



**City Council
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road
Monday, March 13, 2023
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

CNCL-7 (1) *adopt the **minutes** of the Regular Council meeting held on February 27, 2023; and*

CNCL-19 (2) *receive for information the Metro Vancouver **'Board in Brief'** dated February 24, 2023.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Magnus Sinclair, Coordinator, Parks Programs, to present the Street Banner Unveiling Ceremony.

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.

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
- Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference
- Richmond Public Art Program 2022 Annual Highlights and Public Art Advisory Committee 2023 Work Plan
- Tree Replacement for YVR Property On Sea Island
- City Of Richmond Flag Policy
- Council Strategic Plan 2022-2026

5. *Motion to adopt Items No. 6 through No. 11 by general consent.*

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Consent
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Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-30 (1) the **Parks, Recreation and Cultural Services Committee** meeting held on February 28, 2023;
- CNCL-34 (2) the **General Purposes Committee** meeting held on March 6, 2023; and
- CNCL-40 (3) the **Finance Committee** meeting held on March 6, 2023; be received for information.



Consent
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Item

7. STEVESTON COMMUNITY CENTRE AND LIBRARY SIGNATURE OUTDOOR ARTWORK TERMS OF REFERENCE

(File Ref. No. 11-7000-09-20-334) (REDMS No. 6966795)

CNCL-42

See Page CNCL-42 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the Terms of Reference for the Steveston Community Centre and Library Signature Outdoor Artwork as presented in the report titled, “Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference,” dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.



Consent
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Item

8. RICHMOND PUBLIC ART PROGRAM 2022 ANNUAL HIGHLIGHTS AND PUBLIC ART ADVISORY COMMITTEE 2023 WORK PLAN

(File Ref. No. 11-7000-09-01) (REDMS No. 7085185)

CNCL-57

See Page CNCL-57 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the Richmond Public Art Advisory Committee 2023 Work Plan, as presented in the staff report titled “Richmond Public Art Program 2022 Annual Highlights and Public Art Advisory Committee 2023 Work Plan”, dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.



Pg. # ITEM

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9. **TREE REPLACEMENT FOR YVR PROPERTY ON SEA ISLAND**
(File Ref. No.)

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the City write a letter to the Chair of the YVR Board of Directors, with a copy to the City’s representative on the Board, asking that the situation of the trees along Russ Baker Way be addressed, including replanting if necessary.



Consent
Agenda
Item

10. **CITY OF RICHMOND FLAG POLICY**
(File Ref. No. 01-0005-01) (REDMS No. 7066031)

CNCL-65

See Page CNCL-65 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That option 2 as outlined in the report titled “City of Richmond Flag Policy” dated January 26, 2023 from the Director, Intergovernmental Relations and Corporate and Strategic Planning be endorsed; and*
- (2) *That an additional flag pole be erected at the east side of City Hall (fronting No. 3 Road) so long as the Ukrainian flag is flying.*



Consent
Agenda
Item

11. **COUNCIL STRATEGIC PLAN 2022-2026**
(File Ref. No. 01-0005-01) (REDMS No. 7142456)

CNCL-76

See Page CNCL-76 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the Council Strategic Plan 2022-2026 for the current term of office as outlined in the report titled “Council Strategic Plan 2022-2026” from the Director, Intergovernmental Relations and Corporate and Strategic Planning, dated February 15, 2023, as amended, be adopted.



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

FINANCE COMMITTEE
Mayor Malcolm D. Brodie, Chair

12. **PROPOSED AMENDMENT TO THE DEVELOPMENT COST CHARGES IMPOSITION BYLAW**
(File Ref. No. 03-0900-01) (REDMS No. 7099422)

CNCL-84

See Page CNCL-84 for full report

FINANCE COMMITTEE RECOMMENDATION

Opposed: Cllr. Loo

That Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436 be introduced and given first, second and third readings.



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

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BYLAWS FOR ADOPTION

CNCL-161 Housing Agreement (Affordable Housing) (8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) **Bylaw No. 10437**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-163 Housing Agreement (Market Rental) (8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) **Bylaw No. 10438**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-165 Housing Agreement (Market Rental) (8791 Cambie Road/3600 Sexsmith Road) **Bylaw No. 10439**
Opposed at 1st/2nd/3rd Readings – None.

ADJOURNMENT



Regular Council

Monday, February 27, 2023

Place: Council Chambers
Richmond City Hall

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

Acting Corporate Officer – Evangel Biason

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

RES NO. ITEM

MINUTES

- R23/4-1 1. It was moved and seconded
That:
- (1) *the minutes of the Regular Council meeting held on February 13, 2023, and*
 - (2) *the minutes of the Regular Council meeting for Public Hearings held on February 21, 2023;*
- be adopted as circulated.*

CARRIED



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Monday, February 27, 2023

AGENDA ADDITIONS & DELETIONS

- R23/4-2 It was moved and seconded
That Item No. 12– “2023 Liquid Waste Management Plan Biennial Report” Attachment 1(page CNCL 188) be revised as noted in the Staff memorandum (attached to and forming part of these minutes as **Schedule 1**).

CARRIED

COMMITTEE OF THE WHOLE

- R23/4-3 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 – None.

- R23/4-4 4. It was moved and seconded
That Committee rise and report (7:02 p.m.).

CARRIED

CONSENT AGENDA

- R23/4-5 5. It was moved and seconded
That Items No. 6 through No. 13 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:



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- (1) *the Council/School Board Liaison Committee meeting held on January 11, 2023;*
 - (2) *the Community Safety Committee meeting held on February 14, 2023;*
 - (3) *the General Purposes Committee meeting held on February 21, 2023;*
 - (4) *the Planning Committee meeting held on February 22, 2023; and*
 - (5) *the Public Works and Transportation Committee meeting held on February 23, 2023;*
- be received for information.*

ADOPTED ON CONSENT

7. AWARD OF CONTRACT 8072P – WORKFORCE MANAGEMENT SOLUTION AND SERVICES

(File Ref. No. 03-1000-20-8072P) (REDMS No. 7108110)

- (1) *That Contract 8072P – Workforce Management Solution be awarded to Kronos Canadian Systems Inc., for an estimated contract value of \$719,584, excluding taxes, for an initial contract term of two years, as described in the report titled “Award of Contract 8072P -Workforce Management Solution and Services”, dated January 11, 2023, from the Director, Information Technology; and*
- (2) *That the Chief Administrative Officer and General Manager, Finance and Corporate Services be authorized to execute the contract with Kronos Canadian Systems Inc.; and*
- (3) *That the Chief Administrative Officer and General Manager, Finance and Corporate Services be authorized to extend the contract at the end of the initial contract term for an additional five years, up to the maximum total term of seven years, for a maximum contract value of \$1,749,904, excluding taxes, as described in the report titled “Award of Contract 8072P -Workforce Management Solution and Services”, dated January 11, 2023, from the Director, Information Technology.*

ADOPTED ON CONSENT



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8. APPLICATION BY DA ARCHITECTS & PLANNERS FOR TEMPORARY COMMERCIAL USE PERMIT AT 8991 CHARLES STREET

(File Ref. No. TU 23-009170) (REDMS No. 7114445, 7115704, 7114717)

That the application by DA Architects & Planners for an extension to Temporary Commercial Use Permit (TCUP) for the property at 8991 Charles Street be considered at a Public Hearing to be held March 20, 2023 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and that the following recommendation be forwarded to that meeting for consideration:

“That an extension to Temporary Commercial Use Permit (TU 20-891050) to permit a 'Vehicle Rental, Convenience' use, limited to the storage of rental vehicles only with no associated buildings and no public access as a site specific additional use, be considered for three years from the date of issuance.”

ADOPTED ON CONSENT

9. HOUSING AGREEMENT (AFFORDABLE HOUSING) BYLAW NO. 10437 TO SECURE 156 AFFORDABLE HOUSING UNITS, HOUSING AGREEMENT (MARKET RENTAL HOUSING) BYLAW NO. 10438 TO SECURE 120 MARKET RENTAL HOUSING UNITS, AND HOUSING AGREEMENT (MARKET RENTAL HOUSING) BYLAW NO. 10439 TO SECURE 17 MARKET RENTAL HOUSING UNITS IN PHASE 1 AND PHASE 2 OF THE PROPOSED DEVELOPMENT LOCATED AT 8671, 8731, 8771, 8831/8851 CAMBIE ROAD, 8791 CAMBIE ROAD/3600 SEXSMITH ROAD, AND 3480, 3500, 3520, 3540/3560 SEXSMITH ROAD

(File Ref. No. 08-4057-05; 12-8060-20-010437; 12-8060-20-010438; 12-8060-20-010439) (REDMS No. 7088657, 7115131, 7115073, 7115125)

- (1) *That Housing Agreement Bylaw No. 10437 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement in accordance with the requirements of section 484 of the Local Government Act to secure the Affordable Housing Units required by Development Permit DP 22-015851;***



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- (2) *That Housing Agreement Bylaw No. 10438 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement in accordance with the requirements of section 484 of the Local Government Act, to secure the Market Rental Housing Units required by Development Permit DP 22-015851; and*
- (3) *That Housing Agreement Bylaw No. 10439 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement in accordance with the requirements of section 484 of the Local Government Act, to secure the Market Rental Housing Units required by Development Permit DP 22-017484.*

ADOPTED ON CONSENT

10. RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2022 ANNUAL REPORT AND 2023 WORK PROGRAM

(File Ref. No. 01-0100-30-RIAD1-01) (REDMS No. 7079568, 7027932, 7002896)

That the Richmond Intercultural Advisory Committee's 2022 Annual Report and 2023 Work Program, as presented in the staff report titled "Richmond Intercultural Advisory Committee 2022 Annual Report and 2023 Work Program," dated January 19, 2023, from the Director of Community Social Development, be approved.

ADOPTED ON CONSENT

11. FOOD SECURITY AND AGRICULTURAL ADVISORY COMMITTEE 2022 ANNUAL REPORT AND 2023 WORK PROGRAM

(File Ref. No. 01-0100-30-AADV1-01) (REDMS No. 7108839)

That the Food Security and Agricultural Advisory Committee 2022 Annual Report and 2023 Work Program, as presented in the staff report titled "Food Security and Agricultural Advisory Committee 2022 Annual Report and 2023 Work Program", dated January 30, 2023, from the Director of Policy Planning, be approved.

ADOPTED ON CONSENT



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12. 2023 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT
(File Ref. No. 10-6400-09-01; 01-0157-30-LWMP1) (REDMS No. 7113213, 7108468)

The City's 2023 Liquid Waste Management Plan Biennial Report as presented in Attachment 1, dated January 25, 2023, from the Director, Engineering, be submitted to Metro Vancouver.

ADOPTED ON CONSENT

**13. UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND:
2022/23 DISASTER RISK REDUCTION – CLIMATE ADAPTATION
GRANT APPLICATION**

(File Ref. No. 03-1087-36-01) (REDMS No. 7109253)

- (1) *That the application to the Community Emergency Preparedness Fund, Disaster Risk Reduction – Climate Adaptation funding stream as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2022/23 Disaster Risk Reduction – Climate Adaptation Grant Application” dated January 24, 2023 from the Director, Engineering be endorsed;*
- (2) *That should the grant application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute funding agreements with UBCM for the above mentioned projects; and*
- (3) *That should the grant application be successful, capital projects of \$150,000 for Seepage Assessment and Management Strategy, \$150,000 for Flood Protection Monitoring Stations, and \$2,000,000 for No. 3 Road Canal Improvements be approved with funding from external grant, as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2022/23 Disaster Risk Reduction – Climate Adaptation Grant Application” dated January 24, 2023 from the Director, Engineering, and that the Consolidated 5-Year Financial Plan (2023-2027) be amended accordingly.*

ADOPTED ON CONSENT



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NON-CONSENT AGENDA ITEMS

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Councillor Carol Day, Chair

14. **TRAFFIC AND PARKING MANAGEMENT PLANS -
CONSTRUCTION PARKING REVIEW**

(File Ref. No. 10-6455-01) (REDMS No. 7099264)

R23/4-6

It was moved and seconded

That Option 4 as described in the staff report titled “Traffic and Parking Management Plans – Construction Parking Review”, dated January 24, 2023, from the Director, Transportation be approved.

The question on the motion was not call as discussion ensued in respect to (i) visitor parking concerns in neighborhoods that require parking passes, (ii) the impact of a city-wide policy, (iii) concentrating the pilot project on the Spires Road area, (v) resident concerns related to construction activity, (vi) creating city signage stating hours of construction and city contact information to address resident construction concerns, and (vii) enhancing enforcement tools for bylaw officers.

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

R23/4-7

It was moved and seconded

That the motion be amended to read as follows:

That Option 4 as described in the staff report titled “Traffic and Parking Management Plans – Construction Parking Review”, dated January 24, 2023, from the Director, Transportation, in the Spires Road area, be approved.

The question on the amendment motion was not called as discussion ensued regarding (i) the possibility of having the pilot project conducted in more then one location, and (ii) addressing the immediate construction parking concerns in the Spires area.



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The question on the amendment motion was then called and **CARRIED** with Cllrs. Au, Day and Wolfe opposed.

The question on the main motion, which reads as follows:

That Option 4 as described in the staff report titled “Traffic and Parking Management Plans – Construction Parking Review”, dated January 24, 2023, from the Director, Transportation, in the Spires Road area, be approved.

was then called and **CARRIED**.

Further discussion ensued regarding (i) creation of signage listing city contact information to address resident construction concerns, and (ii) a review of the existing development signage. As a result of the discussion the following **referral motion** was introduced:

R23/4-8

It was moved and seconded

That staff review development signage requirements in active construction sites to prominently post the City phone number contact for the public to report concerns, and report back.

CARRIED

Opposed: Mayor Brodie
Cllr. Loo

PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced that:

William Yang was appointed to the Sister City Advisory Committee for a two-year term to expire on December 31, 2024.



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That the following people were appointed to the Richmond Accessibility Advisory Committee for a two-year term to expire on December 31, 2024.

- Pamela Andrews
- Melanie Arnis
- Damian Gorman
- Shaan Lail
- Tommy Leung
- Rob Sleath
- Anne Bechard
- Ella Huang
- Sue Jones
- Dave MacDonald

Councillor Bill McNulty has been appointed as the Council Liaison to the Richmond Accessibility Advisory Committee.

That Cynthia Zhou has been appointed on the Vancouver International Airport Environmental Advisory Committee as the representative from the Advisory Committee on the Environment for a one-year term to expire on December 31, 2023.

BYLAWS FOR ADOPTION

R23/4-9

It was moved and seconded

That the following bylaws be adopted:

Business Regulation Bylaw No. 7538, Amendment Bylaw No. 10430

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9667

CARRIED



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DEVELOPMENT PERMIT PANEL

- R23/4-10 15. It was moved and seconded
- (1) *That the minutes of the Development Permit Panel meeting held on February 15, 2023, and the Chair’s report for the Development Permit Panel meetings held on April 14, 2021, be received for information; and*
 - (2) *That the recommendations of the Panel to authorize the issuance of Development Permit (DP 17-792931) for the properties at 9700, 9720 and 9800 Williams Road, be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

- R23/4-11 It was moved and seconded
That the meeting adjourn (7:35 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, February 27, 2023.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Evangel Biason)



Memorandum Engineering and Public Works

To: Mayor and Councillors
From: Peter Russell, RPP
 Director, Sustainability and District Energy
 Eric Sparolin, P.Eng.
 Manager, Engineering Planning
Date: February 24, 2023
File:
Re: Response to Committee Inquiry Regarding Greenhouse Gas Emissions and Marina Pump-out Facilities - 2023 Liquid Waste Management Plan Biennial Report

At the Public Works and Transportation Committee meeting held on February 23, 2023, the committee reviewed the staff report titled “2023 Liquid Waste Management Plan Biennial Report” dated January 25, 2023. The purpose of this memo is to provide additional context regarding greenhouse gas (GHG) emissions (PWT-42; CNCL-188) and marina pump-out facilities (PWT-37; CNCL-183) in the 2023 Liquid Waste Management Plan Biennial Report.

Greenhouse Gas Emissions

Councillors received an updated memo on February 27, 2023, which included an assessment of the information presented in the Table below, found on pages PWT-42, CNCL-188:

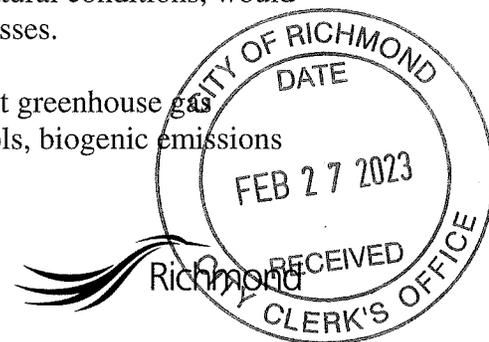
Year	BioCO ₂ (tonnes)	CO ₂ e (tonnes)
2021	29.3	145.6
2022	36.9	144.5

Since this memo was issued, staff noted an error in the original report, which has been revised in the Table below.

Year	BioCO ₂ (tonnes)	Total CO ₂ e (tonnes)
2021	7.4	175.4
2022	7.7	182.1

Biogenic CO₂ (or BioCO₂) refers to carbon in wood, paper, grass trimmings, and other biofuels originally removed from the atmosphere by photosynthesis and, under natural conditions, would eventually cycle back to the atmosphere as CO₂ due to degradation processes.

BioCO₂ emissions are considered carbon neutral and do not add to the net greenhouse gas footprint. However, in keeping with international GHG reporting protocols, biogenic emissions are included in reporting for completeness and transparency.



The revised Table above now indicates that there was an overall increase in GHGs in 2022 when compared to 2021. Staff confirmed this was due to an increase in fleet vehicle usage 2022.

Regarding the GHG emissions table (PWT-51; CNCL-197), the table lists “n/a” as CO₂ emissions reduction from the sewer system as the City does not have any active programs related to reducing GHG emissions.

Marina Pump-out Facilities

There have been no changes to the number of marina pump-out facilities. There are currently two pump-out facilities located in Richmond available for public use.

Please contact the undersigned for more information as needed.



Peter Russell, RPP
Director, Sustainability and District Energy
(604-276-4130)



Eric Sparolin, P.Eng.
Manager, Engineering Planning
(604-247-4915)

:PR

Pc: SMT

For Metro Vancouver meetings on Friday, February 24, 2023

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 Impacts of E-Commerce on Industrial Lands and Transportation Systems Study

RECEIVED

In support of the implementation of the *Regional Industrial Lands Strategy*, Metro Vancouver retained Colliers Strategy & Consulting Group to undertake a study on the impacts of e-commerce on industrial lands and transportation systems. Completed in late 2022, the results further the understanding of the implications of the rapid growth in e-commerce, accelerated in part by the COVID-19 pandemic, on industrial lands for the distribution of goods, as well as associated transportation and employment considerations in the region. Key recommendations from the study include:

- Create up-to-date, citywide inventories of loading zones, curbs, and congestion points to inform local strategies to address the increase in demand for curbside space
- Designate curbside delivery areas adjacent to apartment buildings to mitigate parking flow interruptions and double parking
- Rethink zoning flexibility for a more resilient city that can absorb emerging trends, while still retaining the primary intended use of lands
- Align housing densification and opportunities for emerging sustainable distribution methods to ensure that policies are current with business needs
- Explore opportunities to introduce some industrial uses to commercial areas, such as urban logistics, with shops housing multiple stages of the e-commerce supply chain in addition to retail

The Board received the report for information.

E1.2 Metro Vancouver Industrial Lands Portfolio Update

RECEIVED

This report provides a status update on the industrial lands portfolio and Metro Vancouver's implementation of the *Regional Industrial Lands Strategy* (RILS) which was approved by the Board on July 3, 2020, after over two years of research and engagement. RILS identifies 10 priority actions and 34 recommendations that Metro Vancouver continues to implement.

Since mid-2020, Metro Vancouver has completed a number of projects to advance and implement the industrial lands portfolio. Metro Vancouver will continue to work with member jurisdictions and agencies to advance the recommendations of RILS, as implementation will require continued close collaboration with stakeholders and a long-term commitment by Metro Vancouver and member jurisdictions. The Board received the report for information.

E1.3 Metro Vancouver 2040: Shaping our Future – 2021 Annual Performance Monitoring Report RECEIVED

The *Local Government Act* and *Metro 2040* require the preparation of an annual report on the regional growth strategy's progress. This report provides a summary update on the performance measures with relevant annual change and available data. A complete profile of *Metro 2040*'s performance measures with a detailed data breakdown is available in the *Metro 2040* performance monitoring dashboard on the Metro Vancouver website. The Board received the report for information.

E1.4 Metro Vancouver 2040: Shaping our Future – 2021 Procedural Report RECEIVED

This report documents the staffing and resources required to implement, administer, and amend the regional growth strategy, and provides an annual report on the operational performance of the Regional Planning Division.

Staffing and resources required to implement *Metro 2040* include supporting and reviewing Regional Context Statements, preparing supporting implementation documents, conducting policy research and analysis, and processing proposed amendments. Since the adoption of *Metro 2040* in mid-2011, both the costs and number of staff directly associated with the Regional Planning Division has remained relatively consistent. The Board received the report for information.

E2.1 2023 Invest Vancouver Management Board Meeting Schedule, Work Plan and Invest Vancouver 2023 Annual Plan APPROVED

At its February 10, 2023 meeting, the Invest Vancouver Management Board endorsed Invest Vancouver's 2023 work plan, which includes four priorities:

- Attract world-class companies to the Metro Vancouver region
- Strengthen our key strategic industries
- Address regional issues to increase resilience for the regional economy
- Provide a focused, sustainable regional service

The Board endorsed the Invest Vancouver 2023 Annual Plan as presented.

E2.2 Life Sciences in Metro Vancouver: Shaping a Globally Prominent R&D Hub RECEIVED

The fourth Invest Vancouver investigation into the region's strategic export-oriented industries focuses on the life sciences industry to answer two fundamental questions: why do firms in the life sciences industry invest in Metro Vancouver, and what actions would unlock additional growth and investment in the life sciences industry?

The investigation's findings revealed that:

- The Metro Vancouver region has a flourishing life sciences industry powered by a concentration of highly skilled talent and backed by an extensive innovation ecosystem.
- The industry has grown substantially since 2001, and this growth accelerated during the pandemic.
- With focused, coordinated support from public and private stakeholders, the industry could further expand, add jobs more quickly, and rise in prominence as a global hub.
- Addressing the need for wet lab space is critical for spurring growth. Long term, talent development and recruitment from outside the region is essential for the industry to reach its potential.

The Board received the report for information.

E2.3 2023 CanExport Community Investment Contribution Award

RECEIVED

Global Affairs Canada, through the 2023 CanExport Community Investment program, awarded Invest Vancouver approval for up to \$244,735 in match funding. The program is dedicated to supporting projects that serve to attract, retain, and expand foreign direct investment and provides reimbursement of up to 50 per cent of eligible expenses. Projects must be completed between January 1 and December 31, 2023.

Invest Vancouver proactively aligned CanExport Community Investment project proposals with planned work activities and budget for 2023. In order to implement projects effectively, project management documents will be generated in order to sequence work, manage budget and procurement processes, and identify and collaborate with project partners. The Board received the report for information.

E3.1 TransLink's Application for Federal Gas Tax Funding for 2023 Fleet Replacement – Part B for 84 Conventional Renewable Natural Gas Buses

APPROVED

At its October 28, 2022 meeting, the Board postponed the consideration of a portion of TransLink's application for a renewable natural gas bus replacement project under the Greater Vancouver Regional Fund program. This matter was postponed to give TransLink an opportunity to provide greater clarity on how this application fits into their Low Carbon Fleet Strategy.

The Board approved \$75.24 million in funding from the Greater Vancouver Regional Fund for TransLink's purchase of 84 conventional renewable natural gas buses proposed in its 2023 application for Federal Gas Tax Funding as presented.

G1.1 Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 APPROVED Third Reading and Final Adoption

Following three years of extensive engagement and policy development, *Metro 2050* was read a first and second time in March 2022 and a public hearing was held in April 2022. All 24 affected local governments have passed resolutions accepting *Metro 2050*, the update to the regional growth strategy.

The MVRD Board gave third reading to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* as presented; then passed and finally adopted said bylaw.

Next, the Board directed staff to notify the Minister of Municipal Affairs as well as all affected local governments, local First Nations, organizations, and agencies that participated in the development of the updated regional growth strategy that *Metro 2050* has been officially adopted.

I 1 Committee Information Items and Delegation Summaries

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

Regional Parks Committee – February 1, 2023

Information Items:

5.2 Pacific Spirit Regional Park – Wreck Beach Update

Renowned for its natural beauty and its unique social character, Wreck Beach is a popular destination within Pacific Spirit Regional Park. As a result of its remote location and increasing use, Metro Vancouver and its partner agencies have been responding to a high number of emergencies and public safety incidents in recent years. With input from emergency response providers, strategies have been developed to improve public safety and access to Wreck Beach. This multi-pronged action plan uses an integrated approach that takes into consideration site design, education, enforcement, and partnerships.

Mayors Committee – February 1, 2023

Delegation Summaries:

3.1 Eoin Finn and Peter van der Velden, Friends of Tilbury

Subject: Expansion Proposals Fortis Tilbury LNG Facility

3.2 Roderick V. Louis

Subject: Overview – Housing Supply Act and Strata Property Act Amendments

Information Items:

5.3 Overview – Housing Supply Act and Strata Property Act Amendments

On November 21, 2022, the Province introduced Bill 43 (the *Housing Supply Act*), as well as amendments to the *Strata Property Act*, to increase housing options and speed up housing development in communities. Changes to the *Strata Property Act* to remove rental restrictions and age restrictions (with the exception of 55+ housing), took immediate effect.

However, specifics to implement the *Housing Supply Act*, which give the Province authority to set municipal housing targets, are still to be confirmed. This report provides an overview of these legislative changes along with opportunities for Metro Vancouver to work with the Province and its member jurisdictions to support coordinated housing targets, and to support the delivery of more housing across the region.

Climate Action Committee – February 2, 2023

Information Items:

5.2 Climate 2050 Land Use and Urban Form Roadmap – Scope of Work and Project Status

As part of Metro Vancouver’s *Climate 2050* strategy, Metro Vancouver staff have initiated work on the draft *Climate 2050 Land Use and Urban Form Roadmap*. Work on the roadmap began in March 2022 and engagement will occur throughout 2023. Building on the progressive climate-related policies in the draft *Metro 2050*, the roadmap will outline regional and corporate goals, strategies, actions, and performance measures for the mitigation of greenhouse gases and climate adaptation in our region.

Finance Committee – February 9, 2023

Information Items:

5.1 Authorization to Attend 2023 Standing Committee Events

This report brings forward conferences and events for approval by the Finance Committee, as required by the *Remuneration Bylaw*, approved in the 2023 budget. Twenty-two events were identified given their relevance to the various standing committee mandates; each event presents an opportunity for committee members to participate in learning, interaction, and engagement with other North American organizations, and to represent Metro Vancouver.

5.2 Authorization to Attend 2023 International Events

This report brings forward international conferences and events for approval by the Finance Committee, as required by the *Remuneration Bylaw*, approved in the 2023 budget. Metro Vancouver will participate in events that promote Metro Vancouver in a leadership role; provide opportunity for engagement and continuous improvement in the advancement of organizational goals; allow for the acquisition of knowledge and skills which directly benefit the organization and region; offer the provision of assistance to other cities or regions in the world; and enhance Metro Vancouver’s reputation in the international community. Selection of director(s) to participate requires the Board chair approval as the final step.

5.3 Treasury Report – June 1, 2022 to December 31, 2022

The *Corporate Investment Policy* requires a thrice-annual investment update. This report covers the seven-month period from June to December 2022.

Metro Vancouver’s investment returns for 2022 were 2.42 per cent for short-term, 2.64 per cent for long-term, and 2.28 per cent for the Cultural Reserve Fund. Due to timing of long-term maturities and the strategy to hold larger amounts in cash to fund capital projects, investment performance slightly lags below benchmarks.

It is anticipated as investments mature, they will be re-invested in higher yielding products. In 2023, to improve cash and investment management, Metro Vancouver will use MFA's temporary borrowing process for the first time. This was approved by the Board in October 2022.

In 2022, inflation rose from 3.4 per cent as of December 31, 2021 to 6.8 per cent a year later. In addition, the Bank of Canada increased the overnight borrowing rate 400 basis points, from 0.25 per cent to 4.25 per cent. These economic factors have resulted in increases in borrowing rates, the cost of purchasing goods and services, and investment returns.

5.4 MVRD Audit Plan from BDO Canada LLP

Metro Vancouver districts and the Metro Vancouver Housing Corporation are required under provincial legislation to prepare annual financial statements, audited by a public accounting firm and approved by the Board by May 15 each year. The 2022 annual financial statements, along with the draft auditors report, will be presented to the Finance Committee at its April meeting, prior to Board approval.

This report outlines the audit approach, key audit areas, auditor responsibilities and audit deliverables. In addition, the report highlights a number of upcoming accounting standards, the most significant being the asset retirement obligation requirement, effective fiscal year 2023. Management has engaged external resources to assist with the scoping work and measurement estimates required to complete the audit standard and will report back to the Committee in the spring.

Regional Planning Committee – February 10, 2023

Information Items:

5.3 Metro 2050 Climate Policy Enhancement Study – Project Initiation

In response to Board direction, staff have initiated a Metro 2050 Climate Policy Enhancement Study to identify possible amendments to the current climate action policies and new ones that could be added to *Metro 2050* via an amendment, to enhance the regional growth strategy's climate resilience. As both relate to climate action in the region, this study is being coordinated with the development of the *Climate 2050 Land Use and Urban Form Roadmap*. Metro Vancouver staff have hosted two joint workshops in early 2023, one in person and one online. The workshops were attended by member jurisdiction staff as well as invited experts who provided input on how to refine a list of potential new or amended climate policies and actions. Next steps include reviewing the workshop data and developing draft recommendations for *Metro 2050* and the *Land Use and Urban Form Roadmap*.

5.4 Climate 2050 Land Use and Urban Form Roadmap – Scope of Work and Project Status

As part of *Climate 2050*, Metro Vancouver staff have initiated work on the draft *Land Use and Urban Form Roadmap*. Background work on the roadmap began in March 2022 and engagement will occur throughout 2023. Building on the progressive climate-related policies in *Metro 2050*, this roadmap will outline potential regional and corporate goals, strategies, actions, and performance measures for the mitigation of greenhouse gases and climate adaptation in our region.

Metro Vancouver Housing Corporation

E1.1 Names for Select Metro Vancouver Housing New Development and Redevelopment Projects

RECEIVED

The *Metro Vancouver Housing Naming Framework* is intended to provide guiding principles and a process to support decision-making when naming new development sites, or renaming existing housing sites. In spring 2022, staff initiated naming or renaming processes for a selection of Metro Vancouver Housing new development and redevelopment projects.

- Eastburn Square in Burnaby is now “The Connection”
- Civic Centre in Pitt Meadows is now “Heron’s Nest”
- Southwynde Avenue in Burnaby is now “The Steller”
- Welcher Avenue in Port Coquitlam is now “Salal Landing”

The Board received the report for information.

I 1 Committee Information Items and Delegation Summaries

The Board received one information item and one delegation summary from one standing committee.

Housing Committee – February 3, 2023

Delegations:

3.1 Roderick V. Louis

Subject: Manager’s Report – Proposed 2023 Housing Committee Work Plan

Information Items:

5.2 Metro Vancouver Housing Cost Estimating & Stage Gate Approvals

Metro Vancouver Housing uses a standard approach to estimate project costs, account for risk, and establish stage gates for Committee/Board approval throughout the housing development process. MVH currently has five affordable housing development/redevelopment projects advancing through design and development approvals and these will be returning to Committee/Board to review active project budgets at project stage gates.

Greater Vancouver Water District

E1.1 Coquitlam Sockeye Hatchery Land Use Licence Agreement & Water Use Agreement

RECEIVED

BC Hydro is starting construction of the Coquitlam Sockeye Hatchery in 2023 within the protected Coquitlam Water Supply Area on a parcel of GVWD fee-simple land. The hatchery facility is being funded

by BC Hydro, which has the primary responsibility for fisheries restoration efforts in the Coquitlam watershed.

Sockeye stocks are severely depleted in the Coquitlam River Watershed, primarily due to loss of access to habitat in Coquitlam Lake following completion of the first hydro-electric dam over 116 years ago.

Restoration of sockeye stocks is an important cultural goal of the kʷikʷəɬ'əm/Kwikwetlem First Nation and they have been working with BC Hydro, the GVWD, and other local partners in support of this goal since 2004. The GVWD is entering into both a Land Use Licence Agreement and a Water Use Agreement with BC Hydro as a means of providing in-kind support with a land parcel and water supply for the new Coquitlam Sockeye Hatchery. The Board received the report for information.

E1.2 Award of Contract Resulting from Request for Proposals No. 22-380: Construction of Kennedy Newton Main – Phase 3 South Section **APPROVED**

Metro Vancouver is constructing the Kennedy Newton Main between Newton Reservoir and Kennedy Park Reservoir in Surrey. This new 1.8 metre-diameter, eight-kilometre-long water main will meet growing water demand south of the Fraser River. The project is being delivered in three separate phases, spread out over several years. Construction of Phase 3, the final phase, has been split into three separate contracts in order to address constraints within the local construction industry and to promote participation in the procurement process.

The Board approved the award of a contract in the amount of \$27,914,600 (exclusive of taxes) to B&B Contracting (2012) Ltd. resulting from RFP No. 22-380 for the construction of Phase 3 South Section of the Kennedy Newton Main, subject to final review by the Commissioner.

E1.3 Award of Contract Resulting from Tender No. 21-047: Backup Power Installation of Capilano Raw Water Pump Station **APPROVED**

Construction Tender No. 21-047 includes the Capilano Raw Water Pump Station Backup Power project and the Capilano Watershed Security Gatehouse project. The backup power project will help deliver water from Capilano Lake to the Seymour Capilano Filtration Plant in the event of a power outage, to ensure reliable drinking water is supplied to the region under planned and emergency conditions. The gatehouse project provides a new facility for Capilano Water Supply Area security staff and includes improvements to the entranceway off Nancy Greene Way to increase safety for vehicles and people.

The Board authorized a budget increase for the Capilano Raw Water Pump Station Backup Power project and the Capilano Watershed Security Gatehouse project in the amount of \$27 million. The funds will be drawn from known savings on another project, bringing the revised combined budget for these projects to \$83 million (exclusive of GST).

The Board approved award of a contract in the amount of up to \$49,454,982 (exclusive of GST) to NAC Constructors Ltd. resulting from Tender No. 21-047, subject to final review by the Commissioner.

I 1 Committee Information Items and Delegation Summaries

The Board received an information item from a standing committee.

Water Committee – February 8, 2023

Information Items:

5.1 Watershed Fisheries Initiatives Annual Update

Water Services, Liquid Waste Services, Regional Parks, and other Metro Vancouver departments collectively contribute to Pacific salmon conservation and restoration in the region. GVWD manages and participates in fisheries management and restoration initiatives both upstream and downstream of the dams in the Capilano, Seymour and Coquitlam River watersheds. Metro Vancouver strives to ensure fisheries protection and enhancement initiatives are evaluated, planned, and implemented in a manner that consistently meets or exceeds the *Capilano Seymour Joint Water Use Plan Provincial Order* and all pertinent regulatory responsibilities.

Greater Vancouver Sewage and Drainage District

E1.1 Recommended Wet Weather Cost Apportionment Approach

APPROVED

At its February 8, 2023 meeting, the Liquid Waste Committee endorsed a recommendation to revise the cost apportionment bylaw for liquid waste services that would change how member jurisdictions pay for sewer services by introducing separate fees for dry and wet weather flows.

Various options for wet weather pricing were developed by staff and the recommended approach, informed by municipal feedback through a working group and advisory committees, is to phase in wet weather pricing incrementally over a 10-year period commencing with requisitions in spring 2024.

The Board directed staff to prepare amendments to *Cost Apportionment Bylaw 283, 2014* for its consideration in accordance with the direction as presented, and to initiate wet weather cost apportionment in the 2024 billing cycle to be implemented incrementally over 10 years.

E2.1 Award of Contract from RFP No. 22-186: Municipal Solid Waste Contingency Disposal Services

APPROVED

Despite the region's success in reducing waste, approximately one million tonnes of garbage require disposal each year. Garbage in excess of what can be managed at the Waste-to-Energy Facility and the Vancouver Landfill is sent to remote contingency disposal. Contingency disposal requirements over the last three years have ranged from 35,000 tonnes to 145,000 tonnes per year.

The cost of the region’s solid waste system, including contingency disposal, is funded through garbage tipping fees, with higher contingency disposal requirements corresponding with higher tipping fee revenues. Expected contingency disposal costs can be accommodated within the approved Solid Waste Services budget and the five-year financial plan.

The Board approved award of three separate five-year contracts, resulting from Request for Proposals No. 22-186 as follows, subject to final review by the Commissioner:

- GFL Environmental Inc. in the amount of up to \$47,330,000 (exclusive of taxes)
- Republic Services in the amount of up to \$44,720,000 (exclusive of taxes)
- Waste Management of Canada Corporation in the amount of up to \$48,510,000 (exclusive of taxes)

I 1 Committee Information Items and Delegation Summaries

The Board received information items from standing committees.

Liquid Waste Committee – February 8, 2023

Information Items:

5.2 2022 “Wipe It, Green Bin It” Campaign Results

The disposal of fats, oils, and grease into the sewer system costs the region over \$2.7 million every year. In its sixth year, the 2022 “Wipe It, Green Bin It” campaign asked residents to put fats, oils, and grease in the green bin and not down the sink. The campaign ran in the fall and in the lead-up to Thanksgiving, targeting a time of heavier seasonal cooking. It included social media, YouTube, television, banner ads, Google adwords, and a website. The campaign generally performed well and delivered 16 million impressions, 1,200 engagements, 1.6 million video views, 13,000 clicks for more information, and 14,000 website visits. Monitoring of fats, oils, and grease at pump stations generally shows a drop in their levels since 2019. In 2023, the campaign will run again with similar timing and creative materials and will also include a post-campaign survey.

Zero Waste Committee – February 9, 2023

Information Items:

5.1 2021 Solid Waste and Recycling Annual Report

The overall regional recycling rate increased from 64 per cent in 2020 to 65 per cent in 2021. Sector-specific recycling rates increased in the commercial/institutional and the construction and demolition sectors. In the residential sector, the recycling rate in 2021 was similar to 2019, but lower than 2020 — a year marked by increased residential organics recycling during the pandemic, potentially due to more eating at home. Glass recycling dropped in 2021 when processing facilities were closed as a result of the November flooding emergency. Reuse increased in 2021 compared to 2020, when pandemic shutdowns impacted charities and businesses accepting clothing for reuse.

5.2 Solid Waste Management Plan Update – Vision and Guiding Principles Engagement

Metro Vancouver is launching engagement this spring on the development of the vision and guiding principles for the *Solid Waste Management Plan* update. Regional districts are required by the Province to develop, and submit for approval, plans for the management of municipal solid waste and recyclable materials.

Prior to this year, a pre-engagement phase and the forming of advisory committees in support of the solid waste management update were completed. Engagement with First Nations, government, and advisory committees is essential to the process. Climate Action Committee members will be invited to the April Zero Waste Committee meeting to help ensure greenhouse gas emission reduction and climate change considerations are fundamental elements of the vision and guiding principles. A robust and transparent public engagement process will involve the waste and recycling industry, waste producers, businesses, communities of interest, and Metro Vancouver residents. Following the engagement, a report will summarize participation and outline how input and feedback was considered in developing the vision and guiding principles.

Metro Vancouver continues to pursue initiatives to achieve zero waste, reduce greenhouse gas emission, and advance the circular economy, in parallel to the development of an updated *Solid Waste Management Plan*.



Parks, Recreation and Cultural Services Committee

Date: Tuesday, February 28, 2023

Place: Council Chambers
Richmond City Hall

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

Also Present: Councillor Carol Day

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 Parks, Recreation and Cultural Services Committee held on January 31, 2023, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DIVISION

1. **STEVESTON COMMUNITY CENTRE AND LIBRARY SIGNATURE
OUTDOOR ARTWORK TERMS OF REFERENCE**

(File Ref. No. 11-7000-09-20-334) (REDMS No. 6966795)

It was moved and seconded

That the Terms of Reference for the Steveston Community Centre and Library Signature Outdoor Artwork as presented in the report titled, "Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference," dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.

Parks, Recreation & Cultural Services Committee
Tuesday, February 28, 2023

The question on the motion was not called as staff responded to a query from the Committee, advising that if the artwork included the need for an electrical connection (e.g. lighting) as part of the artistic concept then those costs would be part of the overall budget for the project; anything beyond would be part of the general construction.

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

2. **RICHMOND PUBLIC ART PROGRAM 2022 ANNUAL HIGHLIGHTS AND PUBLIC ART ADVISORY COMMITTEE 2023 WORK PLAN**
(File Ref. No. 11-7000-09-01) (REDMS No. 7085185)

Staff noted the Public Art Program's collection has grown since the date of the report to 367 public art works, of which 196 are permanent installations.

It was moved and seconded

That the Richmond Public Art Advisory Committee 2023 Work Plan, as presented in the staff report titled "Richmond Public Art Program 2022 Annual Highlights and Public Art Advisory Committee 2023 Work Plan", dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.

The question on the motion was not called as a brief discussion ensued with respect to opportunities for the donation and utilization of artwork supplies.

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

3. **TREE, BENCH AND PICNIC TABLE DEDICATION PROGRAM UPDATE**
(File Ref. No. 11-7200-20-MBEN1) (REDMS No. 7107193)

In reply to queries from Committee, staff advised when planning new parks, an important component is working with the planning group in Parks Planning, Design and Construction, to identify opportunities for future expansion in the tree, bench and picnic table dedication program.

Discussion ensued with respect to (i) the challenges in striking a balance for areas in high demand without distracting from the overall experience, (ii) expired dedication terms and renewal options, (iii) providing contact information on the City's website and park sites for inquiries/concerns regarding the program, and (iv) an interactive map of bench and picnic table locations, and specific tree dedications within City parks.

Parks, Recreation & Cultural Services Committee
Tuesday, February 28, 2023

It was moved and seconded

That the Report titled “Tree, Bench and Picnic Table Dedication Program Update” dated February 01, 2023 from the Director, Parks Services, be received for information.

CARRIED

4. **MANAGER’S REPORT**

(i) Tree Replacement for YVR Property On Sea Island

It was advised that there is a site on a berm along Russ Baker Way that may require tree replacement. It was noted that this particular property is owned by YVR and that some trees initially planted on-site did not survive and subsequently were not replaced.

Discussion ensued with respect to the City having the ability to plant new trees in the area. Staff noted that as the property is under YVR’s jurisdiction the City is unable to plant any trees on that property. Staff further noted they are, and will continue to be, in active communication with YVR staff regarding the matter, and that the City will look at opportunities for planting more trees on the City lands in the area.

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

It was moved and seconded

That the City write a letter to the Chair of the YVR Board of Directors, with a copy to the City’s representative on the Board, asking that the situation of the trees along Russ Baker Way be addressed, including replanting if necessary.

CARRIED

(ii) Spring Break Recreation Opportunities

Staff noted the various recreation and arts opportunities offered for Richmond children and families throughout the upcoming spring break (March 11-26), including a variety of skating and swimming drop in activities. To date, over 2,200 preschool children and youth have been registered for a number of full day and half day options in a variety of areas from arts, sports, nature and science. Further information on the matter is available on the City’s website.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:30 p.m.).

CARRIED

3.

Parks, Recreation & Cultural Services Committee
Tuesday, February 28, 2023

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, February 28, 2023.

Councillor Chak Au
Chair

Lorraine Anderson
Legislative Services Associate



General Purposes Committee

Date: Monday, March 6, 2023

Place: Council Chambers
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 4:02 p.m.

AGENDA ADDITION

It was moved and seconded
That Richmond's Ecowaste landfill removed from the Agricultural Land Reserve be added to the agenda as Item No. 4.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on February 21, 2023, be adopted as circulated.

CARRIED

**PLANNING AND DEVELOPMENT AND ENGINEERING AND
PUBLIC WORKS DIVISIONS**

**1. STEVESTON HIGHWAY MULTI-USE PATHWAY PROJECT -
UPDATE**

(File Ref. No. 01-0060-20-LIEC1) (REDMS No. 7114588)

Staff noted that (i) the multi-use pathway project along Steveston Highway has been a part of the Regional and Municipal plans for a long time, (ii) Council approved Phase 1 and 2 of the project in 2019 and 2020, (iii) about \$350,000 of work has been completed to date, and (iv) if project scope is reduced, discussions with TransLink would be required to discuss funding options.

In reply to queries from Committee, staff advised that (i) a reduced scope could mean a shorter route, (ii) only the curb lanes will be narrowed, (iii) currently there is no automated enforcement along Steveston Highway, however it has been requested, and staff will follow-up, (iv) Regional strategies may not always align with municipal plans, (v) the Development Cost Charge budget has \$34M, (vi) standards for cycling networks have changed significantly over the years, (vii) no direct comparison has been done between Williams Road and Steveston Highway, (viii) costs for connection to the new tunnel has not been determined, (ix) boulevards will separate riders and traffic, (x) environmental studies have not been done, however our air quality is excellent, (xi) an in-depth analysis of Williams Road bike lanes can be conducted, and (xii) funding is at TransLink's discretion.

