new service station businesses or developments. If adopted, the site at 7991 No. 1 Road will be permitted to continue as a legally non-conforming use.

The specific amendments to the Zoning Bylaw are as follows:

1. **Amend service station use in the CG2 zone and ZC18 and ZC35 site-specific zones to clarify vehicle servicing and repair for sale is primarily to the general public and require at least one vehicle service bay, and customer access when located within 400 m (1,312 ft) of a residential, commercial (mixed use) or site-specific zone.**

The proposed amendment is intended to clarify the purpose of service station use in these zones, ensure they maintain a customer-facing function, and promote compatibility with their surrounding residential neighbourhood.

The CG2 zone currently includes standard zoning regulations common across zones, such as permitted density, lot coverage, setbacks, and maximum building height. However, it does not specify requirements on servicing of vehicles for sale to the general public, the minimum number of vehicle service bays, and customer access and designated area, which may result in service

station uses that do not clearly reflect their intended function. As such, it is proposed that service stations that are located within 400 m (1,312 ft) of a residential, commercial (mixed use) or site-specific zone (residential) will be required to ensure servicing of vehicles are primarily for the sale to members of the general public, including providing at least one vehicle service bay, and identifiable customer access to the building.

Requiring at least one vehicle service bay within a building will enforce the primary function of a service station and would limit potential disturbance such as noise and dust on adjacent residential areas. An identifiable customer access will help ensure the use remains inviting and customer-facing. Both proposed amendments will help clarify the intended function of a service station use and provide better compatibility for new service station construction or new businesses located near residential zones.

2. Amend the Landscaping and Screening regulations to add a new requirement to establish high-quality fencing for service station use.

Section 6 (Landscaping and Screening) of the Zoning Bylaw includes provisions for fencing for commercial zones that apply to lots abutting a zone that permits residential uses. There is also an allowance for a fence when the lot is vacant.

An additional provision is proposed to clarify that all fencing for service stations that are visible from a road are to be constructed with high-quality materials that complement the surrounding neighbourhood. Materials of a temporary nature such as fabric, tarp, plastic mesh, and chain link or welded mesh movable panels would be prohibited unless construction activities are occurring on the site.

The proposed amendment will provide specific material requirements for fencing visible from the road by helping enhance the visual appearance of a service station site, better integrate it with the neighbourhood, and create a more welcoming appearance for customers.

The proposed amendments to Zoning Bylaw 8500, if adopted, would only apply to new service stations established after the adoption of the bylaw. There are no in-stream rezoning applications impacted by this zoning amendment.

Budgetary Implications

None.

Conclusion

On June 8, 2026, a delegate appeared before Council to raise concerns regarding the current service station use at 7991 No. 1 Road, which previously operated as a convenience store, gas station and service station. The concerns were about the neighbourhood-serving intent of the Gas and Service Station (CG2) zone in residential neighbourhoods and whether Zoning Bylaw amendments are needed to prevent this from occurring.

As such, staff undertook a review and propose Zoning Bylaw amendments to clarify the intent of service station use in the CG2 zone and applicable site-specific zones that allow service stations. The proposed amendments include requirements that the servicing and repair of vehicles be

primarily for sale to members of the general public, there is at least one vehicle service bay, identifiable customer access, and specific fencing material provisions.

The amendments are intended to provide greater clarity and consistency in regulating future service station developments and to help ensure that they are appropriately integrated into their surrounding residential neighbourhoods. The proposed amendments apply only to new service station businesses or developments.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10806, be introduced, given first reading, and forwarded to the next scheduled Public Hearing.

Respectfully submitted,

John Hopkins, Policy Planning

Report Contributors

This report was prepared by Emily Huang, Planner 2, and reviewed by Community Bylaws and Development Applications.

Endorsed by Serena Lusk, CAO

Att. 1: 7991 No. 1 Road Photos of Existing Conditions
Att. 2: 400 m Radius of Zones Permitting Service Stations Map

7991 No. 1 Road Photos of Existing Conditions



North entrance access to 7991 No. 1 Road



View of property from the north-east corner of Blundell Road and No. 1 Road

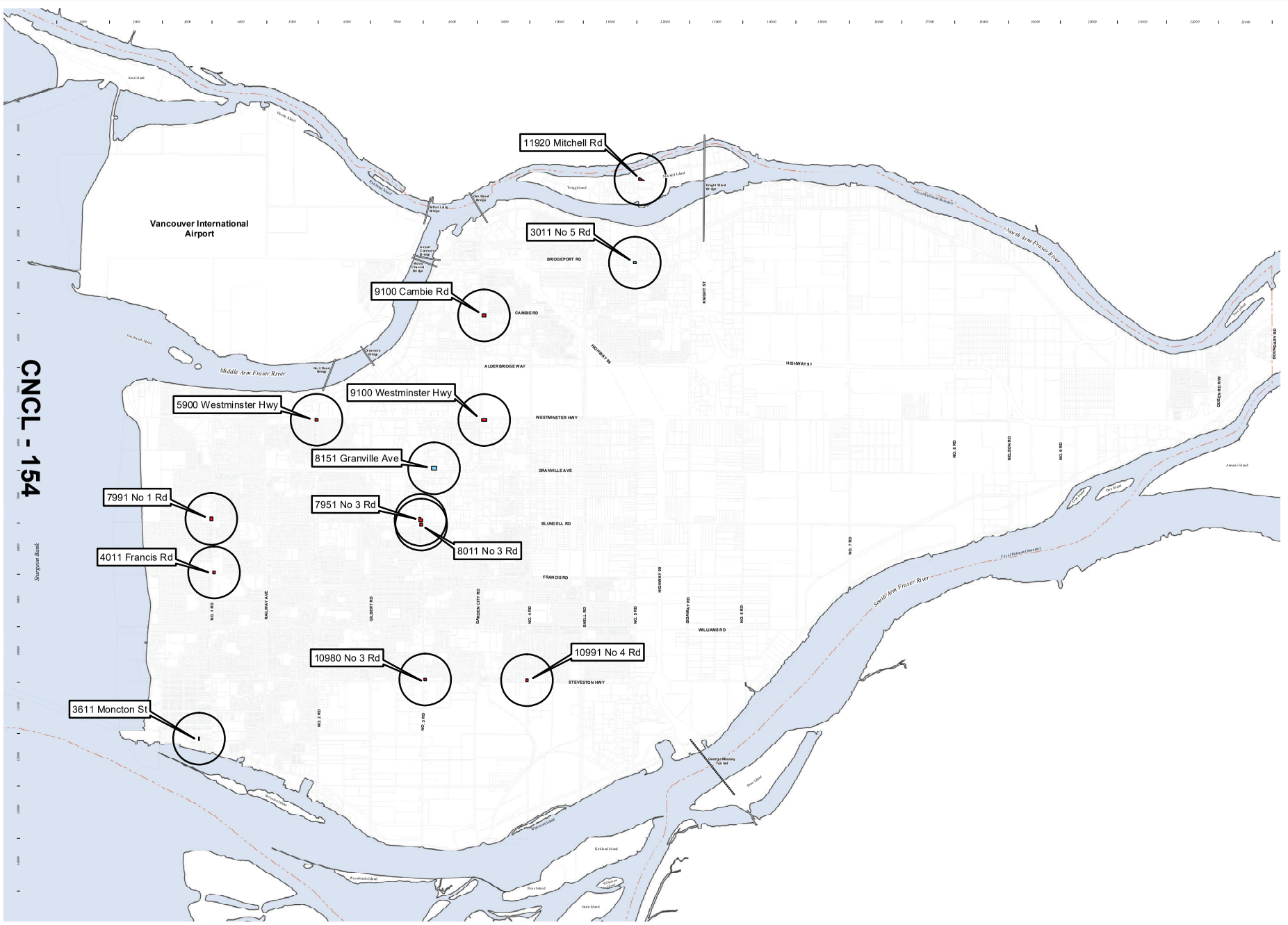


7991 No. 1 Road current fencing condition



View of property and the Rezoning sign from No 1. Road

Zones That Allow Service Stations



Legend

- CG2 Zoned Sites
- Site Specific Zoned Sites
- 400m Buffer

October 22, 2026

Prepared by Onkar Buttar

Note:
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.
User are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.
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City of Richmond

City of Richmond

Bylaw 10806

Richmond Zoning Bylaw 8500
Amendment Bylaw 10806
(Service Station Use in CG2 and Site Specific Zones)

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 6.5 [Landscape Requirements in Commercial and Industrial Zones] by inserting the following as a new section 6.5.10:

   "6.5.10 This subsection shall apply to properties which include **service station use** where the **development** does not require the issuance of a development permit, and for such **lots** any **fence** visible from a **road**, other than a temporary **fence** used for the purpose of securing and screening a vacant **lot** or a **lot** upon which construction activities are occurring, must be constructed of durable and high-quality material with a finished appearance, and may not be constructed of **materials of a temporary nature**. For the purposes of this Section 6.5.10 "**materials of a temporary nature**" means temporary and/or movable materials such as fabric, tarp, plastic mesh, and chain-link or welded mesh movable panels."

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.5 [Gas & Service Stations (CG2)] as follows:

   a. at Section 10.5.11 [Other Regulations] by inserting the following as new subsection 4 and renumbering the subsequent sections accordingly:

      "4. Where a **lot** is located within 400m of a **residential zone**, **commercial zone**, or **site specific zone** included in Section 15 to 22 of this bylaw for the purposes of this **zone**, **service station** means:

         (a) the servicing or repair of **vehicles** (excluding **vehicle body repair or paint shop**) primarily for sale to members of the general public on a walk-in or appointment basis during the business hours displayed at the premises, within a **building** which includes:

            (i) no less than one **vehicle** service bay; and

            (ii) an identifiable customer access to the **service station use**, which must include a customer entrance from an **abutting road** to the **building**; and

(b) the sale of batteries, tires and automotive products to members of the general public on a walk-in or appointment basis,

but does not include the sale of gasoline or the storage of **vehicles**, and is distinct from **vehicle repair**."

3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.18 [Gas and Service Station Commercial (ZC18) – Brighouse Village (City Centre)] as follows:

a. In Section 22.18.11 [Other Regulations] by inserting the following as new subsection 4 and renumbering the subsequent sections accordingly:

"4. Where a **lot** is located within 400m of a **residential zone**, **commercial zone**, or **site specific zone** included in Section 15 to 22 of this bylaw for the purposes of this **zone**, **service station** means:

(a) the servicing or repair of **vehicles** (excluding **vehicle body repair or paint shop**) primarily for sale to members of the general public on a walk-in or appointment basis during the business hours displayed at the premises, within a **building** which includes:

(i) no less than one **vehicle** service bay; and

(ii) an identifiable customer access to the **service station use**, which must include a customer entrance from an **abutting road** to the **building**; and

(b) the sale of batteries, tires and automotive products to members of the general public on a walk-in or appointment basis,

but does not include the sale of gasoline or the storage of **vehicles**, and is distinct from **vehicle repair.**"

4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.35 [Car Wash & Service Station (ZC35) - Bridgeport] as follows:

b. at Section 22.35.11 [Other Regulations] by inserting the following as new subsection 2 and renumbering the subsequent sections accordingly:

"2. Where a **lot** is located within 400m of a **residential zone**, **commercial zone**, or **site specific zone** included in Section 15 to 22 of this bylaw for the purposes of this **zone**, **service station** means:

(a) the servicing or repair of **vehicles** (excluding **vehicle body repair or paint shop**) primarily for sale to members of the general public on a walk-in or appointment basis during the business hours displayed at the premises, within a **building** which includes:

(i) no less than one **vehicle** service bay; and

(ii) an identifiable customer access to the **service station use**, which must include a customer entrance from an **abutting road** to the **building**; and

(b) the sale of batteries, tires and automotive products to members of the general public on a walk-in or appointment basis,

but does not include the sale of gasoline or the storage of **vehicles**, and is distinct from **vehicle repair.**"

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10806".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor
BRB

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 4, 2026
From:	Wayne Craig General Manager, Planning and Development	**File:**	SC 26-017199
Re:	**Application by Kabel Atwall for a Strata Title Conversion at 8760 Fairdell Crescent, OCP Amendments to Section 3.2 'Build Better Housing', and proposed Council Policy for Residential Strata Title Conversion Applications Involving SSMUH Development**		

Staff Recommendations

1. That the application for a Strata Title Conversion by Kabel Atwall be approved on fulfillment of the following conditions:
   a. Registration of a flood indemnity covenant on Title;
   b. Final inspection and completion of the Building Permit (B7 25-020392) for the infill building at 8760 Fairdell Crescent;
   c. Payment of all City utility charges and property taxes up to and including the calendar year in which the strata conversion plan is executed by the Approving Officer; and
   d. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

2. That the City, as the Approving Authority, delegates the Approving Officer the authority to execute the strata conversion plan on behalf of the City, on the basis that the conditions set out in Recommendation 1 have been satisfied;

3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808 for the purpose of:
   a. Administrative and clarification amendments to Section 3.2 'Build Better Housing' respecting Strata Title Conversions; and
   b. Redesignating the properties on Fairdell Crescent identified in Schedule A to Bylaw 10808 from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000

   be introduced and given first reading;

4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in conjunction with:
   a. The City's Financial Plan and Capital Program; and

b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

5. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

6. That the Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing" as presented in Attachment 6, be approved.

Executive Summary

This report recommends that the Strata Title Conversion at 8760 Fairdell Crescent be approved. The proposal would create two strata lots on the subject property to facilitate separate ownership of the existing owner-occupied dwelling fronting Fairdell Crescent and an infill building which is nearing completion in the northern portion of the subject property. The development complies with the subject property's RSM/L zoning and applicable City policies.

This report also presents amendments to the Official Community Plan (OCP), including administrative and clarification amendments relating to strata conversions for purpose-built rental development and Small-Scale Multi-Unit Housing (SSMUH), and the redesignation of 11 properties on Fairdell Crescent, including the subject property, from "Arterial Connectors – Tier 1" to "Neighbourhood Residential Tier – 1" to address a land use designation mapping oversight.

In addition, the report also introduces a new Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing." to establish a clear, consistent and applicable framework for reviewing strata title conversion applications for SSMUH development in line with Section 242 of the *Strata Property Act*.

Staff Report

Origin

Kabel Atwall, on behalf of the owner, Jagit S. Ralla, has applied to the City of Richmond for a Strata Title Conversion at 8760 Fairdell Crescent, on a property zoned "Small-Scale Multi-Unit Housing (RSM/L)." The application would create two strata lots and facilitate separate ownership of the existing owner-occupied dwelling that fronts Fairdell Crescent and the infill building currently under construction and nearing completion in the northern portion of the subject property. A location and aerial map are included in Attachment 1, and the proposed strata plan is in Attachment 2.

Through the review of this proposal, staff have identified an opportunity to provide greater clarity for the future consideration of similar Strata Title Conversions involving Small-Scale Multi-Unit Housing (SSMUH). As a result, minor clarification amendments to the Official Community Plan (OCP) and the introduction of new Council Policy are proposed to emphasize compliance with provincial and city requirements relating to the Strata Title Conversion of previously occupied buildings, while clarifying the distinction between the review of strata title conversion applications for SSMUH and those of other forms of existing secured rental housing.

In addition, amendments to the OCP land use map are proposed to correct a land use designation mapping oversight. Eleven properties on Fairdell Crescent, including the subject property, would be redesignated from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1".

Findings of Fact

A Development Application Data Sheet providing details about the proposal is included in Attachment 3.

Existing Housing Profile

The subject property contains two dwelling units, including an owner-occupied principal dwelling fronting Fairdell Crescent and a infill building currently under construction and nearing completion in the northern portion of the subject property. A Building Permit (BP) (B7 25-020392) has been issued for the infill building, which is substantially complete but remains subject to final inspection. No additional buildings or alterations are anticipated as part of this application.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North:	Across the Blundell Road allowance, the Quilchena Golf and Country Club, zoned "Golf Course (GC)".
To the West:	Single-detached houses zoned "Small-Scale Multi-Unit Housing (RSM/L)".
To the East:	Single-detached houses fronting Seafair Drive zoned "Small-Scale Multi-Unit Housing (RSM/L)".

To the South: Single-detached houses zoned "Small-Scale Multi-Unit Housing (RSM/L)".

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) (Plan 43195) along the subject site's north and east boundaries for existing power-line infrastructure. Encroachment into the SRW is neither permitted nor proposed.

Related Policies & Studies

Official Community Plan (OCP) and Zoning Bylaw 8500

The 2050 OCP Land Use Map currently designates the subject property as "Arterial Connectors – Tier 1." However, during the review of the subject application, staff identified a land use designation mapping oversight. As a result, an OCP amendment is proposed to redesignate 11 properties on Fairdell Crescent, including the subject property, from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1", as discussed in the Analysis section of this report.

The subject property is zoned "Small-Scale Multi-Unit Housing (RSM/L)," which permits up to four dwelling units. The proposed Strata Title Conversion does not alter the existing land use or permitted density and complies with the RSM/L zone.

Floodplain Management Implementation Strategy

The proposal must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to approval of the Strata Title Conversion.

Public Consultation

The proposed Strata Title Conversion application does not require a Public Hearing.

Should the proposed OCP amendments receive first reading from Council, they will be forwarded to a Public Hearing as per the Local Government Act, where members of the public or other interested parties will have the opportunity to comment on the amendments.

OCP Bylaw Preparation Consultation Policy 5043 – External Agencies/Stakeholders

The proposed OCP amendments have been considered in view of the OCP Bylaw Preparation Consultation Policy 5043. They are of a minor nature and are not determined to require further referrals to external agencies or stakeholders (see Attachment 4).

Analysis

8760 Fairdell Crescent - SC 26-017199

The subject application is to facilitate the Strata Title Conversion of two dwelling units at 8760 Fairdell Crescent, consisting of an existing owner-occupied dwelling fronting Fairdell Crescent and an infill building which is under construction and nearing completion in the northern portion of the subject property. The submitted plans identify vehicular access to the property from Fairdell Crescent.

In lieu of the introduction of a new Council Policy relating to Strata Title Conversions involving SSMUH, this application has generally been reviewed in accordance with existing Council Policy 5042 (see Attachment 5). Based on this review, the following information is provided:

- The applicant has submitted a legal survey plan indicating that the existing principal dwelling and infill building comply with the RSM/L zone.
- Building Approvals staff conducted a non-permit building inspection of the existing principal dwelling on October 15, 2026. The inspection did not identify any construction or alterations completed without the required permits.
- The infill building, which would accommodate one stratified dwelling unit, has yet to receive final inspection. Accordingly, final inspection and completion of the BP (B7 25-020392) is required as a condition of Strata Title Conversion approval.
- The existing principal dwelling was constructed in 2005 and is generally as originally approved. A letter prepared by a registered architect has been provided confirming that the building is in good condition and remains suitable for continued residential use, with no significant repairs or upgrades identified beyond regular maintenance.
- The existing principal dwelling is owner-occupied, while the unit within the infill building has not yet been occupied as construction has not been completed and is therefore not tenanted. The application will create two strata lots to enable the separate ownership of each dwelling unit. The owner has indicated their intention to sell the strata lot containing the existing principal dwelling and move into the infill dwelling.
- All servicing requirements for the subject property have been reviewed as part of the BP application for the infill building (B7 25-020392). No off-site engineering or servicing improvements are anticipated as part of the subject Strata Title Conversion.
- The strata plan identifies the allocation of required parking spaces and site access among the two proposed strata lots. Pedestrian and vehicular access will be provided from Fairdell Crescent and in compliance with Zoning Bylaw requirements.
- The applicant has submitted a preliminary strata plan. The proposed plan meets City requirements and is in a form acceptable to the City's Approving Officer.
- The applicant is aware that Council's endorsement of the Strata Title Conversion will lapse in 180 days and has committed to meeting all requirements within this period.

Proposed OCP Amendments

Stata Title Conversion Policy Clarification

The RSM zone which permits SSMUH does not impose restrictions on stratification. However, development of a RSM zoned lot where the Strata Title Conversion of a previously occupied building is proposed, requires approval from the local government's approving authority as per the *Strata Property Act* (SPA). In Richmond, Council is the approving authority for strata title conversion applications.

The proposed OCP amendments emphasize compliance with provincial and City requirements relating to the Strata Title Conversion of previously occupied buildings, while clarifying the distinction between the review of strata title conversion applications relating to SSMUH and those of other forms of existing secured rental housing. They do not change the intent of existing OCP policies relating to the retention of existing purpose-built rental housing. The existing application evaluation criteria for the redevelopment of existing rental housing would remain.

The amendments include:

- Amend the title "Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development" in Section 3.2, Objective 2, to clarify that the evaluation policy does not apply to SSMUH; and
- Consolidate the existing Strata Title Conversion provisions in Section 3.2, Objective 2, Policy a) to emphasize compliance with applicable provincial legislation and City requirements and clarify the distinction between the considerations for SSMUH strata title conversion applications, and those for existing secured rental housing.

2050 OCP Land Use Map

Through the review of the subject application for 8670 Fairdell Crescent, staff identified an OCP land use designation mapping oversight relating to 11 properties on Fairdell Crescent, including 8560, 8580, 8600, 8620, 8640, 8660, 8680, 8700, 8720, 8740 and 8760 Fairdell Crescent. The subject properties are currently designated "Arterial Connectors – Tier 1" in the 2050 OCP Land Use Map, which is intended for properties fronting an arterial road. The subject properties back onto an unopened portion of Blundell Road south of Quilchena Golf and Country Club, with vehicular access provided from Fairdell Crescent which is not an arterial road. All other properties on Fairdell Crescent are designated "Neighbourhood Residential – Tier 1".

