



**Public Works and Transportation Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, September 11, 2024
Immediately following the Closed Planning Committee meeting**

Pg. # ITEM

MINUTES

PWT-4 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on July 17, 2024.*



NEXT COMMITTEE MEETING DATE

October 16, 2024, (tentative date) at 4:00 p.m. in the Council Chambers.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

- BICYCLE PARKING REVIEW**
(File Ref. No. 10-6490-00) (REDMS No. 7751326)

PWT-10

See Page PWT-10 for full report

Designated Speaker: Sonali Hingorani

Pg. # ITEM

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10576, to update on-site bicycle parking requirements, be introduced and given first reading.



- 2. **RESCINDMENT OF HIGHWAY RAIL USE BY-LAW (C.P.R. RELOCATION) BYLAW NO. 2636**
(File Ref. No. 10-6510-03-01) (REDMS No. 7695021)

PWT-16

See Page PWT-16 for full report

Designated Speaker: Beata Ng

STAFF RECOMMENDATION

That the Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636 be rescinded.



- 3. **LOCAL GOVERNMENT CLIMATE ACTION PROGRAM (LGCAP) YEAR 3 SURVEY REPORT AND 2023 CORPORATE EMISSION INVENTORY**
(File Ref. No. 10-6125-01) (REDMS No. 7756343)

PWT-33

See Page PWT-33 for full report

Designated Speaker: Norm Connolly & Thi Nguyen

STAFF RECOMMENDATION

That as described in the report titled ‘Local Government Climate Action Program (LGCAP) Year 3 Survey Report and 2023 Corporate Emission Inventory’ from the Acting Director, Climate and Environment, dated August 22, 2024, the LGCAP Year 3 Survey Report and Attestation Form be endorsed and posted on the City’s website for public information, in accordance with Provincial requirements.



Public Works & Transportation Committee Agenda – Wednesday, September 11, 2024

Pg. # ITEM

4. **MANAGER'S REPORT**

ADJOURNMENT





Public Works and Transportation Committee

Date: Wednesday, July 17, 2024

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Chak Au
Councillor Kash Heed (entered the meeting at 4:05 p.m.)
Councillor Alexa Loo
Councillor Michael Wolfe (by teleconference)
Mayor Malcolm Brodie (entered the meeting at 4:14 p.m.)

Also Present: Councillor Chak Au
Councillor Andy Hobbs

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 Public Works and Transportation Committee held on June 19, 2024, be adopted as circulated.

CARRIED

AGENDA ADDITIONS

It was moved and seconded

(1) *That “Vision Zero Strategies” be added to the agenda as Item No. 4A; and*

(2) *That “River Road Traffic” be added to the agenda as Item No. 4B.*

CARRIED

Public Works & Transportation Committee
Wednesday, July 17, 2024

PLANNING AND DEVELOPMENT DIVISION

1. SPRINGFIELD DRIVE – TRAFFIC CALMING

(File Ref. No. 10-6480-03-01) (REDMS No. 7709842)

In response to queries from the Committee, staff noted speed limits of 50 km/h within residential areas are under the jurisdiction of the Province and the *Motor Vehicle Act* and speed limits can be adjusted by the City through bylaw amendments.

It was moved and seconded

That the implementation of two speed cushions on Springfield Drive, as described in the staff report titled “Springfield Drive - Traffic Calming”, dated June 17, 2024, from the Director, Transportation, be endorsed.

CARRIED

2. STEVESTON VILLAGE LANE PARKING

(File Ref. No. 0-6500-01) (REDMS No. 7720646)

In response to queries from the Committee, staff noted that (i) staff are recommending the program be made available to all businesses in the Steveston townsite area, and then those who have a permit can have access to any of the established spots, (ii) it is not possible to establish spots in front of every business, (iii) the program pertains to spots on City lands only that may be adjacent to business properties, (iv) uptake on the program in the area is unknown at this time, (v) permits would only be available for businesses in the area, not for residential units, and (vi) staff’s recommendation for Option 3 is that there is no cap on the number of permits issued which will give staff the opportunity to assess and should the demand not meet supply, then capping the number of permits could be brought back for consideration.

A brief discussion ensued with respect to parking concerns in other areas of Richmond. Staff noted with the introduction of Bill 44, permit parking will likely be required in other areas will be brought forward accordingly.

It was noted that some public paid parking spots available in Steveston are often overlooked. Staff will review through the wayfinding strategy for signage opportunities.

It was moved and seconded

(1) That parking be established in lanes within Steveston Village as outlined in the report titled “Steveston Village Lane Parking”, dated June 26, 2024 from the Director, Transportation;

(2) That a permit parking pilot program be implemented as outlined in Option 3 in the report titled “Steveston Village Lane Parking”, dated June 26, 2024, from the Director, Transportation;

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- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10585, be given first, second and third readings; and*
- (4) *That lanes between Chatham Street and Bayview Street be established as a permit zone in accordance with Traffic Bylaw No. 5870.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. FRASER RIVER FRESHET AND FLOOD PROTECTION UPDATE 2024

(File Ref. No. 10-6000-01) (REDMS No. 7616287)

In response to a queries from the Committee, staff noted (i) staff are exploring compensation opportunities to seek assistance from the Province for debris removal, and (ii) the majority of the debris appears to come from fallen trees and timber upstream.

It was moved and seconded

That the staff report titled “Fraser River Freshet and Flood Protection Update 2024”, dated June 12, 2024, from the Director, Engineering be received for information.

CARRIED

4. AWARD OF CONTRACT 8321NOITC – MATTRESS AND UPHOLSTERED FURNITURE RECYCLING SERVICES

(File Ref. No. 10-6370-01) (REDMS No. 7678576)

It was moved and seconded

- (1) *That Contract 8321NOITC – Mattress and Upholstered Furniture Recycling Services, be awarded to Pacific Mattress Recycling Inc. at an estimated total contract value of \$1,961,629.39 over a maximum five-year term;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute a service contract with Pacific Mattress Recycling Inc. incorporating the key terms outlined in the staff report dated June 12, 2024; and*
- (3) *That a Change Order for contract 6205P – Residential Solid Waste Collection and Recycling Services with Sierra Waste Services Ltd. be issued to include cross-docking and transportation fees for mattresses and upholstered furniture at the unit prices quoted at an additional annual estimated cost of \$203,938.85.*

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The question on the motion was not called as a brief discussion ensued with respect to the bidding process and alternative mattress and upholstered furniture recycling options.

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

It was moved and seconded

That the motion be amended to add:

- (4) *That, in alignment with the Richmond Circular City Strategy, a letter be written to the Minister of Environment and Climate Change Strategy, to request the establishment of an extended producer responsibility program for upholstered furniture and acceleration of the planned extended producer responsibility program for mattresses and mattress foundations in British Columbia.*

The question on the amendment motion was not called as further discussion ensued with respect to the merit of the amendment.

In response to queries from the Committee, staff noted (i) Richmond residents pay into recycling mattresses as part of the large item pick up program, which is funded (built-in) through the garbage utility fees, and (ii) some recycling facilities have a fee associated with mattress recycling.

There was agreement to deal with Parts (1) through (3), and Part (4) separately.

The question on Parts (1) through (3) was then called and it was **CARRIED**.

The question on Part (4) was then called and it was **CARRIED** with Cllrs. Au and Loo opposed.

4A. VISION ZERO STRATEGIES

Discussion ensued with regard to the Vision Zero strategies pedestrian safety presentation to Council on July 8, 2024 and discussion at the July 9, 2024 Community Safety Committee. It was noted that there is a referral for staff to review the matter.

4B. RIVER ROAD TRAFFIC

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

John McKendry, 23271 Westminster Highway, spoke to the heavy vehicle traffic, safety concerns and enforcement along Westminster Highway and River Road.

In response to queries from the Committee, staff noted (i) plans for traffic calming in the area were previously proposed but were not implemented as a result of community feedback, and (ii) alternative solutions are being sought.

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

It was moved and seconded

That the presentation from John McKendry regarding traffic safety along River Road and Westminster Highway be referred to transportation and community safety staff to review the situation as it currently stands, including enforcement and possible other steps for improvement, especially from a safety point of view.

CARRIED

5. **MANAGER'S REPORT**

(i) *Sanitary Sewer Operations Update*

Victor Ma, recently appointed Manager, Sanitary Sewers and Public Works Operations, was introduced and provided a brief update on fatbergs on the Metro Vancouver line. In particular, the ongoing grease related situation along the existing Gilbert Road trunk sewer line and the Lulu Island wastewater treatment plant was discussed, noting that as of last week, the presence of fatbergs has stopped and Metro Vancouver is in the process of identifying the originating source through a full length inspection of the existing Gilbert Road trunk sewer. In coordination, Metro Vancouver and City staff are continuing to work on source control by identifying high grease producing businesses and residences to provide targeted grease disposal education.

(ii) *Chevron Gas Station at No. 2 Road and Westminster Highway*

Staff advised they are preparing a memorandum to Council in response to concerns raised at the June 19, 2024 Public Works and Transportation Committee meeting and noted that staff have spoken with the business owner, placed signage and have also looked at video data, however other alternative solutions may be explored.

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ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 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, July 17, 2024.

Councillor Carol Day
Chair

Lorraine Anderson
Legislative Services Associate



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: August 22, 2024

From: Sonali Hingorani, P.Eng.
Acting Director, Transportation

File: 10-6490-00/Vol 01

Re: **Bicycle Parking Review**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10576, to update on-site bicycle parking requirements, be introduced and given first reading.

Sonali Hingorani, P.Eng.
Acting Director, Transportation
(604-276-4049)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Parks, Recreation & Culture	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the Planning Committee meeting of February 7, 2023, the following referral was moved and seconded.

That staff investigate a policy for new developments to provide covered and secured, public bike parking for various types of bicycles including e-bikes, scooters, and cargo bikes, and report back.

This report seeks Council endorsement regarding additional bicycle parking requirements for new developments.

This report supports Council's Strategic Plan 2022-2026 Strategy #4 A Vibrant, Resilient and Active Community:

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

6.1 Advance a variety of programs, services, and community amenities to support diverse needs and interests and activate the community.

This report supports Council's Strategic Plan 2022-2026 Strategy #6 Strategic and Well-Planned Growth:

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

2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the City.

Analysis

The provision of bicycle parking infrastructure supports and encourages bicycle ridership. The City implements bicycle parking amenities as part of new developments and through on-going public bike parking programs.

Bicycle Parking – New Developments

Bicycle parking located within a private development site provides convenience and security for cyclists at their destination. Richmond Zoning Bylaw 8500 identifies the requirements for on-site bicycle parking spaces for use by the development's occupants and visitors/public in the form of short-term and long-term facilities for new developments.

The two kinds of parking serve different needs. Short-term bicycle spaces provide quick access for use by the public visiting a building. The most common type of short-term bicycle parking are bike racks that are located in proximity of the building entrance for ease of use and natural surveillance.

Long-term bicycle parking, such as lockers or secured enclosures, provide security and shelter for use by the building's occupants (employees and/or residents) that are on-site for longer durations.

The City has also secured enhanced public bike parking at major developments that generate high demand for longer-term stays by visitors. Secure long-term public bike parking has been integrated into the designs of Richmond Centre, Lansdowne Mall, Minoru Centre for Active Living and Duck Island developments.

Proposed Amendments to Bike Parking Requirements for New Developments

The Zoning Bylaw specifies the standards for short and long-term bicycle parking facilities for new developments, land uses or additions to existing buildings.