John Roston, Richmond resident, referenced his submission (attached to and forming part of these Minutes as Schedule 1) and expressed concerns with cyclist safety and air quality along Steveston Highway.

Discussion took place on safety concerns along Steveston Highway and comparing Williams Road and Steveston Highway for best options for the potential multi-use pathway.

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

It was moved and seconded

That the staff report titled "Steveston Highway Multi-Use Pathway – Update" be referred back to staff to:

- a) compare the implications of Steveston Highway and Williams Road as multi-use pathways;*
- b) examine the feasibility of a Class A bike lane on Williams Road; and*
- c) investigate funding implications.*

2.

General Purposes Committee
Monday, March 6, 2023

The question on the referral motion was not called as discussion took place on planning for the future and air quality concerns.

In reply to a further query from Committee, staff advised that a report back could take a couple of months.

The question on the referral motion was then called and it was **CARRIED** with Cllr. Wolfe opposed.

CAO'S OFFICE

2. **CITY OF RICHMOND FLAG POLICY**

(File Ref. No. 01-0005-01) (REDMS No. 7066031)

In reply to queries from Committee, staff advised that (i) option 1 and 2 do not have a formal request process for the public, (ii) members of the public can delegate to Council or Council can bring forward a motion for additional flag requests, (iii) flag poles can be added to the City's infrastructure, and (iv) the City of Delta's City Clerk's Office manages flag requests from the public.

It was moved and seconded

- (1) *That option 2 as outlined in the report titled "City of Richmond Flag Policy" dated January 26, 2023 from the Director, Intergovernmental Relations and Corporate and Strategic Planning be endorsed; and*
- (2) *That an additional flag pole be erected at the east side of City Hall (fronting No. 3 Road) so long as the Ukrainian flag is flying.*

CARRIED

3. **COUNCIL STRATEGIC PLAN 2022-2026**

(File Ref. No. 01-0005-01) (REDMS No. 7142456)

It was moved and seconded

That the Council Strategic Plan 2022-2026 for the current term of office as outlined in the report titled "Council Strategic Plan 2022-2026" from the Director, Intergovernmental Relations and Corporate and Strategic Planning, dated February 15, 2023, be adopted.

The question on the motion was not called as in reply to queries from Committee, staff noted that housing needs falls under Strategic and Sustainable Community Growth, and focus areas and priorities are broad to allow Council to achieve the goals.

Discussion took place on addressing housing needs and including it as a specific priority, and as a result the following **referral motion** was introduced:

3.

General Purposes Committee
Monday, March 6, 2023

It was moved and seconded

That the staff report titled “Council Strategic Plan 2022-2026” be referred back to staff to include housing options for all as a priority.

DEFEATED

Opposed: Mayor Brodie

Cllrs. Au

Heed

Hobbs

Loo

McNulty

It was moved and seconded

That the second bullet under Strategic and Sustainable Community Growth be amended by removing “enhance” and replacing with “prioritize”.

CARRIED

It was moved and seconded

That the fifth bullet under Strategic and Sustainable Community Growth be amended by adding “and proactively” following “Work collaboratively”.

CARRIED

It was moved and seconded

That the title to the fourth strategic focus area be amended to “Responsible Financial Management and Governance”.

CARRIED

Opposed: Cllrs. Heed

Loo

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

4. **RICHMOND’S ECOWASTE LANDFILL REMOVED FROM THE AGRICULTURAL LAND RESERVE**

(File Ref. No.)

Discussion took place on the Provincial announcement to remove Richmond’s Ecowaste landfill from the Agricultural Land Reserve. As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That the Richmond’s Ecowaste landfill matter be referred to staff to analyze the removal of the land from the Agricultural Land Reserve and provide advice regarding options.

4.

General Purposes Committee
Monday, March 6, 2023

The question on the referral motion was not called as further discussion took place on concerns regarding potential future use for the land and soil reclamation and compensation for Richmond.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:35 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, March 6, 2023.

Mayor Malcolm D. Brodie
Chair

Sarah Goddard
Legislative Services Associate

**Schedule 1 to the Minutes of the
General Purposes Committee meeting
of Richmond City Council held on
Monday, March 6, 2023.**

**Submission to General Purposes Committee, March 6, 2023, Agenda Item 1, by John Roston
Steveston Highway MUP or Williams Segregated Bi-Directional Bike Path?**

Health Effects

The U.S. Environmental Protection Agency (EPA) has studied the health effects of air pollution from highways on those nearby (quotes below from attached report). A highway is defined as a roadway with four lanes or more of vehicular traffic. Steveston Highway is obviously a highway. Williams is not. The study outlines the health hazards for those within 300 ft. of the roadway. The proposed Steveston Highway MUP is 3 ft. (1m) from the roadway.

“Pollutants directly emitted from cars, trucks and other motor vehicles are found in higher concentrations near major roads. Examples of directly emitted pollutants include particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NOx), and benzene, though hundreds of chemicals are emitted by motor vehicles. ... Individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.”

“Health effects that have been associated with proximity to roads include asthma onset and aggravation, cardiovascular disease, reduced lung function, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.”

“The type of vehicles and fuel used, traffic activity, and the wind speed and direction can all have big effects on pollutant levels near major roadways. Generally, the more traffic, the higher the emissions; however, certain activities like congestion, stop-and-go movement or high-speed operations can increase emissions of certain pollutants. The combination of rush hour and calm winds in the morning often leads to the highest concentrations during this time of the day.”

Aside from the much greater number of vehicles using Steveston Highway, those vehicles have a much higher proportion of heavy-duty diesel trucks than the vehicles using Williams.

“Per vehicle, heavy-duty diesel trucks can emit more of certain pollutants (e.g., NOx and PM) and contribute disproportionately to the emissions from all motor vehicles.”

Translink and BC Government Funding

The staff report implies that the Translink funding secured for this project (\$5,010,000) and the BC Active Transportation Infrastructure Grant (\$500,000) will be lost if the Steveston Highway MUP is not constructed. There is no indication that Translink and the Infrastructure Grant will be lost if the segregated bike path is built on Williams instead. Neither Translink nor the BC Government wants to see headlines pointing out that they prefer to spend their money on a major health hazard.

Staff Report

The staff report says that the existing painted bike lanes on Williams “may not be considered suitable by all cyclists.” No one is suggesting that Williams be left as is. The alternative to the Steveston Highway MUP is a segregated, bi-directional bike path on Williams.

The staff report says that the Steveston Highway MUP “can encourage recreational walking.” The adverse health effects are far worse for someone walking along Steveston Highway with much longer exposure than for someone cycling. We should not be encouraging people to walk so close to a highway.



Finance Committee

Date: Monday, March 6, 2023

Place: Council Chambers
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 5:36 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on February 6, 2023, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

- 1. PROPOSED AMENDMENT TO THE DEVELOPMENT COST CHARGES IMPOSITION BYLAW**
(File Ref. No. 03-0900-01) (REDMS No. 7099422)

Finance Committee
Monday, March 6, 2023

It was moved and seconded

That Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436 be introduced and given first, second and third readings.

The question on the motion was not called as in response to queries from Committee, staff noted that (i) the increase would be quite substantial if payed through the taxes, (ii) once Council approves the bylaw it goes to the Province and will come back in a couple of months for adoption, (iii) there will be a one-year interim before the new rates are in effect, (iv) the public consultation has taken place and all stakeholders have been advised of the changes, (v) the referral is in relation to demolished buildings as the assumption is that the Development Cost Charge (DCC) has already been paid, (vi) a study is currently underway in relation to the feasibility of DCC waivers, (vii) DCC's approved for specific uses such as for sewers, dikes, roads and sanitary, (viii) other municipalities have different timelines for updating their DCC's, and (ix) heavy industrial is predominately on Mitchell Island.

The question on the motion was then called and it was **CARRIED** with Cllr. Loo opposed.

2. **2022 ANNUAL PROCUREMENT REPORT**

(File Ref. No. 02-0745-01) (REDMS No. 7056814)

It was moved and seconded

That the staff report titled, "2022 Annual Procurement Report", dated February 7, 2023 from the Director of Finance, be received for information.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:57 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, March 6, 2023.

Mayor Malcolm D. Brodie
Chair

Sarah Goddard
Legislative Services Associate

2.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee **Date:** January 18, 2023

From: Marie Fenwick, Director, Arts, Culture and Heritage Services **File:** 11-7000-09-20-334/Vol 01

Re: **Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference**

Staff Recommendation

That the Terms of Reference for the Steveston Community Centre and Library Signature Outdoor Artwork as presented in the report titled, "Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference," dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.

Marie Fenwick
 Director, Arts, Culture and Heritage Services
 (604-276-4288)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Library	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

On September 23, 2019, Council approved the 60,350 sq. ft. program for the Steveston Community Centre and Library. The new facility will host a wide range of recreation, sport, wellness and library programs as well as regional tournaments and events.

In accordance with the Public Art Program Policy No. 8703, the project budget includes an allocation of one per cent of the construction budget for public art. The one per cent public art contribution for this project is \$450,000.

On December 21, 2022, Council approved the Steveston Community Centre and Library Public Art Plan. The Plan recommends a large-scale signature artwork to be located in the outdoor plaza as well as additional artworks for the interior of the facility.

This report presents the proposed Terms of Reference for a signature outdoor artwork at Steveston Community Centre and Library for Council's consideration.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

Analysis

Steveston Community Centre and Library Background

The Steveston Community Centre and Library is envisioned to be the heart of the Steveston community, where residents will come to recreate, learn, play and connect in a welcoming and accessible environment. With the goal to serve the community into the future, the new 60,350 square foot three-storey facility will include: two gymnasiums, a fitness centre, community "living room," library and study areas, as well as several multipurpose rooms for community use. In addition to community centre and library programs, the facility will host local and regional tournaments and events.

The form and character of the building draws inspiration from various buildings and landmarks around the Steveston area, reflecting elements such as the platforms and docks at the Steveston waterfront, canopies and fascia trims from the Steveston Tram building, the traditional Japanese curved roof form of the Martial Arts Centre, as well as materials and patterns from the surrounding industrial buildings. All these elements are cohesively incorporated to form a modern contemporary design.

Steveston Community Centre and Library Signature Outdoor Artwork Opportunity

The artwork will be an outdoor sculptural work of scale to support wayfinding and create a sense of arrival and welcome for community members, visitors and staff.

Staff worked with members of the Steveston Community Society and Richmond Public Library Board to inform the Terms of Reference for this public art opportunity.

The corresponding Terms of Reference for an Artist Call is provided in Attachment 1. It reflects the collective perspective of the community members who participated in the process.

The Public Art Advisory Committee endorsed the Terms of Reference at its meeting on January 17, 2023.

Proposed Location

The public artwork will be located at the entrance plaza to the west of the facility. This is a high profile site, visible from Moncton Street, situated in historic Steveston Village.

A landmark, signature artwork at this location is anticipated to attract people to gather, pose for photos and create a sense of place and arrival. The artwork may be a single, stand-alone artwork, or series of sequential pieces.

Selection Process for Artists and Artworks

A two-stage artist selection process will be implemented and will follow the Richmond Public Art Program Policy guidelines as outlined in the Public Art Program Administrative Procedures Manual. The Artist Call will be open to artists residing in British Columbia.

Following the selection process, the preferred artwork concept proposal will be brought forward to Council for endorsement in the third quarter of 2023, in order to proceed with the detailed design and installation phases of the artwork in 2025/2026.

Financial Impact

The total budget for the Steveston Community Centre and Library Signature Outdoor Artwork is \$250,000. The budget will cover all implementation expenses including design, production, fabrication, taxes and other associated costs to deliver a completed artwork on site.

The Steveston Community Centre and Library Signature Outdoor Artwork is funded from the approved Steveston Community Centre and Library capital project. Any maintenance and repairs

January 18, 2023

- 4 -

required to the artwork will be the responsibility of the Public Art Program and will be included as part of the future OBI submission for the facility.

The remaining Steveston Community Centre and Library public art budget of \$200,000 is allocated for the integrated and installed artwork in the interior of the facility as per the Steveston Community Centre and Library Public Art Plan, subject to future Reports to Council.

Conclusion

The Steveston Community Centre and Library Signature Outdoor Artwork supports the approved Steveston Community Centre and Library Public Art Plan. A signature outdoor artwork at this location will contribute to the neighbourhood character and foster a sense of identity and belonging for residents and visitors. The artwork will create a sense of arrival and welcome for community members, visitors and staff and will enhance the community connection to the facility.



Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 1: Steveston Community Centre and Library Signature Outdoor Artwork Terms of Reference

call to artists

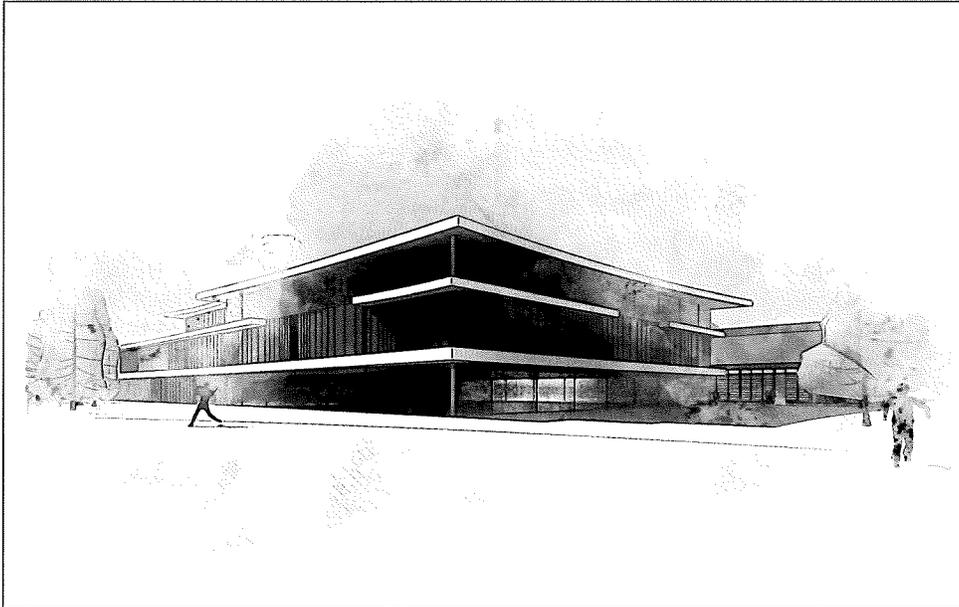


Figure 1. Steveston Community Centre and Library Rendering

Steveston Community Centre and Library Signature Outdoor Artwork

City of Richmond

Request for Qualifications (RFQ)

January 2023

OPPORTUNITY

The Richmond Public Art Program is seeking an artist or artist team to create a landmark signature artwork for the new Steveston Community Centre and Library in Richmond, BC. The public artwork will be located at the entrance plaza of the facility to function as a wayfinding feature that creates a sense of arrival and welcome to the site. All information about the project is described below.

This is a two-stage open artist call. Following review of the submitted artists' statements of interest and their qualifications, up to five artists will be shortlisted by the selection panel and invited to attend a site orientation before preparing a concept proposal for presentation with an interview.

Budget: \$250,000 CAD

Eligibility Requirements: Open to professional artists and artist teams residing in British Columbia.

Deadline for Submissions: TBC

Installation: 2025/2026

call to artists

BACKGROUND

A replacement facility for the Steveston Community Centre and Library was approved by Richmond City Council in its priority list of major facility projects for 2016-2026. Following extensive community consultation, Council approved the program for a new facility in September 2019, and the site for this facility in December 2020.

The Steveston Community Centre and Library is envisioned to be the heart of the Steveston community, where residents will come to recreate, learn, play and connect in a welcoming and accessible environment. With the goal to serve the community into the future, the new 60,350 square foot three-storey facility will include: two gymnasiums, a fitness centre, community “living room”, library and study areas, as well as several multipurpose rooms for community use. In addition to community centre and library programs, the facility will host local and regional tournaments and events.

STEVESTON VILLAGE

Steveston is a historic fishing village located in the southwest corner of Richmond, BC. Known for its rich ecology at the mouth of the Fraser River, it was a place where Indigenous Peoples fished and gathered food for generations. Settled in the second half of the 1800s, early Steveston supported robust canning, fishing, and boatbuilding industries. Fishing industries drew workers from near and far, especially Indigenous Peoples of coastal BC, Japan, China, and Europe. After many prosperous years, Steveston was challenged by a number of tragic events—a drastic decline in salmon stocks, a devastating fire in the village, the Great Depression, and the internment of its large Japanese population in 1942. Despite these challenges, Steveston continued to thrive as a fishing village throughout the 20th century and is still home to the largest fishing harbour in Canada. In recent decades, Steveston has undergone significant growth and development, but retains its small town feel, historic character and fishing traditions.

STEVESTON COMMUNITY CENTRE AND LIBRARY BUILDING

The 60,350 square foot facility -- with a 36,000 square foot footprint -- will be a three-storey building plus one level of underground parking. The designs will follow a balanced approach where program synergies are realized, impacts on green space and trees are minimized, and views and connections to the park are achieved from many of the program spaces.

The form and character of the building draws inspiration from various buildings and landmarks around the Steveston area, reflecting elements such as the platforms and docks at the Steveston waterfront, canopies and fascia trims from the Steveston Tram Shed, the traditional Japanese curved roof form of the Martial Arts Centre, as well as materiality and patterns from the surrounding industrial buildings. All these elements are cohesively incorporated to form a modern contemporary design.

call to artists

LOCATION

The public artwork will be located at the entrance plaza to the west of the facility. This is a high profile site, visible from Moncton Road, situated in historic Steveston Village with close proximity to the mouth of the Fraser River. See Site Plan in Appendix 1.

A landmark, signature artwork at this location is anticipated to attract people to gather, pose for photos and create a sense of place and arrival. The siting of the proposed artwork should not impede on future programming and community access at the entrance plaza.

The artwork may be a single stand-alone artwork, or series of sequential pieces, to further address the themes mentioned below.

BUDGET

The total budget for this project is \$250,000 CAD. The budget includes (but is not limited to) artist fees, design, travel, permitting as needed, engineering fees, fabrication, installation, administration, photography, insurance and all taxes (GST excluded).

ARTIST ELIGIBILITY

This opportunity is open to artists or artist teams residing in British Columbia, Canada. Qualified artists will have proven experience developing artworks, specifically for civic projects. City of Richmond staff and its Public Art Advisory Committee members, selection panel members, project personnel, and immediate family members of all of the above are not eligible. Richmond-based artists are urged to consider this opportunity.

Artists that are currently under contract with the City in a public art project are ineligible for other projects until the current contract is deemed complete.

THEMES

Artists are encouraged to explore any of the following themes for the Steveston Community Centre and Library while ensuring room for artistic expression, enjoyment, play, colour and interactivity. The artwork should appeal to all ages and engage the community.

Indigenous Culture

For generations, Indigenous Peoples were drawn to the area's rich natural resources. Local Indigenous groups used the area to harvest its bounty including fish, shellfish, berries and crabapples.

Steveston Fishing Industry

Fishing has been the central driver of settlement in the Steveston area, which has served as a base for fishers to collect and process their harvest for hundreds of years. It is inherent to the long traditions of Indigenous Peoples fishing the Fraser River and Salish Sea. The early fishing industry served as

call to artists

the foundation upon which the community was built and it remains true for the more than 500 commercial vessels in Steveston Harbour today.

Japanese Canadian History

Canadians of Japanese descent have been fundamental to the development and growth of Steveston. In the early 20th century, Steveston was home to a vibrant Japanese Canadian (Nikkei) culture, which included the Steveston Japanese School, Japanese Hospital, boatworks buildings, kendo club and a significant wooden boat fishing fleet.

Fraser River and Local Ecology

Steveston exists in its current state in large part because of its physical and natural environment at the mouth of the Fraser River. Significant natural heritage can be found in the ecology of the tidal marshes, sloughs and mud flats. While many of the original natural features have been lost, traces of native vegetation, shoreline wildlife, marshes and sloughs are still present.

SELECTION PROCESS

A selection panel will recommend the artist or artist team to City Council at the conclusion of a two-stage open call process.

A selection panel comprised of two art or design professionals and three representatives from the Steveston Community Society and Richmond Public Library Board will review the applicants' submissions. Representatives from the Parks, Recreation and Sport, and Engineering Departments will serve as advisors to the panel. Based on the selection criteria listed below, the panel will select up to five finalists to develop their concept proposals and attend an interview. A fee of \$2,000 will be paid to each of the shortlisted artists or artist teams.

Stage 1

- Artists submit a written Statement of Interest, Approach to the Site and their Qualifications in the format outlined in the Submission Requirements below.
- Selection Panel to shortlist up to five artists or artist teams for Stage 2.

Stage 2

- Shortlisted artists enter into an Agreement with the City to prepare a Detailed Concept Proposal based on their initial Approach.
- Artists to be provided with detailed site information and responses to questions about the site from City staff.
- Shortlisted artists to attend an interview (in-person or virtual) with the selection panel to present a Detailed Concept Proposal.
- Selection panel to recommend one artist or artist team to Council for endorsement. Selection panel reserves the right to make no recommendations from the submitted applications and artist interviews.

call to artists

ARTIST SELECTION CRITERIA

Stage One: Selection Criteria

- Artistic merit of artist statement of interest.
- Experience in producing work that reflects community identity and assists in building meaningful cultural places.
- Understanding of the relevance of the site and its histories.
- Potential for making engaging artwork, suitable for multiple audiences.
- Demonstrated capacity to complete work within established project schedules and timelines.
- Demonstrated ability to work with multiple project stakeholders.

Stage Two: Selection Criteria

- Ability of concept proposal to reflect arrival and welcome, community identity and contribute to building the character and identity of the neighbourhood.
- Ability of the 3D artist visualizations (such as digital renderings, maquettes or models) to communicate the concept and how it responds to the existing character of the site by taking into account scale, colour, material, texture, content and the physical characteristics and design parameters of the location.
- Appropriateness of the proposed project budget including, but not limited to: artist fees, materials, fabrication, administration, insurance, installation, documentation and consultant fees.
- Concept proposal sensitivity to durability, life span and environmental concerns with respect to artwork materials, method of fabrication, installation and maintenance.
- Artist response to any feedback and follow-up questions from Selection Panel regarding artistic merit of the concept proposal in response to project opportunity.
- Appropriateness of the proposal to the City of Richmond's [Public Art Program Goals](#).

SUBMISSION REQUIREMENTS

Email all documentation as one (1) PDF document, not to exceed a file size of 5 MB to publicart@richmond.ca.

Stage One

- INFORMATION FORM:** please complete the information form attached to this document.
- STATEMENT OF INTEREST:** no more than 300 words, describing artist or creative practice and experience of work and themes/topics of interest you would like to explore for this opportunity. Please consider

call to artists

and reference the Stage One Selection Criteria (above) in your Statement. Please do not include text descriptions of a concept proposal. This information will not be accepted and will be removed by staff prior to review with the Selection Panel.

- ARTIST CV:** two-page maximum. If submitting as an artist team, please submit maximum one pages per team member.
- WORK SAMPLES:** up to ten (10) supporting image examples of previous work. One image per page. Please include artist name(s), title, year, location and medium information to be on each image page.
- REFERENCES:** three (3) references who can speak to your skills and experience. Please only provide the names, titles and Email and/or telephone contact information for each individual. Only references for shortlisted artists will be contacted.

Stage Two (shortlisted artists ONLY)

- CONCEPT PROPOSAL:** no more than 500 words, describing concept, rationale in response to the public art opportunity, materials and location/site.
- CONCEPT VISUALIZATION:** may include digital artist renderings, maquettes/models to fully communicate dimensions, scale, colour, viewer experience, materials and relationship to site features.
- PROJECT BUDGET:** to outline the allocation for expenses, including but not limited to artist fee, administration, materials, production, fabrication, installation, insurance, documentation, engineering design fees, and other consultant fees.

PRESENTATION/INTERVIEW: 15–20 minute artist presentation to the Selection Panel followed by a Q+A to present the concept proposal for consideration.

PROJECT TIMELINE

Submission Deadline:	TBC
Finalist Notifications:	TBC
Shortlisted Artist Interviews:	TBC
Installation:	2025/2026

*All applicants are asked to reserve this date on their calendars.

SOURCES FOR ADDITIONAL INFORMATION

[Richmond Public Art Program](#)

[City of Richmond Archives](#)

[Museums and Heritage Sites](#)

[Steveston Village Conservation Program](#)

call to artists

SUBMISSION GUIDELINES

1. All supporting documents must be complete and strictly adhere to these guidelines and submission requirements (above) or risk not being considered.
2. All submissions must be formatted to 8.5 x 11 inch pages, portrait format.
3. Submission files must be 5 MB or smaller.
4. If submitting as a team, the team should designate one representative to complete the entry form. Each team member must submit an individual resume/curriculum vitae. (See Submission Requirements)
5. All documents must be sent by email to: PublicArt@Richmond.ca

ADDITIONAL INFORMATION

1. The selected artist will be required to show proof of WCB coverage and \$5,000,000 general liability insurance.
2. Please be advised that the City and the selection panel are not obliged to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the Artist Call as required.
3. All submissions to this Artist Call become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright in the concept proposal. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.
4. Submissions must be received by TBC. Extensions to this deadline will not be granted under any circumstances. Submissions received after the deadline and those that are found to be incomplete will not be reviewed.
5. If an artist requires accessibility support, please contact the Richmond Public Art Program.

ACCESSIBILITY SUPPORT

The City of Richmond strives to create artist opportunities that are inclusive and accessible. If you require assistance in completing the written application for any reason, please contact: PublicArt@Richmond.ca or Tel: 604-204-8671

QUESTIONS

Please contact the Richmond Public Art Program:
PublicArt@Richmond.ca or Tel: 604-204-8671

SUBMISSION DEADLINE

TBC

SUBMISSION ADDRESS

PublicArt@Richmond.ca

call to artists

APPENDIX 1 STEVESTON COMMUNITY CENTRE AND LIBRARY LOCATION

Steveston has many significant human history and natural attractions that give the community a distinct sense of place, and the Steveston Community Centre and Library site is at the geographic centre of it all. The Gulf of Georgia Cannery, Garry Point Park, Imperial Landing Waterfront Park, and other major community amenities are within a short walking distance of Steveston Park. (Figure 2)



Figure 2. Steveston Context

call to artists

The Steveston Community Centre and Library is ideally located to be the epicentre of social life in Steveston. The site is within easy walking distance for most residents of Steveston. (Figure 3).

1. New Steveston Community Centre & Branch Library
2. Existing Steveston Community Centre & Branch Library (to be demolished)
3. 177 Surface Parking Stalls & Plaza
4. Steveston Martial Arts Centre
5. Net Shed Building
6. Steveston Outdoor Pool
7. Japanese Canadian Cultural Centre
8. Festival Storage
9. Caretaker Building
10. Community Police Station
11. Steveston Interurban Tram Building
12. Playground
13. Waterplay Area
14. Fast Pitch Diamond
15. Sherwood Forest
16. Off Leash Dog Area
17. Slow Pitch Diamond
18. Outdoor Tennis Courts
19. Lacrosse Box
20. Steveston Community Park Boundary Line

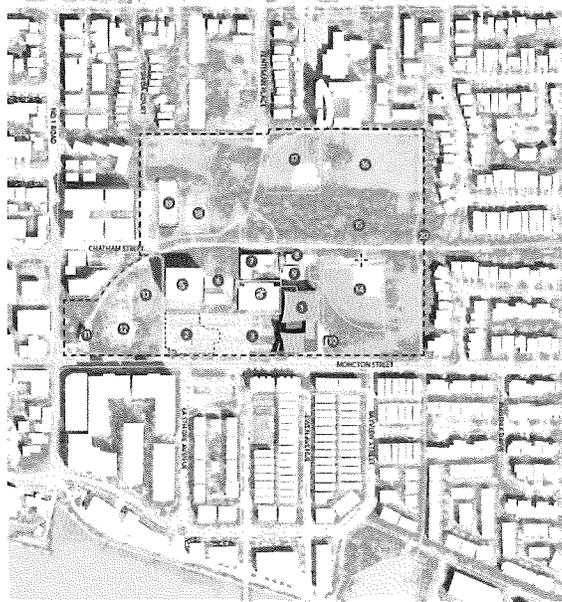


Figure 3. Steveston Community Centre and Library site plan

call to artists

The artwork will be located at the entrance plaza to the West of the Steveston Community Centre and Library. (Figures 4 and 5).

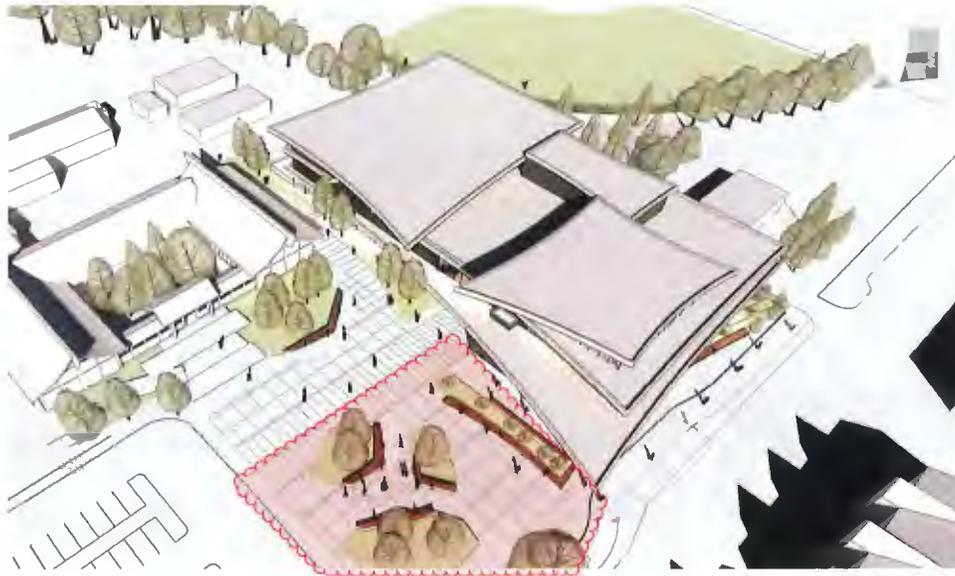


Figure 4. Steveston Community Centre and Library public artwork location

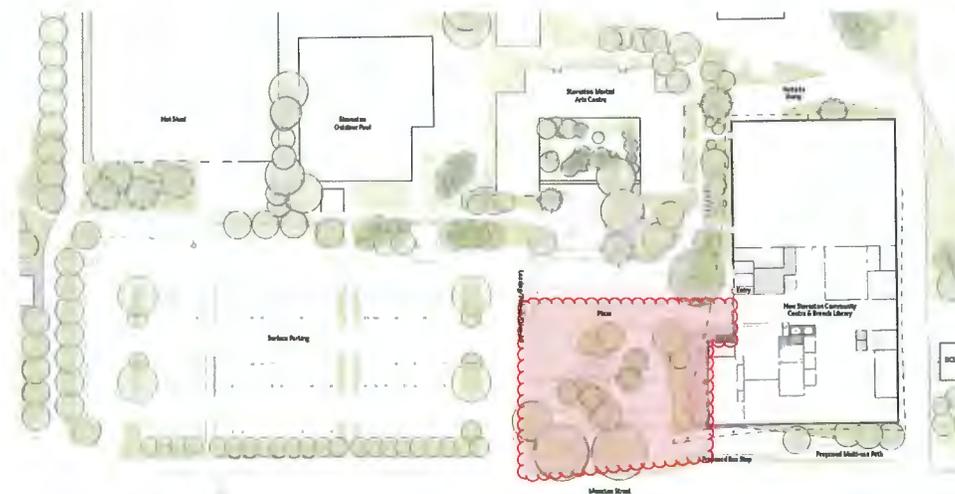


Figure 5. Steveston Community Centre and Library public artwork location

call to artists

RFQ: Steveston Community Centre and Library Signature Outdoor Artwork

Attach one (1) copy of this form as the first page of the submission.

Name: _____

Address: _____

City: _____ Postal Code: _____

Primary Phone: _____ Secondary Phone: _____

Email: _____ Website: _____
(One website or blog only)

Incomplete submissions will not be accepted. Emailed submissions over 5 MB will not be accepted. Information beyond what is listed in the Submission Requirements will not be reviewed.

Optional: Do you self-identify as a member of an equity-seeking and/or underrepresented community? (examples: Indigenous, person of colour, LGBTQ2S+, mixed ability, newcomer, Deaf, hard of hearing, living with a disability, etc.) If so, please specify:

If applicable, please indicate additional members of your artist team:

Would you like to receive direct emails from the Richmond Public Art Program? Yes No

Signature: _____ **Date:** _____

Submit applications by email to: PublicArt@Richmond.ca

Additional Information

Please be advised that the City and the selection panel are not obliged to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the EOI/RFP, as required. All submissions to this EOI/RFP become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright of the submitted documents. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee
Date: January 18, 2023

From: Marie Fenwick
 Director, Arts, Culture and Heritage Services
File: 11-7000-09-01/2022-Vol 01

Re: **Richmond Public Art Program 2022 Annual Highlights and Public Art Advisory Committee 2023 Work Plan**

Staff Recommendation

That the Richmond Public Art Advisory Committee 2023 Work Plan, as presented in the staff report titled “Richmond Public Art Program 2022 Annual Highlights and Public Art Advisory Committee 2023 Work Plan”, dated January 18, 2023, from the Director, Arts, Culture and Heritage Services, be approved.

M Fenwick

Marie Fenwick
 Director, Arts, Culture and Heritage Services
 (604-276-4288)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
<i>[Signature]</i>	
SENIOR STAFF REPORT REVIEW	INITIALS:
	<i>[Initials]</i>
APPROVED BY CAO	
<i>[Signature]</i>	

Staff Report

Origin

On July 27, 2010, Council approved the updated Richmond Public Art Program Policy 8703 and Terms of Reference for the Richmond Public Art Advisory Committee (RPAAC). The RPAAC provides advice and acts as a resource to City Council and staff on the City's Public Art Program.

This report presents the 2022 highlights of the Richmond Public Art Program to Council for information and the proposed RPAAC 2023 Work Plan for approval.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

Analysis

Richmond Public Art Program

The Public Art Program plays a key role in shaping, animating and enriching public space, instilling civic pride and contributing to community identity. Artwork placed in the public realm has the power to engage the public, celebrate culture, broaden the diversity of arts experiences and opportunities, serve as an educational resource to expand public awareness and understanding of the arts, stimulate conversations, strengthen and support the arts community, and inspire creativity.

Since Council's adoption of the Public Art Program Policy in 1997, the Public Art Program's collection has grown to a total of 344 works of public art with 192 works currently on display around Richmond. Documentation of public art that is performance-based or otherwise ephemeral in nature is archived on the Public Art Program website.

Public art adds value to public and private development, enriches the public realm for residents and visitors to Richmond and advances Richmond's standing as a model for high quality urban development. The City provides leadership in integrating public art with major civic facilities as well as small-scale public infrastructure. The private sector has demonstrated that an investment in public art enhances their reputations as progressive city builders, while creating a liveable and desirable place to live and work. The Community Public Art Program engages Richmond residents in art making, discussions and public events. The Public Art Education Program provides learning opportunities for both the general public and emerging, professional artists.

2022 Richmond Public Art Program Highlights

The following represents the key activities and achievements of the City's Public Art Program through the civic, community, private development and educational programs in 2022:

- Through the Richmond Community Mural Program, five new murals were completed throughout Richmond:
 - *Facets of Byng*, by Erica and Maddy Phillips at Lord Byng Elementary School;
 - *Our Trees the Friends* by Jean Bradbury at Maple Lane Elementary School;
 - *A Fisherman's Dream* by Carolyn Wong at Steveston Harbor Authority;
 - *Cause & Effect* by Dolores Altin and Elvira Monteforte at Hayer Demolition; and
 - *Garden City School Mural* by Atheana Picha at Garden City Elementary School.
- Public Art partnered with the Richmond Arts Centre and Children's Art Festival to present a self-guided outdoor art activity with free tote bag activity kits.
- Works by three Richmond artists were featured at the No. 3 Road Art Columns located at Aberdeen and Lansdowne Canada Line Stations.
- The following works were commissioned through the Civic Public Art Program:
 - *Pergola Garden* by Nicholas Croft and Michaela MacLeod at Alexandra Park; and
 - *Wake* by Aaron and Christian Huizenga at Tait Waterfront Park.
- Three community engagement projects were completed as part of the Engaging Artists in Community Program:
 - *Art Cultivation from Nature* by Edward Fu-Chen Juan with Urban Bounty;
 - *Walk Listen Record* by Sebnem Ozpeta with Walk Richmond; and
 - *Wayfinding Art Studio* by Mickey L.D. Morgan in partnership with Richmond Emergency Response Centre operated by Turning Point Recovery Society.
- Two new works were installed through the Private Development Public Art Program:
 - *Cascade* by Marie Khouri; and
 - *Sea to Sky* by Thomas Cannell.
- There were three Public Art walking tours:
 - Capstan Village Public Art Tour during Doors Open;
 - Richmond Public Art Self-Guided Mural Tour during Culture Days; and
 - Capstan Village Public Art Tour led by Richmond Public Art Advisory Committee member during Culture Days.
- In partnership with Parks Services and Transportation, two traffic cabinets and two utility boxes were wrapped with works by Richmond artists.

- Two photo-based works at Lansdowne and Aberdeen Canada Line stations were installed as part of the Capture Photography Festival in partnership with Richmond Art Gallery.
- As part of the Art at Work professional development program, a cohort of ten artists took part in a series of three in-person workshops on how to apply to Public Art calls.
- Through the Mural and Engaging Arts in Community programs, Public Art collaborated with nine community groups to inform and create public art projects.

2022 Richmond Public Art Advisory Committee Highlights

In 2022, the Richmond Public Art Advisory Committee (RPAAC) provided informed advice to staff and Council on a range of projects. Highlights included:

- Nine monthly meetings with high attendance;
- Participation in educational opportunities and public events, such as the annual RPAAC Public Art Tour and unveiling of public art works;
- Reviews and recommendations on private development public art project plans and monthly updates on Advisory Design Panel reviews;
- Input to staff on civic Artist Calls;
- Observing roles at civic and private public art selection panel meetings; and
- Advice on Public Art Policy.

2023 Richmond Public Art Advisory Committee Work Plan

The Richmond Public Art Advisory Committee's 2023 Work Plan (Attachment 1) outlines the proposed activities for the volunteer committee in 2023. The Work Plan was reviewed by the Richmond Public Art Advisory Committee on January 17, 2023.

As a Council-appointed Advisory Committee, RPAAC advises on all aspects of public art policy, planning, education and promotion, including the allocation of funds from the City's designated Public Art Reserve. Highlights of the 2023 Work Plan are noted below:

- Raise awareness and understanding of the importance of public art in the City through promotion and participation in educational opportunities and public events;
- Advise on strategies, policies and programs to achieve excellence in art in the public realm including researching best practices and advising on opportunities for artists;

- Propose and support City programs, initiatives and events that advance public art in the City including Lulu Speaker Series, Doors Open Richmond and Culture Days;
- Review and, through staff reports, provide recommendations to Council on public art project plans developed by City staff and private development public art consultants; and
- Provide input to staff in the development of an annual Public Art Program report to Council, including an RPAAC annual work plan.

Financial Impact

None.

Conclusion

Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live, work and visit. The 2022 highlights of the Richmond Public Art Program and proposed Public Art Advisory Committee 2023 Work Plan demonstrate a high level of professionalism, volunteerism and commitment to quality public art in Richmond.



Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 1: Richmond Public Art Advisory Committee 2023 Work Plan

Richmond Public Art Advisory Committee 2023 Work Plan

The RPAAC 2023 Work Plan is based on the Terms of Reference for the Committee and is proposed as follows:

Strategy/Initiative	RPAAC Actions/Steps	Expected Outcome of RPAAC Actions	Indicator of RPAAC Success	Stakeholders
1. Raise awareness and understanding of the importance of public art in the City				
a. Public involvement in the selection process for public art	Encourage community members to participate on public art selection panels through an open call for volunteers	Richmond residents are involved in civic and community cultural life	Community support of the public art selection process	Community members who live or work in Richmond
b. Education and professional development for RPAAC members (workshops, bus tours, local conferences and symposiums)	Identify and register for professional development opportunities and City programs (such as Art at Work)	Develop and expand knowledge of best practices	Greater confidence in best practice advice to staff and Council	Creative City Network of Canada, Alliance for the Arts, Canadian Artists' Representation/Le Front des artistes canadiens (CARFAC)
c. Guest speakers for RPAAC meetings	Identify key guest speakers for RPAAC meetings for 2023	RPAAC members better informed on public art issues and equipped to share this information with Council, as and when directed	Guest speaker series for 2023 devised and implemented	Kwantlen Polytechnic University, Emily Carr University of Art + Design, other universities, artists, consultants and conservators
d. Support public art communication platforms	Promote existing and future platforms (mobile, print and web) that showcase the Public Art Collection	Public better informed about the public art collection, location, and artists	Increased public awareness of public art throughout the community	Residents, tourists, Community Centre Associations and Tourism Richmond

Strategy/Initiative	RPAAC Actions/Steps	Expected Outcome of RPAAC Actions	Indicator of RPAAC Success	Stakeholders
2. Advise on strategies, policies and programs to achieve excellence in art in the public realm				
a. Program Policy and Best Practices	Participate in review processes and, as needed, identify and prioritize potential research on policy and administration	Policy and administrative procedures are reviewed	Policy and administrative procedures are updated	City Council
b. Terms of Reference (TOR) and Selected Artworks for Civic Projects	Provide advice and recommendations to staff regarding Terms of Reference and selected artworks	TOR and selected artworks are reviewed by RPAAC prior to Council review and endorsement	Council endorses Terms of Reference and selected artworks as per Policy	City Council
c. Community Public Art Programs	Advise on development and implementation of the Community Public Art Programs	Promote the Community Public Art Program	Continuous development of the Community Public Art Program	Community Centre Associations and community organizations
d. Artwork conservation, de-commissioning and maintenance of the Civic Public Art Collection	Review as required	Review priorities for conservation and maintenance as required	Public Art collection is well maintained	Artists, fabricators, art conservators, City of Richmond staff.
e. RPAAC representation on public art juries for Civic projects	Represent RPAAC on public art juries for Civic projects as observers	Policy and administrative procedures are followed	Public Art selection process is transparent and follows policy and administrative procedures	Artists and community partners

Strategy/Initiative	RPAAC Actions/Steps	Expected Outcome of RPAAC Actions	Indicator of RPAAC Success	Stakeholders
3. Support City programs, initiatives and events that advance public art in the City				
a. Promote public art	Encourage community members to participate in City programs (such as Culture Days, Doors Open, etc.)	Develop community connection and awareness of public art	Increased attendance and appreciation of the arts	Community members who live or work in Richmond, artists, general public
4. Review and submit recommendations on private development public art plans				
a. Private Development Public Art Plans including Terms of Reference for public art projects	Review private development public art plans	Provide advice and recommendations to consultants and staff	Public Art collection is growing, making Richmond a more vibrant, and connected City	Artists, community partners, private developers
b. RPAAC representation on public art juries for private projects	Represent RPAAC on public art juries for private projects as observers	Policy and administrative procedures are followed	Public Art selection process is transparent and follows policy and administrative procedures	Artists, community partners, private developers
5. Provide input to staff in the development of an annual Public Art Program shared with Council, including an RPAAC annual work plan				
a. 2023 RPAAC Annual Work Plan to City Council	Advise as required prior to sharing with Council	RPAAC Work Plan is shared with Council and the public	Public Art contributes to making Richmond a more vibrant, active and connected City	Council, community partners, private developers



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** January 26, 2023
From: Jason Kita **File:** 01-0005-01/2022-Vol
 Director, Intergovernmental Relations and
 Corporate and Strategic Planning
Re: **City of Richmond Flag Policy**

Staff Recommendation

That the report titled "City of Richmond Flag Policy" dated January 26, 2023 from the Director, Intergovernmental Relations and Corporate and Strategic Planning be received for information.

Jason Kita
 Director, Intergovernmental Relations and Corporate and Strategic Planning
 (604-276-4091)

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
City Clerk	<input checked="" type="checkbox"/>
Finance	<input checked="" type="checkbox"/>
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

At the Regular Council Meeting dated September 26, 2022, staff received the following referral:

“That staff review the Flag policy and report back.”

This report responds to this referral and presents potential options for consideration.

This report supports Council’s Strategic Plan 2018-2022 Strategy #3, One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

3.1 Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.

Analysis

Flags serve as important symbols that represent a group or collective cause. All flags, particularly those of a nation, province, or city, embody the honour and pride of the people they represent. It is for this reason that established practices and conventions guide how flags are treated in order to ensure respect and consistency in protocol.

The City’s current *Flags Policy 1306* was adopted by Council on October 15, 2013 (**Attachment 1**). The existing policy sets out standard practices for use of the federal, provincial, and municipal flags at City facilities. The policy also acknowledges guest flags, as well as organizational banners that are defined as “cloth representation in ‘flag’ format of not-for-profit or special interest organizations which can be displayed on flag poles.”

Flag policies exist in many municipalities to ensure flags are flown and displayed in a consistent and appropriate manner. **Attachment 2** provides a table summarizing flag policies from six local municipalities on the display of guest flags and the responsibility for decisions.

Currently, the City is receiving a very small number of requests per year. The most recent examples of flag requests include the Pride flag and a flag to commemorate the National Day for Truth and Reconciliation.