The proposed OCP amendment would correct the land use designation mapping oversight by redesignating the subject properties from "Arterial Connectors – Tier 1" to "Neighbourhood Residential – Tier 1", consistent with the intent of the OCP land use designations.

Proposed Council Policy

On June 24, 2024, Council amended zoning for nearly 27,000 single-family and duplex lots throughout the City to permit SSMUH in compliance with the Province's Bill 44 legislation. The introduction of the RSM zone allows for applicable lots to have between three to six dwelling units subject to location and design criteria, without the requirement to rezone. SSMUH zoning supports different development scenarios including a lot comprising solely of new buildings, infill development which co-locates previously occupied and new buildings on the same lot, and the strata titling of a previously occupied building with no new buildings proposed.

Pursuant to Section 242 of the *SPA*, if a person is applying to deposit a strata plan that includes a previously occupied building, the strata plan must first be submitted to the City as the approving authority for review. This process is facilitated through the submission of a strata title conversion application. City Council consideration and approval of the application is required prior to registration of the strata plan. City Council approval is not required where the proposed strata plan does not include a previously occupied building.

Section 242 of the *SPA* outlines what the City, as approving authority, must consider prior to the approval or refusal of a strata plan that includes a previously occupied building. This includes:

a) the priority of rental accommodation over privately owned housing in the area;

b) any proposals for the relocation of persons occupying a residential building;

c) the life expectancy of the building;

d) projected major increases in maintenance costs due to the condition of the building; and

e) any other matters that, in its opinion, are relevant.

The City has an established policy framework, as shown in Table 1, that addresses strata conversion applications for purpose-built rental housing, which typically are for buildings comprising more than six dwelling units, and for rezoning applications involving existing non-conforming duplexes. However, there is not a Council Policy that specifically addresses strata title conversion applications for SSMUH development.

Table 1 – Existing City Residential Strata Title Conversion Policy Framework

Policy	Applicability
Official Community Plan, Section 3.2 Objective 2 – Build more developer-driven housing that more people can afford	Applies to strata conversion proposals involving existing secured rental housing or cooperative buildings. It includes an application evaluation policy for redevelopment of existing rental housing, and policies limiting stratification of secured rental housing. It does not specifically reference SSMUH.
Council Policy 5042: Rezoning Applications for Two-Family Housing Districts Involving Existing Non-Conforming Two-Family Dwellings	Applies to rezoning applications involving existing non-conforming duplexes. This policy has typically been used as a guide for the review of strata title conversion applications for SSMUH development, such as at 8760 Fairdell Crescent, despite no rezoning being proposed. This policy will remain as it guides stand-alone duplex Strata Title Conversions on lots located within Two-Family Housing Zoning Districts.

The proposed Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing" (see Attachment 6) seeks to provide greater clarity for property owners, staff and Council regarding the information required to assess strata title conversion applications involving SSMUH. It has been developed in accordance with Section 242 of the *SPA*, and in consideration of the City's housing objectives, and reflects many of the assessment criteria in the existing Council Policy 5042.

Budgetary Implications

None.

Conclusion

Kabel Atwall has applied to the City of Richmond for the Strata Title Conversion of two dwelling units at 8760 Fairdell Crescent, on a property zoned "Small-Scale Multi-Unit Housing (RSM/L)". The application complies with the RSM/L zone and applicable policies. The conditions identified in the recommendations of this report have been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend that the strata title conversion application at 8760 Fairdell Crescent be approved.

It is also recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808 be introduced and given first reading, and that the Council Policy titled "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing" be approved.

Respectfully submitted,

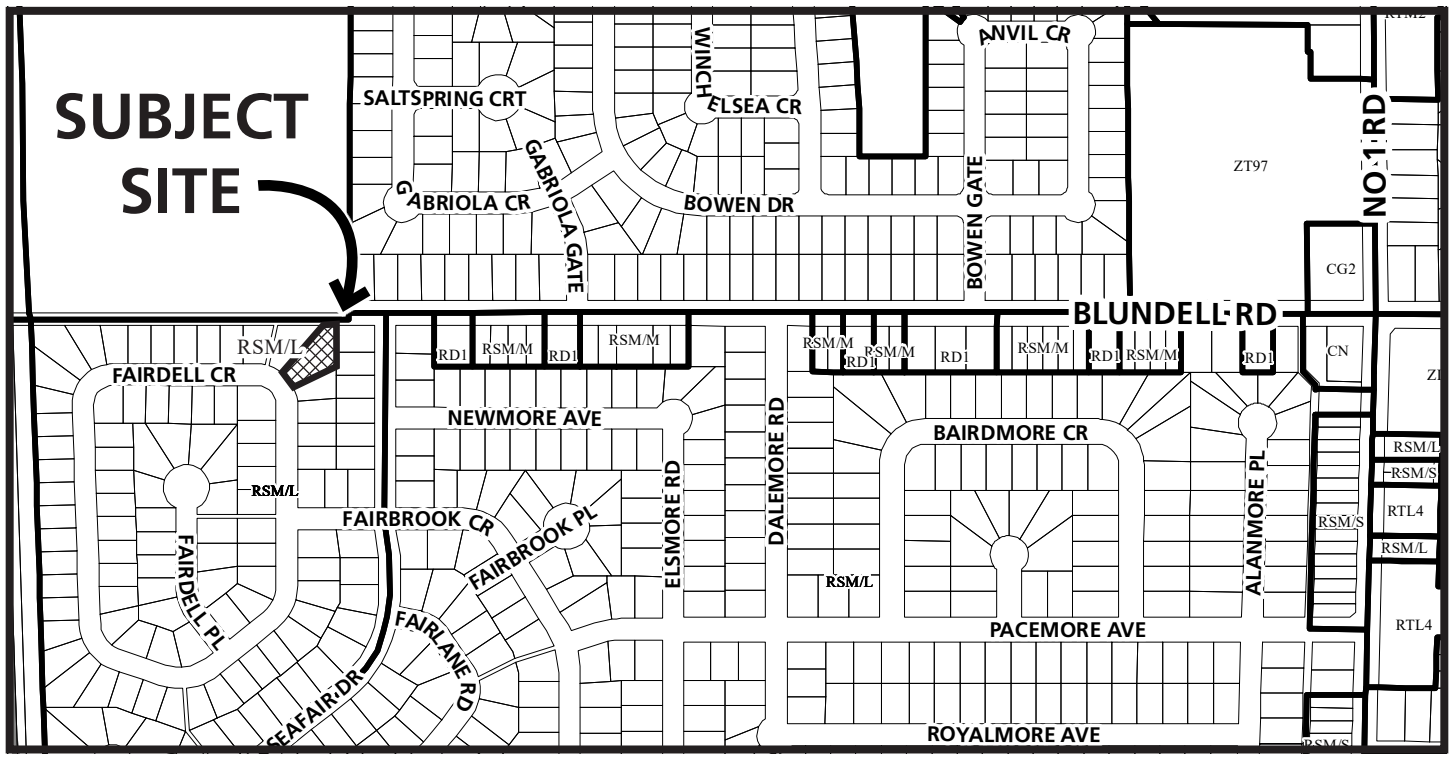
Joshua Reis, Director, Development

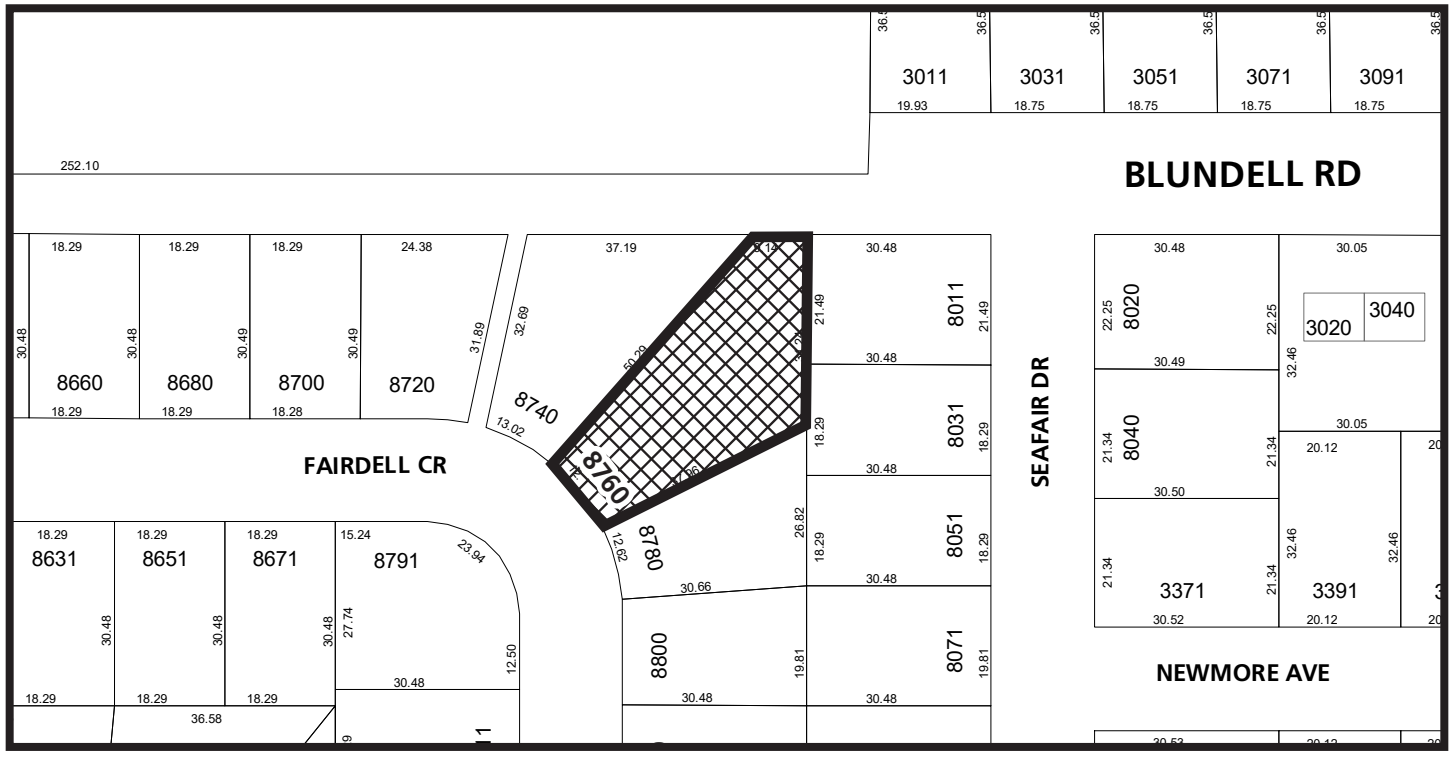
Report Contributors

This report was prepared by Alex Costin, Planner 1 and reviewed by Policy Planning.

Att. 1: Location Map & Aerial Photograph
2: Proposed Strata Plan
3: Development Application Data Sheet
4: OCP Consultation Summary
5: Council Policy 5042
6: Proposed Council Policy "Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing"

City of Richmond





SC 26-017199

Original Date: 08/20/26
Revision Date:

Note: Dimensions are in METRES

City of
Richmond



SC 26-017199

Original Date: 08/20/26
Revision Date:

Note: Dimensions are in METRES

Attachment 2

STRATA PLAN OF LOT 241 SECTION 21 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 26881

STRATA PLAN EPS12740

B.C.G.S. 92G.015

CITY OF RICHMOND

#8760 FAIRDELL CRESCENT,
RICHMOND, B.C.
P.I.D. 004–329–635

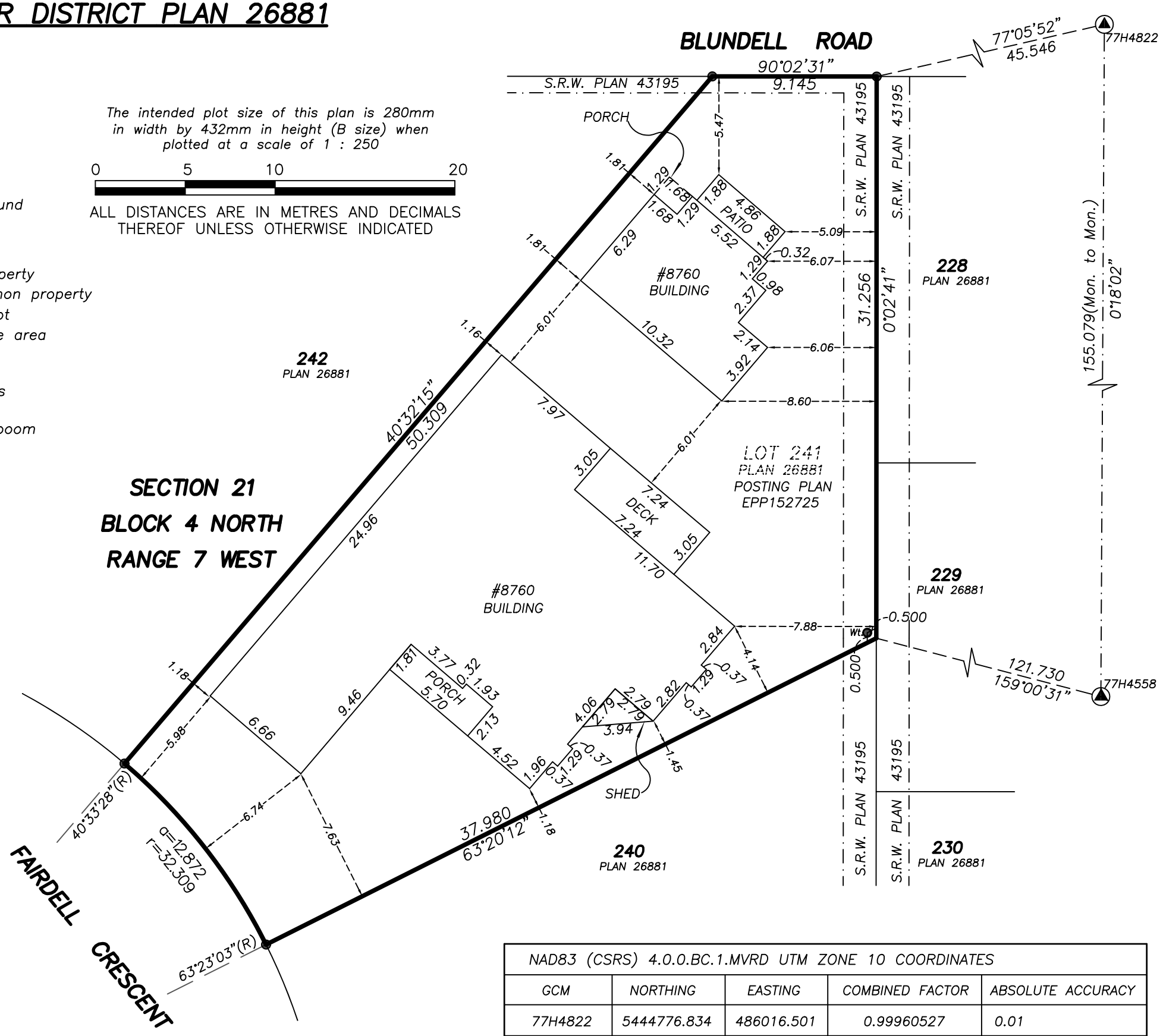
The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250

0 5 10 20

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

LEGEND:

▲	Control Monument Found
●	Iron post Found
S.L.	denotes strata lot
C.P.	denotes common property
L.C.P.	denotes limited common property
PT.S.L.	denotes part strata lot
NH	denotes Non habitable area
typ.	denotes typical
Wt.	denotes witness
m^2	denotes square meters
R	denotes radial bearing
MH.	denotes mechanical rooom



Note:
This plan shows one or more witness posts which are not set on the true corners.

The buildings included in this strata plan have been previously occupied.

The buildings shown hereon are within the external boundaries of the land that is the subject of the strata plan.

Integrated Survey Area No. 18 (Richmond), NAD83 (CSRS) 4.0.0.BC.1.MVRD.
Grid bearings are derived from observations between geodetic control monuments 77H4822 and 77H4558 and are referred to the central meridian of UTM Zone 10.
The UTM coordinates and estimated absolute accuracy achieved are derived from the MASCOT published coordinates and standard deviations for geodetic control monuments 77H4822 and 77H4558.
This plan shows horizontal ground level distances, unless otherwise specified. To compute grid distance, multiply ground–level distance by the average combined factor of 0.999605255 which has been derived from 77H4822 and 77H4558 .

NOTE:
All exterior L.C.P. are defined as to height by the center of the floor above or its extensions, or where there is no floor above by the average height of strata lots within the same building, unless otherwise noted.

NOTE:
Offsets shown are to exterior of foundation wall unless otherwise noted.
All angles deflect by multiples of 45 degrees OR 90 degrees unless otherwise indicated.

This plan lies within the City of Richmond.
This plan lies within the Metro Vancouver Regional District.

The field survey represented by this plan was completed on the 20th day of May, 2026.
Johnson C. Tam, B.C.L.S 711.

NAD83 (CSRS) 4.0.0.BC.1.MVRD UTM ZONE 10 COORDINATES				
GCM	NORTHING	EASTING	COMBINED FACTOR	ABSOLUTE ACCURACY
77H4822	5444776.834	486016.501	0.99960527	0.01
77H4558	5444621.811	486015.688	0.99960524	0.01

J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 – 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214–8928
Fax: 214–8929
E–mail: office@jctam.com
Website: www.jctam.com
Drawn by: AD
File: 8439–FS

STRATA PLAN EPS12740

MAIN FLOOR

PART STRATA LOTS 1 AND 2

N
W E
S

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250

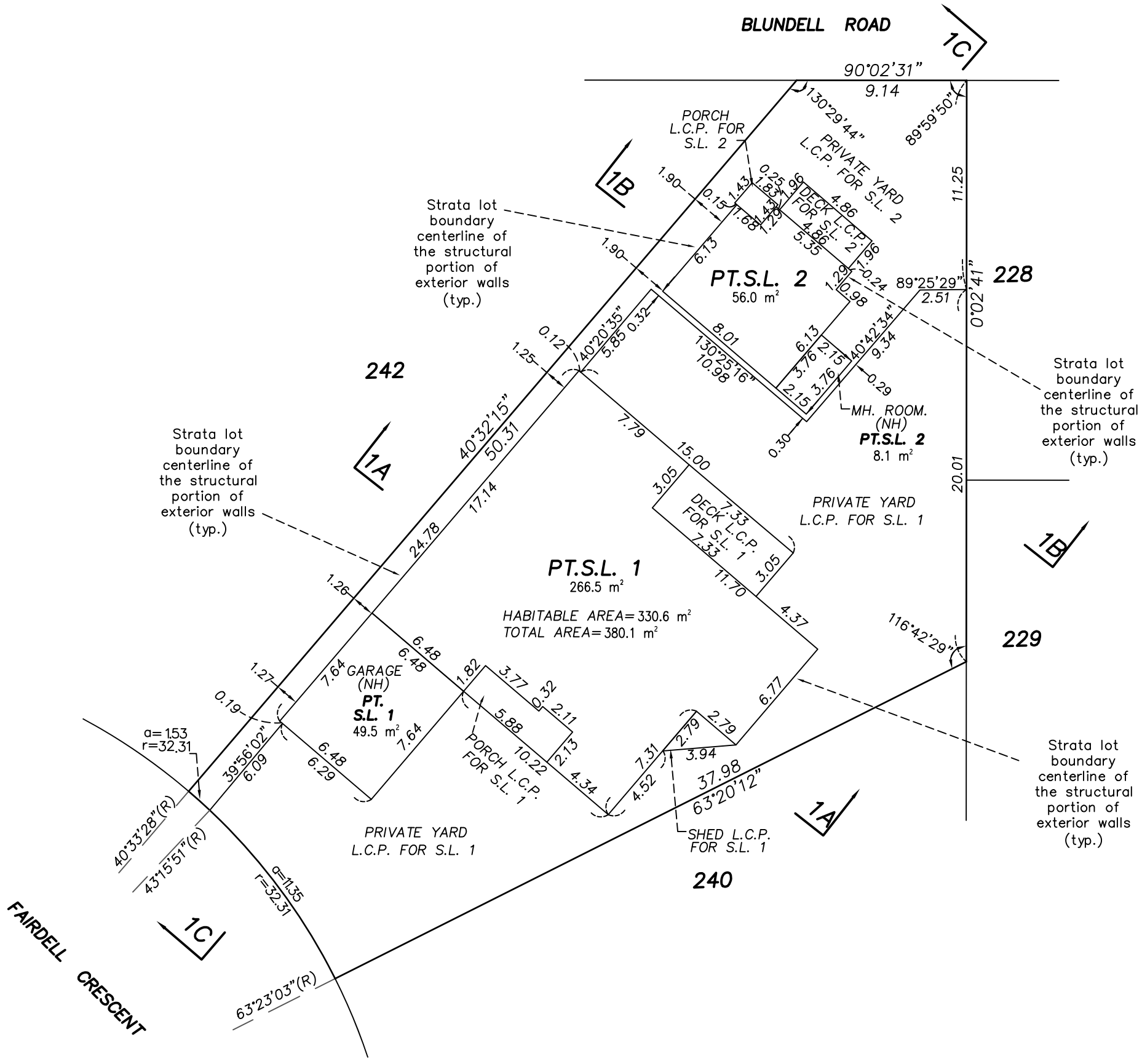
0 5 10 20

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

NOTE:
This sheet shows strata lot boundary dimensions to the centerline of the structural portion of exterior walls and the the centerline of the structural portion of exterior walls.

