



**Public Works and Transportation Committee
Electronic Meeting**

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

**Wednesday, January 25, 2023
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-4 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on December 21, 2022.*



NEXT COMMITTEE MEETING DATE

February 23, 2023, (tentative date) at 4:00 p.m. in the Council Chambers

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION TO THE BLOOMBERG INITIATIVE FOR CYCLING INFRASTRUCTURE GRANT**
(File Ref. No. 03-1080-01) (REDMS No. 7102388)

PWT-11

See Page PWT-11 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

- (1) That the submission for cost-sharing to the Bloomberg Initiative for Cycling Infrastructure Grant Program as described in the staff report titled "Application to The Bloomberg Initiative for Cycling Infrastructure Grant", dated January 9, 2023, from the Director, Transportation be endorsed;*

- (2) *A letter of support from the City be included in the grant application;*
- (3) *That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized on behalf of the City to execute the funding agreement; and*
- (4) *That the Consolidated 5 Year Financial Plan (2023-2027) be amended accordingly.*



2. **PROPOSED AMENDMENTS TO TRAFFIC BYLAW NO. 5870 TO REMOVE 60 KM/H SPEED ZONES**

(File Ref. No. 02-0775-50-7237) (REDMS No. 7065443)

PWT-16

[See Page PWT-16 for full report](#)

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

- (1) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10434, as described in the staff report titled “Proposed Amendments to Traffic Bylaw No. 5870 to Remove 60 km/h Speed Zones”, be given first, second and third readings; and*
- (2) *A letter be sent to the Province of British Columbia to implement additional automated speed enforcement programs in Richmond.*



ENGINEERING AND PUBLIC WORKS DIVISION

3. **AMENDMENTS TO THE RECYCLING REGULATION AND RECYCLE BC PROGRAM**

(File Ref. No. 10-6370-01) (REDMS No. 7088640)

PWT-23

[See Page PWT-23 for full report](#)

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

That the expanded scope of items to be accepted in the City's recycling programs, as outlined in Attachment 1 of the staff report dated December 19, 2022, titled "Amendments to the Recycling Regulation and Recycle BC Program, from the Director Public Works Operations, be endorsed.

☐

4. **SINGLE-USE PLASTIC AND OTHER ITEMS BYLAW 10000 – IMPLEMENTATION UPDATE**

(File Ref. No. 10-6370-01) (REDMS No. 7088633)

PWT-28

See Page PWT-28 for full report

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

That the staff report dated December 21, 2022, titled "Single-Use Plastic and Other Items Bylaw 10000 – Implementation Update", from the Director, Public Works Operations, be received for information.

☐

5. **PROGRESS UPDATE ON BUILDING BENCHMARK BC PROGRAM**

(File Ref. No. 10-6125-07-02) (REDMS No. 7087345)

PWT-33

See Page PWT-33 for full report

Designated Speaker: Norm Connolly

STAFF RECOMMENDATION

That the report titled "Progress Update on Building Benchmark BC Program" from the Director Sustainability and District Energy, dated December 20, 2022 be received for information.

☐

6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, December 21, 2022

Place: Council Chambers
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au
Councillor Kash Heed
Councillor Alexa Loo
Mayor Malcolm Brodie

Also Present: Councillor Laura Gillanders
Councillor Andy Hobbs
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:04 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on November 23, 2022, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

January 25, 2023, (tentative date) at 4:00 p.m. in the Council Chambers

DELEGATION

- A. Les Kiss, Richmond Resident, read from his submission (attached to and forming part of these minutes as Schedule 1), and expressed concern with the City Proposed Bike/Pedestrian Pathway for South Side of Steveston Highway.

Public Works & Transportation Committee
Wednesday, December 21, 2022

Discussion took place on (i) alternate locations for the proposed bike path, (ii) concerns with Steveston Highway traffic and safety, and (iii) receiving input from the cycling community.

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

It was moved and seconded

That the delegation material be referred back to staff to further examine any projected pedestrian pathways or bike lanes being constructed on Steveston Highway and report back.

The question on the referral motion was not called as further discussion took place on (i) the geometry of the proposed bike path, (ii) slowing down traffic, and (iii) costs for alternate routes.

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

PLANNING AND DEVELOPMENT DIVISION

1. **CAPSTAN STATION – CONSTRUCTION UPDATE**

(File Ref. No. 10-6500-01) (REDMS No. 7049567)

It was moved and seconded

That the report titled “Capstan Station – Construction Update” dated November 18, 2022 from the Director, Transportation be received for information.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. **BC FLOOD STRATEGY INTENTIONS PAPER**

(File Ref. No. 10-6060-01) (REDMS No. 7057991)

In reply to queries from Committee, staff advised that (i) safe flooding would be for other municipalities outside of the dike system, (ii) the fourth recommendation examines an established resource where the Province can help coordinate multiple organizations, and environmental permitting would be included, (iii) the centralised model will help with expediting permitting and approvals process, and (iv) the City of Richmond owns and maintains the dikes.

2.

Public Works & Transportation Committee
Wednesday, December 21, 2022

It was moved and seconded

That the following be endorsed as the City's position on regional flood protection management and be included in the City's comments to the Province on the BC Flood Strategy Intentions Paper:

- (a) That flood protection continue to be evaluated and managed at the local government level, currently through the Diking Authority model, with additional support from senior levels of government;*
- (b) That dedicated funding for flood protection be established at the Provincial and Federal level, to be used by Diking Authorities, which include local governments, for flood management projects;*
- (c) That the Province require Diking Authorities, which include local governments, to develop and maintain flood risk management plans and strategies for their respective areas so that regional objectives are met; and*
- (d) That a co-ordinated and fully resourced process be established at the Provincial level to provide a single point of contact for Diking Authorities to seek Provincial and Federal approvals for flood protection projects.*

CARRIED

3. MANAGER'S REPORT

(i) Crosswalk at Vanhorne Way and River Drive

Staff advised that the existing crosswalk at Vanhorne Way and River Drive was upgraded to a pedestrian activated special crosswalk to provide connectivity from the multi-use to the Canada Line bikeway.

(ii) E-Waste

In reply to queries from Committee, staff advised that electronics collected at the recycling depot is the responsibility of the product steward for various agencies, however, re-use and re-purposing can be explored for City repair fairs.

(iii) Freezing and Paving

In reply to queries from Committee, staff advised that when paving is adhered to temperature and weather standards, and in deteriorating weather paving is stopped.