Staff recommend amendments to the Zoning Bylaw to reflect new trends in bicycle technology including electrification and larger cargo bikes as follows:

- A minimum of five percent (5%) of the required long-term bicycle parking spaces must be oversized to accommodate larger, non-standard bicycles such as e-bikes and cargo-bikes.
- Provide unobstructed access to electrical outlet(s) in a long-term secure parking facility for charging of e-mobility devices.

Other Public Bike Parking Programs

The provision of public bicycle parking improves the experience for cyclists at many destinations in the City. A variety of bike parking facilities are implemented for both short and longer-term durations by the public:

Bike Racks: The most common type of public bike parking are bike racks. Bike racks provide quick, simple, and convenient places to lock bicycles at City facilities, parks and in road boulevards.

Bike Lockers: Bike lockers are located at Canada Line stations for rental from TransLink. The lockers provide protection from damage and inclement weather for commuters.

Bike Valet: The Steveston Bike Valet initiative is a partnership between the City of Richmond and Tourism Richmond during the summer. The bicycle valet provides a free, secure, coat-check style bike parking with professional valets.

Financial Impact

None.

Conclusion

The proposed Zoning Bylaw amendments reflect new trends in bicycle technology of larger and electrified bicycles.

August 22, 2024

- 4 -

The additional requirements for new developments are in alignment with the transportation-related goals, objectives and actions outlined in the Official Community Plan and Cycling Network Plan Update.



Sonali Hingorani, P.Eng.
Acting Director, Transportation
(604-276-4049)

SH:ck



Richmond Zoning Bylaw 8500
Amendment Bylaw 10576
(On-site Bicycle Parking Facilities)

The Council of the City of Richmond enacts as follows:

- (1) Richmond Zoning Bylaw 8500, as amended, is amended further by deleting Section 7.14.5(a) in its entirety and replacing with the following:

7.14.5 On-site bicycle parking shall be provided as follows:

- a) Class 1: Long-term secured bicycle parking shall be at-grade, within sight of the building entry or security room. Bicycle parking shall be provided in the form of waterproof bicycle lockers, secured bicycle rooms, or secured compounds within a building complete with bicycle racks. A maximum of 40 bicycle spaces may be provided in each bicycle room or compound. Where energized outlets are required in a bike room or compound, one outlet must be maintained free and clear of any obstruction.

Bicycle rooms, compounds or bicycle locker areas shall be lighted with uniform 160 lux (min.) lighting which yields true colours.

All required Class 1 bicycle spaces shall have the minimum clear dimensions indicated in the following table:

Table with 4 columns: Vertical Clearance, Width, Length if Placed Horizontally, Length if Placed Vertically. Values: 1.90 m, 0.6 m, 1.80 m, 1.0 m.

except that a minimum of 5% of the required spaces must be oversized spaces of 2.40 metres in length and 0.90 metres in width, and may not be vertical or stacked spaces.

A maximum of 33% of the required Class 1 spaces shall be vertical spaces that support the bicycle without the bicycle being suspended on the wheels or hung above ground.

Bicycle rooms shall have the following:

- i) solid opaque walls with a steel frame and door with the door hinged from the inside unless hinges are tamper-proof;
- ii) a security window constructed of a laminate of tempered glass and polycarbonate in a steel frame for permanent visual access; and
- iii) an entry door to the bicycle room with a separate lock and key or a programmed entry system.

Bicycle compounds shall extend from floor to ceiling and have industrial-grade (No. 7 gauge or higher) chain-link walls and door.

Bicycle lockers shall have lockable doors which open to the full height and width of each locker, be grouped together, not be located at the head of bicycle parking, and have the clear minimum dimensions indicated in the following table:

Minimum Dimensions for Bicycle Lockers			
Length	Height	End Width at Door	End Width Opposite Door
1.80 m	1.20 m	0.60 m	0.22 m

(2) This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10576.**”

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Public Works Transportation Committee **Date:** August 22, 2024
From: Sonali Hingorani, P.Eng. **File:** 10-6510-03-01/2024-
Acting Director, Transportation Vol 01
Re: Rescindment of Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636

Staff Recommendation

That the Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636 be rescinded.

Sonali Hingorani, P.Eng.
Acting Director, Transportation
(604-276-4049)

Att. 1

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

Staff Report

Origin

The Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636, (Bylaw 2636) designates that portions of road dedication on River Road and McCallan Road be closed to public passage and allows Canadian Pacific Railway (CPR) to construct and operate a rail line on those lands. The decommissioned rail corridor is no longer in use. Staff recommend rescinding Bylaw 2636 to permit public use and facilitate future roadway improvements in alignment with the City's Official Community Plan (OCP).

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

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

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

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

Analysis

Background

Historically, CPR operated a railway along the now decommissioned Van Horne Spur in Richmond, which extended from the Marpole Bridge to Steveston via Garden City Road, Granville Avenue and Railway Avenue. In the 1960s and into the 1970s, work was done to relocate a section of the rail corridor onto River Road and McCallan Road. The location of the rail corridors are illustrated in Figure 1.

The majority of the corridor was situated on CPR-owned property with the exception of two sections where the rail operated within City road dedication. These sections are identified in Figure 2 and includes an eastern portion of McCallan Road between Westminster Highway and Granville Avenue and a northern portion of River Road between Charles Street and Corvette Way. In October 1970, the City adopted the Highway Rail Use By-law (C.P.R Relocation) Bylaw No. 2636 to facilitate rail operation. The Bylaw closed the designated portions of road to traffic and authorized CPR to construct and operate a rail line on those lands. Roadways impacted by Bylaw 2636 are identified in Figure 2 and Attachment 1.



Figure 1: Decommissioned Canadian Pacific Railway – Van Horne Spur

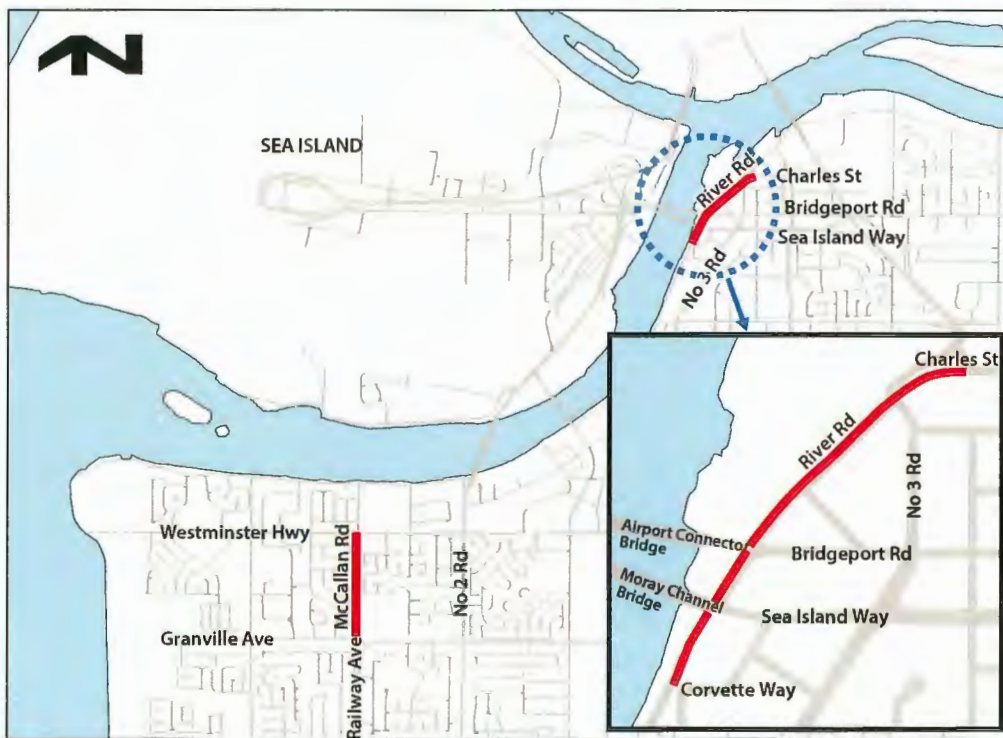


Figure 2: Location of Road Dedication Impacted by Bylaw 2636

Decommissioned Rail Corridor and Recommendation to Rescind Bylaw 2636

CPR has since decommissioned all rail corridors shown in Figure 1. The City of Richmond, South Coast British Columbia Transportation Authority and the Great Canadian Gaming Corporation have acquired lands previously owned by CPR along this corridor. Roadways and other transportation infrastructure have been constructed over these lands. As the rail corridor has been decommissioned and there are no plans for further rail use, staff recommend rescinding Bylaw 2636.

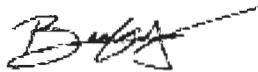
Rescinding Bylaw 2636 will permit public passage on the sections of McCallan Road and River Road identified within the bylaw, and will no longer permit CPR to construct and operate railway on these lands. There are no infrastructure improvements proposed at this time on the impacted corridors. The existing multi-use pathway on McCallan Road is outside of the former rail corridor. Rescinding Bylaw 2636 formally allows public passage on what currently functions as a landscaped boulevard. Future widening of River Road to accommodate pedestrian, cycling and vehicular infrastructure is envisioned within the City's Official Community Plan. The rezoning considerations associated with the rezoning application by Jingon Development Group LLP (RZ 20-915237) for Duck Island that was granted third reading following the May 21, 2024 Public Hearing, includes upgrades to a portion of River Road to facilitate access to the site and requires rescindment of Bylaw 2636 prior to rezoning adoption. There is no current or planned railway service within these corridors and there will be no impact to existing rail operations in Richmond.

Financial Impact

None.

Conclusion

The former CPR rail corridor is no longer operational, and no future rail use is anticipated. Bylaw 2636, originally established to facilitate rail operation, has become obsolete and no longer serves a purpose. Staff recommend that the Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636 be rescinded to remove permitted rail use, return the lands to public passage and allow for future infrastructure improvements.



Beata Ng, P. Eng.
Manager, Transportation Development and Design
(604-247-4627)



Justin Ng, P. Eng.
Transportation Engineer
(604-276-4126)

BN;jn

Att. 1: Highway Rail Use By-Law (C.P.R. Relocation) No. 2636

THE CORPORATION OF THE TOWNSHIP OF RICHMOND

BY-LAW NO. 2636

A By-law for the closing of a portion of certain roads and for permission to construct and operate a relocation of the Canadian Pacific Railway thereon.