NOTE:
All exterior L.C.P. are defined as to height by the center of the floor above or its extensions, or where there is no floor above by the average height of strata lots within the same building, unless otherwise noted.

Section arrows on this plan point in the direction of view.



J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 – 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214–8928
Fax: (604) 214–8929
E–mail: office@jctam.com
Website: www.jctam.com
Drawn By: AD
File: 8349–FS

JOHNSON C. TAM, B.C.L.S. 711
May 20th,2026

CNCL - 169

STRATA PLAN EPS12740

SECOND FLOOR

PART STRATA LOTS 1 AND 2

N
W E
S

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250

0 5 10 20

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

NOTE:
This sheet shows strata lot boundary dimensions to the centerline of the structural portion of exterior walls and the the centerline of the structural portion of exterior walls.

NOTE:
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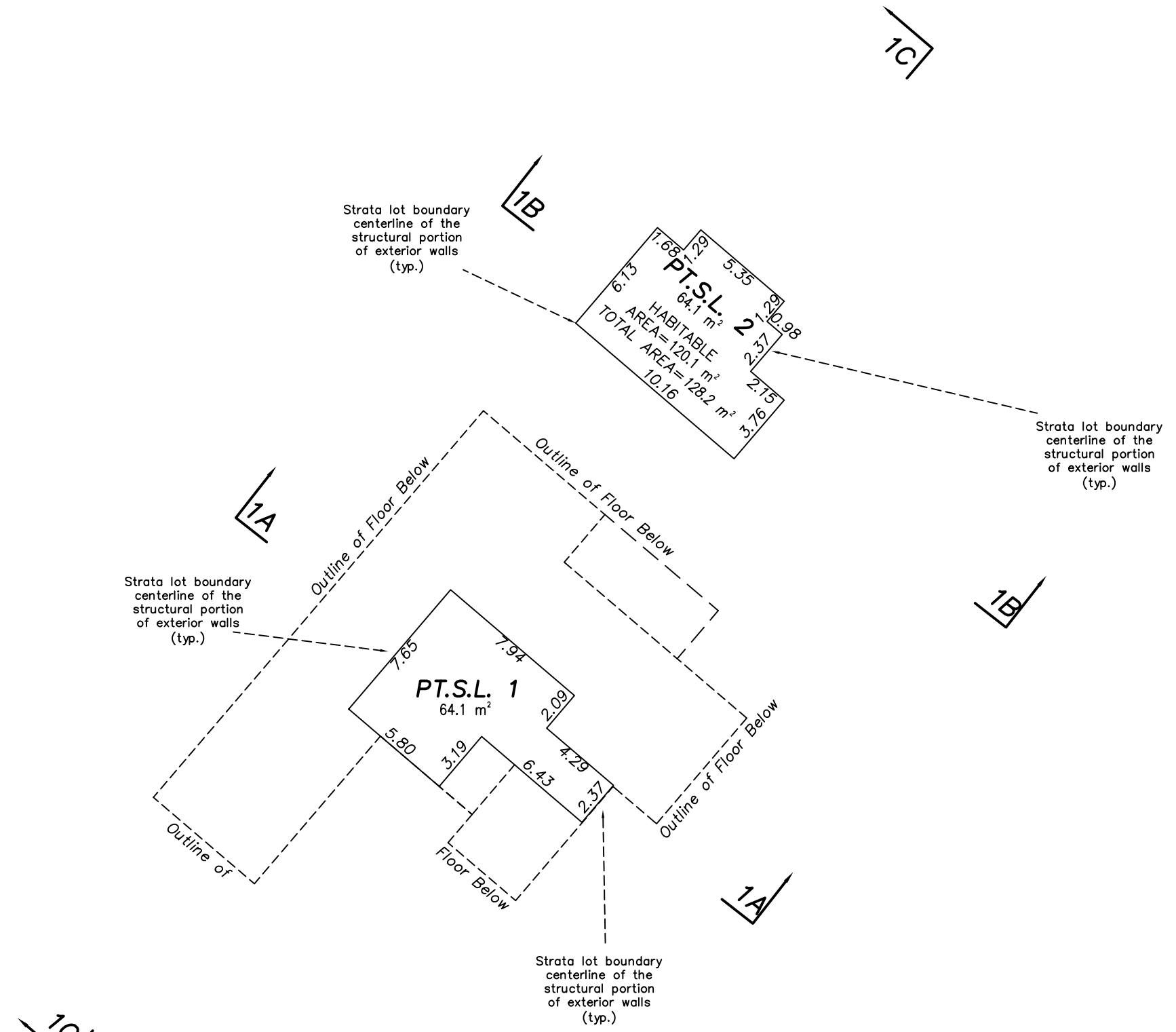

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JOHNSON C. TAM, B.C.L.S. 711
May 20th,2026

CNCL - 170

STRATA PLAN EPS12740

BUILDING CROSS SECTIONS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250

0 5 10 20

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

NOTE:
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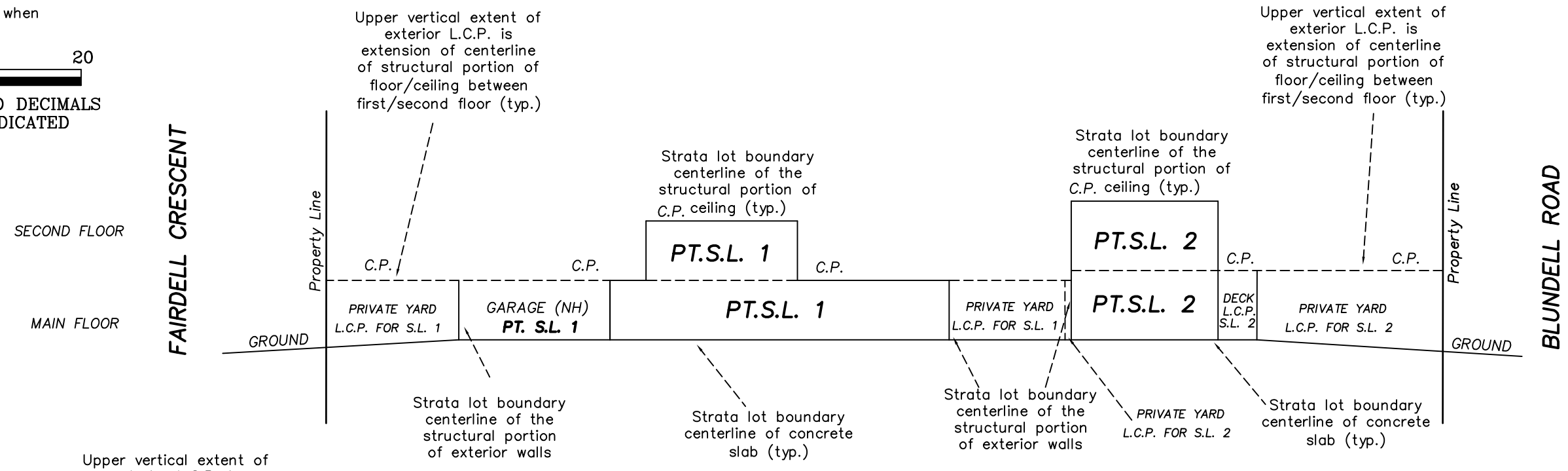
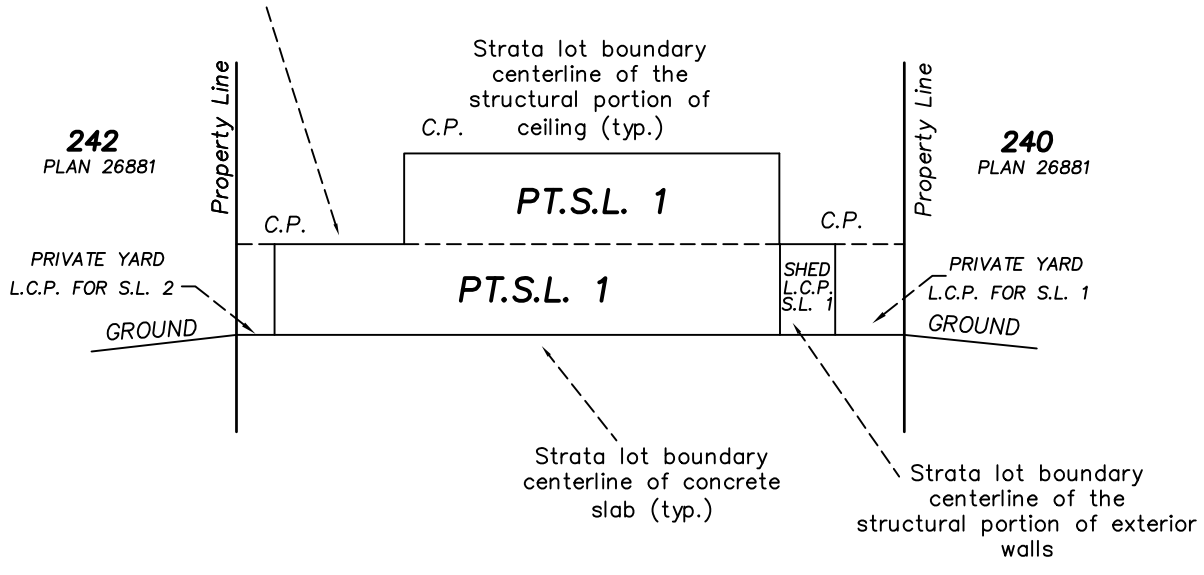
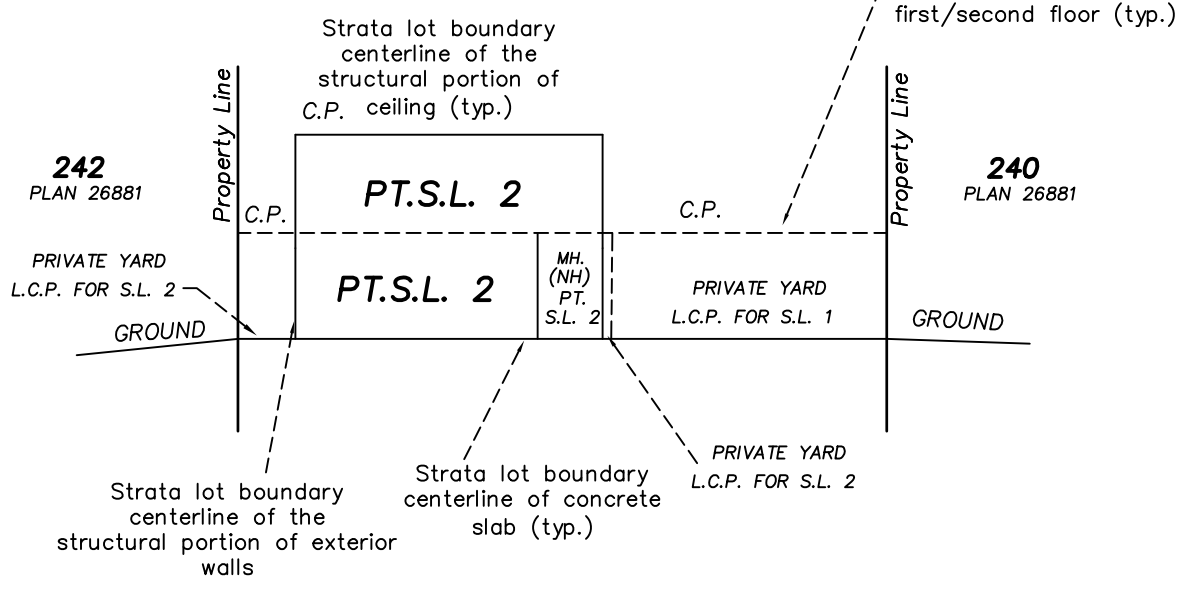


CROSS SECTION 1C – 1C



CROSS SECTION 1A – 1A



CROSS SECTION 1B – 1B

JOHNSON C. TAM, B.C.L.S. 711
May 20th,2026

CNCL - 171

City of Richmond

Development Application Data Sheet

Development Applications Department

SC 26-017199 **Attachment 3**

Address: 8760 Fairdell Crescent

Applicant: Kabel Atwall

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Jagit S. Ralla	No change
Site Size (m^2):	1,062 m² (11,431 ft²)	No change
Land Uses:	Residential	No change
OCP Designation:	Arterial Connector - Tier 1	No change
Zoning:	RSM/L	No change
Number of Units:	2	2

	Bylaw Requirement	Proposed / Existing	Variance
Floor Area Ratio:	Max 0.60 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2 (5,000 ft^2)	Max 0.60 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2 (5,000 ft^2)	None
Lot Coverage (% of lot area):	45%	40%	None
Lot Size:	Min: 550.0 m^2 (5,920 ft^2)	1,062.0 m² (11,431 ft²)	None
Off-street Parking Spaces – Total:	Min: 1	3	None
Existing Principal Building			
Front Yard Setback	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	None
Northwest Interior Side Yard Setback	2.0 m (6.6 ft.)	1.16 m (3.8 ft.)	None
Southeast Interior Side Yard Setback	2.0 m (6.6 ft.)	1.18 m (3.9 ft.)	None - Existing legal non-conformance
Height (m):	Max: 10.0 m (32.8 ft.)	8.1 m (26.6 ft.)	None
Rear Infill Building			
Rear Yard Setback	6.0 m (19.7 ft.)	6.0 m (19.7 ft.) to building; 5.47 m (17.9 ft.) to porch	None
Northwest Interior Side Yard Setback	2.0 m (6.6 ft.)	1.81 m (5.9 ft.)	None – Existing legal non-conformance
Southeast Interior Side Yard Setback	2.0 m (6.6 ft.)	6.07 m (19.9 ft.)	None
Height (m):	Max: 10.0 m (32.8 ft.)	8.0 m (26.2 ft.)	None

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission	No referral necessary because the scope of the proposed amendment does not impact agricultural uses.
Richmond School District No. 38	No referral necessary because the proposed OCP amendment does not increase number of dwelling units or number of households with school aged children. (See below)
Board of Metro Vancouver	No referral necessary because the scope of the proposed OCP amendment does not affect the City's Regional Growth Statement.
Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen & Musqueam)	No referral necessary.
TransLink	No referral necessary. Transportation and transit services are unaffected.
Vancouver Port Authority & Steveston Harbour Authority	No referral necessary.
Vancouver International Airport Authority (Federal Agency)	No referral necessary because the proposed amendment does not affect Transport Canada’s maximum permitted building height or Aircraft Noise
Vancouver Coastal Health Authority	No referral necessary.
Community Groups & Neighbours	No referral necessary, the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal & Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

City of Richmond

Policy Manual

Page 1 of 1	**Rezoning Applications for Two-Family Housing Districts – Involving Existing Non-Conforming Two-family Dwellings**	**Policy 5042**
	Adopted by Council: March 29, 2005 Amended by Council: May 14, 2018	

POLICY 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to "Two-Unit Dwellings Zone (RD1)", involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
2. An inspection of the existing structure by City Staff is required to confirm no alterations have been made without a Building Permit.
3. The property owner shall provide a written statement on the following items:
   a) The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
   b) The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
5. Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
7. Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

Page 1 of 1	**Strata Title Conversion Applications Involving Small-Scale Multi-Unit Housing**	**Policy**
	Adopted by Council:	

POLICY:

It is Council policy that:

Residential strata title conversion applications involving two to six dwelling units where the proposed strata plan includes a previously occupied building, must be supported with adequate information to assist Council assess all potential impacts arising from the conversion, including:

1. A survey or certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation to verify Zoning Bylaw compliance.

2. A statement identifying the current occupancy status of each dwelling unit. Where one or more units are occupied by tenants who may be displaced by the proposed conversion, the statement must describe:

   (a) the anticipated impact of the conversion on the existing tenancy;

   (b) any proposals for the accommodation or relocation of the affected tenants; and

   (c) the views of the affected tenants regarding the proposed conversion.

3. A letter from a registered architect, professional engineer or other appropriately qualified professional, in a form acceptable to the City, confirming the age, state of repair and expected remaining life of each previously occupied building, together with any projected major increases in maintenance costs resulting from its condition. Should material deficiencies be identified, the City may require additional information confirming how the deficiencies will be rectified and an issued Building Permit with final inspection for the required works prior to approval of the proposed strata plan.

4. A City inspection of the existing buildings on site to confirm that no unauthorized structures or alterations have been made without an issued Building Permit. If unauthorized structures or alterations are identified, an issued Building Permit with final inspection is required prior to approval of the proposed strata plan. If the unauthorized structures or alterations are to be removed, a City inspection is required to confirm removal.

5. Where parking spaces and vehicle or pedestrian access serve more than one proposed strata lot, sufficient information must be provided to confirm continued compliance with applicable City requirements and appropriate access following the conversion.

6. Any other information reasonably required for Council to consider a matter relevant to the proposed conversion under Section 242 of the *Strata Property Act*.

City of Richmond

Bylaw 10808

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10808 (Strata Title Conversion Policies)

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 3.2 (Build Better Housing), Objective 2, by:

   a. replacing the heading "Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development" with the following:

      "Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development (Excluding Small-Scale Multi-Unit Housing)"; and

   b. deleting the 8th and 9th bullets under Policy a (Preserve Rental) and inserting the following as a new bullet:

      "• **Limit strata title conversion** of existing rental housing units, taking into account the following:

         i. Ensure compliance with applicable Provincial legislation, BC Building Code requirements, and applicable City bylaws, policies and procedures;

         ii. Encourage alternatives to strata title conversion of an existing rental or housing co-operative development when the rental vacancy rate is less than 4%;

         iii. For Small-Scale Multi-Unit Housing (SSMUH), demonstrate strata title conversion contributes to greater housing choice and diversity and protects any secured rental units, as determined by Council; and

         iv. For all other strata title conversion of existing rental housing, ensure compliance with the considerations set out in the 'Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development (Excluding Small-Scale Multi-Unit Housing)', as determined by Council.".

2. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by repealing the existing land use designation in Attachment 1 (2050 OCP Land Use Map) to Schedule 1 thereof for the following area, designating it "Neighbourhood Residential – Tier

1," and making related minor graphic and formatting changes as necessary in Richmond Official Community Plan Bylaw 9000:

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw 10808.