Public Works & Transportation Committee
Wednesday, December 21, 2022

(iv) Priority Snow Removal

In reply to queries from Committee, staff advised that (i) Council approved priority routes are completed first, (ii) during the current snow event maximum resources of 16 plows are on the road, (iii) every event operational responses are updated, (iv) a tracking system is being explored so the public can track the location of plows, (v) property owners are required to clear the sidewalk in front of their properties, and (vi) traffic camera locations can be provided on the City's website.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:48 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, December 21, 2022.

Councillor Carol Day
Chair

Sarah Goddard
Legislative Services Associate

**Presentation to Public Works and Transportation Committee meeting -
December 21, 2022**

Good afternoon, my name is Les Kiss and I live at 5251 Hummingbird and have been a resident of Richmond since 1977. I appreciate the opportunity to speak to you on the proposed multi-purpose pathway for the South side of Steveston Highway between Railway Avenue and No. 2 Road.

I am an avid cyclist biking between 20 and 25 kilometers daily and estimate I have cycled over 5,500 kms this year alone, mainly on routes that are not exposed to congested and high-speed vehicle traffic. I support bike lanes when they are located with safety in mind and make cyclists less vulnerable to potential serious vehicular accidents. This 3-metre-wide proposal on Steveston Hwy fails to meet the safety test for cyclists, pedestrians as well as motorists.

Steveston Hwy is an arterial route with incredibly increasing traffic volumes. Despite the posted speed at 50 kmph, motorists tend to travel at 60 to 70kmph, if not faster on a regular basis. I believe safety must be the priority consideration, but for this proposal it appears to be trumped by the City's desire to have TransLink fund \$2.85 million (**which is not guaranteed**) of the estimated \$5.7 million cost with TransLink's stipulation the pathway must be located on Steveston Hwy.

A quick search on the internet identifies desired design standards for multi-use pathways:

- they should not be located immediately adjacent to highways because of safety considerations at intersections with driveways and roads. **The proposal fails this test.**
- ideally, separated bike lanes should not be located along the same side of the roadway at high-frequency transit routes as transit stops present a challenge among interactions with cyclists, transit vehicles, and those accessing these stops. **TransLink's route demand fails this test.**
- If a pathway must be located parallel to a highway due to a lack of an alternative location, a minimum separation of 1.5 m (5 ft.) should be provided between the roadway and multi-use pathways. **This proposal includes a 1 m boulevard which falls short of the desired minimum.**

- a path wider than 3 m is very desirable to provide adequate width for two-directional use by both cyclists and pedestrians. **This proposal's 3-metre width is again short of the desired minimum.**
- sidewalks should never be designated as multi-use pathways. **Not clear how the existing sidewalk will be dealt with.**
- pathways should not just end, leaving cyclists and pedestrians stranded with no nearby connections. The pathway should function as a mode of transportation between well-defined locations, such as schools, residential subdivisions, and shopping centers. **The proposed pathway is to end at Shell Road well short of the Ironwood development.**
- studies have shown that such parallel multi-use pathways are approximately twice as dangerous for bicyclists as riding in traffic with motor vehicles.
- If pedestrians or cyclists are involved in crashes with motorized vehicles driving faster than 30km/h, they run a significant risk of severe or fatal injuries. **Traffic speeds along Steveston highway can be in excess of 70 kmph.**

It is clear the City's proposed 3-metre-wide pathway between Railway and No. 2 Road does not stack up to desired design standards.

The proposed project intends to reduce the travelled traffic lanes by 20 to 30 cm each to accommodate a 1-metre separating boulevard. This is another significant safety concern.

- The current travelled road lane widths are 3.7 metres (12 feet).
- The proposed reduction will result in a 3 metre (11 feet) travel lane width which is the minimum width of the standard 11 to 13 feet favoured for arterial roads.
- Lane widths of 10 to 11 feet are more appropriate for urban roadways, not arterial highways.
- If you have ever followed a transit bus or six to eight axle transport trucks on Steveston you know they take up most of the existing lane widths. A lane width reduction of the magnitude being proposed will likely increase side-swipe collisions, not a desired outcome.

Overall, the math does not compute:

- The proposal is targeting a 3-metre pathway with a 1-metre curb / boulevard buffer = 4-metres.
 - the recommended width for a separation barrier on a highway is 1.5 metres
- the current south sidewalk width including allowance for lamp post locations is 2.6 metres (8.5 feet).
 - It is not clear whether the existing sidewalk will remain as is, and if not where the replacement lampposts, 10 just in this stretch of the highway, will be located.
 - Further, what will happen to existing storm drain structures? **Not ideal or safe to have either lampposts or storm drains in the middle of the pathway.**
- Maximum width reduction of the four traffic travel lanes will provide an additional 1.2 metres.
 - current sidewalk width at 2.6 metres and lane reduction of 1.2 metres gives you 3.8 metres to work with, short of the minimum standard by 0.2 metres and well short of the desired standard by 0.7 metres or 2.3 feet.

I understand current councilors want to respect previous council decision, but in this case, I urge the planning department and the current council to pull back on this proposal and either decide on an alternate safe route, upgrade existing routes, or spend the money on more priority infrastructure projects in Richmond. Governments at all levels regularly change policies and projects where and if appropriate.

Thank you.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: January 9, 2023
File: 03-1080-01
Re: Application to The Bloomberg Initiative for Cycling Infrastructure Grant

Staff Recommendation

1. That the submission for cost-sharing to the Bloomberg Initiative for Cycling Infrastructure Grant Program as described in the staff report titled "Application to The Bloomberg Initiative for Cycling Infrastructure Grant", dated January 9, 2023, from the Director, Transportation be endorsed;
2. A letter of support from the City be included in the grant application;
3. That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized on behalf of the City to execute the funding agreement; and
4. That the Consolidated 5 Year Financial Plan (2023-2027) be amended accordingly.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The Bloomberg Initiative for Cycling Infrastructure (BICI) is a world-wide competitive grant program (the Program) to help cities implement ambitious cycling projects. BICI is designed primarily for cities with more than 100,000 residents, who can demonstrate a clear commitment to, and capacity for, implementing transformative cycling infrastructure improvements. This report presents the proposed submission from the City for consideration of cost-share funding under the Program. Council endorsement is a requirement of the submission.

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.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

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.

5.4 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.