Under the current policy, Council can, at any time, choose to consider requests to display guest flags or organizational banners and authorize their display. For example, the Ukrainian flag is currently being displayed on an existing flag pole located at the east side of City Hall (fronting No. 3 Road). It is suggested that this flag pole be used should Council choose to display guest flags or organizational banners at City Hall and other flag pole locations could also be considered.

In addition to displaying flags, the City has other options in place to recognize community groups, causes, or initiatives. For example:

- *Together* statue located outside the Minoru Centre for Active Living can be illuminated in various colours to symbolize groups, causes, or initiatives in the community and is currently done so in recognition of statutory holidays, for example red for Canada Day; and
- Flag raising ceremonies can be requested.

Staff have reviewed the City's Flag Policy and policies from other local municipalities and found that Option One below is consistent with most other municipalities. The following options are for Council's review and consideration:

Option One – Continue with the Existing Flag Policy with Minor Updates

This option continues to use the existing *Flags Policy 1306* with minor housekeeping updates such as removing references to the Canadian Olympic flag and revising the definitions of key terms. The policy sets out standard practices for use of the federal, provincial, and municipal flags at City facilities. As per the existing policy, flags or guest organizational banners, other than those described in the policy, will not be displayed without the consent of City Council. At any time Council can authorize staff to display a guest flag or organizational banner.

Considerations:

- The opportunity to update the flag policy would refresh the policy from its previous update in 2013 to current day.

If this option is preferred, staff will complete minor updates to the existing flag policy and bring to Council for review and adoption.

Option Two – Identification of Specific Flags to be Displayed

Along with the minor updates addressed above, in this option, the existing flag policy would be updated to include the identification of a limited number of specific flags to be displayed during set periods of time. For example, the Pride Flag could be displayed during Pride Week (last week of July) and a flag to commemorate the National Day for Truth and Reconciliation could be displayed for September 30. The approved flags could be displayed on the existing flag pole located at the east side of City Hall (fronting No. 3 Road).

Considerations:

- The opportunity to update the flag policy would refresh the policy from its previous update in 2013 to current day;
- This option provides the opportunity to acknowledge, recognize, and celebrate key causes that are important to Council and the community; and
- Existing resources could facilitate this option and staff could monitor community requests other than the ones identified, to display flags or organizational banners and bring forward such requests to Council for consideration.

If this option is preferred, staff will propose specific groups, causes, or initiatives to be recognized along with the corresponding display dates for inclusion in a revised flag policy and will be brought back to Council for review and adoption.

Option Three – Addition of a Community Flag Program

In this option, a community flag program would be developed to provide community members or groups the opportunity to submit an application to request a flag to be displayed. The community flag program would identify criteria, specific dates that flags could be displayed for each approved request, and outline a calendar to avoid conflicts. A request form would also be developed as a part of the program. As per the other options, flags could be displayed on the existing flag pole located at the east side of City Hall (fronting No. 3 Road).

Considerations:

- The existing flag policy does not currently include a community flag program. An update to the flag policy would be required to include and reference the program;
- This option could provide the opportunity to engage the Richmond community and offer a program to acknowledge, recognize, celebrate, and enhance public awareness of activities important to community members;
- Currently, there is not a high demand for the displaying of guest flags; and
- Additional staffing resources would be required to develop the proposed program and effectively implement and maintain the program.

Auxiliary staff in the Clerk’s Office would be required to develop and administer the community flag program and require additional funding in the amount of \$22,500 for the first year. The first year could be funded from Council Contingency for 2023 in order to immediately develop and implement the program.

If this option is preferred with funding, staff will develop and bring forward a proposed community flag program, a revised flag policy, and a funding strategy for future years.

Financial Impact

None.

Conclusion

This report responds to the September 26, 2022 referral and provides options for Council’s consideration for *Flags Policy 1306*. Staff will proceed as per the direction of Council.



Alisa Carey
Manager, Intergovernmental Relations
(604-247-4695)

Att: 2



Page 1 of 5	Flags	Policy 1306
Adopted by Council: October 15, 2013		

POLICY 1306:

I. Purpose

To identify the policy to be used for flying flags under Richmond City Council's jurisdiction, namely all flags displayed on municipal property.

II. Scope

This policy applies to all flags flown by the City of Richmond at Richmond City Hall and all municipal facilities including the Richmond Olympic Oval. This policy does not apply to the City's Street Banner Program. The Administrative Procedure will define the implementation of this policy and definitions are included (**Attachment 1**).

III. Policy

It is Council policy that:

1. General Flag Etiquette

- 1.1. The Canadian flag shall always be displayed in the position of priority.
- 1.2. Precedence Order for flags displayed will be as follows:
 1. The national flag of Canada
 2. The flags of other sovereign nations in alphabetical order (if applicable)
 3. The flags of the provinces of Canada
 4. The flags of the territories of Canada
 5. The flags of municipalities/cities (Richmond first and then alphabetical)
 6. The flags of Federal or Provincial Government agencies or organizations
- 1.3. Flags are not to fall, to lie on, or touch the ground when being carried or displayed. Flags can be displayed at night when flag poles are in a lit area.
- 1.4. Flags displayed at City facilities shall be displayed according to the official protocol recommended by the Government of Canada and the Province of British Columbia unless otherwise stated in this policy.
- 1.5. The City of Richmond may choose to display the Canadian Olympic flag at the Richmond Olympic Oval or Richmond City Hall on occasion. The Canadian Olympic flag may be displayed on Olympic Day (June 23), with the official visit of representatives of the Canadian Olympic Committee and/ or representatives of the International Olympic Committee. Permission must be granted, by the Canadian Olympic Committee, in advance for all other displays of the flag.



Adopted by Council: October 15, 2013

1. The Canadian Olympic flag will be flown according to the following order of precedence:
 - a. The national flag of Canada
 - b. The flags of the provinces of Canada
 - c. The flags of the territories of Canada (in alphabetical order)
 - d. The flag of the City of Richmond (Richmond only)
 - e. The Canadian Olympic flag
2. In the event of three flag poles, the following flags will be displayed: the national flag of Canada, the flag of the City of Richmond and the Canadian Olympic flag. The national flag of Canada will be displayed in the centre, the City of Richmond to the left and the Olympic flag to the right, as is seen by the observer.
3. The flag location must be clean and free of other brands and logos other than the Federal, Provincial or City of Richmond government brands. No other brands will be associated with the Canadian Olympic flag.
4. When not displayed on a flagpole, the Canadian Olympic flag will be on display / in storage in the Richmond Olympic Experience museum. A picture of the display location will be forwarded to the Canadian Olympic Committee.

2. Half-masting of Flags

- 2.1. Flags will be flown at half-mast position as a sign of respect and mourning.
- 2.2. During half-masting, flags will be raised to full-mast on the following days:
 - Victoria Day
 - Canada Day
 - British Columbia Day and,
 - Upon the visit of a head of state to the City of Richmond.

These procedures do not apply while flags are half-masted for the death of the Sovereign. Flags half-masted, are raised to full-mast, on the day the new Monarch is proclaimed (king or queen crowned).

- 2.3. All flags displayed on Richmond municipal flagpoles, with halyards and pulleys, will be flown at half-mast from sunrise to sunset on the following days:
 - April 28 Day of Mourning for Persons Killed or Injured in the Workplace
 - November 11 Remembrance Day (11am to sunset)



Page 3 of 5	Flags	Policy 1306
	Adopted by Council: October 15, 2013	

- 2.4. Richmond Fire-Rescue and the RCMP may bestow honour for identified groups or individuals at the discretion of the senior commanding officer. This includes the Police and Peace Officers National Memorial Day, honoured annually on the last Sunday of September.
- 2.5. In the death of an honoured individual, flags shall be flown at half-mast as a sign of respect and mourning. The City of Richmond will bestow honours by half-masting flags from the notification of the death to the day of the memorial service (or from the time of notification of death until sunset the follow day and from sunrise to the sunset on the day of the memorial service) for the following occasions:
- a) On the death of a Sovereign or a member of the Royal Family related in the first degree to the Sovereign, the current Governor General, or the current Prime Minister;
 - b) On the death of the current Lieutenant Governor or Premier of British Columbia;
 - c) On the death of a current Senator from Richmond, Member of the House of Commons or a Member of the Legislative Assembly when that member represented a Richmond riding;
 - d) On the death of the current Mayor or a current Richmond City Councillor;
 - e) On the death of a Richmond City employee when their death has occurred as a direct result of performing their duties;

The City of Richmond will bestow honours by half-masting flags on the day of the memorial service for the following occasions:

- a. On the death of a former Mayor or a former City Councillor.
- 2.6. Decisions to fly flags at half-mast on municipal property, on occasions not provided for in this policy, will be made by the Mayor after consultation with members of City Council, the Chief Administrative Officer, and the City Clerk or otherwise as the Mayor shall deem appropriate.
- 2.7. Should a half-masting need to be commenced on a weekend or statutory holiday, flags are permitted to be lowered on Friday evening, prior to the half-masting date, and raised again on the Monday morning.



3. Guest Flags of Sovereign Nations

- 3.1. Flags of other sovereign nations will be displayed for official visits only and flown from sunrise to sunset the day of the visit to Richmond.
- 3.2. Flags may be temporarily changed to accommodate a facility rental for filming at Richmond City Hall or another municipal building at the discretion of the City of Richmond. The Canadian flag at the top of Richmond City Hall shall not be interchanged with the flag of another sovereign nation to accommodate filming.
- 3.3. Flags of other sovereign nations will be displayed at the plaza entrance of City Hall. For this occasion, the flags normally flown will be removed so that only the Canadian flag and guest country flag will be flown in that location on the outer two flagpoles.
- 3.4. Flags of other sovereign nations will be a similar size and proportion to the Canadian flag and in good condition for display.
- 3.5. The City reserves the right to decide whether or not to fly the flag of the nation when there is political unrest or conflict in that nation. The decision to fly the flag of any nation neither implies nor expresses support for the politics of those nations.
- 3.6. Events involving flag raising ceremonies may be held at City Hall upon request and at the City's discretion.
- 3.7. The City of Richmond will not display flags or guest organizational banners, other than those described above, without the consent of City Council.



Page 5 of 5	Flags	Policy 1306
Adopted by Council: October 15, 2013		

Attachment 1: Definitions of Key Terms

1. **Canadian Flag:** the National Flag of Canada as approved by Parliament and proclaimed by Her Majesty Queen Elizabeth II, Queen of Canada, on February 15, 1965.
2. **Canadian and Provincial Official Protocol:**
 - a. Defined federally by the Government of Canada as outlined by the Department of Canadian Heritage and by the Department of Public Works and Government Services Canada through Ceremonial Procedures.
 - b. Defined provincially by the Province of British Columbia, Office of Protocol.
3. **Sovereign Nation:** A country that is free and independent. In its internal affairs it has undivided jurisdiction over all persons and property within its territory. It claims the right to regulate its economic life without regard for its neighbours and to increase armaments without limit. No other nation may rightfully interfere in its domestic affairs. In its external relations, it claims the right to enforce its own conception of rights and to declare war.
4. **Official Visit:** A visit of official business approved by the City of Richmond of one of the following:
 - a. A member of a Royal family of a country,
 - b. The head of state of a country,
 - c. The elected Provincial government leader
 - d. The elected mayor of a city,
 - e. The designated appointed equivalent of the above where applicable.
5. **Half-masting a flag:** A flag is half-masted on a flag pole, with halyards and pulleys, (lowered to the middle of the flagpole) to show respect or mourning for a death. A flag will be brought to the half-mast position by raising it to the top of the mast briskly and immediately lowering it slowly and ceremoniously to half-mast.
6. **Memorial Service:** A public gathering to demonstrate respect in order to honour the death of an individual or group.
7. **Flag Finials:** These are defined as the attached tops of indoor or carried flagpoles. Neutral finials are defined as acorns or spears that shall be displayed on all flags when including the flag of other sovereign nations.
8. **Organizational Banners:** Cloth representation in “flag” format, of not for profit or special interest organizations which can be displayed on flag poles.
9. **Canadian Olympic Flag:** Official flag of the Canadian Olympic Committee. The rights, permissions and obligations managed by the Canadian Olympic Committee

Information on the Displaying of Guest Flags or Organizational Banners and Authorization

City	Authorization	Policy Information
City of Burnaby	<ul style="list-style-type: none"> The Mayor in consultation with the Director Legislative Services can approve the displaying of a flag. 	<p>Flag policy includes a section on displaying of flags, including approval to raise the flag of an official Sister City during an official visit or date of significance and the Pride flag during Pride Week. The policy also includes a section on requesting to display a flag.</p>
City of Delta	<ul style="list-style-type: none"> For requests that are on the current list of BC Proclamations, no approval by the Mayor and/or Council is required. It is at the discretion of the City Manager. All special requests will be approved by Council during a regular Council Meeting. Where there is a time sensitive special request, it can be approved at the discretion of the Mayor and/or City Manager. City Manager, Mayor, and/or Council retains the right to deny any request for recognition. 	<p>Community Awareness Campaign policy establishes a consistent framework to consider requests for community awareness campaigns and provide recognition for appropriate requests, including the displaying of flags. A form must be submitted through the corporate website at least one month in advance.</p>
City of New Westminster	<ul style="list-style-type: none"> Decisions to fly the flags of other sovereign nations, non-profit societies, and other local organizations will be made in consultation between the Mayor, CAO, and the City Clerk (two of three are required to authorize). 	<p>Flag policy includes a section on displaying guest flags and banners and decisions to fly the flags of other sovereign nations, non-profit societies, and other local organizations, including the specific location of the flag pole.</p>
City of Pitt Meadows	<ul style="list-style-type: none"> Does not allow the displaying of guest flags or organizational banners. 	<p>Flag policy includes displaying of flags in general terms and conditions and notes that the City does not have a courtesy pole designated for flying guest flags and therefore does not currently consider such requests.</p>

City	Authorization	Policy Information
City of Surrey	<ul style="list-style-type: none"> • Does not allow the displaying of guest flags or organizational banners. 	Flag policy includes general terms and conditions and notes that the City will not display other national flags or guest organizational banners on City facility flagpoles.
City of Vancouver	<ul style="list-style-type: none"> • The City Clerk has the responsibility and authority for making decisions regarding the flying of guest flags. 	Flag policy notes that the City will fly the flags of other sovereign nations, non-profit societies, and other local organizations upon request, including the specific display locations.



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** February 15, 2023
From: Jason Kita **File:** 01-0005-01/2023-Vol
 Director, Intergovernmental Relations and 01
 Corporate and Strategic Planning
Re: Council Strategic Plan 2022-2026

Staff Recommendation

That the Council Strategic Plan 2022-2026 for the current term of office as outlined in the report titled "Council Strategic Plan 2022-2026" from the Director, Intergovernmental Relations and Corporate and Strategic Planning, dated February 15, 2023, be adopted.

Jason Kita
 Director, Intergovernmental Relations and Corporate and Strategic Planning
 (604-276-4091)

REPORT CONCURRENCE		
SENIOR STAFF REPORT REVIEW	INITIALS: <i>JK</i>	APPROVED BY CAO <i>[Signature]</i>

Staff Report

Origin

At the start of each new term, Council has the opportunity to collectively identify a strategic direction for the municipality that will guide decision-making throughout the four-year term. As outlined by the Province of British Columbia, the purposes of a municipality include:

- Providing for good government of its community
- Providing for services, laws and other matters for community benefit
- Providing for stewardship of the public assets of its community
- Fostering the economic, social and environmental well-being of its community

Council's decisions influence the community's physical and social landscape, the relative safety of residents and businesses, the quality of life and lifestyle choices available to members of the community, as well as the role the City plays within the region. One component of Council's many roles includes determining strategic priorities for the term and providing direction to City staff in alignment with these priorities. This direction is developed through a strategic planning process to determine common areas of focus for Council's term of office. The purpose of this report is to facilitate discussion amongst members of Council in order to determine the collective and shared priorities in the form of the Council Strategic Plan 2022-2026 as outlined in this report.

Analysis

Setting A Strategic Direction

A strategic plan allows the City to provide effective management and delivery of services in a manner that is responsive and flexible to address the current and future needs of the community. Once established, City Administration aligns with the Council Strategic Plan in order to achieve a focused and productive term of office that makes most effective use of public resources.

The Council Strategic Plan 2022-2026 is described below and included in **Attachment 1** for endorsement or feedback. The strategic focus areas and priorities identified are considered to be interrelated and of equal importance. In fact, the plan highlights the interconnectedness and interdependency of many of the City's programs, services and operations. Underpinning all of the focus areas are the themes of collaboration, leadership, and continuous improvement. As the community continues to grow and evolve, the plan builds upon the City's strengths and addresses current and emerging issues to ensure that Richmond remains an appealing, livable and well-managed community.

The high-level areas of focus are:

1. Stakeholder and Civic Engagement
2. Strategic and Sustainable Growth
3. Safety and Preparedness
4. Financial Management
5. Environmental Sustainability
6. Vibrant, Resilient and Active Community

These focus areas are described in further detail below along with their corresponding priorities.

Focus Areas and Priorities

Focus Area: Proactive in Stakeholder and Civic Engagement

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

Council recognizes that the City's efforts are strengthened through proactive collaboration with a wide variety of stakeholders. In addition, this focus area emphasizes the importance of civic participation in the democratic process and the need to engage the community through a variety of approaches, tools and technologies.

Priorities that emerged under this focus area include:

- Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.
- Advocate for the needs of Richmond in collaboration with partners and stakeholders.
- Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.
- Leverage a variety of approaches to make civic engagement and participation easy and accessible.

Focus Area: Strategic and Sustainable Community Growth

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

Council acknowledges that Richmond and the lower mainland will continue to grow and attract people to live, work and play. In order to sustain complete and thriving communities, growth must be strategically managed in a way that is sustainable and enhances the character and livability of the city.

Priorities that emerged under this focus area include:

- Ensure that Richmond's targeted OCP update shapes the direction and character of the city.
- Develop and implement innovative and proactive solutions that encourage a range of housing options and enhance affordability.
- Ensure that both built and natural infrastructure supports sustainable development throughout the city.
- Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.
- Work collaboratively to attract and retain businesses to support a diversified economic base.

Focus Area: A Safe and Prepared Community

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

Council recognizes that safety and preparedness efforts are strengthened by working collectively together towards common goals. By leveraging strategic relationships, building professional networks, and involving the community, Richmond continues to build upon its strong foundation of safety services to address potential and future risks.

Priorities that emerged under this focus area include:

- Advance proactive, sustainable, and accelerated flood protection in collaboration with other governments and agencies.
- Leverage strategic partnerships and community-based approaches for comprehensive safety services.
- Ensure the community is collectively prepared for emergencies and potential disasters.
- Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

Focus Area: Responsible Financial Management

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

Council understands that responsible financial management means balancing both current and future needs of the community. By applying sound fiscal practices, ensuring transparent and effective use of funds, and actively seeking opportunities to maximize operational efficiencies, the City remains accountable to the community.

Priorities that emerged under this focus area include:

- Ensure effective financial planning to support a sustainable future for the City.
- Seek improvements and efficiencies in all aspects of City business.
- Foster community trust through open, transparent and accountable budgeting practices and processes.
- Work with all levels of governments for grant and funding opportunities.

Focus Area: A Leader in Environmental Sustainability

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

Council reinforces the City's commitment to remaining a leader in environmental sustainability and climate action. By adopting a comprehensive and holistic perspective, Richmond can remain at the forefront of solutions that support the health of the community and environment.

Priorities that emerged under this focus area include:

- Continue to demonstrate leadership in proactive climate action and environmental sustainability.
- Support the preservation and enhancement of Richmond's natural environment.
- Encourage waste reduction and sustainable choices in the City and community.
- Support agriculture and local food systems to enhance food security.

Focus Area: A Vibrant, Resilient and Active Community

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

Council recognizes that the health, well-being and active involvement of community members is integral to the vibrancy and livability of the city. By continuing to foster a variety of opportunities for recreation, engagement and social support, Richmond remains resilient and connected.

Priorities that emerged under this focus area include:

- Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.
- Enhance the City's network of parks, trails and open spaces.
- Foster intercultural harmony, community belonging, and social connections.
- Support vulnerable populations through collaborative and sustainable programs and services.
- Enhance and preserve arts and heritage assets in the community.

The above information summarizes the focus areas and priorities that emerged from input provided by the members of Council for consideration in determining the collective Council Strategic Plan for 2022-2026. Council may endorse the focus areas and priorities as presented or provide direction to staff in regard to making any revisions, additions, or deletions necessary.

Next Steps

Once adopted, the Council Strategic Plan 2022-2026 will guide City administration for the four-year term of office. The plan will also be published on the City's website and referenced in other public communication as needed or appropriate.

Throughout the term, progress made on the focus areas and priorities identified will be monitored and staff will report back to Council to share key highlights.

Financial Impact

None.

Conclusion

Strategic planning is an important element of Council's governance role. Council's strategic direction guides and influences the decisions and operations of the City over the course of the four-year term of office. This report seeks Council's adoption of the Council Strategic Plan 2022-2026 as presented in **Attachment 1**.



Jason Kita
Director, Intergovernmental Relations and Corporate and Strategic Planning
(604-276-4091)

Council Strategic Plan 2022-2026

The Council Strategic Plan 2022-2026 identifies the collective priorities and focus areas for Richmond's City Council for the current term of office. The Council Strategic Plan allows the City to provide effective management and delivery of services in a manner that is responsive and flexible to address the current and future needs of all those who live, work and play in Richmond.

The strategic focus areas and priorities are considered to be interrelated and of equal importance. In fact, the plan highlights the interconnectedness and interdependency of many of the City's programs, services and operations. Underpinning all of the focus areas are the themes of collaboration, leadership, and continuous improvement. As the community continues to grow and evolve, the plan builds upon the City's strengths and addresses current and emerging issues to ensure that Richmond remains an appealing, livable and well-managed community.

City work programs are aligned with the Council Strategic Plan in order to achieve a focused and productive term of office that makes most effective use of public resources.

Proactive in Stakeholder and Civic Engagement

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

- Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.
- Advocate for the needs of Richmond in collaboration with partners and stakeholders.
- Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.
- Leverage a variety of approaches to make civic engagement and participation easy and accessible.

Strategic and Sustainable Community Growth

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

- Ensure that Richmond's targeted OCP update shapes the direction and character of the city.
- Develop and implement innovative and proactive solutions that encourage a range of housing options and enhance affordability.
- Ensure that both built and natural infrastructure supports sustainable development throughout the city.

- Enhance Richmond’s robust transportation network by balancing commercial, public, private and active transportation needs.
- Work collaboratively to attract and retain businesses to support a diversified economic base.

A Safe and Prepared Community

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

- Advance proactive, sustainable, and accelerated flood protection in collaboration with other governments and agencies.
- Leverage strategic partnerships and community-based approaches for comprehensive safety services.
- Ensure the community is collectively prepared for emergencies and potential disasters.
- Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

Responsible Financial Management

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

- Ensure effective financial planning to support a sustainable future for the City.
- Seek improvements and efficiencies in all aspects of City business.
- Foster community trust through open, transparent and accountable budgeting practices and processes.
- Work with all levels of governments for grant and funding opportunities.

A Leader in Environmental Sustainability

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

- Continue to demonstrate leadership in proactive climate action and environmental sustainability.
- Support the preservation and enhancement of Richmond’s natural environment.
- Encourage waste reduction and sustainable choices in the City and community.
- Support agriculture and local food systems to enhance food security.

A Vibrant, Resilient and Active Community

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

- Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.
- Enhance the City's network of parks, trails and open spaces.
- Foster intercultural harmony, community belonging, and social connections.
- Support vulnerable populations through collaborative and sustainable programs and services.
- Enhance and preserve arts and heritage assets in the community.



City of Richmond

Report to Committee

To: Finance Committee

Date: January 27, 2023

From: Mike Ching
Director, Finance

File: 03-0900-01/2023-Vol
01

Re: Proposed Amendment to the Development Cost Charges Imposition Bylaw

Staff Recommendation

That Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436 be introduced and given first, second and third readings.

Mike Ching
Director, Finance
(604-276-4137)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the July 11, 2022 Council Meeting, the staff report titled “2022 Major Development Cost Charges Program Update”, dated June 20, 2022 from the Acting Director, Finance was endorsed as the basis for further public consultation in establishing the updated Development Cost Charges (DCC) Imposition Bylaw.

At the same meeting, the following referral motion was passed:

That staff investigate the viability of applying Development Cost Charges to dwellings being rebuilt and report back.

This report provides information on the feedback received from the public engagement sessions and addresses the referral motion, which will be used as the basis for the proposed amendment to the City’s DCC Imposition Bylaw No. 9499.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

This report supports Council’s Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.2 Clear accountability through transparent budgeting practices and effective public communication.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council’s Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 Ensure an effective OCP and ensure development aligns with it.

Findings of Fact

Development Cost Charges (DCCs) are monies that municipalities collect from developers to offset the portion of capital costs related to services incurred by the municipality as a direct result of new developments. The *Local Government Act* (LGA) permits DCCs to be established for providing, constructing, altering or expanding facilities related to roads, water, sanitary, drainage, parkland acquisition and park development.

The establishment of DCCs is subordinate to the broader goals and initiatives including regional growth strategies and the City’s Official Community Plan (OCP).

This major DCC update does not coincide with the OCP targeted update that is now underway, however staff recommend that it be approved in order to reflect the inclusion of the dike master plan and the update of the DCC program costs in accordance with the Province’s DCC Best Practices Guide. The DCC Best Practices Guide is a publication from the Province of B.C. which reflects relevant laws, legislation and best practices with respect to development cost charges to standardize the establishment and administration of DCC programs.

Once the OCP targeted review is completed, a full DCC review will be undertaken to ensure that all major cost estimates, growth assumptions and underlying DCC methodologies are fully aligned with the broad policy consideration of the approved and updated OCP.

Major DCC Update Process

Table 1 summarizes the DCC update process completed since the last major DCC update in May 2017.

Table 1. DCC Update Process (2018 to Current)

Period	DCC Update Process
2018 to 2021	Annual inflationary adjustment to DCC rates (except for year 2020 as Covid-19 relief measure).
Summer 2021 to Spring 2022	Review and update of DCC assumptions and methodology including DCC project timeframe, cost update, technical studies, growth forecast etc.
Summer 2022	Report to Council to introduce preliminary updated DCC program and draft DCC rates.
Fall 2022	Additional update of DCC program costs to reflect updated cost and project assumptions.
Winter 2022	Invitation to public for feedback. Engagement sessions with development industry representatives, general public and economic advisory committee.
Spring 2023	Propose DCC Amendment Bylaw for Council’s consideration.

If Council approves the proposed DCC Amendment Bylaw, the proposed DCC Bylaw along with the DCC Background Report and supporting documents (Attachment 1) will be submitted to the Inspector of Municipalities for review and statutory approval prior to Council’s final adoption of the DCC Amendment Bylaw.

Referral Response on the Viability of Applying DCCs on Rebuilds

Staff reviewed the DCC legislation, researched the DCC Best Practices Guide and consulted with staff at the Ministry on a local government’s ability to impose DCCs to dwellings being rebuilt.

The Ministry advised that imposing DCCs on rebuilds (where DCCs were previously paid on the lot or where no capital cost burden was imposed on the municipality) contravenes sections 561(2) and (3) of the *Local Government Act* (LGA), which states that:

- LGA 561(2) A development cost charge is not payable if a development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed on the municipality, regional district or greater board.*
- LGA 561(3) A development cost charge is not payable if the development does not impose new capital cost burdens on the municipality, regional district or greater board.*

The DCC Best Practices Guide discusses that dwelling size may simply be a reflection of lifestyle preferences and further states that it is unclear whether the size of a dwelling unit is indeed directly proportional to the number of occupants, thereby affecting overall service demand.

With the OCP studies and update already underway, staff is recommending that the City continues to follow the current practice of assessing and collecting DCCs for newly created lot(s) upon subdivision approval. Further review and analysis over the unit of measurement and other underlying DCC service demand and cost assumptions will be incorporated into the next major DCC update upon completion of the upcoming OCP update.

Analysis

Updated DCC Recoverable Value

Prior to engaging the public for comments and undertaking further public consultation sessions in November and December 2022, staff reviewed and updated the DCC programs to ensure that the costs are reflective of the current market conditions and project information for the projected 25-year DCC timeframe. The proposed DCC recoverable amounts are summarized in Table 2.

Table 2. Proposed vs. Draft DCC Program Recoverable Values

Program Area	January 2023 DCC Recoverable (Proposed)	July 2022 DCC Recoverable (Draft)	May 2017 DCC Recoverable (Last Approved)	% Increase (2023 vs 2017)
Roads	\$ 665,041,711	\$ 718,085,195	\$ 504,321,687	32%
Drainage	\$ 549,909,257	\$ 583,324,854	\$ 167,383,669	229%
Park Acquisition	\$ 325,882,664	\$ 325,882,664	\$ 245,451,584	33%
Park Development	\$ 182,407,295	\$ 182,407,295	\$ 178,383,883	2%
Sanitary	\$ 102,234,339	\$ 102,234,339	\$ 88,650,258	15%
Water	\$ 44,055,639	\$ 44,055,639	\$ 38,308,976	15%
Total	\$1,869,530,905	\$1,955,989,986	\$1,222,500,057	53%

The proposed increase of DCC recoverable value from \$1.22 billion (2017) to \$1.87 billion (2023) was mainly the reflection of the following cost drivers:

- Building Construction Price Index for Metro Vancouver (as published by Statistics Canada) has increased by over 40% since 2017 which was attributed to the rising costs of labour, raw materials and commodities that have been exacerbated by the pandemic and global supply chain issues. The increase has specifically affected the projected costs of the Engineering programs where raw materials and associated construction costs are significant cost drivers in providing the required capital infrastructures.
- Increase in land values over the past years, especially notable in the densified City Centre area where land value has increased by more than two-folds. Both the Roads and the Park Acquisition DCC program values have been updated to reflect the current land acquisition costs for the roadways and park spaces required by growth.
- A new diking component has been included in the proposed Drainage DCC program for the City to provide a robust dike network and infrastructure with increased capacity to support growth.

The City, in calculating the DCC rates, has followed the DCC Best Practices Guide in using statistically significant information such as estimated population being served and equivalency factors based on technical studies and industry best practice. Table 3 summarizes the resulting proposed DCC rates for each development type in comparison with the existing DCC rates.

Table 3. Proposed vs. Existing DCC Rates

Development Type	Unit	Proposed DCC Rates (Proposed Bylaw No. 10436)	Existing DCC Rates (Existing Bylaw No. 10161)	% Increase
Single Family	per lot	\$ 61,138.20	\$ 41,865.77	46%
Townhouse	per ft ²	\$ 32.40	\$ 22.77	42%
Apartment	per ft ²	\$ 34.31	\$ 23.97	43%
Commercial/ Institutional	per ft ²	\$ 22.15	\$ 15.39	44%
Light Industrial	per ft ²	\$ 18.19	\$ 12.02	51%
Major Industrial	per acre	\$206,249.33	\$103,584.37	99%

Summary of Public Comments

The City hosted three public engagement sessions during November and December 2022 to provide opportunities for representatives from the public, industry groups and relevant stakeholder groups to review and to provide feedback on the DCC programs and the proposed DCC rates.

Direct invitation for comments were extended to industry groups including Urban Development Institute (UDI), NAIOP (Commercial Real Estate Development Association), Homebuilders Association as well as the Richmond Economic Advisory Committee. Other general public and individual developers and builders were notified through local newspapers and social media platforms for them to provide their feedback to the City during the three-week public consultation period.

During the public engagement sessions, the industry representatives recognized the need for the City to increase the existing DCC rates as they are aware of the increase in land values and construction cost escalation. Details of the proposed DCC programs and the associated calculations are provided and further clarification responses were provided to the public during the consultation period.

Below are highlights of the key feedback received during the consultation period:

1. The proposed increases in DCC rates will affect housing affordability.
2. More affordable housing options and policies are needed to incentivize development.
3. Timing of bylaw adoption and applicability of in-stream provision.
4. Whether the City would consider phasing in the proposed DCC rates over multiple years.

Staff Response

1. Impact to Development

The impact of the proposed DCC rates to residential developments is summarized in Tables 4a, 4b and 4c, where the ratios of the proposed residential DCC payable as a percentage of average home sale price are compared with the ratios from the last update in 2017. The average home sale prices (as published by the Real Estate Board of Greater Vancouver) for December 2022 and December 2016 are used for this analysis.

Table 4a. Proposed Single Family DCC Payable as a percentage of average home sale price

Single Family Dwelling	2023 (Proposed)	2017 Update	% Change
Average Home Sale Price	\$1,978,200	\$1,678,300	18%
DCC Payable	\$61,138	\$39,494	55%
DCC Payable as % of Home Sale Price	3.09%	2.35%	

Table 4b. Proposed townhouse DCC Payable as a percentage of average home sale price

Townhouse	2023 (Proposed)	2017 Update	% Change
Average Home Sale Price	\$1,049,800	\$726,000	45%
DCC Payable	\$43,740	\$28,998	51%
DCC Payable as % of Home Sale Price	4.17%	3.99%	

Table 4c. Proposed apartment DCC Payable as a percentage of average home sale price

Apartment	2023 (Proposed)	2017 Update	% Change
Average Home Sale Price	\$689,400	\$440,800	56%
DCC Payable	\$22,302	\$14,697	52%
DCC Payable as % of Home Sale Price	3.23%	3.33%	

The proposed DCC rate increases are reflective of the costs faced by the City in delivering its infrastructure requirements to support growth. The proposed increase is mainly driven by the escalated cost of land (required for both Roads and Parkland Acquisitions), construction costs, as well as the addition of dike upgrade costs allocated to growth in support of the City's Long-Term Flood Protection Strategy.

The proposed increase in DCC rates is intended to ensure that the costs incurred by growth are allocated to new developments and is not intended to affect housing affordability. The updated DCC rates will allow the City to meet the objective of redistributing growth-related costs back to growth to ensure such costs are not only borne by general taxpayers.

2. Affordable Housing Options and Policies

Municipalities, through adoption of a DCC Waiver/Reduction Bylaw, may waive or reduce charges for certain eligible affordable housing developments. Studies are currently underway in determining and reviewing the feasibility and financial impact of DCC waiver or reduction for qualifying affordable housing developments. Any DCCs that are waived under such DCC Waiver/Reduction Bylaw will require the municipality to fund the waived DCCs using alternative municipal funding sources.

Staff will report findings and recommendations to Council upon completion of the review work in a separate report during 2023.

3. Adoption Timing and In-Stream Protection

If Council approves the proposed DCC Bylaw, the proposed Bylaw along with the DCC Background Report and supporting documents (Attachment 1) will be submitted to the Inspector of Municipalities for review and statutory approval prior to Council's final adoption. This process may take two to three months to complete.

To qualify for in-stream protection under sections 511 and 568 of the LGA, prior to the effective date of the DCC Bylaw, the subdivision applications or the precursor applications (e.g. rezoning application, development permit application, building permit application) must have been submitted in satisfactory form to and accepted by the City, and all application fees must have been paid. For in-stream subdivision applications, where the DCCs are payable at subdivision, the subdivision must be completed within 12 months after the bylaw is adopted. For in-stream precursor applications, the building permit related to these applications must be issued within 12 months of the effective date of the bylaw.

4. Phasing of the Proposed DCC Rates

Phasing of the proposed DCC rates over multiple years may help address the development industry’s cost concerns. Table 5 below provides an illustration of the impact to the proposed DCC rate under a 2-year phasing approach.

Table 5. Estimated DCC Rates Under a 2-Year Phasing Approach (not recommended)

Development Type	Existing DCC Rates	Year-1 DCC Rates (under 2-year approach)	% Change	Year-2 DCC Rates (under 2-year approach)	% Change
Single Family	\$41,865.77	\$51,407.01	23%	\$61,138.20	19%
Townhouse	\$22.77	\$27.21	19%	\$32.40	19%
Apartment	\$23.97	\$28.78	20%	\$34.31	19%
Commercial	\$15.39	\$18.67	21%	\$22.15	19%
Light Industrial	\$12.02	\$15.33	28%	\$18.19	19%
Major Industrial	\$103,584.37	\$173,922.25	68%	\$206,249.33	19%

The phasing option is not recommended for the current major DCC update on the basis that cost increases have been significant in the past few years where phasing will result in the City’s DCC rates continuing to trail further behind. As shown in Table 6, the cost of inflation (using Vancouver Building Construction Price Index as a reference) has been escalating at a rate that is far in excess of the City’s actual rate of DCC increases for the past five years.

Table 6. Building Construction Price Index and City’s DCC rate increases (2018 to 2022)

Year	Building Construction Price Index Annual Increase	City’s DCC Rates Annual Increase
2018	7.0%	2.2%
2019	4.2%	2.9%
2020	3.5%	-
2021	9.7%	0.8%
2022	14.2%	-

Staff recommend that the proposed DCC rates for the current major DCC update be rolled out in full without phasing upon adoption in order for the City to catch up with the costs of inflation in delivering the capital infrastructure required by growth.

Financial Impact

The proposed DCC rate increases will allow the City to collect DCCs from new developments to pay for the costs of infrastructure related to growth, such as parkland purchase, park development, traffic improvements and engineering infrastructures. The financial impact on the amount of DCC collection will depend on the timing, volume and types of new development activities.

Conclusion

The proposed major DCC update will allow the City's DCC programs and DCC rates to be updated to reflect the current costs of providing the required infrastructure to support growth. Staff recommend that Development Cost Charges Imposition bylaw No. 9499, Amendment Bylaw No. 10436 be given first, second and third readings by Council.



Venus Ngan

Manager, Treasury and Financial Services

(604-276-4217)

Att. 1: 2023 DCC Update Background Report

2: Proposed Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436

CITY OF RICHMOND

DEVELOPMENT COST CHARGE BYLAW 2023 UPDATE

DRAFT REPORT

JANUARY 31, 2023

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DATE: JANUARY 31, 2023

FILE:

1123.0055.01

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APPENDICES

APPENDIX A: DCC PROGRAMS AND CALCULATIONS

**APPENDIX B: CITY OF RICHMOND DEVELOPMENT COST CHARGE IMPOSITION BYLAW NO. 9499,
AMENDMENT BYLAW NO. 10436 (2023)**

APPENDIX C: PUBLIC INFORMATION SESSION

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EXECUTIVE SUMMARY

In 2021, the City of Richmond initiated the process of updating their Development Cost Charge (DCC) Bylaw. The DCC Bylaw was developed based on infrastructure needed to service growth identified through recently completed plans and technical studies.

The development of this DCC bylaw included the following:

- Review and update residential and non-residential growth estimates in the DCC program
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations
- Public and stakeholder input, including coordination with the Ministry of Municipal Affairs

The proposed DCC program reflects a 1% municipal assist factor across all DCC programs. Proposed DCC rates are provided in Table ES-1.

Table ES 1: Proposed DCC Rates

Land Use	Unit of Charge	Transportation	Water	Sanitary Sewer	Drainage	Parkland Acquisition	Park Development	Proposed Development Cost Charges
Single Family	Per lot	\$19,392.25	\$1,089.00	\$2,273.11	\$23,832.22	\$9,239.83	\$5,311.79	\$61,138.20
Townhouse	Per ft ² of DU	\$9.65	\$0.74	\$1.54	\$10.63	\$6.25	\$3.59	\$32.40
Apartment	Per ft ² of DU	\$12.76	\$0.82	\$1.70	\$8.13	\$6.92	\$3.98	\$34.31
Commercial	Per ft ² of BA	\$13.85	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$22.15
Institutional	Per ft ² of BA	\$13.85	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$22.15
Light Industrial	Per ft ² of BA	\$9.89	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$18.19
Major Industrial	Per acre of GSA	\$51,704.76	\$3,906.37	\$8,153.92	\$141,056.63	\$906.51	\$521.14	\$206,249.33

NOTES:

DU = Dwelling Unit (in square feet)

BA = Building Area (in square feet)

GSA = Gross Site Area (in acres)

1.0 BACKGROUND

The City of Richmond last completed a major update to its DCC Bylaw in 2017, with minor inflationary updates in 2018, 2019, and 2021. Since the last major update, the City has completed various DCC projects as well as prepared a number of plans and technical studies. These documents provide new information on capital works required to service growth as well as updated cost estimates. In accordance with best practices, the City is in a strong position to conduct a major update of its DCC Bylaw.

This DCC bylaw update involved the following:

- Review and update residential and non-residential growth estimates in the DCC program;
- Review and update eligible DCC projects, cost estimates and appropriate benefit allocations;
- Conduct public and stakeholder input on the Draft DCC program and rates; and
- Coordinate with the Ministry of Municipal Affairs throughout the process.

This DCC program was developed to be consistent with the following legislation, plans, and policy guides:

- *Local Government Act*
- Development Cost Charges Best Practices Guide
- City of Richmond Development Cost Charge Bylaw No. 9499, Amendment Bylaw No. 10161 (2021)
- City of Richmond Official Community Plan
- City of Richmond plans and technical studies

It should be noted that the material provided in the background report is meant for information only. Reference should be made to Bylaw No. 9499, Amendment Bylaw No. 10161 (2021) for the specific DCC rates until a new DCC Bylaw has been adopted.

2.0 DCC KEY ELEMENTS

The Development Cost Charge Best Practice Guide (prepared by the Ministry of Municipal Affairs) identifies key elements that should be considered when determining DCC rates. Table 1 outlines those key elements, decisions and supporting rationale used in this update. The table also indicates whether the approach used in this major update aligns with the Best Practices Guide.

Table 1: DCC Key Elements

Key Element	City of Richmond 2023 DCC Update	Rationale	Aligns with Best Practices Guide?
Time Horizon	25 Years	<ul style="list-style-type: none"> Aligns with recent master plans and infrastructure planning studies. 	✓
City-wide or area-specific charge	City-wide charge	<ul style="list-style-type: none"> DCC projects are components of specific areas and have been allocated according to the area-specific infrastructure. 	✓
Grant Assistance	None	<ul style="list-style-type: none"> No identified DCC projects include grant assistance. 	✓
Developer Contribution	None	<ul style="list-style-type: none"> No identified DCC projects include a developer contribution. 	✓
Financing	No	<ul style="list-style-type: none"> No identified DCC projects include financing. 	✓
Benefit Allocation	10-100%	<ul style="list-style-type: none"> For projects where both new and existing residents will benefit, benefit has been calculated based on modelling, the ratio of new population to total population, or rule of thumb (for some studies). 100% benefit is allocated to projects required only to increase capacity due to growth or to service growth. 	✓
Municipal Assist Factor	1%	<ul style="list-style-type: none"> The City is contributing 1% to all programs. 	✓

Key Element	City of Richmond 2023 DCC Update	Rationale	Aligns with Best Practices Guide?
Units of charge	Per lot, per square foot gross floor area, per square foot building area, and per acre gross site area	<ul style="list-style-type: none"> • <i>Per lot</i> for single family, at time of subdivision. • <i>Per square foot of gross floor area</i> for townhouse and apartment uses as impact on infrastructure is expected to correlate most closely with floor space. • <i>Per square foot of building area</i> for commercial, light industrial, and institutional, uses as impact on infrastructure is expected to correlate most closely with building area. • <i>Per acre of gross site area</i> for major industrial uses as impact on infrastructure is expected to correlate most closely with site area. 	✓

3.0 GROWTH PROJECTIONS AND EQUIVALENCIES

3.1 RESIDENTIAL GROWTH PROJECTIONS

The previous DCC update utilized a 25-year growth projection, based on OCP growth estimates to 2041. Based on discussions with City staff, the same 25-year growth projection values are utilized for this DCC update, until such time as the City updates its Official Community Plan. Residential growth projections by dwelling type for the 25-year time horizon are shown below in Table 2.

Table 2: Residential Growth by Dwelling Type (25 years)

Dwelling Type	Number of New Units
Single Family	1,982
Townhouse	17,834
Apartment	19,091
Total	38,907

3.2 NON-RESIDENTIAL GROWTH PROJECTIONS

Growth projections for commercial, industrial, and institutional uses are based on recent technical studies. The non-residential growth projections for the 25-year time horizon used in this DCC update are shown in Table 3.

Table 3: Non-Residential Growth by Land Use (25 years)

Land Use	New Development	Units*
Commercial	317,562	m ² gross floor area
Institutional	272,883	m ² building area
Light Industrial	390,862	m ² gross floor area
Major Industrial	13	ha gross site area

**Note: metric units converted to imperial for presentation of the DCC rates, as per past practices.*

3.3 EQUIVALENCIES

The equivalencies used to calculate DCC rates are based on current available technical information, and industry best practices for each infrastructure category, as outlined in the following table.

Table 4: Equivalencies

Land Use	Transportation (weighted trip ends)	Water / Sewer (pop.)	Drainage (Imperviousness)	Parks (pop.)
Single Family (per lot)	1.2750	3.300	1.0000	3.3000
Townhouse (per dwelling unit)	0.82500	2.900	0.5800	2.9000
Apartment (per dwelling unit)	0.71300	2.100	0.2900	2.1000
Commercial (per sq. m GFA.)	0.0098	0.009	0.0032	0.0009
Institutional (per sq. m. BA)	0.0098	0.009	0.0032	0.0009
Light Industrial (per sq. m. GFA)	0.007	0.009	0.0032	0.0009
Major Industrial (per hectare GSA)	8.400	29.250	14.6250	0.8000

Transportation

For transportation projects, the impact of development is distributed based on the trips generated by each land use. Trip ends are based on the ITE Trip Generation Manual, 10th Edition.