3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10808".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

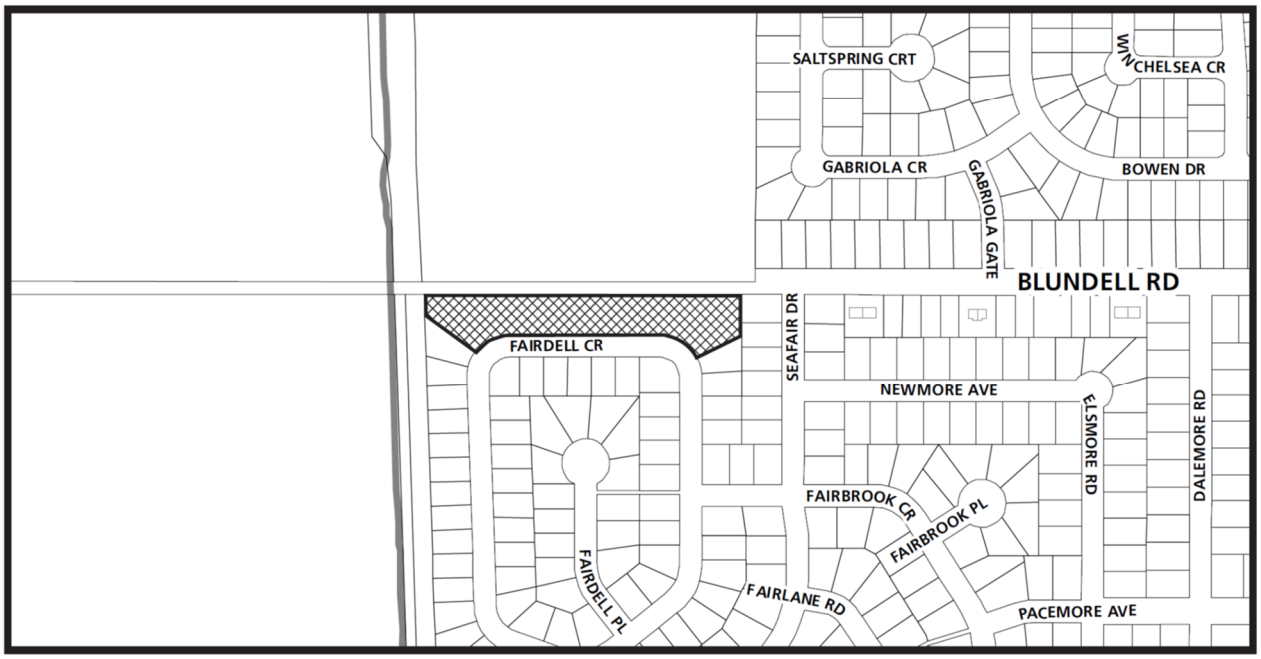
CITY OF RICHMOND
APPROVED by
Ac
APPROVED by Manager or Solicitor

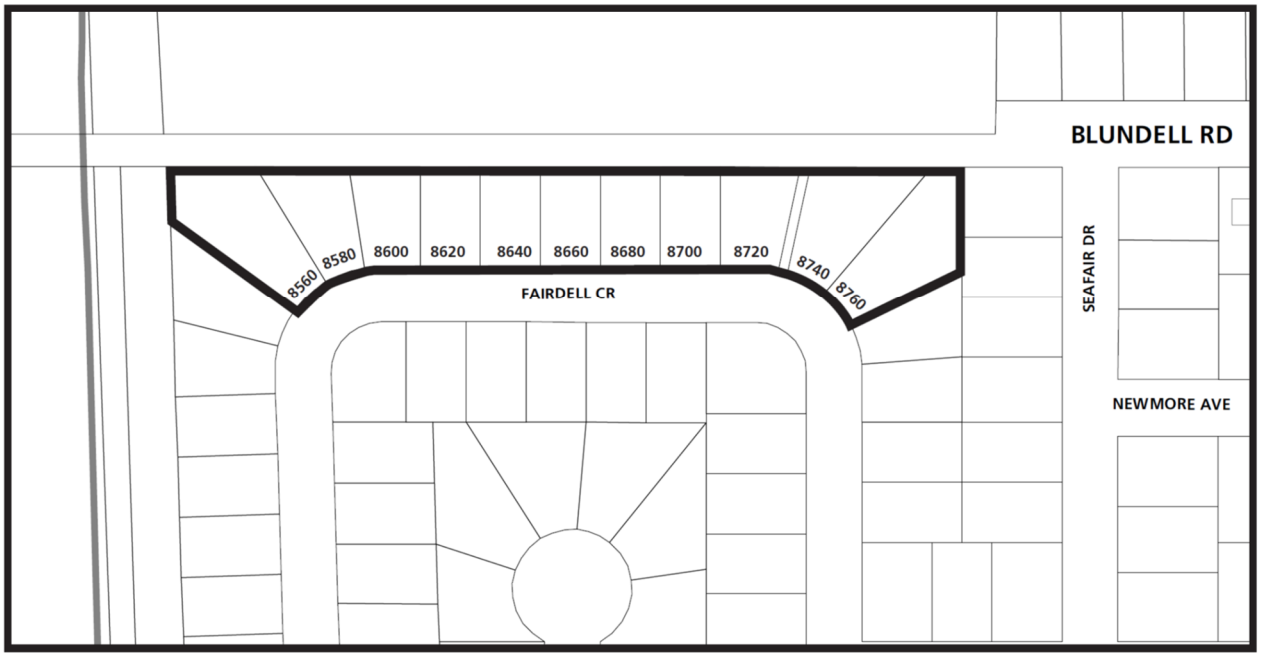
MAYOR

CORPORATE OFFICER

Schedule A to Bylaw 10808

City of Richmond





SCHEDULE A

Original Date: 11/03/26
Revision Date:

Note: Dimensions are in METRES

8575569

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	03-1000-20-6503/Vol 01
Re:	**Contract Extension - Contract 6503P - EV Charging Infrastructure and Management Provider**		

Staff Recommendations

1. That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider with Foreseeson Technology be extended through January 17, 2030, and increase the total contract value by $5,952,655, bringing the new maximum contract value to $9,749,640; and

2. The Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute the contract extension with Foreseeson Technology Inc. as outlined in the staff report dated October 20, 2026 entitled, Contract Extension – Contract 6503P – EV Charging Infrastructure and Management Provider.

Executive Summary

This report seeks Council approval to execute a contract extension for Contract 6503P for EV Charging Infrastructure and Management Provider through January 17, 2030. Staff recommend an increase in the amount of $5,952,655, bringing the new maximum contract value to $9,749,640. The extension will maintain continuity of EV charging services, software management and associated support while the City continues to expand and manage its electric vehicle charging infrastructure. The recommended extension supports ongoing fleet and corporate operational requirements, helps avoid service disruption and enables the City to continue progressing its electrification and sustainability objectives to meet grant funding deadlines.

Staff Report

Origin

Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider - between the City and Foreseeson Technology commenced January 17, 2020 under an initial five-year term as approved by Council. The estimated contract value for the initial term was $1,506,322 which was subsequently increased to $3,796,985 via change order approval by Council at the May 24, 2022 meeting. The contract terms included an option to renew for one additional five-year term, or through January 17, 2030.

The high community adoption rate of electric vehicle (EV) ownership in Richmond has driven demand for City-provided charging stations well beyond that originally contemplated in Contract 6503P. Further, the City's progressive approach to expanding its corporate EV fleet in alignment with Community Energy and Emission Plan targets has added demand for EV charging infrastructure needs at City facilities. In 2025, Council approved funding in the amount of $7,000,000 to further accelerate EV charging infrastructure to create three public Level 3 Direct Current Fast Charging (DCFC) Hubs.

To meet this growth, this report provides further details and seeks approval to extend the contract with Foreseeson Technology until January 17, 2030 and increase the total contract value to $9,749,640.

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.*
>
> *5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.*

Analysis

Quantity of Electric Vehicle Chargers – Current and Planned

Since 2013, the City has installed 151 Level 2 and 7 Level 3 Direct Current Fast Chargers (DCFC) at various City-owned locations for public and corporate fleet use, supported by grant funding from Natural Resources Canada and the Clean BC Go Electrics EV Charger programs.

Approved capital projects will add 16 Level 2 and 22 Level 3 chargers over the next several years, bringing the total EV charging infrastructure to 167 Level 2 and 29 Level 3 DCFCs. Table 1 outlines the Council-approved capital projects currently in progress.

Table 1: Approved Active EV Charging Installations in Progress

Location	Level 2 Chargers	Level 3 Chargers
Capstan Park	2	
City Centre Precinct		6
Richmond Curling Club		8
South Arm Community Centre		8
Steveston Community Centre	12	
West Richmond Pavilion	2	
Total	**16**	**22**

Key factors influencing growth in the City's charging infrastructure requirements include:

- Success in securing senior government grant funding enabled additional public and corporate charger installations. The City has been successful in obtaining funding in the amount of $1.16 m with an additional $1.76 m approved for the projects listed in Table 1. Since 2013, in total, $2.92 m in grant funding has been secured for EV charging expansions. Having this vendor contract in place allows the City to capitalize on these opportunities and meet funding deadlines and project deliverables.

- Senior government legislation establishing zero-emission targets for new passenger vehicles and light-duty trucks.

- Expanding of charging infrastructure in conjunction with new construction or major upgrades to City facilities and parks.

Service Provider – Contract 6503P

Foreseeson Technology, a distributor for the ChargePoint hardware and software services was selected through competitive tendering process (6503P – EV Charging Infrastructure and Management Provider). The Request for Proposal document advised bidders that City intended to award a contract for an initial five-year term, with an option to extend for a further five-year term. Foreseeson Technology offered the best overall value to the City following staff's evaluation of the four bid responses received. In addition, Foreseeson offered product consistency with City chargers already in use. Product consistency supports more efficient administration and management, given the alignment in parts and management subscription services.

As the initial five-year term was nearing completion (January, 2025), staff evaluated market conditions to establish next steps. At that time, the market was difficult to assess due to tariff uncertainties. Vendors were unwilling to provide price certainty at that time which precluded staff from being able to assess best value options at the end of the initial five-year contract term.

Due to market cost and pricing uncertainty, contract provisions allowing month-to-month engagement were continued to avoid delays in delivering approved EV charging infrastructure projects, and for the continued maintenance and operation of the current EV charging network.

A further review of the marketplace indicated that Foreseeson remains the preferred vendor for the City per the following key considerations:

- Foreseeson also provides engineering and electrical design services which supports efficient site selection and provides cost-effectiveness for the installation process.
- The chargers provided by Foreseeson are consistent with those currently in use, enabling economies of scale for parts and management subscription services.
- Foreseeson is located in Richmond, enabling timely delivery of parts, responsive service, and efficient deployment of new installations.
- Consistency in data tracking and usage analysis information due to alignment with current charging infrastructure. Data tracking not only supports City purposes but is a mandatory requirement for reporting under the BC Low Carbon Fuel Standards Act.
- Product offerings are leading advancements in Level 3 charging, with 600volt supply feed architecture, not available from other suppliers. This advancement lowers capital and operating costs by eliminating the requirement for step down transformers, which increases the overall equipment lifespan.
- A review of the market indicates that other providers offer only a portion of services vs. the turnkey services capability of Foreseeson including design, engineering, hardware and software services. As this offers efficiencies and economies of scale, staff are confident the renewal with Foreseeson offers best overall value.

Foreseeson Technology has performed well under the contract and has maintained consistency in pricing increases as outlined in the contract terms.

Current and projected costs through the five-year extension term are outlined in Table 2 below.

Table 2: Cost Comparison – Initial Term vs. Extension Term

Contract Term	Contract Value
Initial Term (Jan 17, 2020 – Jan 17, 2025)	$3,796,985
Extension Term (Jan 17, 2025 – Jan 17, 2030)	$5,952,655
Total	$9,749,640

The increased value is a result of additional chargers being required to implement Council-approved projects.

Based on the approved contract value of $3,796,985, an additional amount of $5,952,655 is required, bringing the total contract value to $9,749,640 through January 17, 2030.

Budgetary Implications

Costs are reflected in approved capital and operating budgets, offset by approved grant funding. Charging revenue is collected as per the bylaw to recover costs.

Conclusion

The City is promoting community electric vehicle adoption through continued expansion of public EV charging infrastructure in alignment with the City's Community Energy and Emissions Plan 2050. The corporate EV fleet is similarly expanding to meet targets. Demand for EV charging infrastructure and related works continues to accelerate.

Staff recommend approval to increase the value of the contract with Foreseeson Technology by $5,952,655 to a maximum of $9,749,640 and extend the contract through January 17, 2030. Foreseeson Technology, utilizing the ChargePoint product, has demonstrated strong performance to date and is a market leader in EV technology.

The recommended approach allows the City to implement Council approved projects, while preserving its ability to capitalize on grant funding opportunities and meet associated deadline requirements.

Respectfully submitted,

Suzanne Bycraft, Director, Public Works

Report Contributors

This report was prepared by Owen Sinclair, Manager, Fleet Operations and reviewed by Purchasing, and Law departments.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	10-6000-01/2025-Vol 01
Re:	**Award of Contract - 8582Q - Supply and Delivery of Bulk Road Salt**		

Staff Recommendations

1. That Contract 8582Q – Supply and Delivery of Bulk Road Salt be awarded to Mainroad Maintenance Products LP for an initial two-year term commencing December 1, 2026, at an estimated contract value of $854,550, excluding taxes;

2. The Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract and all related documents with Mainroad Maintenance Products LP; and

3. The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial two-year contract for up to one additional year, to a maximum total term of three years, for a maximum contract value of $1,281,825, excluding taxes.

Executive Summary

On August 7, 2026, the City issued a Request for Quotation (RFQ) 8582Q – Supply and Delivery of Bulk Road Salt to establish a contract for the supply and delivery of materials required to support the City's snow and ice response activities. Four quotations were received by the closing date of September 4, 2026.

Based on the best value compliant bid received through the competitive procurement process, staff recommend awarding the contract to Mainroad Maintenance Products LP. The contract would commence on December 1, 2026, for a period of two years at an initial contract value of $854,550, excluding taxes. Subject to the contract continuing to provide favourable pricing, service and overall value, the City may exercise one optional additional year, for a maximum term of three years and a maximum contract value of $1,281,825, excluding taxes.

Staff Report

Origin

To support the City's winter weather response readiness planning, bulk road salt is required to ensure sufficient supplies are stored at the City Works Yard. Salt is used for direct application to roadways, typically to a greater extent during snow events. Salt is also used in the production and maintenance of brine reserves stored at the City Works Yard. Brine is typically applied as a pre-treatment in advance of frost or ice events and may also be used during snow events.

To ensure a ready and accessible supply when warranted by weather conditions, the City requires a supplier who can supply and deliver salt under contract. The total on-site road salt capacity at the Works Yard is 1,450 tonnes. A service and supply agreement allows the City to assure supply and replenishment in response to both planned and unplanned demand throughout the season.

This report recommends the City enter into a supply agreement for the provision of road salt.

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

To engage qualified suppliers for these materials, on August 7, 2026, the City issued a Request for Quotation (RFQ) 8582Q – Supply and Delivery of Bulk Road Salt on BC Bid and the City's bids & tenders portal.

The RFQ invited qualified bidders to provide quotations for the supply and delivery of bulk road salt to support the City's snow and ice response activities. All products are required to meet the City's technical specifications and applicable industry standards.

Four (4) quotations were received by the closing date from the following bidders:

- Mainroad Maintenance Products LP
- Amrize Canada Inc.
- G Rai Trucking LTD
- NSC Minerals Ltd.

The RFQ bid document advised bidders that the City would place the greatest emphasis on price. The RFQ required bidders to submit quotations for bulk road salt based on historical data and anticipated annual demand which is estimated to be up to 2,700 tonnes per year.

The contract is intended to provide sufficient purchasing capacity to respond to a significant snow and ice event, should one occur. As this is a supply agreement, expenditures for salt supply beyond minimal on-site storage quantities are only required commensurate with demand/supply needs.

As shown in Table 1, four quotations were received by the closing date of September 4, 2026. All four bidders are known and reputable suppliers of these products. Prices are based on the price per tonne delivered to the City Works Yard.

Table 1: RFQ Submission Result Summary

Description	Unit of Measure	Mainroad Maintenance Products LP	Amrize Canada Inc	G Rai Trucking LTD	NSC Minerals Ltd.
Year 1 - Bulk Road Salt	Metric Tonnes	$158.25	$182.84	$275.00	$342.95
Year 2 - Bulk Road Salt -	Metric Tonnes	$158.25	$189.89	$275.00	$353.77

Mainroad Maintenance Products LP has supplied salt to the City under previous contracts and has also provided supply to other municipalities in the Lower Mainland. Their primary depot is in Surrey, however, the contractor is guaranteeing salt supplies for the City under this contract from their Richmond location.

The quotation submitted by Mainroad Maintenance Products LP is the lowest responsive and responsible bid received and therefore offers best value for this supply and delivery agreement.

Contract Term

The scope of work described in the RFQ bid document advertised an initial two-year term, extendable for up to one additional one-year term, for a total overall three-year term upon mutual agreement. It is recommended the contract be engaged on this basis. Note that the annual quantities are estimates only and do not represent a minimum purchase commitment by the City.

Budgetary Implications

The annual value of the contract is $427,275, making the initial two-year term valued at $854,550 and the maximum value over the total available three-year term at $1,281,825, exclusive of taxes. This will be funded from existing Council approved operating budgets.

Conclusion

The City completed a competitive procurement process for the supply and delivery of bulk road salt required to support the City's winter response readiness activities during the 2026/2027 winter season.

Staff recommend awarding Contract 8582Q to Mainroad Maintenance Products LP for an initial two-year term, extendable for an additional one-year term, for a maximum total three-year term.

Respectfully submitted,

Suzanne Bycraft, Director, Public Works

Report Contributors

This report was prepared by Brandon Olson, Manager, Roads and Construction Services and reviewed by Finance.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 19, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	02-0775-50-8599/Vol 01
Re:	**Award of Contract 8599P - Traffic Signal System Maintenance, Upgrading and Installation**		

Staff Recommendations

1. That Contract 8599P – "Traffic Signal System Maintenance, Upgrading and Installation" be awarded to Cobra Electric Services Limited for an initial three-year term for an estimated contract value of $9,643,260.30 excluding taxes, as described in the report titled "Award of Contract 8599P – Traffic Signal System Maintenance, Upgrading and Installation", dated October 19, 2026, from the General Manager, Engineering and Public Works;

2. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to a maximum total term of five years; and

3. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the above contract.

Executive Summary

The City operates and maintains a traffic signal network consisting of approximately 460 traffic control devices. These assets play an essential role in supporting the safe, efficient, and reliable movement of residents, visitors, emergency services, and goods throughout the City.

To ensure continuity of service and the ongoing reliability of the transportation network, a new contract is required.

A competitive Request for Proposals (RFP) process was undertaken to secure a qualified contractor to deliver these services. Following a detailed evaluation of the sole submission received, staff determined that Cobra Electric Services Limited possesses the necessary technical expertise, specialized resources, equipment, and proven operational experience to meet the City's requirements.

The proposed contract is for an initial three-year term with the option to extend for an additional two years, for a maximum term of five years. The estimated cost for the initial three-year term is $9.64 million, and will be funded through Council approved operating, capital, and receivable budgets on an as-needed basis. Contract rates will remain fixed during the initial three-year term.

Awarding the contract will ensure the continued safe and reliable operation of the City's traffic signal network, maintain emergency response capabilities, and reduce risks associated with infrastructure failures and service disruptions. The contract directly supports Council's Strategic Plan priorities related to community safety and preparedness.

Based on Cobra Electric Services Limited's demonstrated experience, strong performance history, and ability to meet the City's operational requirements, staff recommend awarding Contract 8599P to Cobra Electric Services Limited.

Staff Report

Origin

The City operates and maintains a comprehensive traffic signal network that supports the safe and efficient movement of all road users throughout the municipality.

The network includes traffic signals, pedestrian signals, special crosswalks, fire signals, warning signals, and Intelligent Transportation Systems (ITS) infrastructure.

Contract 8599P, "*Traffic Signal System Maintenance, Upgrading and Installation"*, enables the City to retain a qualified contractor to provide preventive and corrective maintenance, system upgrades, new installations, and 24-hour emergency response services for approximately 460 signalized traffic devices across the City.

To ensure the continued reliability, safety, and operational effectiveness of the City's traffic signal infrastructure, a new contract is required to provide ongoing maintenance and support services following the expiry of the existing agreement.

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

Procurement Process

A competitive procurement process was undertaken to identify the most qualified and experienced contractor to provide maintenance, upgrades, and installation services for the City's traffic signal system. The proposed contract term is three years, with the option to renew for an additional two years, for a maximum total term of five years.

A Request for Proposals (RFP) was posted on the City's Bids & Tenders platform on June 25, 2026. The RFP closed on July 27, 2026, and one proposal was received from Cobra Electric.

Transportation staff conducted a detailed evaluation of the submission and determined that Cobra Electric possesses the experience, specialized technical expertise, resources, and equipment necessary to meet the City's operational and service requirements. The proposal was found to be complete and responsive to the requirements outlined in the RFP.

Contract Pricing, Value and Cost Control Measures

The proposed contract rates reflect significant market and economic changes since the current agreement was awarded in 2021, including higher labour costs, wage increases for skilled electrical and traffic signal technicians, increased material and equipment costs, inflationary pressures, and rising vehicle, fuel, insurance, and overhead expenses. In addition, the complexity and technology requirements associated with maintaining modern traffic signal and Intelligent

Transportation Systems (ITS) infrastructure have increased, requiring specialized expertise, training, equipment, and 24-hour emergency response capabilities. Despite the increase, staff have determined that the proposed rates represent fair market value for the level of service, technical expertise, and operational support required to maintain the City's traffic signal network.

Rates for the initial three-year term will remain fixed throughout that period. Any rate adjustments proposed for the optional fourth and fifth years will be subject to review and approval by the City. Any pricing adjustments beyond the initial term must be supported by appropriate justification and will be limited to changes in the British Columbia Consumer Price Index (CPI), as published by Statistics Canada, or as otherwise approved by the City.

Budgetary Implications

The estimated value of the contract for the initial three-year term is $9,643,260.30 excluding taxes as summarized by Table 1.

The contract will be funded through applicable operating, capital and development projects on an "as, if, and when needed" basis. Funding is available within the City's Operating and Capital Budget and Consolidated Five-Year Financial Plan.

Table 1: Estimated Cost (excluding taxes)

Contract Year	Estimated Total Cost
Year 1 (2026 – 2027)	$3,214,420.10
Year 2 (2027 – 2028)	$3,214,420.10
Year 3 (2028 – 2029)	$3,214,420.10
Total: Initial Three-Year Term	**$9,643,260.30**

Conclusion

Cobra Electric Services Limited has served as the City's traffic signal contractor since 1985 and has consistently provided a high standard of service in support of the City's traffic signal operations and infrastructure. Based on the contractor's demonstrated performance, experience, and ability to meet the City's operational requirements, staff recommend that Contract 8599P be awarded to Cobra Electric Services Limited.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Bill Johal, Supervisor, Traffic Signal Systems and reviewed by Finance and Engineering.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 21, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	10-6500-01/2025-Vol 01
Re:	**Proposed Expansion of 30 km/h Roads**		

Staff Recommendations

1. That the proposed expansion of 30 km/h speed limit on roads as described in the report titled "Proposed Expansion of 30 km/h Roads", dated October 21, 2026, from the Director, Transportation be approved; and

2. That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in the report titled "Proposed Expansion of 30km/h Roads", dated October 21, 2026, from the Director, Transportation.

Executive Summary

In June 2026, Council approved bylaw amendments to lower the speed limit from 50 km/h to 30 km/h on local streets in approximately 50 residential neighbourhoods.

Staff were also directed to assess Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre to determine their suitability for a 30 km/h speed limit. This report recommends expanding the 30 km/h speed limit initiative to include these roads, as well as certain collector roads requested by the public west of No. 1 Road and determined suitable for a 30 km/h speed limit.

The proposed speed limit reduction improves road safety and fosters more active and livable neighbourhoods.