6.3 Build on transportation and active mobility networks.

Analysis

Bloomberg Initiative for Cycling Infrastructure (BICI) Grant Program

The BICI grant is a new and competitive program, to help ten cities around the world create safe, interconnected, and innovative cycling infrastructure and provide sustainable mobility options for residents. The call for applications commenced in mid November 2022, with a deadline of February 3, 2023. Staff have prepared the application and will submit to BICI by the deadline.

BICI will select and award funding to 10 cities to accelerate the delivery and expansion of cycling infrastructure with grants of \$400,000 (USD) to \$1,000,000 (USD). The total grant amounts for the selected cities are determined by BICI on a case by case basis. Selected cities will be announced in spring 2023.

As this is a one-time internationally available grant, a number of applications are anticipated. Unlike TransLink grants that have an allocated portion for City projects, competition could be widespread, especially as BICI has not confirmed if the grant will be offered again. Submitting an application, will allow staff to assess the evaluation and review process going forward should the grant be offered again in the future.

The program is intended to support cycling projects that:

- re-imagine infrastructure to reclaim and repurpose existing space or create new facilities that put cyclists first
- create complete networks that allow people of all ages and abilities to bike safely and conveniently
- bring world-class bicycling infrastructure to regions that currently lack it
- use implementation methods in ways that make cycling networks easier to build or encourage more people to ride

The application that staff are proposing meets the BICI grant's eligibility requirements of:

- City portion of funding secured
- design completed or in progress
- can be constructed within the required timeline of March 2026

The proposed project for cost-sharing consideration is described below. A letter from the City describing the commitment for the BICI project is a requirement of the submission.

No. 2 Road Multi-Use Pathway, Steveston Highway to Williams Road

This project comprises the construction of a two-way, off-street, paved 2.5-3.0 m wide shared pathway for pedestrians and cyclists on the east side of No. 2 Road between Steveston Highway and Williams Road. Council endorsed this project in the 2021 Capital Plan. The project is currently in the detailed design stage and construction is anticipated to commence in Q4 2023.

The approved total budget for this project is \$2.4 million. The City has secured \$1,499,500 in grant funding from TransLink for this project. This application will seek up to the remaining balance of the City's share of the project.

Proposed Funding

Table 1 below summarizes the estimated project cost, the internal funding sources and the requested external funding sources.

Table 1: Funding for Application to
2023 BICI Grant Program

Project & Scope	City Portion	Secured TransLink Funding	Proposed BICI Funding Grant	Est. Total Project Cost
No. 2 Road (Steveston Hwy to Williams Road): multi-use pathway	\$900,500	\$1,499,500	\$400,000 (USD) to full City portion	\$2,400,000

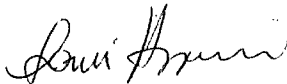
Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement on behalf of the City.

Financial Impact

Should the Program application be successful, the City's cost for this project could be reduced by the grant's value up to \$900,500. The Consolidated 5 Year Financial Plan (2023-2027) will be updated accordingly.

Conclusion

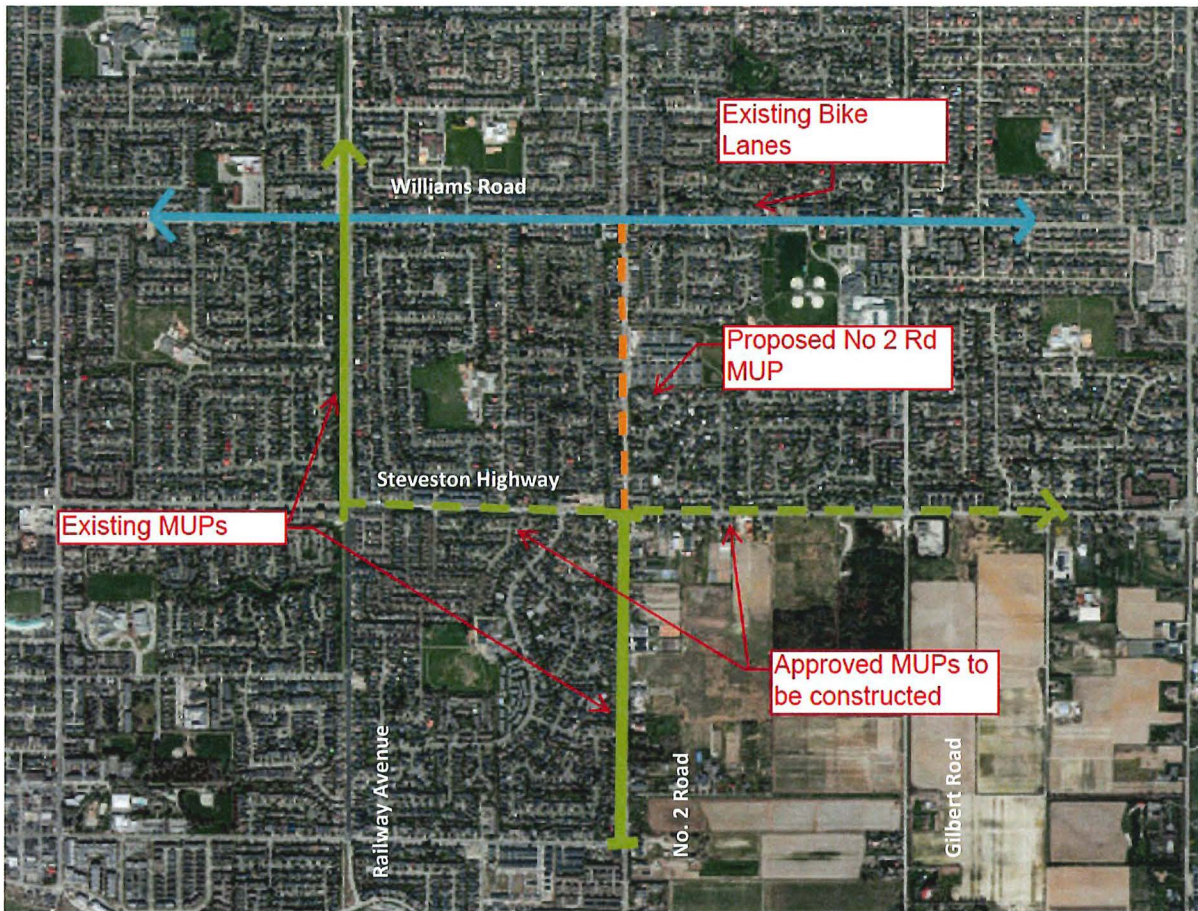
The No. 2 Road Multi-Use Pathway, Steveston Highway to Williams Road project proposed for submission to the BICI Grant Program supports numerous goals of the City to improve community mobility, reduce greenhouse gas emissions and increase physical activity by encouraging more walking, cycling and rolling trips rather than driving. The potential receipt of external funding will enable the City to enhance and expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Sonali Hingorani, P. Eng.
Senior Transportation Engineer
(604-276-4049)