- - - - -

The Council of The Corporation of the Township of Richmond, in open meeting assembled, enacts as follows:

1. This By-law may be cited for all purposes as the "Highway Rail Use By-law (C.P.R. Relocation) No. 2636".

2. Those portions of highway shown in red colour on the plan attached to and forming part of this By-law, marked as Schedule "A(1)" hereto, and described as follows:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of River Road lying in Section 21, Block 5 north - Range 6 west in the New Westminster District, Province of British Columbia and which said part may be more particularly described as follows:

FIRSTLY:

Commencing at the north east corner of Lot 17 as shown on Registered Plan 782

thence South 38° 50' 15" West and following the easterly boundary of said Lot 17, a distance of 271.80 feet more or less to an intersection with the northerly boundary of that portion of Bridgeport Road lying in said Section 21

thence North 89° 14' 15" East, a distance of 28.55 feet

thence North 38° 50' 15" East and parallel to the easterly boundary of said Lot 17, a distance of 253.8 feet

thence North 37° 09' 00" East and parallel to the easterly boundary of Lot 87 as shown on Registered Plan 34592, a distance of 160.01 feet

thence North 44° 59' 00" East and parallel to the easterly boundary of said Lot 87 and said easterly boundary produced, a distance of 674.00 feet more or less to the most easterly corner of Block 76 as shown on Registered Plan 1555

thence North $40^{\circ} 52' 50''$ West and following the north easterly boundary of said Block 76, a distance of 22.06 feet more or less to an intersection with the north eastwardly production of the easterly boundary of said Lot 87

thence South $44^{\circ} 59' 00''$ West and following the easterly boundary of said Lot 87 and said easterly boundary produced, a distance of 674.05 feet

thence South $37^{\circ} 09' 00''$ West and following the easterly boundary of said Lot 87, a distance of 161.20 feet more or less to the point of commencement and containing by estimation 0.554 Acres more or less as shown outlined in red on the plan attached hereto,

SECONDLY:

Commencing at the intersection of the south easterly boundary of said River Road and the northerly boundary of that portion of Charles Street lying in said Section 21

thence East and following the northerly boundary of said Charles Street, a distance of 50.30 feet

thence South westwardly on a circular curve to the left having a radius of 597.64 feet which center bears South $10^{\circ} 17' 20''$ East, an arc distance of 362.23 feet

thence South $44^{\circ} 59' 00''$ West, a distance of 18.82 feet

thence North westwardly on a circular curve to the right having a radius of 21.80 feet which center bears North $14^{\circ} 40' 50''$ East, an arc distance of 23.06 feet

thence North $44^{\circ} 59' 00''$ East, a distance of 18.82 feet

thence North eastwardly on a tangential circular curve to the right having a radius of 619.64 feet which center bears South $45^{\circ} 01' 00''$ East, an arc distance of 343.88 feet more or less to an intersection with the South easterly boundary of said River Road

thence South $45^{\circ} 15' 30''$ West and following the south easterly boundary of said River Road, a distance of 21.59 feet more or less to the point of commencement and containing by estimation 0.180 Acres more or less as shown outlined in red on the plan attached hereto,

AND:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of River Road lying in Section 28, Block 5 north - Range 6 west, New Westminster District in the Province of British Columbia and which said part may be more particularly described as follows:

FIRSTLY:

Commencing at the south easterly corner of Lot "J" as shown on Registered Reference Plan 6953

thence North $27^{\circ} 29' 15''$ East and following the easterly boundary of said Lot "J", a distance of 232.81 feet more or less to an intersection with the southerly boundary of Sea Island Way as shown on Registered Plan 17236

thence South $17^{\circ} 25' 45''$ East and following the southerly boundary of said Sea Island Way, a distance of 31.16 feet

thence South $27^{\circ} 29' 15''$ West and parallel to the easterly boundary of said Lot "J", a distance of 210.74 feet

thence Southwardly on a circular curve to the left having a radius of 614.44 feet which center bears South $63^{\circ} 54' 40''$ East, an arc distance of 118.92 feet more or less to an intersection with the northwardly production of the easterly boundary of said River Road

thence South $27^{\circ} 29' 15''$ East and following the said northwardly production of the easterly boundary of said River Road, a distance of 79.57 feet

thence Northwardly along a circular curve to the right having a radius of 636.44 feet which center bears South $82^{\circ} 02' 05''$ East, an arc distance of 201.32 feet more or less to the point of commencement and containing by estimation 0.197 Acres more or less as shown outlined in red on the plan attached hereto,

SECONDLY:

Commencing at a point on the easterly boundary of said Lot "J", said point being South $36^{\circ} 35' 15''$ West, a distance of 31.45 feet from the north-east corner of said Lot "J",

thence South $36^{\circ} 35' 15''$ West and following the easterly boundary of said Lot "J", a distance of 24.15 feet

thence South $32^{\circ} 21' 15''$ West and following the easterly boundary of said Lot "J", a distance of 233.80 feet

thence South $27^{\circ} 29' 15''$ West and following the easterly boundary of said Lot "J", a distance of 12.23 feet more or less to an intersection with the northerly boundary of said Sea Island Way

thence South $86^{\circ} 15' 45''$ East and following the northerly boundary of said Sea Island Way, a distance of 24.04 feet

thence North $27^{\circ} 29' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 1.61 feet

thence North $32^{\circ} 21' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 232.05 feet

thence North $36^{\circ} 35' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 40.16 feet

thence South $89^{\circ} 14' 15''$ West, a distance of 27.68 feet more or less to the point of commencement and containing by estimation 0.137 Acres more or less as shown outlined in red on the plan attached hereto,

be and the same are stopped up and closed to traffic.

3. Those portions of highway shown in red colour on the plan attached to and forming part of this By-law, marked as Schedule "A(2)" hereto, and described as follows:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of Section 12, Block 4 North, Range 7 West, New Westminster District, Province of British Columbia and which said part may be more particularly described as follows:

Commencing at the south-west corner of Parcel 1, Section 12, Block 4 North, Range 7 West, Explanatory Plan 14611, New Westminster District

thence North $00^{\circ} 28' 00''$ East, along the easterly boundary of McCallan Road, a distance of 2382.90 feet to a point

thence South $15^{\circ} 50' 20''$ West, a distance of 83.90 feet to a point

thence South $00^{\circ} 28' 00''$ West, parallel to the easterly boundary of said McCallan Road, a distance of 2302.68 feet more or less to an intersection with the northerly boundary of Lot 162, Section 13, Block 4 North, Range 7 West, Plan 30615, New Westminster District

thence North $89^{\circ} 58' 00''$ East, along the said northerly boundary of Lot 162, a distance of 22.00 feet more or less to the point of commencement and containing by ad-measurement 1.18 Acres more or less as shown outlined in red on the plan attached hereto,

be and the same are stopped up and closed to traffic.

4. Canadian Pacific Railway Company is hereby authorized to construct and operate a railway on those portions of highway more particularly described in Section 2 of this By-law, and Section 3 of this By-law.

5. By-law No. 2616 is hereby repealed.

DONE AND PASSED by the Council on
SEP 28 1970

RECONSIDERED, FINALLY PASSED AND
ADOPTED by the Council, signed by
the Mayor and Municipal Clerk and
sealed with the Corporate Seal on
OCT 13 1970

W. H. ANDERSON

Mayor

T. M. YOUNGBERG

Municipal Clerk

I HEREBY CERTIFY the above to
be a true and correct copy of
By-law No. 2636 of the By-laws
of The Corporation of The Town-
ship of Richmond.

M. Youngberg

Municipal Clerk

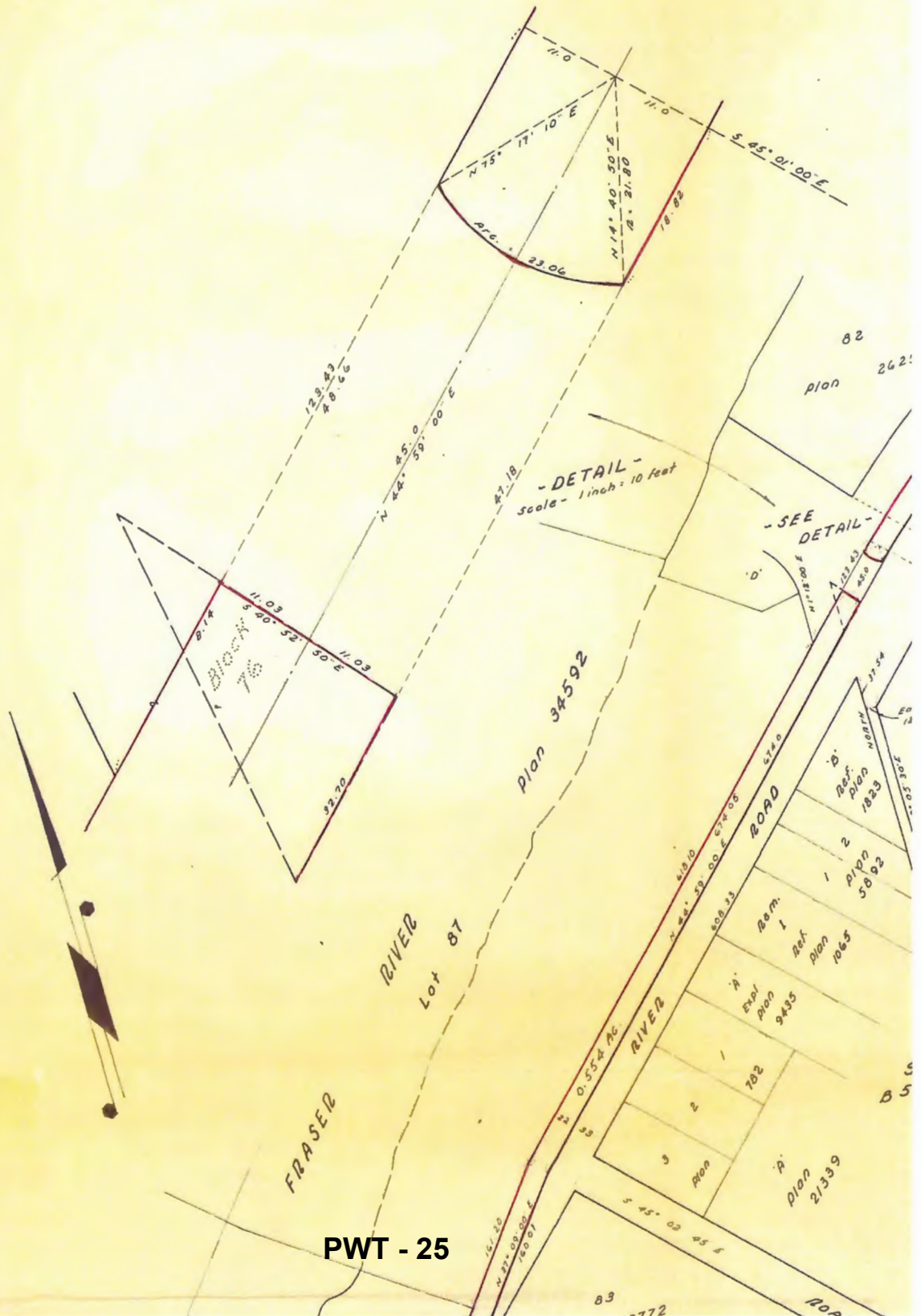
PLAN OF PORTIONS OF SECTIONS 21 AND 28, BLOCK 5 NORTH, RANGE 6 WEST NEW WESTMINSTER DISTRICT.