Drainage

In general terms, the impact on the storm drainage system of developing a parcel of land is expressed as the amount of stormwater run-off that must be accommodated by the system. The accepted parameter for expressing imperviousness in stormwater calculations is the “run-off coefficient”. The run-off coefficient reflects the ratio between the impervious area on a parcel and the total area of the parcel. Run-off coefficients are then used to calculate drainage equivalencies in relation to a single family dwelling (shown as 1.0). Other residential dwelling unit equivalencies are based on dwelling units, with non-residential uses based on a square meter of gross floor area (with the exception of major industrial uses which is on a per hectare basis).

Sanitary and Water

For residential demand, occupancy rates can be used to project demands for water and sanitary services. For non-residential land uses, equivalent populations per square metre, or hectare, are established.

Parks

Given the need for new park space and since park development is generated by population increases, the City will levy Parks DCCs on all land uses as expressed in population equivalents.

4.0 DCC COSTS AND PROJECTS

4.1 DCC COSTS

DCC rates are determined by applying the key elements, growth projections and equivalencies described earlier in this report to projects that are DCC eligible and expected to be built within the specified DCC timeframe. The full DCC program and calculations are included in **Appendix A**. An overview of the DCC costs by infrastructure type is provided below.

Table 5: DCC Program Overview and Capital Costs

Service	Total Capital Costs (Millions)	Benefit Allocation	Municipal Assist Factor	DCC Recoverable (Millions)	Municipal Contribution (Millions) ⁽¹⁾
Transportation	707.1	95%	6.7	665.0	42.1
Water	46.2	95-100%	0.4	44.1	2.2
Sanitary Sewer	107.4	26-100%	1.0	102.2	5.2
Drainage	1,409.2	10-100%	5.6	549.9	859.3
Parkland Acquisition	346.5	95%	3.3	325.9	20.6
Park Development	193.9	95%	1.8	182.4	11.5
Total ⁽²⁾	\$2,810.3		\$18.8	\$1,869.5	\$940.9

⁽¹⁾ Includes municipal assist factor and portion allocated to existing development.

⁽²⁾ Figures may not add to due rounding.

4.2 INTEREST ON LONG-TERM DEBT

No interest on long-term debt is included in changes reflected by this Major DCC Update.

4.3 DCC PROJECTS

The revised DCC program was developed by reviewing recent plans and technical studies. Additionally, the existing DCC program was reviewed to update the project status and update the cost estimates. The types of projects included in the DCC program are as follows:

- Road improvements
- Water main upgrades
- Storm main upgrades
- Drainage dike upgrades
- Pump station upgrades
- Sewer trunk main upgrades
- Parkland acquisition and park development

A complete list of detailed projects and cost estimates is provided in Appendix A.

5.0 DCC RATES

A comparison of existing and proposed rates is provided in Table 6. Detailed proposed DCC rates are included in Table 7.

Table 6: DCC Rate Comparison

Land Use	Unit of Charge	Existing Rate (2021)	Proposed Rate (2023)	% Change
Single Family	Per lot	\$41,865.77	\$61,138.20	46%
Townhouse ⁽¹⁾	Per ft ² Gross Floor Area	\$22.77	\$32.40	42%
Apartment ⁽²⁾	Per ft ² Gross Floor Area	\$23.97	\$34.31	43%
Commercial	Per ft ² Gross Floor Area	\$15.39	\$22.15	44%
Institutional	Per ft ² Building Area	\$15.39	\$22.15	44%
Light Industrial	Per ft ² Gross Floor Area	\$12.02	\$18.19	51%
Major Industrial	Per acre Gross Site Area	\$103,584.37	\$206,249.33	99%

⁽¹⁾ Assumes an average Townhouse unit size of 1,300 ft²

⁽²⁾ Assumes an average Apartment unit size of 850 ft²

Table 7: Proposed DCC Rates

Land Use	Unit of Charge	Transportation	Water	Sanitary Sewer	Drainage	Parkland Acquisition	Park Development	Proposed Development Cost Charges
Single Family	Per lot	\$19,392.25	\$1,089.00	\$2,273.11	\$23,832.22	\$9,239.83	\$5,311.79	\$61,138.20
Townhouse	Per ft ² of DU	\$9.65	\$0.74	\$1.54	\$10.63	\$6.25	\$3.59	\$32.40
Apartment	Per ft ² of DU	\$12.76	\$0.82	\$1.70	\$8.13	\$6.92	\$3.98	\$34.31
Commercial	Per ft ² of BA	\$13.85	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$22.15
Institutional	Per ft ² of BA	\$13.85	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$22.15
Light Industrial	Per ft ² of BA	\$9.89	\$0.28	\$0.58	\$7.08	\$0.23	\$0.13	\$18.19
Major Industrial	Per acre of GSA	\$51,704.76	\$3,906.37	\$8,153.92	\$141,056.63	\$906.51	\$521.14	\$206,249.33

NOTES:

- DU = Dwelling Unit (in square feet)
- BA = Building Area (in square feet)
- GSA = Gross Site Area (in acres)

6.0 CONSULTATION AND DCC RATES

6.1 STAKEHOLDER CONSULTATION

The public and the development community were first informed of the City's intention to review the DCC Bylaw in January 2022. Draft DCC rates were presented to Council in July 2022. Council recommended staff proceed to holding an information session for the stakeholders.

The City presented to the Urban Development Institute (UDI) on November 23, 2022, on the draft DCC rates and program. A second meeting was held on November 30, 2022, for the public, messages were sent via the City website, newspaper, and social media. was then invited to a virtual Information Session, which included a presentation on the draft DCC rates and program. Participants were invited to ask questions and provide feedback to the City at the meeting and through written comments between November 30, 2022, through January 6, 2023.

Feedback from the stakeholder discussions listed above provided some insights to the project team. Key feedback from the development industry stakeholders who participated in the feedback sessions, and on the City's website, included the following:

- An acknowledgement that DCCs are necessary to ensure the timely provision of infrastructure to support the growth identified in the OCP;
- Proposed rate increases are substantial and will create additional pressure on increasing the overall costs of development;
- Proposed Industrial DCC rate increases seem disproportionate to other land use categories;
- Questions around the benefit allocation for projects (e.g. diking), as well as DCC credits for projects constructed by the developer; and
- Questions around the approvals process for existing in-stream applications.

Based on the stakeholder input, the project team reviewed a number of the technical inputs for the DCC calculations, including benefit allocation and equivalency factors. With respect to the overall DCC rate increase, City staff raised the option of phasing in DCC rates with Council, utilizing the Municipal Assist Factor (MAF). Following its review, Council has decided for the financial sustainability of the City, to proceed with assist factor as-is with no phase-in period, and no delayed implementation of the proposed DCC program.

7.0 DCC IMPLEMENTATION

7.1 BYLAW EXEMPTIONS

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

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

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

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

7.2 DCC WAIVERS AND REDUCTIONS

The *Local Government Act* provides local governments the discretionary authority to waive or reduce DCCs for certain types of development to promote affordable housing and low impact development. The DCC program must remain whole, and any waivers or reductions provided must be compensated through other non-DCC funds. Waivers and reductions are typically defined in a DCC Waivers and Reduction Bylaw, separate from the DCC Bylaw. At this time, the City has not identified any waivers or reductions for DCCs for any types of development.

7.3 COLLECTION OF CHARGES – BUILDING PERMIT

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. Of the two possible collection times, subdivision approval occurs earlier in the process. The City will collect DCCs for properties zoned with single family as a primary use at time of subdivision approval. Collection of DCCs for townhouses and apartment uses will be collected at time of building permit when the final number and size of units is known. Collecting DCCs early in the process allows the City timely provision of infrastructure and services. Commercial, Institutional, and Light Industrial land uses will also be levied DCCs at time of building permit when total floor area will be known. Major Industrial will be collected at time of building permit when the total gross site area is known.

7.4 COLLECTION OF DCCS ON REDEVELOPED OR EXPANDED DEVELOPMENTS

When an existing building or development undergoes an expansion or redevelopment there is usually a need for additional DCC related infrastructure. The new developer / builder should pay the applicable DCCs based on the additional floor area for commercial, industrial, or institutional land uses at the DCC

rates in the current DCC bylaw. In essence, the City is giving a DCC credit for the existing development or building, as an acknowledgement of its existing impact on the infrastructure. DCCs are only levied on the new development/ building area.

If a single family home is replaced by another single family home, then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small family homes, then DCCs are payable on the one additional single family lot.

7.5 IN-STREAM APPLICATIONS

The new DCC rates will be in force immediately, when adopted by Council in 2023. However, the Local Government Act (LGA) provides special protection from rate increases for development applications that are submitted prior to the adoption date. There are two ways a developer can qualify for in-stream protection from the new DCC rates:

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

If the new DCC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new DCC Bylaw has no application to the subdivision for 12 months after the DCC Bylaw is adopted. As such, if the subdivision is approved during the 12 months' in-stream period, the previous DCC rates apply. This only applies in cases where DCCs are levied at subdivision.

OR

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

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

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

Note: One-year in-stream protection is based on the adoption date of the DCC bylaw, not the effective date. The City will be adopting the DCC bylaw on the same day as the effective date.

7.6 CONTINUOUS IMPROVEMENT RECOMMENDATIONS

7.6.1 REBATES AND CREDITS

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

7.6.2 DCC MONITORING AND ACCOUNTING

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

7.6.3 DCC REVIEWS

To keep the DCC program as current as possible the City should review its program regularly, as it has done in previous years. Based on this review, the City may make minor amendments to the DCC rates. Typically, a major amendment to the DCC program and rates is recommended every five years. All DCC Bylaw amendments require approval from the Ministry.

As permitted by legislation, the City can continue to apply an annual inflationary increase to the DCC rates, using the Vancouver CPI index (as it did in 2018, 2019 and 2021). This can be performed annually up to a maximum of four years, and it does not require approval from the Inspector of Municipalities.

APPENDIX A

DCC Program and Calculations

CITY OF RICHMOND
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Project Name	Project Location	Col. (1)	Col. (2)	Col. (3)	Benefit Factor	Col. (3) x Col. (2)	Col. (4)	Benefit to New Development	Col. (5)	Municipal Assist Factor 1%	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
				Cost Estimate (2025)									DCC Recoverable	Total Municipal Responsibility
T-01	Traffic Signal Installation Program	Primary Roadway		\$ 28,501,000	95%	\$ 25,175,950	\$ 25,175,950	\$ 25,175,950	\$ 25,175,950	\$ 251,760	1%	\$ 251,760	\$ 24,924,191	\$ 1,576,810
T-02	Cycling Infrastructure Improvement Program			\$ 7,552,000	95%	\$ 7,174,400	\$ 7,174,400	\$ 7,174,400	\$ 7,174,400	\$ 75,520	1%	\$ 75,520	\$ 7,100,000	\$ 52,000
T-03	Sidewalk, annual program			\$ 5,035,000	95%	\$ 4,783,250	\$ 4,783,250	\$ 4,783,250	\$ 4,783,250	\$ 50,350	1%	\$ 50,350	\$ 4,732,900	\$ 315,950
T-04	Transit Plan Infrastructure Improvements			\$ 5,300,000	95%	\$ 5,035,000	\$ 5,035,000	\$ 5,035,000	\$ 5,035,000	\$ 50,350	1%	\$ 50,350	\$ 4,984,650	\$ 315,950
T-05	Neighbourhood Traffic Calming Program			\$ 4,240,000	95%	\$ 4,028,000	\$ 4,028,000	\$ 4,028,000	\$ 4,028,000	\$ 40,280	1%	\$ 40,280	\$ 3,987,720	\$ 252,280
T-06	Arterial Road Crosswalk Improvement Program			\$ 7,950,000	95%	\$ 7,552,500	\$ 7,552,500	\$ 7,552,500	\$ 7,552,500	\$ 75,525	1%	\$ 75,525	\$ 7,476,975	\$ 473,025
T-07	Minor Traffic Safety Improvements			\$ 1,060,000	95%	\$ 1,007,000	\$ 1,007,000	\$ 1,007,000	\$ 1,007,000	\$ 10,600	1%	\$ 10,600	\$ 996,900	\$ 63,070
T-08	Project Partnership Funding			\$ 10,600,000	95%	\$ 10,070,000	\$ 10,070,000	\$ 10,070,000	\$ 10,070,000	\$ 106,000	1%	\$ 106,000	\$ 9,964,000	\$ 630,700
T-09	Major Intersection Improvements			\$ 26,501,000	95%	\$ 25,175,950	\$ 25,175,950	\$ 25,175,950	\$ 25,175,950	\$ 265,010	1%	\$ 265,010	\$ 24,910,940	\$ 1,590,060
T-10	Transportation Modelling			\$ 2,120,000	95%	\$ 2,014,000	\$ 2,014,000	\$ 2,014,000	\$ 2,014,000	\$ 21,200	1%	\$ 21,200	\$ 1,992,800	\$ 126,140
T-11	Roadworks - Off Street bike way			\$ 100,000	95%	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 950	1%	\$ 950	\$ 94,050	\$ 5,950
T-12	Roadworks, Urban Greenway Incl SW and Blvd			\$ 6,827,000	95%	\$ 6,220,000	\$ 6,220,000	\$ 6,220,000	\$ 6,220,000	\$ 68,270	1%	\$ 68,270	\$ 6,151,730	\$ 388,357
T-13	Roadworks, Sidewalk Improvements			\$ 603,000	95%	\$ 572,850	\$ 572,850	\$ 572,850	\$ 572,850	\$ 6,030	1%	\$ 6,030	\$ 566,820	\$ 36,180
T-14	Roadworks, Widened to 4 lanes			\$ 8,840,917	95%	\$ 8,398,871	\$ 8,398,871	\$ 8,398,871	\$ 8,398,871	\$ 83,989	1%	\$ 83,989	\$ 8,314,882	\$ 526,035
T-15	Roadworks - Collector, Commercial Cross-section			\$ 10,946,983	95%	\$ 10,346,883	\$ 10,346,883	\$ 10,346,883	\$ 10,346,883	\$ 109,470	1%	\$ 109,470	\$ 10,237,413	\$ 709,570
T-16	Roadworks - Arterial, Undivided Widening			\$ 7,451,800	95%	\$ 7,069,200	\$ 7,069,200	\$ 7,069,200	\$ 7,069,200	\$ 74,518	1%	\$ 74,518	\$ 7,000,000	\$ 451,800
T-17	Roadworks - Arterial, Undivided Widening			\$ 2,438,000	95%	\$ 2,316,100	\$ 2,316,100	\$ 2,316,100	\$ 2,316,100	\$ 23,161	1%	\$ 23,161	\$ 2,292,939	\$ 145,061
T-18	Roadworks, Extension of Major Street, with Cycling			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-19	Roadworks, Widened, Add cycling lanes, new SW			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-20	Roadworks, Widened, Add cycling lanes, new SW			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-21	Roadworks, Widened, Add cycling lanes, new SW			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-22	Roadworks, Widened, Add cycling lanes, new SW			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-23	Roadworks, Widened, Add cycling lanes, new SW			\$ 15,152,002	95%	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 14,394,402	\$ 151,584	1%	\$ 151,584	\$ 14,242,818	\$ 905,684
T-24	Roadworks, New Major Street Segment with Cycling			\$ 24,173,833	95%	\$ 22,965,142	\$ 22,965,142	\$ 22,965,142	\$ 22,965,142	\$ 241,738	1%	\$ 241,738	\$ 22,723,404	\$ 1,450,429
T-25	Roadworks, Urban Greenway Incl SW and Blvd			\$ 1,024,000	95%	\$ 972,800	\$ 972,800	\$ 972,800	\$ 972,800	\$ 10,240	1%	\$ 10,240	\$ 962,560	\$ 61,440
T-26	Roadworks, Major street widening in new corridor			\$ 9,196,333	95%	\$ 8,736,517	\$ 8,736,517	\$ 8,736,517	\$ 8,736,517	\$ 91,963	1%	\$ 91,963	\$ 8,644,554	\$ 551,779
T-27	Roadworks, Widened, Add cycling lanes, new SW			\$ 27,441,955	95%	\$ 26,069,855	\$ 26,069,855	\$ 26,069,855	\$ 26,069,855	\$ 274,419	1%	\$ 274,419	\$ 25,795,436	\$ 1,646,519
T-28	Roadworks - Local, Commercial/Industrial, Construction			\$ 622,000	95%	\$ 590,900	\$ 590,900	\$ 590,900	\$ 590,900	\$ 6,220	1%	\$ 6,220	\$ 584,680	\$ 37,320
T-29	Traffic Signal - Upgrade			\$ 16,275,000	95%	\$ 15,461,250	\$ 15,461,250	\$ 15,461,250	\$ 15,461,250	\$ 162,750	1%	\$ 162,750	\$ 15,300,000	\$ 975,000
T-30	Traffic Signal - add 4th leg			\$ 2,015,000	95%	\$ 1,914,750	\$ 1,914,750	\$ 1,914,750	\$ 1,914,750	\$ 20,150	1%	\$ 20,150	\$ 1,894,600	\$ 120,350
T-31	Roadworks, Cycling Lanes			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-32	Roadworks, Extension of Major Street, with Cycling			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-33	Roadworks, Extension of Major Street, with Cycling			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-34	Roadworks, Extension of Major Street, with Cycling			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-35	Roadworks, Extension of Major Street, with Cycling			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-36	Roadworks, Extension of Major Street, with Cycling			\$ 4,715,000	95%	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 4,479,250	\$ 47,150	1%	\$ 47,150	\$ 4,432,100	\$ 282,900
T-37	Roadworks - Overpass Structure			\$ 142,000	95%	\$ 134,900	\$ 134,900	\$ 134,900	\$ 134,900	\$ 1,420	1%	\$ 1,420	\$ 133,480	\$ 8,520
T-38	Roadworks - Collector, Residential, Cross-section Construction			\$ 769,000	95%	\$ 730,550	\$ 730,550	\$ 730,550	\$ 730,550	\$ 7,690	1%	\$ 7,690	\$ 722,860	\$ 46,140
T-39	Roadworks - Arterial, Undivided, Widening			\$ 2,223,000	95%	\$ 2,111,850	\$ 2,111,850	\$ 2,111,850	\$ 2,111,850	\$ 22,230	1%	\$ 22,230	\$ 2,089,620	\$ 133,380
T-40	Roadworks - Local, Commercial/Industrial, Construction			\$ 9,652,000	95%	\$ 9,174,400	\$ 9,174,400	\$ 9,174,400	\$ 9,174,400	\$ 96,520	1%	\$ 96,520	\$ 9,077,880	\$ 774,120
T-41	Roadworks - Sidewalk Installation			\$ 316,000	95%	\$ 300,200	\$ 300,200	\$ 300,200	\$ 300,200	\$ 3,160	1%	\$ 3,160	\$ 297,040	\$ 18,960
T-42	Roadworks - Left turn bay			\$ 342,667	95%	\$ 325,534	\$ 325,534	\$ 325,534	\$ 325,534	\$ 3,427	1%	\$ 3,427	\$ 322,107	\$ 20,560
T-43	Roadworks - Pedicy crossing enhancements, on Garden City, between Alderbridge and Westminster			\$ 315,000	95%	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 3,150	1%	\$ 3,150	\$ 296,850	\$ 18,150
T-44	Roadworks - Arterial, Divided, Widening			\$ 3,573,000	95%	\$ 3,384,350	\$ 3,384,350	\$ 3,384,350	\$ 3,384,350	\$ 35,730	1%	\$ 35,730	\$ 3,348,620	\$ 226,380
T-45	Roadworks - Urban Greenway Incl SW and Blvd			\$ 216,000	95%	\$ 205,200	\$ 205,200	\$ 205,200	\$ 205,200	\$ 2,160	1%	\$ 2,160	\$ 203,040	\$ 12,960
T-46	Roadworks, Urban Greenway Incl SW and Blvd			\$ 785,000	95%	\$ 745,750	\$ 745,750	\$ 745,750	\$ 745,750	\$ 7,850	1%	\$ 7,850	\$ 737,900	\$ 47,100
T-47	Roadworks, Urban Greenway Incl SW and Blvd			\$ 2,000,000	95%	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 20,000	1%	\$ 20,000	\$ 1,880,000	\$ 120,000
T-48	Roadworks, Pedicy crossing enhancements, on Gilbert Road at Lansdowne			\$ 318,000	95%	\$ 302,100	\$ 302,100	\$ 302,100	\$ 302,100	\$ 3,180	1%	\$ 3,180	\$ 298,920	\$ 19,080
T-49	Roadworks, Widened to 4 lanes, Uprtr, Cycling, Urban Greenway			\$ 9,875,750	95%	\$ 9,480,763	\$ 9,480,763	\$ 9,480,763	\$ 9,480,763	\$ 98,757	1%	\$ 98,757	\$ 9,382,006	\$ 493,744
T-50	Roadworks - Arterial, Undivided (widening)			\$ 3,269,000	95%	\$ 3,105,550	\$ 3,105,550	\$ 3,105,550	\$ 3,105,550	\$ 32,690	1%	\$ 32,690	\$ 3,072,860	\$ 216,140
T-51	Roadworks - Urban Greenway Incl SW and Blvd			\$ 66,000	95%	\$ 62,700	\$ 62,700	\$ 62,700	\$ 62,700	\$ 660	1%	\$ 660	\$ 62,040	\$ 3,960
T-52	Roadworks - Collector, Commercial			\$ 134,000	95%	\$ 127,300	\$ 127,300	\$ 127,300	\$ 127,300	\$ 1,340	1%	\$ 1,340	\$ 125,960	\$ 8,040
T-53	Roadworks - Extend Minor Street - Commercial			\$ 1,438,000	95%	\$ 1,366,100	\$ 1,366,100	\$ 1,366,100	\$ 1,366,100	\$ 14,380	1%	\$ 14,380	\$ 1,351,720	\$ 86,280
T-54	Roadworks - Bike Lane			\$ 1,438,000	95%	\$ 1,366,100	\$ 1,366,100	\$ 1,366,100	\$ 1,366,100	\$ 14,380	1%	\$ 14,380	\$ 1,351,720	\$ 86,280
T-55	Roadworks - Local, Commercial/Industrial, Construction			\$ 12,575,000	95%	\$ 11,946,250	\$ 11,946,250	\$ 11,946,250	\$ 11,946,250	\$ 125,750	1%	\$ 125,750	\$ 11,820,500	\$ 754,500
T-56	Roadworks - Local, Commercial Widening			\$ 7,604,978	95%	\$ 7,224,729	\$ 7,224,729	\$ 7,224,729	\$ 7,224,729	\$ 76,049	1%	\$ 76,049	\$ 7,148,680	\$ 556,298
T-57	Roadworks, Cycling, Urban Greenway			\$ 13,383,250	95%	\$ 12,714,088	\$ 12,714,088	\$ 12,714,088	\$ 12,714,088	\$ 133,832	1%	\$ 133,832	\$ 12,580,256	\$ 803,000
T-58	Roadworks, Extend Major Street, Include Cycling, Urban Greenway			\$ 23,550,167	95%	\$ 22,373,658	\$ 22,373,658	\$ 22,373,658	\$ 22,373,658	\$ 235,501	1%	\$ 235,501	\$ 22,138,157	\$ 1,411,010
T-59	Roadworks, Cycling, Urban Greenway			\$ 8,956,583	95%	\$ 8,508,754	\$ 8,508,754	\$ 8,508,754	\$ 8,508,754	\$ 89,565	1%	\$ 89,565	\$ 8,419,189	\$ 537,394
T-60	Roadworks, Extend Major Street, Include Cycling, Urban Greenway			\$ 9,840,917	95%	\$ 9,352,871	\$ 9,352,871	\$ 9,352,871	\$ 9,352,871	\$ 98,409	1%	\$ 98,409	\$ 9,254,462	\$ 616,455
T-61	Roadworks, Widened, new SW, Bicycle Friendly Street (Shared Lane)			\$ 2,362,714	95%	\$ 2,244,079	\$ 2,244,079	\$ 2,244,079	\$ 2,244,079	\$ 23,627	1%	\$ 23,627	\$ 2,220,452	\$ 142,262
T-62	Roadworks, Sidewalk Improvements, Bicycle Friendly Street			\$ 9,316,583	95%	\$ 8,850,754	\$ 8,850,754	\$ 8,850,754	\$ 8,850,754	\$ 93,165	1%	\$ 93,165	\$ 8,757,589	\$ 558,964
T-63	Roadworks - New Local, Full construction			\$ 1,621,072	95%	\$ 1,540,018	\$ 1,540,018	\$ 1,540,018	\$ 1,540,018	\$ 16,210	1%	\$ 16,210	\$ 1,523,	

CITY OF RICHMOND
PROPOSED TRANSPORTATION DCC PROGRAM

DCC Project No.	Project Name	Project Location	Col. (1)	Col. (2)	Benefit Factor	Col. (3)	Benefit to New Development	Col. (4) = Col. (2) * Col. (3)	Municipal Assist Factor 1%	Col. (6)	DCC Recoverable	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)
T-70	Roadworks - Cycling, Urban Greenway	Minnow Blvd		\$ 1,659,000	95%	\$ 1,576,050	\$ 1,576,050	\$ 15,761	\$ 15,761	\$ 1,560,290	\$ 98,711	\$ 1,658,999	\$ 259,396
T-71	Roadworks - New Local, Commercial/Industrial, Construction	Michael Rd		\$ 4,039,000	95%	\$ 3,837,050	\$ 3,837,050	\$ 40,939	\$ 40,939	\$ 3,796,111	\$ 259,396	\$ 4,055,507	\$ 63,865
T-72	Neighbourhood Centre Active Transportation Improvements	Moncton St		\$ 1,070,000	95%	\$ 1,016,500	\$ 1,016,500	\$ 24,235	\$ 24,235	\$ 991,265	\$ 151,765	\$ 1,143,030	\$ 181,673
T-73	Neighbourhood Centre Active Transportation Improvements	Neighbourhood Centre Active Transportation Improvements		\$ 2,451,000	95%	\$ 2,328,450	\$ 2,328,450	\$ 44,973	\$ 44,973	\$ 2,283,477	\$ 281,673	\$ 2,565,150	\$ 394,842
T-74	Roadworks - Arterial, Undivided, Widening	Neighbourhood Centre Active Transportation Improvements		\$ 4,734,000	95%	\$ 4,497,300	\$ 4,497,300	\$ 54,918	\$ 54,918	\$ 4,442,382	\$ 218,698	\$ 4,661,080	\$ 704,277
T-75	Roadworks - Arterial, Undivided, Widening	Nelson Rd		\$ 3,679,602	95%	\$ 3,495,621	\$ 3,495,621	\$ 54,918	\$ 54,918	\$ 3,440,703	\$ 218,698	\$ 3,659,401	\$ 549,799
T-76	Roadworks - Minor Arterial, Commercial, Widening	No 3 Rd		\$ 2,959,000	95%	\$ 2,811,050	\$ 2,811,050	\$ 22,477	\$ 22,477	\$ 2,788,573	\$ 140,777	\$ 2,929,350	\$ 440,107
T-77	Roadworks - Arterial, Undivided, Widening	No 3 Rd		\$ 5,227,000	95%	\$ 4,965,650	\$ 4,965,650	\$ 49,857	\$ 49,857	\$ 4,915,793	\$ 311,007	\$ 5,226,800	\$ 786,993
T-78	Roadworks - Arterial, Undivided, Widening	No 3 Rd		\$ 1,933,000	95%	\$ 1,836,350	\$ 1,836,350	\$ 28,193	\$ 28,193	\$ 1,808,157	\$ 180,642	\$ 1,988,800	\$ 289,257
T-79	Roadworks - Local, Residential Cross-section Construction	No 3 Rd		\$ 1,137,500	95%	\$ 1,080,625	\$ 1,080,625	\$ 11,372	\$ 11,372	\$ 1,069,253	\$ 171,222	\$ 1,240,475	\$ 184,927
T-80	Roadworks - Local, Residential Cross-section Construction	No 3 Rd		\$ 289,000	95%	\$ 274,550	\$ 274,550	\$ 2,746	\$ 2,746	\$ 271,804	\$ 17,166	\$ 288,970	\$ 43,806
T-81	Roadworks - Urban Greenway incl SW and Blvd west side, (include future widening for raised bike lane on west side)	No 3 Road		\$ 6,927,833	95%	\$ 6,581,442	\$ 6,581,442	\$ 64,854	\$ 64,854	\$ 6,516,588	\$ 406,266	\$ 7,022,854	\$ 1,056,988
T-82	Roadworks - Urban Greenway incl SW and Blvd, west side	No 3 Road		\$ 4,091,992	95%	\$ 3,886,392	\$ 3,886,392	\$ 40,172	\$ 40,172	\$ 3,846,220	\$ 255,662	\$ 4,101,882	\$ 617,220
T-83	Roadworks - Realign and upgrade - Future widening / realignment	No 3 Road		\$ 2,059,000	95%	\$ 1,956,050	\$ 1,956,050	\$ 19,561	\$ 19,561	\$ 1,936,489	\$ 122,511	\$ 2,059,000	\$ 306,489
T-84	Roadworks - Urban Greenway incl SW and Blvd, west side	Odlin Rd		\$ 16,178,143	95%	\$ 15,369,236	\$ 15,369,236	\$ 159,392	\$ 159,392	\$ 15,209,844	\$ 999,300	\$ 16,209,144	\$ 2,499,844
T-85	Roadworks - Realign and upgrade to major street with cycling	Odlin Rd		\$ 4,207,266	95%	\$ 3,996,921	\$ 3,996,921	\$ 39,969	\$ 39,969	\$ 3,956,952	\$ 250,334	\$ 4,207,266	\$ 627,000
T-86	Roadworks - Local, Residential Cross-section Construction	Princess St, Princess Lane, London Rd area		\$ 541,000	95%	\$ 513,950	\$ 513,950	\$ 5,140	\$ 5,140	\$ 508,810	\$ 32,190	\$ 540,999	\$ 82,809
T-87	Roadworks - Sidewalk Installation	River Dr Sidewalk		\$ 1,750,576	95%	\$ 1,663,047	\$ 1,663,047	\$ 16,630	\$ 16,630	\$ 1,646,417	\$ 104,159	\$ 1,750,576	\$ 264,726
T-88	Roadworks - Major street widening in new corridor	River Parkway		\$ 20,394,563	95%	\$ 19,374,735	\$ 19,374,735	\$ 191,828	\$ 191,828	\$ 19,182,907	\$ 1,248,933	\$ 20,431,840	\$ 3,037,277
T-89	Roadworks - Road extension to interim standards	River Parkway		\$ 6,334,150	95%	\$ 6,017,443	\$ 6,017,443	\$ 63,242	\$ 63,242	\$ 5,954,201	\$ 396,022	\$ 6,350,223	\$ 944,073
T-90	Roadworks - Local, Residential Cross-section Construction	River Parkway		\$ 6,572,000	95%	\$ 6,242,400	\$ 6,242,400	\$ 44,364	\$ 44,364	\$ 6,198,036	\$ 277,964	\$ 6,475,999	\$ 972,964
T-91	Roadworks - Local, Residential Cross-section Construction	River Parkway		\$ 2,670,000	95%	\$ 2,536,500	\$ 2,536,500	\$ 25,365	\$ 25,365	\$ 2,511,135	\$ 158,865	\$ 2,670,000	\$ 406,135
T-92	Roadworks - Local, Residential Cross-section Construction	Savane Rd		\$ 1,671,000	95%	\$ 1,586,550	\$ 1,586,550	\$ 15,866	\$ 15,866	\$ 1,570,684	\$ 99,425	\$ 1,670,109	\$ 254,684
T-93	Roadworks - Local, Residential Cross-section Construction	Sevensmith Rd		\$ 1,324,000	95%	\$ 1,257,800	\$ 1,257,800	\$ 12,452	\$ 12,452	\$ 1,245,348	\$ 78,778	\$ 1,324,126	\$ 205,348
T-94	Roadworks - Local, Residential Cross-section Construction	Sevensmith Rd		\$ 1,394,000	95%	\$ 1,324,100	\$ 1,324,100	\$ 13,243	\$ 13,243	\$ 1,310,857	\$ 82,943	\$ 1,393,800	\$ 210,857
T-95	Roadworks - Extension of Major Street, with Cycling	Sevensmith Rd		\$ 13,529,918	95%	\$ 12,852,922	\$ 12,852,922	\$ 126,283	\$ 126,283	\$ 12,726,639	\$ 790,928	\$ 13,519,561	\$ 2,028,489
T-96	Roadworks - Arterial, Undivided, Widening	Sheil Rd		\$ 5,738,000	95%	\$ 5,451,100	\$ 5,451,100	\$ 54,511	\$ 54,511	\$ 5,396,589	\$ 341,411	\$ 5,738,000	\$ 865,589
T-97	Roadworks - Arterial, Undivided, Widening	Sheil Rd		\$ 6,846,000	95%	\$ 6,503,700	\$ 6,503,700	\$ 65,300	\$ 65,300	\$ 6,438,400	\$ 417,600	\$ 6,856,000	\$ 1,038,600
T-98	Roadworks - Arterial, Undivided, Widening	Sheil Rd		\$ 10,504,555	95%	\$ 9,979,327	\$ 9,979,327	\$ 99,733	\$ 99,733	\$ 9,879,594	\$ 624,961	\$ 10,504,555	\$ 1,579,594
T-99	Roadworks - Local, Residential Cross-section Construction	South McLean		\$ 8,866,000	95%	\$ 8,411,700	\$ 8,411,700	\$ 84,417	\$ 84,417	\$ 8,327,283	\$ 528,717	\$ 8,855,999	\$ 1,334,717
T-100	Roadworks - Local, Residential Cross-section Construction	Triangle Rd		\$ 4,787,000	95%	\$ 4,547,650	\$ 4,547,650	\$ 45,477	\$ 45,477	\$ 4,502,173	\$ 284,827	\$ 4,787,000	\$ 716,827
T-101	Roadworks - Local, Residential Cross-section Construction	Viking Way		\$ 1,678,000	95%	\$ 1,594,100	\$ 1,594,100	\$ 15,941	\$ 15,941	\$ 1,578,159	\$ 99,841	\$ 1,677,999	\$ 257,841
T-102	Roadworks - Collector, Commercial, Construction to Cross-section	Vulcan Way		\$ 6,836,000	95%	\$ 6,504,200	\$ 6,504,200	\$ 63,042	\$ 63,042	\$ 6,441,158	\$ 394,842	\$ 6,836,000	\$ 1,030,842
T-103	Roadworks - New Collector, Commercial Cross-section	Vulcan Way		\$ 2,659,000	95%	\$ 2,526,050	\$ 2,526,050	\$ 25,261	\$ 25,261	\$ 2,500,789	\$ 163,211	\$ 2,664,000	\$ 403,211
T-104	Roadworks - Arterial, Undivided, Widening	Westminster Hwy		\$ 10,866,000	95%	\$ 10,322,700	\$ 10,322,700	\$ 103,227	\$ 103,227	\$ 10,219,473	\$ 646,527	\$ 10,866,000	\$ 1,612,527
T-105	Roadworks - Arterial, Undivided, Widening	Westminster Hwy		\$ 2,144,000	95%	\$ 2,036,800	\$ 2,036,800	\$ 20,368	\$ 20,368	\$ 2,016,432	\$ 127,568	\$ 2,144,000	\$ 323,568
T-106	Roadworks - Arterial, Undivided, Widening	Westminster Hwy		\$ 2,810,000	95%	\$ 2,669,500	\$ 2,669,500	\$ 26,695	\$ 26,695	\$ 2,642,805	\$ 167,195	\$ 2,810,000	\$ 429,195
T-107	Roadworks - Arterial, Undivided, Widening	Westminster Hwy		\$ 2,942,000	95%	\$ 2,794,900	\$ 2,794,900	\$ 27,949	\$ 27,949	\$ 2,766,951	\$ 175,049	\$ 2,942,000	\$ 442,049
T-108	Roadworks - Local, Residential Cross-section Construction	Willer Ave		\$ 1,848,000	95%	\$ 1,755,600	\$ 1,755,600	\$ 17,556	\$ 17,556	\$ 1,738,044	\$ 109,956	\$ 1,848,000	\$ 277,956
T-109	Roadworks - Local, Residential Cross-section Construction	Willer Ave		\$ 707,115,637	95%	\$ 671,759,804	\$ 671,759,804	\$ 6,717,593	\$ 6,717,593	\$ 665,042,211	\$ 42,773,346	\$ 707,815,557	\$ 105,700,000

CITY OF RICHMOND
PROPOSED TRANSPORTATION DCC CALCULATION

Transportation DCC Calculation		Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
Land Use	Estimated New Development	Unit	Wt. Trip Rate	Trip Ends	
Single Family	1,982	Per Lot	1.2750	2,527	
Townhouse	17,834	Per Dwelling Unit	0.8250	14,713	
Apartment	19,091	Per Dwelling Unit	0.7130	13,612	
Commercial	317,562	Per sq. m. BA	0.0098	3,112	
Institutional	272,883	Per sq. m. BA	0.0098	2,674	
Light Industrial	390,862	Per sq. m. BA	0.0070	2,736	
Major Industrial	13	Per hectare GSA	8.40	109	
Total Trip Ends				39,484	(a)
B: Unit Transportation DCC Calculation					
Net Transportation DCC Program Recoverable					
Existing DCC Reserve Monies	\$	665,041,711	(b)		
Net Amount to be Paid by DCCs	\$	64,512,000	(c)		
DCC per Trip End	\$	600,529,711	(d) = (b) - (c)		
	\$	15,209.61	(e) = (d) / (a)		
C: Resulting Transportation DCCs					
Single Family	\$19,392.25	Per Lot	(e) x Col. (3)		
Townhouse	\$12,547.93	Per Dwelling Unit	(e) x Col. (3)		
Apartment	\$9.65	Per sq. ft. DU	(e) x Col. (3)		
Commercial	\$10,844.45	Per Dwelling Unit	(e) x Col. (3)		
Institutional	\$12.76	Per sq. ft. DU	(e) x Col. (3)		
Light Industrial	\$149.05	Per sq. m. BA	(e) x Col. (3)		
Major Industrial	\$13.85	Per sq. ft. BA	(e) x Col. (3)		
	\$149.05	Per sq. m. BA	(e) x Col. (3)		
	\$13.85	Per sq. ft. BA	(e) x Col. (3)		
	\$106.47	Per sq. m. BA	(e) x Col. (3)		
	\$9.89	Per sq. ft. BA	(e) x Col. (3)		
	\$127,760.70	Per hectare GSA	(e) x Col. (3)		
	\$51,704.76	Per acre GSA	(e) x Col. (3)		

Notes

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

CITY OF RICHMOND
PROPOSED WATER DCC PROGRAM

DCC Project No.	Description	Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assist Factor 4%	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
BLUNDELL PLANNING AREA								
W-01	Watermain	Ledway Rd	\$ 123,648	95%	\$ 117,464	\$ 1,175	\$ 116,289	\$ 7,357
W-02	Watermain	Ludlow Rd	\$ 237,264	95%	\$ 225,401	\$ 2,254	\$ 223,147	\$ 14,117
W-03	Watermain	Livingstone Pl	\$ 121,180	95%	\$ 115,121	\$ 1,151	\$ 113,970	\$ 7,210
W-04	Watermain	Grandy Rd	\$ 112,719	95%	\$ 107,083	\$ 1,071	\$ 106,012	\$ 6,707
W-05	Watermain	Chelmsford St	\$ 136,250	95%	\$ 129,438	\$ 1,294	\$ 128,143	\$ 8,107
W-06	Watermain	Donval Rd	\$ 159,027	95%	\$ 151,076	\$ 1,511	\$ 149,565	\$ 9,462
W-07	Watermain	Donval Rd	\$ 16,250	95%	\$ 15,438	\$ 154	\$ 15,283	\$ 967
W-08	Watermain	Donval Rd	\$ 104,018	95%	\$ 98,817	\$ 988	\$ 97,829	\$ 6,189
W-09	Watermain	Donval Rd	\$ 154,917	95%	\$ 147,172	\$ 1,472	\$ 145,700	\$ 9,218
W-10	Watermain	Donval Rd	\$ 79,233	95%	\$ 75,271	\$ 753	\$ 74,518	\$ 4,714
W-11	Watermain	Dunsany Pl	\$ 16,671	95%	\$ 15,837	\$ 158	\$ 15,679	\$ 992
W-12	Watermain	Donval Rd	\$ 129,576	95%	\$ 123,098	\$ 1,231	\$ 121,867	\$ 7,710
W-13	Watermain	Woodwards Rd	\$ 263,905	95%	\$ 250,710	\$ 2,507	\$ 248,203	\$ 15,702
W-14	Watermain	Woodwards Rd	\$ 446,778	95%	\$ 424,439	\$ 4,244	\$ 420,194	\$ 26,583
W-15	Watermain	Woodwards Rd	\$ 272,178	95%	\$ 258,569	\$ 2,586	\$ 255,983	\$ 16,195
W-16	Watermain	Woodwards Rd	\$ 36,250	95%	\$ 34,438	\$ 344	\$ 34,093	\$ 2,157
W-17	Watermain	Lynnwood Rd	\$ 417,055	95%	\$ 396,202	\$ 3,962	\$ 392,240	\$ 24,815
W-18	Watermain	Ledway Rd	\$ 368,375	95%	\$ 349,956	\$ 3,500	\$ 346,457	\$ 21,918
W-19	Watermain	Ledway Rd	\$ 31,591	95%	\$ 30,012	\$ 300	\$ 29,712	\$ 1,880
W-20	Watermain	Blundell Rd	\$ 400,360	95%	\$ 380,342	\$ 3,803	\$ 376,539	\$ 23,821
W-21	Watermain	No. 2 Rd	\$ 286,254	95%	\$ 271,942	\$ 2,719	\$ 269,222	\$ 17,032
W-22	Watermain	Woodwards Rd	\$ 164,624	95%	\$ 156,393	\$ 1,564	\$ 154,829	\$ 9,795
W-23	Watermain	Woodwards Rd	\$ 129,338	95%	\$ 122,871	\$ 1,229	\$ 121,642	\$ 7,696
W-24	Watermain	Woodwards Rd	\$ 160,789	95%	\$ 152,749	\$ 1,527	\$ 151,222	\$ 9,567
BRIDGEPORT PLANNING AREA								
W-25	Watermain	Beckwith Rd	\$ 360,625	95%	\$ 342,594	\$ 3,426	\$ 339,168	\$ 21,457
W-26	Watermain	Finlayson Rd	\$ 142,135	95%	\$ 135,028	\$ 1,350	\$ 133,678	\$ 8,457
BROADMOOR PLANNING AREA								
W-27	Watermain	Lucas Rd	\$ 206,153	95%	\$ 195,845	\$ 1,958	\$ 193,887	\$ 12,266
W-28	Watermain	Lucas Rd	\$ 103,460	95%	\$ 98,287	\$ 983	\$ 97,304	\$ 6,156
W-29	Watermain	Lucas Rd	\$ 204,420	95%	\$ 194,199	\$ 1,942	\$ 192,257	\$ 12,163
W-30	Watermain	Sunnycroft Rd	\$ 141,970	95%	\$ 134,815	\$ 1,348	\$ 133,467	\$ 8,444
W-31	Watermain	Sunnycroft Rd	\$ 111,586	95%	\$ 106,007	\$ 1,050	\$ 104,947	\$ 6,639
W-32	Watermain	Sunnycroft Rd	\$ 120,115	95%	\$ 114,110	\$ 1,141	\$ 112,968	\$ 7,147
W-33	Watermain	Ash St	\$ 97,345	95%	\$ 92,478	\$ 925	\$ 91,553	\$ 5,792
W-34	Watermain	Ash St	\$ 167,896	95%	\$ 159,501	\$ 1,595	\$ 157,906	\$ 9,990
W-35	Watermain	Ash St	\$ 245,693	95%	\$ 233,408	\$ 2,334	\$ 231,074	\$ 14,619