Staff Report

Origin

At the June 8, 2026 Council meeting, Council approved lowering the posted speed limit to 30 km/h as described in the report titled "Proposed Approach to Lowering Speed Limits", dated May 20, 2026, from the Director, Transportation and the following motions were endorsed by Council.

(1) That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in Option 3 in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(2) That staff bring forward amendments to the Traffic Calming Related Measures - Policy 7018, as described in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(3) That Council approve Option B for the public education plan as described in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(4) That the Proposed 30 km/h Residential Neighbourhood Speed Zones map be adjusted to include the West Cambie block; and

(5) That staff conduct analysis for Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre area to determine suitability for a 30 km/h speed limit.

Items 1 to 4 are complete. This report responds to Item 5.

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

Background

The default speed limit on municipal roads is 50km/h as set by the BC Motor Vehicle Act (MVA). The MVA does permit 30 km/h speed zones on roads fronting schools and parks with signage. Municipalities have the authority to set lower speed limits on municipal roads through local bylaws.

Benefits of Reducing Speed Limits

Research shows that lowering vehicle speeds from 50 km/h to 30 km/h can reduce pedestrian fatality rates from 85 per cent to 10 per cent in the event of a collision and reduce the number of collisions in the first place.

Vision Zero and the policy direction for the region as outlined in TransLink's Transport 2050 plan advocate for 30 km/h on local roads. Slower speeds in residential areas support quieter, more livable neighbourhoods and enhance the environment for cyclists and pedestrians.

Vision Zero recognizes that a 50km/h speed limit on arterial roads is necessary due to the high volume of traffic these roads need to transport.

30 km/h Speed Zone Initiative

<u>New 30 km/h Speed Limit Initiative Update</u>

In June 2026, Council adopted bylaw amendments to implement 30 km/h speed limit on approximately 500 kilometres of roadway in 50 residential neighbourhoods (Figure 1). The installation of new signage for the 30 km/h speed zones was completed in August 2026.

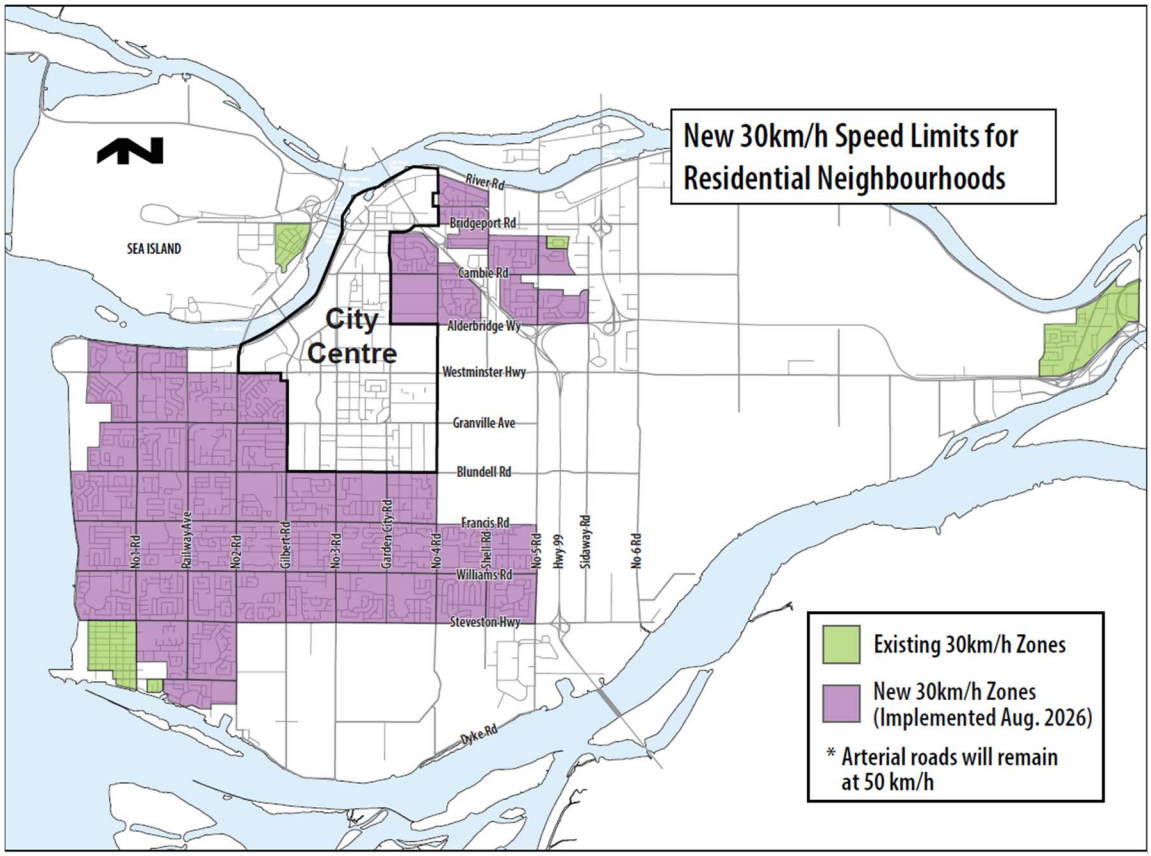


Figure 1: Neighbourhoods within 30km/h Speed Limit Zones

The City's ongoing "Slow Your Roll" public awareness campaign continues to support the rollout of the new speed zones through news releases, a dedicated webpage, social media posts and bus shelter advertisements (Figure 2).

To date, the social media campaign has generated more than two million impressions.



Figure 2: Images from "Slow Your Roll" Campaign

Overall, resident feedback has been positive. The primary comment received is that residents feel safer walking and cycling in in their neighbourhood. Residents have also expressed support to maintaining arterial roads at 50km/h to ensure the efficient movement of vehicles and goods throughout Richmond. Additional speed limit signs have been implemented in response to requests.

Staff have observed some general comments on social media with respect to needing increased enforcement for this initiative. However, we have not yet received any specific requests for increased RCMP enforcement.

Review of Additional 30 km/h Speed Limit Roads

Roads Suited to 30 km/h

The following criteria, established to determine the existing 30 km/h roads, was also applied in reviewing additional roads in the City. Roads are considered suitable for a 30 km/h speed limit because they are:

- Contained within a neighbourhood residential zone bounded by arterial roads;
- Carry low volumes of traffic travelling short distances;
- Have narrow pavement widths with typically no centreline;
- Provide access to predominantly single-family or mostly residential land uses;
- Generally, permit on-street parking; and
- Have a 30 km/hr speed limit in place on roads fronting schools and neighbourhood parks.

Arterial roads that carry higher through traffic, transit and goods movement are not proposed for reduced speed limits.

Additional Roads Proposed for 30km/h

Staff conducted analysis for the specified roads in the referral (Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road) and determined suitability for a 30 km/h speed limit.

Requests have also been received to consider a 30 km/h speed limit on roads west of No. 1 Road. While the internal local roads in this area have already been reduced to 30 km/h, the requests include extending the 30 km/h speed limit to sections of Blundell Road, Francis Road, Williams Road, and other collector roads west of No. 1 Road. Westminster Highway and the majority of Granville Avenue, west of No. 1 Road, are already 30 km/h.

Although these roads are classified as collector roads, they exhibit characteristics more typical of local roads. They primarily serve residential land uses, accommodate street parking and serve short-distance trips terminating at the West Dyke.

Figure 3 illustrates the additional roads proposed for inclusion in the City's 30 km/h speed limit initiative. Attachment 1 provides a list of the proposed roadways for 30 km/h.

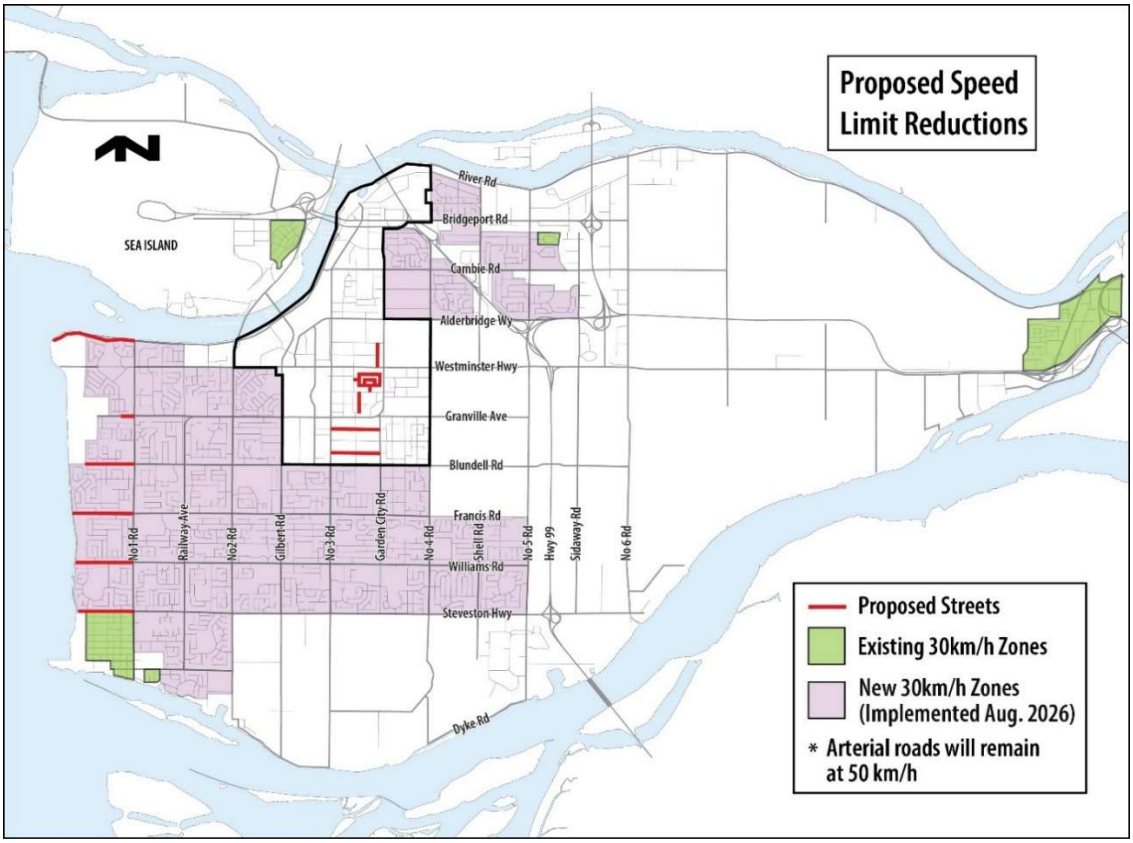


Figure 3: Proposed Speed Limit Reduction

Public Awareness Campaign

The existing "Slow Your Roll" public awareness campaign would be extended to support the implementation of the additional roads. This includes the targeted paid digital advertising campaign to reach Richmond residents, most likely to be impacted by the changes. The campaign will use geographically targeted ads on platforms such as Facebook, Instagram and Google to promote key messages and direct residents to the project's webpage. This approach has helped ensure information is broadly accessible, improve reach beyond organic communications and support transparency by providing residents with timely and consistent updates.

Budgetary Implications

The estimated cost for signage is $15,000. Funding can be accommodated through the Council-approved 2026 Traffic Calming Program.

Conclusion

Implementation of the 30 km/h speed limit in 50 residential neighbourhoods, as approved by Council was completed in August 2026.

Staff have assessed Arcadia Road, Eckersley Road, Spires Road, Bennett Road, Jones Road as well as certain collector roads west of No. 1 Road and determined suitability for a 30 km/h speed limit.

Should Council approve lowering the speed limit on these roads, staff will bring forward the associated bylaw amendments.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by the RCMP and Corporate Communications.

Endorsed by Serena Lusk, CAO

Att. 1: Roads Proposed for 30km/h

Roads Proposed for 30 km/h

	Road
City Centre Roads	Arcadia Road
	Eckersley Road
	Spires Road
	Spires Gate
	Cook Gate
	Cook Crescent
	Bennett Road
	Jones Road
Collector Roads West of No. 1 Road	River Road
	Granville Avenue (No. 1 Road to Barnard Drive)
	Blundell Road
	Francis Road
	Williams Road
	Steveston Highway

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	October 1, 2026
From:	Anthony Capuccinello Iraci General Manager, Law & Community Safety	**File:**	12-8275-30-001/2025-Vol 01
Re:	**Application for New Liquor Primary Liquor Licence from Dimsum Caddy Entertainment Ltd., dba Dimsum Caddy - Restaurant and Indoor Golf Located at 10331 St. Edwards Drive, Richmond, BC**		

Staff Recommendations

1. That the application from Dimsum Caddy Entertainment Ltd. doing business as Dimsum Caddy – Restaurant and Indoor Golf, for a new Liquor Primary Liquor Licence seeking the following capacity, hours of liquor sales and endorsement terms for a new restaurant with indoor Golf at the premises located at 10331 St. Edwards Drive, be supported for:

    a) A new Liquor Primary liquor Licence with total person capacity of 150 indoor and 30 outdoor for total of 180 persons;

    b) Proposed hours of liquor sales Monday to Sunday, from 9:00 AM to 2:00 AM; and

    c) A Family Foodservice Endorsement to allow minors when accompanied by a parent/guardian until 10:00 PM, where the service of food will be served from 9:00 AM to 10:00 PM.

2. That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of a new Liquor Primary Liquor Licence as described in Recommendation 1 of this report.

Executive Summary

This report requests that Council endorse the application for a new Liquor Licence for Dimsum Caddy – Restaurant and Indoor Golf, with premises located at 10331 St. Edwards Drive.

The recommendations of this report were made following an established process that was undertaken including community consultation as detailed in the report.

Council's endorsement is required by the Liquor and Cannabis Regulation Branch (LCRB) for all new liquor primary licences or amendments to existing liquor licences.

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the Liquor Control and Licensing Act (Act) and the Regulations made pursuant to the Act.

This Report pertains to an application to the LCRB and the City of Richmond by Dimsum Caddy Entertainment Ltd., hereinafter referred to as Dimsum Caddy, for a new Liquor Primary Liquor Licence for a restaurant with indoor golf located at 10331 St. Edwards Drive. The applicant proposes the following capacity, hours of liquor sales and endorsement terms:

- a person capacity of 150 indoor and 30 outdoor patio capacity for a total of 180 persons;
- hours of liquor service, Monday to Sunday, from 9:00 AM to 2:00 AM;
- a Family Foodservice Endorsement to allow minors when accompanied by a parent/guardian until 10 PM, where the service of food will be served from 9:00 AM to 10:00 PM.

The City of Richmond is given the opportunity to provide written comments by way of a resolution to the LCRB with respect to the liquor licence application. For a new Liquor Primary Liquor Licence, the process requires the local government to
provide comments with respect to the following criteria

- the location of the establishment;
- the proximity of the establishment to other social or recreational facilities and public buildings;
- the person capacity and hours of liquor service of the establishment;
- the impact of noise on the community in the immediate vicinity of the establishment; and
- the impact on the community if the application is approved.

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

Location of the Establishment

Dimsum Caddy is proposing to operate primarily as a food service establishment combined with 4 indoor golf simulator rooms with liquor service offered as an accessory to dining and lounge use. Dimsum Caddy is a new establishment and has not previously been in operation. The site located at 10331 St. Edwards Drive and is zoned Auto-Oriented Commercial (CA) with the following permitted uses relevant to this application: liquor primary establishment, restaurant and recreation, indoor. The location map is appended as Attachment 2.

The intent of this new liquor primary liquor licenced establishment is to operate as a family friendly restaurant and recreational venue with Family Foodservice Endorsement to 10:00 PM. Dimsum Caddy has provided a letter of Intent appended as Attachment 3. The Family Foodservice Endorsement will ensure that food service is available until 10:00 PM in the four golf simulator areas.

Proximity of the Establishment to Other Social, Recreational and Public Building

There are no parks or other public buildings within 500 meters of proposed location for Dimsum Caddy. There is an independent private school within 200 meters of this establishment. The establishment is located in a commercial property surrounded by hotels, sports clubs, office buildings, other commercial businesses and residential buildings. This location was previously operated by a Liquor Primary Establishment know as the Shark Club Sports Bar & Grill.

Person capacity and Hours of Liquor Service of the Establishment

The applicant is proposing to operate Dimsum Caddy with a total occupant capacity of 180 persons. The applicant's proposed operating hours of liquor service are Monday to Sunday, 9:00 AM to next day 2:00 AM which is consistent with the City's Policy 9400.

The Impact of noise on the Community in the Immediate Vicinity of the Establishment

The proposed establishment will be located on the ground floor of a one floor building, in an area impacted by aircraft noise. Given that this is a new establishment, staff have no evidence to conclude that there will be a noticeable increase in noise if the liquor primary licence application is approved. This building has had a Liquor Primary Establishment in the past operating for many years from 2009 to 2024.

The Impact on the Community if the Application is Approved

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which specifies the following:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

(a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations;*

must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

(b) post and maintain on the subject property a clearly visible sign which indicates:

(i) type of licence or amendment application;
(ii) proposed person capacity;

(iii) type of entertainment (if application is for patron participation entertainment); and
(iv) proposed hours of liquor service; and

(c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on August 20, 2026, and three advertisements were published in a newspaper on August 20, 2026, August 21, 2026 and August 23, 2026.

In addition to the advertised signage and public notice requirements, staff sent letters to residents, businesses and property owners within a 50 meter radius of the new establishment. On August 20, 2026, a total of 104 letters were mailed out to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended September 18, 2026.

As a result of the community consultative process described, the City received one response opposed to this application. The concern of the opposition was mainly that liquor service should not be permitted until 2:00 AM. and that the establishment would lead to more traffic, more noise and future problems. Copy of opposition letter appended as Attachment 4.

Staff have reviewed the response and conclude that the concern can be mitigated by the operator's continued compliance with the terms and conditions set by the Liquor and Cannabis Regulation Branch. In addition, existing municipal bylaws, along with regular inspections and enforcement, are sufficient to further address the concerns raised regarding this application.

Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, the Richmond RCMP, Richmond Fire-Rescue, the Building Approvals Department and the Business Licence Department. No concerns were raised by any of the agencies or departments with respect to this application.

Budgetary Implications

None

Conclusion

Both the community consultation process and the due diligence undertaken disclosed no significant risks. The analysis concluded that there should be no noticeable potential impact from noise and no significant impact on the community. Only one public comment was received, and no concerns from the majority of the public in this area. No concerns were raised by City departments or other agencies. It is therefore, recommended that the application from Dimsum Caddy to operate a Liquor Primary Licence be supported.

Respectfully submitted,

Mark Corrado, Director, Community Bylaws & Licencing

Report Contributors

This report was prepared by Victor Duarte, Program Manager, Business Licencing and reviewed by Fire-Rescue, RCMP and Building Approvals.

Endorsed by Serena Lusk, CAO

Att. 1: Particulars of Application and City Comments
Att. 2: 50 Meter & Location Map
Att. 3: Letter of Intent
Att. 4: Opposed Letter

Re: Application For a New Liquor Primary Liquor Licence – Dimsum Caddy Entertainment Ltd – 10331 St. Edwards Dr., Richmond, BC

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1. That the application from Dimsum Caddy Entertainment Ltd., doing business as: Dimsum Caddy – Restaurant and Indoor Golf, to operate at, 10331 St. Edwards Dr., requesting a new Liquor Primary Liquor Licence, be supported for:

    a) A new Liquor Primary Liquor Licence with total person capacity of 150 Indoor and 30 outdoor for a total of 180 persons; and

    b) Proposed hours of liquor sales, Sunday to Saturday, from 9:00 AM to 2:00 AM; and

    c) A proposed Family Foodservice Endorsement to allow minors when accompanied by a parent/guardian until 10:00 PM, where the service of food will be served from 9:00 AM to 10:00 PM; and

2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that Council supports this application for a new Liquor Primary Liquor Licence with the proposed hours, occupancy and Family Foodservice Endorsement as described above; and

3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:

    a) The impact of additional noise and traffic in the area of the establishment was considered;

    b) The potential impact on the community was assessed through a community consultation process; and

    c) Given that this is an application for a new licence, there is no history of non-compliance with this establishment;

    d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:

        i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information

on the application with instructions on how to submit comments or concerns; and

ii) Signage was posted at the subject property, and three public notices were published in a newspaper distributed locally. The signage and public notice provided information on the application with instructions on how to submit comments and concerns.

e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:

i) The community consultation process was completed within 90 days of the application process; and

ii) The community consultation process determined only one comment was received opposed to this application.

f) Council recommends the approval of the application for the reasons that this application has not been objected to by the majority of the residents, businesses and property owners in the area and community.

City of Richmond



10331 St. Edwards Way
50 Meter Map

Original Date: 10/06/26
Revision Date:

Note: Dimensions are in METRES

Dimsum Caddy Entertainment Ltd.

Liquor Licence Application

This letter describes the proposed operations of **Dimsum Caddy Entertainment Ltd.**, an **indoor golf lounge restaurant** located in Richmond, British Columbia.

Primary Focus of the Business

The primary focus of the establishment is food service combined with indoor golf recreation, with liquor service offered as an accessory to dining and lounge use. The business is designed as a family-friendly restaurant and recreational venue, not a bar or nightclub.

Functions and Services

The establishment will provide:

- Indoor golf simulator lounge operating throughout the day
- Full-service restaurant with table service
- Non-alcoholic and alcoholic beverage service to accompany food
- Casual lounge seating associated with dining and golf use

Food service remains the core business focus at all times.