- TO ACCOMPANY HIGHWAY-RAIL USE BY-LAW NO. 2636 -

LEGEND -

Scale - 1 inch = 100 feet

Bearings are astronomic derived from Plan 24665 (Charles St. - East-)



MORAY

CHANNEL

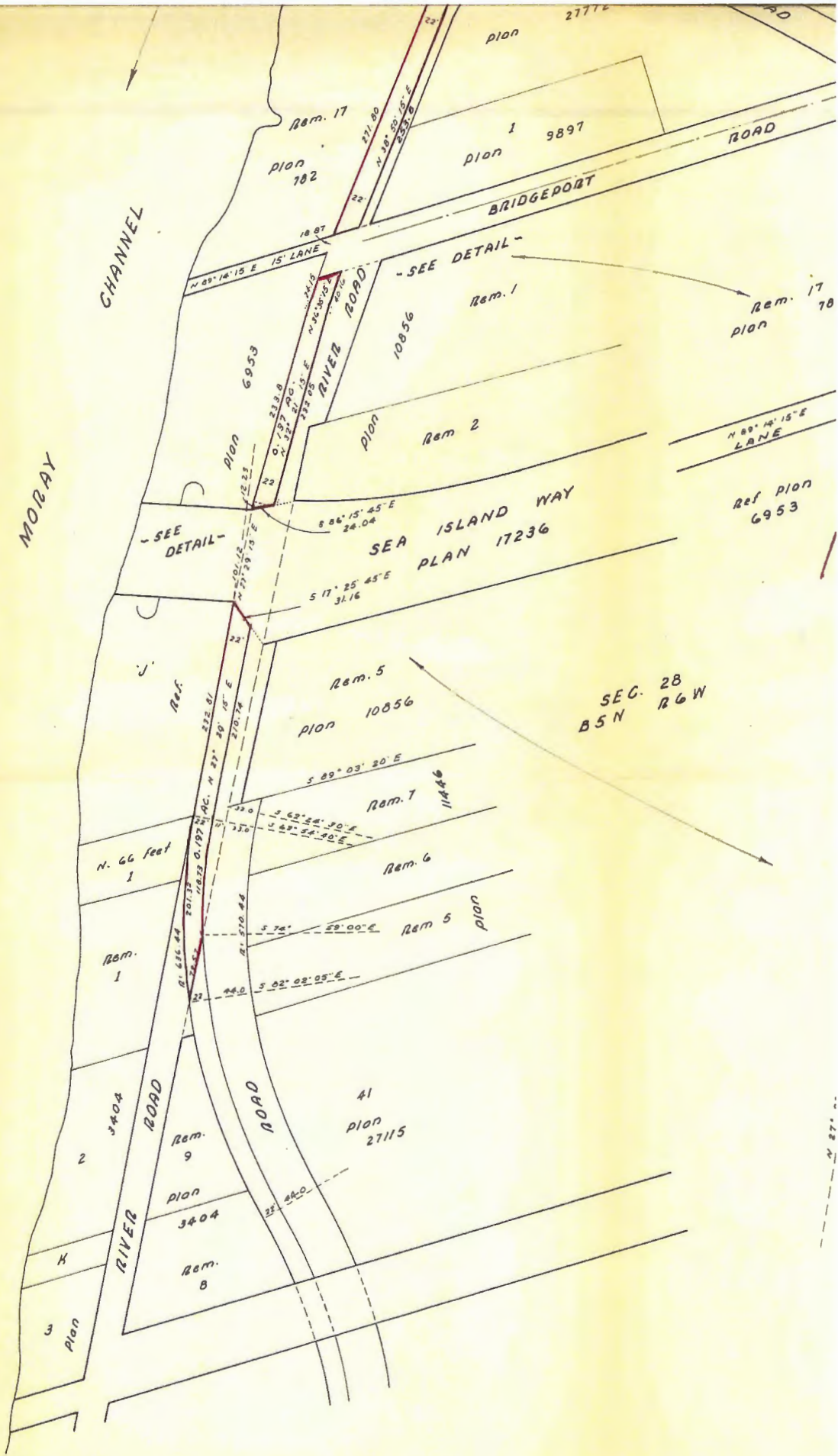
BRIDGEPORT ROAD

RIVER ROAD

SEA ISLAND WAY
PLAN 17236

RIVER ROAD

SEC. 28
B5N R6W



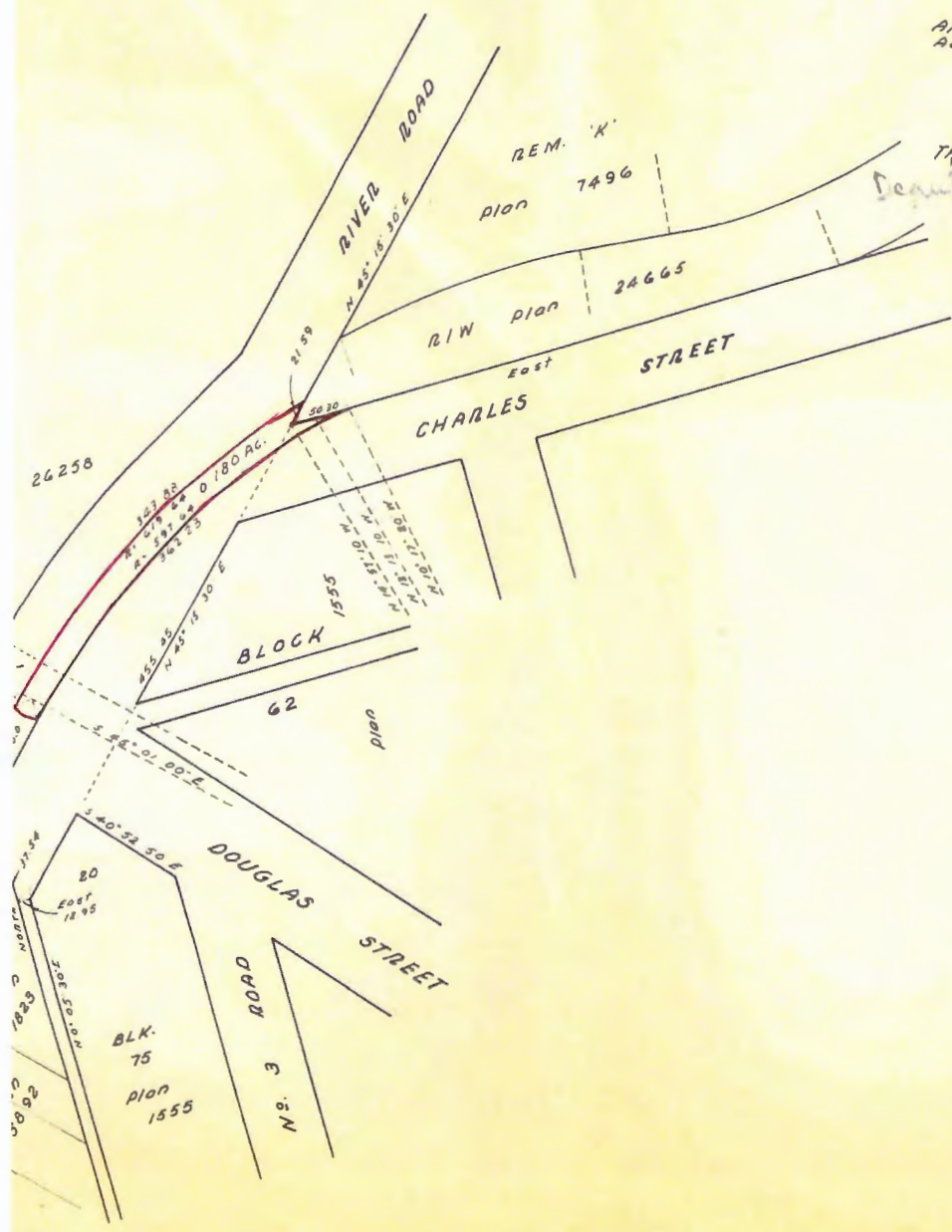
Deposited in the Land Registry
Office of New Westminster B.C.
This 16 day of August 1970

Registrar

Approved under the Land Registry
Act this 16 day of August 1970

W. J. Kennedy
Approving Officer

The Corporation of the Township
of Richmond
Director of Planning

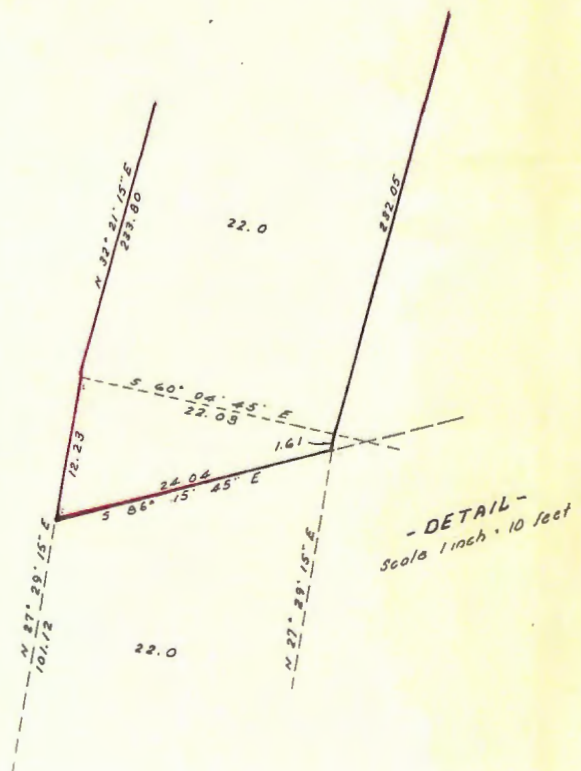
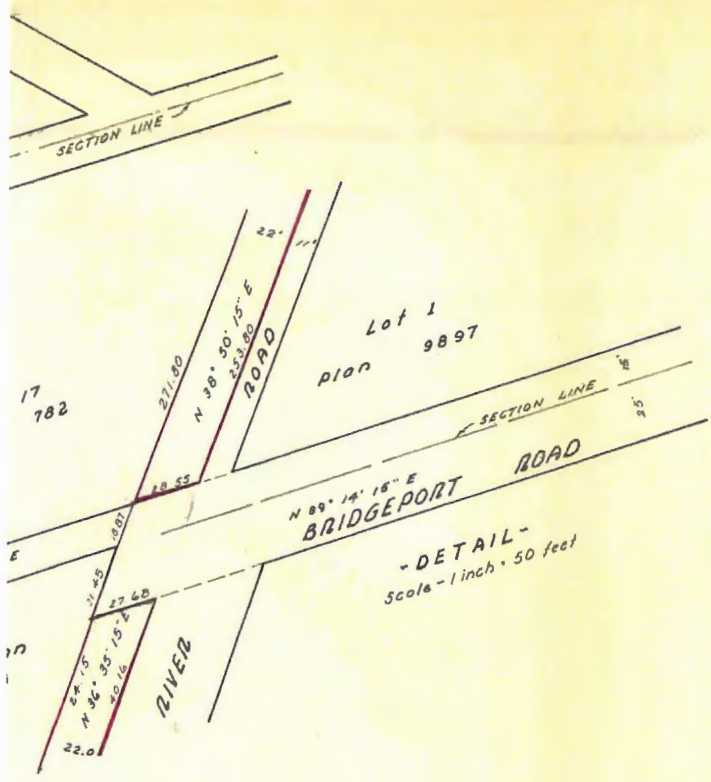


W. J. Kennedy
Mayor

J. J. [Signature]
Acting Municipal Clerk

The Corporation of the Township
of Richmond

SEC. 21
B 5 N 16 W



Certified correct and compiled from Land Registry Office Records this 10th day of June 1970.

Field
British Columbia Land Surveyor

Source 1/21

PLAN OF A PORTION OF SECTION 12, BLOCK 4 NORTH, RANGE 7 WEST NEW WESTMINSTER DISTRICT.

- TO ACCOMPANY HIGHWAY-RAIL USE BY-LAW NO 2636 -

LEGEND -

Scale 1" = 100 feet
Boundaries are determined from
Plan 4222

SEC 2
B 4 N 27 W B 4.
WESTMINSTER

2 1
PLAN 14897

ROAD

PWT - 29

REM
C

RET PLAN 201

SEC 11
B4N R7W

MS CALLAM

3 A B
PLAN PLAN 16408
12552

GRANTVILLE AVENUE
SEC 14
B4N R7W

PL
SE.