SH:sh

Att. 1: No. 2 Road Multi-Use Pathway, Steveston Highway to Williams Road



No. 2 Road Multi-Use Pathway, Steveston Highway to Williams Road



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 12, 2022
From: Lloyd Bie, P.Eng. **File:** 02-0775-50-7237/Vol
Director, Transportation 01
Re: **Proposed Amendments to Traffic Bylaw No. 5870 to Remove 60 km/h Speed Zones**

Staff Recommendation

- 1) That Traffic Bylaw No. 5870, Amendment Bylaw No. 10434, as described in the staff report titled "Proposed Amendments to Traffic Bylaw No. 5870 to Remove 60 km/h Speed Zones", be given first, second and third readings; and
- 2) A letter be sent to the Province of British Columbia to implement additional automated speed enforcement programs in Richmond.

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

Att.1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
RCMP	<input checked="" type="checkbox"/>	
Roads	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the March 23, 2022 meeting of the Public Works and Transportation Committee, staff received the following referral:

- (1) That staff provide background information on the speed limit, traffic signs and other related issues along No. 6 Road and prepare a preliminary report highlighting other roads; and*
- (2) That staff request information on the enforcement of vehicle speed, application of engine brakes and street racing from the Richmond RCMP; and report back.*

This report responds to the referral.

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

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

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

6.3 Build on transportation and active mobility networks.

Analysis

Existing Bylaws and Provincial Regulations

The default maximum speed limit in Richmond is 50 km/h on all roads as set by the BC Motor Vehicle Act (MVA). City Council may by bylaw establish speed limit exceptions on a road within City jurisdiction. Traffic Bylaw No. 5870 lists the sections of road having a posted speed limit of 60 km/h as shown in Table 1:

Table 1: Richmond Roads with 60 km/h Speed Limit

Road	Segment
No. 6 Road	Cambie Road to Westminster Highway
Westminster Highway	No. 4 Road to No. 6 Road Nelson Road to Highway 91
Vulcan Way	No. 6 Road to 46 metres east of the Bath Slough Bridge
Alderbridge Way	No. 4 Road to Shell Road

The 60 km/h speed zones are historic and staff believe were established to provide speed transition zones on these road segments that connect City streets to higher speed provincial corridors.

There has been much study on the benefits of reducing speed limits to improve road safety since the time the City's 60 km/h speed zones were established. Further, with the increased prevalence of pedestrians and cyclists, review of the 60 km/h speed zones is appropriate at this time.

Speed Limit Study

A technical assessment of the speed limit for No. 6 Road and each of the 60 km/h roadway sections was carried out to determine if the standard 50 km/h speed limit is suitable.

No. 6 Road

With the exception of the segment between Westminster Highway and Cambie Road, No. 6 Road (approximately 7.5 km) has posted speed limit signs of 50 km/h. Staff assessed the physical characteristics, traffic signs, vehicle speeds and crash data (Attachment 1) within the 60 km/h roadway section:

Physical Characteristics: No. 6 Road is a four lane Arterial Road with a consistent road cross-section. From a transportation capacity perspective, the current operation of No. 6 Road does not warrant any geometric alterations at this time. The road serves transit passengers and pedestrians. There are bus stops on both sides of the streets and two pedestrian controlled sidewalks.

Traffic Signs: Informational signs advising of the City's 50km/h maximum speed limit are located on No. 6 Road near the Highway 91 on-and off-ramps. Reducing the posted speed limit in this section to 50 km/h will reinforce the maximum speed within City limits.

Vehicles Speeds: The speed data collected indicates excessive speeds with an 85th percentile speed of approximately 70 km/h in both directions on this section of No. 6 Rd. The RCMP have targeted enforcement along No. 6 Road numerous times over the last year. To date in 2022, Richmond RCMP report there have been 37 road safety enforcement actions on or at No. 6 Rd with 12 related to speed.

Crash Data: ICBC crash data was reviewed for this section of No. 6 Rd. The highest number of collisions occurred at the intersections of Cambie Road and Westminster Highway. Speeding is a top contributing factor of vehicle collisions.

As a result of the speed limit analysis, Staff recommend a constant and lower speed limit between Westminster Highway and Cambie Road of 50 km/h. This will establish consistent driver expectation along the entire length of No. 6 Road without decreasing road capacity.

To properly identify speed limits to motorists, appropriate signage is required. As there is currently 60 km/h posted speed signs on this section of roadway, these signs will be replaced with 50 km/h signs. Staff will coordinate with the Ministry of Transportation to replace signage as required within their jurisdiction necessary for the 50 km/h speed zone implementation.

Other 60 km/h Speed Zones

Staff assessed the other 60 km/h locations in the city. Each segment exhibits similar road geometry, traffic and roadside characteristics as the 50 km/h sections. Staff determined, a consistent maximum speed of 50 km/h on all sections of road is appropriate. Decreasing the speed limit to 50 km/h will help to curb speeding and simplify road operations for drivers.

Benefits of 50 km/h Speed Limit

Higher speeds contribute to a higher risk of serious injuries and fatalities by reducing driver reaction time and increasing the vehicle stopping distance. Implementing the default 50 km/h speed limit will provide road users with information that is consistent. A lower speed limit will also reduce the speed differential on these roads, thereby, improving pedestrian and cyclist safety.

To support compliance with the new 50 km/h speed limit signs, staff will coordinate targeted enforcement with RCMP staff.

RCMP Speed Enforcement

Richmond RCMP continue to conduct speed enforcement on major roads as well as enhanced enforcement at specific locations when requested. The locations identified as hot spots for speeding in Richmond are:

1. Westminster Hwy between No. 6 Rd and Nelson Rd
2. No. 4 Rd between Westminster Hwy and Alderbridge Way
3. Steveston Hwy
4. No. 5 Rd
5. Russ Baker Way

Table 2 provides data on speeding enforcement by the Richmond RCMP detachment.