CITY OF RICHMOND
PROPOSED WATER DCC PROGRAM

DCC Project No.	Description	Location	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
			Cost Estimate (2022\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor %	DCC Recoverable	Total Municipal Responsibility
GITY CENTRE PLANNING AREA								
W-36	Watermain	Bennett Rd	\$ 218,912	95%	\$ 207,966	\$ 2,080	\$ 205,886	\$ 13,025
W-37	Watermain	Park Rd	\$ 443,684	95%	\$ 421,499	\$ 4,215	\$ 417,284	\$ 26,399
W-38	Watermain	Cooney Rd	\$ 243,333	95%	\$ 231,167	\$ 2,312	\$ 228,855	\$ 14,478
W-39	Watermain	Cooney Rd to Granville Connector	\$ 133,771	95%	\$ 127,082	\$ 1,271	\$ 125,811	\$ 7,959
W-40	Watermain	Eckersley Rd	\$ 237,648	95%	\$ 225,765	\$ 2,258	\$ 223,508	\$ 14,140
W-41	Watermain	Pimlico Way	\$ 226,590	95%	\$ 215,261	\$ 2,153	\$ 213,108	\$ 13,482
W-42	Watermain	Odlin Rd (Odlin Cr west to Brown Rd)	\$ 444,577	95%	\$ 422,348	\$ 4,223	\$ 418,125	\$ 26,452
W-43	Watermain	Sixsmith Rd	\$ 663,192	95%	\$ 630,033	\$ 6,300	\$ 623,732	\$ 39,460
W-44	Watermain	Lansdowne/Minoru Connector	\$ 25,090	95%	\$ 23,836	\$ 238	\$ 23,597	\$ 1,493
W-45	Watermain	Cook Gate	\$ 132,873	95%	\$ 126,230	\$ 1,262	\$ 124,967	\$ 7,906
W-46	Watermain	Spires Rd	\$ 105,164	95%	\$ 99,906	\$ 999	\$ 98,907	\$ 6,257
W-47	Watermain	Spires Rd	\$ 97,179	95%	\$ 92,320	\$ 923	\$ 91,397	\$ 5,782
W-48	Watermain	Cook Rd	\$ 159,705	95%	\$ 151,720	\$ 1,517	\$ 150,203	\$ 9,502
W-49	Watermain	Cook Rd	\$ 134,170	95%	\$ 127,462	\$ 1,275	\$ 126,187	\$ 7,983
W-50	Watermain	Cook Rd	\$ 148,490	95%	\$ 141,065	\$ 1,411	\$ 139,655	\$ 8,835
W-51	Watermain	Cook Rd	\$ 186,339	95%	\$ 177,022	\$ 1,770	\$ 175,252	\$ 11,087
W-52	Watermain	Cook Rd	\$ 207,554	95%	\$ 197,176	\$ 1,972	\$ 195,204	\$ 12,349
EAST CAMBIE PLANNING AREA								
W-53	Watermain	Bird Rd	\$ 484,970	95%	\$ 460,721	\$ 4,607	\$ 456,114	\$ 28,856
W-54	Watermain	Bird Rd	\$ 474,124	95%	\$ 450,418	\$ 4,504	\$ 445,914	\$ 28,210
W-55	Watermain	Bird Rd	\$ 74,086	95%	\$ 70,382	\$ 704	\$ 69,678	\$ 4,408
W-56	Watermain	Daniels Rd	\$ 119,068	95%	\$ 113,106	\$ 1,131	\$ 111,974	\$ 7,084
W-57	Watermain	Daniels Rd	\$ 89,531	95%	\$ 85,055	\$ 851	\$ 84,204	\$ 5,327
W-58	Watermain	Daniels Rd	\$ 134,792	95%	\$ 128,052	\$ 1,281	\$ 126,772	\$ 8,020
W-59	Watermain	Daniels Rd	\$ 85,841	95%	\$ 81,549	\$ 815	\$ 80,734	\$ 5,108
W-60	Watermain	Daniels Rd	\$ 250,662	95%	\$ 238,148	\$ 2,381	\$ 235,767	\$ 14,916
W-61	Watermain	Bamfield Dr	\$ 262,602	95%	\$ 249,472	\$ 2,495	\$ 246,977	\$ 15,625
W-62	Watermain	Bamfield Dr	\$ 331,671	95%	\$ 315,088	\$ 3,151	\$ 311,937	\$ 19,734
W-63	Watermain	Mellis Dr	\$ 246,545	95%	\$ 234,217	\$ 2,342	\$ 231,875	\$ 14,669
W-64	Watermain	Mellis Dr	\$ 60,912	95%	\$ 57,866	\$ 579	\$ 57,287	\$ 3,624
W-65	Watermain	Mellis Dr	\$ 262,404	95%	\$ 249,283	\$ 2,493	\$ 246,791	\$ 15,613
W-66	Watermain	Mellis Dr	\$ 68,027	95%	\$ 64,825	\$ 646	\$ 63,979	\$ 4,048
W-67	Watermain	Dewsbury Dr	\$ 326,768	95%	\$ 310,430	\$ 3,104	\$ 307,326	\$ 19,443
W-68	Watermain	Dewsbury Dr	\$ 103,323	95%	\$ 98,157	\$ 982	\$ 97,175	\$ 6,148
W-69	Watermain	Dewsbury Dr	\$ 107,049	95%	\$ 101,697	\$ 1,017	\$ 100,680	\$ 6,369
W-70	Watermain	Bath Rd	\$ 367,674	95%	\$ 349,290	\$ 3,493	\$ 345,797	\$ 21,877
W-71	Watermain	Bamfield Gate	\$ 146,796	95%	\$ 139,456	\$ 1,395	\$ 138,062	\$ 8,734
W-72	Watermain	Bamfield Gate	\$ 24,817	95%	\$ 23,576	\$ 236	\$ 23,341	\$ 1,477
W-73	Watermain	Bargen Dr	\$ 186,800	95%	\$ 177,460	\$ 1,775	\$ 175,685	\$ 11,115
W-74	Watermain	Cambie Connector	\$ 14,693	95%	\$ 13,959	\$ 140	\$ 13,819	\$ 874
W-75	Watermain	Cambie Rd	\$ 87,209	95%	\$ 82,848	\$ 828	\$ 82,020	\$ 5,189
W-76	Watermain	Dallyn Rd	\$ 237,669	95%	\$ 225,785	\$ 2,258	\$ 223,527	\$ 14,141
W-77	Watermain	Dallyn Rd	\$ 166,073	95%	\$ 157,713	\$ 1,577	\$ 156,136	\$ 9,878
W-78	Watermain	Sparwood Pl	\$ 503,891	95%	\$ 478,697	\$ 4,787	\$ 473,910	\$ 29,982

CITY OF RICHMOND
PROPOSED WATER DCC PROGRAM

DCC Project No.	Description	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal/Assist Factor 1%	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
HAMILTON PLANNING AREA								
W-79	Watermain	Smith Cr	\$ 390,840	95%	\$ 371,298	\$ 3,713	\$ 367,585	\$ 23,255
W-80	Watermain	Willett Ave	\$ 237,873	95%	\$ 225,980	\$ 2,260	\$ 223,720	\$ 14,153
W-81	Watermain	Smith Dr	\$ 354,275	95%	\$ 336,561	\$ 3,366	\$ 333,196	\$ 21,079
SEAFAIR PLANNING AREA								
W-82	Watermain	Colonial Dr	\$ 548,676	95%	\$ 521,242	\$ 5,212	\$ 516,030	\$ 32,646
W-83	Watermain	Colonial Dr	\$ 219,750	95%	\$ 208,763	\$ 2,088	\$ 206,675	\$ 13,075
W-84	Watermain	Palmer Rd	\$ 109,450	95%	\$ 103,977	\$ 1,040	\$ 102,938	\$ 6,512
W-85	Watermain	Mahood Dr	\$ 329,030	95%	\$ 312,578	\$ 3,126	\$ 309,453	\$ 19,577
W-86	Watermain	Groat Ave	\$ 94,527	95%	\$ 89,801	\$ 898	\$ 88,903	\$ 5,624
W-87	Watermain	Geal Rd	\$ 167,921	95%	\$ 159,525	\$ 1,595	\$ 157,930	\$ 9,991
W-88	Watermain	Francis Rd	\$ 53,672	95%	\$ 50,988	\$ 510	\$ 50,478	\$ 3,193
W-89	Watermain	Francis Rd	\$ 61,799	95%	\$ 58,709	\$ 587	\$ 58,122	\$ 3,677
W-90	Watermain	Francis Rd	\$ 349,261	95%	\$ 331,798	\$ 3,318	\$ 328,480	\$ 20,781
W-91	Watermain	Francis Rd	\$ 411,771	95%	\$ 391,183	\$ 3,912	\$ 387,271	\$ 24,500
W-92	Watermain	Francis Rd	\$ 137,935	95%	\$ 131,038	\$ 1,310	\$ 129,728	\$ 8,207
W-93	Watermain	Francis Rd	\$ 1,122,718	95%	\$ 1,066,582	\$ 10,666	\$ 1,055,916	\$ 66,802
W-94	Watermain	Francis Rd	\$ 312,166	95%	\$ 296,558	\$ 2,966	\$ 293,592	\$ 18,574
W-95	Watermain	Francis Rd	\$ 200,797	95%	\$ 190,757	\$ 1,908	\$ 188,849	\$ 11,947
SHELLMONT PLANNING AREA								
W-96	Watermain	Shell Rd	\$ 114,389	95%	\$ 108,670	\$ 1,087	\$ 107,583	\$ 6,806
W-97	Watermain	Kingscome Ave	\$ 303,673	95%	\$ 288,490	\$ 2,885	\$ 285,605	\$ 18,069
W-98	Watermain	Kingscome Ave	\$ 247,796	95%	\$ 235,406	\$ 2,354	\$ 233,052	\$ 14,744
W-99	Watermain	Kingswood Dr	\$ 168,735	95%	\$ 160,298	\$ 1,603	\$ 158,695	\$ 10,040
W-100	Watermain	Kingscome Ave/Kingswood Dr Connector	\$ 40,989	95%	\$ 38,939	\$ 389	\$ 38,550	\$ 2,439
W-101	Watermain	Seacote Rd	\$ 113,987	95%	\$ 108,297	\$ 1,083	\$ 107,214	\$ 6,783
W-102	Watermain	Kingsbridge Dr	\$ 117,149	95%	\$ 111,292	\$ 1,113	\$ 110,179	\$ 6,970
W-103	Watermain	Kingsbridge Dr	\$ 281,641	95%	\$ 267,559	\$ 2,676	\$ 264,884	\$ 16,758
W-104	Watermain	Kingsbridge Dr	\$ 241,202	95%	\$ 229,142	\$ 2,291	\$ 226,850	\$ 14,352
W-105	Watermain	King Rd	\$ 489,968	95%	\$ 465,470	\$ 4,655	\$ 460,815	\$ 29,153
W-106	Watermain	King Rd	\$ 473,355	95%	\$ 449,687	\$ 4,497	\$ 445,190	\$ 28,165
W-107	Watermain	King Rd	\$ 104,089	95%	\$ 98,885	\$ 989	\$ 97,896	\$ 6,193
W-108	Watermain	King Rd	\$ 166,984	95%	\$ 158,644	\$ 1,586	\$ 157,058	\$ 9,936
STEVESTON PLANNING AREA								
W-109	Watermain	Fortune Ave	\$ 171,211	95%	\$ 162,651	\$ 1,627	\$ 161,024	\$ 10,187
W-110	Watermain	Fortune Ave	\$ 71,251	95%	\$ 67,688	\$ 677	\$ 67,012	\$ 4,239
W-111	Watermain	Fundy Dr	\$ 149,133	95%	\$ 141,677	\$ 1,417	\$ 140,260	\$ 8,873
W-112	Watermain	Fundy Dr	\$ 250,450	95%	\$ 237,928	\$ 2,379	\$ 235,548	\$ 14,902
W-113	Watermain	Fundy Dr	\$ 283,499	95%	\$ 278,824	\$ 2,788	\$ 276,036	\$ 17,463
W-114	Watermain	Fundy Dr	\$ 94,926	95%	\$ 90,180	\$ 902	\$ 89,278	\$ 5,648
W-115	Watermain	Fundy Dr	\$ 99,438	95%	\$ 94,466	\$ 945	\$ 93,521	\$ 5,917
W-116	Watermain	Fundy Dr	\$ 78,708	95%	\$ 74,773	\$ 748	\$ 74,025	\$ 4,683
W-117	Watermain	Bonavista Dr	\$ 211,245	95%	\$ 200,683	\$ 2,007	\$ 198,676	\$ 12,569
W-118	Watermain	Garry St	\$ 126,427	95%	\$ 120,106	\$ 1,201	\$ 118,905	\$ 7,522
W-119	Watermain	Garry St	\$ 164,725	95%	\$ 156,489	\$ 1,565	\$ 154,924	\$ 9,801
W-120	Watermain	Windward Gate	\$ 97,751	95%	\$ 92,863	\$ 929	\$ 91,935	\$ 5,816
W-121	Watermain	Garry St	\$ 165,600	95%	\$ 157,320	\$ 1,573	\$ 155,747	\$ 9,853
W-122	Watermain	Garry St	\$ 216,056	95%	\$ 205,253	\$ 2,053	\$ 203,200	\$ 12,855
W-123	Watermain	Leeward Gate	\$ 116,692	95%	\$ 110,857	\$ 1,109	\$ 109,749	\$ 6,943
W-124	Watermain	Kingfisher Dr	\$ 337,657	95%	\$ 320,774	\$ 3,208	\$ 317,566	\$ 20,091

CITY OF RICHMOND
PROPOSED WATER DCC PROGRAM

DCC Project No.	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Description	Location						
W-125	Watermain	Kingfisher Dr	\$ 93,055	95%	\$ 88,403	\$ 884	\$ 87,519	\$ 5,337
W-126	Watermain	Plover Dr	\$ 177,832	95%	\$ 168,940	\$ 1,689	\$ 167,251	\$ 10,581
W-127	Watermain	Pintail Dr	\$ 790,363	95%	\$ 750,845	\$ 7,508	\$ 743,337	\$ 47,027
W-128	Watermain	Kitiwake Dr	\$ 129,239	95%	\$ 122,777	\$ 1,228	\$ 121,549	\$ 7,690
W-129	Watermain	Kitiwake Dr	\$ 186,364	95%	\$ 186,546	\$ 1,865	\$ 184,680	\$ 11,684
W-130	Watermain	Kitiwake Dr	\$ 132,480	95%	\$ 125,856	\$ 1,259	\$ 124,597	\$ 7,883
THOMPSON PLANNING AREA								
W-131	Watermain	Westminster Hwy/Lynas Lane	\$ 56,424	95%	\$ 53,603	\$ 536	\$ 53,067	\$ 3,357
W-132	Watermain	Garrison Rd	\$ 51,168	95%	\$ 48,609	\$ 486	\$ 48,123	\$ 3,044
W-133	Watermain	Garrison Rd	\$ 79,507	95%	\$ 75,531	\$ 755	\$ 74,776	\$ 4,731
W-134	Watermain	Garrison Rd	\$ 85,342	95%	\$ 81,075	\$ 811	\$ 80,264	\$ 5,078
W-135	Watermain	Garrison Rd	\$ 3,749	95%	\$ 3,561	\$ 36	\$ 3,525	\$ 223
W-136	Watermain	Garrison Rd	\$ 88,941	95%	\$ 84,494	\$ 845	\$ 83,649	\$ 5,292
W-137	Watermain	Sikaha Ct	\$ 70,625	95%	\$ 67,094	\$ 671	\$ 66,423	\$ 4,202
W-138	Watermain	Tiffany Blvd	\$ 271,042	95%	\$ 257,490	\$ 2,575	\$ 254,915	\$ 16,127
W-139	Watermain	Tiffany Blvd	\$ 179,436	95%	\$ 170,464	\$ 1,705	\$ 168,760	\$ 10,676
W-140	Watermain	Tiffany Blvd	\$ 93,482	95%	\$ 88,808	\$ 888	\$ 87,920	\$ 5,562
W-141	Watermain	Tiffany Blvd	\$ 173,325	95%	\$ 164,659	\$ 1,647	\$ 163,012	\$ 10,313
W-142	Watermain	Granville Cr	\$ 489,022	95%	\$ 474,052	\$ 4,741	\$ 469,311	\$ 29,691
W-143	Watermain	Redfern Cr	\$ 207,622	95%	\$ 197,241	\$ 1,972	\$ 195,269	\$ 12,354
WEST CAMBIE PLANNING AREA								
W-144	Watermain	Patterson Rd	\$ 681,250	95%	\$ 656,688	\$ 6,567	\$ 650,121	\$ 41,129
W-145	Watermain	Patterson Rd	\$ 294,774	95%	\$ 280,035	\$ 2,800	\$ 277,235	\$ 17,539
W-146	Watermain	Westminster Hwy b/w No 4 Rd and Shell Rd	\$ 2,214,607	95%	\$ 2,103,877	\$ 21,039	\$ 2,082,838	\$ 131,769
CITY CENTRE								
W-147	Watermain	Spires Gate	\$ 131,495	95%	\$ 124,920	\$ 1,249	\$ 123,671	\$ 7,824
W-148	Watermain	Cooney Rd	\$ 60,863	95%	\$ 57,820	\$ 578	\$ 57,242	\$ 3,621
W-149	Watermain	River Rd	\$ 156,789	95%	\$ 148,949	\$ 1,489	\$ 147,460	\$ 9,329
SEAFAIR								
W-150	Watermain	Pendleton Rd	\$ 415,431	95%	\$ 394,660	\$ 3,947	\$ 390,713	\$ 24,718

CITY OF RICHMOND
PROPOSED WATER DCC PROGRAM

DCC Project No.	Description	Col. (1)		Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assisit Factor 1%	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
		Location	Cost Estimate (2022\$)					
CCAP Projects								
W-151	Watermain	Capstan Way	\$ 589,146	100%	\$ 589,146	\$ 5,891	\$ 583,254	\$ 5,891
W-152	Watermain	Minoru Blvd	\$ 228,786	100%	\$ 228,786	\$ 2,288	\$ 226,499	\$ 2,288
W-153	Watermain	Acheson Rd	\$ 336,614	100%	\$ 336,614	\$ 3,366	\$ 333,248	\$ 3,366
W-154	Watermain	Bennett Rd	\$ 122,012	100%	\$ 122,012	\$ 1,220	\$ 120,792	\$ 1,220
W-155	Watermain	Spies Rd	\$ 243,203	100%	\$ 243,203	\$ 2,432	\$ 240,771	\$ 2,432
W-156	Watermain	Cook Cr	\$ 435,426	100%	\$ 435,426	\$ 4,354	\$ 431,072	\$ 4,354
W-157	Watermain	South of Granville Ave (w/ St. Albans & Garden City)	\$ 252,398	100%	\$ 252,398	\$ 2,524	\$ 249,874	\$ 2,524
W-158	Watermain	No. 4 Rd	\$ 1,266,714	100%	\$ 1,266,714	\$ 12,667	\$ 1,254,046	\$ 12,667
W-159	Watermain	Citation Dr	\$ 521,899	100%	\$ 521,899	\$ 5,219	\$ 516,680	\$ 5,219
W-160	Watermain	No. 3 Rd	\$ 815,746	100%	\$ 815,746	\$ 8,157	\$ 807,589	\$ 8,157
W-161	Watermain	Hazelbridge Way	\$ 321,779	100%	\$ 321,779	\$ 3,218	\$ 318,562	\$ 3,218
W-162	Watermain	Cook Rd	\$ 598,915	100%	\$ 598,915	\$ 5,989	\$ 592,926	\$ 5,989
W-163	Watermain	Dunford Rd	\$ 125,000	100%	\$ 125,000	\$ 1,250	\$ 123,750	\$ 1,250
W-164	Watermain	Garry St (Section not covered in list above)	\$ 487,500	100%	\$ 487,500	\$ 4,875	\$ 482,625	\$ 4,875
W-165	Watermain	Windjammer Dr	\$ 675,000	100%	\$ 675,000	\$ 6,750	\$ 668,250	\$ 6,750
W-166	Watermain	Beckwith Rd	\$ 487,500	100%	\$ 487,500	\$ 4,875	\$ 482,625	\$ 4,875
W-167	Watermain	Kingscome Ave	\$ 425,000	100%	\$ 425,000	\$ 4,250	\$ 420,750	\$ 4,250
W-168	Watermain	East of No 4 Rd & Saunders Rd Intersection	\$ 137,500	100%	\$ 137,500	\$ 1,375	\$ 136,125	\$ 1,375
W-169	Watermain	Blundell Rd	\$ 1,251,250	100%	\$ 1,251,250	\$ 12,513	\$ 1,238,738	\$ 12,513
W-170	Watermain	Bowen Gate	\$ 100,000	100%	\$ 100,000	\$ 1,000	\$ 99,000	\$ 1,000
W-171	Watermain	Gabrolia Gate,	\$ 125,000	100%	\$ 125,000	\$ 1,250	\$ 123,750	\$ 1,250
W-172	Watermain	Ruskin Rd loop to Ryan Rd	\$ 250,000	100%	\$ 250,000	\$ 2,500	\$ 247,500	\$ 2,500
W-173	Watermain	Blundell Rd	\$ 1,923,750	100%	\$ 1,923,750	\$ 19,238	\$ 1,904,513	\$ 19,238
W-174	Watermain	Boundary Road	\$ 42,926	95%	\$ 40,780	\$ 408	\$ 40,372	\$ 2,554
W-175	Watermain	Boundary Road	\$ 418,755	95%	\$ 397,817	\$ 3,978	\$ 393,839	\$ 24,916
W-176	Watermain	Boundary Road	\$ 64,364	95%	\$ 61,146	\$ 611	\$ 60,534	\$ 3,830
W-177	Watermain	Thompson Road	\$ 393,494	95%	\$ 373,819	\$ 3,738	\$ 370,081	\$ 23,413
W-178	Watermain	Thompson Road	\$ 335,038	95%	\$ 318,286	\$ 3,183	\$ 315,103	\$ 19,935
Totals			\$ 46,225,935		\$ 44,500,645	\$ 445,006	\$ 44,055,639	\$ 2,170,296

**CITY OF RICHMOND
PROPOSED WATER DCC CALCULATION**

Water DCC Calculation	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Population
Single Family	1,982	Per Lot	3.3000	6,541
Townhouse	17,834	Per Dwelling Unit	2.9000	51,719
Apartment	19,091	Per Dwelling Unit	2.1000	40,091
Commercial	317,562	Per sq. m. BA	0.0090	2,858
Institutional	272,883	Per sq. m. BA	0.0090	2,456
Light Industrial	390,862	Per sq. m. BA	0.0090	3,518
Major Industrial	13	Per hectare GSA	29.2500	380
Total Equivalent Population				107,562 (a)
B: Unit Water DCC Calculation				
Net Water DCC Program Recoverable		\$	44,055,639 (b)	
Existing DCC Reserve Monies		\$	8,560,000 (c)	
Net Amount to be Paid by DCCs		\$	35,495,639 (d) = (b) - (c)	
DCC per Equivalent Population		\$	330.00 (e) = (d) / (a)	
C: Resulting Water DCCs				
Single Family		\$1,089.00	Per Lot	(e) x Col. (3)
Townhouse		\$957.00	Per Dwelling Unit	(e) x Col. (3)
Apartment		\$0.74	Per sq. ft. DU	(e) x Col. (3)
Commercial		\$693.00	Per Dwelling Unit	(e) x Col. (3)
Institutional		\$0.82	Per sq. ft. DU	(e) x Col. (3)
Light Industrial		\$2.97	Per sq. m. BA	(e) x Col. (3)
Major Industrial		\$0.28	Per sq. ft. BA	(e) x Col. (3)
		\$2.97	Per sq. m. BA	(e) x Col. (3)
		\$0.28	Per sq. ft. BA	(e) x Col. (3)
		\$2.97	Per sq. m. BA	(e) x Col. (3)
		\$0.28	Per sq. ft. BA	(e) x Col. (3)
		\$9,652.52	Per hectare GSA	(e) x Col. (3)
		\$3,906.37	Per acre GSA	(e) x Col. (3)

Notes

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

CITY OF RICHMOND
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
				Cost Estimate (2022\$)	Benefit Factor %	Benefit to New Development	Municipal Assisit Factor 4%	DCC Recoverable	Total Municipal Responsibility
BRIDGEPORT SANITARY AREA									
S-01	Gravity Mains- ROW		Leslie	\$ 141,750	95%	\$ 134,663	\$ 1,347	\$ 133,316	\$ 8,434
S-02	Gravity Mains		Vanhome	\$ 50,280	95%	\$ 47,766	\$ 478	\$ 47,288	\$ 2,992
S-03	Gravity Mains		Walford	\$ 205,638	95%	\$ 195,546	\$ 1,955	\$ 193,590	\$ 12,247
S-04	Gravity Mains		Walford	\$ 112,279	95%	\$ 106,661	\$ 1,067	\$ 105,595	\$ 6,680
S-05	Gravity Mains		Walford	\$ 96,370	95%	\$ 91,552	\$ 916	\$ 90,636	\$ 5,734
S-06	Gravity Mains- ROW		McLennan	\$ 130,988	95%	\$ 124,438	\$ 1,244	\$ 123,194	\$ 7,794
S-07	Gravity Mains		Odlin	\$ 312,499	95%	\$ 296,874	\$ 2,969	\$ 293,905	\$ 18,594
S-08	Gravity Mains		Odlin	\$ 372,379	95%	\$ 353,760	\$ 3,538	\$ 350,222	\$ 22,157
S-09	Gravity Mains- ROW		Odlin	\$ 353,666	95%	\$ 335,983	\$ 3,360	\$ 332,623	\$ 21,043
S-10	Gravity Mains- ROW		Odlin	\$ 71,515	95%	\$ 67,639	\$ 736	\$ 66,903	\$ 4,612
S-11	Gravity Mains		Odlin	\$ 209,580	95%	\$ 199,101	\$ 1,991	\$ 197,110	\$ 12,470
S-12	Gravity Mains		Viscount	\$ 357,409	95%	\$ 339,538	\$ 3,385	\$ 336,143	\$ 21,266
S-13	Gravity Mains		Viscount	\$ 83,800	95%	\$ 79,610	\$ 796	\$ 78,814	\$ 4,986
S-14	Gravity Mains		Viscount	\$ 441,000	95%	\$ 418,950	\$ 4,190	\$ 414,761	\$ 26,240
S-15	Gravity Mains		Viscount	\$ 254,250	95%	\$ 241,538	\$ 2,415	\$ 239,122	\$ 15,128
S-16	Gravity Mains		Viscount	\$ 24,750	95%	\$ 23,513	\$ 235	\$ 23,277	\$ 1,473
S-17	Gravity Mains		Viscount	\$ 169,685	95%	\$ 161,210	\$ 1,612	\$ 159,598	\$ 10,097
S-18	Gravity Mains		Viscount	\$ 131,985	95%	\$ 125,386	\$ 1,254	\$ 124,132	\$ 7,853
S-19	Gravity Mains		Viscount	\$ 379,864	95%	\$ 360,871	\$ 3,609	\$ 357,262	\$ 22,602
S-20	Gravity Mains		Viscount	\$ 691,350	95%	\$ 658,783	\$ 6,568	\$ 650,215	\$ 41,135
S-21	Gravity Mains		Viscount	\$ 215,765	95%	\$ 204,996	\$ 2,050	\$ 202,946	\$ 12,839
S-22	Gravity Mains		Viscount	\$ 183,383	95%	\$ 174,213	\$ 1,742	\$ 172,471	\$ 10,911
S-23	Gravity Mains		Viscount	\$ 226,421	95%	\$ 215,100	\$ 2,151	\$ 212,949	\$ 13,472
S-24	Gravity Mains		Viscount	\$ 941,239	95%	\$ 894,177	\$ 8,942	\$ 885,235	\$ 56,004
S-25	Gravity Mains		Viscount	\$ 127,795	95%	\$ 121,405	\$ 1,214	\$ 120,191	\$ 7,604
S-26	Gravity Mains		Viscount	\$ 437,855	95%	\$ 415,962	\$ 4,160	\$ 411,803	\$ 26,052
S-27	Gravity Mains		Viscount	\$ 421,095	95%	\$ 400,040	\$ 4,000	\$ 396,040	\$ 25,055
S-28	Gravity Mains		Viscount	\$ 224,950	95%	\$ 213,323	\$ 2,133	\$ 211,189	\$ 13,761
S-29	Gravity Mains		Viscount	\$ 132,859	95%	\$ 126,216	\$ 1,262	\$ 124,954	\$ 7,905
SCAP MODEL UPDATE									
S-30	Gravity Mains- ROW		Minoru Park behind 6611 Minoru Blvd	\$ 746,629	100%	\$ 746,629	\$ 7,466	\$ 739,162	\$ 7,466
S-31	Gravity Mains- ROW		Minoru Park, 85m N of Granville Ave	\$ 81,875	100%	\$ 81,875	\$ 819	\$ 81,056	\$ 819
S-32	Gravity Mains		Minoru Blvd	\$ 20,584	100%	\$ 20,584	\$ 206	\$ 20,378	\$ 206
S-33	Gravity Mains- ROW		ROW bwn 7400, Gilbert Rd & 7437 Mcfarr Rd	\$ 157,200	100%	\$ 157,200	\$ 1,572	\$ 155,628	\$ 1,572
S-34	Gravity Mains- ROW		ROW bwn 7437 & 7297 Mcfarr Rd	\$ 188,550	100%	\$ 188,550	\$ 1,886	\$ 186,664	\$ 1,886
S-35	Gravity Mains- ROW		ROW at 7571 Mcfarr Rd	\$ 149,013	100%	\$ 149,013	\$ 1,490	\$ 147,522	\$ 1,490
S-36	Gravity Mains- ROW		ROW bwn Mcfarr Rd & Gilbert Rd	\$ 115,225	100%	\$ 115,225	\$ 1,152	\$ 114,073	\$ 1,152
S-37	Gravity Mains		ROW bwn Mcfarr Rd & Gilbert Rd	\$ 226,260	100%	\$ 226,260	\$ 2,263	\$ 223,997	\$ 2,263
S-38	Gravity Mains		7680 Minoru Blvd - SW corner	\$ 34,388	100%	\$ 34,388	\$ 344	\$ 34,044	\$ 344
S-39	Gravity Mains		Brown Rd	\$ 142,463	100%	\$ 142,463	\$ 1,425	\$ 141,038	\$ 1,425
S-40	Gravity Mains- ROW		Cambie Rd & Hazelbridge Way	\$ 371,713	100%	\$ 371,713	\$ 3,717	\$ 367,995	\$ 3,717
S-41	Gravity Mains		Capstan Way	\$ 524,250	100%	\$ 524,250	\$ 5,243	\$ 519,007	\$ 5,243
S-42	Gravity Mains		Capstan Way	\$ 482,625	100%	\$ 482,625	\$ 4,826	\$ 477,799	\$ 4,826
S-43	Gravity Mains		Crossing Capstan Way	\$ 43,875	100%	\$ 43,875	\$ 439	\$ 43,436	\$ 439
S-44	Gravity Mains		Capstan Way	\$ 159,220	100%	\$ 159,220	\$ 1,592	\$ 157,628	\$ 1,592
S-45	Gravity Mains- ROW		ROW bwn 8151 Capstan Way & 3331 No 3 Rd	\$ 101,250	100%	\$ 101,250	\$ 1,013	\$ 100,237	\$ 1,013
S-46	Gravity Mains		Charles St	\$ 117,000	100%	\$ 117,000	\$ 1,170	\$ 115,830	\$ 1,170
S-47	Gravity Mains		Garden City Rd	\$ 99,176	100%	\$ 99,176	\$ 992	\$ 98,184	\$ 992
S-48	Gravity Mains		Conville Way	\$ 351,795	100%	\$ 351,795	\$ 3,518	\$ 348,277	\$ 3,518
S-49	Gravity Mains		Hazelbridge Way	\$ 587,573	100%	\$ 587,573	\$ 5,876	\$ 581,697	\$ 5,876
S-50	Gravity Mains		Leslie Rd	\$ 238,830	100%	\$ 238,830	\$ 2,388	\$ 236,442	\$ 2,388
S-51	Gravity Mains		No 3 Rd	\$ 314,370	100%	\$ 314,370	\$ 3,144	\$ 311,226	\$ 3,144

CITY OF RICHMOND
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6)
S-52	Gravity Mains-ROW	8671 Odlin Cres. - ROW along SPL	\$ 337,325	100%	\$ 337,325	\$ 3,373	\$ 333,952	\$ 3,373
S-53	Gravity Mains	River Dr	\$ 188,996	100%	\$ 188,996	\$ 1,890	\$ 187,106	\$ 1,890
S-54	Gravity Mains	River Rd	\$ 430,663	100%	\$ 430,663	\$ 4,307	\$ 426,356	\$ 4,307
S-55	Gravity Mains	Saxsmith Rd - ROW along W side	\$ 147,820	100%	\$ 147,820	\$ 1,478	\$ 146,342	\$ 1,478
S-56	Gravity Mains	9600 Van Horne Way	\$ 467,185	100%	\$ 467,185	\$ 4,672	\$ 462,513	\$ 4,672
S-57	Gravity Mains-ROW	ROW bwn 9500 & 9800 Van Horne Way	\$ 304,575	100%	\$ 304,575	\$ 3,046	\$ 301,529	\$ 3,046
S-58	Gravity Mains	ROW bwn 7360 Elmbridge Way & 7371 Westminster Hwy	\$ 183,400	100%	\$ 183,400	\$ 1,834	\$ 181,566	\$ 1,834
S-59	Gravity Mains-ROW	90m North of Granville Ave	\$ 198,138	100%	\$ 198,138	\$ 1,981	\$ 196,156	\$ 1,981
S-60	Gravity Mains-ROW	Minoru Park	\$ 106,438	100%	\$ 106,438	\$ 1,064	\$ 105,373	\$ 1,064
S-61	Gravity Mains-ROW	Westminster Hwy- ROW at rear	\$ 520,725	100%	\$ 520,725	\$ 5,207	\$ 515,518	\$ 5,207
S-62	Gravity Mains-ROW	Minoru Park	\$ 222,679	100%	\$ 222,679	\$ 2,227	\$ 220,452	\$ 2,227
S-63	Gravity Mains-ROW	NE corner of 6551 No 3 Rd	\$ 13,500	100%	\$ 13,500	\$ 135	\$ 13,365	\$ 135
S-64	Gravity Mains	Westminster Hwy	\$ 304,575	100%	\$ 304,575	\$ 3,046	\$ 301,529	\$ 3,046
S-65	Gravity Mains	Westminster Hwy & Elmbridge Way	\$ 583,830	100%	\$ 583,830	\$ 5,838	\$ 577,992	\$ 5,838
S-66	Gravity Mains	Elmbridge Way	\$ 171,000	100%	\$ 171,000	\$ 1,710	\$ 169,290	\$ 1,710
S-67	Gravity Mains	Gilbert Rd - ROW along W side	\$ 194,610	100%	\$ 194,610	\$ 1,946	\$ 192,664	\$ 1,946
S-68	Gravity Mains	Azure Rd - ROW at rear	\$ 145,738	100%	\$ 145,738	\$ 1,457	\$ 144,280	\$ 1,457
S-69	Gravity Mains-ROW	Minoru Park behind 6611 Minoru Blvd	\$ 108,533	100%	\$ 108,533	\$ 1,085	\$ 107,447	\$ 1,085
S-70	Gravity Mains-ROW	Gilbert Rd - ROW along W side	\$ 194,610	100%	\$ 194,610	\$ 1,946	\$ 192,664	\$ 1,946
S-71	Gravity Mains-ROW	Brighthouse School	\$ 521,665	100%	\$ 521,665	\$ 5,217	\$ 516,448	\$ 5,217
S-72	Gravity Mains-ROW	Brighthouse School	\$ 398,250	100%	\$ 398,250	\$ 3,983	\$ 394,267	\$ 3,983
S-73	Gravity Mains-ROW	Brighthouse Pump Station	\$ 365,625	100%	\$ 365,625	\$ 3,656	\$ 361,969	\$ 3,656
S-74	Gravity Mains-ROW	Minoru Park S of 7000 Westminster Hwy	\$ 39,375	100%	\$ 39,375	\$ 394	\$ 38,981	\$ 394
S-75	Gravity Mains	Heather St	\$ 159,056	100%	\$ 159,056	\$ 1,591	\$ 157,465	\$ 1,591
S-76	Gravity Mains	Heather St	\$ 18,713	100%	\$ 18,713	\$ 187	\$ 18,526	\$ 187
S-77	Gravity Mains	Lane N of Elmbridge Way	\$ 255,450	100%	\$ 255,450	\$ 2,555	\$ 252,895	\$ 2,555
S-78	Gravity Mains-ROW	Crossing Elmbridge Way	\$ 140,825	100%	\$ 140,825	\$ 1,408	\$ 139,417	\$ 1,408
S-79	Gravity Mains	Kwanlien Street	\$ 192,740	100%	\$ 192,740	\$ 1,927	\$ 190,813	\$ 1,927
S-80	Gravity Mains	Ackroyd Rd - ROW along S side	\$ 159,220	100%	\$ 159,220	\$ 1,592	\$ 157,628	\$ 1,592
S-81	Gravity Mains	Crossing Ackroyd Rd	\$ 31,425	100%	\$ 31,425	\$ 314	\$ 31,111	\$ 314
S-82	Gravity Mains	Alderbridge Way - ROW along N side	\$ 178,488	100%	\$ 178,488	\$ 1,785	\$ 176,703	\$ 1,785
S-83	Gravity Mains	Bwn 7771 & 7811 Alderbridge Way	\$ 659,250	100%	\$ 659,250	\$ 6,593	\$ 652,657	\$ 6,593
S-84	Gravity Mains	Lane S of Alderbridge Way	\$ 180,000	100%	\$ 180,000	\$ 1,800	\$ 178,200	\$ 1,800
S-85	Gravity Mains	ROW along NPL of 5891 No 3 Rd	\$ 153,925	100%	\$ 153,925	\$ 1,539	\$ 152,386	\$ 1,539
S-86	Gravity Mains	Lane West of No 3 Rd	\$ 605,455	100%	\$ 605,455	\$ 6,055	\$ 599,400	\$ 6,055
S-87	Gravity Mains-ROW	7080 River Rd - ROW at rear	\$ 447,038	100%	\$ 447,038	\$ 4,470	\$ 442,567	\$ 4,470
S-88	Gravity Mains	Ferndale Rd	\$ 20,584	100%	\$ 20,584	\$ 208	\$ 20,376	\$ 208
S-89	Gravity Mains-ROW	Kaisura St	\$ 126,088	100%	\$ 126,088	\$ 1,261	\$ 124,827	\$ 1,261
S-90	Gravity Mains-ROW	8151 Bennett Rd - ROW along W side	\$ 87,949	100%	\$ 87,949	\$ 879	\$ 87,069	\$ 879
S-91	Gravity Mains	Bennett Rd	\$ 81,705	100%	\$ 81,705	\$ 817	\$ 80,888	\$ 817
S-92	Gravity Mains-ROW	8637 Bennett Rd - ROW along W side	\$ 157,185	100%	\$ 157,185	\$ 1,572	\$ 155,613	\$ 1,572
S-93	Gravity Mains-ROW	Cook Rd & Eckersley Rd - ROW at rear, Park Rd and ROW bwn Park Pl & Citation Dr	\$ 1,011,885	100%	\$ 1,011,885	\$ 10,119	\$ 1,001,766	\$ 10,119
S-94	Gravity Mains-ROW	Cook Rd & Eckersley Rd	\$ 57,313	100%	\$ 57,313	\$ 573	\$ 56,739	\$ 573
S-95	Gravity Mains	Cook Gate	\$ 152,935	100%	\$ 152,935	\$ 1,529	\$ 151,406	\$ 1,529
S-96	Gravity Mains-ROW	ROW bwn Cook Rd & Spires Rd	\$ 276,738	100%	\$ 276,738	\$ 2,767	\$ 273,970	\$ 2,767
S-97	Gravity Mains-ROW	ROW bwn Cooney Rd & Spires Rd	\$ 157,200	100%	\$ 157,200	\$ 1,572	\$ 155,628	\$ 1,572
S-98	Gravity Mains	Jones Rd	\$ 157,200	100%	\$ 157,200	\$ 1,572	\$ 155,628	\$ 1,572
S-99	Gravity Mains	Jones Rd	\$ 207,709	100%	\$ 207,709	\$ 2,077	\$ 205,632	\$ 2,077
S-100	Gravity Mains-ROW	8535 Jones Rd - ROW along W side	\$ 69,236	100%	\$ 69,236	\$ 692	\$ 68,544	\$ 692
S-101	Gravity Mains	Crossing Jones Rd	\$ 26,198	100%	\$ 26,198	\$ 262	\$ 25,936	\$ 262
S-102	Gravity Mains-ROW	ROW bwn Cook Rd & Spires Rd	\$ 110,404	100%	\$ 110,404	\$ 1,104	\$ 109,300	\$ 1,104
S-103	Gravity Mains-ROW	Cook & Spires	\$ 307,850	100%	\$ 307,850	\$ 3,079	\$ 304,772	\$ 3,079

CITY OF RICHMOND
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor %	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6) Total Municipal Responsibility
TERRA NOVA SANITARY AREA								
S-104	Gravity Mains	Barnard Dr	\$ 134,730	100%	\$ 134,730	1.347	\$ 133,383	\$ 1,347
S-105	Gravity Mains	Dover Cr (US of Works Yard PS)	\$ 166,541	100%	\$ 166,541	1.665	\$ 164,876	\$ 1,665
S-106	Gravity Mains	Granville Ave	\$ 340,600	100%	\$ 340,600	3.406	\$ 337,194	\$ 3,406
S-107	Gravity Mains	Lynas Lane (US Lynas PS)	\$ 320,850	100%	\$ 320,850	3.210	\$ 317,244	\$ 3,210
S-108	Gravity Mains	Lynas Lane (South of Lynas PS)	\$ 374,250	100%	\$ 374,250	3.743	\$ 370,508	\$ 3,743
S-109	Gravity Mains	Immediately US of Works Yard PS	\$ 46,781	100%	\$ 46,781	4.68	\$ 46,313	\$ 468
S-110	Gravity Mains	Dover Cr. (US of Works Yard PS)	\$ 162,113	100%	\$ 162,113	1.621	\$ 160,491	\$ 1,621
S-111	Gravity Mains	Tiffany Blvd (US of Lynas PS)	\$ 355,938	100%	\$ 355,938	3.555	\$ 351,982	\$ 3,555
S-112	Gravity Mains-ROW	Colonial Dr & Blundell Rd	\$ 201,413	100%	\$ 201,413	2.014	\$ 199,398	\$ 2,014
S-113	Gravity Mains-ROW	Colonial Dr (US of CleySmith PS)	\$ 294,750	100%	\$ 294,750	2.948	\$ 291,803	\$ 2,948
S-114	Gravity Mains-ROW	Colonial Dr	\$ 475,298	100%	\$ 475,298	4.753	\$ 470,545	\$ 4,753
S-115	Gravity Mains	Francis Rd - N side	\$ 134,279	100%	\$ 134,279	1.343	\$ 132,932	\$ 1,343
S-116	Gravity Mains	US of Youngmore PS	\$ 212,875	100%	\$ 212,875	2.129	\$ 210,746	\$ 2,129
S-117	Gravity Mains-ROW	UIS of Youngmore PS	\$ 663,188	100%	\$ 663,188	6.632	\$ 656,556	\$ 6,632
S-118	Gravity Mains-ROW	Quilchena School Park - ROW along E side and Anvil Cr - ROW at rear	\$ 211,238	100%	\$ 211,238	2.112	\$ 209,125	\$ 2,112
S-119	Gravity Mains-ROW	ROW btwn Quilchena School Park & Decourcy Cr	\$ 211,238	100%	\$ 211,238	2.112	\$ 209,125	\$ 2,112
S-120	Gravity Mains	Barnard & Richard Intersection	\$ 228,293	100%	\$ 228,293	2.283	\$ 226,010	\$ 2,283
S-121	Gravity Mains	UIS of Barnard PS	\$ 31,811	100%	\$ 31,811	3.18	\$ 31,483	\$ 318
S-122	Gravity Mains	Immediately US of Barnard PS	\$ 90,063	100%	\$ 90,063	9.01	\$ 89,162	\$ 901
S-123	Gravity Mains-ROW	2nd pipe US of Terra Nova East PS	\$ 90,063	100%	\$ 90,063	9.01	\$ 89,162	\$ 901
STEVESTON SANITARY AREA								
S-124	Gravity Mains	Elsmore Rd	\$ 831,715	100%	\$ 831,715	8.317	\$ 823,398	\$ 8,317
S-125	Gravity Mains	Elsmore Rd	\$ 351,000	100%	\$ 351,000	3.510	\$ 347,490	\$ 3,510
S-126	Gravity Mains	Kirkmond Rd	\$ 119,250	100%	\$ 119,250	1.193	\$ 118,058	\$ 1,193
S-127	Gravity Mains-ROW	3088 Francis - ROW along E side	\$ 253,813	100%	\$ 253,813	2.538	\$ 251,274	\$ 2,538
S-128	Gravity Mains	Wellmond Rd	\$ 76,721	100%	\$ 76,721	7.67	\$ 75,954	\$ 767
S-129	Gravity Mains	Wellmond Rd	\$ 162,799	100%	\$ 162,799	1.628	\$ 161,171	\$ 1,628
S-130	Gravity Mains	Barnard Ave	\$ 134,730	100%	\$ 134,730	1.347	\$ 133,383	\$ 1,347
S-131	Gravity Mains	Barnard Ave	\$ 239,520	100%	\$ 239,520	2.395	\$ 237,125	\$ 2,395
S-132	Gravity Mains	Barnard Ave	\$ 312,155	100%	\$ 312,155	3.122	\$ 309,033	\$ 3,122
S-133	Gravity Mains	Truro Dr - at rear	\$ 342,439	100%	\$ 342,439	3.424	\$ 339,014	\$ 3,424
S-134	Gravity Mains-ROW	10371 4th Ave - SW corner	\$ 99,888	100%	\$ 99,888	9.99	\$ 98,889	\$ 999
S-135	Gravity Mains-ROW	10760 Springmont Dr - ROW along the EPL	\$ 226,260	100%	\$ 226,260	2.263	\$ 223,997	\$ 2,263
S-136	Gravity Mains	7th Ave	\$ 258,233	100%	\$ 258,233	2.582	\$ 255,650	\$ 2,582
S-137	Gravity Mains	Lane btwn Richmond St & Broadway St	\$ 726,965	100%	\$ 726,965	7.270	\$ 719,695	\$ 7,270
S-138	Gravity Mains	Richmond St	\$ 281,250	100%	\$ 281,250	2.813	\$ 278,438	\$ 2,813
S-139	Gravity Mains	Immediate US of Richmond Park PS	\$ 39,375	100%	\$ 39,375	3.94	\$ 38,981	\$ 394
S-140	Gravity Mains-ROW	10111 4th Ave - ROW along SPL	\$ 435,760	100%	\$ 435,760	4.358	\$ 431,402	\$ 4,358
S-141	Gravity Mains-ROW	10111 4th Ave - ROW at rear	\$ 265,275	100%	\$ 265,275	2.653	\$ 262,622	\$ 2,653
S-142	Gravity Mains-ROW	9751 Parksville Dr - ROW along EPL	\$ 145,958	100%	\$ 145,958	1.460	\$ 144,498	\$ 1,460
S-143	Gravity Mains-ROW	ROW btwn Woodbecker Dr & Kingfisher Dr	\$ 438,850	100%	\$ 438,850	4.389	\$ 434,462	\$ 4,389
S-144	Gravity Mains	Lane W of 3rd Ave	\$ 198,138	100%	\$ 198,138	1.981	\$ 196,156	\$ 1,981
S-145	Gravity Mains-ROW	Springfield Dr - ROW at rear	\$ 63,863	100%	\$ 63,863	6.39	\$ 63,224	\$ 639
S-146	Gravity Mains	Springfield Dr & 4th Ave.	\$ 347,150	100%	\$ 347,150	3.472	\$ 343,678	\$ 3,472
S-147	Gravity Mains	Kirkmond Cr	\$ 122,813	100%	\$ 122,813	1.228	\$ 121,584	\$ 1,228
S-148	Gravity Mains	Gormond Rd	\$ 643,710	100%	\$ 643,710	6.437	\$ 637,273	\$ 6,437
S-149	Gravity Mains	Ullsmore Ave	\$ 492,888	100%	\$ 492,888	4.929	\$ 487,959	\$ 4,929
S-150	Gravity Mains	Francis Rd	\$ 51,750	100%	\$ 51,750	5.18	\$ 51,233	\$ 518
S-151	Gravity Mains-ROW	9780 Pendleton Rd & Crossing Pendleton Rd	\$ 90,063	100%	\$ 90,063	9.01	\$ 89,162	\$ 901
S-152	Gravity Mains	Lane btwn Pleasant St & 4th Ave	\$ 101,048	100%	\$ 101,048	1.010	\$ 100,037	\$ 1,010

CNCL - 123

CITY OF RICHMOND
PROPOSED SANITARY SEWER DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assaist Factor 1%	Col. (6) = Col. (4) x Col. (5)	Col. (7) = Col. (2) x Col. (6)
					Benefit to New Development		DCC Recoverable	Total Municipal Responsibility
SHELLMONT SANITARY AREA								
S-153	Gravity Mains	Lane btwn Seallly Pl & Seacote Rd	\$ 190,645	100%	\$ 190,645	1.906	\$ 188,739	\$ 1,906
S-154	Gravity Mains	No 5 Rd - ROW along W side	\$ 183,383	100%	\$ 183,383	1.834	\$ 181,549	\$ 1,834
S-155	Gravity Mains	No 3 Rd - ROW along W side	\$ 932,275	100%	\$ 932,275	9.323	\$ 922,952	\$ 9,323
S-156	Gravity Mains	Horseshoe Way (N) - ROW along N side	\$ 584,505	100%	\$ 584,505	5.845	\$ 578,660	\$ 5,845
S-157	Gravity Mains	Horseshoe Way	\$ 103,500	100%	\$ 103,500	1.035	\$ 102,465	\$ 1,035
S-158	Gravity Mains	Horseshoe Way - ROW along S side	\$ 463,413	100%	\$ 463,413	4.634	\$ 458,778	\$ 4,634
S-159	Gravity Mains	Horseshoe Pl - ROW along E side	\$ 172,155	100%	\$ 172,155	1.722	\$ 170,433	\$ 1,722
S-160	Gravity Mains	South of Horseshoe PS	\$ 293,113	100%	\$ 293,113	2.931	\$ 290,181	\$ 2,931
S-161	Gravity Mains	Coppersmith Way - ROW along N & S side	\$ 322,588	100%	\$ 322,588	3.226	\$ 319,362	\$ 3,226
S-162	Gravity Mains	Crossing Horseshoe Way (50m N of Blacksmith Pl)	\$ 29,475	100%	\$ 29,475	0.295	\$ 29,180	\$ 295
S-163	Gravity Mains	Horseshoe Way	\$ 552,019	100%	\$ 552,019	5.520	\$ 546,499	\$ 5,520
S-164	Gravity Mains	Horseshoe Way	\$ 335,200	100%	\$ 335,200	3.352	\$ 331,848	\$ 3,352
S-165	Gravity Mains	Glenacres Dr. - ROW at rear	\$ 304,575	100%	\$ 304,575	3.046	\$ 301,529	\$ 3,046
S-166	Gravity Mains	9540 Glenacres Dr - along WPL	\$ 442,045	100%	\$ 442,045	4.420	\$ 437,625	\$ 4,420
S-167	Gravity Mains	Ash St	\$ 287,015	100%	\$ 287,015	2.870	\$ 284,145	\$ 2,870
S-168	Gravity Mains	Ash St	\$ 207,000	100%	\$ 207,000	2.070	\$ 204,930	\$ 2,070
S-169	Gravity Mains	Ash St & Williams Rd	\$ 211,500	100%	\$ 211,500	2.115	\$ 209,385	\$ 2,115
S-170	Gravity Mains	ROW btwn Ryan Rd. & Morfield Pl	\$ 321,750	100%	\$ 321,750	3.218	\$ 318,533	\$ 3,218
S-171	Gravity Mains	ROW btwn 9111 Kingsbridge Dr & 11751 King Rd	\$ 530,550	100%	\$ 530,550	5.306	\$ 525,245	\$ 5,306
S-172	Gravity Mains	11751 King Rd - Row along WPL & King Rd - ROW at rear	\$ 94,975	100%	\$ 94,975	0.950	\$ 94,025	\$ 950
S-173	Gravity Mains	Seacote Rd	\$ 763,470	100%	\$ 763,470	7.635	\$ 755,835	\$ 7,635
S-174	Gravity Mains	Seaport Ave & Seacote Rd - ROW at rear	\$ 186,455	100%	\$ 186,455	1.865	\$ 184,590	\$ 1,865
S-175	Gravity Mains	Lane btwn Seaton Pl & Seacote Rd	\$ 240,925	100%	\$ 240,925	2.409	\$ 238,516	\$ 2,409
S-176	Gravity Mains	Lane btwn Seaton Pl & Seacote Rd	\$ 148,500	100%	\$ 148,500	1.485	\$ 147,015	\$ 1,485
S-177	Gravity Mains	Seaway Rd - ROW at rear	\$ 380,250	100%	\$ 380,250	3.803	\$ 376,448	\$ 3,803
S-178	Gravity Mains	Aquila Rd - ROW at rear	\$ 249,713	100%	\$ 249,713	2.497	\$ 248,305	\$ 2,497
S-179	Gravity Mains	Aquila Rd - ROW at rear	\$ 267,589	100%	\$ 267,589	2.676	\$ 264,913	\$ 2,676
S-180	Gravity Mains	Aquila Rd - ROW at rear	\$ 613,835	100%	\$ 613,835	6.138	\$ 607,697	\$ 6,138
S-181	Gravity Mains	Lane btwn Aquila Rd & Aragon Rd and lane btwn Dennis Cr & Aintree Cr	\$ 879,900	100%	\$ 879,900	8.799	\$ 871,101	\$ 8,799
S-182	Gravity Mains	Lane btwn Aquila Rd & Aragon Rd and lane btwn Dennis Cr & Aintree Cr	\$ 188,996	100%	\$ 188,996	1.890	\$ 187,106	\$ 1,890
S-183	Gravity Mains	Riverside Way - ROW along E side	\$ 299,663	100%	\$ 299,663	2.997	\$ 296,666	\$ 2,997
S-184	Gravity Mains	Crossing Riverside Way	\$ 43,039	100%	\$ 43,039	0.430	\$ 42,608	\$ 430
S-185	Gravity Mains	8971 Beckwith Rd to 8960 Charles St	\$ 183,103	100%	\$ 183,103	1.831	\$ 181,272	\$ 1,831
S-186	Gravity Mains	Gilbert and Elmbridge Way	\$ 131,328	100%	\$ 131,328	1.313	\$ 130,014	\$ 1,313
S-187	Gravity Mains	7111 Elmbridge way	\$ 212,948	100%	\$ 212,948	2.125	\$ 210,422	\$ 2,125
S-188	Gravity Mains	6551 No. 3 Rd	\$ 252,238	100%	\$ 252,238	2.522	\$ 249,716	\$ 2,522
S-189	Gravity Mains	8120 Cook Rd (east side lane)	\$ 149,326	100%	\$ 149,326	1.493	\$ 147,832	\$ 1,493
S-190	Gravity Mains	8121 Cook Rd (east side lane)	\$ 18,338	100%	\$ 18,338	0.183	\$ 18,155	\$ 183
S-191	Gravity Mains	6091 No 3 Rd (Lane to the south west)	\$ 73,166	100%	\$ 73,166	0.732	\$ 72,434	\$ 732
S-192	Gravity Mains	6092 No 3 Rd (Lane to the south west)	\$ 105,539	100%	\$ 105,539	1.055	\$ 104,483	\$ 1,055
S-193	Gravity Mains	6093 No 3 Rd (Lane to the south west)	\$ 13,847	100%	\$ 13,847	0.138	\$ 13,709	\$ 138
S-194	Gravity Mains	6094 No 3 Rd (Lane to the south west)	\$ 62,126	100%	\$ 62,126	0.621	\$ 61,504	\$ 621
S-195	Gravity Mains	6095 No 3 Rd (Lane to the south west)	\$ 29,379	100%	\$ 29,379	0.294	\$ 29,085	\$ 294
S-196	Gravity Mains	River Rd NE of West Rd	\$ 231,211	95%	\$ 219,651	2.197	\$ 217,454	\$ 13,757
S-197	Gravity Mains	River Rd NE of West Rd	\$ 129,625	95%	\$ 122,939	1.229	\$ 121,709	\$ 13,782
S-198	Gravity Mains	No 9 Rd SE of River Rd	\$ 201,466	95%	\$ 191,393	1.914	\$ 189,479	\$ 11,967
S-199	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 40,804	95%	\$ 38,764	0.388	\$ 38,376	\$ 428
S-200	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 149,761	95%	\$ 142,273	1.423	\$ 140,850	\$ 8,911
S-201	Gravity Mains	Beckwith Rd E of No 3 Rd	\$ 183,100	95%	\$ 173,445	1.734	\$ 171,811	\$ 11,489
S-202	Gravity Mains	Laneway N of Beckwith Rd	\$ 213,136	95%	\$ 202,479	2.025	\$ 200,454	\$ 12,682
S-203	Gravity Mains	Laneway N of Beckwith Rd	\$ 57,720	95%	\$ 54,834	0.548	\$ 54,286	\$ 434
S-204	Gravity Mains	Charles St E of Laneway	\$ 126,923	95%	\$ 120,577	1.206	\$ 119,371	\$ 7,552
S-205	Gravity Mains	Easement E of Northey Rd	\$ 114,582	95%	\$ 108,853	1.089	\$ 107,764	\$ 8,818
S-206	Gravity Mains	Easement E of Northey Rd	\$ 136,203	95%	\$ 129,393	1.294	\$ 128,059	\$ 8,104
S-207	Gravity Mains	Easement E of Northey Rd	\$ 137,648	95%	\$ 130,766	1.308	\$ 129,458	\$ 8,190
S-208	Gravity Mains	Murdoch Ave at Minnow Blvd	\$ 48,960	95%	\$ 46,512	0.465	\$ 46,047	\$ 2,913

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

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6) Total Municipal Responsibility
S-210	Gravity Mains	Cook Gate S of Easement	\$ 10,314	95%	\$ 9,798	98	\$ 9,700	\$ 614
S-211	Gravity Mains	Cook Gate S of Easement	\$ 85,421	95%	\$ 81,150	812	\$ 80,339	\$ 5,083
BRIDGEPORT SANITARY AREA								
S-212	Pump Stations	Burkeville	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-213	Pump Stations	Woodhead East	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-214	Pump Stations	Kilby	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-215	Pump Stations	Gilley East	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-216	Pump Stations	Dominion	\$ 625,000	95%	\$ 593,750	5,938	\$ 587,813	\$ 37,188
S-217	Pump Stations	Skynline	\$ 1,128,125	95%	\$ 1,128,125	11,281	\$ 1,116,844	\$ 70,656
S-218	Pump Stations	Pinnacle	\$ 1,875,000	95%	\$ 1,781,250	17,813	\$ 1,763,438	\$ 111,563
S-219	Pump Stations	Leslie Pump Station	\$ 1,875,000	95%	\$ 1,781,250	17,813	\$ 1,763,438	\$ 111,563
EAST RICHMOND SANITARY AREA								
S-220	Pump Stations	East Richmond	\$ 2,343,750	95%	\$ 2,226,563	22,266	\$ 2,204,297	\$ 139,453
S-221	Force mains	East Richmond	\$ 3,750,000	95%	\$ 3,562,500	35,625	\$ 3,526,875	\$ 223,125
CITY CENTRE SANITARY AREA								
S-222	Pump Stations	Eckerley A	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-223	Pump Stations	Heather N	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-224	Pump Stations	Acheson	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-225	Pump Stations	Askroyd	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-226	Pump Stations	Alberta	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-227	Pump Stations	Arcadia	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-228	Pump Stations	Brighthouse	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-229	Pump Stations	Ferrdale	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-230	Pump Stations	Foster N	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-231	Pump Stations	Alderbridge West	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-232	Pump Stations	Jones	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
S-233	Pump Stations	Moffatt	\$ 781,250	95%	\$ 742,188	7,422	\$ 734,766	\$ 46,484
BROADMOOR SANITARY AREA								
S-234	Pump Stations	Montrose	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-235	Pump Stations	Osser	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-236	Pump Stations	Woodwards	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
SCAP MODEL UPDATE								
S-237	Pump Stations (Major)	Alderbridge (Includes new wet well)	\$ 1,875,000	100%	\$ 1,875,000	18,750	\$ 1,856,250	\$ 18,750
S-238	Pump Stations	Elmbridge	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-239	Pump Stations (Major)	Minoru (Includes new wet well)	\$ 1,875,000	100%	\$ 1,875,000	18,750	\$ 1,856,250	\$ 18,750
TERRA NOVA SANITARY AREA								
S-240	Pump Stations	Lynas	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-241	Pump Stations	Works Yard	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
STEVESTON SANITARY AREA								
S-242	Pump Stations	Ivy	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-243	Pump Stations	Pendlebury	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-244	Pump Stations	Ransford	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-245	Pump Stations	Regent	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-246	Pump Stations	Trites	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-247	Pump Stations	Boyd	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-248	Pump Stations	Horseshoe	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-249	Pump Stations	Riverside	\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
CCAP SANITARY AREA - Major System								
S-250	Force main	Capstan Way	\$ 360,000	100%	\$ 360,000	3,600	\$ 356,400	\$ 3,600
S-251	Force main	ROW btwn 7400 & 7600 River Rd	\$ 293,300	100%	\$ 293,300	2,933	\$ 290,367	\$ 2,933
S-252	Force main	ROW btwn 4411 & 4551 No 3 Rd	\$ 406,430	100%	\$ 406,430	4,064	\$ 402,366	\$ 4,064
S-253	Force main	4551 No 3 Rd	\$ 284,920	100%	\$ 284,920	2,849	\$ 282,071	\$ 2,849
S-254	Force main	Elmbridge Way	\$ 703,920	100%	\$ 703,920	7,039	\$ 696,881	\$ 7,039
S-255	Force main	Gilbert Rd	\$ 173,250	100%	\$ 173,250	1,733	\$ 171,518	\$ 1,733
S-256	Force main	Cedarbridge Way	\$ 238,500	100%	\$ 238,500	2,385	\$ 236,115	\$ 2,385
S-257	Force main	Lansdowne Rd	\$ 762,580	100%	\$ 762,580	7,626	\$ 754,954	\$ 7,626
S-258	Pump Stations	9080 Van Horne Way	\$ 3,103,340	26%	\$ 808,428	8,064	\$ 800,344	\$ 2,308,996

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

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6)
TERRA NOVA SANITARY AREA									
S-259	Pump Stations	Barnard		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-260	Pump Stations	ClaySmith		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-261	Pump Stations	Terra Nova East		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
STEVESTON SANITARY AREA									
S-262	Pump Stations	Richmond Park		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
SHELLMONT SANITARY AREA									
S-263	Pump Stations	Edgemere		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-264	Pump Stations	Riverside East		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-265	Pump Stations	Sherman		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
BROADMOOR SANITARY AREA									
S-266	Pump Stations	Maple		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
S-267	Pump Stations	Saunders		\$ 625,000	100%	\$ 625,000	6,250	\$ 618,750	\$ 6,250
Pump Stations									
S-268	Pump Stations and Forcemain	Pump Station Near Williams and Triangle Rd Area, and 2000m Forcemain		\$ 3,772,500	100%	\$ 3,772,500	37,725	\$ 3,734,775	\$ 37,725
S-269	Pump Stations	17002 Blundell Road		\$ 2,893,634	95%	\$ 2,748,952	27,490	\$ 2,721,463	\$ 172,171
Totals				\$ 107,401,241		\$ 103,267,009	\$ 1,032,670	\$ 102,234,339	\$ 5,166,901

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

Sanitary Sewer DCC Calculation	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Population
Single Family	1,982	Per Lot	3,3000	6,541
Townhouse	17,834	Per Dwelling Unit	2,9000	51,719
Apartment	19,091	Per Dwelling Unit	2,1000	40,091
Commercial	317,562	Per sq. m. BA	0,0090	2,858
Institutional	272,883	Per sq. m. BA	0,0090	2,456
Light Industrial	390,862	Per sq. m. BA	0,0090	3,518
Major Industrial	13	Per hectare GSA	29,2500	380
Total Equivalent Population				107,562 (a)
B: Unit Sanitary Sewer DCC Calculation				
Net Sanitary Sewer DCC Program Recoverable				
Existing DCC Reserve Monies	\$	102,234,339 (b)		
Net Amount to be Paid by DCCs	\$	28,143,000 (c)		
DCC per Equivalent Population	\$	74,091,339 (d) = (b) - (c)		
	\$	686.82 (e) = (d) / (a)		
C: Resulting Sanitary Sewer DCCs				
Single Family				
Townhouse		\$2,273.11 Per Lot		(e) x Col. (3)
Apartment		\$1,997.59 Per Dwelling Unit \$1.54 Per sq. ft. DU		(e) x Col. (3)
Commercial		\$1,446.53 Per Dwelling Unit \$1.70 Per sq. ft. DU		(e) x Col. (3)
Institutional		\$6.20 Per sq. m. BA \$0.56 Per sq. ft. BA		(e) x Col. (3)
Light Industrial		\$6.20 Per sq. m. BA \$0.56 Per sq. ft. BA		(e) x Col. (3)
Major Industrial		\$20,148.06 Per hectare GSA \$8,153.92 Per acre GSA		(e) x Col. (3)

Notes

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

CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) x Col. (6)	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
D-01	Box Culvert	Francis Road	\$ 28,200,000	25%	\$ 7,081,020	\$ 70,810	\$ 7,010,210	\$ 21,189,790
D-02	Pump Station	No. 1 Rd North Drainage Pump Station	\$ 5,500,000	25%	\$ 1,381,050	\$ 13,811	\$ 1,367,240	\$ 4,132,761
D-03	Box Culvert	No. 1 Road	\$ 48,050,600	25%	\$ 11,563,306	\$ 115,633	\$ 11,447,673	\$ 34,602,927
D-04	Box Culvert	McClellan Road	\$ 28,763,505	25%	\$ 7,222,516	\$ 72,225	\$ 7,150,291	\$ 21,613,214
D-05	Box Culvert	Francis Road	\$ 22,983,000	25%	\$ 5,745,750	\$ 57,458	\$ 5,688,292	\$ 17,294,708
D-06	Drainage Main	Lynas Lane	\$ 815,625	25%	\$ 204,803	\$ 2,048	\$ 202,755	\$ 612,870
D-07	Drainage Main	Granville	\$ 1,022,250	25%	\$ 256,687	\$ 2,567	\$ 254,120	\$ 768,130
D-08	Box Culvert	Stevenson Highway	\$ 48,930,000	19%	\$ 8,994,249	\$ 89,942	\$ 8,904,307	\$ 37,625,693
D-09	Box Culvert	Railway Ave. and Moncton St.	\$ 36,680,000	100%	\$ 36,680,000	\$ 366,800	\$ 36,313,200	\$ 366,800
D-10	Box Culvert	Gilbert Road (incl. connections to parallel system at Gilhurst Gate and Gainsborough Dr.)	\$ 64,783,867	100%	\$ 64,783,867	\$ 647,839	\$ 64,136,028	\$ 64,783,867
D-11	Box Culvert	Williams Road	\$ 19,243,860	19%	\$ 3,719,803	\$ 37,198	\$ 3,682,605	\$ 15,561,255
D-12	Box Culvert	No. 2 Road	\$ 32,567,658	19%	\$ 6,226,328	\$ 62,263	\$ 6,164,065	\$ 26,403,593
D-13	Box Culvert	No. 2 Road	\$ 9,744,537	19%	\$ 1,883,619	\$ 18,836	\$ 1,864,783	\$ 7,879,754
D-14	Box Culvert	No. 2 Road	\$ 14,466,395	19%	\$ 2,766,354	\$ 27,664	\$ 2,738,690	\$ 11,727,705
D-15	Box Culvert	Railway Ave.	\$ 423,000	19%	\$ 81,765	\$ 818	\$ 80,947	\$ 342,053
D-16	Drainage Main	Garry St.	\$ 855,000	19%	\$ 165,272	\$ 1,653	\$ 163,619	\$ 691,381
D-17	Drainage Main	Garry St.	\$ 680,000	19%	\$ 133,377	\$ 1,334	\$ 132,043	\$ 547,957
D-18	Box Culvert	Stevenson Hwy	\$ 20,981,312	19%	\$ 4,055,688	\$ 40,557	\$ 4,015,131	\$ 16,966,181
D-19	Box Culvert	S. of Williams Road	\$ 27,213,000	19%	\$ 5,200,273	\$ 52,003	\$ 5,148,270	\$ 22,064,730
D-20	Box Culvert	Stevenson Hwy Culvert	\$ 31,630,460	18%	\$ 5,693,222	\$ 56,932	\$ 5,636,290	\$ 26,004,170
D-21	Drainage Main	Shell Road Canal	\$ 1,975,000	18%	\$ 348,970	\$ 3,490	\$ 345,480	\$ 1,629,520
D-22	Drainage Main	Williams Road - south side	\$ 195,753	18%	\$ 34,689	\$ 347	\$ 34,342	\$ 161,411
D-23	Drainage Main	Railway Ave.	\$ 1,215,000	100%	\$ 1,215,000	\$ 12,150	\$ 1,202,850	\$ 12,150
D-24	Drainage Main	Blundell	\$ 60,000	100%	\$ 60,000	\$ 600	\$ 59,400	\$ 600
D-25	Drainage Main	Housman Street	\$ 40,823	100%	\$ 40,823	\$ 408	\$ 40,415	\$ 408
D-26	Pump Station	No. 2 Rd South Drainage Pump Station	\$ 11,000,000	10%	\$ 1,100,000	\$ 11,000	\$ 1,089,000	\$ 9,911,000
D-27	Drainage Main	Consular Gate	\$ 42,250	10%	\$ 4,225	\$ 42	\$ 4,183	\$ 38,067
D-28	Drainage Main	Gilbert Rd South Drainage Pump Station	\$ 5,500,000	25%	\$ 1,375,000	\$ 13,750	\$ 1,361,250	\$ 4,138,750
D-29	Drainage Main	4th Ave	\$ 19,950	18%	\$ 3,622	\$ 36	\$ 3,586	\$ 16,364
D-30	Drainage Main	Fontaine Ave	\$ 43,359	19%	\$ 8,387	\$ 84	\$ 8,303	\$ 35,056
D-31	Drainage Main	Fontaine Ave	\$ 66,741	19%	\$ 12,901	\$ 129	\$ 12,772	\$ 53,969
D-32	Drainage Main	Bonavista Dr	\$ 79,264	19%	\$ 15,322	\$ 153	\$ 15,169	\$ 64,095
D-33	Drainage Main	Fontaine Ave	\$ 88,493	19%	\$ 17,106	\$ 171	\$ 16,935	\$ 71,558
D-34	Drainage Main	Fortune Ave	\$ 75,816	19%	\$ 14,655	\$ 147	\$ 14,508	\$ 61,307
D-35	Drainage Main	Bonavista Dr	\$ 93,572	19%	\$ 18,088	\$ 181	\$ 17,907	\$ 75,665
D-36	Drainage Main	Bonavista Dr	\$ 126,548	19%	\$ 24,462	\$ 245	\$ 24,217	\$ 102,330
D-37	Drainage Main	Azure Road	\$ 46,994	47%	\$ 22,028	\$ 220	\$ 21,807	\$ 24,687
D-38	Drainage Main	Azure Road	\$ 49,012	47%	\$ 23,271	\$ 233	\$ 23,038	\$ 25,974
D-39	Drainage Main	Minoru Blvd	\$ 27,340	47%	\$ 12,901	\$ 129	\$ 12,772	\$ 14,568
D-40	Drainage Main	Azure Road	\$ 51,591	47%	\$ 24,495	\$ 245	\$ 24,250	\$ 27,340
D-41	Drainage Main	Azure Road	\$ 57,582	47%	\$ 27,340	\$ 273	\$ 27,067	\$ 30,515
D-42	Drainage Main	River Road	\$ 88,382	47%	\$ 41,964	\$ 420	\$ 41,544	\$ 46,838
D-43	Drainage Main	River Road	\$ 91,289	47%	\$ 43,344	\$ 433	\$ 42,911	\$ 48,378
D-44	Drainage Main	River Road	\$ 97,217	47%	\$ 46,159	\$ 462	\$ 45,697	\$ 51,520
D-45	Drainage Main	Blundell Road	\$ 100,079	47%	\$ 47,517	\$ 475	\$ 47,042	\$ 53,037
D-46	Drainage Main	Blundell Road	\$ 107,918	47%	\$ 51,239	\$ 512	\$ 50,727	\$ 57,191
D-47	Drainage Main	Blundell Road	\$ 101,363	47%	\$ 48,127	\$ 481	\$ 47,646	\$ 53,717
D-48	Drainage Main	Azure Road	\$ 104,862	47%	\$ 49,768	\$ 498	\$ 49,270	\$ 55,592
D-49	Drainage Main	Azure Road	\$ 105,296	47%	\$ 49,984	\$ 500	\$ 49,484	\$ 55,812
D-50	Drainage Main	Azure Road	\$ 105,302	47%	\$ 49,997	\$ 500	\$ 49,497	\$ 55,805
D-51	Drainage Main	Azure Road	\$ 131,453	47%	\$ 62,414	\$ 624	\$ 61,790	\$ 69,663
D-52	Drainage Main	Minoru Blvd	\$ 165,292	47%	\$ 78,481	\$ 785	\$ 77,696	\$ 87,596
D-53	Drainage Main	Blundell Road	\$ 160,560	47%	\$ 76,234	\$ 762	\$ 75,472	\$ 85,088
D-54	Drainage Main	Azure Road	\$ 186,080	47%	\$ 88,351	\$ 884	\$ 87,467	\$ 98,613
D-55	Drainage Main	Azure Road	\$ 207,866	47%	\$ 98,704	\$ 987	\$ 97,717	\$ 110,169

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CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Col. (9)
			Cost Estimate (2022\$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor %	DCC Recoverable Col. (6)	Total Municipal Responsibility			
D-57	Drainage Main	Garden City Rd	\$ 6,144	18%	\$ 1,094	11%	\$ 1,083	\$ 5,061			
D-58	Drainage Main	Amethyst Ave	\$ 7,137	18%	\$ 1,270	13%	\$ 1,258	\$ 5,879			
D-59	Drainage Main	No. 4 Rd	\$ 7,313	18%	\$ 1,302	13%	\$ 1,289	\$ 6,024			
D-60	Drainage Main	Tweedsmuir Ave	\$ 12,338	18%	\$ 2,196	22%	\$ 2,174	\$ 10,164			
D-61	Drainage Main	Dixon Ave	\$ 17,145	18%	\$ 3,052	31%	\$ 3,021	\$ 14,124			
D-62	Drainage Main	Bakerview Dr	\$ 18,905	18%	\$ 3,365	34%	\$ 3,331	\$ 15,574			
D-63	Drainage Main	Steveston Hwy	\$ 19,752	18%	\$ 3,516	35%	\$ 3,481	\$ 16,271			
D-64	Drainage Main	Greenless Rd	\$ 20,252	18%	\$ 3,605	36%	\$ 3,569	\$ 16,683			
D-65	Drainage Main	Steveston Hwy	\$ 20,601	18%	\$ 3,756	37%	\$ 3,630	\$ 16,971			
D-66	Drainage Main	Ash St	\$ 21,101	18%	\$ 3,756	38%	\$ 3,718	\$ 17,382			
D-67	Drainage Main	Francis Road	\$ 23,488	18%	\$ 4,181	42%	\$ 4,139	\$ 19,349			
D-68	Drainage Main	Bakerview Dr	\$ 28,577	18%	\$ 5,087	51%	\$ 5,036	\$ 23,541			
D-69	Drainage Main	Francis Road	\$ 28,578	18%	\$ 5,087	51%	\$ 5,036	\$ 23,542			
D-70	Drainage Main	Francis Road	\$ 31,185	18%	\$ 5,551	56%	\$ 5,495	\$ 25,690			
D-71	Drainage Main	Dolphin Ave	\$ 31,701	18%	\$ 5,643	56%	\$ 5,586	\$ 26,114			
D-72	Drainage Main	Saunders Rd	\$ 32,442	18%	\$ 5,775	58%	\$ 5,717	\$ 26,725			
D-73	Drainage Main	No. 4 Rd	\$ 32,526	18%	\$ 5,790	58%	\$ 5,732	\$ 26,794			
D-74	Drainage Main	Williams Rd	\$ 32,617	18%	\$ 5,806	58%	\$ 5,748	\$ 26,869			
D-75	Drainage Main	Francis Road	\$ 43,714	18%	\$ 7,781	78%	\$ 7,703	\$ 36,011			
D-76	Drainage Main	Amethyst Ave	\$ 44,359	18%	\$ 7,856	79%	\$ 7,817	\$ 36,542			
D-77	Drainage Main	Rosehill Dr	\$ 44,424	18%	\$ 7,907	79%	\$ 7,858	\$ 36,563			
D-78	Drainage Main	Francis Rd	\$ 47,966	18%	\$ 10,304	103%	\$ 10,201	\$ 47,765			
D-79	Drainage Main	Bakerview Dr	\$ 57,179	18%	\$ 10,178	102%	\$ 10,075	\$ 47,102			
D-80	Drainage Main	Saunders Rd	\$ 62,377	18%	\$ 11,033	111%	\$ 10,922	\$ 51,455			
D-81	Drainage Main	Saunders Rd	\$ 62,102	18%	\$ 11,034	111%	\$ 10,923	\$ 51,179			
D-82	Drainage Main	Greenfield Dr	\$ 67,291	18%	\$ 11,978	120%	\$ 11,858	\$ 55,433			
D-83	Drainage Main	Wagner Dr	\$ 69,872	18%	\$ 12,437	124%	\$ 12,313	\$ 57,559			
D-84	Drainage Main	Francis Rd	\$ 70,171	18%	\$ 12,480	123%	\$ 12,355	\$ 57,816			
D-85	Drainage Main	Goldstream Dr	\$ 70,935	18%	\$ 12,530	125%	\$ 12,405	\$ 57,990			
D-86	Drainage Main	Tweedsmuir Ave	\$ 66,912	18%	\$ 11,910	119%	\$ 11,791	\$ 55,121			
D-87	Drainage Main	Dixon Ave	\$ 78,873	18%	\$ 14,039	140%	\$ 13,899	\$ 64,974			
D-88	Drainage Main	Tweedsmuir Ave	\$ 74,040	18%	\$ 13,179	132%	\$ 13,047	\$ 60,993			
D-89	Drainage Main	Greenless Rd	\$ 74,481	18%	\$ 13,288	133%	\$ 13,125	\$ 61,356			
D-90	Drainage Main	Rosehill Dr	\$ 75,291	18%	\$ 13,402	134%	\$ 13,258	\$ 62,033			
D-91	Drainage Main	Williams Rd	\$ 88,649	18%	\$ 15,779	158%	\$ 15,622	\$ 73,027			
D-92	Drainage Main	Goldstream Dr	\$ 90,457	18%	\$ 16,101	161%	\$ 16,019	\$ 74,438			
D-93	Drainage Main	Francis Rd	\$ 90,901	18%	\$ 16,180	162%	\$ 16,098	\$ 74,803			
D-94	Drainage Main	Amethyst Ave	\$ 91,699	18%	\$ 16,322	163%	\$ 16,159	\$ 75,540			
D-95	Drainage Main	Williams Rd	\$ 95,802	18%	\$ 17,053	171%	\$ 16,892	\$ 78,910			
D-96	Drainage Main	Ash St	\$ 94,604	18%	\$ 16,839	168%	\$ 16,671	\$ 77,932			
D-97	Drainage Main	Steveston Hwy	\$ 96,071	18%	\$ 17,101	171%	\$ 16,930	\$ 79,141			
D-98	Drainage Main	Francis Rd	\$ 96,273	18%	\$ 17,137	171%	\$ 16,965	\$ 79,308			
D-99	Drainage Main	Steveston Hwy	\$ 97,553	18%	\$ 17,354	174%	\$ 17,191	\$ 80,362			
D-100	Drainage Main	Francis Rd	\$ 106,715	18%	\$ 18,985	190%	\$ 18,805	\$ 87,910			
D-101	Drainage Main	Steveston Hwy	\$ 99,132	18%	\$ 17,645	176%	\$ 17,469	\$ 81,663			
D-102	Drainage Main	Steveston Hwy	\$ 100,766	18%	\$ 17,936	179%	\$ 17,757	\$ 83,009			
D-103	Drainage Main	Steveston Hwy	\$ 103,050	18%	\$ 18,343	183%	\$ 18,159	\$ 84,891			
D-104	Drainage Main	Ryan Rd	\$ 111,784	18%	\$ 19,898	199%	\$ 19,699	\$ 92,085			
D-105	Drainage Main	Ash St	\$ 103,248	18%	\$ 18,378	184%	\$ 18,194	\$ 85,054			
D-106	Drainage Main	Steveston Hwy	\$ 105,669	18%	\$ 18,809	188%	\$ 18,621	\$ 87,048			
D-107	Drainage Main	St Albans Rd	\$ 116,958	18%	\$ 20,818	208%	\$ 20,610	\$ 96,347			
D-108	Drainage Main	Dolphin Ave	\$ 119,048	18%	\$ 21,190	212%	\$ 20,979	\$ 98,069			
D-109	Drainage Main	Francis Rd	\$ 124,269	18%	\$ 22,120	221%	\$ 21,899	\$ 102,370			
D-110	Drainage Main	Heather St	\$ 126,563	18%	\$ 22,563	226%	\$ 22,337	\$ 104,226			
D-111	Drainage Main	Glenallan Gate	\$ 127,213	18%	\$ 22,644	226%	\$ 22,417	\$ 104,796			
D-112	Drainage Main	Williams Rd	\$ 127,876	18%	\$ 22,762	228%	\$ 22,534	\$ 105,342			
D-113	Drainage Main	St Albans Rd	\$ 131,217	18%	\$ 23,357	234%	\$ 23,123	\$ 108,094			
D-114	Drainage Main	Bakerview Dr	\$ 135,750	18%	\$ 24,164	242%	\$ 23,922	\$ 111,828			
D-115	Drainage Main	Rosewell Ave	\$ 147,875	18%	\$ 26,322	263%	\$ 26,059	\$ 121,816			
D-116	Drainage Main	St Albans Rd	\$ 126,464	18%	\$ 22,511	225%	\$ 22,285	\$ 104,179			
D-117	Drainage Main	Dolphin Ave	\$ 153,563	18%	\$ 27,334	273%	\$ 27,081	\$ 126,502			

CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor -%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (9) = Col. (2) - Col. (7) Total Municipal Responsibility
D-118	Drainage Main	Francis Rd	\$ 154,375	18%	\$ 27,479	27%	\$ 27,204	\$ 127,171
D-119	Drainage Main	Williams Rd	\$ 159,250	18%	\$ 28,347	28%	\$ 28,065	\$ 131,185
D-120	Drainage Main	Dolphin Ave	\$ 160,339	18%	\$ 28,540	28%	\$ 28,255	\$ 132,084
D-121	Drainage Main	Ryan Rd	\$ 164,370	18%	\$ 29,288	29%	\$ 28,995	\$ 135,375
D-122	Drainage Main	Francis Rd	\$ 169,463	18%	\$ 30,163	30%	\$ 29,861	\$ 139,602
D-123	Drainage Main	Williams Rd	\$ 12,137	18%	\$ 2,151	22%	\$ 2,129	\$ 10,007
D-124	Drainage Main	No. 5 Rd	\$ 15,020	18%	\$ 2,692	27%	\$ 2,635	\$ 12,385
D-125	Drainage Main	Steveston Hwy	\$ 22,802	18%	\$ 4,040	40%	\$ 4,000	\$ 18,802
D-126	Drainage Main	Williams Rd	\$ 22,836	18%	\$ 4,046	40%	\$ 4,006	\$ 18,830
D-127	Drainage Main	No. 5 Rd	\$ 25,056	18%	\$ 4,440	44%	\$ 4,396	\$ 20,660
D-128	Drainage Main	Williams Rd	\$ 29,742	18%	\$ 5,270	53%	\$ 5,218	\$ 24,524
D-129	Drainage Main	Shell Rd	\$ 32,893	18%	\$ 5,829	58%	\$ 5,770	\$ 27,123
D-130	Drainage Main	Coppersmith Way	\$ 38,124	18%	\$ 6,756	68%	\$ 6,688	\$ 31,436
D-131	Drainage Main	Steveston Hwy	\$ 46,562	18%	\$ 8,254	83%	\$ 8,172	\$ 38,410
D-132	Drainage Main	No. 5 Rd	\$ 33,750	18%	\$ 5,951	60%	\$ 5,921	\$ 27,829
D-133	Drainage Main	Shell Rd	\$ 55,840	18%	\$ 9,895	99%	\$ 9,796	\$ 46,044
D-134	Drainage Main	Steveston Hwy	\$ 55,986	18%	\$ 9,921	99%	\$ 9,822	\$ 46,165
D-135	Drainage Main	Williams Rd	\$ 52,383	18%	\$ 9,282	93%	\$ 9,189	\$ 43,194
D-136	Drainage Main	Williams Rd	\$ 52,667	18%	\$ 9,333	93%	\$ 9,239	\$ 43,427
D-137	Drainage Main	Horseshoe Way	\$ 69,953	18%	\$ 12,396	124%	\$ 12,272	\$ 57,681
D-138	Drainage Main	Steveston Hwy	\$ 78,419	18%	\$ 13,866	139%	\$ 13,757	\$ 64,662
D-139	Drainage Main	Williams Rd	\$ 68,293	18%	\$ 15,645	156%	\$ 15,489	\$ 72,804
D-140	Drainage Main	Shell Rd	\$ 90,576	18%	\$ 16,050	161%	\$ 15,890	\$ 74,686
D-141	Drainage Main	Steveston Hwy	\$ 90,711	18%	\$ 16,074	161%	\$ 15,913	\$ 74,798
D-142	Drainage Main	No. 5 Rd	\$ 100,482	18%	\$ 17,805	178%	\$ 17,627	\$ 82,855
D-143	Drainage Main	Williams Rd	\$ 102,040	18%	\$ 18,037	181%	\$ 17,901	\$ 84,140
D-144	Drainage Main	Steveston Hwy	\$ 102,919	18%	\$ 18,237	182%	\$ 18,055	\$ 84,864
D-145	Drainage Main	Williams Rd	\$ 116,626	18%	\$ 20,820	210%	\$ 20,810	\$ 97,815
D-146	Drainage Main	Williams Rd	\$ 110,814	18%	\$ 19,636	196%	\$ 19,440	\$ 91,374
D-147	Drainage Main	Seacote Rd	\$ 134,374	18%	\$ 23,811	238%	\$ 23,573	\$ 110,801
D-148	Drainage Main	Horseshoe Way	\$ 117,084	18%	\$ 20,751	208%	\$ 20,543	\$ 96,541
D-149	Drainage Main	Williams Rd	\$ 23,066	18%	\$ 4,111	218%	\$ 4,063	\$ 19,003
D-150	Drainage Main	No. 5 Rd	\$ 127,164	18%	\$ 22,537	223%	\$ 22,312	\$ 104,852
D-151	Drainage Main	Horseshoe Way	\$ 151,817	18%	\$ 26,902	269%	\$ 26,633	\$ 125,184
D-152	Drainage Main	Horseshoe Way	\$ 151,821	18%	\$ 26,903	269%	\$ 26,634	\$ 125,187
D-153	Drainage Main	Horseshoe Pl	\$ 170,625	18%	\$ 30,235	302%	\$ 29,932	\$ 140,693
D-154	Drainage Main	No. 5 Rd	\$ 149,500	18%	\$ 26,491	265%	\$ 26,226	\$ 123,274
D-155	Drainage Main	Horseshoe Way	\$ 183,750	18%	\$ 32,561	326%	\$ 32,255	\$ 151,495
D-156	Drainage Main	Horseshoe Way	\$ 147,000	18%	\$ 26,048	260%	\$ 25,788	\$ 121,212
D-157	Drainage Main	Horseshoe Way	\$ 185,625	18%	\$ 32,993	329%	\$ 32,664	\$ 152,961
D-158	Drainage Main	No. 5 Rd	\$ 162,500	18%	\$ 28,795	288%	\$ 28,507	\$ 133,993
D-159	Drainage Main	Seacote Rd	\$ 150,000	18%	\$ 26,500	266%	\$ 26,314	\$ 123,686
D-160	Drainage Main	Williams Rd	\$ 28,763	18%	\$ 5,057	51%	\$ 5,048	\$ 23,717
D-161	Drainage Main	Williams Rd	\$ 161,610	18%	\$ 28,637	286%	\$ 28,351	\$ 133,259
D-162	Drainage Main	King Rd	\$ 223,785	18%	\$ 39,655	397%	\$ 39,259	\$ 184,527
D-163	Drainage Main	Williams Rd	\$ 153,633	18%	\$ 27,224	272%	\$ 26,952	\$ 126,681
D-164	Drainage Main	Williams Rd	\$ 153,648	18%	\$ 27,226	272%	\$ 26,954	\$ 126,694
D-165	Drainage Main	Williams Rd	\$ 166,779	18%	\$ 29,553	296%	\$ 29,268	\$ 137,521
D-166	Drainage Main	Albion Rd	\$ 177,535	18%	\$ 31,459	315%	\$ 31,145	\$ 146,390
D-167	Drainage Main	Albion Rd	\$ 163,878	18%	\$ 29,039	290%	\$ 28,749	\$ 135,129
D-168	Drainage Main	Coppersmith Way	\$ 179,160	18%	\$ 31,505	315%	\$ 31,190	\$ 147,970
D-169	Drainage Main	Horseshoe Way	\$ 179,160	18%	\$ 31,747	317%	\$ 31,430	\$ 147,730
D-170	Drainage Main	Coppersmith Way	\$ 166,208	18%	\$ 29,807	298%	\$ 29,500	\$ 136,708
D-171	Drainage Main	Dixon Ave	\$ 30,750	100%	\$ 30,750	307%	\$ 30,442	\$ 307
D-172	Drainage Main	Dolphin Ave	\$ 31,800	100%	\$ 31,800	318%	\$ 31,482	\$ 318
D-173	Drainage Main	Dixon Ave	\$ 43,349	100%	\$ 43,349	433%	\$ 42,915	\$ 433
D-174	Drainage Main	Glendower Gate	\$ 86,873	100%	\$ 86,873	869%	\$ 86,004	\$ 869
D-175	Drainage Main	Dolphin Ave	\$ 106,295	100%	\$ 106,295	1,063%	\$ 103,232	\$ 1,063
D-176	Drainage Main	Dixon Ave	\$ 157,625	100%	\$ 157,625	1,576%	\$ 156,049	\$ 1,576
D-177	Drainage Main	Williams Rd	\$ 11,120	100%	\$ 11,120	111%	\$ 11,008	\$ 111
D-178	Drainage Main	King Rd	\$ 14,459	100%	\$ 14,459	145%	\$ 14,314	\$ 145

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CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor %	Col. (6) DCC Recoverable Col. (5)	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility
D-179	Drainage Main	Shell Rd	\$ 18,902	100%	\$ 18,902	189	\$ 189	\$ 18,713	\$ 189	\$ 189
D-180	Drainage Main	Stevenson Hwy	\$ 56,893	100%	\$ 56,893	568	\$ 568	\$ 56,324	\$ 569	\$ 569
D-181	Drainage Main	Shell Rd	\$ 112,876	100%	\$ 112,876	1,129	\$ 1,129	\$ 111,747	\$ 1,129	\$ 1,129
D-182	Drainage Main	Seaford Rd	\$ 106,274	100%	\$ 106,274	1,063	\$ 1,063	\$ 105,211	\$ 1,063	\$ 1,063
D-183	Drainage Main	King Rd	\$ 234,338	100%	\$ 234,338	2,343	\$ 2,343	\$ 231,994	\$ 2,343	\$ 2,343
D-184	Drainage Main	ROW b/w 7400 Minoru Blvd and 7500 Minoru Blvd (going east)	\$ 225,855	47%	\$ 107,236	1,072	\$ 1,072	\$ 106,164	\$ 119,691	\$ 119,691
D-185	Drainage Main	Ackroy Rd - south side	\$ 514,200	47%	\$ 244,142	2,441	\$ 2,441	\$ 241,701	\$ 272,499	\$ 272,499
D-186	Drainage Main	Ackroy Rd - north side	\$ 395,700	47%	\$ 187,878	1,879	\$ 1,879	\$ 186,000	\$ 209,700	\$ 209,700
D-187	Drainage Main	Ackroy Rd - south side	\$ 151,800	47%	\$ 72,075	721	\$ 721	\$ 71,354	\$ 80,446	\$ 80,446
D-188	Drainage Main	Ackroy Rd - south side	\$ 354,000	47%	\$ 168,079	1,681	\$ 1,681	\$ 166,398	\$ 187,602	\$ 187,602
D-189	Drainage Main	Ackroy Rd - north side	\$ 545,250	47%	\$ 258,885	2,589	\$ 2,589	\$ 256,296	\$ 288,954	\$ 288,954
D-190	Drainage Main	Blundell Rd - north side	\$ 1,431,875	47%	\$ 679,759	6,798	\$ 6,798	\$ 672,962	\$ 758,713	\$ 758,713
D-191	Drainage Main	Blundell Rd - north side	\$ 665,175	47%	\$ 315,825	3,158	\$ 3,158	\$ 312,667	\$ 352,508	\$ 352,508
D-192	Drainage Main	Blundell Rd	\$ 1,064,700	18%	\$ 189,517	1,895	\$ 1,895	\$ 187,621	\$ 877,079	\$ 877,079
D-193	Drainage Main	Bridge St - west side	\$ 243,900	47%	\$ 115,804	1,158	\$ 1,158	\$ 114,646	\$ 129,254	\$ 129,254
D-194	Drainage Main	Cooney Rd	\$ 307,500	47%	\$ 146,001	1,460	\$ 1,460	\$ 144,541	\$ 162,959	\$ 162,959
D-195	Drainage Main	Cooney Rd (east side) & Westminster Hwy (south side) (twin ex. box culvert)	\$ 1,071,838	47%	\$ 508,956	5,090	\$ 5,090	\$ 503,866	\$ 568,071	\$ 568,071
D-196	Drainage Main	Gilbert Rd - ROW approx. 185m north of Blundell Rd	\$ 83,130	47%	\$ 39,470	395	\$ 395	\$ 39,075	\$ 44,055	\$ 44,055
D-197	Drainage Main	General Currie - east side	\$ 75,238	18%	\$ 13,392	134	\$ 134	\$ 13,258	\$ 61,978	\$ 61,978
D-198	Drainage Main	General Currie - south side	\$ 59,550	18%	\$ 10,600	106	\$ 106	\$ 10,494	\$ 49,056	\$ 49,056
D-199	Drainage Main	Embridge Way	\$ 163,500	47%	\$ 77,630	776	\$ 776	\$ 76,854	\$ 86,646	\$ 86,646
D-200	Drainage Main	Embridge Way	\$ 339,625	47%	\$ 161,254	1,613	\$ 1,613	\$ 159,641	\$ 179,984	\$ 179,984
D-201	Drainage Main	Gilbert Rd North PS outfall	\$ 63,000	47%	\$ 29,912	299	\$ 299	\$ 29,613	\$ 33,387	\$ 33,387
D-202	Drainage Main	Granville Ave - south side	\$ 323,998	47%	\$ 153,833	1,538	\$ 1,538	\$ 152,295	\$ 171,701	\$ 171,701
D-203	Drainage Main	Granville Ave - additional new pipe	\$ 272,100	47%	\$ 129,193	1,292	\$ 1,292	\$ 127,901	\$ 144,199	\$ 144,199
D-204	Drainage Main	Granville Ave - south side	\$ 85,063	47%	\$ 37,472	374	\$ 374	\$ 370,430	\$ 47,632	\$ 47,632
D-205	Drainage Main	Granville Ave - south side	\$ 3,172,658	47%	\$ 1,506,463	15,065	\$ 15,065	\$ 1,491,398	\$ 1,681,260	\$ 1,681,260
D-206	Drainage Main	Heather St	\$ 749,500	18%	\$ 135,411	1,354	\$ 1,354	\$ 132,077	\$ 617,423	\$ 617,423
D-207	Drainage Main	Heather St	\$ 285,300	18%	\$ 51,354	514	\$ 514	\$ 50,840	\$ 234,460	\$ 234,460
D-208	Drainage Main	Lansdowne Rd & ROW - additional new pipe	\$ 2,476,800	47%	\$ 1,175,985	11,760	\$ 11,760	\$ 1,164,225	\$ 1,312,575	\$ 1,312,575
D-209	Drainage Main	Minoru Blvd	\$ 1,062,675	47%	\$ 504,588	5,046	\$ 5,046	\$ 499,542	\$ 564,136	\$ 564,136
D-210	Drainage Main	Minoru Blvd - replace and new segment	\$ 231,000	47%	\$ 109,679	1,097	\$ 1,097	\$ 108,582	\$ 122,418	\$ 122,418
D-211	Drainage Main	Minoru Blvd at Acheson Rd	\$ 24,300	18%	\$ 4,325	43	\$ 43	\$ 4,282	\$ 20,018	\$ 20,018
D-212	Drainage Main	Minoru Blvd	\$ 155,025	18%	\$ 27,594	276	\$ 276	\$ 27,319	\$ 127,706	\$ 127,706
D-213	Drainage Main	Minoru Blvd	\$ 379,050	18%	\$ 67,471	675	\$ 675	\$ 66,796	\$ 312,254	\$ 312,254
D-214	Drainage Main	Minoru Blvd	\$ 239,850	18%	\$ 42,693	427	\$ 427	\$ 42,268	\$ 197,582	\$ 197,582
D-215	Drainage Main	No 3 Rd - west side	\$ 345,000	100%	\$ 345,000	3,450	\$ 3,450	\$ 342,045	\$ 3,955	\$ 3,955
D-216	Drainage Main	No 3 Rd - additional new pipe	\$ 3,670,800	47%	\$ 1,742,896	17,429	\$ 17,429	\$ 1,725,467	\$ 1,945,333	\$ 1,945,333
D-217	Drainage Main	Westminster Hwy - north side	\$ 401,375	47%	\$ 190,573	1,906	\$ 1,906	\$ 1,886,667	\$ 212,708	\$ 212,708
D-218	Drainage Main	Park Rd - north side	\$ 237,500	47%	\$ 112,765	1,128	\$ 1,128	\$ 1,116,377	\$ 125,663	\$ 125,663
D-219	Drainage Main	Pimliko Way/Citation Dr	\$ 368,815	47%	\$ 175,113	1,751	\$ 1,751	\$ 1,733,622	\$ 195,143	\$ 195,143
D-220	Drainage Main	Railway ROW near Browngate Rd and No 3 Rd	\$ 132,925	47%	\$ 63,113	631	\$ 631	\$ 62,482	\$ 70,443	\$ 70,443
D-221	Drainage Main	River Rd - south side	\$ 108,875	47%	\$ 51,694	517	\$ 517	\$ 51,177	\$ 57,698	\$ 57,698
D-222	Drainage Main	River Rd	\$ 6,175	47%	\$ 2,932	29	\$ 29	\$ 2,903	\$ 3,272	\$ 3,272
D-223	Drainage Main	River Rd	\$ 41,213	47%	\$ 19,568	196	\$ 196	\$ 19,372	\$ 21,840	\$ 21,840
D-224	Drainage Main	River Rd	\$ 435,825	47%	\$ 206,930	2,069	\$ 2,069	\$ 204,860	\$ 230,965	\$ 230,965
D-225	Drainage Main	River Rd	\$ 727,675	47%	\$ 345,500	3,455	\$ 3,455	\$ 342,045	\$ 385,630	\$ 385,630
D-226	Drainage Main	River Rd	\$ 98,550	47%	\$ 46,792	468	\$ 468	\$ 46,324	\$ 52,226	\$ 52,226
D-227	Drainage Main	Sevensmith Rd near Sea Island Way - connect East to West drainage system, additional new pipe	\$ 22,650	47%	\$ 10,754	108	\$ 108	\$ 10,647	\$ 12,003	\$ 12,003
D-228	Drainage Main	Westminster Hwy - additional new pipe	\$ 580,125	47%	\$ 275,443	2,754	\$ 2,754	\$ 2,726,689	\$ 307,436	\$ 307,436
D-229	Drainage Main	Garden City Rd - west side	\$ 89,550	18%	\$ 15,940	159	\$ 159	\$ 15,781	\$ 73,769	\$ 73,769
D-230	Drainage Main	Garden City Rd - west side	\$ 357,675	18%	\$ 63,666	637	\$ 637	\$ 63,029	\$ 294,646	\$ 294,646
D-231	Drainage Main	Garden City Rd - west side	\$ 1,037,663	18%	\$ 184,704	1,847	\$ 1,847	\$ 182,857	\$ 854,806	\$ 854,806
D-232	Drainage Main	St. Albans Rd - west side	\$ 450,300	100%	\$ 450,300	4,503	\$ 4,503	\$ 445,823	\$ 4,477	\$ 4,477
D-233	Drainage Main	Acheson Rd - south side	\$ 412,750	100%	\$ 412,750	4,128	\$ 4,128	\$ 408,623	\$ 4,128	\$ 4,128
D-234	Drainage Main	Acheson Rd - north side	\$ 34,500	100%	\$ 34,500	345	\$ 345	\$ 34,155	\$ 345	\$ 345
D-235	Drainage Main	Acheson Rd - north side (existing culverts only)	\$ 99,450	100%	\$ 99,450	995	\$ 995	\$ 98,456	\$ 995	\$ 995
D-236	Drainage Main	Acheson Rd - north side	\$ 68,100	100%	\$ 68,100	681	\$ 681	\$ 67,419	\$ 681	\$ 681
D-237	Drainage Main	Alderbridge Way	\$ 23,400	100%	\$ 23,400	234	\$ 234	\$ 23,166	\$ 234	\$ 234
D-238	Drainage Main	Anderson Rd	\$ 59,550	100%	\$ 59,550	596	\$ 596	\$ 58,955	\$ 596	\$ 596
D-239	Drainage Main	Ash St	\$ 130,875	100%	\$ 130,875	1,309	\$ 1,309	\$ 129,566	\$ 1,309	\$ 1,309

CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (1)	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (6) Municipal Assist Factor -%	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility
D-240	Drainage Main	Ash St		\$ 252,250	100%	\$ 252,250	2.523	\$ 249,728	\$ 2,523	\$ 2,523
D-241	Drainage Main	Ash St		\$ 135,125	100%	\$ 135,125	1.351	\$ 133,774	\$ 1,351	\$ 1,351
D-242	Drainage Main	Ash St		\$ 363,450	100%	\$ 363,450	3.635	\$ 359,816	\$ 3,635	\$ 3,635
D-243	Drainage Main	Ash St - west side		\$ 43,350	100%	\$ 43,350	4.34	\$ 42,917	\$ 434	\$ 434
D-244	Drainage Main	Heather St - west side		\$ 24,150	100%	\$ 24,150	2.42	\$ 23,909	\$ 242	\$ 242
D-245	Drainage Main	Bridge St - west side		\$ 525,000	100%	\$ 525,000	5.250	\$ 519,750	\$ 5,250	\$ 5,250
D-246	Drainage Main	Sills Ave		\$ 146,550	100%	\$ 146,550	1.466	\$ 145,085	\$ 1,466	\$ 1,466
D-247	Drainage Main	Bridge St - east side		\$ 637,000	100%	\$ 637,000	6.370	\$ 630,630	\$ 6,370	\$ 6,370
D-248	Drainage Main	General Currie Rd - north side		\$ 8,125	100%	\$ 8,125	81	\$ 8,044	\$ 81	\$ 81
D-249	Drainage Main	Buswell St		\$ 183,000	100%	\$ 183,000	1.830	\$ 181,170	\$ 1,830	\$ 1,830
D-250	Drainage Main	Cambie Rd PS outfall		\$ 73,500	100%	\$ 73,500	7.35	\$ 72,765	\$ 735	\$ 735
D-251	Drainage Main	Cooney Rd		\$ 281,700	100%	\$ 281,700	2.817	\$ 278,883	\$ 2,817	\$ 2,817
D-252	Drainage Main	Gilbert Rd - ROW at rear		\$ 104,400	100%	\$ 104,400	1.044	\$ 103,356	\$ 1,044	\$ 1,044
D-253	Drainage Main	Keeler Ave		\$ 836,325	100%	\$ 836,325	8.363	\$ 827,962	\$ 8,363	\$ 8,363
D-254	Drainage Main	Garden City Rd		\$ 479,550	100%	\$ 479,550	4.796	\$ 474,755	\$ 4,796	\$ 4,796
D-255	Drainage Main	Garden City Rd		\$ 8,250	100%	\$ 8,250	83	\$ 8,168	\$ 83	\$ 83
D-256	Drainage Main	Garden City Rd		\$ 185,568	100%	\$ 185,568	1.856	\$ 183,732	\$ 1,856	\$ 1,856
D-257	Drainage Main	Garden City Rd		\$ 323,213	100%	\$ 323,213	3.232	\$ 319,980	\$ 3,232	\$ 3,232
D-258	Drainage Main	General Currie Rd		\$ 251,750	100%	\$ 251,750	2.518	\$ 249,233	\$ 2,518	\$ 2,518
D-259	Drainage Main	General Currie Rd		\$ 325,650	100%	\$ 325,650	3.257	\$ 322,394	\$ 3,257	\$ 3,257
D-260	Drainage Main	General Currie Rd		\$ 101,700	100%	\$ 101,700	1.017	\$ 100,683	\$ 1,017	\$ 1,017
D-261	Drainage Main	Granville Ave		\$ 5,550	100%	\$ 5,550	56	\$ 5,495	\$ 56	\$ 56
D-262	Drainage Main	Granville Ave		\$ 9,000	100%	\$ 9,000	90	\$ 8,910	\$ 90	\$ 90
D-263	Drainage Main	Granville Ave		\$ 87,632	100%	\$ 87,632	8.76	\$ 86,749	\$ 876	\$ 876
D-264	Drainage Main	Albercrombie Dr		\$ 159,413	100%	\$ 159,413	1.594	\$ 157,818	\$ 1,594	\$ 1,594
D-265	Drainage Main	Granville Ave - north side		\$ 484,123	100%	\$ 484,123	4.841	\$ 480,282	\$ 3,841	\$ 3,841
D-266	Drainage Main	Granville Ave - north side		\$ 155,250	100%	\$ 155,250	1.553	\$ 153,698	\$ 1,553	\$ 1,553
D-267	Drainage Main	Bennett Rd - north side		\$ 1,168,050	100%	\$ 1,168,050	11.681	\$ 1,156,370	\$ 11,681	\$ 11,681
D-268	Drainage Main	Bennett Rd - north side		\$ 200,925	100%	\$ 200,925	2.009	\$ 198,916	\$ 2,009	\$ 2,009
D-269	Drainage Main	General Currie Rd - north side		\$ 169,200	100%	\$ 169,200	1.692	\$ 167,508	\$ 1,692	\$ 1,692
D-270	Drainage Main	Bennett Rd - north side		\$ 292,500	100%	\$ 292,500	2.925	\$ 289,575	\$ 2,925	\$ 2,925
D-271	Drainage Main	General Currie Rd - north side		\$ 182,400	100%	\$ 182,400	1.824	\$ 180,576	\$ 1,824	\$ 1,824
D-272	Drainage Main	General Currie Rd - north side		\$ 74,750	100%	\$ 74,750	7.48	\$ 74,003	\$ 748	\$ 748
D-273	Drainage Main	General Currie Rd - north side		\$ 12,900	100%	\$ 12,900	129	\$ 12,771	\$ 129	\$ 129
D-274	Drainage Main	Westminister Hwy - north side		\$ 10,075	100%	\$ 10,075	101	\$ 9,974	\$ 101	\$ 101
D-275	Drainage Main	Granville Ave - south side		\$ 306,300	100%	\$ 306,300	3.063	\$ 303,237	\$ 3,063	\$ 3,063
D-276	Drainage Main	Granville Ave - south side		\$ 285,000	100%	\$ 285,000	2.850	\$ 282,150	\$ 2,850	\$ 2,850
D-277	Drainage Main	Bennett Rd - south side		\$ 1,146,600	100%	\$ 1,146,600	11.466	\$ 1,135,134	\$ 11,466	\$ 11,466
D-278	Drainage Main	Bennett Rd - south side		\$ 132,825	100%	\$ 132,825	1.328	\$ 131,497	\$ 1,328	\$ 1,328
D-279	Drainage Main	Bennett Rd - south side		\$ 278,250	100%	\$ 278,250	2.783	\$ 275,468	\$ 2,783	\$ 2,783
D-280	Drainage Main	Bennett Rd - south side		\$ 229,800	100%	\$ 229,800	2.298	\$ 227,502	\$ 2,298	\$ 2,298
D-281	Drainage Main	General Currie Rd - south side		\$ 573,300	100%	\$ 573,300	5.733	\$ 567,567	\$ 5,733	\$ 5,733
D-282	Drainage Main	General Currie Rd - south side		\$ 116,375	100%	\$ 116,375	1.164	\$ 115,211	\$ 1,164	\$ 1,164
D-283	Drainage Main	Jones Rd - south side		\$ 342,000	100%	\$ 342,000	3.420	\$ 338,580	\$ 3,420	\$ 3,420
D-284	Drainage Main	Blundell Rd		\$ 1,036,875	47%	\$ 492,308	4.923	\$ 487,385	\$ 492,308	\$ 492,308
D-285	Drainage Main	Cambie Rd West Drainage Pump Station		\$ 750,000	100%	\$ 750,000	7.500	\$ 742,500	\$ 7,500	\$ 7,500
D-286	Drainage Main	Cambie Rd West Drainage Pump Station		\$ 5,500,000	25%	\$ 1,375,000	13.750	\$ 4,125,000	\$ 1,375,000	\$ 4,125,000
D-287	Pump Station	Cambie Rd West of Garden City Rd - south side		\$ 51,750	100%	\$ 51,750	518	\$ 51,233	\$ 518	\$ 518
D-288	Drainage Main	Dallyn Rd		\$ 19,500	46%	\$ 9,000	89	\$ 8,629	\$ 8,629	\$ 8,629
D-289	Drainage Main	Dallyn Rd		\$ 726,375	46%	\$ 332,201	3.322	\$ 328,879	\$ 332,201	\$ 328,879
D-290	Drainage Main	Danforth Dr		\$ 85,800	46%	\$ 39,240	392	\$ 38,847	\$ 38,847	\$ 38,847
D-291	Drainage Main	River Rd		\$ 433,550	46%	\$ 198,280	1.983	\$ 196,298	\$ 2,022	\$ 198,280
D-292	Drainage Main	River Rd		\$ 234,000	46%	\$ 107,018	1.070	\$ 105,948	\$ 108,052	\$ 107,018
D-293	Drainage Main	St Edwards Dr		\$ 408,688	46%	\$ 186,910	1.869	\$ 185,041	\$ 223,647	\$ 186,910
D-294	Drainage Main	Bridgport Rd North Side		\$ 1,111,500	46%	\$ 508,355	5.083	\$ 503,267	\$ 608,248	\$ 508,355
D-295	Drainage Main	No 5 Rd		\$ 568,838	46%	\$ 255,579	2.556	\$ 253,024	\$ 305,814	\$ 255,579
D-296	Drainage Main	Balldale Way		\$ 342,550	46%	\$ 156,662	1.567	\$ 155,086	\$ 187,464	\$ 156,662
D-297	Drainage Main	River Rd		\$ 395,688	46%	\$ 176,311	1.764	\$ 174,627	\$ 211,061	\$ 176,311
D-298	Drainage Main	Bath Slough		\$ 1,178,938	46%	\$ 539,177	5.392	\$ 533,765	\$ 645,152	\$ 539,177
D-299	Drainage Main	Vulcan Way		\$ 503,100	46%	\$ 230,088	2.301	\$ 227,788	\$ 275,312	\$ 230,088
D-300	Drainage Main	Bridgeport		\$ 503,100	46%	\$ 230,088	2.301	\$ 227,788	\$ 275,312	\$ 230,088

CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Location	Col. (2) Cost Estimate (2023\$)	Col. (3) Benefit Factor-%	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6)	Col. (8) = Col. (2) - Col. (7)	Total Municipal Responsibility
D-301	Drainage Main	Viking Way (with new connection)	\$ 281,125	48%	\$ 128,570	\$ 1,286	\$ 127,284	\$ 153,841	\$ 153,841
D-302	Pump Station	No. 6 Rd. North Drainage Pump Station	\$ 5,500,000	25%	\$ 1,375,000	\$ 13,750	\$ 1,361,250	\$ 4,138,750	\$ 4,138,750
D-303	Drainage Main	Burrows Rd	\$ 656,175	48%	\$ 300,096	\$ 3,001	\$ 297,095	\$ 359,080	\$ 359,080
D-304	Drainage Main	Bargen Dr	\$ 198,250	100%	\$ 198,250	\$ 1,983	\$ 196,268	\$ 1,983	\$ 1,983
D-305	Drainage Main	No. 5 Rd (New Connection)	\$ 24,375	100%	\$ 24,375	\$ 244	\$ 24,131	\$ 244	\$ 244
D-306	Box Culvert	Blundell Rd	\$ 16,919,760	100%	\$ 16,919,760	\$ 169,198	\$ 16,750,562	\$ 169,198	\$ 169,198
D-307	Box Culvert	Francis Road	\$ 1,565,516	25%	\$ 393,101	\$ 3,931	\$ 389,170	\$ 1,176,346	\$ 1,176,346
D-308	Box Culvert	McCullin Rd	\$ 12,520,622	100%	\$ 12,520,622	\$ 125,206	\$ 12,395,416	\$ 125,206	\$ 125,206
D-309	Box Culvert	No. 9 Rd	\$ 27,414,106	100%	\$ 27,414,106	\$ 274,141	\$ 27,139,965	\$ 274,141	\$ 274,141
D-310	Box Culvert	Gamble Road	\$ 22,883,271	100%	\$ 22,883,271	\$ 228,833	\$ 22,654,438	\$ 228,833	\$ 228,833
D-311	Box Culvert	Gilbert Rd	\$ 24,163,800	47%	\$ 11,472,972	\$ 114,730	\$ 11,358,243	\$ 12,805,557	\$ 12,805,557
D-312	Box Culvert	Granville Ave. - north side	\$ 14,424,095	47%	\$ 6,848,560	\$ 68,486	\$ 6,780,075	\$ 7,644,021	\$ 7,644,021
D-313	Box Culvert	Gamble Rd - south side	\$ 2,363,126	100%	\$ 2,363,126	\$ 23,631	\$ 2,339,495	\$ 23,631	\$ 23,631
D-314	Box Culvert	Cambie Rd - south side	\$ 4,122,762	100%	\$ 4,122,762	\$ 41,228	\$ 4,081,534	\$ 41,228	\$ 41,228
D-315	Box Culvert	Cambie Rd	\$ 17,672,689	48%	\$ 8,082,451	\$ 80,825	\$ 7,999,627	\$ 9,671,062	\$ 9,671,062
D-316	Box Culvert	Shell Rd	\$ 714,615	100%	\$ 714,615	\$ 7,146	\$ 707,469	\$ 7,146	\$ 7,146
D-317	Box Culvert	Shell Rd	\$ 2,741,310	100%	\$ 2,741,310	\$ 27,413	\$ 2,713,897	\$ 27,413	\$ 27,413
D-318	Box Culvert	Cambie St	\$ 9,644,263	100%	\$ 9,644,263	\$ 96,443	\$ 9,547,821	\$ 96,443	\$ 96,443
D-319	Box Culvert	Bird Rd	\$ 12,571,362	100%	\$ 12,571,362	\$ 125,714	\$ 12,445,648	\$ 125,714	\$ 125,714
D-320	Box Culvert	Bath Slough	\$ 1,347,225	100%	\$ 1,347,225	\$ 13,472	\$ 1,333,753	\$ 13,472	\$ 13,472
D-321	Box Culvert	Bath Slough	\$ 863,005	100%	\$ 863,005	\$ 8,630	\$ 854,375	\$ 8,630	\$ 8,630
D-322	Box Culvert	Bath Slough	\$ 859,100	100%	\$ 859,100	\$ 8,591	\$ 850,509	\$ 8,591	\$ 8,591
D-323	Box Culvert	Bath Slough	\$ 1,261,315	100%	\$ 1,261,315	\$ 12,613	\$ 1,248,702	\$ 12,613	\$ 12,613
D-324	Box Culvert	No. 8 Rd North	\$ 22,062,087	100%	\$ 22,062,087	\$ 220,621	\$ 21,841,466	\$ 220,621	\$ 220,621
D-325	Box Culvert	Bridgeport Rd. - south side and cross over to north at Viking Way	\$ 9,108,471	100%	\$ 9,108,471	\$ 91,085	\$ 9,017,386	\$ 91,085	\$ 91,085
D-326	Pump Station	No. 3 Rd South Drainage Pump Station	\$ 11,000,000	25%	\$ 2,750,000	\$ 27,500	\$ 2,722,500	\$ 8,277,500	\$ 8,277,500
D-327	Dike	South Dike - No. 4 Rd to No. 5 Rd	\$ 1,900,000	25%	\$ 475,000	\$ 4,750	\$ 470,250	\$ 1,429,750	\$ 1,429,750
D-328	Dike	North Dike - Lynas Ln to No. 2 Rd	\$ 4,600,000	25%	\$ 1,150,000	\$ 11,500	\$ 1,138,500	\$ 3,461,500	\$ 3,461,500
D-329	Dike	South Dike - Fraserwood Way to Queens Rd	\$ 12,800,000	25%	\$ 3,200,000	\$ 32,000	\$ 3,168,000	\$ 9,632,000	\$ 9,632,000
D-330	Dike	South Dike - Graybar Rd to Fraserwood Way	\$ 8,600,000	25%	\$ 2,150,000	\$ 21,500	\$ 2,128,500	\$ 6,471,500	\$ 6,471,500
D-331	Dike	South Dike - No. 7 Rd to Port of Vancouver	\$ 3,900,000	25%	\$ 975,000	\$ 9,750	\$ 965,250	\$ 2,934,750	\$ 2,934,750
D-332	Dike	South Dike - VAFPC to No. 7 Rd	\$ 17,100,000	25%	\$ 4,275,000	\$ 42,750	\$ 4,232,250	\$ 12,867,750	\$ 12,867,750
D-333	Dike	South Dike - Riverport Way Park	\$ 7,546,000	25%	\$ 1,886,500	\$ 18,865	\$ 1,867,635	\$ 5,678,365	\$ 5,678,365
D-334	Dike	South Dike - No. 2 Rd to Gilbert Rd	\$ 10,010,000	25%	\$ 2,502,500	\$ 25,025	\$ 2,477,475	\$ 7,532,525	\$ 7,532,525
D-335	Dike	Terra Nova West	\$ 6,160,000	25%	\$ 1,540,000	\$ 15,400	\$ 1,524,600	\$ 4,635,400	\$ 4,635,400
D-336	Dike	North Dike - No. 1 Rd to McCallan Rd Pump Station	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685	\$ 9,386,685
D-337	Dike	North Dike - McCallan Rd Pump Station to Lynas Lane	\$ 6,160,000	25%	\$ 1,540,000	\$ 15,400	\$ 1,524,600	\$ 4,635,400	\$ 4,635,400
D-338	Dike	North Dike - Queens Rd to Tree Island Steel	\$ 17,400,000	25%	\$ 4,350,000	\$ 43,500	\$ 4,306,500	\$ 13,093,500	\$ 13,093,500
D-339	Dike	South Dike - 7500 No. 8 Rd, 20458 Dyke Rd, PID 004-101-235 and 8631 Graybar Rd	\$ 17,400,000	25%	\$ 4,350,000	\$ 43,500	\$ 4,306,500	\$ 13,093,500	\$ 13,093,500
D-340	Dike	7850 River Rd to Capstan Way	\$ 4,774,000	25%	\$ 1,193,500	\$ 11,935	\$ 1,181,565	\$ 3,592,435	\$ 3,592,435
D-341	Dike	South Dike - Rice Mill Rd (Canadian Fishing Company)	\$ 5,200,000	25%	\$ 1,300,000	\$ 13,000	\$ 1,287,000	\$ 3,913,000	\$ 3,913,000
D-342	Dike	12280 No. 5 Rd and 12800 Rice Mill Rd	\$ 16,634,000	25%	\$ 4,158,500	\$ 41,585	\$ 4,116,915	\$ 12,517,085	\$ 12,517,085
D-343	Dike	South Dike - 13911 Garden City Road (Crown Packaging)	\$ 3,600,000	25%	\$ 900,000	\$ 9,000	\$ 891,000	\$ 2,709,000	\$ 2,709,000
D-344	Dike	7780 River Rd to 7840 River Rd	\$ 3,080,000	25%	\$ 770,000	\$ 7,700	\$ 762,300	\$ 2,317,700	\$ 2,317,700
D-345	Dike	Duck Island	\$ 15,400,000	25%	\$ 3,850,000	\$ 38,500	\$ 3,811,500	\$ 11,588,500	\$ 11,588,500
D-346	Dike	3500 Cessna Dr	\$ 3,850,000	25%	\$ 962,500	\$ 9,625	\$ 952,875	\$ 2,897,125	\$ 2,897,125
D-347	Dike	8211 River Rd (between Moray Channel Bridge and Sea Island Connector)	\$ 1,309,000	25%	\$ 327,250	\$ 3,273	\$ 323,978	\$ 985,023	\$ 985,023
D-348	Dike	South Dike - Queens Rd to Boundary Rd	\$ 23,900,000	25%	\$ 5,975,000	\$ 59,750	\$ 5,915,250	\$ 17,984,750	\$ 17,984,750
D-349	Dike	South Dike - Finn Slough	\$ 16,900,000	25%	\$ 4,225,000	\$ 42,250	\$ 4,182,750	\$ 12,717,250	\$ 12,717,250
D-350	Dike	Stevenson Island Phase 1	\$ 16,900,000	25%	\$ 4,225,000	\$ 42,250	\$ 4,182,750	\$ 12,717,250	\$ 12,717,250
D-351	Dike	North Dike - Shell Rd to Bath Slough Drainage Pump Station	\$ 14,784,000	25%	\$ 3,696,000	\$ 36,960	\$ 3,659,040	\$ 11,124,960	\$ 11,124,960
D-352	Dike	North Dike - Bath Slough Drainage Pump Station to Knight St	\$ 14,776,000	25%	\$ 3,693,000	\$ 36,930	\$ 3,656,070	\$ 11,119,930	\$ 11,119,930
D-353	Dike	North Dike - Knight St to No. 6 Rd	\$ 16,324,000	25%	\$ 4,081,000	\$ 40,810	\$ 4,040,190	\$ 12,283,810	\$ 12,283,810
D-354	Dike	West Dike - Steveston Hwy to Williams Rd	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685	\$ 9,386,685
D-355	Dike	West Dike - Williams Rd to Francis Rd	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685	\$ 9,386,685
D-356	Dike	West Dike - Francis Rd to Blundell Rd	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685	\$ 9,386,685
D-357	Dike	West Dike - Blundell Rd to Granville Ave	\$ 12,474,000	25%	\$ 3,118,500	\$ 31,185	\$ 3,087,315	\$ 9,386,685	\$ 9,386,685
D-358	Dike	North Dike - Granville Ave to Westminster Hwy	\$ 11,424,000	25%	\$ 2,856,000	\$ 28,560	\$ 2,827,440	\$ 8,596,560	\$ 8,596,560
D-359	Dike	North Dike - River Rd to No. 1 Rd	\$ 6,500,000	25%	\$ 1,625,000	\$ 16,250	\$ 1,608,750	\$ 4,891,250	\$ 4,891,250
D-360	Dike	North Dike - Dinsmore Bridge to Cambie Rd Drainage Pump Station	\$ 15,768,000	25%	\$ 3,942,000	\$ 39,420	\$ 3,902,580	\$ 11,865,420	\$ 11,865,420

CITY OF RICHMOND
PROPOSED DRAINAGE DCC PROGRAM

DCC Project No.	Type of Infrastructure	Col. (1) Location	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor-%	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor %	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
D-365	Dike	3598 Corvette Way to Morray Channel Bridge	\$ 2,310,000	25%	\$ 577,500	5.77%	\$ 571,725	\$ 1,738,275
D-366	Dike	Oak St Bridge	\$ 5,092,000	25%	\$ 1,270,500	12.70%	\$ 1,257,795	\$ 3,834,205
D-367	Dike	North Dike - No 6 Rd to No 7 Rd	\$ 34,300,000	25%	\$ 8,575,000	85.75%	\$ 8,489,250	\$ 25,810,750
D-368	Dike	North Dike - No 7 Rd to No 8 Rd	\$ 35,600,000	25%	\$ 8,950,000	89.50%	\$ 8,860,500	\$ 26,739,500
D-369	Dike	North Dike - No 8 Rd to 19500 River Rd	\$ 32,400,000	25%	\$ 8,100,000	81.00%	\$ 8,019,000	\$ 24,381,000
D-370	Dike	North Dike - 19500 River Rd to CN Rail Trestle Bridge	\$ 33,600,000	25%	\$ 8,400,000	84.00%	\$ 8,316,000	\$ 25,284,000
D-371	Dike	North Dike - CN Rail Trestle Bridge to 22040 River Rd	\$ 16,300,000	25%	\$ 4,075,000	40.75%	\$ 4,034,250	\$ 12,265,750
D-372	Dike	North Dike - 22040 River Rd to Queens Rd	\$ 16,800,000	25%	\$ 4,200,000	42.00%	\$ 4,158,000	\$ 12,642,000
D-373	Dike	South Dike - Nelson Rd to Dyke Rd (Lafarge)	\$ 14,936,000	25%	\$ 3,734,500	37.34%	\$ 3,697,155	\$ 11,238,845
D-374	Dike	South Dike - No 5 Rd to 12280 No 5 Rd and 12800 Rice Mill Rd	\$ 10,316,000	25%	\$ 2,579,500	25.79%	\$ 2,553,705	\$ 7,762,295
D-375	Dike	North Dike - Oak St Bridge to Canada Line SkyTrain (Foody World)	\$ 4,312,000	25%	\$ 1,078,000	10.78%	\$ 1,057,220	\$ 3,254,780
D-376	Dike	8811 River Rd (River Rock Casino Resort)	\$ 7,700,000	25%	\$ 1,925,000	19.25%	\$ 1,905,750	\$ 5,794,250
D-377	Dike	South Dike - Rice Mill Rd to Port of Vancouver (MoTI)	\$ 2,700,000	25%	\$ 675,000	6.75%	\$ 668,250	\$ 2,031,750
D-378	Dike	South Dike - Port of Vancouver Hwy	\$ 11,500,000	25%	\$ 2,875,000	28.75%	\$ 2,846,250	\$ 8,653,750
D-379	Dike	South Dike - 16200 Portside Rd to 16280 Portside Rd	\$ 17,556,000	25%	\$ 4,389,000	43.89%	\$ 4,345,110	\$ 13,210,890
Totals			\$ 1,409,169,143		\$ 555,463,896	\$ 5,554,639	\$ 549,909,257	\$ 859,259,887

**CITY OF RICHMOND
PROPOSED DRAINAGE DCC CALCULATION**

Drainage DCC Calculation	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Impervious Area/Unit (m ²) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Factor	Col. (5) = (4) / (e)
Single Family	1,982 Per Lot		1.0000	1,982	9%
Townhouse	17,834 Per Dwelling Unit		0.5800	10,344	49%
Apartment	19,091 Per Dwelling Unit		0.2900	5,536	26%
Commercial	317,562 Per sq. m. BA		0.0032	1,016	5%
Institutional	272,883 Per sq. m. BA		0.0032	873	4%
Light Industrial	390,662 Per sq. m. BA		0.0032	1,251	6%
Major Industrial	13 Per hectare GSA		14.6250	190	1%
Total Equivalent Factor				21,192 (a)	100%
B: Unit Drainage DCC Calculation					
Net Drainage DCC Program Recoverable		\$ 549,909,257 (b)			
Existing DCC Reserve Monies		\$ 44,847,000 (c)			
Net Amount to be Paid by DCCs		\$ 505,062,257 (d) = (b) - (c)			
DCC per Equivalent Factor		\$ 23,832.22 (e) = (d) / (a)			
C: Resulting Drainage DCCs					
Single Family		\$23,832.22 Per Lot		(e) x Col. (3)	\$47,235,460
Townhouse		\$13,822.68 Per Dwelling Unit \$10.63 Per sq. ft. DU		(e) x Col. (3)	\$246,513,675
Apartment		\$6,911.34 Per Dwelling Unit \$8.13 Per sq. ft. DU		(e) x Col. (3)	\$131,944,392
Commercial		\$76.26 Per sq. m. BA \$7.08 Per sq. ft. BA		(e) x Col. (3)	\$24,217,278
Institutional		\$76.26 Per sq. m. BA \$7.08 Per sq. ft. BA		(e) x Col. (3)	\$20,810,058
Light Industrial		\$76.26 Per sq. m. BA \$7.08 Per sq. ft. BA		(e) x Col. (3)	\$29,807,136
Major Industrial		\$348,546.15 Per hectare GSA \$141,056.63 Per acre GSA		(e) x Col. (3)	\$4,531,100
DCC Revenue Estimates					

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

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

DCC Project No.	Col. (1) Project Name	Col. (2) Cost Estimate (2022\$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (6) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (6) DCC Recoverable	Col. (8) = Col. (2) - Col. (7) Total Municipal Responsibility
PAcq-01	Blundell ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-02	Bridgeport ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-03	Broadmoor	\$ 1,905,000	95%	\$ 1,809,750	\$ 18,098	\$ 1,791,653	\$ 113,348
PAcq-04	City Centre ⁽²⁾	\$ 245,852,241	95%	\$ 233,559,629	\$ 2,335,596	\$ 231,224,032	\$ 14,628,208
PAcq-05	East Cambie	\$ 2,952,000	95%	\$ 2,804,400	\$ 28,044	\$ 2,776,356	\$ 175,644
PAcq-06	East Richmond	\$ 17,563,200	95%	\$ 16,685,040	\$ 166,850	\$ 16,518,190	\$ 1,045,010
PAcq-07	Fraser Lands ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-08	Gilmore	\$ 24,646,725	95%	\$ 23,414,388	\$ 234,144	\$ 23,180,245	\$ 1,466,480
PAcq-09	Hamilton	\$ 20,466,187	95%	\$ 19,442,877	\$ 194,429	\$ 19,248,449	\$ 1,217,738
PAcq-10	Sea Island ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-11	Seafair ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-12	Shellmont ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-13	Steveston ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-14	Thompson	\$ 5,214,025	95%	\$ 4,953,324	\$ 49,533	\$ 4,903,791	\$ 310,234
PAcq-15	West Cambie ⁽¹⁾	\$ -	95%	\$ -	\$ -	\$ -	\$ -
PAcq-16	General ⁽³⁾	\$ 27,900,000	95%	\$ 26,505,000	\$ 265,050	\$ 26,239,950	\$ 1,660,050
Totals		\$ 346,499,377		\$ 329,174,408	\$ 3,291,744	\$ 325,882,664	\$ 20,616,713

Notes

- (1) Planning areas that do not currently have any park land acquisition projects but may have in the future.
- (2) City Centre, with the highest population densities in the city, will have 3.25 acres/1000 population located within the City Centre with the remaining acreage to achieve the standard of 7.66 acres/1000 population located outside the City Centre. Parks within the City Centre are located to achieve the distribution standard of a 400 metre walking distance.
- (3) The General category includes an estimated 46.25 acres of parkland acquisition opportunities that may arise toward 2041. Cost estimate includes acquisition carrying and closing costs.

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

Parkland Acquisition DCC Calculation		Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)
Land Use	Estimated New Development	Unit	Equivalent Factor	Equivalent Population	
Single Family	1,982	Per Lot	3.3000	6,541	
Townhouse	17,834	Per Dwelling Unit	2.9000	51,719	
Apartment	19,091	Per Dwelling Unit	2.1000	40,091	
Commercial	317,562	Per sq. m. BA	0.0009	286	
Institutional	272,883	Per sq. m. BA	0.0009	246	
Light Industrial	390,862	Per sq. m. BA	0.0009	352	
Major Industrial	13	Per hectare GSA	0.8000	10	
Total Equivalent Population				99,244 (a)	
B: Unit Parkland Acquisition DCC Calculation					
Net Parkland Acquisition DCC Program Recoverable					
Existing DCC Reserve Monies	\$	325,882,664 (b)			
Net Amount to be Paid by DCCs	\$	48,005,000 (c)			
DCC per Equivalent Population	\$	277,877,664 (d) = (b) - (c)			
	\$	2,799.95 (e) = (d) / (a)			
C: Resulting Parkland Acquisition DCCs					
Single Family		\$9,239.83	Per Lot	(e) x Col. (3)	
Townhouse		\$8,119.85	Per Dwelling Unit	(e) x Col. (3)	
		\$6.25	Per sq. ft. DU	(e) x Col. (3)	
Apartment		\$5,879.89	Per Dwelling Unit	(e) x Col. (3)	
		\$6.92	Per sq. ft. DU	(e) x Col. (3)	
Commercial		\$2.52	Per sq. m. BA	(e) x Col. (3)	
		\$0.23	Per sq. ft. BA	(e) x Col. (3)	
Institutional		\$2.52	Per sq. m. BA	(e) x Col. (3)	
		\$0.23	Per sq. ft. BA	(e) x Col. (3)	
Light Industrial		\$2.52	Per sq. m. BA	(e) x Col. (3)	
		\$0.23	Per sq. ft. BA	(e) x Col. (3)	
Major Industrial		\$2,239.96	Per hectare GSA	(e) x Col. (3)	
		\$906.51	Per acre GSA	(e) x Col. (3)	

Notes

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

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

DCC Project No.	Col. (1) Project Name	Col. (2) Cost Estimate (2022\$) ⁽¹⁾	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3)	Col. (5) Municipal Assist Factor 1%	Col. (7) = Col. (4) - Col. (5)	Col. (8) = Col. (2) - Col. (7)
				Benefit to New Development		DCC Recoverable	Total Municipal Responsibility
PDev-01	Blundell	\$ 899,606	95%	\$ 854,626	\$ 8,546	\$ 846,079	\$ 53,527
PDev-02	Bridgeport	\$ 1,836,802	95%	\$ 1,744,962	\$ 17,450	\$ 1,727,512	\$ 109,290
PDev-03	Broadmoor	\$ 4,951,098	95%	\$ 4,703,543	\$ 47,035	\$ 4,656,508	\$ 294,590
PDev-04	City Centre	\$ 99,668,950	95%	\$ 94,704,502	\$ 947,045	\$ 93,757,457	\$ 5,931,493
PDev-05	East Cambie	\$ 7,406,454	95%	\$ 7,036,131	\$ 70,361	\$ 6,965,770	\$ 440,684
PDev-06	East Richmond	\$ 3,424,960	95%	\$ 3,253,712	\$ 32,537	\$ 3,221,175	\$ 203,785
PDev-07	Fraser Lands	\$ 427,397	95%	\$ 406,027	\$ 4,060	\$ 401,967	\$ 25,430
PDev-08	Gilmore	\$ 3,304,197	95%	\$ 3,138,987	\$ 31,390	\$ 3,107,597	\$ 196,600
PDev-09	Hamilton	\$ 7,504,777	95%	\$ 7,129,538	\$ 71,295	\$ 7,058,243	\$ 446,534
PDev-10	Sea Island	\$ 1,162,796	95%	\$ 1,104,656	\$ 11,047	\$ 1,093,610	\$ 69,186
PDev-11	Seafair	\$ 2,866,514	95%	\$ 2,723,188	\$ 27,232	\$ 2,695,956	\$ 170,558
PDev-12	Shellmont	\$ 3,748,997	95%	\$ 3,561,547	\$ 35,615	\$ 3,525,931	\$ 223,065
PDev-13	Steveston	\$ 15,107,922	95%	\$ 14,352,526	\$ 143,525	\$ 14,209,000	\$ 898,921
PDev-14	Thompson	\$ 9,940,301	95%	\$ 9,443,286	\$ 94,433	\$ 9,348,854	\$ 591,448
PDev-15	West Cambie	\$ 2,486,381	95%	\$ 2,362,062	\$ 23,621	\$ 2,338,441	\$ 147,940
PDev-16	City Wide Trails ⁽²⁾	\$ 6,950,000	95%	\$ 6,602,500	\$ 66,025	\$ 6,536,475	\$ 413,525
PDev-17	General ⁽³⁾	\$ 22,240,000	95%	\$ 21,128,000	\$ 211,280	\$ 20,916,720	\$ 1,323,280
Totals		\$ 193,947,150		\$ 184,249,793	\$ 1,842,498	\$ 182,407,295	\$ 11,539,855

Notes

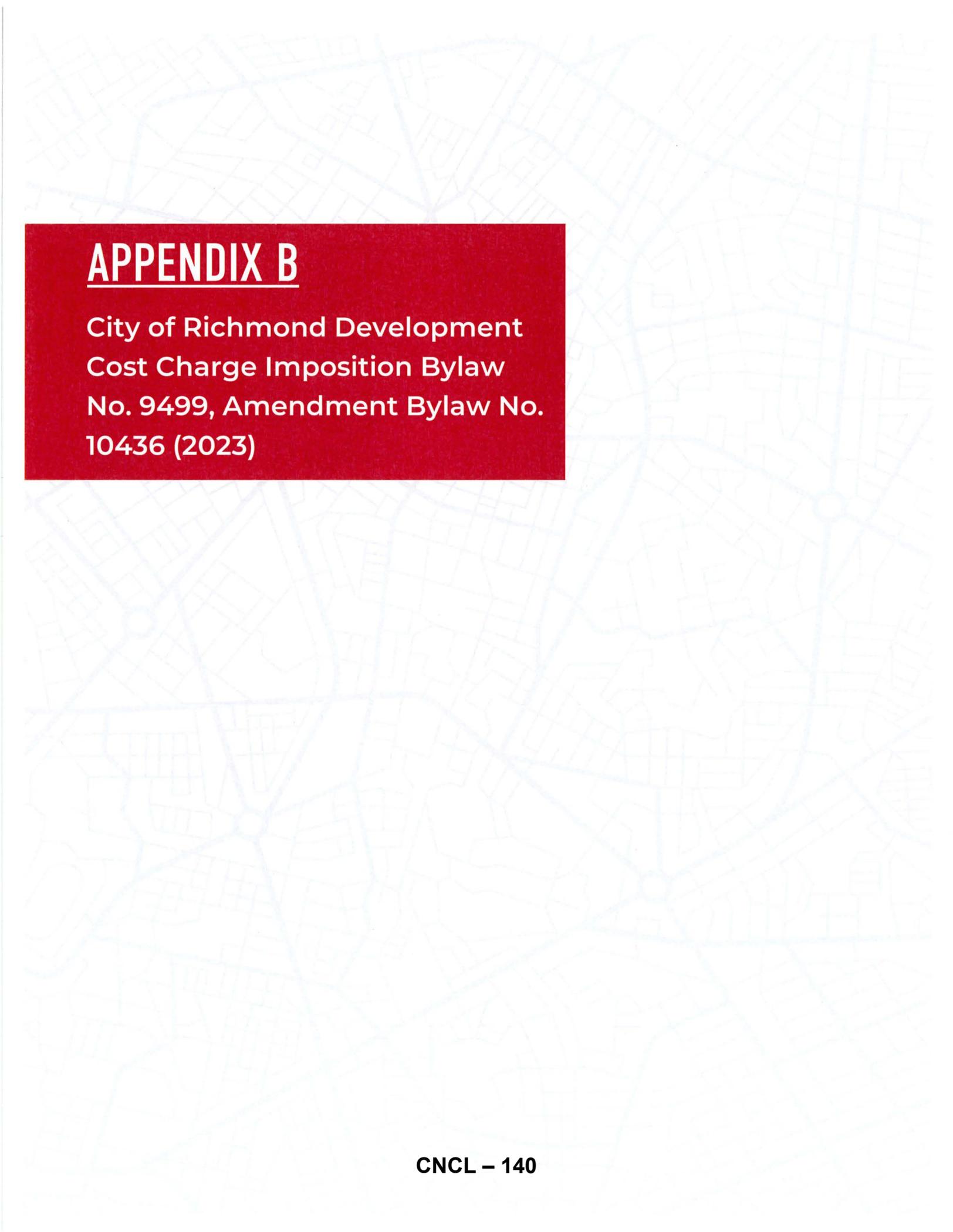
- (1) The costs are estimated based on improvement of 1,410.52 acres of existing park land and the development of 75.66 acres of new park land throughout the City. Standard estimated park development unit cost is used based on acreage of available parkland. Average unit cost for park improvement for non-City Centre area ranges between \$20,000/acre to \$60,000/acre. Average unit cost for park development in the City Centre ranges from \$500,000/acre to \$1,500,000/acre for higher quality and more durable park equipment in order to meet the demand in the City Centre area where population is highly intensified. The park development unit cost takes into account costs such as landscaping, trails, restroom facilities and playground and park equipment.
- (2) The cost of City-wide trails includes improvements to existing trails and development of new trails, greenways and neighbourhood links.
- (3) The general category includes cost estimate of 46.25 acres in park development cost for servicing and improving park land city wide in response to growth to 2041.

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

Land Use	Col. (1) Estimated New Development	Col. (2) Unit	Col. (3) Equivalent Factor	Col. (4) = (1) x (3) Equivalent Population
Single Family	1,982	Per Lot	3.3000	6,541
Townhouse	17,834	Per Dwelling Unit	2.9000	51,719
Apartment	19,091	Per Dwelling Unit	2.1000	40,091
Commercial	317,562	Per sq. m. BA	0.0009	286
Institutional	272,883	Per sq. m. BA	0.0009	246
Light Industrial	390,862	Per sq. m. BA	0.0009	352
Major Industrial	13	Per hectare GSA	0.8000	10
Total Equivalent Population				99,244 (a)
B: Unit Park Development DCC Calculation				
Net Park Development DCC Program Recoverable				
Existing DCC Reserve Monies	\$	182,407,295 (b)		
Net Amount to be Paid by DCCs	\$	22,661,000 (c)		
DCC per Equivalent Population	\$	159,746,295 (d) = (b) - (c)		
	\$	1,609.63 (e) = (d) / (a)		
C: Resulting Park Development DCCs				
Single Family		\$5,311.79	Per Lot	(e) x Col. (3)
Townhouse		\$4,667.94	Per Dwelling Unit	(e) x Col. (3)
		\$3.59	Per sq. ft. DU	(e) x Col. (3)
Apartment		\$3,380.23	Per Dwelling Unit	(e) x Col. (3)
		\$3.98	Per sq. ft. DU	(e) x Col. (3)
Commercial		\$1.45	Per sq. m. BA	(e) x Col. (3)
		\$0.73	Per sq. ft. BA	(e) x Col. (3)
Institutional		\$1.45	Per sq. m. BA	(e) x Col. (3)
		\$0.73	Per sq. ft. BA	(e) x Col. (3)
Light Industrial		\$1.45	Per sq. m. BA	(e) x Col. (3)
		\$0.73	Per sq. ft. BA	(e) x Col. (3)
Major Industrial		\$1,287.71	Per hectare GSA	(e) x Col. (3)
		\$521.14	Per acre GSA	(e) x Col. (3)

Notes

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

A faint, light blue map of Richmond, British Columbia, is visible in the background. It shows a grid of streets and various urban features.

APPENDIX B

City of Richmond Development
Cost Charge Imposition Bylaw
No. 9499, Amendment Bylaw No.
10436 (2023)



**DEVELOPMENT COST CHARGES IMPOSITION BYLAW NO. 9499,
AMENDMENT BYLAW NO. 10436**

The Council of the City of Richmond enacts as follows:

1. Schedule B of the **Development Cost Charges Imposition Bylaw No. 9499** be deleted and be replaced with Schedule A attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as “**Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE B City-Wide Development Cost Charge

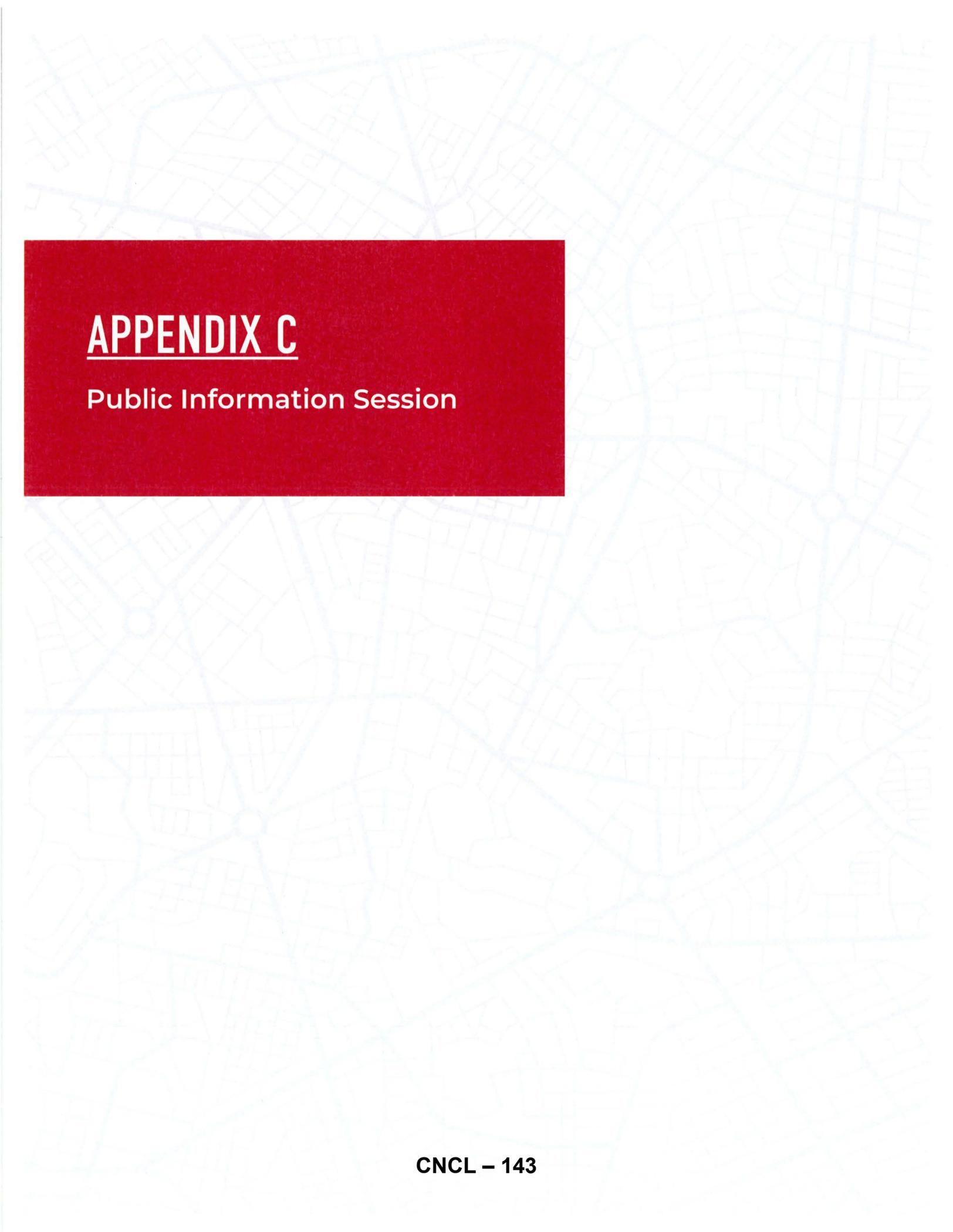
Description	Richmond Zoning Bylaw 8500			Road Works	Drainage Works	Water Works	Sanitary Sewer	Parks Acquisition	Parks Development	Total DCC	Units for each column
	Standard Zones	Site Specific Zones	Site Specific Mixed Use Zones (1)								
Agricultural	AG, CR, GC	ZA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Marina (2)	MA										
Single Family	RS, RC, RCH, RD, RI, RE, RCC	ZS, ZD		\$ 19,392.25	\$ 23,832.22	\$ 1,089.00	\$ 2,273.11	\$ 9,239.83	\$ 5,311.79	\$ 61,138.20	per lot
Townhouse	RTL, RTM, RTH, RTP	ZT		\$ 9.65	\$ 10.63	\$ 0.74	\$ 1.54	\$ 6.25	\$ 3.59	\$ 32.40	per sq. ft. of DU
Apartment	RAL, RAM, RAH	ZLR, ZHR	ZR, RCL, ZMU, CS, ZC	\$ 12.76	\$ 8.13	\$ 0.82	\$ 1.70	\$ 6.92	\$ 3.98	\$ 34.31	per sq. ft. of DU
Commercial (3)	CL, CC, CA, CDT, CEA, CG, CN, CP, CV IB, IL, IR, IS	ZC ZI	ZR, RCL, ZMU, CS, ZC	\$ 13.85	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 22.15	per sq. ft. of BA
Light Industrial (4)	IB, IL, IR, IS	ZI		\$ 9.89	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 18.19	per sq. ft. of BA
Major Industrial	I			\$ 51,704.76	\$ 141,056.63	\$ 3,906.37	\$ 8,153.92	\$ 906.51	\$ 521.14	\$ 206,249.33	per acre of gross site area
Institutional	AIR, SI, ASY, HC	ZIS		\$ 13.85	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 22.15	per sq. ft. of BA

(1) For site specific mixed-use residential and commercial zones, the development cost charge (DCC) payable shall be calculated separately for each portion of the development. DCC for residential uses are charged at the appropriate multi-family residential rate, and any commercial space is charged at the appropriate commercial rate.

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

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

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



APPENDIX C

Public Information Session

CITY OF RICHMOND DCC BYLAW UPDATE 2022

CITY OF RICHMOND DEVELOPMENT COST CHARGE BYLAW UPDATE

Public Information Session
November 30, 2022



1

DCC PROJECT TEAM

CITY STAFF

- **Transportation:** Lloyd Bie
- **Utilities:** Milton Chan
- **Parks:** Todd Gross
- **Planning:** John Hopkins
- **Finance:** Venus Ngan

URBAN SYSTEMS

- Dan Huang & Jessica Wang



2

SESSION OVERVIEW

- DCC Overview
- DCC Programs and Draft Rates
- DCC Rate Comparison
- Additional Considerations
 - In-Stream Protection
 - DCC Waivers and Reductions
- Next Steps
- Q & A



3

A large red rectangular box is centered on a background of a light blue street map. The text "DCC OVERVIEW" is written in white, bold, sans-serif capital letters inside the red box.

DCC OVERVIEW

4

WHAT ARE DCCS?

Charges levied on development to help pay for the costs of transportation, utility and park infrastructure to meet the needs of growth



5

WHY USE DCCS?

- Help ensure growth pays for growth
- Provide certainty to developers
- Distribute growth costs fairly across multiple developments and land uses
- Help communities plan and pay for growth-related infrastructure



6

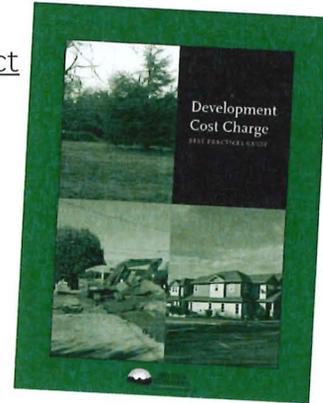
PROVINCIAL LEGISLATION

- Section 14, Division 19 of the Local Government Act

ALSO

- Provincial DCC Best Practices Guide

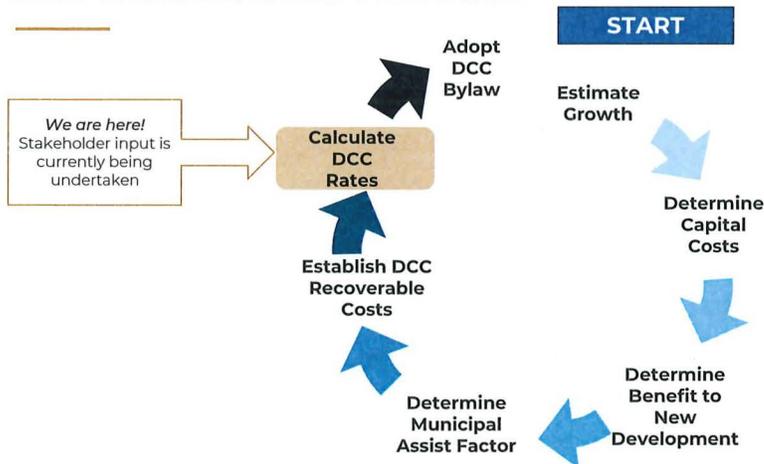
** DCC Bylaws must be approved by the provincial Inspector of Municipalities before Adoption.*



URBAN
SYSTEMS

7

DCC CALCULATION PROCESS



URBAN
SYSTEMS

8

WHAT WORKS CAN DCCS PAY FOR?

DCCs CAN BE USED FOR	DCCs CANNOT BE USED FOR
<p>Infrastructure needed to support growth</p> <ul style="list-style-type: none"> • Transportation • Water • Drainage • Sewer <p>Parks needed to support growth</p> <ul style="list-style-type: none"> • Land acquisition • Park improvements ¹ 	<ul style="list-style-type: none"> • Infrastructure or parks needed solely for <u>existing</u> development • Utility service connections • Operations and Maintenance Costs • Community buildings (e.g., libraries, recreation centres, fire halls)

¹ Only certain park improvements are eligible for DCCs as per Provincial legislation and Ministry Circular 97-04.



9

BASIC DCC CALCULATION



10

WHO PAYS DCCS AND WHEN ARE THEY COLLECTED?

DCCs are paid by applicants for subdivision approvals and building permit. They are collected in the City as follows:

LAND USE	COLLECTED AT
Single Family	Subdivision approval
Townhouse Apartment	Building permit per ft ² gross floor area
Commercial Light Industrial	Building permit per ft ² gross floor area
Institutional	Building permit per ft ² building area
Major Industrial	Building permit per acre gross site area



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WHY UPDATE THE DCC BYLAW NOW?

- City needs to fund major infrastructure to service growth – last major update was completed in 2017, with annual inflationary updates in 2018, 2019, and 2021 (best practice for DCC major update every 5 years)
- Updated infrastructure needs to support growth – significant investment proposed for new infrastructure, specifically drainage, as per Dike Master Plan
- DCCs helps promote financial sustainability for the City
- Council priority



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13

2022 DCC CAPITAL PROGRAM

DCC PROGRAM	CAPITAL COST (MILLIONS)	BENEFIT FACTOR	DCC RECOVERABLE (MILLIONS)	MUNICIPAL RESPONSIBILITY (MILLIONS)
Transportation	707.1	95%	665.0	42.1
Water	46.2	95-100%	44.1	2.2
Sanitary Sewer	107.4	26-100%	102.2	5.2
Drainage	1,409.2	10-100%	549.9	859.3
Parkland Acquisition	346.5	95%	325.9	20.6
Park Development	193.9	95%	182.4	11.5
Total¹	2,810.3		1,869.5	940.9

¹ Values may not total due to rounding.



14

MUNICIPAL ASSIST FACTOR (MAF)

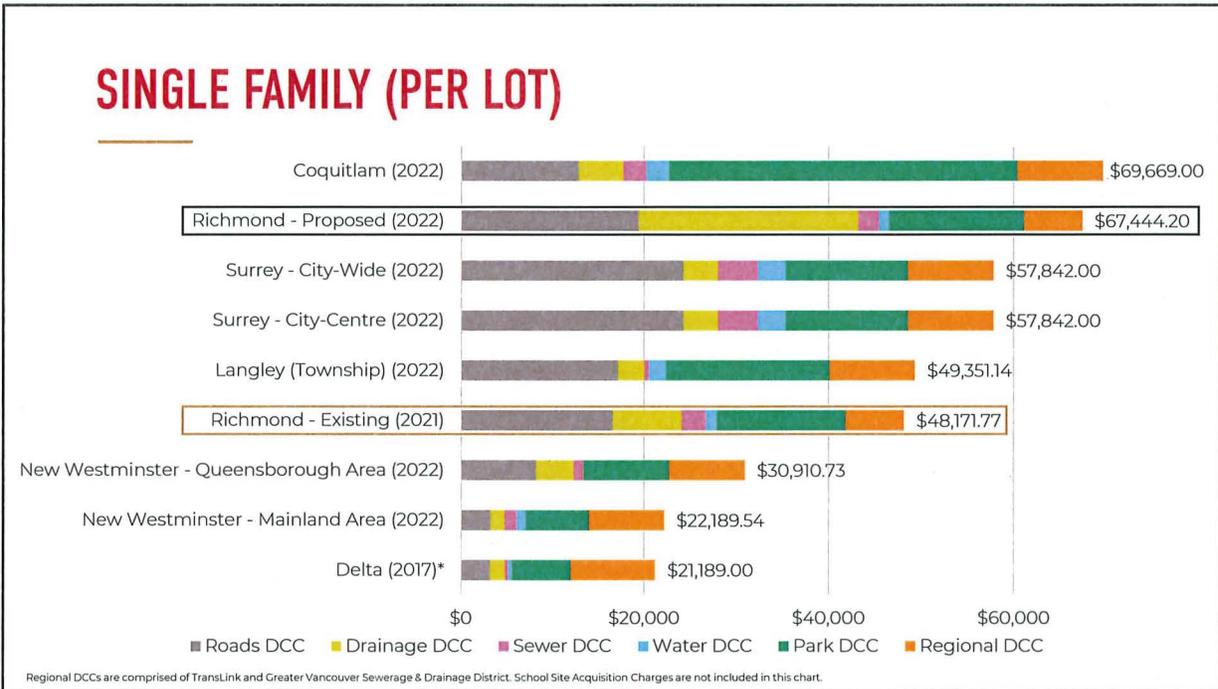
- Amount the municipality contributes (in addition to the portion of the benefit allocation) to help “assist” development
- Minimum is 1%, current DCC MAF is 1% across all programs.
- Metro Vancouver communities MAF are typically set at 1% for financial sustainability
- Can vary by program only (infrastructure type, e.g., roads)
- Higher MAF means lower DCCs, but greater burden on existing residents – at the discretion of Council

15

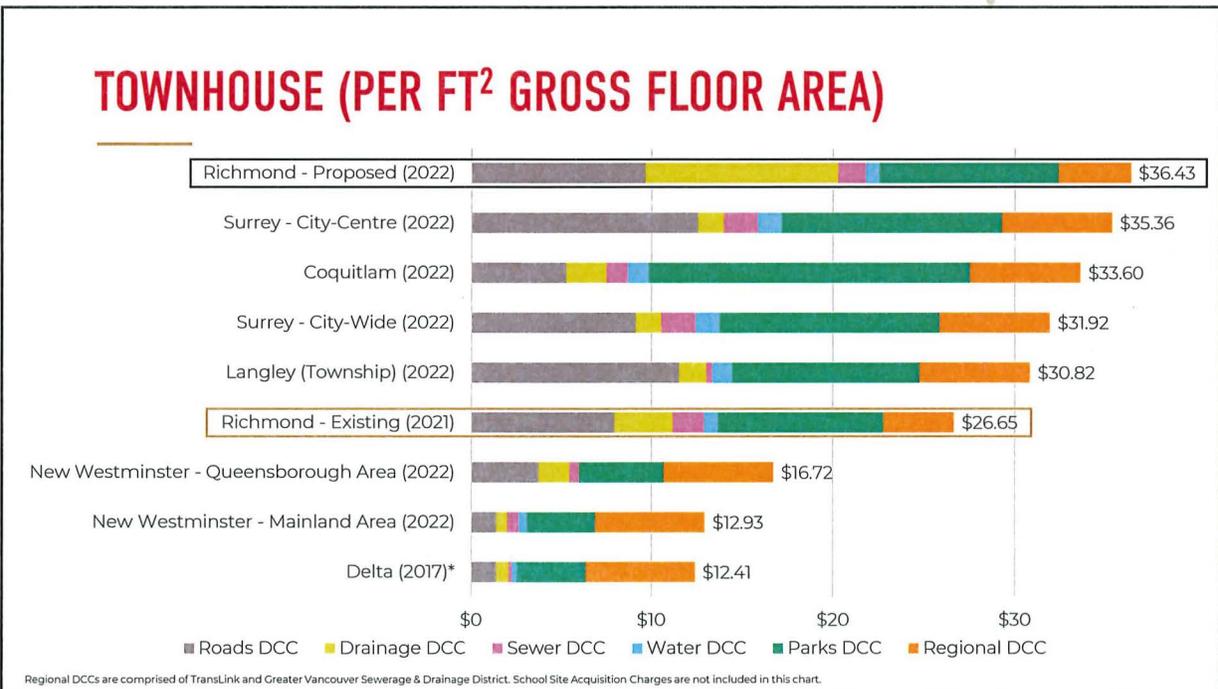
DRAFT DCC RATES – NOVEMBER 2022

LAND USE	UNIT OF CHARGE	EXISTING DCC RATES	DRAFT DCCS NOV 2022	% CHANGE
Single Family	Per lot	\$ 41,865.77	\$ 61,138.20	46%
Townhouse	Per ft ² dwelling unit	\$ 22.77	\$ 32.40	42%
Apartment	Per ft ² dwelling unit	\$ 23.97	\$ 34.31	43%
Commercial	Per ft ² building area	\$ 15.39	\$ 22.15	44%
Institutional	Per ft ² building area	\$ 15.39	\$ 22.15	44%
Light Industrial	Per ft ² building area	\$ 12.02	\$ 18.19	51%
Major Industrial	Per acre gross site area	\$103,584.37	\$206,249.33	99%

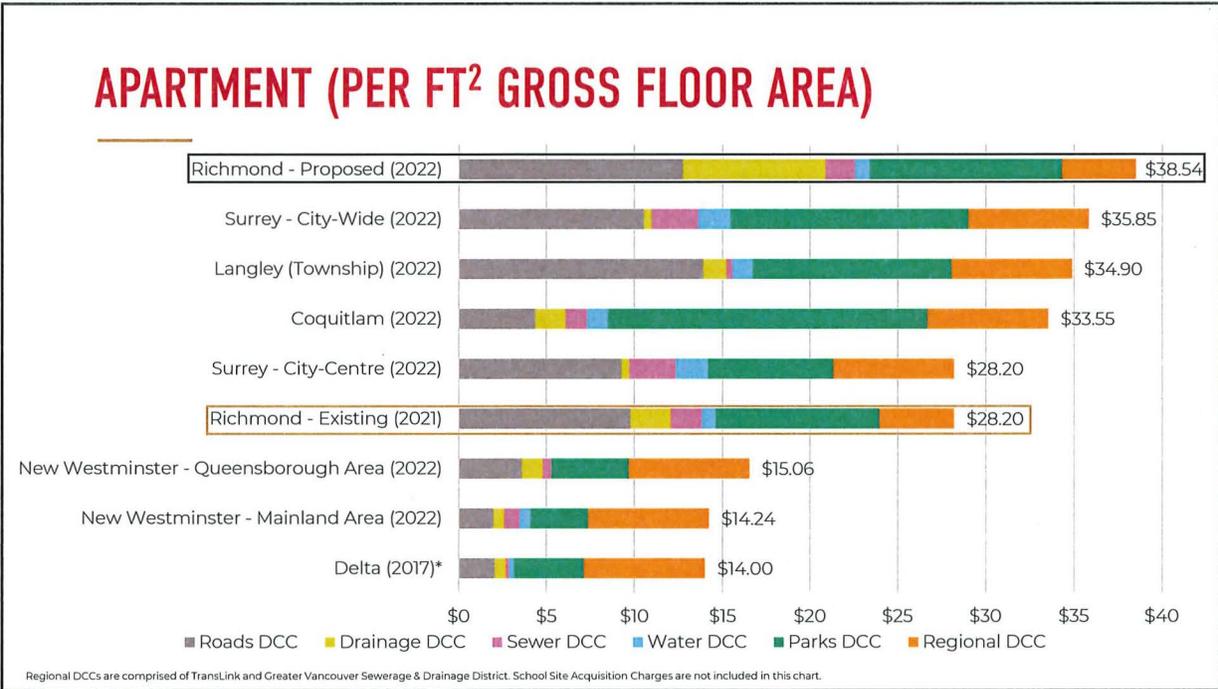
16



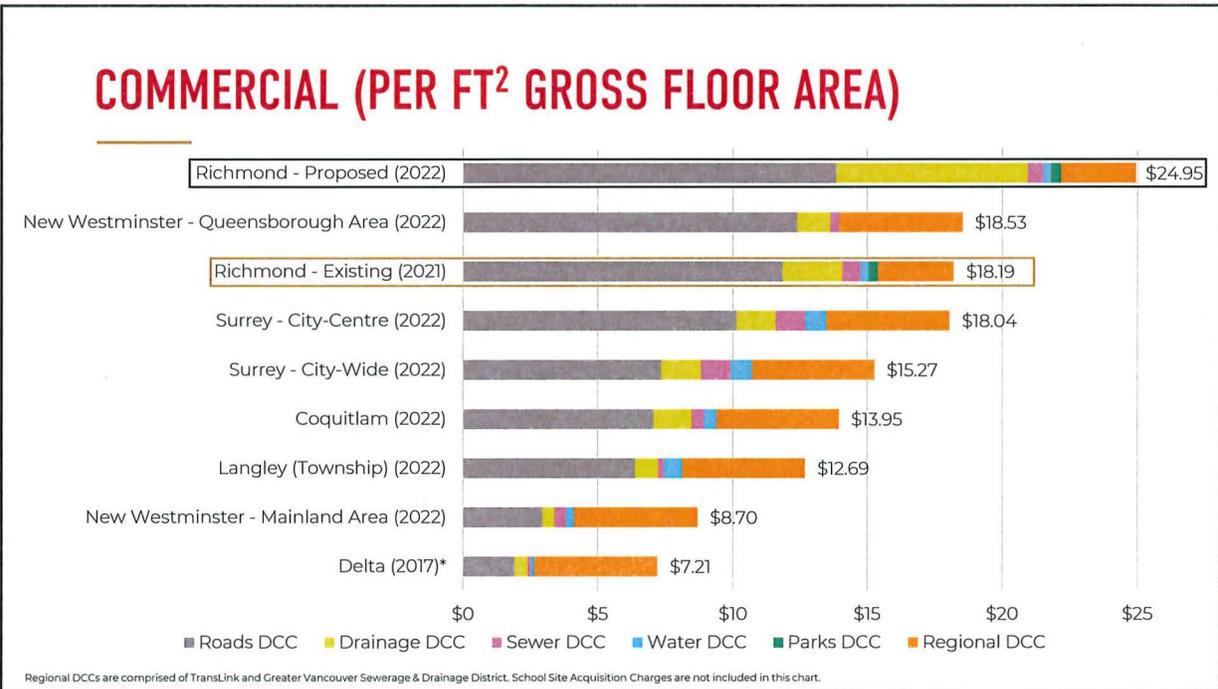
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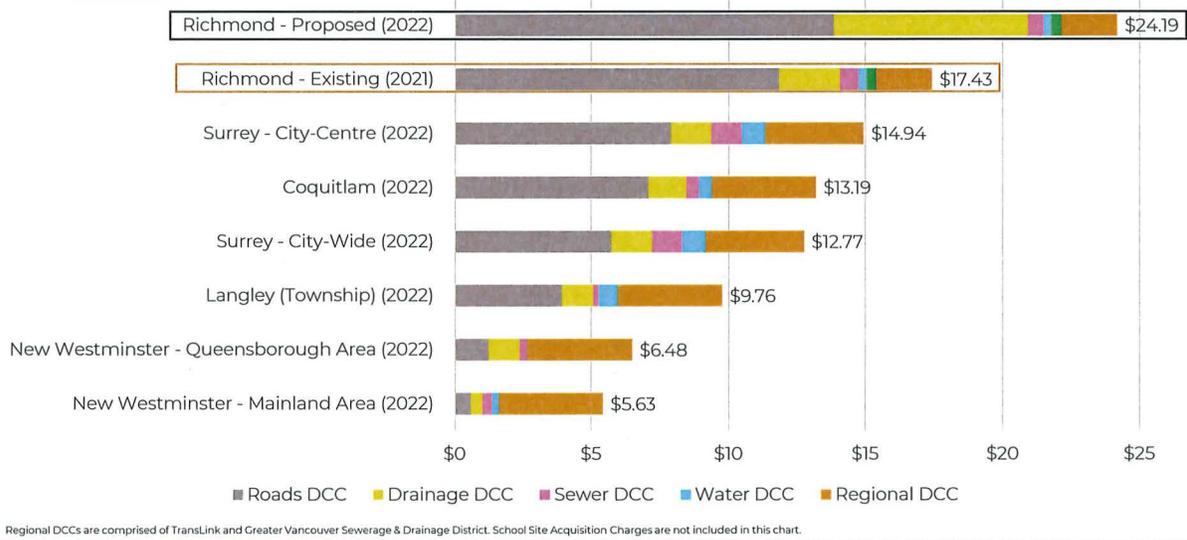


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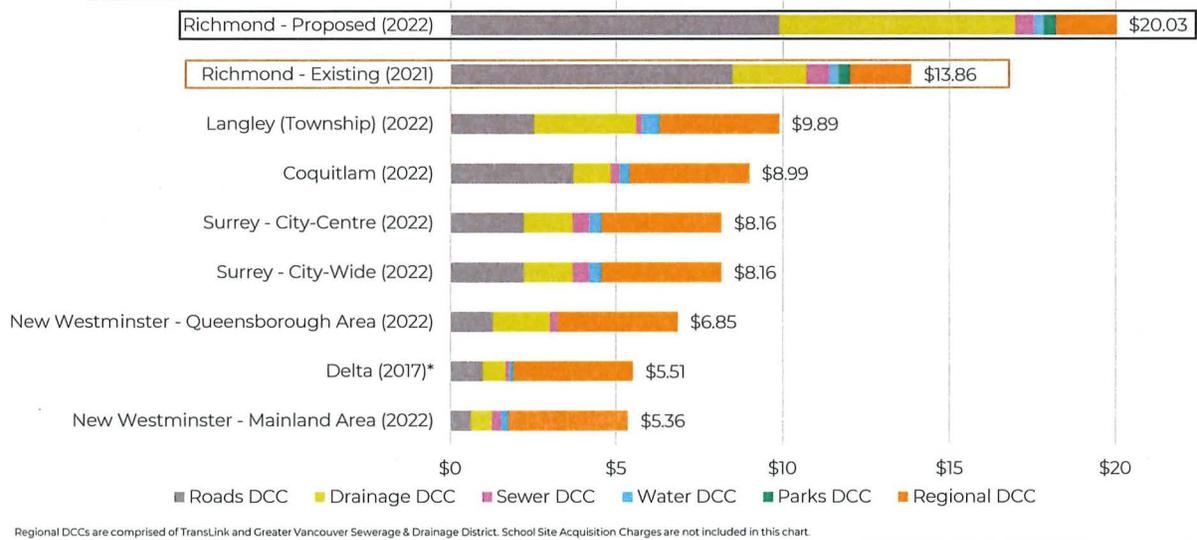
20

INSTITUTIONAL (PER FT² BUILDING AREA)

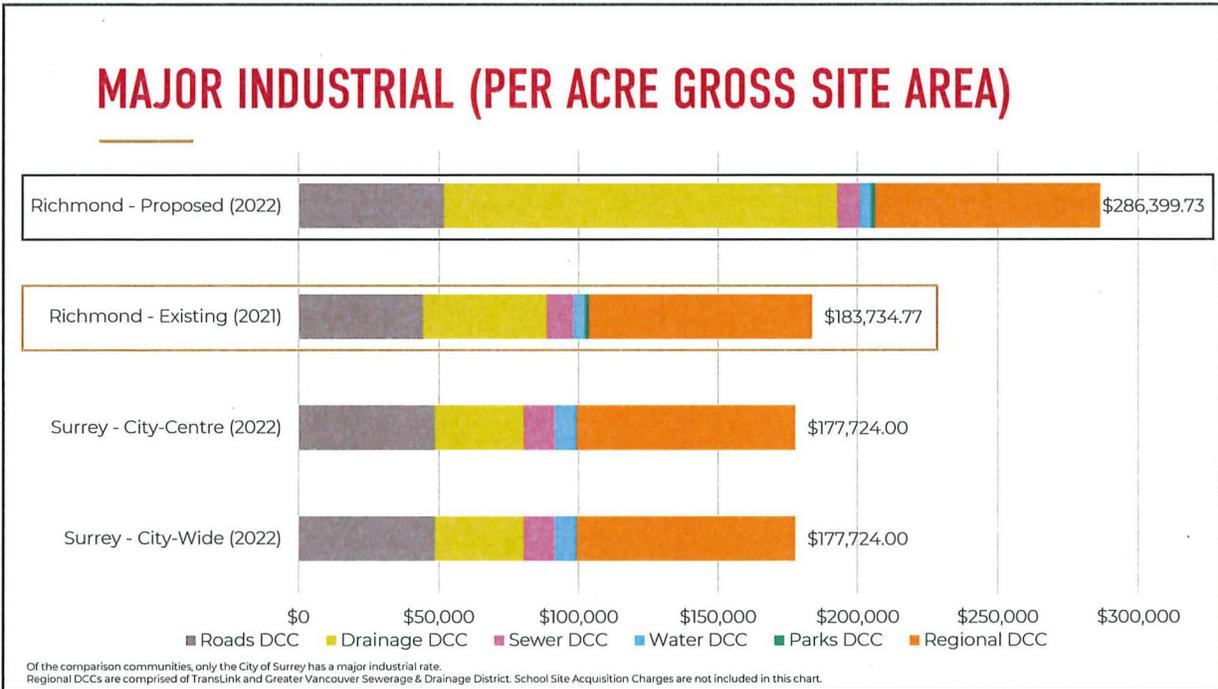


21

LIGHT INDUSTRIAL (PER FT² GROSS FLOOR AREA)



22



23



24

IN-STREAM PROTECTION (STATUTORY)

- New DCC rates will be effective at bylaw adoption, unless future effective date is set by Council (i.e. grace period)
- However, legislation provides one year of in-stream protection to:
 - Building permit applications
 - Subdivision applications
 - Precursor applications (re-zoning and Development Permit)

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IN-STREAM PROTECTION (STATUTORY)

- To avoid new DCC charges, complete applications must be submitted (with fees paid) prior to adoption of the new DCC bylaw

AND

- Final building permits / subdivision must be granted within **one year of bylaw adoption**; or
- Re-zoning and Development Permit applications must result in building permit issuance within **one year of bylaw adoption**

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DCC WAIVERS AND REDUCTIONS (PERMISSIVE)

- Development that can qualify for waivers/reductions (per legislation)
 - Not-for-profit rental housing, including supportive living housing
 - For-profit affordable rental housing
 - Development designed for reduced environmental impact
 - Subdivision of smaller lots with low GHG emissions
- Waivers and Reductions can be established in a separate bylaw and that bylaw does not require Inspector of Municipalities approval
- DCC Waivers and Reduction are at the sole discretion of Council, and as such are to be funded from non-DCC sources.

The City is currently evaluating the financial feasibility of DCC waivers & reductions.



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NEXT STEPS

- Requesting feedback from stakeholders until December 16, 2022
 - Email comments to dcc@richmond.ca
 - Written comments to:
Finance Department (DCC Update)
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
- Continued review and analysis in 2022, consideration by Council in early 2023.

The logo for URBAN SYSTEMS, featuring the word "URBAN" in a bold, red, sans-serif font above the word "SYSTEMS" in a smaller, red, sans-serif font.

29

The text "Q & A" is centered on a solid red rectangular background.The text "THANK YOU FOR ATTENDING!" is centered on a solid red rectangular background.

30



**DEVELOPMENT COST CHARGES IMPOSITION BYLAW NO. 9499,
AMENDMENT BYLAW NO. 10436**

The Council of the City of Richmond enacts as follows:

1. Schedule B of the **Development Cost Charges Imposition Bylaw No. 9499** be deleted and be replaced with Schedule A attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as **“Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10436”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

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

Description	Richmond Zoning Bylaw 8500			Road Works	Drainage Works	Water Works	Sanitary Sewer	Parks Acquisition	Parks Development	Total DCC	Units for each column
	Standard Zones	Site Specific Zones	Site Specific Mixed Use Zones (1)								
Agricultural	AG, CR, GC	ZA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Marina (2)	MA										
Single Family	RS, RC, RCH, RD, RI, RE, RCC	ZS, ZD		\$ 19,392.25	\$ 23,832.22	\$ 1,089.00	\$ 2,273.11	\$ 9,239.83	\$ 5,311.79	\$ 61,138.20	per lot
Townhouse	RTL, RTM, RTH, RTP	ZT		\$ 9.65	\$ 10.63	\$ 0.74	\$ 1.54	\$ 6.25	\$ 3.59	\$ 32.40	per sq. ft. of DU
Apartment	RAL, RAM, RAH	ZLR, ZHR	ZR, RCL, ZMU, CS, ZC	\$ 12.76	\$ 8.13	\$ 0.82	\$ 1.70	\$ 6.92	\$ 3.98	\$ 34.31	per sq. ft. of DU
Commercial (3)	CL, CC, CA, CDT, CEA, CG, CN, CP, CV IB, IL, IR, IS	ZC ZI	ZR, RCL, ZMU, CS, ZC	\$ 13.85	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 22.15	per sq. ft. of BA
Light Industrial (4)	IB, IL, IR, IS	ZI		\$ 9.89	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 18.19	per sq. ft. of BA
Major Industrial	I			\$ 51,704.76	\$ 141,056.63	\$ 3,906.37	\$ 8,153.92	\$ 906.51	\$ 521.14	\$ 206,249.33	per acre of gross site area
Institutional	AIR, SI, ASY, HC	ZIS		\$ 13.85	\$ 7.08	\$ 0.28	\$ 0.58	\$ 0.23	\$ 0.13	\$ 22.15	per sq. ft. of BA

(1) For site specific mixed-use residential and commercial zones, the development cost charge (DCC) payable shall be calculated separately for each portion of the development. DCC for residential uses are charged at the appropriate multi-family residential rate, and any commercial space is charged at the appropriate commercial rate.

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

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

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



**Housing Agreement (Affordable Housing) (8671, 8731, 8771, 8831/8851
Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) Bylaw No.
10437**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 001-943-090, Lot 48 Section 28 Block 5 North Range 6 West New Westminster District Plan 30573

PID: 003-576-485, East Half Lot 5 Except: Part on Bylaw Plan 57403, Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037;

PID: 003-923-088, West Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037

PID: 004-174-135, East Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037 ("East Half Lot 4")

PID: 004-197-666, Lot 3 Except: Firstly: Parcel "A" (Reference Plan 29821) Secondly: Part Subdivided by Plan 30573 and Thirdly: Part Subdivided by Plan 47080, Section 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-272-200, Lot 2 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-504-909, Lot 9 Section 28 Block 5 North Range 6 West New Westminster District Plan 7795

PID: 006-111-998, Lot 67 Section 28 Block 5 North Range 6 West New Westminster District Plan 46711

PID: 006-162-843, Lot 69 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 47080

2. This Bylaw is cited as "**Housing Agreement (Affordable Housing) (8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) Bylaw No. 10437**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

FEB 27 2023

FEB 27 2023

FEB 27 2023



MAYOR

CORPORATE OFFICER



**Housing Agreement (Market Rental) (8671, 8731, 8771, 8831/8851
Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) Bylaw No.
10438**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 001-943-090, Lot 48 Section 28 Block 5 North Range 6 West New Westminster District Plan 30573

PID: 003-576-485, East Half Lot 5 Except: Part on Bylaw Plan 57403, Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037;

PID: 003-923-088, West Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037

PID: 004-174-135, East Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037 (“East Half Lot 4”)

PID: 004-197-666, Lot 3 Except: Firstly: Parcel “A” (Reference Plan 29821) Secondly: Part Subdivided by Plan 30573 and Thirdly: Part Subdivided by Plan 47080, Section 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-272-200, Lot 2 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-504-909, Lot 9 Section 28 Block 5 North Range 6 West New Westminster District Plan 7795

PID: 006-111-998, Lot 67 Section 28 Block 5 North Range 6 West New Westminster District Plan 46711

PID: 006-162-843, Lot 69 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 47080

2. This Bylaw is cited as **“Housing Agreement (Market Rental) (8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road and 3600 Sexsmith Road) Bylaw No. 10438.**

FIRST READING

FEB 27 2023

SECOND READING

FEB 27 2023

THIRD READING

FEB 27 2023

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>OM</i>
APPROVED for legality by Solicitor
<i>LA</i>

MAYOR

CORPORATE OFFICER



**Housing Agreement (Market Rental) (8791 Cambie Road/3600
Sexsmith Road) Bylaw No. 10439**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 001-943-090, Lot 48 Section 28 Block 5 North Range 6 West New Westminster District Plan 30573

PID: 003-576-485, East Half Lot 5 Except: Part on Bylaw Plan 57403, Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037;

PID: 003-923-088, West Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037

PID: 004-174-135, East Half Lot 4 Section 28 Block 5 North Range 6 West New Westminster District Plan 4037 ("East Half Lot 4")

PID: 004-197-666, Lot 3 Except: Firstly: Parcel "A" (Reference Plan 29821) Secondly: Part Subdivided by Plan 30573 and Thirdly: Part Subdivided by Plan 47080, Section 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-272-200, Lot 2 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 15930

PID: 004-504-909, Lot 9 Section 28 Block 5 North Range 6 West New Westminster District Plan 7795

PID: 006-111-998, Lot 67 Section 28 Block 5 North Range 6 West New Westminster District Plan 46711

PID: 006-162-843, Lot 69 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 47080

2. This Bylaw is cited as "**Housing Agreement (Market Rental) (8791 Cambie Road/3600 Sexsmith Road) Bylaw No. 10439**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

FEB 27 2023

FEB 27 2023

FEB 27 2023

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>OR</i>
APPROVED for legality by Solicitor
<i>LA</i>

MAYOR

CORPORATE OFFICER