Operating Hours and Food Service

- Indoor golf operations: 10:00 AM – 1:00 AM daily
- Brunch service: 10:00 AM – 3:00 PM
- Dinner service (dimsum / lounge dining): 5:00 PM – 1:00 AM
- Proposed overall hours: 10:00 AM – up to 2:00 AM

Liquor may be served throughout the day; however, food service will be available whenever liquor is served.

Entertainment

Entertainment is limited to:

- Indoor golf simulators
- Background music
- Televised sports programming

There will be no DJ booth, no dance floor, no gambling, and no adult entertainment.

Food Service Description

Dimsum Caddy will offer full-service dining for brunch, lunch, and dinner, including a wide variety of hot food items, dim sum, and non-alcoholic beverages. Food service exceeds the minimum requirements for licensed establishments.

Neighbourhood Description

The establishment is located in a commercial area, surrounded by:

- Hotels
- Sports clubs
- Office complexes
- Other commercial businesses

The area is well suited for restaurant and recreational use.

Noise and Disturbance

The potential for noise or disturbance is low. The establishment is not operated as a nightclub or late-night entertainment venue.

Mitigation Measures

Measures to minimize disturbance include:

- No outdoor amplified sound
- Background music kept at low indoor levels
- Staff supervision of patron entry and exit
- Compliance with municipal noise bylaws

Minors

Dimsum Caddy requests permission for minors to be permitted in the service areas.

Minors should be allowed because:

- The primary focus is food service and recreational golf
- The environment is family-oriented
- No adult entertainment is offered
- Dining and daytime golf use are suitable for families

The establishment will comply with all LCRB requirements regarding minors and, if applicable, Family Food Service (FFS) conditions.

Licensing Options Requested

The applicant requests:

- A liquor licence recognizing food service as the primary focus, with a full bar/lounge component
- Approval to allow minors under applicable LCRB conditions

CAL TRAVEL INTERNATIONAL LTD.

50 – 10551 Shellbridge Way, Richmond, B.C., Canada V6X 2W9 Tel: 604-207-9188 Fax: 604-207-9128

August 24th, 2026

City of Richmond
Business Licences
Liquor Licence Application
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Re: Liquor Primary License Application – Dimsum Caddy (10331 St. Edwards Drive)

My name is Alice Lin, Director of CAL Travel International. We are a nearby business located at Unit 50, 10551 Shellbridge Way, Richmond, BC, directly adjacent to the Dimsum Caddy building and parking lot, separated only by a narrow strip of grass between our parking lots. Our office has been here since 1999.

In regard to the liquor service application of Dimsum Caddy, located on 10331 St. Edwards Drive, Richmond, BC. **I hereby, on the record, oppose this application to extend the hours to the proposed period of Sunday to Saturday, 9:00 AM to 2:00 AM.**

This is a friendly, quiet neighbourhood, with a good mix of residential areas and established businesses within our Business Park. In between my work and off-work hours, I have often enjoyed walking my dog along these streets, and have met many others, including seniors, who also share these sentiments, taking strolls down these calm neighbouroods streets.

I have great concerns that these proposed extended liquor hours will cause too much disturbance and raise unnecessary safety concerns in our neighbourhoods, not to mention the problems that come with increased consumption of tobacco, and even potentially the consumption of marijuana in the areas directly adjacent to our premises.

Furthermore, during business hours, St. Edwards Drive is the only road in and out of the applicant's premises, and it is already a very congested road connecting Bridgeport Road to Cambie Road. In fact, we have seen vehicles taking this narrow single-lane road being driven very aggressively; I have grave concerns that an alcohol-involved vehicle accident is just waiting to happen along this busy but congested stretch of road.

I would also like to point out that, along with the aforementioned mix of residential and business uses in this neighbourhood, there are also a couple of Daycare facilities, as well as Chaoyin Bilingual School nearby in the community. Hence, I have many reservations and concerns over the potential safety and well-being of our beloved community.

To summarize, I believe the proposed hours are too long and would cause too much disturbance to the neighbourhood, given the area's characteristics, and would greatly compromise street safety.

I sincerely hope you will address and consider these concerns when processing the application.

Sincerely,



Alice Lin
Director, CAL Travel International.

City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	November 17, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works Jerry Chong General Manager, Finance and Corporate Services	**File:**	10-6060-01/2026-Vol-01
Re:	**2027 Utility Rate Amendment Bylaws**		

Staff Recommendation

That each of the following bylaws be introduced and given first, second and third readings:

a) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10801;

b) Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10799;

c) Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10798; and

d) Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10800.

Executive Summary

This report presents the four amendment bylaws required to establish the 2027 utility rates for Water, Sanitary Sewer, Flood Protection, and Solid Waste and Recycling. The proposed rates, including Metro Vancouver's regional service fees, reflect the budget options endorsed by the Finance and Audit Committee and provide for full cost recovery for each utility.

Staff Report

Origin

At the November 16, 2026 Finance and Audit Committee, the following resolutions were endorsed by Committee as part of its consideration of the 2027 Utility Budgets and Rates:

That the 2027 utility budgets presented in the options listed below; as outlined in the report titled "2027 Utility Budgets and Rates", dated November 2, 2026, from the General Manager, Engineering and Public Works and General Manager, Finance and Corporate Services be approved as the foundation for establishing the 2027 utility rates and be included in the Consolidated 5 Year Financial Plan (2027-2031).

a) Option 1 for Water (page 6, Table 2);
b) Option 1 for Sewer (page 13, Table 6);
c) Option 1 for Flood Protection (page 20, Table 10); and
d) Option 2 for Solid Waste and Recycling (page 25, Table 12).

Subject to Council's acceptance of the above Finance and Audit Committee recommendation, this report presents the amending bylaws required to bring the utility rates into effect for 2027.

This report supports the following focus area within Council's Strategic Plan 2022-2026

Focus Area #4 Responsible Financial Management and Governance:

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

Analysis

The following is a summary of the amendment bylaws proposed to reflect the utility rates for 2027 for each of the Water, Sanitary Sewer, Flood Protection, and Solid Waste and Recycling utilities endorsed at the November 16, 2026 Finance and Audit Committee Meeting, as outlined in the "2027 Utility Budgets and Rates" report, dated November 2, 2026, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services:

1. **Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10801**:

    a. Changes to establish the 2027 water rates as outlined in Option 1 of the "2027 Utility Budgets and Rates" report.

2. **Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10799:**

    a. Changes to establish the 2027 sanitary sewer rates as outlined in Option 1 of the "2027 Utility Budgets and Rates" report.

3. **Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10798:**

    a. Changes to establish the 2027 flood protection rates as outlined in Option 1 of the "2027 Utility Budgets and Rates" report.

4. **Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10800:**

    a. Changes to establish the 2027 solid waste and recycling rates as outlined in Option 2 of the "2027 Utility Budgets and Rates" report.

Budgetary Implications

The rates outlined in the proposed amending bylaws represent full cost recovery for each respective utility area including infrastructure, utility-related Metro Vancouver imposed costs and City operating costs. The impact to ratepayers is outlined in the "2027 Utility Budgets and Rates" report, dated November 2, 2026.

Conclusion

The amending bylaws presented with this report require Council's approval to charge for the various utility services in 2027. These services include the provision of high-quality drinking water for all residents and businesses, sewage conveyance and treatment, flood protection, and solid waste and recycling services.

A strong fiscal management approach is applied towards ensuring that on-going replacement costs are also included in the City's rates, as part of ensuring sound capital investment for infrastructure. This ensures a high level of consistent services for the community. The costs and rates strategy has been developed to manage these competing costs effectively, while balancing the fiscal challenges presented by increases in Metro Vancouver's regional service rates, contract and other non-discretionary cost increases.

Respectfully submitted,

Milton Chan, Director, Engineering
Suzanne Bycraft, Director, Public Works
Mike Ching, Director, Finance

Report Contributors

This report was prepared by Jason Ho, Manager, Engineering Planning, Kristina Grozdanich, Manager, Recycling and Waste Recovery, and Melissa Shiau, Manager, Financial Planning and Analysis and reviewed by: Finance, Engineering and Environmental Programs.

Endorsed by Serena Lusk, CAO

City of Richmond

Bylaw 10801

Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10801

The Council of the City of Richmond enacts as follows:

1. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting Schedules A, B, C, E and G and replacing them with the corresponding schedules attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10801"**, and is effective January 1, 2027.

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

SCHEDULE A TO BYLAW NO. 10801

SCHEDULE "A" to BYLAW NO. 5637

FLAT RATES FOR
RESIDENTIAL, AGRICULTURAL, AND INSTITUTIONAL PROPERTIES

		Annual Fee
A.	Residential dwellings per unit	
	One-Family Dwelling or Two-Family Dwelling	$1,123.82
	Townhouse	$919.93
	Apartment	$592.81
B.	Stable or Barn per unit	$226.43
C.	Field Supply – each trough, water receptacle, or tap	$141.55
D.	Public Schools for each pupil based on registration January 1st	$13.41

SCHEDULE "B" TO BYLAW NO. 5637

METERED RATES FOR INDUSTRIAL, COMMERCIAL, INSTITUTIONAL, MULTI-FAMILY, STRATA-TITLED AND FARM PROPERTIES

1. RATES

Consumption per cubic metre:	$2.1162
Minimum charge in any 3-month period (not applicable to Farms)	$114.00

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

Meter Size	Fixed Charge
16 mm to 25 mm (inclusive)	$15
32 mm to 50 mm (inclusive)	$30
75 mm	$110
100 mm	$150
150 mm	$300
200 mm and larger	$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated)	$215

SCHEDULE "C" TO BYLAW NO. 5637

METERED RATES FOR ONE-FAMILY DWELLING AND TWO-FAMILY DWELLING

1. RATES

Consumption per cubic metre: $2.1162

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

Meter Size	Fixed Charge
16 mm to 25 mm (inclusive)	$12
32 mm to 50 mm (inclusive)	$14
75 mm	$110
100 mm	$150
150 mm	$300
200 mm and larger	$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated) $215

SCHEDULE "E" to BYLAW 5637

CONSTRUCTION PERIOD WATER CONSUMPTION RATES – RESIDENTIAL

MONTH	ONE-FAMILY DWELLINGS & EACH UNIT IN A TWO-FAMILY DWELLING (rate per unit)	START BILL YEAR	MULTI-FAMILY LESS THAN 4 STOREYS (rate per unit)	START BILL YEAR	MULTI-FAMILY 4 STOREYS OR MORE (rate per unit)	START BILL YEAR
January	$1,124	2028	$920	2028	$1,217	2029
February	$1,030	2028	$1,812	2029	$1,168	2029
March	$937	2028	$1,736	2029	$1,118	2029
April	$843	2028	$1,659	2029	$1,069	2029
May	$749	2028	$1,582	2029	$1,020	2029
June	$656	2028	$1,506	2029	$970	2029
July	$562	2028	$1,429	2029	$921	2029
August	$1,652	2029	$1,352	2029	$1,529	2030
September	$1,558	2029	$1,276	2029	$1,480	2030
October	$1,465	2029	$1,199	2029	$1,431	2030
November	$1,371	2029	$1,122	2029	$1,381	2030
December	$1,278	2029	$1,046	2029	$1,332	2030

CONSTRUCTION PERIOD WATER CONSUMPTION RATES – COMMERCIAL AND INDUSTRIAL

Water Connection Size	Consumption Charge
20mm (3/4") diameter	$170
25mm (1") diameter	$325
40mm (1 ½") diameter	$805
50mm (2") diameter and larger	$1,990

SCHEDULE "G" to BYLAW 5637

RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)

Applicable rate is $1.5562 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at $0.3372 per m^3;
- 50% of the actual cost of operations and maintenance activities on water infrastructure shared by the **City** and YVR, as shown outlined in red on the plan attached as Schedule H;
- 100% of the actual cost of operations and maintenance activities on water infrastructure serving only YVR, as shown outlined in red on the plan attached as Schedule H; and
- 76 m^3 of water per annum at a rate of $1.5562 per cubic meter for water used annually for testing and flushing of the tank cooling system at Storage Tank Farm TF2 (in lieu of metering the 200 mm diameter water connection to this facility).

(Note: water infrastructure includes water mains, pressure reducing valve stations, valves, hydrants, sponge vaults and appurtenances)

City of Richmond

Bylaw No. 10799

Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10799

The Council of the City of Richmond enacts as follows:

1. The **Sanitary Sewer Bylaw No. 10427**, as amended, is further amended by deleting Schedule B and replacing it with the schedule attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10799"**, and is effective January 1, 2027.

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8555956

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
Month in Current Year in which Building Permit is Issued		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2027	$ 231	2028	$ -	2028	$ -	2028	$ 86	2029
February	2027	$ 192	2028	$ 308	2029	$ 200	2029	$ 72	2029
March	2027	$ 154	2028	$ 280	2029	$ 182	2029	$ 57	2029
April	2027	$ 115	2028	$ 252	2029	$ 164	2029	$ 43	2029
May	2027	$ 77	2028	$ 224	2029	$ 146	2029	$ 29	2029
June	2027	$ 38	2028	$ 196	2029	$ 128	2029	$ 14	2029
July	2027	$ -	2028	$ 168	2029	$ 109	2029	$ -	2029
August	2027	$ 431	2029	$ 140	2029	$ 91	2029	$ 161	2030
September	2027	$ 392	2029	$ 112	2029	$ 73	2029	$ 147	2030
October	2027	$ 353	2029	$ 84	2029	$ 55	2029	$ 132	2030
November	2027	$ 314	2029	$ 56	2029	$ 36	2029	$ 117	2030
December	2027	$ 274	2029	$ 28	2029	$ 18	2029	$ 103	2030

SCHEDULE A TO BYLAW NO. 10799

SCHEDULE B to BYLAW NO. 10427
SANITARY SEWER USER FEES

1. FLAT RATES FOR NON-METERED PROPERTIES

		Annual User Fee
(a)	Residential Dwellings (per **dwelling unit**)	
	(i) **One-Family Dwelling** or **Two-Family Dwelling**	$1,264.38
	(ii) Townhouses	$1,156.87
	(iii) Apartments	$963.50
(b)	Public School (per classroom)	$869.46
(c)	Shops and Offices (per unit)	$1,029.58

2. RATES FOR METERED PROPERTIES **User Rate**

Calculated as rate per cubic metre (m^3) of water delivered to the property: $ 3.0839

3. MINIMUM USER FEE FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, AND AGRICULTURAL

Minimum charge in any quarter of a year: $ 86.00

4. CONSTRUCTION PERIOD USER FEE (per **dwelling unit** per month)

Month	One-Family Dwellings & Each Unit in a Two-Family Dwelling (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling Less than 4 Storeys (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling 4 Storeys or More (fee per dwelling unit)	Start Bill Year
January	$1,264	2028	$1,157	2028	$2,004	2029
February	$1,159	2028	$2,310	2029	$1,924	2029
March	$1,054	2028	$2,213	2029	$1,843	2029
April	$948	2028	$2,117	2029	$1,763	2029
May	$843	2028	$2,021	2029	$1,683	2029
June	$738	2028	$1,924	2029	$1,603	2029
July	$632	2028	$1,828	2029	$1,522	2029
August	$1,892	2029	$1,731	2029	$2,566	2030
September	$1,787	2029	$1,635	2029	$2,486	2030
October	$1,682	2029	$1,539	2029	$2,405	2030
November	$1,576	2029	$1,442	2029	$2,325	2030
December	$1,471	2029	$1,346	2029	$2,245	2030

City of Richmond

Bylaw No. 10798

Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10798

The Council of the City of Richmond enacts as follows:

1. The **Flood Protection Bylaw No. 10426**, as amended, is further amended by deleting schedule B and replacing it with the schedule attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10798"**, and is effective January 1, 2027.

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8555965

SCHEDULE A TO BYLAW NO. 10798

SCHEDULE B to BYLAW NO. 10426

FLOOD PROTECTION USER FEES

		Annual Fee
(a)	Residential Dwellings (per **dwelling unit**)	
	(i) **One-Family Dwelling** or **Two-Family Dwelling**	$416.23
	(ii) **Multiple-Family Dwellings**	$281.12
(b)	Agricultural properties	$416.23
(c)	Industrial, commercial and institutional properties with lot areas less than 800 m^2	$416.23
(d)	Industrial, commercial and institutional properties with lot areas between 800 m^2 and 1,999 m^2	$804.64
(e)	Industrial, commercial and institutional properties with lot areas between 2,000 m^2 and 9,999 m^2	$1,977.16
(f)	Industrial, commercial and institutional properties with lot areas between 10,000 m^2 and 19,999 m^2	$4,530.18
(g)	Industrial, commercial and institutional properties with lot areas between 20,000 m^2 and 49,999 m^2	$10,193.40
(h)	Industrial, commercial and institutional properties with lot areas between 50,000 m^2 and 99,999 m^2	$14,938.79
(i)	Industrial, commercial and institutional properties with lot areas between 100,000 m^2 and 499,999 m^2	$26,344.63
(j)	Industrial, commercial and institutional properties with lot areas greater than 500,000 m^2	$61,892.23

City of Richmond

Bylaw 10800

Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10800

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and replacing them with the corresponding schedules attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10800"**, and is effective January 1, 2027.

FIRST READING	_____
SECOND READING	_____
THIRD READING	_____
ADOPTED	_____

CITY OF RICHMOND
APPROVED for content by originating dept
JW
APPROVED for legality by Solicitor
LH

_____
MAYOR

_____
CORPORATE OFFICER

8554397

SCHEDULE A TO BYLAW NO. 10800

BYLAW YEAR: 2027

SCHEDULE A to BYLAW NO. 6803

FEES FOR CITY GARBAGE COLLECTION SERVICE		
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 80L container	$	93.89
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 80L container	$	112.67
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 120L container	$	127.61
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 120L container	$	153.13
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 240L container	$	162.06
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 240L container	$	194.47
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 360L container	$	306.33
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 360L container	$	367.60
Annual City garbage collection service fee for each unit in a multi-family dwelling		
- Weekly service	$	58.06
- Twice per week service	$	102.50
Fee for garbage cart replacement	$	25.00
Fee for each excess garbage container tag	$	2.00
Large Item Pick Up fee	$	24.56
Non-compliant large item collection fee	$	75.00

8554397

SCHEDULE B to BYLAW NO. 6803

FEES FOR CITY RECYCLING SERVICE	
Annual City recycling service fee:	
(a) For residential properties, which receive blue box service (per unit)	$ 81.78
(b) For multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	$ 73.11
Annual City recycling service fee:	
(a) For yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling (per unit)	$ 188.22
(b) For yard and garden trimmings and food waste from townhome dwellings that receive City garbage or blue box service (per unit)	$ 76.00
(c) For yard and garden trimmings and food waste from multi-family dwellings	
- Weekly Service	$ 59.00
- Twice per week service	$ 80.11
Cardboard bin recycling service for multi-family dwellings, collected once every 2 weeks	$ 100.00/bin/month
Cardboard bin recycling service for multi-family dwellings, collected weekly	$ 110.00/bin/month
Fee for yard/food waste cart replacement	$ 25.00
Annual City recycling service fee for non-residential properties	$ 10.19
City recycling service fee for the Recycling Depot:	
(a) (i) for yard and garden trimmings from residential properties	$25.00 per cubic yard for the second and each subsequent cubic yard
(ii) for recyclable material from residential properties	$ 0.00
(b) For yard and garden trimmings from non-residential properties	$25.00 per cubic yard
(c) For recycling materials from non-residential properties	$ 0.00
(d) For upholstered furniture from residential properties	
(i) office/dining chair, ottoman, bench	$ 0.00
(ii) arm chair, loveseat, couch, recliner, chaise	$ 0.00
(iii) sectional, sofabed, reclining loveseat/couch, massage chair	$ 0.00
(e) For upholstered furniture from non-residential properties	
(i) office/dining chair, ottoman, bench	$ 20.00
(ii) arm chair, loveseat, couch, recliner, chaise	$ 35.00
(iii) sectional, sofabed, reclining loveseat/couch, massage chair	$ 50.00

SCHEDULE C to BYLAW NO. 6803

FEES FOR CITY LITTER COLLECTION SERVICE	
Annual City litter collection service fee for both residential properties and non-residential properties	$ 55.78

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
Month in Current Year in which Building Permit is Issued		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2027	$ 231	2028	$ -	2028	$ -	2028	$ 86	2029
February	2027	$ 192	2028	$ 308	2029	$ 200	2029	$ 72	2029
March	2027	$ 154	2028	$ 280	2029	$ 182	2029	$ 57	2029
April	2027	$ 115	2028	$ 252	2029	$ 164	2029	$ 43	2029
May	2027	$ 77	2028	$ 224	2029	$ 146	2029	$ 29	2029
June	2027	$ 38	2028	$ 196	2029	$ 128	2029	$ 14	2029
July	2027	$ -	2028	$ 168	2029	$ 109	2029	$ -	2029
August	2027	$ 431	2029	$ 140	2029	$ 91	2029	$ 161	2030
September	2027	$ 392	2029	$ 112	2029	$ 73	2029	$ 147	2030
October	2027	$ 353	2029	$ 84	2029	$ 55	2029	$ 132	2030
November	2027	$ 314	2029	$ 56	2029	$ 36	2029	$ 117	2030
December	2027	$ 274	2029	$ 28	2029	$ 18	2029	$ 103	2030

City of Richmond

Report to Committee

To:	Richmond City Council	**Date:**	November 23, 2026
From:	Elizabeth Ayers General Manager, Parks, Recreation and Culture	**File:**	06-2000-01/2025-Vol 01
Re:	**Princeton Avenue Tree and BC Hydro Utility Conflict**		

Staff Recommendation

That the report titled "Princeton Avenue Tree and BC Hydro Utility Conflict", from the General Manager, Parks, Recreation and Culture, dated November 23, 2026, be received for information.