Table 2: Richmond RCMP Speeding Tickets Issued

Number of Speeding Tickets Issued	Year
2909 Speeding 152 Excessive Speeding	2019
1655 Speeding 163 Excessive Speeding	2020
2198 Speeding 111 Excessive Speeding	2021
266 Speeding (up to and including May 1) 18 Excessive Speeding	2022

Automated Enforcement

Currently, there are nine red light camera locations in Richmond and one speed camera at the Garden City Road and Cambie Road intersection. Automated enforcement is an important tool to remind drivers to slow down and drive safely. Intersection safety cameras reduce red light running and speeding and prevent crashes. These programs have an advantage over traditional enforcement as they can operate 24 hours per day, seven days per week.

The red light camera and automated speed enforcement programs are within provincial jurisdiction. A letter to the province requesting additional automated enforcement programs in Richmond was previously sent in 2019. Staff recommend that the City send another request to the Minister of Public Safety and Solicitor General to provide red light and automated speed enforcement at more intersections in Richmond, including the corridors identified by the Richmond RCMP as hot spot locations.

Engine Brakes

Richmond RCMP report, there have been no tickets issued as a result of engine brake bylaw violations. Neither staff nor Richmond RCMP recorded any engine brake noise complaints, nor have RCMP observed engine brakes being used on a regular basis.

Financial Impact

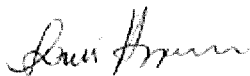
None. The installation of the 50 km/h signage can be accommodated within existing approved budgets.

Conclusion

Following completion of a technical assessment of the 60 km/h speed zones in the City, staff recommend the speed limit be reduced to 50 km/h.

Providing reduced and uniform speed limits has many benefits, including reducing vehicle operating speeds, improving road safety and setting clear and consistent expectations of drivers. Lowering the speed limit is also more compatible with active transportation.

Upon implementation of the recommended speed limit reduction, staff will continue to monitor the effected roads, coordinate with RCMP on enforcement and seek additional automated speed enforcement areas in the City from the Province.



Sonali Hingorani, P.Eng
Senior Transportation Engineer
(604-276-4049)

SH:sh

Att. 1: No. 6 Road Speed Limit Assessment

No. 6 Road Speed Limit Assessment

Existing Speed Limit Signs and Traffic Data:





**Traffic Bylaw No. 5870
Amendment Bylaw No. 10434**

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting the entirety of Schedule C to Traffic Bylaw No. 5870.
2. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting the entirety of Section 10.2 and replacing it with the following:

“10.2 Intentionally left blank”
3. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting all remaining references in the Bylaw to Schedule “C”.

This Bylaw is cited as, “**Traffic Bylaw No. 5870, Amendment Bylaw No. 10434**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond




Report to Committee

To: Public Works and Transportation Committee **Date:** December 21, 2022
From: Suzanne Bycraft
Director, Public Works Operations **File:** 10-6370-01/2022-Vol
01
Re: Amendments to the Recycling Regulation and Recycle BC Program

Staff Recommendation

That the expanded scope of items to be accepted in the City's recycling programs, as outlined in Attachment 1 of the staff report dated December 19, 2022, titled "Amendments to the Recycling Regulation and Recycle BC Program, from the Director Public Works Operations, be endorsed.

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

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

This report provides an overview of the amendments made by the Provincial Government to the *Recycling Regulation* (the “Regulation”) and the impacts of these changes on the recycling services provided by the City. These amendments include the addition of single-use products and packaging-like products to Schedule 5, the Packaging and Paper Product Category beginning in 2023.

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

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

6.2 "Green" and circular economic growth and practices are emphasized.

Analysis

Background

On June 29, 2020, the Honourable Minister Heyman announced amendments to the Regulation arising, in part, from the *CleanBC Plastics Action Plan* consultation. These amendments include the addition of the following categories as items to be included in industry-stewardship programs:

- The packaging category is revised to capture items that are typically used by the consumer for their own packaging needs and include various types of food bags and films, as well as disposable food storage containers and aluminum foil pie plates and baking trays. Various household items such as cardboard moving boxes, recycling bags, plastic painting drop sheets, furniture covers, bubble wrap, and plastic plant pots are also added.
- Single-use products are being added as a category to capture items that are not considered packaging, but serve a single or short-term use. These include: straws and items to stir beverages; utensils, plates, bowls and cups; and party supplies.

While many of the items listed have already been included in traditional recycling services, incorporating these items into the Regulation has the effect of requiring that these items be recycled through industry-funded residential recycling programs.

Recycle BC Program Changes

To comply with the Regulation amendments, Recycle BC, as the responsible organization on behalf of industry stewards, has announced changes to their collection program. Effective January, 2023, Recycle BC will include single-use products and packaging-like items as part of their program, with specific items included in these categories detailed in Attachment 1.

Recycle BC has also announced the creation of one category for “Flexible Plastics” that will be collected at local depots beginning January, 2023. This will combine the current categories of “Plastic Bags and Overwrap” and “Other Flexible Plastic Packaging” into one category, eliminating the need for residents to separate these items at the Richmond Recycling Depot (the “Depot”) as is currently required. Also included in the “Flexible Plastics” category will be squishy cushion packaging (polyethylene foam) that was not formerly accepted for recycling in the program.

Flexible and film plastic categories were previously separated as Recycle BC was testing alternative recycling options for “Other Flexible Plastic Packaging”. Their research has since concluded that all “Flexible Plastics” can now be sent to Merlin Plastics to be recycled into a pellet as input material for new plastic items.

Impact to Richmond Recycling Programs

Richmond residents will now have access to recycle more items at home and at the Depot as noted below.

1. *Blue Box/Cart Recycling Programs:* At home, items such as plastic straws, stir sticks, disposable plastic hangers and utensils will be permitted in the Blue Box or Mixed Containers Blue Cart.
2. *Recycling Depot:* At the Depot, flexible plastic items such as cling film, ziplock bags, and reusable plastic bags will be accepted.

A fulsome list of the new items included in Richmond recycling programs and the method of collection is provided in Attachment 1.

Staff note that while the changes to the Regulation are a positive development for requiring industry to assume responsibility for managing the products they produce, focus should remain on reducing and eliminating unnecessary plastic items in the waste stream as a part of advancing the waste management principles outlined in Richmond Circular City Strategy.