Registered in the Land Registry
Office of New Westminster B.C.
This day of _____ 19__

Registered

Approved by the Land Registry
Office of New Westminster B.C.
This day of _____ 19__

W. Kennedy
Applying Officer

The Commissioner of the Land
Office of New Westminster
Director of Surveying

A

PLAN 6282

SEC 1

BAN RTW

HIGHWAY

BAN PLAN 24865

B

PLAN 6282

SEC 12
BAN 127W

PCL 1
EX PLAN 14611

Original copies and drawings sent and
registered with the Office of the Surveyor General
of the State of California

Kjeld Kjar
Surveyor General - State of California

PLAN 30615
142

SEC 13. BAN 127W



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** August 22, 2024
From: Peter Russell **File:** 10-6125-01/2024-Vol
 Acting Director, Climate and Environment 01
Re: **Local Government Climate Action Program (LGCAP) Year 3 Survey Report and 2023 Corporate Emission Inventory**

Staff Recommendation

That as described in the report titled 'Local Government Climate Action Program (LGCAP) Year 3 Survey Report and 2023 Corporate Emission Inventory' from the Acting Director, Climate and Environment, dated August 22, 2024, the LGCAP Year 3 Survey Report and Attestation Form be endorsed and posted on the City's website for public information, in accordance with Provincial requirements.

Peter Russell
 Acting Director, Climate and Environment; Director, Housing Office
 (604-276-4130)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Public Works Operations	<input checked="" type="checkbox"/>	
Facilities and Project Development	<input checked="" type="checkbox"/>	
Fire Administration – Emergency Programs	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Intergovernmental Relations	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Government of British Columbia (the Province) announced the Local Government Climate Action Program (LGCAP) in May 2022 as a replacement to the previous Climate Action Revenue Incentive Program (CARIP), which was discontinued in 2021. LGCAP uses a revised approach for allocating funding to local governments and Modern Treaty First Nations. Through this revised approach, the City of Richmond receives \$566,082 annually from the Province for 5 fiscal years (2022 to 2026), with these proceeds received in September each year. The LGCAP provision that Richmond receives is approximately 2.5 times higher than the previous CARIP funding amount.

Per Council direction from November 14, 2022, LGCAP funding is being allocated strategically each year to accelerate progress in reducing emissions from existing buildings and vehicle transportation, noted as *Major Moves for 2030* in the Community Energy & Emissions Plan (CEEP) 2050. This funding is supporting staff to implement actions from the CEEP regarding zero emission mobility and retrofits to existing buildings, as well as related program development, demonstration projects and incentives, outreach and engagement activities.

This report updates Council on corporate energy and emission inventories for operating year 2023, and includes a summary report of both corporate and community actions undertaken in 2023 that align with the Province's CleanBC Roadmap to 2030, and the draft BC Climate Preparedness and Adaptation Strategy, as per LGCAP reporting requirements.

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

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

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

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

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

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

Analysis

Annual Submission Requirements for LGCAP Funding

To be eligible for Year 3 LGCAP funding, local governments and Modern Treaty First Nations are required to:

1. Complete an online survey detailing actions undertaken by the City that align with the Province's CleanBC Roadmap and the draft Climate Preparedness and Adaptation Strategy;
2. Provide an Attestation Form signed by the Chief Financial Officer by July 31, 2024, stating that the funds received will be used for community climate action initiatives; and
3. Post a completed version of the LGCAP Year 3 Survey Report and Attestation Form publicly by September 30, 2024.

Items (1) and (2) were completed in July 2024 as part of the Provincial submission requirements (see Attachment 1). With Council endorsement of this report, Item (3) will be completed as the final step in the Year 3 LGCAP reporting process.

LGCAP Year 3 Survey Report and Attestation Form

The Province has revised the annual LGCAP Survey Report for the third reporting year to better capture local government and indigenous climate leadership, and incorporate feedback received from provincial workshops held earlier in 2024. The overall reporting objectives include:

- Reporting annual corporate energy use and greenhouse gas (GHG) emissions;
- Profiling actions taken at the community level to mitigate GHG emissions;
- Profiling actions taken to improve local resilience and adaptation to the effects of climate change; and
- Informing Provincial efforts to better support local communities on climate change.

The last page of the Survey Report includes a one-page form that has been signed by the General Manager, Finance and Corporate Services, attesting that LGCAP funds have been, or will be, allocated for climate action, and that funds held in reserve will be spent by the end of fiscal 2026.

The Survey Report also notes that \$566,082 in LGCAP Year 2 funding received in September 2023 was placed in the Carbon Tax Provision account, with \$104,200 spent in fiscal 2023, and remaining \$461,882 to be allocated in 2024. Per Council direction, LGCAP is fully funding new staff positions in the following strategic areas: supporting the city-wide transition to zero emission mobility, and retrofits to existing buildings¹. Remaining LGCAP funds are being allocated strategically to support program development, technical analysis and stakeholder engagement in these two areas, but also other strategic direction areas in the CEEP.

LGCAP Corporate Energy and Emissions for 2023 Reporting Year

This report includes the City's corporate emissions for reporting year 2023, which adheres to the BC Ministry of Environment and Climate Change guidance and methodology. Corporate reporting includes emissions associated with traditional municipal services, as well as municipal services that are contracted out, such as community recycling collection.

¹ Council approved two new Senior Climate Action Specialist positions in the 2023 Operating Budget, with a third Senior Climate Action Specialist position approved in the 2024 Operating Budget.

Overall, Corporate GHG emissions in 2023 were 9.1% lower than in baseline year 2012², as summarized in Table 1 below, and with further detail provided on both corporate and city-wide actions in Attachment 2.

Table 1: 2023 Corporate Emission Sources

Emission Sources and Credits	tonnes CO₂e	Quantification Method
Emissions from services delivered directly by the City	6,991	Derived from metered energy consumption and associated GHG emissions from stationary sources (buildings, lighting, and pumps, except energy use by police services) and Corporate mobile sources (fleet, except construction related fuel use) used directly by the City.
Emissions from contracted services delivering services on the City's behalf.	2,350	Uses the Province of BC's standard methodology and guidance for estimating contracted emissions in corporate inventories.
Total Corporate Emissions	9,341	
Household organic waste composting – Diverted from landfill	10,294	BC Government GHG Reduction Projects reporting method
Surplus GHG emission credits from 2022 Reporting Year	11,199	2022 reporting year
Total Carbon Credits (Offsets) *	21,493	
Net carry forward carbon credits for 2024 reporting year	12,152	Total Carbon Credits minus Corporate Emissions in 2023

* **NOTE** Last year, the City reported surplus emission credits of 11,199 tonnes of CO₂e that have been carried forward from 2022 to help offset emissions incurred in 2023. BC municipalities had the option to utilize carbon credits to offset annual corporate emissions under the BC government's former carbon neutral program, which was officially cancelled in early 2024.

Status of Community Buildings Retrofit Initiative – GHG Reduction Pathway Feasibility Study

In September 2023, the LGCAP Year 2 Survey Report and 2021 / 2022 Corporate emission inventories was endorsed, with Council also approving a funding application in the amount of \$200,000 be submitted to Federation of Canadian Municipalities (FCM), and the Consolidated 5 Year Financial Plan (2023-2027) be amended to include a GHG Reduction Pathway Feasibility Study in the amount of \$525,000. In spring 2024, FCM notified the City of Richmond that \$200,000 in funding had been approved. A funding agreement was subsequently signed with FCM to conduct a study of 12 civic facilities that together account for 54% of the City's annual building emissions. A procurement process is underway to select a lead proponent to carry out this work, with a final report anticipated in late 2025.

² In 2012, total GHG emissions from the City's corporate buildings and vehicle fleet were 10,275 tonnes CO₂e, and 9,341 tonnes CO₂e in 2023 as shown in Table 1.

This study aims to support informed planning and decision-making on low-carbon capital improvements in 12 City buildings, in alignment with GHG emission reduction objectives, and to consider measures that improve climate resilience in these buildings.

Financial Impact

None.

Conclusion

The City of Richmond is a leader in reducing community and corporate GHG emissions through innovative projects and programs. Provincial LGCAP funding is being used strategically to accelerate implementation of key actions from the Community Energy and Emission Plan (CEEP): supporting the transition to zero emission mobility in Richmond and advancing low-carbon retrofits to Richmond's existing building stock, but also opportunistically supporting other city-wide and corporate actions noted in the CEEP. Through implementation of these actions, the City is seeking to position itself for successful transition to a low carbon and climate-resilient community.



Thi Nguyen
Corporate Energy Manager
(604-244-1239)



Norm Connolly
Manager, Climate Action
(604-276-4676)

TN : NC

- Att. 1: LGCAP Year 3 Survey Report and Attestation Form
- 2: 2023 Corporate Energy and Emissions Inventory

Submitted date: 2024-07-31 15:49:36 Pacific Daylight Time

LGCAP Year 3 Survey Report

Introduction

Reaching [net-zero emissions](#) and adapting to a changing climate will require a whole-of-society approach. The Local Government Climate Action Program (the Program or LGCAP) aims to catalyze the efficient flow of financial resources, data and knowledge between Modern Treaty Nations, local governments, and the Provincial Government to allow for cost effective, impactful, locally implemented climate action. For more information about the Program you can refer to the [website](#).

What is climate action?

For the purposes of this program, a climate initiative or action is one that reduces greenhouse gas (GHG) emissions (mitigation) and/or strengthens resilience to the impacts of climate change (adaptation). This includes (but is not limited to): climate-related hazards; integrating climate change measures into policies, strategies and planning; improving education, raising awareness of climate change causes and solutions, increasing human and institutional capacity with respect to climate change mitigation and adaptation, and impact reduction and early warning systems.

Information collected will:

- Highlight local government and Indigenous climate leadership;
- Profile action by including local government and Modern Treaty Nation emissions, resilience and climate action performance data in the annual [Climate Change Accountability Report](#);
- Help inform policy development and monitor progress on achieving provincial and local climate objectives; and
- Support provincial efforts to better collaborate with and support communities to advance climate action.

The survey was informed by:

- Feedback from local governments, Modern Treaty Nations and ministerial partners;
- National and international GHG reporting protocols; and
- The CDP (formerly [Carbon Disclosure Project](#), a global non-financial disclosure system).

Instructions

**Please do not provide any personal information (e.g. email, phone number) in the survey.*

Survey: Word Version

A survey template (i.e. a Word version) is available on the [Program webpage](#). The template can be used to gather information from staff across departments. Then simply cut and paste into the online version where you'll be submitting the survey.

Survey: Online Version

SimpleSurvey allows multiple users to access your survey, though two people **cannot** enter information at the same time.

- For other users to contribute to your survey, simply share the unique link with your team members.
- Users must select "Save and continue later" when they are done updating the survey but not ready to submit.

Required fields are indicated with a red asterisk (*). You will not be able to submit the survey and attestation form without completing these fields.

- Some fields have formatting considerations (i.e. numbers only). You will not be able to submit the survey and attestation form until all required fields are completed properly. The red text error message will indicate what is needed.

There is a 9,999 character limit for the open-ended questions.

Attestation Form

The attestation form is filled in after survey questions are completed. It is the second page of the SimpleSurvey submission.

- The attestation form is where the Chief Financial Officer, or equivalent position, attests to the following:
 - That Local Government Climate Action Program funding has been, or will be, allocated to climate action.
 - That Local Government Climate Action Program funds for years 1 and 2 received in 2022 and 2023 will be spent by March 31, 2025.
 - That Local Government Climate Action Program funds for years 3-5 received in 2024 will be spent by March 31, 2028.
 - That a completed and signed version of this form and survey contents will be publicly posted by September 30, 2024.