Executive Summary

This report reviews options for replacing the BC Hydro electrical infrastructure at 4911 Princeton Avenue, where a large, mature sequoia tree (*Sequoiadendron giganteum*) (the Tree) conflicts with an existing transformer, underground ducts, and nearby utilities. The Tree is generally healthy and valued in the streetscape; however, its shallow structural roots have affected adjacent driveways, City infrastructure, and BC Hydro's equipment, creating ongoing maintenance, safety, and other related risks.

Under the *Hydro and Power Authority Act* (the Act), BC Hydro has authority to access land and remove trees where it considers this necessary to maintain, safeguard or repair its electrical infrastructure. The City has worked with BC Hydro to explore available alternatives; however, BC Hydro has advised that their recommended option is to replace the equipment in its current location, which requires removal of the Tree, and would be fully funded by BC Hydro at an estimated cost of $45,000. The one alternative is to relocate all electrical equipment to the frontage of another property and retain the Tree, at an estimated cost of $310,000 to $350,000. BC Hydro noted the City would be responsible for the approximately $265,000 to $305,000 in additional costs, plus any cost variance and potential future infrastructure impacts.

Staff Report

Origin

BC Hydro has informed the City that a low-profile transformer located adjacent to a mature sequoia tree at 4911 Princeton Avenue (the Tree) is at end of life and requires replacement to maintain safe and reliable electrical service.

BC Hydro advised that replacement of the transformer in its current location would require excavation and removal of the existing concrete pad and associated underground electrical infrastructure immediately adjacent to the Tree. The transformer is substantially engulfed by the Tree's roots, and the required excavation and root pruning would compromise the Tree's health and structural stability, creating an unacceptable public safety risk.

BC Hydro and City representatives had previously reviewed potential approaches to replace the equipment while retaining the Tree, however, replacement in place was determined not to be feasible without removing the Tree.

Following tree removal notification signage postings on the Tree in March 2026 and inquiries from adjacent property owners and the general community, Council requested staff to work with BC Hydro to pause the removal of the tree on Princeton Avenue in order to explore further options in relation to the tree and transformer.

The purpose of this report is to provide background information on the Tree and BC Hydro's transformer replacement project and present the available Tree retention options for Council's consideration and provide BC Hydro's recommendation and rationale for their preferred option.

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

Existing Tree and Site Conditions

The Tree is a mature sequoia located on the municipal boulevard between 4911 and 4931 Princeton Avenue and is approximately 23.1 metres in height, with a diameter at breast height of 1.84 metres. The large Tree is a prominent feature within the streetscape with another mature sequoia tree situated approximately 16 metres across the street. The Tree is among the world's most massive tree species, which grows rapidly, requiring substantial space due to its exceptional mature height, trunk diameter, and canopy and root mass spread.

The Tree is situated in a residential streetscape setting. Its effective rooting volume is constrained by adjacent driveways, roadway, utility and residential property infrastructure which limit available uncompacted soil and may restrict root development, water availability, and the Tree's capacity to tolerate additional construction-related disturbance. This constraint is further compounded by locally shallow soils, which can promote broad trunk buttress development in

this species as the Tree physically adapts to limited rooting depth. This characteristic is evident in this specimen as it features an exceptionally wide trunk base for its age.

Arborists estimate the Tree to be approximately 50 to 60 years old. This estimate is consistent with the age of the surrounding neighbourhood and the common use of this species in urban plantings during the 1970s and 1980s. The Tree's age is further confirmed by the presence of multiple underground utilities installed in the 1970s that run directly under the centre of the trunk, which would have been impossible to install under an established tree. Furthermore, an aerial photo in the City of Richmond archives taken in 1976 does not indicate the presence of the Tree (see Attachment 1).

The Tree is generally in good health, with minor asymmetrical crown development associated with environmental conditions, root impacts, and previous pruning for overhead clearance. Due to Richmond's high-water table and sandy soils, the Tree has developed a broad, shallow, horizontally spreading root system, estimated to extend approximately 77 metres in diameter. As the Tree continues to grow, its roots will continue to affect nearby infrastructure, utilities, residential driveways, and access for future maintenance and repair work. Refer to Attachment 2 for an overview of the tree location, utility corridors, residential property infrastructure and root zone.

Impacts to External Utility Infrastructure

The Tree's root system conflicts with BC Hydro and FortisBC infrastructure within the utility corridor. There is a BC Hydro Primary Distribution line and multiple secondary distribution lines running directly under the centre of the tree. A BC Hydro low-profile transformer is located immediately adjacent to the base of the Tree and is substantially affected by large structural roots, including roots greater than 15 centimetres in diameter. Some roots in this area have already been damaged.

BC Hydro has informed the City that the transformer is at end of life and requires replacement. However, the root system has engulfed the transformer and limits the space available to safely excavate, remove, and replace the equipment. Replacing the transformer in its current location would require excavation and root pruning within the Tree's critical root zone (CRZ), which would compromise the Tree's health and structural stability. Additionally, the FortisBC gas line is located directly beneath the Tree's root zone. The presence of multiple utilities within a confined area further limits available space for utility work and increases the complexity of coordinating future maintenance, repair, or replacement activities.

Impacts to City Infrastructure and Staff Resources

The Tree is located directly above a City drainage main that was installed around 1974. Continued root growth may affect the drainage infrastructure and would restrict access for future inspection, maintenance, or repair. If the drainage main requires repair or replacement, work within the Tree's root zone would also affect the Tree's health and stability.

The Tree has required ongoing City resources to respond to concerns related to root impacts. Since 2007, the City has received 17 related service requests. City responses have included multiple inspections, root and canopy pruning, pavement repairs, and curb grinding.

Impacts to Adjacent Residents

The Tree's shallow roots have caused cracking and lifting to multiple panels of the driveway at the home at 4911 Princeton Avenue. At 4931 Princeton Avenue, the driveway was replaced in 2021 through a redevelopment application after a third-party consulting arborist identified conflicts with the Tree's roots. To avoid root removal and limit impacts to the Tree, the residents were required through the redevelopment process to build the replacement driveway to enhanced City specifications.

Since that time, the driveway at 4931 Princeton Avenue has become significantly uneven. Exploratory work completed by City arborists indicates that the uneven surface is associated with shallow roots from the Tree. The conditions will continue to change over time.

BC Hydro Utility Conflict and Safety Considerations

According to BC Hydro, the required transformer replacement is subject to both utility and worker safety requirements. WorkSafeBC requires that working space around electrical equipment be kept clear of obstructions and arranged to provide authorized workers with ready access to all parts requiring attention. In addition, excavation in proximity to underground utility infrastructure must be performed in accordance with the utility owner's requirements.

BC Hydro's transformer pad standard requires a minimum 1 metre maintenance-access clearance around transformer equipment and a minimum 3 metres unstructured working area in front of the transformer for crews performing replacement work and installing personnel safety grounding devices. The existing space between the transformer and the Tree's root system does not provide the clear, excavatable work area required to safely access, isolate, remove and replace the transformer and associated ducting. Any excavation undertaken adjacent to the underground electrical infrastructure must also protect workers from utility damage and, where applicable, comply with requirements for excavation support and ground stability. These legally binding requirements are also supported by the BC Electrical Code and Electrical Safety Regulation, Canadian Standards Association, and BC Hydro's own worker safety standards.

The required transformer replacement work identified by BC Hydro would involve removing the existing concrete pad and excavating for associated underground ducting on either side of the transformer. This work area is located within the Tree's CRZ and is expected to occur approximately 0.5 metres from the base of the Tree. As a result, the excavation would affect an area containing major structural roots that contribute to the Tree's stability.

The BC Hydro third party arborist assessment estimated that up to 47 per cent of the Tree's CRZ could be damaged or removed as part of the planned utility work. Although the Tree is currently generally healthy, excavation in this area has the potential to significantly affect the Tree's root system, long-term viability, and structural stability. The Tree's location next to nearby residences and a public roadway further increases the importance of carefully managing these site constraints.

Initial Options Review

Prior to the March 2026 scheduled tree removal, the City collaborated with BC Hydro representatives and consultants to review whether the transformer replacement could be completed while retaining the Tree. Several alternatives were considered to retain the tree, including replacing the transformer in its existing location and relocating the equipment to nearby areas. Each option was reviewed against site constraints, worker safety requirements, BC Hydro clearance standards, driveway access, existing utilities, and potential impacts to adjacent trees and property.

Replacing the transformer in its current location, while retaining the Tree, was determined to not be feasible due to impacts to the root zone, insufficient working space for crews to safely complete the upgrade to current standards and undertake future maintenance.

Relocating the transformer immediately east or west of the Tree was also reviewed. Residential driveway impacts, insufficient space for required protective bollards and limited available space within an already congested utility corridor, restricted this as a viable option.

Additionally, relocating the transformer to the south side of Princeton Avenue was not supported because it would affect another sequoia tree and was further constrained by residential property infrastructure and multiple existing utilities in the proposed location.

To further assess this position, an arborist assessment was conducted to confirm the anticipated impacts to the Tree and provide supporting rationale for any required removal. The assessment confirmed that the infrastructure work would significantly affect the Tree's structural root zone and that retention would not be feasible if the transformer could not be relocated outside the CRZ. Following review of the assessment and the options considered at that time, the City acknowledged the Tree's removal under BC Hydro's mandate to maintain and replace electrical utility infrastructure.

Further Review Following Public Notification and Council Referral

Following the City's review of the initial tree retention options and arborist assessment, tree removal notification signage was posted on the Tree in March 2026. The notification prompted inquiries from adjacent property owners and the general community, resulting in Council requesting staff to work with BC Hydro to pause the planned removal and provide further information on what would be required to retain the Tree while still completing the necessary electrical infrastructure replacement.

BC Hydro subsequently completed onsite exploratory work and identified two potential approaches:

1. Replace the electrical equipment in its current location; or
2. Relocate all electrical equipment.

The options were reviewed in relation to constructability, cost, impacts to the Tree, impacts to nearby utilities and properties, and long-term operational requirements.

Option 1: Replace Electrical Equipment in Place (see Attachment 3)

This option involves a like-for-like replacement of the existing electrical equipment in its current location. Under this option, the Tree would be removed to provide the required safe working space to replace the electrical equipment and to address conflicts with the Tree's structural roots. BC Hydro has identified replacement of electrical equipment as a high priority. If this option proceeds, tree removal would likely be required as soon as possible to support the work.

The estimated cost is approximately $45,000 and would be paid for by BC Hydro. This is BC Hydro's recommended option, as it allows the required infrastructure replacement to proceed in the existing utility location with the least additional civil work, lowest cost, and minimal impact to residential property and infrastructure.

This option eliminates future tree and root impacts on BC Hydro, FortisBC, City and resident utilities and infrastructure. It also eliminates all future tree failure impacts and future liability the City may face.

Removal of the Tree is not anticipated to have a significant direct impact on the neighbouring sequoia located approximately 16 metres across Princeton Avenue. The intervening roadway and associated pavement are expected to physically separate the trees' primary rooting environments and prevent direct canopy interaction. The removal is not expected to affect the neighbouring tree's root stability or crown condition.

Option 2: Relocate All Electrical Equipment (see Attachment 4)

This option involves relocating all electrical equipment away from the current location, allowing the Tree to remain. The estimated cost is approximately $310,000 to $350,000, with an accuracy range of plus or minus 30 per cent. BC Hydro would pay approximately $45,000, which is equivalent to the estimated cost of replacing the equipment in place. BC Hydro noted any additional cost above that amount would be the City's responsibility if this option is chosen.

Under this option, the electrical equipment would be removed from its current location, although the existing concrete pad may remain in place to minimize disturbance to the Tree. The work would require additional civil construction, coordination with other underground utilities, and engagement with additional property owners. While efforts would be made to protect the Tree's root structure, there would still be a risk of root damage during construction.

This option would relocate the transformer from the frontage of 4911 Princeton Avenue approximately 25 metres east to the frontage of the house at 4951 Princeton Avenue. All existing secondary electrical connections would need to be re-established, resulting in four new service boxes being installed along the frontages of three additional properties. The work would require open-trench excavation across Princeton Avenue and along property frontages, as well as clearing landscape vegetation within the affected frontages.

Trenching across Princeton Avenue for primary and secondary ducts would occur within the CRZ of another mature sequoia tree of similar size at 4900 Princeton Avenue, directly across from the Tree at 4911 Princeton Avenue. While this impact to the root zone may be acceptable at this time, it could contribute to unacceptable root loss in the future due to the cumulative impacts

of further excavation, particularly if the residents at 4900 Princeton Avenue replace their driveway or City utilities require repairs where work may impact the root zone.

This option impacts additional property owners' frontage and does not eliminate future tree and root impacts on FortisBC, City and resident utilities and infrastructure. It also does not limit future tree failure impacts.

BC Hydro has advised that if this option proceeds, work will take approximately 4 months to complete. They also noted that if emergency work is required due to equipment failure or safety concerns prior to equipment relocation completion, BC Hydro will remove the Tree and proceed with replacing the equipment in place.

Legal Considerations

Pursuant to section 20 of the Act, BC Hydro may enter land, without the owner's consent, to maintain, safeguard, repair, or access its electrical infrastructure. The Act also allows BC Hydro to remove trees where they may endanger or interfere with its equipment. The authority provided to BC Hydro does not require City approval where BC Hydro determines that removal is necessary to protect or maintain its infrastructure.

Budgetary Implications

Option 1 has an estimated cost of approximately $45,000, which would be fully funded by BC Hydro and would have no direct budgetary impact to the City.

Option 2 is estimated at approximately $310,000 to $350,000, with BC Hydro contributing approximately $45,000. BC Hydro has noted the remaining estimated cost of approximately $265,000 to $305,000, plus any cost variance, would be the City's responsibility. If the Tree is retained, additional future costs are expected as a result of repairing or replacing City and private infrastructure affected by tree growth or construction-related impacts, which would be borne by the City.

Next Steps

A comprehensive communication plan will be established in consultation with BC Hydro, and a public announcement will be implemented to communicate the planned work and anticipated timelines.

Conclusion

The Tree at 4911 Princeton Avenue is a prominent and generally healthy tree; however, its location directly conflicts with required BC Hydro infrastructure replacement, adjacent utilities, and nearby private property. Under the Act, BC Hydro has authority to access land and remove trees where it considers this necessary to maintain, safeguard or repair its electrical infrastructure.

Based on the options reviewed, replacing the equipment in its current location is BC Hydro's recommended approach and would require removal of the Tree, at no direct cost to the City.

If Council wishes to retain the Tree, the feasible alternative is to relocate all electrical equipment, with significant additional cost to the City, impacts to other property owners, as well as some remaining construction and future maintenance risks.

Respectfully submitted,

Todd Gross, Director, Parks Services

Report Contributors

This report was prepared by Egan Davis, Manager of Parks Operations, and reviewed by: Law, Engineering, and Roads and Construction.

Endorsed by Serena Lusk, CAO

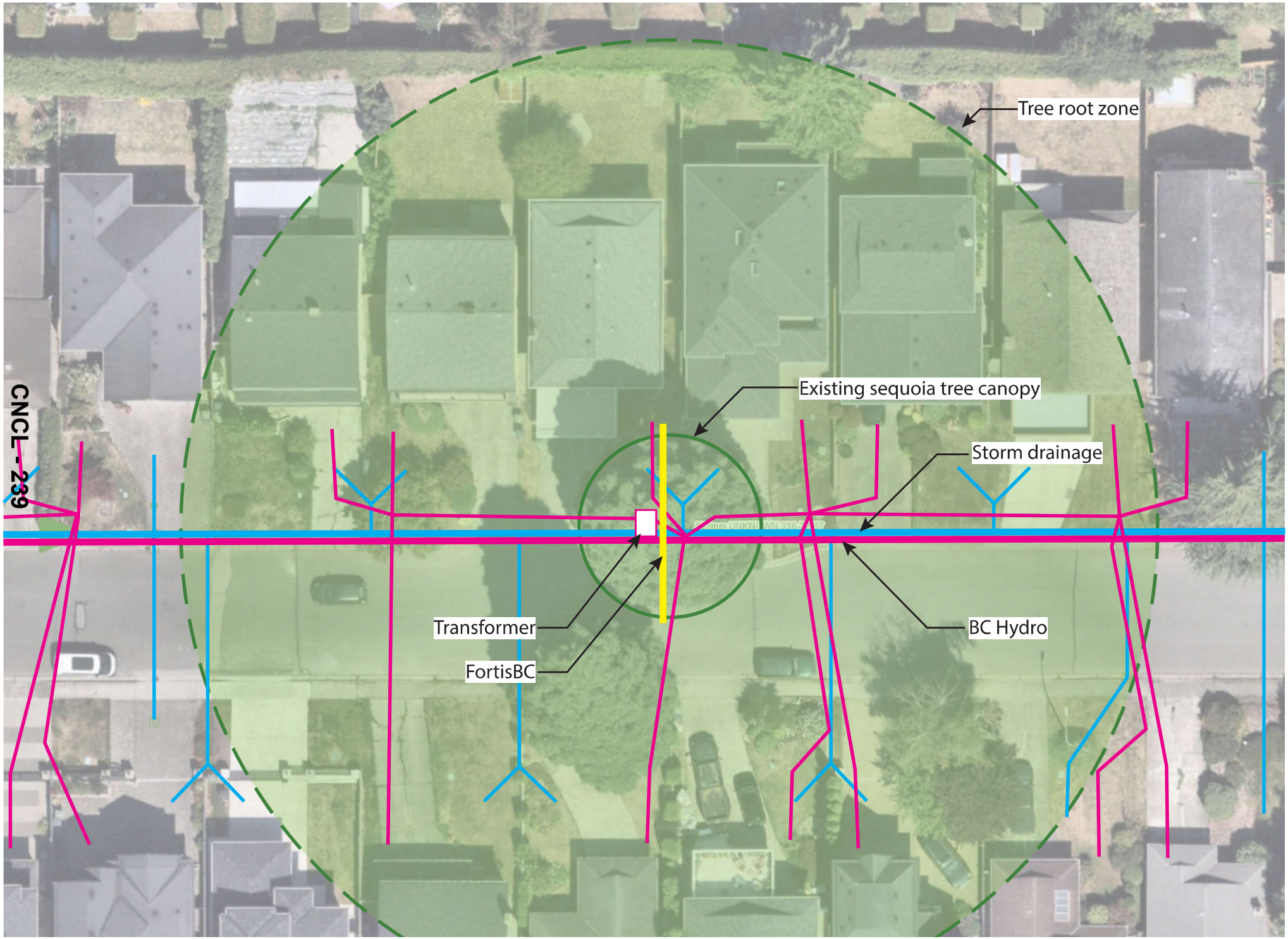
Att. 1: Aerial Photo in the City of Richmond Archives taken in 1976
2: Overview of Tree Location, Utility Corridors, Residential Property Infrastructure and Root Zone
3: Hydro Tree Removal Update Princeton Avenue Option 1
4: Hydro Tree Removal Update Princeton Avenue Option 2

Attachment 1

Aerial Photo in the City of Richmond Archives taken in 1976

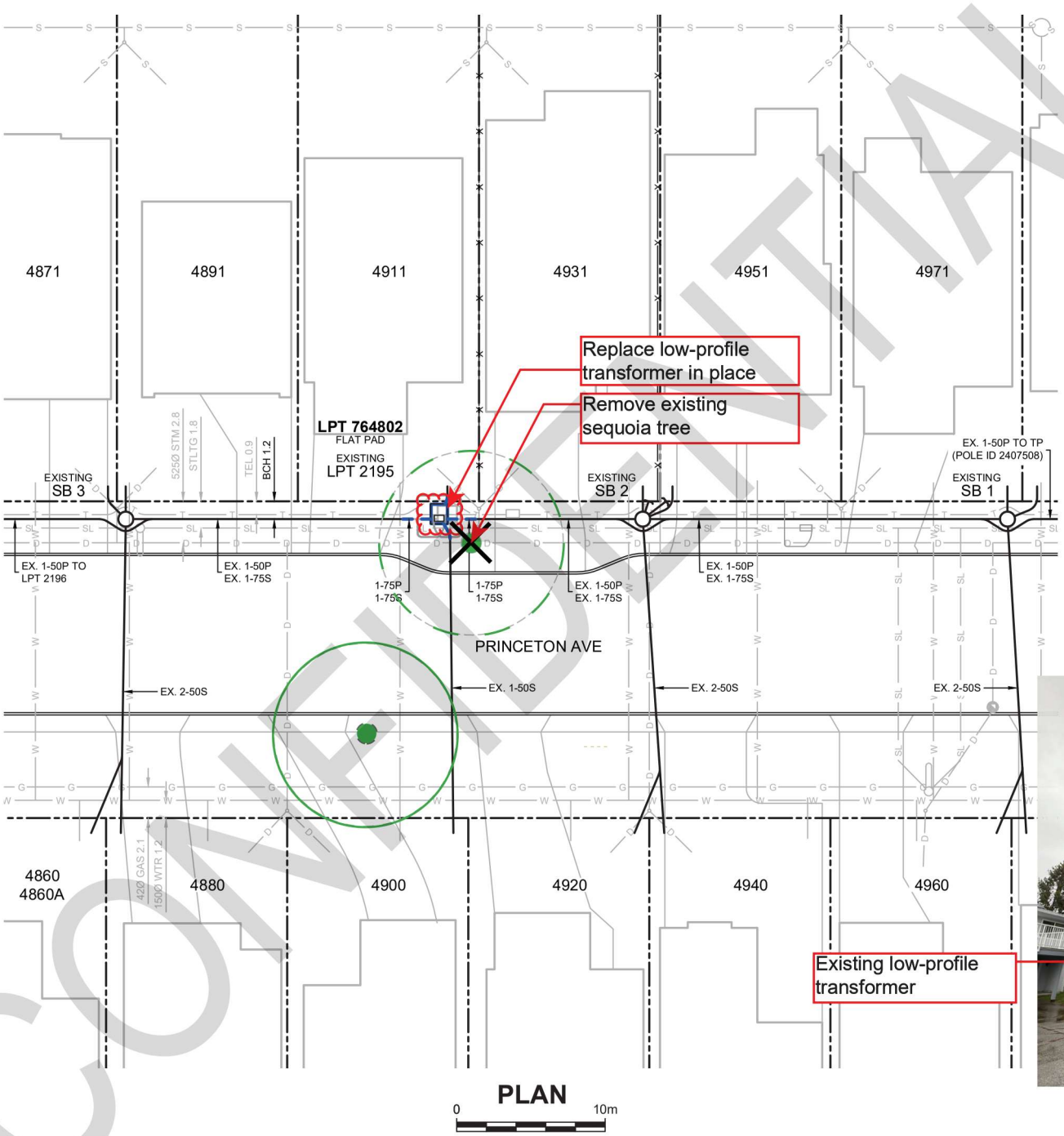


Overview of Tree Location, Utility Corridors, Residential Property Infrastructure and Root Zone



Option 1
Replace Electrical Equipment in Place

Replace the low-profile trans-former in plance after cutting the sequoia tree located in the boulevard at 4911 Princeton Avenue.