Communications

Staff are preparing City specific communications to help inform Richmond residents of the new recycling options they will have access to beginning January, 2023. The following communications tactics will be implemented:

- Updated signage at the Recycling Depot
- Website
- Richmond Recycling App
- Environmental Programs information phone line messaging system
- Social media posts
- Digital screens at City facilities
- Elevator ads
- Update all printed materials (i.e. brochures, posters and cart decals)

Staff will also share Recycle BC messaging across all City social media platforms, and work to ensure alignment with City materials to further amplify the information to Richmond residents.

Financial Impact

None.

Conclusion

This report presents the amendments to the *Recycling Regulation* and subsequent changes to the Recycle BC Program that become effective January, 2023. Impacts to Richmond recycling programs and the communications tactics to be employed to promote these changes are also provided.

As the City is a collector on behalf of Recycle BC and these changes represents an expansion of current product categories only, these program changes are presented for Council's endorsement.



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

KN:kn

Att. 1: Additions to Richmond Recycling Programs

Additions to Richmond Recycling Programs

Item Name	Item Description	City Collection Stream
SINGLE-USE PRODUCTS		
Plates/bowls/cups	Paper - uncoated	Green Cart
	Coated paper	Blue Box / Mixed Containers Cart
	Plastic	Blue Box / Mixed Containers Cart
	Foam	Styrofoam - Richmond Recycling Depot
Single-use party decor	Paper	Yellow Bag / Mixed Paper Cart
Straws	Paper	Green Cart
	Plastic	Blue Box / Mixed Containers Cart
Stir sticks	Wood	Green Cart
	Plastic	Blue Box / Mixed Containers Cart
Utensils/sampling sticks	Wood	Green Cart
	Plastic	Blue Box / Mixed Containers Cart
PACKAGING-LIKE PRODUCTS		
Food storage, sandwich and freezer bags, vacuum seal bags	Plastic	Flexible Plastics – Richmond Recycling Depot
Paper lunch bags	Paper	Yellow Bag / Mixed Paper Cart
Aluminium foil	Foil	Blue Box / Mixed Containers Cart
Plastic shrink film wrap	Soft plastic	Flexible Plastics – Richmond Recycling Depot
Non-durable plastic food containers	Plastic	Blue Box / Mixed Containers Cart
Aluminum foil disposables	Aluminium	Blue Box / Mixed Containers Cart
Moving boxes, banking boxes	Paper/Cardboard	Yellow Bag / Mixed Paper Cart
Gift bags/boxes	Paper	Yellow Bag / Mixed Paper Cart
	Rigid plastic	Blue Box / Mixed Containers Cart
	Soft plastic	Flexible Plastics – Richmond Recycling Depot
Recycling bags	City Yellow Bags	Flexible Plastics – Richmond Recycling Depot
Reusable plastic-only checkout bags	Plastic only	Flexible Plastics – Richmond Recycling Depot
Drop sheets for painting, covering items	Soft plastics	Flexible Plastics – Richmond Recycling Depot
Squishy cushion packaging blocks and sheets	Soft plastics	Flexible Plastics – Richmond Recycling Depot
Bubble wrap	Plastic only	Flexible Plastics – Richmond Recycling Depot
Metal storage containers	Thin-gauge metal tins	Blue Box / Mixed Containers Cart
Plant pots and saucers	Plastics only	Blue Box / Mixed Containers Cart
Disposable hangers	Plastic –lightweight (included with clothing)	Blue Box / Mixed Containers Cart
	Paper – lightweight (included with clothing)	Yellow Bag / Mixed Paper Cart
Plastic tape dispensers, plastic dental floss containers	Plastic	Blue Box / Mixed Containers Cart



City of Richmond




Report to Committee

To: Public Works and Transportation Committee **Date:** December 21, 2022
From: Suzanne Bycraft
Director, Public Works Operations **File:** 10-6370-01/2022-Vol
01
Re: **Single-Use Plastic and Other Items Bylaw 10000 – Implementation Update**

Staff Recommendation

That the staff report dated December 21, 2022, titled “Single-Use Plastic and Other Items Bylaw 10000 – Implementation Update”, from the Director, Public Works Operations, be received for information.

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

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

This report presents an update on the enforcement of the City's *Single-Use Plastic and Other Items Bylaw No. 10000* (the "Bylaw"), as well as a summary of recent federal and provincial actions to further restrict and regulate several single-use plastic items.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

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

6.2 "Green" and circular economic growth and practices are emphasized.

Analysis

Update on Enforcement of the Single-Use Plastic and Other Items Bylaw No. 10000

On September 27, 2022, enforcement of the Bylaw came into effect to ban foam food service ware, plastic checkout bags (including biodegradable and compostable plastic) and plastic straws (including biodegradable and compostable plastic). Enforcement is actively underway and City staff are following-up with businesses that have been reported to be non-compliant. The City is utilizing a three strike approach that leads with education and working with businesses to support their compliance efforts. After an initial education based visit, staff will follow-up with the business after 30 days to check for compliance. If a business is found to be still out of compliance, City Bylaws Officers will be activated to provide a warning ticket and ticket as required. Non-compliance will result in Bylaw Officers issuing a \$250 - \$500 ticket, with escalation beyond that under the ticketing provisions of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* and *Municipal Ticketing Information Authorization Bylaw No. 7321*.

To date, the City has received complaints against 12 businesses – 10 regarding plastic checkout bags, and 2 regarding plastic straws. Three complaints have since been closed and the businesses have been confirmed by staff to be in compliance. The additional nine complaints remain open in the Strike 1 Phase, with staff planning to conduct follow-up site visits to determine Bylaw compliance, provide education, and move the complaints through the enforcement phases as appropriate.

Overall, the City's implementation of the Bylaw has been very effective. This is due in large part to the comprehensive four-phased approach that was used to engage and educate businesses and the community on the purpose of the bylaw and available alternatives. The engagement program was robust and incorporated feedback received to support businesses through the transition. Engagement consisted of 20 in-person and virtual workshops involving 300 businesses, 857 door-to-door visits with businesses, 3 mall open houses, and the cohosting of a vendor trade show with the Richmond Chamber of Commerce.

The Bylaw was among the first to be initiated and has demonstrated the City's leadership on the important issue of the need to address plastic pollution. The combined efforts of many local governments and the public support for change in this regard has also sparked additional actions at the federal and provincial levels of government to further regulate single-use plastics. A review of these actions is outlined in the following sections.

Federal Government Actions

On June 22, 2022, the Canadian Federal Government announced the new *Single-Use Plastics Prohibition Regulation* (SUPPR) to prevent plastic pollution by eliminating the six categories of single-use plastics that pose a threat to the environment. Under the *Canadian Environmental Protection Act, 1999, (CEPA)* SUPPR will prohibit the manufacture, import, sale and export of the following six categories of single-use plastics:

- checkout bags;
- cutlery;
- foodservice ware made from or containing problematic plastics that are hard to recycle;
- ring carriers;
- stir sticks; and
- straws (with some exceptions).

The timeline for the bans to take effect on the manufacture and import, sale and export of these items is shown in Table 1.

Table 1: Summary of banned single-use categories and implementation dates

Ban Implementation Timeline			
Category	Manufacture & Import	Sale	Export
Checkout bags	December 20, 2022	December 20, 2023	December 20, 2025
Cutlery	December 20, 2022	December 20, 2023	December 20, 2025
Foodservice ware ¹	December 20, 2022	December 20, 2023	December 20, 2025
Stir sticks	December 20, 2022	December 20, 2023	December 20, 2025
Straws	December 20, 2022	December 20, 2023	December 20, 2025
Ring carriers	June 20, 2023	June 20, 2024	December 20, 2025
Flexible straws packaged together with a beverage container ²	N/A	June 20, 2024	December 20, 2025

¹ includes expanded or extruded polystyrene, PVC, oxodegradable plastic, and black plastic made with carbon black

² single-use plastic flexible straws that are not packaged with beverage containers are excluded and will remain available for sale in stores, under certain conditions, for people who need them.

To encourage alignment with the Bylaw, comments were provided on the *Proposed Single-Use Plastics Prohibition Regulations* on March 4, 2022.

Provincial Government Actions

On April 22, 2022 the British Columbia Ministry of Environment and Climate Change Strategy released the *Preventing Single-Use and Plastic Waste in British Columbia Intentions Paper* which recommends a phased implementation of a proposed waste prevention regulation under the *Environmental Management Act* to regulate the following single-use and plastic items:

- checkout bags;
- disposable foodservice accessories;
- problematic plastic foodservice packaging; and
- oxodegradable plastic.

The proposed timeline for the bans and restrictions to take effect is presented in Table 2.

Table 2: Summary of proposed waste prevention regulation

Category	Regulatory Tool	Proposed Implementation Timeline
Checkout bag ¹	Ban (plastic checkout bag) Fee (reusable bag)	2023
Disposable foodservice accessories	By-request	2023
Problematic foodservice packaging ²	Ban	2024
Oxo-degradable plastic	Ban	2024

¹ includes compostable plastics

² includes foodservice ware made from polystyrene foam, PVC and compostable plastics

To encourage alignment with the Bylaw, comments on the proposed regulation and intentions paper were provided to the Province on July 4, 2022.

Next steps for the Province are anticipated to be a review of all comments received on the intentions paper. This review will help formulate the final regulation with the proposed implementation timeline expected to proceed as indicated.

The mix of federal, provincial and local policy actions help frame collective efforts toward reduction of plastic waste, with particular focus on single-use plastic at this time. Future alignment of those items regulated under the Bylaw will be necessary to correspond with federal and provincial regulations, which staff are currently evaluating as the final provincial regulation has not been released.

Staff note that the province highlighted its intention to align with and complement the federal regulations in its *Preventing Single-Use and Plastic Waste in British Columbia Intentions Paper*. Overall, the SUPPR will set the minimum requirement for restricting or prohibiting single-use plastics. The Bylaw will be required to not conflict or be inconsistent with the federal and

provincial regimes to remain valid and enforceable. In the meantime, the Bylaw remains applicable and important to foster change at the local level and ahead of senior government legislation.

Financial Impact

None.

Conclusion

This report presents an update on the implementation of the City's *Single-Use Plastic and Other Items Bylaw No. 10000*, and summarizes recent federal and provincial actions to further restrict and regulate several single-use plastics.

The City will need to maintain an active and leading role to have meaningful benefits in plastic waste reduction, particularly since neither the provincial or federal levers have clearly identified enforcement mechanisms. As clarity on this issue emerges, staff will bring forward any additional policy recommendations to ensure the City remains not only compliant with federal and provincial regulations, but also a leader in actions to reduce plastic pollution.



Kristina Nishi
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KN:kn



City of Richmond




Report to Committee

To: Public Works & Transportation Committee
From: Peter Russell
Director, Sustainability & District Energy
Date: December 20, 2022
File: 10-6125-07-02/2022-Vol 01
Re: Progress Update on Building Benchmark BC Program

Staff Recommendation

That the report titled "Progress Update on Building Benchmark BC Program" from the Director Sustainability and District Energy, dated December 20, 2022 be received for information.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

At the Regular Council meeting of March 2020, City Council resolved that:

“(1) That Council endorse the City’s participation in a voluntary regional building energy benchmarking program, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020, and;”

“(2) That staff be directed to report back to Council at the conclusion of the pilot program in 2021, on options to establish an energy benchmarking initiative and supportive policies in Richmond, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020.”

This report responds to item (2) in the above resolution by providing a progress update on Building Benchmark BC. Richmond’s participation in this a Province-wide program.

Prior to this, Council endorsed the Building Benchmarking Challenge in 2014, inviting large building owners and/or operators to voluntarily benchmark their buildings and share data with the City. In March 2017, a Council-approved recommendation directed staff to report back on options to establish a building energy benchmarking policy for larger buildings in Richmond as a pilot measure.

Since this time, staff have been working with regional stakeholders to advocate for provincial regulation. The Province through CleanBC has not enacted such legislation to date favouring building labelling as a preferred reporting method to date.

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

This report supports the implementation of Community Energy and Emissions Plan 2050 and related Official Community Plan emission reduction policies through:

Strategic Direction: Retrofit Existing Buildings

Action: ☒ Advance annual building energy and emissions reporting and disclosure requirements for existing buildings

Analysis

Energy Benchmarking Overview

Energy benchmarking is the process of regularly tracking energy use in buildings, and comparing energy consumption against historic patterns and future targets. It is considered a core energy management best practice where building owners and managers can use benchmarking results to understand their buildings' relative performance against a similar class of buildings.

The process of regularly tracking energy use in larger buildings can also make it easier to identify opportunities to reduce energy consumption and greenhouse gas emissions, and identify potential cost savings. Benchmarking data can assist decision-making when evaluating the impact of energy-related capital and operating investment decisions during lifecycle renewal of building envelope components and/or mechanical systems.

Retrofitting Existing Buildings

Based on 2017 data, GHG emissions from Richmond's 34,000 existing buildings, representing all building types and uses, collectively emit 40% of total annual community GHG emissions, or 398,000 tonnes annually. For comparison, City-owned buildings collectively emit 3,107 tonnes of GHGs annually based on a 2020 inventory, representing approximately 0.3% of total community emissions. To achieve Richmond's 50% by 2030 GHG emission reduction target, significant progress must be achieved in retrofitting and decarbonising existing residential, commercial and industrial buildings at a scale and pace that greatly exceeds current conditions. Energy benchmarking is an important implementation action supporting and helping building operators to drive low-carbon, energy efficient retrofits in larger buildings. Related initiatives are also in play that support building retrofits, including potential regional air quality regulation, development of the BC Alteration Code, currently earmarked for implementation in 2024 per CleanBC.

In November 2022, Council approved allocation of Local Government Climate Action Program (LGCAP) funding from the Province for two new temporary full time staff positions and related annual program budget totaling \$566,000. Council subsequently endorsed the 2023 operating budget allocation of LGCAP funding, including provision for the two positions. One of these positions will create a detailed Building Retrofit Strategy to: facilitate installation of near zero emission space heating and hot water equipment; introduce energy benchmarking reporting requirements; support GHG reduction targets for existing buildings; guide engagement with building renovators and mechanical system installers; create demonstration projects with partners; and, integrate with Provincial and regional programs and funding opportunities.

Building Benchmarking BC Progress to Date

Building Benchmark BC (BBBC) was developed in 2019, and launched January 2020, through collaborative efforts by Open Green Building Society and six municipalities including the City of Richmond, City of Surrey, City of Burnaby, City of Vancouver, Metro Vancouver Regional District and University of British Columbia. In addition to annual in-kind and contributory funding from participating municipalities, major funding was also secured from Natural Resources Canada, BC Hydro and Province of BC in 2020/21.

BBBC's primary objective is to promote reduction in energy use and emissions in larger buildings across BC, by supporting voluntary energy benchmarking and disclosure. Successful implementation

of this program is seen as helping to create a compliance pathway for future benchmarking regulation that could be implemented region-wide or province-wide. Staff view programs that encourage participation in building energy benchmarking as most effective when conducted at a regional or provincial scale.

Having just completed its third successful year of implementation, the number of participating municipalities has annually grown from six in 2019, to 20 jurisdictions in 2022. Table 1 shows the number of local governments participating and supporting in BBBC from 2019 to 2022.

Table 1: Municipalities Participating and Supporting Building Benchmark BC

2019	2020	2021	2022
Create program concept / funding	Reporting 2019 building data	Reporting 2020 building data	Reporting 2021 building data
<ul style="list-style-type: none"> ▪ City of Richmond ▪ City of Surrey ▪ City of Burnaby ▪ UBC ▪ Metro Vancouver Regional District ▪ City of Vancouver 	<ul style="list-style-type: none"> ▪ City of Richmond ▪ City of Surrey ▪ City of Burnaby ▪ UBC ▪ Metro Vancouver Regional District ▪ City of Vancouver ▪ City of North Vancouver ▪ Township of Langley ▪ City of Victoria ▪ City of New Westminster ▪ City of Kelowna ▪ District of Saanich 	<ul style="list-style-type: none"> ▪ City of Richmond ▪ City of Surrey ▪ City of Burnaby ▪ UBC ▪ Metro Vancouver Regional District ▪ City of Vancouver ▪ City of North Vancouver ▪ Township of Langley ▪ City of Victoria ▪ City of New Westminster ▪ City of Kelowna ▪ District of Saanich ▪ District of North Vancouver ▪ City of Kamloops ▪ City of Abbotsford ▪ Capital Regional District 	<ul style="list-style-type: none"> ▪ City of Richmond ▪ City of Surrey ▪ City of Burnaby ▪ UBC ▪ Metro Vancouver Regional District ▪ City of Vancouver ▪ City of North Vancouver ▪ Township of Langley ▪ City of Victoria ▪ City of New Westminster ▪ City of Kelowna ▪ District of Saanich ▪ District of North Vancouver ▪ City of Kamloops ▪ City of Abbotsford ▪ Capital Regional District ▪ City of Port Moody ▪ Resort Municipality of Whistler ▪ Township of Esquimalt ▪ City of Nanaimo
6	12	16	20

Public sector buildings are an important component of voluntary benchmarking and disclosure in British Columbia, with the proportion of public-sector buildings currently occupying 73% of all participating buildings in 2022. However, over the medium to long term, the expectation is that the proportion of private sector buildings reporting their annual energy and emissions will grow in number to eventually become the majority of total reported buildings under this program.

When BBBC was launched in 2020, public sector organizations, including local government partners, were encouraged to voluntarily report their buildings' annual energy use and emissions through this program, and lead the way as part of encouraging building owners and managers of private sector buildings to participate. Comparative results on the number of participating buildings by year and type is shown in Table 2.

Table 2: Building Benchmarking Reporting Progress, 2020 - 2022

Reporting Year	2019 Create program concept / funding	2020 Reporting 2019 building data	2021 Reporting 2020 building data	2022 Reporting 2021 building data
Province-Wide				
Total Private Buildings	N/A	302	350	440
Total Public Buildings ⁽¹⁾	N/A	666	813	1,211
Richmond				
Total Private Buildings	N/A	60	80	74
Total Public Buildings ⁽¹⁾	N/A	48 [City – 21]	50 [City – 33]	49 [City – 33]

(1) Public buildings include K-12 public schools, Health Authorities, post-secondary education institutions as well as municipal buildings and facilities.

Financial Impact

None.

Conclusion

Building benchmarking is an important tool for decarbonizing existing buildings. Since inception, the Building Benchmark BC initiative has validated the need for a coordinated approach to data collection and reporting. As a voluntary program launched in January 2020, municipal participation has grown steadily from 12 in 2020, to 20 in 2022, with leadership taken by these municipalities to annually report building energy use and emissions intensity for their facilities and encouraging wider market adoption.



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