Requirements

1. Reporting

1. Report on **at least one** project linked to objectives from the [CleanBC Roadmap to 2030](#) and/or [Climate Preparedness and Adaptation Strategy](#). If your community reports one initiative related to one sector (e.g. buildings) you have satisfied this requirement. Funding for the project(s) does **not** need to come from this program.
 2. For communities with populations of 10,000+ (based on 2020 BC Census data figures), measuring and reporting local government's traditional services emissions is required.
 3. Attest that funds will be allocated to climate initiatives before submitting your survey.
- Open-ended questions asking for one or more initiatives related to climate action may be highlighted in Provincial materials to acknowledge innovative local climate solutions. A template to submit climate action success stories for publication can be found on the [Local Government Climate Action Program webpage](#).

2. Deadline to submit the survey & attestation form

- The deadline for submitting your survey and attestation form is 4 PM PDT on July 31, 2024.

3. Posting the survey & attestation form publicly

- The design / format of the form **can** be changed, however, all information from required questions must be included.
- Optional questions and answers can be omitted.
- The deadline to post the survey and attestation form publicly is September 30, 2024.

Download a copy for your records!

Once submitted, you can **download a copy of the completed survey** and attestation form (PDF, Excel, and Word options). If you close this window before the download link appears, please reach out for a copy of your submission.

Support

If the survey is accidentally submitted, a submitted survey needs to be revised, or if you have any questions, please reach out to us at LGCAP@gov.bc.ca. We will be happy to provide assistance.

Thank you!
The LGCAP Team

The Survey

Climate Action Planning

Climate Action Plans are strategic roadmaps that identify how an organization will reduce their greenhouse gas (GHG) emissions (mitigation), increase their resilience to the impacts of climate change (adaptation), or a combination of both.

To answer the following questions, consider staff that contribute to activities that reduce greenhouse gas (GHG) emissions and/or strengthen resilience and the ability to adapt to climate-induced impacts. This includes (but is not limited to): climate-related hazards; integrating climate change measures into policies, strategies and planning; improving education, raising awareness of climate change causes and solutions, increasing human and institutional capacity with respect to climate change mitigation and adaptation, and impact reduction and early warning systems.

Question 1 a): How many staff in full time equivalents (FTEs) are dedicated to working specifically on climate action?

If a staff member is a climate action coordinator and works 100% on climate-related issues, add 1.0.

6.4

Question 1 b): How many staff in full time equivalents (FTEs) are dedicated to working on climate action in other departments such as transportation or engineering?

For example: Can include staff in engineering, emergency management, transportation, waste management, etc. related to climate work but whose primary role is not working on climate action. If a staff member works approximately 25% (please estimate) on climate-related issues, add 0.25. Working on climate-related issues does not need to be written into the staff member's job description to be counted here.

17.65

Question 2 a): Does your local government or Nation have a community-wide climate action plan or other guiding document(s)?

Yes

Please select the type of plan(s) from the list.

In the textbox, indicate the date the plan was adopted/approved in format YYYY-MM. If you don't remember the month, you can enter "01" for January.

Integrated climate plan (addressing mitigation and energy)

2022-02

Standalone adaptation plan

2019-06

Please include a link to the document or webpage if available.

Community Energy and Emissions Plan (CEEP) 2050:

www.richmond.ca/__shared/assets/ceepreport61163.pdf | *Flood Protection Management Strategy 2019:*

https://www.richmond.ca/__shared/assets/Flood_Protection_Management_Strategy57596.pdf

Question 2 b): Does your local government or Nation have a corporate climate action plan or other guiding document(s)?

Yes

Please select the type of plan(s) from the list.

In the textbox, indicate the date the plan was adopted/approved in format YYYY-MM. If you don't remember the month, you can enter "01" for January.

Standalone energy-related plan

2013-10

Please include a link to the document or webpage if available.

https://www.richmond.ca/__shared/assets/CarbonNeutrality_CNCL_11251337332.pdf

Question 3: Has your local government or Nation declared a climate emergency?

Yes

Question 4: Please select up to 3 challenges impeding the advancement of climate action in your community.

Lack of jurisdiction.

Lack of data or information.

Optional: Is local political support a challenge your local government faces that is impeding climate action?

No

Traditional Services Greenhouse Gas Emissions

Measuring traditional services emissions (defined in previous years as corporate emissions) is a Program requirement for all communities with a 2020 population of 10,000 and above ([see population statistics here](#)). Traditional services GHG emissions are those produced by the delivery of local government or Modern Treaty Nation “traditional services” including:

- Fire protection,
- Solid waste management,
- Recreational / cultural services,
- Road and traffic operations,
- Water and wastewater management, and
- Local government administration.

Please see the following resources for guidance:

- [LGCAP Traditional Services Boundaries and Scope Guidance](#),
- [Scope Summary Document](#),
- [Traditional Services Inventory Reporting Tool](#),
- [Contracted Services Emissions Guidance](#),
- [Contracted Emissions Calculator](#),
- [BC Best Practices Methodology for Quantifying GHG Emissions](#), and
- [Emission Factors Catalogue](#).

Question 5: For the 2023 calendar year, has your local government or Nation measured and reported associated traditional services GHG emissions?

Yes

If your local government or Nation measured 2023 traditional services GHG emissions, please report the GHG emissions from services delivered directly by your local government (in tonnes of carbon dioxide equivalent) from scope 1 and 2 sources.

6991

If your local government or Nation measured 2023 traditional services GHG emissions, please report the GHG emissions from contracted services (in tonnes of carbon dioxide equivalent) from scope 1 and scope 2 sources.

2350

If your local government or Nation measured 2023 traditional services GHG emissions, please report the total GHG emissions from both directly delivered and contracted services (in tonnes of carbon dioxide equivalent) from scope 1 and scope 2 sources.
This would be the sum of the two questions above.

9341

If your local government or Nation measured 2023 traditional services GHG emissions, please report what protocol you used to measure emissions.

Emissions were measured using the '2023 B.C. Best Practices Methodology for Quantifying Greenhouse Gas Emissions', the "Emission Factors Catalogue", and the "Traditional Services Emissions Inventory Reporting Tool".

Optional: Please indicate how many tonnes of CO2e are associated with facilities.

4350

Optional: Please indicate how many tonnes of CO2e are associated with mobile sources.

4991

Please provide the link to the public report if available.

Optional

A weblink will be provided when staff report is provided to Council in September.

Optional: Please provide any further comments you wish to share on traditional services emissions measurement and reporting here (e.g. system or approach used to measure traditional services emissions).

GHG emissions associated with diesel consumption may be revised as information from our supplier becomes available, as the actual GHG intensity of the fuel consumed in 2023 was lower than BC regulatory requirements.

Community-Wide Greenhouse Gas Emissions

B.C. [Climate Action Charter](#) signatories have committed to measuring and reporting their community-wide GHG emissions generated from all GHG sources (anthropogenic) within their community boundary.

The [Community Energy and Emissions Inventory](#) (CEEI) initiative provides a provincial framework for tracking and reporting energy and GHG emissions at a community-wide scale. It is published with a two-year lag, however, raw data can be requested by local governments that wish to measure and report their community-wide emissions for the buildings and solid waste sectors ahead of publication.

The Climate Action Secretariat (CAS) is aware that some local governments are developing their own community-wide GHG emissions inventories (separate from the provincial CEEI). A better understanding of community-wide emissions measurement across B.C. will help CAS as we upgrade CEEI.

Question 6: For the 2023 calendar year, have community-wide GHG emissions been measured for your local government or Nation?

No

If not, please select all that apply from the list.

No, community GHG emissions were not reported because the 2023 Provincial Community Energy and Emissions Inventory data has not been released.

No, we do not measure and report community-wide emissions annually. (Please indicate most recent year completed: YYYY)
2021

If not, has your community or Nation measured and reported community-wide emissions in the past?

Yes

When was the last year your community or Nation reported its community-wide emissions and what is the interval for reporting (ex. 2022, every 5 years)?

Richmond staff would like to report out annually on community-wide GHG emissions, but currently rely on the latest available provincial Community Energy and Emissions Inventory (CEEI) data. Because transportation sector CEEI data for 2013-2021 was not available until recently, the latest baseline year for which the City had a complete community-wide emissions inventory was 2017. A consultant was retained in 2019-2021 to assist staff in developing Richmond's 2017 emission inventory. This provided a more recent baseline year for quantifying the amount (tonnes) of GHG emissions required to meet Council-adopted 2030 and 2050 reduction targets.

Please report your community-wide transportation sector emissions in tonnes of CO₂e for the most recent year available.

397557

Please report your community-wide buildings sector emissions in tonnes of CO₂e for the most recent year available.

595086

Please report your community-wide solid waste sector emissions in tonnes of CO₂e for the most recent year available.

24827

If your local government or Nation measured your community-wide emissions, please report the protocol(s) you used to measure emissions.

GCoM Common Reporting Framework (CRF).

Regional specific methodology (CEEI).

Question 7: Currently, the Province's legislated GHG emission reduction targets are 40% by 2030, 60% by 2040 and 80% by 2050, relative to 2007. Please state your local government or Nation's target(s).

Please enter "0" if no targets or baseline are established for the years given in the table.

2030

Reduction Percentage (format: e.g., 40)

50

Baseline Year (format: e.g., 2007)

2007

2050

Reduction Percentage (format: e.g., 40)

100

Baseline Year (format: e.g., 2007)

2007

Question 8: Does your local government or Nation have net-zero or carbon-neutral emissions target(s)?

Please select all that apply.

Yes: Corporate carbon neutrality (Carbon neutral refers to an organization reducing emissions as much as practicable and then offsetting the remainder by purchasing offsets or other similar mechanisms)

Question 9: Please select up to three supporting indicators that would be most valuable to your local government or Nation to advance climate action (these indicators were previously reported through the Community Energy and Emissions Inventory initiative).

Housing type: Private dwellings by structural type

Commute by mode: Employed labour force by mode of commute

Optional: Please provide any further comments you wish to share on community-wide emissions measurement and reporting here.

The Province has an essential role in resourcing CEEI to provide robust transportation and building sector emission figures for municipalities. We encourage the Province to provide timely and complete CEEI datasets, with detailed transportation sector emissions, to help municipalities assess progress against climate plan targets. Disaggregation of emissions data is also suggested, particularly with regard to electricity and natural gas consumption. Disaggregated natural gas consumption data is important given that the majority of emissions within the building sector come from natural gas. At present, the only data available are community-wide totals for "residential" and "CSMI" accounts (the latter of which includes multi-unit residential buildings), and the number of natural gas connections within a community. This information indicates overall consumption, but no indication of consumption trends by building type, age or geographic sub-area. This information is helpful to inform emission reduction programs and policies for existing buildings. Staff commend the Province for now providing transportation data disaggregated by vehicle type, and request that the same step be pursued with building sector energy and emissions information.

Provincial Policy Alignment - Mitigation

The CleanBC Roadmap to 2030 is B.C's plan to meet provincial emissions reduction targets to be 40% below 2007 levels for 2030 and set us on course to reach net-zero emissions by 2050.

One requirement of this Program is that you must **report on a minimum of one project** linked to objectives from the [CleanBC Roadmap to 2030](#) and/or [Climate Preparedness and Adaptation Strategy](#) (CPAS). Funding does **not** need to come from this program. For questions 10-13, if your community reports one initiative related to one sector (e.g. buildings) you have satisfied this requirement. That said, please select all that apply.

Question 10: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to the buildings sector. This should not be limited to what your LGCAP funding supported.

Corporate
Community

Corporate buildings policies, programs and actions.

Efficiency upgrades/retrofits.

Community-wide buildings policies, programs and actions.

BC Energy Step Code adoption (Step 3 or higher).
Zero Carbon Step Code adoption.

Please enter the step for part 3 buildings (Energy Step Code).
Optional

(a) Hotels and Motels: Step 4 [+ EL-1], or Step 3 [+ EL-2], or Step 2 [+ EL-3]; (b) Residential (Concrete frame): Step 3 [+ EL-1], or Step 2 [+ EL-2]; (c) Residential (Wood frame): Step 4 [+ EL-1], or Step 3 [+ EL-2]; (d) Office and Retail: Step 3 [+ EL-1], or Step 2 [+ EL-2]

Please enter the step for part 9 buildings (Energy Step Code).
Optional

Step 5 [+ EL-2], or Step 4 [+ EL-3], or Step 3 [+ EL-4]

Please enter the step for part 3 buildings (Zero Carbon Step Code).
Optional

(a) Hotels and Motels: EL-1 [+ Step 4], or EL-2 [+ Step 3], or EL-3 [+ Step 2]; (b) Residential (Concrete frame): EL-1 [+ Step 3], or EL-2 [+ Step 2]; (c) Residential (Wood frame): EL-1 [+ Step 4], or EL-2 [+ Step 3]; (d) Office and Retail: EL-1 [+ Step 3], or EL-2 [+ Step 2]

Please enter the step for part 9 buildings (Zero Carbon Step Code).
Optional

EL-2 [+ Step 5], or EL-3 [+ Step 4], or EL-4 [+ Step 3]

Please highlight a community project(s) that was in-progress, ongoing or completed in the 2023 calendar year related to buildings. Please enter NA if your community reported no buildings initiatives ongoing, completed or in-progress for 2023.

Richmond adopted the BC Zero Carbon Step Code (ZCSC) into local Building Bylaw regulation, effective October 31, 2023. With adoption of ZCSC, Richmond has set GHG requirements for all new buildings covered by the provincial Energy Step Code. Richmond provides at least two compliance options for each type of building covered by the Energy Step Code, where builders / developers can pair higher-stringency Step Code requirements with lower-stringency ZCSC requirements, and vice versa, providing flexibility for the design and construction community. City staff also hosted a Builders' Breakfast event in June 2023, attended by 90 local homebuilders, energy specialists and others to present draft recommendations on the proposed Bylaw changes noted above. Feedback from builders was overall positive on City's approach to ZCSC implementation, providing Part 9 builders with three sets of compliance options to meet the new requirements. District Energy: City of Richmond's Lulu Island Energy Company (LIEC) is one of Canada's largest municipally owned district energy utilities, providing energy services to 7.3 million ft² as of December 2023. In 2023, the City Centre District Energy Utility (CCDEU) system was extended to two new developments, adding over 608,000 ft² to the total floor space served by this system. Expansion of the CCDEU has been underway since the execution of a substantial \$175M financing deal with partners' Corix Utilities and Canada Infrastructure Bank in 2022. LIEC is in the early stages of development of the CCDEU system, which will swiftly become the largest district energy service area within its first few years of operation. LIEC currently serves customers by utilizing an interim servicing strategy to expand the customer base and enable immediate reduction of GHG emissions for upcoming developments throughout the City Centre area. This strategy requires developments in the City Centre area to utilize LIEC's onsite low-carbon energy plants to provide space heating, space cooling, and domestic hot water heating services to the customers. A future permanent energy centre with sewer heat recovery is planned to be completed by 2028 and will interconnect with CCDEU buildings. Over the next 30 years district energy infrastructure will continue to expand and the connected floor area will grow to approximately 52-million ft².

Question 11: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to the transportation sector. This should not be limited to what your LGCAP funding supported.

Corporate
Community

Corporate transportation policies, programs and actions.

Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling).

Established commercial transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for energy efficient commercial transportation and zero-emission vehicles.

Implemented zero-emission vehicle first procurement policy for all local government on and off-road vehicles purchases.

Electric vehicle charging studies/planning.

Electric vehicle charging infrastructure investments.

Other.

Staff reported that the Green Fleet Action Plan 2020 met a reduction of 28% in Fleet related emissions from the 2011 baseline in the year 2020. The City has a carpool program using City vehicles. This is managed by our Transportation Department, which accepts participating employees and matches up 3-4 employees into carpools with an assigned vehicle. The program also works to match up participants using staff vehicles if City vehicles are not available. Richmond has bike lockers at City Hall.

Community-wide transportation policies, programs and actions.

Supporting improvements and expansion of public transportation.

Mode shift targets for passenger and/or commercial transportation (shifting from private vehicles to sustainable modes like walking, cycling and public transit) in Official Community Plan, Regional Growth Strategy or other guiding documents.

Active transportation planning.

Active transportation infrastructure investments.

Active transportation education and encouragement programs.

Expanded micromobility access, bylaws and/or infrastructure (e.g. introduced or expanded bike/e-bike/e-scooter sharing programs, built new bike/scooter lanes, updated bylaws for use of bikes/scooters).

Implement pedestrian plazas, car-free streets (temporary or permanent) or limited-access automobile streets.

Installation of public secure bike parking (i.e. bike valet).

Electric vehicle charging studies/planning.

Mandatory EV infrastructure in new construction.

Established electric vehicle charging ready bylaws.

Electric vehicle charging infrastructure investments.

Other.

Promotion and education regarding active transportation

Please highlight a community project(s) that was in-progress or completed in the 2023 calendar year related to transportation. Please enter NA if your community reported no transportation initiatives ongoing, completed or in-progress for 2023.

Infrastructure Investments: Expanded and enhanced active transportation network; delineators installed on Garden City Road bike lane; completed Westminster Highway Multi-Use Pathway (Smith Cr. to Fraserside Gate); completed walkway on north side of Westminster Hwy.). Promotion and education of active transportation: Bike-to-school education for students; Go by Bike Week; HUB Cycling Bike to Shop Week; 21st Island City by Bike Tour event; E-Scooter and E-Bike Share Pilot Project.

Question 12: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to community-wide and corporate action. This should not be limited to what your LGCAP funding supported.

Corporate

Community

Corporate climate policies, programs and actions

Circular economy or zero waste strategy.

Sustainable procurement policy.

Renewable energy investments (e.g. district energy, waste heat recovery, biomass).

Green/blue carbon sequestration.

Community-wide climate policies, programs and actions.

Complete, compact communities

Organics diversion

Circular economy or zero waste strategy

Renewable energy investments (e.g. district energy, waste heat recovery, biomass)

Complete, Compact Communities - Please select all that apply.

See Complete Communities Guide and Program for supports advancing identified community goals through the creation of more complete, compact and energy efficient communities.

Rezoning

Smaller lots

Density bonuses

Secondary suites and laneway homes

Infill development

Urban containment boundaries

Official Community Plans

Regional Growth Strategies

Community Development Plans

Please highlight a community project(s) that was in-progress, ongoing or completed in the 2023 calendar year related to community-wide or corporate action. Please enter NA if your community reported no community-wide or corporate initiatives ongoing, completed or in-progress for 2023.

The City is currently undertaking a targeted update of the OCP to create a more robust policy framework for the provision of affordable housing. Integration of climate mitigation and adaptation through potential application of a 'climate lens' to inform OCP policy development may also be considered. The update will also include an action plan to guide the planning and development of the City's neighbourhood service centres to further the development of compact, complete communities in Richmond. The OCP update process began in 2022, with bylaw adoption scheduled for 2025. In April 2023, following an extensive stakeholder engagement process, Council endorsed the Richmond Circular City Strategy (RCCS). Richmond is one of Canada's leading cities in developing a comprehensive, integrated action plan to advance circularity. In 2023, the City secured funding from FCM to conduct a comprehensive community-wide Material Flow Analysis study for Richmond. This study will assess the current state of resource flows within Richmond to produce goods and services, and identify relationships between resource flows, social activities, economic development, and environmental changes. One of the intended outcomes of this work is to inform a review of the City's demolition bylaw.

Provincial Policy Alignment - Resilience and Adaptation

The goal of climate adaptation is to reduce risk and vulnerability associated with climate change impacts. To manage climate impacts, local governments and Nations are integrating climate adaptation principles into decisions and everyday activities.

One requirement of this Program is that you must report on **at least one or more** project(s) linked to one or more objectives from the [CleanBC Roadmap to 2030](#) and/or the [Climate Preparedness and Adaptation Strategy](#) (CPAS) in Questions 10-13. If your community reports one initiative related to one sector you have satisfied this requirement, but please select all that apply for Questions 10-13.

Question 13: Please indicate all initiatives your local government or Nation had completed, ongoing or in-progress in the 2023 calendar year to adapt to and build resilience to climate impacts. This should not be limited to what your LGCAP funding supported.

Corporate
Community

Corporate resilience and adaptation policies, programs and actions.

Undertaking or completing a risk assessment at the asset or project level.

Addressing current and future climate risks through plans, adaptation measure implementation, programs, service delivery, asset management and/or other functions.

Collaboration with other communities on resilience planning/initiatives.

Monitoring climate risks or impacts (floods, wildfire, etc.).

Providing training (adaptation and mitigation skills).

Creating data systems to support climate action.

Utilizing natural assets/nature-based solutions.

Developing emergency/hazard response plans.

Community-wide resilience and adaptation policies, programs and actions.

Addressing current and future climate risks through plans, adaptation measure implementation, programs, service delivery, asset management and/or other functions.

Collaboration with other communities on resilience planning/initiatives.

Monitoring climate risks or impacts (floods, wildfire, etc.).

Public engagement on climate risks and actions.

Please highlight one or more climate adaptation project(s) that were completed, ongoing or in-progress in the 2023 calendar year to reduce risk and increase resilience. Please enter NA if your community reported no community-wide or corporate initiatives ongoing, completed or in-progress for 2023.

Please note that highlights for resilience actions may be shared with the Ministry of Emergency Management and Climate Readiness (EMCR) for them to use on ClimateReadyBC as part of their work on sharing info on climate resilience in BC. EMCR may follow up for more details if needed.

Dike raising to 4.7 meters geodetic along Dyke Road, between 6080 Dyke Road to Gilbert Road – in design. | Dike raising to 4.7 meters geodetic along River Road, between Lynas Lane to No. 2 Road – in design. | Dike raising to 4.7 meters geodetic along Dyke Road between No. 4 Road to No. 5 Road – in design.

Question 14 a): Has a climate risk and vulnerability or similar assessment been undertaken for your local government or Nation?

Please select all that apply. In the textbox, please provide the link to the public assessment if available.

Yes at the community level

Staff from Emergency Programs department are working with a geospatial consultant through funding from UBCM, to conduct an extreme heat vulnerability assessment for the City, to be completed in 2024.

Question 14 b): Are you integrating climate risk into asset management, budgeting and climate action plans?

Yes, in asset management

Yes, in budgeting

Yes, in climate action plans

Question 15: What are the most significant climate hazards and impacts faced by your jurisdiction and what is the timeframe of their expected impact on your community?

For each selection, please indicate if the timeframe of their expected impact is short, medium, long or not sure. (short [current/by 2025]; medium [2026-2050]; long [beyond 2050])

Extreme heat and heat stress

short

Extreme cold, snow and ice

short

Wildfire smoke

short

Overland flooding

short

Coastal flooding, storm surge events and/or other coastal hazards

long

Wind, rain, and other storm events

short

Ecological impacts (examples of ecological impacts include biodiversity loss and erosion)

medium

Cultural impacts (examples of cultural impacts include threats to identities, languages, and livelihoods)

long

Human health impacts

short

Question 16: What information do you need to know to be able to plan effectively for the future of your community, with respect to the hazards and impacts identified in Question 15? Please select one or more of what you consider the most valuable types of information for planning.

Local knowledge

Localized climate modelling and projected scenarios

Assessment of potential community impacts

Assessment of community vulnerabilities

Risk assessment of hazards

Mapping of climate change impacts and hazards

Demographic information

Projected development

Technical expertise to implement solutions

Information on partnership opportunities

Examples of actions taken by other communities

Optional: What resilience indicators are of most value to your local government or Nation?

Regional climate impact modelling that factors in implemented adaptation measures.

Question 17: Based on the hazards and impacts you indicated as most significant in Question 15, which groups are most vulnerable to the impacts of those climate hazards and impacts?

Low-income households

Indigenous Peoples

Racialized communities

Newcomers to Canada (immigrants and refugees)

People experiencing homelessness

Seniors

Pregnant women and young children

Persons with disabilities

LGBTQIA2S+: Lesbian, Gay, Bisexual, Transgender, Queer or Questioning, Intersex, Asexual, Two-Spirit, and additional sexual orientations and gender identities

People living alone / socially isolated

Other

People with pre-existing illness, respiratory or cardiovascular disease | outdoor workers | neuro-diverse individuals | people with mental health disorders | individuals or households at risk of homelessness

Source: *Climate Change & Health Vulnerability & Capacity Assessment*, Vancouver Coastal Health and Fraser Health Report (Feb. 2022); *Protecting Population Health in a Climate Emergency*, Chief Medical Health Officer, Vancouver Coastal Health (2023)

Question 18: Of the hazards and impacts identified in Question 15, please specify the associated adaptation measures completed or in-progress in the 2023 calendar year, if any. If entering a hazard under "Other", please also write the hazard in the "Adaption measure" textbox.

Extreme heat and heat stress

Adaptation measure

Advocated for BCBC requirements for existing buildings; Extreme Heat and Poor AQ Emergency Ops Plan.

Extreme cold, snow and ice

Adaptation measure

City & partners provide Warming Centres; Snow Angels shovel walks for residents needing assistance.

Wildfire smoke

Adaptation measure

Revised Extreme Heat and Poor Air Quality Response Plan ready for activation.

Overland flooding

Adaptation measure

Localized drainage assessments and improvements throughout the City.

Coastal flooding, storm surge events and/or other coastal hazards

Adaptation measure

Perimeter dike raising design for 3 locations.

Wind, rain, and other storm events

Adaptation measure

Localized drainage assessments and improvements throughout the City.

Ecological impacts

Adaptation measure

Habitat enhancement and banking agreement; invasive species inventory and risk assessment.

Human health impacts

Adaptation measure

See "Extreme cold, snow and ice" above.

Equity

Taking an equity-informed approach to climate action is about enhancing climate resilience for everyone in B.C., regardless of where and how they live and requires a just approach that integrates equity considerations into climate planning and adaptation responses.

Question 19: How does your local government or Nation ensure equitable access to and distribution of climate action opportunities and benefits?

Please select all that apply.

By engaging with equity seeking groups/frontline communities most impacted by climate policy and change.

By designing and implementing climate actions that remove barriers to participation in planning and programs faced by equity seeking groups/frontline communities most impacted by climate change.

Optional: Please highlight a climate initiative completed or in-progress in the 2023 calendar year that promotes equity and inclusion.

(1) The Energize Richmond (initially called the "Energy Poverty Toolkit") pilot engaged stakeholders to work one-on-one with residents living with energy poverty. Participants gained training, skills, and a toolkit enabling them to act as community leaders, hosting unique local dialogues with their peers, catalyzing the creation of action plans to save money and energy, and encouraging residents to take action on climate change. (2) Through UBCM's Community Emergency Preparedness grant program, the City was awarded approximately \$30,000 to produce Extreme Temperature Risk Mapping, Assessment and Planning. The information from this analysis will inform the development of future initiatives to target identified at-risk populations and areas. (3) The City worked with the Canadian Red Cross to develop a community preparedness education program for seniors and newcomers. The resulting five events reached approximately 180 people and provided education in individual preparedness, hazard awareness, and provided tools for community building. (4) The Snow Angel program offered during the winter season helps to ensure residents who are older adults or have mobility challenges stay connected and have the ability to leave their homes during a snowfall event. Over Winter 2022/23 and 2023/24, the program had a total of 138 volunteers, who worked over 485 hours to ensure that 234 residents were successfully assisted with a cleared walkway around their homes.

LGCAP Year 2 Funding

The Program must be able to demonstrate the impact this funding has on greenhouse gas emissions reductions and resilience and adaptation in B.C. To substantiate the Program, we must develop a baseline understanding of where local governments and Nations are at with respect to climate action and track progress over time.

Please do your best to specify how much of your LGCAP funds was invested for each initiative undertaken without double counting.

Question 20: What did/will your local government or Nation spend its LGCAP funding on for year two of the Program (2023)? Please select all that apply and indicate the total dollar value associated with each initiative. For LGCAP 2023 funding, City of Richmond received 566082. Please ensure the amount(s) entered for Question 20 equal this amount in total.

Corporate
Funds on hold
461882.48

Corporate Initiatives

Textbox format: no dollar sign and up to two decimal points (i.e. 2500 or 657.25). If selecting "Other", please write both the item and the amount of funding in the textbox.

Staffing
101399.52

Traditional service emissions reporting
2800.00

Please highlight the initiative(s) your local government or Nation's LGCAP year two funding will support.

Two new Senior Climate Action Specialists (3-year TFT staff) focused on advancing low-carbon retrofits to existing buildings and zero emission mobility in Richmond.

Question 21 a): How much additional funding for climate action were you able to invest by leveraging your LGCAP funds? This could include matching grants as well as private investment.

Format: no dollar sign and up to two decimal places

0.00

Question 21 b): Please list the funding programs leveraged and associated funders (i.e. Investing in Canada Infrastructure Program, Canada/Province). Please enter "NA" if no funds were leveraged.

NA for Year 2. Note: Information on the above will be included in the City's Year 4 LGCAP Survey Report, where LGCAP proceeds in calendar years 2024 and 2025 will be used to leverage an \$175,000 FCM GMF funding application to explore financing options for energy retrofits to existing low-rise residential buildings. LGCAP proceeds will also be utilized for municipal 'top-up' incentives in 2024 to help drive local participation in CleanBC heat pump retrofit incentives for existing ground-oriented housing.

Question 22: What is your internal decision criteria for spending LGCAP dollars?

City Council direction for LGCAP funding to be used strategically to advance progress in reducing emissions from existing buildings and vehicle transportation, which are both noted as major moves for 2030 in Richmond's Community Energy and Emissions Plan 2050. The approved Staff Report from October 24, 2022 described how LGCAP funding would be used to support three new full-time staff (two in fiscal 2023, and the third in fiscal 2024), as well as related funding for pilot program development, and outreach and engagement activities. These three positions were also approved by Council through the annual Operating Budget process in 2023 and 2024.

Question 23: Does your local government or Nation use a formal framework to apply a climate lens on infrastructure planning and decision-making?

This could include the Provincial preliminary GHG assessment guidance, the Federal climate lens guidance, or another climate lens framework.

No

Question 24: What is the value in the Program's continuity for your community?

Optional

Meaningful progress toward City of Richmond's Council-adopted community GHG emissions targets requires ongoing policy, program and regulatory effort by the City, with most of these initiatives needing to be multi-year to have the desired emissions impact. The Province of BC's commitment to sustained funding through the LGCAP program has enabled the City to add three new Senior Climate Action Specialist TFT positions (two in Q4 2023, and one in Q3 2024) to develop and lead new initiatives targeting existing buildings and zero emission mobility.

Please note on posting the survey publicly:

- All information from required questions must be included.
- Optional questions and responses can be omitted.
 - The Province will use the information for internal purposes only.
- When posting the survey publicly, the design / format of the form can be changed.

Local Government Climate Action Program Attestation Form

Instructions for the Attestor (CFO or equivalent staff person):
Complete and sign this form by filling in the fields below.

I, the Chief Financial Officer, or equivalent position, attest to the following:

1. That Local Government Climate Action Program funding has been, or will be, allocated to climate action.
2. That Local Government Climate Action Program funds for years 1 and 2 received in 2022 and 2023 will be spent by March 31, 2025.
3. That Local Government Climate Action Program funds for years 3-5 received in 2024 will be spent by March 31, 2028.
4. That a completed and signed version of this form and survey contents will be publicly posted by September 30, 2024.

Attested by (first name, last name)

Jerry Chong

Professional title

General Manager, Finance and Corporate Services

Local government or Modern Treaty Nation

City of Richmond

Date

2024-07-30

Attestor signature

Please note: We did hear feedback to allow for file upload e-signatures and have looked into this. Unfortunately, uploaded files do not appear on the final report. If you require a redo for the digitally-drawn signature, please click the trash can. If that doesn't work, please submit your survey then contact us at LGCAP@gov.bc.ca.

Signature captured



2024-07-31 09:23:00 Pacific Daylight Time

2023 Corporate Energy and Emissions Inventory

Local Government Name:	The City of Richmond
Year:	2023
Contact Information:	
Name:	Jerry Chong
Position:	General Manager of Finance and Corporate Services
Telephone Number:	604-276-4064
Email address:	JChong@richmond.ca

Stationary Emission Sources:				4,350
Building Fuel	Units	Consumption	Emissions Factor	Emissions (tCO₂e)
01 - Fortis BC Natural Gas	GJ	77,819	0.049846500	3,879
Electricity - BC Hydro	kWh	41,695,937	0.000011300	471
Mobile Emission Sources:				2,641
Vehicle Class	Units	Consumption	Emissions Factor	Emissions (tCO₂e)
01 Light-duty Vehicle - Gasoline	L	34,755	0.002201676	77
02 Light-duty Vehicle - Diesel	L	127	0.002633008	0
07 Light-duty Truck - Gasoline	L	175,688	0.002201676	387
08 Light-duty Truck - Diesel	L	12,832	0.002633484	34
09 Light-duty Truck - Propane	L	2,965	0.001540340	5
13 Heavy Duty - Gasoline	L	362,795	0.002246839	815
14 Heavy Duty - Diesel	L	315,131	0.002616375	824
Heavy Duty Propane	L	96,014	0.001540340	148
18 Off-Road - Gasoline E5	L	20,994	0.002351258	49
19 Off-Road - Diesel	L	114,610	0.002635377	302
Total Directly Delivered Services Emissions				6,991
Contracted Mobile Emission Sources:				2,350
Vehicle Class	Units	Consumption	Emissions Factor	Emissions (tCO₂e)
14 Heavy Duty - Diesel	L	19,918	0.002616375	52
Heavy Duty - Diesel B5	L	439,648	0.002589570	1,138
Heavy Duty Propane	L	75,390	0.001540340	116
Heavy Duty Natural Gas	L	24,947	0.003115706	78
13 Heavy Duty - Gasoline	L	8,688	0.002246839	20
19 Off-Road - Diesel	L	359,058	0.002635377	946
Total Contracted Services Emissions				2,350
Total Traditional Services GHG Emissions				9,341