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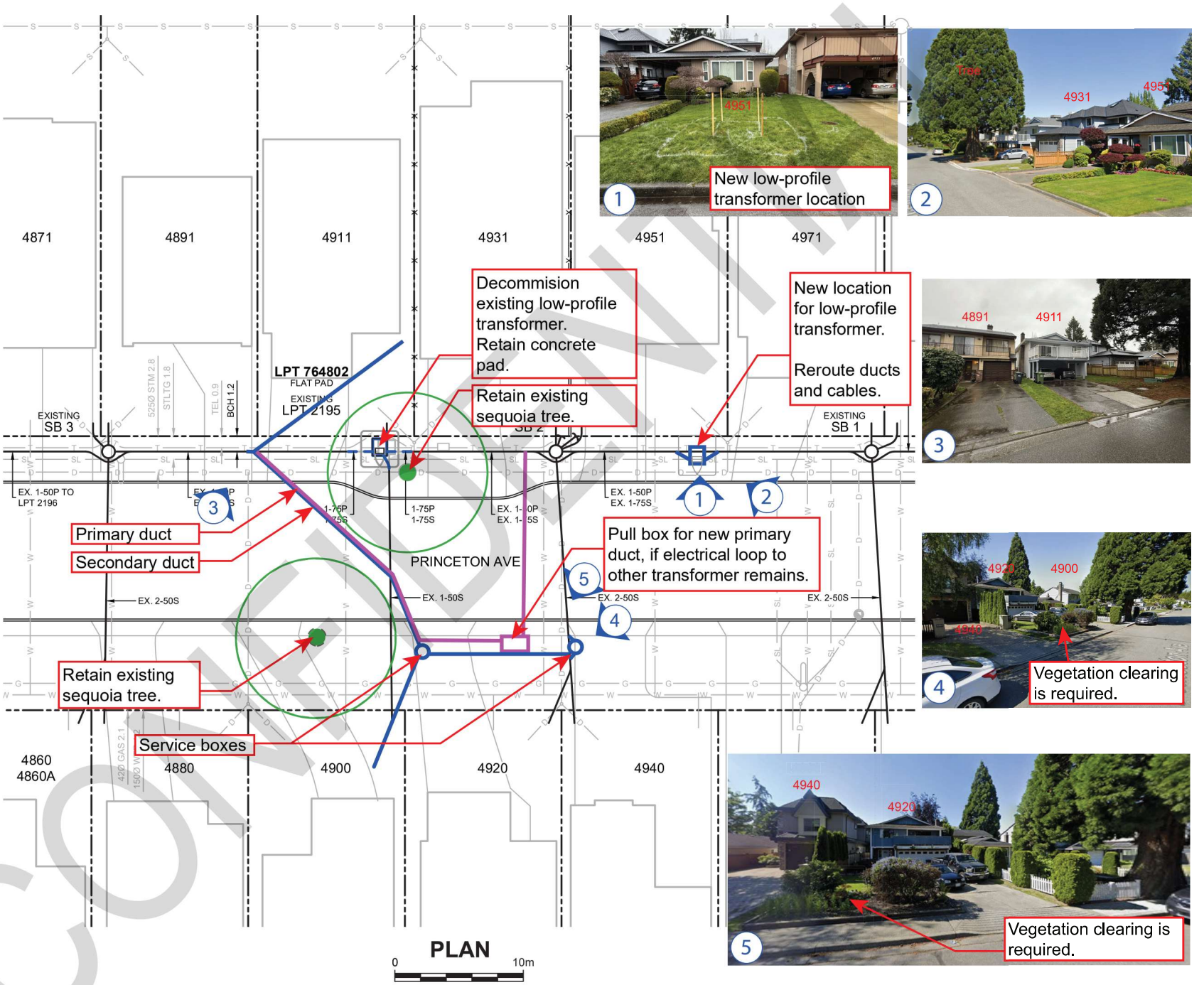
Option 2

Relocate All Electrical Equipment

- Replace the low-profile transformer to the new location at 4951 Princeton Avenue.
- Retain the concrete pad of the existing low-profile transformer.
- Reroute ducts and cables.
- Install new services boxes for secondary connections.
- Potential new pull box for primary duct.



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City of Richmond

Bylaw 10803

Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672, Amendment Bylaw No. 10803

The Council of the City of Richmond enacts as follows:

1. **Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672** is here by amended by deleting Schedule A thereto and replacing it with Schedule 1 to this Bylaw.

2. This Bylaw is cited as **"Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672, Amendment Bylaw No. 10803"**.

FIRST READING	NOV 0 9 2026
SECOND READING	NOV 0 9 2026
THIRD READING	NOV 0 9 2026
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8546016

SCHEDULE A

To Housing Agreement (Market Rental Housing) (3420 Ketcheson Court) Bylaw No. 10672, Amendment Bylaw No. 10803

HOUSING AGREEMENT BETWEEN POLYGON TALISTAR HOMES LTD. AND THE CITY OF RICHMOND

AMENDED AND RESTATED HOUSING AGREEMENT – MARKET RENTAL HOUSING
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference ____ day of _____, 202__,

AMONG:

POLYGON TALISTAR HOMES LTD. (Incorporation No. BC1167752), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 900 – 1333 West Broadway, Vancouver, British Columbia, V6H 4C2

(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. Capitalized terms used in these Recitals and in this Agreement shall have the meanings ascribed in Section 1.1;

B. The Owner is the owner of the Lands;

C. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;

D. The Owner and the City entered into a Housing Agreement dated for reference June 9th, 2025 (the "**Original Agreement**") to provide for market rental housing on the Lands, which was approved by Council for the City under Housing Agreement Bylaw No. 10672; and

E. The Owner and the City have agreed to amend the Original Agreement and accordingly wish to enter into this amended and restated Agreement to provide for market rental housing on the terms and conditions set out in this Agreement,

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) "**Agreement**" means this agreement together with all schedules, attachments and priority agreements attached hereto;

(b) "**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 will be a Building for the purpose of this Agreement;

(c) "**Building Permit**" means the building permit authorizing construction on the Lands, or any portion(s) thereof;

(d) "**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;

(e) "**City**" means the City of Richmond;

(f) "**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;

(g) "**Common Amenities**" means all indoor and outdoor areas, recreational facilities and amenities that are provided for residents of the Building in which the Market Rental Housing Units are located, as required by the OCP, CCAP, Rezoning and any applicable Development Permit, and as determined and desiguated pursuant to the Rezoning and any applicable Development Permit processes, including without limitation visitor parking, the required market rental housing parking, loading bays, and electric vehicle and bicycle charging stations, bicycle storage, and related access routes;

(h) "**CPI**" means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;

(i) "**Daily Amount**" means $100.00 per day as of January 1, 2021 adjusted annually thereafter by adding thereto an amount calculated by multiplying $100.00 by the percentage change in the CPI since January 1, 2021, 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;

(j) "**Development**" means that portion of the mixed-use, mid-rise and high-rise development contemplated by the Rezoning to be constructed on the Lands;

(k) "**Development Permit**" means the development permit authorizing development on the Lands, or any portion(s) thereof, and includes Development Permit Application No. 23-020753;

(l) "**Director of Development**" means the City's Director, Development in the Planning and Development Division of the City, and his or her designate;

(m) "**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, a Market Rental Housing Unit;

(n) "**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;

(o) "**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 use and transfer of the Market Rental Housing Units;

(p) "***Interpretation Act***" means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;

(q) "***Land Title Act***" means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;

(r) "**Lands**" means the lands and premises legally described as PID: 031-966-080, Lot 2 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan EPP120534, as may be further Subdivided from time to time, and including a Building or a portion of a Building;

(s) "***Local Government Act***" means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;

(t) "**LTO**" means the New Westminster Land Title Office or its successor;

(u) "**Market Rent**" means the amount of rent that a willing and reasonable landlord would charge for the rental of a comparable dwelling unit in a comparable location for a comparable period of time;

(v) "**Market Rental Housing Unit**" means a Dwelling Unit or Dwelling Units located or to be located on the Lands 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;

(w) "**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;

(x) "**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 a Market Rental Housing Unit from time to time;

(y) "***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;

(z) "***Residential Tenancy Act***" means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;

(aa) "**Rezoning**" means the rezoning of the parent parcel to the Lands pursuant to the rezoning application made by the Owner under number RZ 18-836123;

(bb) "**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;

(cc) "***Strata Property Act***" means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;

(dd) "**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*;

(ee) "**Tenancy Agreement**" means a tenancy agreement, lease, license or other agreement granting rights to occupy a Market Rental Housing Unit; and

(ff) "**Tenant**" means an occupant of a Market Rental Housing Unit by way of a Tenancy Agreement.

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;

(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 a 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; and

(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".

ARTICLE 2
USE AND OCCUPANCY OF RENTAL HOUSING UNITS

2.1 The Owner agrees that each Market Rental Housing Unit may only be used as a permanent residence occupied by a Tenant at or below Market Rent. A Market Rental Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Tenants), or any tenant or guest of the Owner, other than the Tenant. For the purposes of this Article, "permanent residence" means that

the Market Rental Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Tenant.

2.2 Within 30 days after receiving notice from the City, the Owner must in respect of each Market Rental 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, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Market Rental 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 Market Rental Housing Unit if, in the City's absolute determination, the City 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:

(i) submitted to the City a Development Permit application that includes the Market Rental Housing Units; and

(ii) at its cost, executed and registered against title to the Lands, or portion thereof, such additional legal agreements required by the City to facilitate the detailed design, construction, operation, and management of the Market Rental 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 Market Rental Housing Units, and all ancillary and related spaces, uses, common areas, and features, in accordance with the Development Permit;

(c) not apply for a final Building Permit inspection permitting occupancy in respect of any Building in phase 2 as specified in the Development Permit, nor take any action to compel issuance of a final building permit inspection permitting occupancy for any Building in phase 2 as specified in the Development Permit, unless and until all of the following conditions are satisfied:

(i) the Market Rental Housing Units and related uses and areas 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; and

(ii) 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 Market Rental Housing Units, any facilities for the use of the Market Rental Housing Units, including parking and Common Amenities,

provided that if the Development Permit and/or the Building Permit are amended to remove the phasing of the delivery of Buildings in the Development, then the restriction in this Section 2.4(c) shall apply to the first Building in the Development;

(d) not permit any Building in phase 2 as specified in the Development Permit to be occupied, unless and until the Market Rental Housing Units have received final Building Permit inspection granting provisional or final occupancy of the Market Rental Housing Units, provided that if the Development Permit and/or the Building Permit are amended to remove the phasing of the delivery of Buildings in the Development, then the restriction in this Section 2.4(d) shall apply to the first Building in the Development; and

(e) not subdivide the Market Rental Housing Units into individual strata lots, except and unless approved by the Director of Development in the Director of Development's sole and absolute discretion. The Owner acknowledges and agrees that if the Lands are subject to Subdivision by a Strata Plan, that the Market Rental Housing Units will together form no more than 1 strata lot, except and unless approved by the Director of Development in the Director of Development's sole and absolute discretion.

ARTICLE 3
DISPOSITION AND ACQUISITION OF MARKET RENTAL HOUSING UNITS

3.1 The Owner will not permit a Market Rental Housing Unit or any Common Amenity assigned for the exclusive use of a Market Rental Housing Unit to be subleased, or a Tenancy Agreement to be assigned, except as required under the *Residential Tenancy Act*.

3.2 Without limiting section 2.1, the Owner will not permit a Market Rental 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 (as contemplated in section 2.1). Notwithstanding the foregoing, and for greater certainty, nothing in this Agreement will prevent renting of a Market Rental Housing Unit to a Tenant on a "month-to-month" basis.

3.3 If this Agreement encumbers more than one Market Rental Housing Unit, then 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 Market Rental 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 Market Rental Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than all of the Market Rental Housing Units in one building;

(b) if the Development contains one or more air space parcels, each air space parcel and the remainder will be a "building" for the purpose of this section 3.3; and

(c) the Lands will not be Subdivided such that one or more Market Rental Housing Units form their own air space parcel, separate from other Dwelling Units, without the prior written consent of the City. For certainty, nothing herein prohibits the Lands from being Subdivided such that all of the Market Rental Housing Units are contained in a single parcel.

3.4 If the Owner sells or transfers any Market Rental Housing Units, the Owner will notify the City Solicitor of the sale or transfer within three (3) days of the effective date of sale or transfer.

3.5 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 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 Market Rental Housing Unit:

(i) the number of occupants of the Market Rental Housing Unit;

(ii) the number of occupants of the Market Rental Housing Unit 18 years of age and under; and

(iii) the number of occupants of the Market Rental Housing Unit who are Seniors";

(b) defines the term "Landlord" as the Owner of the Market Rental Housing Unit; and

(c) includes a provision requiring the Tenant and each permitted occupant of the Market Rental Housing Unit to comply with this Agreement.

3.6 Subject to the requirements of the *Residential Tenancy Act*, the Owner must not rent, lease, license or otherwise permit occupancy of any Market Rental Housing Unit except to a Tenant and except in accordance with the following additional conditions:

(a) the Market Rental Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;

(b) the monthly rent payable for the Market Rental Housing Unit will be at or below Market Rent;

(c) the Owner will allow the Tenant and any permitted occupant and visitor of the Market Rental Housing Units to have full access to and use and enjoy all Common Amenities; and

(d) the Owner will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any of the following:

(i) strata fees;

(ii) strata property contingency reserve fees;

(iii) 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 parking, bicycle storage, electric vehicle and bicycle charging stations or related facilities;

(iv) extra charges for the use of sanitary sewer, storm sewer, or water, except for the use of water, including heated or cooled water provided by a utility provider including a district energy utility, which is metered or sub-metered or otherwise calculated and allocated on the basis of use, in respect of the use of such water by the Market Rental Housing Unit; or

(v) property or similar tax;

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

(vi) providing cable television, telephone, other telecommunications, or electricity fees (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); and

(vii) 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.

3.7 The Owner shall not impose any age-based restrictions on Tenants of Market Rental Housing Units.

3.8 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.

3.9 The Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Market Rental Housing Unit to comply with this Agreement.

3.10 The Owner will attach a copy of this Agreement to every Tenancy Agreement.

ARTICLE 4
DEMOLITION OF MARKET RENTAL HOUSING UNIT

4.1 The Owner will not demolish a Market Rental 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 Market Rental 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 Market Rental Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations,

and, in each case, a demolition permit for the Market Rental Housing Unit, as applicable, has been issued by the City and the Market Rental Housing Unit, as applicable, 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 a Market Rental Housing Unit, as applicable, 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 which contain the Market Rental Housing Units.

5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Market Rental Housing Units as rental accommodation, or imposes age-based restrictions on Tenants of Market Rental Housing Units, will have no force and effect.

5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Market Rental Housing Units, as applicable, 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 a Market Rental 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 Market Rental 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.

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 a Market Rental 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 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 Market Rental 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 prohibit or restrict the Owner or the Tenant or any other permitted occupant of a Market Rental 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 Market Rental 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) a Market Rental Housing Unit is used or occupied in breach of this Agreement

(b) a Market Rental Housing Unit is rented at a rate in excess of the Market Rent; or

(c) the Owner is otherwise in breach of any of its obligations under this Agreemeut or the Housing Covenant,

then the Owner will pay the Daily Amount to the City for every day that the breach continues after ten 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 business days following receipt by the Owner of an invoice from the City for the same.

6.2 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 Market Rental Housing Units are a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Market Rental Housing Units; 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. 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, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Market Rental Housing Units. The City will partially release this Agreement accordingly, provided however that:

(i) the City has no obligation to execute such release until a written request therefor from the Owners is received by the City, which request includes the registrable form of release (Form C (Release);

(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 Owners;

(iii) the City has a reasonable time within which to execute the release and return the same to the Owners for registration; and

(iv) the Owners acknowledge that such release is without prejudice to the indemnity and release set forth in Sections 7.5 and 7.6.

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.

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 Market Rental Housing Units and will permit representatives of the City to inspect the Market Rental 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 Market Rental 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.

The Owner further covenants and agrees that it will vote:

(a) as owner of the Market Rental Housing Units, in any applicable annual general meetings or special general meetings of a strata corporation; and

(b) as owner of any air space parcel containing the Market Rental Housing Units at any applicable meetings of the owners of other Subdivided parcels of the Lands or part thereof,

to ensure that the Common Amenities are maintained in a good state of repair by the strata corporation which includes the Market Rental 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, as applicable.

Notwithstanding the foregoing, 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 Market Rental 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 or Building Permit or refusal to carry out a final Building Permit inspection permitting 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 Market Rental 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 Market Rental Housing Unit under this Agreement;

(b) the City's refusal to issue a Development Permit or Building Permit or refusal to carry out a final Building Permit inspection permitting 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 sections 7.5 and 7.6 of this Agreement will survive termination or release of this Agreement.

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 discretiou, 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 Market Rental 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:

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

Copies to: City Solicitor and Director of Development

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 Owners 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 Market Rental 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.

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.

7.23 **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(c).

7.24 **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]

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

POLYGON TALISTAR HOMES LTD.
(INC. NO. BC1167752), by its authorized signatory(ies):

Name: Robin Glover
Title: SVP Development

Name: ROBERT BRUNO
Title: Executive VP

CITY OF RICHMOND,
by its authorized signatories:

Malcolm D. Brodie, Mayor

Claudia Jesson, Corporate Officer

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

Schedule A to Market Rental Housing Agreement

STATUTORY DECLARATION

CANADA PROVINCE OF BRITISH COLUMBIA TO WIT:	IN THE MATTER OF Unit Nos. _____ - _____ (collectively, the "**Market Rental Housing Units**") located at _____, (*street address*), British Columbia, and Housing Agreement dated _____, 20____ (the "**Market Rental 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 owner or authorized signatory of the owner of the Market Rental Housing Units, and make this declaration to the best of my personal knowledge;

2. This declaration is made pursuant to the Market Rental Housing Agreement in respect of the Market Rental Housing Units;

3. To the best of my knowledge, for the period from _____ to _____, the Market Rental Housing Units were used solely for the provision of rental housing for Tenants (as defined in the Market Rental Housing Agreement) at or below Market Rent (as defined in the Market Rental Housing Agreement).

4. 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 pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____, in the Province of British Columbia, this _____ day of _____, 20___.

_____
A Commissioner for Taking Affidavits in the Province of British Columbia

_____
DECLARANT

PRIORITY AGREEMENT

ROYAL BANK OF CANADA (the "**Chargeholder**") is the holder of Mortgages and Assignments of Rents (and any related extensions thereof):

(i) Mortgage CB1430445, and

(ii) Assignment of Rents CB1430446,

registered in the LTO (collectively, the "**Bank Charges**") against title to the Lands. Words capitalized in this priority agreement, not otherwise defined herein, have the meaning ascribed to them in the agreement to which this priority agreement is attached (the "**Market Rental Housing Agreement**").

The Chargeholder, 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 agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Market Rental Housing Agreement by the Owner and hereby covenants that the Market Rental Housing Agreement shall rank in priority upon the Lands over the Bank Charges as if the Market Rental Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

ROYAL BANK OF CANADA
by its authorized signatory(ies):

Per: _____
Name: Gary Katayama
Director, Real Estate Markets

Per: _____
Name: