



**Public Works and Transportation Committee
Electronic Meeting**

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

**Wednesday, September 23, 2026
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-4 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on July 22, 2026.*



NEXT COMMITTEE MEETING DATE

October 21, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

- 1. LOCAL GOVERNMENT CLIMATE ACTION PROGRAM (LGCAP)
YEAR 5 SURVEY REPORT AND 2025 CORPORATE EMISSION
INVENTORY**

(File Ref. No. 10-6125-07-01) (REDMS No. 8478643)

PWT-11

See Page PWT-11 for full report

Designated Speaker: Jovan Cheema

STAFF RECOMMENDATION

That the LGCAP Year 5 Survey and Attestation Form as described in the report titled "Local Government Climate Action Program (LGCAP) Year 5 Survey Report and 2025 Corporate Emission Inventory", dated August 20, 2026, from the General Manager, Engineering and Public Works be endorsed and posted on the City's website for public information, in accordance with Provincial requirements.



2. **REVIEW OF ROADS AROUND ERRINGTON ELEMENTARY SCHOOL**

(File Ref. No. 10-6500-01) (REDMS No. 8456529)

PWT-48

See Page PWT-48 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the report titled "Review of Roads Around Errington Elementary School", dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.



3. **GLENALLAN GATE AND GLENALLAN DRIVE - STREET PARKING ADJUSTMENTS**

(File Ref. No. 10-6500-01) (REDMS No. 8456537)

PWT-53

See Page PWT-53 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the report titled "Glenallan Gate and Glenallen Drive – Street Parking Adjustments", dated August 24, 2026, from the General Manager, Engineering and Public Works, be received for information.



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Pg. # ITEM

4. **GRANVILLE AVENUE AND SHELL ROAD WALKWAY UPDATE**
(File Ref. No. 10-6000-01) (REDMS No. 8487993)

PWT-60

[See Page PWT-60 for full report](#)

Designated Speaker: Eric Sparolin

STAFF RECOMMENDATION

That the report titled “Granville Avenue and Shell Road Walkway Update”, dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

☐

5. **MANAGER’S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, July 22, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Michael Wolfe, Vice Chair
Councillor Carol Day
Councillor Kash Heed
Councillor Alexa Loo

Also Present: Councillor Bill McNulty
Councillor Laura Gillanders
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 17, 2026, be adopted as circulated.

CARRIED

AGENDA ADDITION

The Chair advised that Granville Avenue Walkway be added to the agenda as Item No. 4A.

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1. **FRASER RIVER FRESHET AND FLOOD PROTECTION UPDATE 2026**

(File Ref. No. 10-6060-01) (REDMS No. 8279535)

It was moved and seconded

That the report titled "Fraser River Freshet and Flood Protection Update 2026", dated June 24, 2026, from the General Manager, Engineering and Public Works, be received for information.

The question on the motion was not called as discussion ensued with regard to (i) the use of cameras to assess the tide impact on Mitchell Island, (ii) and canal stabilization practices, (iii) remediating beaver burrows in the Terra Nova area, and (iv) and City efforts to maintain the dike system.

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

2. **RICHMOND WATER QUALITY AND CONSERVATION REPORT 2025**

(File Ref. No. 10-6650-01) (REDMS No. 8448931)

Discussion ensued with respect to the report reflecting lower water usage.

In response to queries from Committee, staff advised that (i) the plunger-type tool noted in the staff report was intended for use on flat surfaces, (ii) there are other attachments that allow the work over boulevards and different soil types to repair leaks, and (iii) Metro Vancouver conducts the testing of water quality.

Discussion then ensued regarding the City's standards of water certification. Staff advised that information on the City's certification protocols and the number of certified staff will be provided to Council.

It was moved and seconded

That the annual report titled "Richmond Water Quality and Conservation Report 2025", dated June 15, 2026, from the General Manager, Engineering and Public Works, be:

- (1) Approved as the City's annual water quality report for reporting the 2025 water system monitoring information;*
- (2) Submitted to the Drinking Water Officer and Medical Health Officer; and*
- (3) Made available on the City's website, through various communication tools including social media channels and as part of community outreach initiatives.*

CARRIED

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3. **TILBURY PHASE 2 LIQUIFIED NATURAL GAS (LNG) EXPANSION PROJECT**

(File Ref. No. 10-6125-30-010) (REDMS No. 8091955)

Discussion ensued with respect to (i) Richmond's stated opposition to the proposed LNG project's location along the Fraser River and in proximity to residential areas being formally opposed in 2020, and (ii) consultation process with Richmond.

In response to queries, staff advised Richmond have been actively participating in the environmental assessment process but have not received additional feedback from the federal ministries overseeing the project.

It was moved and seconded

That the comments on the "Tilbury Phase 2 LNG Expansion Project", as outlined in Attachment 2, be endorsed for submission to the BC Environmental Assessment Office as part of the public comment period.

CARRIED

Opposed: Cllr. Loo

Discussion then ensued about writing a letter to the Minister of Environment and Parks expressing Richmond's opposition to the proposed expansion, and as a result the following **motion** was introduced:

It was moved and seconded

That a letter be sent to the Minister of Environment and Parks, with copies sent to Richmond Members of the Legislative Assembly and to Metro Vancouver and all Mayors of Metro Vancouver municipalities, reaffirming Richmond's opposition to the Tilbury Phase 2 Liquefied Natural Gas Expansion project and the lack of ability to access project information.

CARRIED

Opposed: Cllr. Loo

Discussion then took place on recognizing the rights of the Fraser River, and as a result, the following **referral motion** was introduced:

It was moved and seconded

That Council direct staff to:

- (1) *Investigate the emerging legal and governance framework known as the Rights of Nature and related Declaration of River Rights, including a review of the Magpie River (Muteshekau-shipu) Declaration in Quebec, which since 2021 has recognized a set of rights for the river, and assess relevant Canadian and international examples and best practices;*

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- (2) *Through Public Works and Transportation and in collaboration with Legal Services, Parks, Recreation and Culture, Indigenous Relations, and other relevant departments, evaluate how principles associated with river rights and ecological stewardship could inform or complement existing City policies, environmental strategies, asset management practices, biodiversity initiatives, climate adaptation planning, and watershed protection efforts;*
- (3) *Explore opportunities for collaboration with First Nations, regional municipalities, environmental organizations, stewardship groups, educational institutions, the Steveston Harbour Authority, and other partners to advance public awareness, ecological restoration, and long-term stewardship of the Fraser River Estuary, recognizing its ecological significance as part of the internationally recognized Fraser River Delta Ramsar Site and the Pacific Flyway;*
- (4) *Assess whether recognition of river rights principles would provide additional policy tools or considerations relevant to municipal decision-making, advocacy, environmental protection objectives, and the review of major infrastructure and industrial development proposals affecting the Fraser River and its watershed; and*
- (5) *Report back to Council by Q3 2026 with:*
 - (a) *a summary of findings;*
 - (b) *legal and jurisdictional considerations;*
 - (c) *opportunities for partnership and indigenous co-governance approaches;*
 - (d) *potential policy, regulatory, and bylaw implications;*
 - (e) *recommended next steps; and*
 - (f) *options for Council consideration regarding a future declaration, resolution, or other formal recognition framework.*

The question on the referral motion was not called as discussion ensued with regarding broader collaboration with other jurisdictions on the proposal.

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

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4. ICBC-CITY OF RICHMOND ROAD SAFETY IMPROVEMENT PROGRAM UPDATE 2026

(File Ref. No. 03-1000-03-006) (REDMS No. 8091955)

In response to queries from Committee, staff advised that (i) all projects have been approved through previous capital programs, (ii) the remediation at Westminster Highway and No. 4 Road new curb and gutter was in response to allow new traffic turns and lower resolution traffic cameras have been installed with no red light or radar capabilities, and (iii) ICBC will often support changes in accident-prone areas such as intersection upgrades but does not share criteria on how contributions are calculated.

It was moved and seconded

- (1) That the road safety improvement projects, as described in Attachment 1 of the report titled "ICBC-City of Richmond Road Safety Improvement Program Update 2026", dated June 22, 2026, from the General Manager, Engineering and Public Works, be endorsed for submission to the ICBC 2026 Road Safety Improvement Program for consideration of cost-share funding;*
- (2) That should the above submission be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the cost-share agreements on behalf of the City; and*
- (3) That should the above application be successful, the Consolidated 5 Year Financial Plan (2026-2030) be amended accordingly.*

CARRIED

4A. GRANVILLE AVENUE WALKWAY

(File Ref. No.)

Ned Mataru, Richmond resident, spoke to the provision of a proper walkway along the Canadian National Railway (CN) crossing at Granville Avenue. He noted that (i) currently, the unfinished sidewalk and no road should cause concern as people cross a busy road, (ii) a school in the proximity of No. 4 Road is also cause for concern, (iii) traffic has increased considerably on No. 5 Road since initial concerns were reported to the City, and (iv) residents have installed cautionary signage.

Discussion ensued with respect to (i) suggestions for a pedestrian bridge, (ii) exploring cost-sharing options, (iii) upgrading the signal system, (iv) measures taken to try to address the problem, and (v) working with CN to resolve concerns.

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

It was moved and seconded

That staff be directed to review options related to pedestrian safety improvements along the Shell Road trail and Granville Avenue and negotiate with Canadian National Railway on the associated costs, and report back.

CARRIED

5. MANAGER'S REPORT

(i) Closure of AM Traffic Radio and Local Media

Staff reported that since media resources such as newspapers and traffic information radio have ceased services, the City now offers traffic information using a multi channel approach including website page, digital updates, and community engagement strategies. Information posted to the City's WhatsApp channel launched in the last two days allows the public direct access to important traffic updates.

(ii) Eradication of Brazilian Elodea

Staff advised that the invasive aquatic plant, Brazilian Elodea, has been eradicated in Richmond.

(iii) Bike Lane Medians

Discussion ensued with respect to the visibility of the concrete bike median along Williams Road, and it was requested that the concrete be painted a visible colour. Staff responded that staff can investigate painting the median.

(iv) Steveston Highway Multi-Use Path Sidewalk Curbs

It was requested that staff investigate the radius of the sidewalk curbs along No. 2 Road. Staff advised that staff can take a look and make improvements to the curbs.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn 5:07 p.m.

CARRIED

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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 22, 2026.

Councillor Michael Wolfe
Vice Chair

Vivian Guthrie
Recording Secretary



To:	Public Works and Transportation Committee	Date:	August 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6125-07-01/2025-Vol 01
Re:	Local Government Climate Action Program (LGCAP) Year 5 Survey Report and 2025 Corporate Emission Inventory		

Staff Recommendation

That the LGCAP Year 5 Survey and Attestation Form as described in the report titled “Local Government Climate Action Program (LGCAP) Year 5 Survey Report and 2025 Corporate Emission Inventory”, dated August 20, 2026, from the General Manager, Engineering and Public Works be endorsed and posted on the City's website for public information, in accordance with Provincial requirements.

Executive Summary

The Local Government Climate Action Program (LGCAP) was introduced by the Province in 2022 as a replacement for the former Climate Action Revenue Incentive Program (CARIP). Through LGCAP, the City of Richmond received \$566,082 annually in 2022 and 2023, and \$552,886 annually for fiscal years 2024, 2025 and 2026. Consistent with Council direction, LGCAP funding is being allocated strategically to accelerate implementation of key actions from the Community Energy and Emissions Plan (CEEP) 2050, program development, technical analysis, stakeholder engagement and demonstration projects.

This report fulfills the Province’s Year 5 LGCAP reporting requirements and provides an update on corporate energy use and greenhouse gas (GHG) emissions for the 2025 reporting year, along with a summary of community and corporate climate actions undertaken in 2025. Overall, corporate building GHG emissions in 2025 were 22 per cent lower than the 2007 baseline year, as a result of energy efficiency improvements, mechanical system upgrades, connection to a low-carbon district energy system, and low-carbon electrification projects across City facilities.

The report highlights the City’s continued leadership in climate action and environmental sustainability through implementation of Council-endorsed strategies and projects aligned with the Province’s CleanBC Roadmap to 2030 and draft Climate Preparedness and Adaptation Strategy. With Council endorsement of this report, the City will complete the final step of the Province’s Year 5 LGCAP reporting process through public posting of the completed Survey Report and Attestation Form.

Staff Report

Origin

The Government of British Columbia (the Province) announced the Local Government Climate Action Program (LGCAP) in May 2022 as a replacement of 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 received \$566,082 for fiscal years 2022 and 2023 and \$552,886 for fiscal years 2024, 2025, and 2026.

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. The funding supports initiatives such as zero-emission vehicles, energy retrofits for existing buildings, demonstration projects, incentives, as well as community outreach and engagement.

This report updates Council on corporate energy and emission inventories for the operating year 2025. It also provides a summary of both corporate and community actions undertaken in 2025 that align with the Province's CleanBC Roadmap to 2030 and the draft BC Climate Preparedness and Adaptation Strategy, as required by LGCAP reporting guidelines.

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

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

Analysis

Annual Submission Requirements for LGCAP Funding

To be eligible for Year 5 LGCAP funding, local governments 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, 2026, stating that the funds received will be used for community climate action initiatives; and
3. Post a completed version of the LGCAP Year 5 Survey Report and Attestation Form publicly by September 30, 2026.

Items one and two were completed in July 2026 as part of the Provincial submission requirements (Attachment 1). With Council endorsement of this report, Item three will be completed as the final step in the Year 5 LGCAP reporting process.

Annual Submission Requirements for LGCAP Funding

The Province has made minor revisions to the annual LGCAP Survey Report for the fifth reporting year, incorporating feedback received following the 2025 submission process and during provincial workshops held in early 2026. 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 the fiscal year 2027 (ending March 31, 2028).

The Survey Report (question #20) notes that a lump sum of \$1,658,659 in LGCAP funding for 2024-2026 was received in March 2024 and placed in the City restricted grant account. The total amount of \$1,132,164 in LGCAP funding was received from the Province in 2022 and 2023 and has been fully spent as of October 2025 in accordance with Provincial program requirements. As directed by Council, LGCAP funding is fully supporting temporary staff positions in the following strategic areas: the City-wide transition to some zero-emission mobility modes and retrofits to existing buildings. Remaining LGCAP funds are being allocated strategically to program development, technical analysis, and stakeholder engagement in these two areas, as well as in other strategic priority areas of the CEEP.

LGCAP Corporate Energy Emissions for 2025 Reporting Year

This report includes the City's corporate emissions for reporting year 2025, which adheres to the LGCAP 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.

Overall, corporate building GHG emissions in 2025 were 22 per cent lower than in baseline year 2007¹. Staff reported that the significant reduction in emissions is primarily attributable to energy efficiency improvements, mechanical system upgrades, and low-carbon electrification projects across City facilities. Total Fleet fuel consumption also decreased by approximately four per cent between 2024 and 2025.

¹ In 2007, total corporate GHG emissions were 6,106 tonnes CO₂e, compared to 4758 tonnes CO₂e in 2025. Detailed calculations are provided in Attachment 2.

However, reported Fleet emissions increased due to the established methodology used to allocate a portion of fuel consumption to capital project activities. As the capital project adjustment was substantially lower in 2025 than in 2024, a greater share of total fuel use was attributed to Fleet operations for reporting purposes, despite an overall decrease in actual fuel consumption.

Table 1: 2025 Corporate Emission Sources

Emission Sources and Credits	tonnes CO₂e	Quantification Method
Emissions from services delivered directly by the City	6,882	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	2,205	Uses the Province of BC's standard methodology and guidance for estimating contracted emissions in corporate inventories.
Total Corporate Emissions	9,087	
Household organic waste composting – Diverted from landfill	10,191	BC Government GHG Reduction Projects reporting method
Surplus GHG emission credits from 2024 Reporting Year	14,302	2024 LGCAP Reporting Year
Total Carbon Credits (Offsets)*	24,493	
Net carry forward carbon credits for 2026 reporting year	15,406	Total Carbon Credits minus Corporate Emissions in 2025

* **NOTE** Last year, the City reported surplus emission credits of 14,302 tonnes of CO₂e that have been carried forward from 2024 to help offset emissions incurred in 2025. 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 (not included in the survey).

Budgetary Implications

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). Funding is supporting the transition to some zero emission mobility modes 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 the implementation of these actions, the City is seeking to position itself for a successful transition to a low carbon and climate-resilient community.

August 20, 2026

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Respectfully submitted,

Chad Paulin, Director, Climate and Environment

Report Contributors

This report was prepared by Jovan Cheema, Manager, Climate Action and reviewed by Intergovernmental Relations, Finance, District Energy, Facilities, Project Development, Emergency Programs, Building Approvals, Community Social Development, Policy Planning, Engineering, Public Works, Environmental Programs, Fleet, and Transportation.

Endorsed by Serena Lusk, CAO

Att. 1: LGCAP Year 5 Survey Report and Attestation Form
2: 2025 Corporate Energy and Emissions Inventory



Local Government Climate Action Program Survey 2025

Introduction

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, planning and investments; improving education; raising awareness of climate change causes and solutions; increasing human and institutional capacity with respect to climate change mitigation and adaptation, impact reduction and early warning systems.

Information collected will:

- *Highlight local government and Modern Treaty Nation 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](#), LGCAP Summary Report and on the Program's public facing [website](#);*
- *Help inform policy development and monitor progress on achieving provincial and local climate objectives; and*
- *Support provincial efforts to better collaborate with and enable communities to advance climate action.*

The survey was informed by:

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

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 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, impact reduction and early warning systems.

***Question 1: How many full time equivalent (FTE) staff work on climate action in your organization?**

8

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

☒ Yes

☐ No

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

☐ Integrated climate plan (addressing mitigation, adaptation and/or energy use)

☐ Integrated climate plan (addressing mitigation and adaptation)

☒ Integrated climate plan (addressing mitigation and energy)

☐ Integrated climate plan (addressing adaptation and energy)

☐ Standalone mitigation plan

☒ Standalone adaptation plan

☐ Standalone energy-related plan

☐ Don't know

If not, please select one or more options from the list.

☐ No, but we are currently undertaking one and it will be completed in the next two years.

☐ No, we are not intending to undertake one due to lack of financial capacity.

☐ No, we are not intending to undertake one due to lack of expertise or technical capacity.

***Question 3: Does your local government or Nation have a corporate climate action plan or other guiding document(s)?**

☒ Yes

☐ No

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

☐ Integrated climate plan (addressing mitigation, adaptation and/or energy use)

☐ Integrated climate plan (addressing mitigation and adaptation)

☐ Integrated climate plan (addressing mitigation and energy)

☐ Integrated climate plan (addressing adaptation and energy)

☒ Standalone mitigation plan

☐ Standalone adaptation plan

☒ Standalone energy-related plan

☐ Don't know

If not, please select one or more options from the list.

☐ No, but we are currently undertaking one and it will be completed in the next two years.

- ☐ No, we are not intending to undertake one due to lack of financial capacity.
- ☐ No, we are not intending to undertake one due to lack of expertise or technical capacity.

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

- ☒ Lack of jurisdiction
- ☐ Lack of staff capacity or expertise
- ☐ Lack of financial resources
- ☒ Lack of data or information
- ☐ Lack of provincial or federal government support or collaboration
- ☐ Competing priorities
- ☐ Other (please specify):

Traditional Services Greenhouse Gas Emissions

Measuring and reporting traditional services emissions (defined in previous years as corporate emissions) is a Program requirement for all communities with a 2020 population of 5000 residents and above ([see population statistics here](#)).

This requirement can be fulfilled using an established reporting framework of your choosing (CDP, GHG Protocol for Cities, etc.), including the LGCAP scope and boundaries described in the [LGCAP Traditional Services Boundaries and Scope Guidance](#). Contracted emissions must be accounted for regardless of which protocol your local government employs. Local governments with populations below 5000 and Modern Treaty Nations are not required to report traditional services greenhouse gas emissions but are encouraged and supported to do so on a voluntary basis.

***Question 5: For the 2025 calendar year, has your local government or Nation measured and reported associated traditional services GHG emissions?**

- ☒ Yes
- ☐ No, but for a past year. (Please enter most recent year completed: YYYY)
- ☐ No

If your local government or Nation measured 2025 traditional services GHG emissions, please report the GHG emissions from services delivered directly (in tonnes of carbon dioxide equivalent) from scope 1 and scope 2 sources

6,882

If your local government or Nation measured 2025 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.

2,205

If your local government or Nation measured 2025 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.

9,087

Optional: If your local government or Nation estimated fuel consumption and emissions from contracted services (because you were unable to obtain fuel consumption data directly from all contractors), please report the average percentage you applied to all contracts that was associated with fuel consumption (calculated from a sample of contracts and entered in the [Contracted Services Emissions Calculator](#) in the field 'Fuel % cost of overall contracted service cost').

If your local government or Nation measured 2025 traditional services GHG emissions, please report what protocol you used to measure emissions.

- ☒ LGCAP methodology (our guidance documents such as the [B.C. Best Practices Methodology for Quantifying GHG Emissions](#) and the [LGCAP Traditional Services Boundaries and Scope Guidance](#))
- ☐ CDP
- ☐ Greenhouse Gas Protocol
- ☐ Other (please specify):

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

4,758

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

2,124

Please provide the link to the public report if available.

Optional

If not, please select all that apply.

- ☐ No, due to lack of staff and technical capacity.
- ☐ No, due to lack of financial resources.
- ☐ No, due to lack of awareness regarding which GHG accounting tools are available.
- ☐ No, traditional services emissions are measured but not reported.
- ☐ Measurement is in-progress.
- ☐ Traditional services inventory is not developed annually.

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).

Facility-Electricity emissions in 2025 were higher than in 2024 because the emission factor of the BC Hydro grid was three times higher (0.000029300 tonne/kWh in 2025 vs 0.000009900 tonne/kWh in 2024), despite having almost the same electricity consumption.

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 unprocessed data can be requested by local governments that wish to measure and report their community-wide emissions for the buildings, on-road transportation and municipal solid waste sectors ahead of publication.

The Communities Team 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 at the local level will help the Communities Team as we upgrade the CEEI.

Question 6: For the 2025 calendar year, have community-wide GHG emissions been measured for your local government or Nation?

- ☐ Yes/In-progress
- ☒ No, but for a past year
- ☐ No

If selecting “Yes/In-progress” or “No, but for past year” for Question 6:

What is the reporting year for your most recent inventory of community-wide emissions?

2022

What is the interval for reporting community-wide emissions?

Annually

For the most recent year your local government or Nation measured community-wide GHG emissions, please report your community-wide on-road transportation sector emissions in tonnes of CO₂e.

417,410

For the most recent year your local government or Nation measured community-wide GHG emissions, please report your community-wide buildings sector emissions in tonnes of CO₂e.

597,273

For the most recent year your local government or Nation measured community-wide GHG emissions, please report your community-wide municipal solid waste sector emissions in tonnes of CO₂e.

30,779

For the most recent year your local government or Nation measured community-wide GHG emissions, please report the total for the on-road transportation, buildings, and solid waste sectors.

1,045,462

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

- ☐ Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC)
- ☐ GCoM Common Reporting Framework (CRF)
- ☐ 2006 IPCC Guidelines for National Greenhouse Gas Inventories

- ☐ U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (ICLEI USA)
- ☒ Regional specific methodology (CEEI)
- ☐ Jurisdiction specific methodology
- ☐ Other (please specify):

For the most recent year available, did your community use raw data from the [Community Energy and Emissions Inventory](#) initiative to calculate community-wide emissions?

- ☐ Yes
- ☒ No
- ☐ Not sure

If selecting “No” for Question 6:

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

- ☒ No, community GHG emissions were not reported because the 2025 Provincial Community Energy and Emissions Inventory data has not been released.
- ☒ No, we do not measure and report community-wide emissions data due to lack of financial capacity.
- ☒ No, we do not measure and report community-wide emissions data due to lack of staff and technical capacity.
- ☐ No, we do not measure and report community-wide emissions annually. (Please indicate most recent year completed: YYYY)

***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).**

	Reduction Percentage (format: e.g., 40)	Baseline Year (format: e.g., 2007)
2030	50	2007
2040		
2050		

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

Please select all that apply.

- ☒ Yes: Community-wide net-zero target
- ☒ Yes: Corporate carbon neutrality
- ☐ Yes: Corporate net-zero target
- ☐ No

***Question 9: Please select up to three supporting indicators that would be most valuable to your local government or Nation to advance climate action.**

- ☒ Housing type: Private dwellings by structural type
- ☐ Floor area: Average floor area by building category and era
- ☒ Residential density: Population and dwelling units per square land area (km²)

- ☐ Commute by mode: Employed labour force by mode of commute
- ☐ Greenspace: Land area that is parks and protected greenspace
- ☐ Walk score: Proximity to services
- ☐ Proximity to transit: Persons, dwelling units and employment within walking distance of a transit stop/line
- ☒ Other (please specify):

Annual data on total natural gas and electricity consumption by building type and building age cohort for each AHJ, OR by utility rate type and amount of annual consumption for each neighbourhood. Beyond this, it would be very helpful to have these energy consumption totals disaggregated by building heating system (i.e. natural gas, electric baseboard, electric heat pump, other) and DHW equipment used (natural gas, electric resistance, heat pump, other).

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

- The Province has a crucial role to play in resourcing CEEI to provide robust transportation and building sector emission figures for each municipality. Richmond encourages the Province to provide timely and complete community energy and emissions inventory (CEEI) dataset including accurate transportation sector emissions -for purposes of understanding progress made in reaching climate targets by BC municipalities.
- Richmond encourages the Province to provide a timely and complete community energy and emissions inventory (CEEI) dataset -including accurate transportation sector emissions - for purposes of understanding progress made in reaching climate targets by BC municipalities.
- Improved disaggregation of emissions data is also needed, particularly with regards to electricity and natural gas consumption. Disaggregated natural gas consumption data is particularly important given that GHG emissions within the building sector overwhelmingly come from natural gas.
- At present, the only data provided for communities served by FortisBC is two community-wide totals for "residential" and "CSMI" accounts (the latter of which includes multi-unit residential buildings), and the overall number of natural gas connections within the community. This information indicates only how much overall consumption there is within the community - it provides no insight regarding consumption.
- Please refer to Introba's July 2025 white paper - "Data that Delivers: The importance of community energy and emissions data, and how to improve the data available in British Columbia."

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 2025 calendar year related to the buildings sector.**

- ☒ Corporate

- ☒ Community
☐ Not applicable

Corporate buildings policies, programs and actions

- ☐ Highest efficiency standards for new space and water heating equipment
☐ B.C. Energy Step Code adoption (Step 4 or higher) – *See drop-down textbox below*
☐ Zero Carbon Step Code adoption – *See drop-down textbox below*
☒ Efficiency upgrades/retrofits
☐ Requirement to use mass timber in new buildings
☒ Requirement to measure embodied carbon
☒ Other (please specify): High Performance Building Policy #2306 (City-Owned Facilities)

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

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

Please enter the Emissions Level required for Part 3 buildings (Zero Carbon Step Code).

Please enter the Emissions Level required for Part 9 buildings (Zero Carbon Step Code)

Community-wide buildings policies, programs and actions

- ☒ Topping up Provincial energy efficiency incentive programs
☐ Bylaw changes to facilitate heat pump installations or electrical upgrades (please explain):
☒ B.C. Energy Step Code adoption (Step 4 or higher) – *See drop-down textbox below*
☒ Zero Carbon Step Code adoption – *See drop-down textbox below*
☐ Requirement to use mass timber in new buildings
☐ Requirement to measure embodied carbon
☒ Other (please specify):

Voluntary report embodied carbon in Part 9 and Part 3 buildings.

Implementation of low-carbon district energy systems

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

- (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).

Step 5+EL2, or Step 4+EL3, or Step 3+EL4

Please enter the Emissions Level required for Part 3 buildings (Zero Carbon Step Code).

- (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 Emissions Level required for Part 9 buildings (Zero Carbon Step Code).

EL2+ Step 5, or EL3+ Step 4, or EL4+ Step 3

***Please highlight one or more project(s) that were in-progress, ongoing or completed in the 2025 calendar year related to buildings.**

The first buildings built in Richmond to **Step Code** requirements were completed and occupied in 2019. In 2025, 133 new Step Code buildings containing 242 housing units were approved for occupancy. There are now more than 800 completed Step Code buildings containing 1,300 housing units in Richmond, including detached houses, townhouses, apartments, and commercial spaces built to these higher energy and emissions standards. The average new home completed in Richmond in 2025 has 48% less heat loss than those completed before 2019, while energy use for heating, cooling and ventilation is down by 55%. Greenhouse gas emissions (GHGs) from new homes in Richmond have declined sharply since 2022, so that GHGs from houses completed in 2025 are just 20% of those built in 2018 or before.

The **Bowling Green Community Activity Centre** in Minoru Park demonstrates the City of Richmond's commitment to integrating sustainability, accessibility and climate action into civic infrastructure projects. The new 3,200 sq. ft. facility replaced the former lawn bowling clubhouse and was designed to achieve LEED Gold certification and Rick Hansen Foundation Accessibility Certification. Climate action features include a high-performance building envelope, energy-efficient mechanical systems and durable building materials that support long-term energy and operational efficiency. The former clubhouse was carefully deconstructed, with salvaged materials donated to Habitat for Humanity, supporting waste diversion and circular economy objectives under the Richmond Circular City Strategy. The project also enhances community resilience by providing a modern, flexible and inclusive gathering space that supports recreation, social connection and community well-being.

The **Steveston Community Centre** project advanced the City's climate action and sustainable building objectives through the development of a high-performance community facility designed to achieve LEED Gold certification. The project incorporated energy-efficient building systems, sustainable construction practices and enhanced building performance measures to help reduce long-term energy use and greenhouse gas emissions. Additional sustainability measures included construction waste diversion and support for active transportation and electric vehicle charging infrastructure. This work supports the City's broader goals to reduce emissions from civic buildings, improve operational efficiency and enhance community resilience through sustainable public infrastructure.

The City of Richmond's **Lulu Island Energy Company (LIEC)** is one of Canada's largest municipally owned district energy utilities, providing energy services to 8.7 million ft² as of December 2025. Expansion of the City Centre District Energy Utility (CCDEU) has been underway since the execution of a substantial \$175 million 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 DEU service area within its first few years of operation. LIEC currently services 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 servicing 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 is planned to be completed by 2031 and will interconnect with CCDEU customer 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.

The City continued its **Embodied Carbon Industry Engagement Program**, engaging more than 550 participants from diverse sectors, including builders, developers, designers, suppliers, industry associations, academic partners and other governments. The program supported market readiness for low-carbon construction practices and helped prepare the voluntary embodied carbon declaration for Part 9 and Part 3 buildings, planned for launch in January 2026. This work builds industry capacity, improves understanding of embodied carbon measurement, and supports future integration of lower-carbon materials and design practices in Richmond's built environment.

The City advanced industry engagement to support expanding the scope and increasing the diversion targets of **Demolition Waste and Recyclable Materials** Bylaw No. 9516. Building on an existing bylaw that has achieved an average 85% diversion rate for one- and two-family dwelling demolitions, the update expands the bylaw to multi-family residential and non-residential buildings and increases diversion targets over time. The City engaged development, construction, demolition, recycling, architecture, engineering, UDI, and local small-builder stakeholders to increase landfill diversion, preserve material value, and strengthen pathways for recovered construction, renovation, and demolition materials to be reused, salvaged, recycled, and reintegrated into new construction and renovation projects. This work supports low-carbon circular construction by strengthening secondary material markets, reducing reliance on virgin materials, and creating opportunities to lower embodied emissions in future projects.

Implemented energy **efficiency and building electrification projects** across civic facilities that achieved approximately 888,000 kWh in annual electricity savings, including 407,000 kWh from the Street Lighting LED Upgrade Program. Projects such as LED lighting upgrades, Continuous Optimization initiatives, and heat pump installations improved operational efficiency, reduced emissions, and advanced the City's transition to lower-carbon building operations.

***Question 11: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2025 calendar year related to the transportation sector.**

- ☒ Corporate
- ☒ Community
- ☐ Not applicable

Corporate transportation policies, programs and actions

- ☒ Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling)
- ☐ Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles
- ☐ 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

- ☐ Implemented a zero-emission vehicle preference or requirement for contracted work from a service provider
- ☒ 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)
- ☒ Installation of secure bike parking (i.e. bike valet)
- ☒ Electric vehicle charging studies/planning
- ☒ Electric vehicle charging infrastructure investments
- ☒ Electric vehicle purchases and electric equipment/machinery purchases (i.e. electric zambonis)
- ☐ Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development
- ☐ Other (please specify):

Community-wide transportation policies, programs and actions

- ☒ Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling)
- ☒ Improving or expanding 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
- ☒ Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles
- ☐ 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
- ☐ Bylaws updated to prioritize energy efficient transportation hierarchy (i.e. pedestrians first)
- ☒ Revising existing bylaws or implementing new ones to support active transportation
- ☒ 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 bikes/scooter uses)
- ☒ Bylaws that reduce or eliminate off street parking requirements
- ☐ Implement pedestrian plazas, car-free streets (temporary or permanent) or limited-access automobile streets
- ☒ Installation of secure public bike parking (i.e. bike valet)
- ☒ Neighbourhood or community-wide speed limit reductions
- ☒ Electric vehicle charging studies/planning
- ☒ Mandatory EV infrastructure in new construction
- ☒ Established electric vehicle charging ready bylaws
- ☒ Electric vehicle charging infrastructure investments
- ☐ Streamlined hydrogen fueling station permitting process
- ☐ Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development

☐ Other (please specify):

***Please highlight one or more project(s) that were in-progress, ongoing or completed in the 2025 calendar year related to transportation.**

The City transitioned its public EV charging network from a time-based pricing model to an **energy-based (per-kWh) pricing structure** to provide a more equitable and transparent user experience. The updated pricing model more accurately reflects the amount of electricity consumed during charging sessions, helping reduce charging costs for many EV users while aligning with emerging industry best practices and provincial direction. This work supports broader transportation electrification objectives by improving affordability and accessibility of public EV charging infrastructure and encouraging continued EV adoption in Richmond.

The City completed several **infrastructure upgrades to support active transportation**, including construction of a new protected bi-directional cycling facility on Westminster Highway between Lynas Lane and No. 2 Road that involved channelized right turn removal at No. 2 Road. Expansion of the multi-use pathway on Steveston Highway between Mortfield Gate and Railway Avenue also reached completion.

Active transportation education and improvement programs continued in 2025 with the City hosting the 23rd annual Island City By Bike Tour, bike to school education for students, Go By Bike Week, 2025 Walk to School initiative. The City also participated in several education and outreach programs in partnership with the Richmond RCMP, ICBC and Lime such as the E-Scooter Safety and Skills Challenge encouraging residents to adopt active modes of travel.

The City successfully implemented several **traffic calming programs** within local neighbourhoods in 2025 to enhance the comfort of people walking and cycling on local roads. Residents were engaged to determine appropriate speed management measures on local streets. Through this program, traffic calming measures were implemented on Dyke Road, Westwater Drive, and Springfield Drive.

***Question 12: Please indicate all other climate initiatives (excluding buildings, transportation, and adaptation and resilience) your local government or Nation had in-progress, ongoing or completed in the 2025 calendar year related to community-wide and corporate action.**

- ☒ Corporate
- ☒ Community
- ☐ Not applicable

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)
- ☐ Supporting green/blue carbon sequestration
- ☐ Developing compliance carbon offset projects
- ☐ Developing voluntary carbon offset projects
- ☐ Other (please specify):

Community-wide climate policies, programs and actions

- ☒ Organics diversion
- ☒ Circular economy or zero waste strategy
- ☒ Renewable energy investments (e.g. district energy, waste heat recovery, biomass)
- ☐ Supporting green/blue carbon sequestration

- ☐ Climate engagement
- ☐ Other (please specify):

Complete, Compact Communities - Please select all that apply.

- ☒ Rezoning
- ☒ Small-scale multi-unit housing (e.g. duplex, triplex, fourplex, rowhouse)
- ☒ Density bonuses
- ☒ Infill development
- ☒ Urban containment boundaries
- ☒ Official Community Plans
- ☐ Regional Growth Strategies
- ☐ Community Development Plans

***Please highlight one or more project(s) that were in-progress, ongoing or completed in the 2025 calendar year related to community-wide or corporate action.**

Following extensive public and stakeholder consultation, a newly revised **Official Community Plan (OCP)** was introduced to Council. This included a revised Land Use Map and updated policies related to population growth, compact residential and mixed-use development, and affordable housing. The OCP amendment bylaw was adopted in February 2026.

Richmond's Green Cart Program – ongoing successes with organic waste diversion: The City of Richmond was one of the first municipalities in the region to implement food scraps collection starting in April 2010 for single-family homes. This initiative was then expanded to all residential units in townhomes and multi-family complexes ahead of the regional disposal ban on food scraps from the landfill in 2015. Annually, more than 78,700 units receive weekly organics collection, diverting more than 21,900 tonnes of organic waste from the landfill and helping to reduce greenhouse gas emissions. Since the program's implementation, Richmond has successfully turned 287,425 tonnes of organic materials into nutrient-rich soil. The City continued developing the Circular Learning Hub as a platform for capacity-building, collaboration, and knowledge-sharing with industry, other cities, regional governments, and partners. The Hub supports implementation of the Richmond Circular City Strategy by helping businesses and stakeholders access resources, share practices, develop local pilot projects, and build more resource-efficient material loops. This work strengthens collaboration across sectors and supports practical implementation of circular economy and low-carbon material strategies.

The City completed its first **Low-Carbon Circular Concrete** Pilot Project at the City Hall Annex sidewalk connection. The pilot used concrete with approximately 30% recycled concrete aggregate and achieved an estimated 20% reduction in embodied carbon, reducing emissions from 245 kg CO₂e/m³ to 198 kg CO₂e/m³. Testing confirmed the mix met municipal sidewalk performance requirements, including an average 28-day compressive strength of 38.25 MPa, above the 32 MPa design target. The project demonstrated that secondary materials can be used in municipal infrastructure while maintaining technical performance.

The City completed Richmond's **Material Flow Analysis and Carbon Scan**, establishing an economy-wide baseline for material flows, material footprint, and consumption-based carbon emissions, with deeper analysis of the built environment and food system. The analysis found that Richmond's annual material footprint is approximately 5.5 million tonnes, or 26 tonnes per person, and its consumption-based carbon footprint is approximately 4 million tonnes of CO₂e, or 19 tonnes of CO₂e per person. The built environment represents one of Richmond's largest opportunities for circular action, using approximately 850,000 tonnes

of materials and components annually and generating approximately 149,000 tonnes of construction and demolition waste. The results help prioritize actions to reduce material intensity, lower embodied carbon, strengthen secondary material markets, and support collaboration with industry, peers, regional governments, and local actors.

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 2025 calendar year to adapt to and build resilience to climate impacts.**

- ☒ Corporate
- ☒ Community
- ☐ Not applicable

Corporate resilience and adaptation policies, programs and actions

- ☐ Undertaking or completing a risk assessment at the asset or project level
- ☐ Undertaking or completing a Hazard Risk Vulnerability Assessment (HRVA) 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)
- ☐ Creation of policy/procedures to affect change (climate considerations into decision-making processes)
- ☒ Creating data systems to support climate action
- ☒ Utilizing natural assets/nature-based solutions
- ☒ Developing emergency/hazard response plans
- ☒ Developing business continuity or similar plan(s)
- ☐ Other (please specify):

Community-wide resilience and adaptation policies, programs and actions

- ☒ Undertaking or completing a risk assessment at the community level
- ☐ Undertaking or completing a Hazard Risk Vulnerability Assessment (HRVA) at the community 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
- ☐ Hydro climatological data collection
- ☒ Monitoring climate risks or impacts (floods, wildfire, etc.)
- ☒ Public engagement on climate risks and actions
- ☒ Providing training (adaptation and mitigation skills)

- ☒ Creation of policy/procedures to affect change (climate considerations into decision-making processes)
- ☐ Creating data systems to support climate action
- ☒ Developing or acquiring hazard or climate risk mapping (e.g., floodplains), data or similar information
- ☒ Utilizing natural assets/nature-based solutions
- ☒ Developing emergency/hazard response plans
- ☐ Other (please specify):

***Please highlight one or more climate adaptation project(s) that were completed, ongoing or in-progress in the 2025 calendar year to reduce risk and increase resilience.**

The City advanced preliminary planning for the **Steveston Island Dike Development** project, exploring a new dike alignment concept offset from Lulu Island to improve long-term flood protection and climate resilience. The work supports adaptation to sea level rise and coastal flood risks while helping protect critical infrastructure, properties and assets currently located outside the existing dike system.

The City completed **hydrodynamic modelling** to improve understanding of water movement and flood behaviour during extreme weather and dike breach scenarios. This work supports evidence-based flood management planning, emergency preparedness and long-term climate adaptation by identifying potential flood pathways and areas of vulnerability.

The City developed an **Emergency Reconstruction Strategy** to support rapid restoration of dike infrastructure in the event of a failure or breach. The strategy improves emergency preparedness and community resilience by identifying response considerations, reconstruction approaches and recovery planning measures to help reduce disruption and flood risk during extreme events.

The City advanced a **Laneway Drainage Upgrade Plan** to assess and prioritize drainage infrastructure improvements in response to increasingly intense rainfall events. The work supports climate adaptation and flood resilience objectives by helping reduce localized flooding risks and protecting properties and infrastructure from stormwater impacts.

The City continued implementation of the **Multi-Family Residential Water Meter Program** to support water conservation, improve billing equity and strengthen long-term water management. Universal water metering for multi-family dwellings helps encourage efficient water use and supports community resilience to future drought conditions and water supply pressures.

***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.

- ☒ Yes at the community level
- ☐ Yes at the asset or project level
- ☐ No

If not, please select one or more options from the list.

- ☐ No, but we are currently undertaking one and it will be complete in the next two years.
- ☐ No, we are not intending to undertake due to lack of financial capacity.
- ☐ No, we are not intending to undertake due to lack of staff and technical capacity.
- ☐ No, we are waiting for directions from the Provincial Government before undertaking an assessment.

***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
- ☐ No

***Question 15 a): Please select the most significant climate hazards faced by your community and please specify the associated adaptation measures completed or in-progress in the 2025 calendar year, if any.**

- ☒ Extreme heat
- ☐ Extreme cold, snow and/or ice
- ☒ Drought
- ☐ Wildfire
- ☒ Wildfire smoke
- ☒ Overland/riverine flooding
- ☒ Coastal flooding and/or storm surge events
- ☒ Wind, rain, and/or other storm events
- ☐ Landslides
- ☐ Not applicable/no hazards
- ☐ Not sure
- ☐ Other (please specify both the hazard and adaptation measure):

*** Question 15 b): Please select the impacts your community experienced in the 2025 calendar year related to the hazards above.**

Select all that apply

- ☐ Heat-related illness
- ☐ Respiratory impacts (e.g., reduced air quality, smoke exposure)
- ☐ Evacuations or displacement of residents
- ☐ Damage to roads, bridges, or transportation networks
- ☐ Damage to water, wastewater, or stormwater systems
- ☐ Water shortages or restrictions
- ☐ Impacts to drinking water quality
- ☐ Power outages or electrical system strain
- ☐ Damage to buildings or critical facilities
- ☐ Service disruptions (e.g., transit, waste collection, recreation facilities)
- ☐ Increased operating costs for response or recovery
- ☐ Increased erosion or slope instability
- ☒ Biodiversity loss or ecosystem stress
- ☐ Negative impacts to local businesses or tourism
- ☐ Insurance losses or increased premiums
- ☐ Cultural impacts (e.g., threats to identities, languages, and livelihoods)

- ☐ No significant impacts
- ☐ Not sure
- ☒ Other (please specify): financial impact of adaptation project implementation

***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
- ☒ Adaptation planning information
- ☒ Technical expertise to implement solutions
- ☒ Community/partner engagement and support
- ☒ Information on partnership opportunities
- ☒ Examples of actions taken by other communities
- ☐ Not sure
- ☐ Other (please specify):

***Question 17: Please indicate all initiatives your local government or Nation had completed, ongoing or in-progress in the 2025 calendar year related to working with neighbouring communities.**

Please select all that apply.

- ☐ Collaborating on preparing, reviewing or revising a climate or natural hazard risk assessment
- ☒ Collaborating on preparing, reviewing or revising an emergency management and/or hazard response plans
- ☐ Entering into agreements related to emergency management planning and/or multijurisdictional emergency management organization (this option excludes mutual aid agreements such as fire protection services)
- ☐ Collaborating on data collection, mapping or monitoring climate risks
- ☒ Collaborating on providing emergency management training and/or conducting training exercises to major emergency event
- ☐ Not applicable

***Question 18: Has your local government or Nation completed a natural asset inventory (an assessment of natural resources like forests, wetlands, and waterways for their ecosystem services and value)?**

- ☐ Yes
- ☐ In progress
- ☒ No

If selecting “Yes” to Question 18:

What types of natural assets were inventoried?

Select all that apply.

- ☐ Wetlands
- ☐ Rivers, streams, lakes, and riparian areas
- ☐ Forests and urban forest
- ☐ Grasslands, meadows, and agricultural lands
- ☐ Coastal ecosystems (estuaries, beaches, eelgrass, kelp, etc.)
- ☐ Parks and natural areas / urban green space
- ☐ Other (please specify):

Is your local government or Nation actively managing your natural assets based on this inventory?

- ☐ Yes
- ☐ Planning to start soon
- ☐ No

If your local government or Nation is not actively managing natural assets, what are the primary reasons?

Please select all that apply.

- ☐ Not required/mandated
- ☐ Lack of capacity (staff, expertise, etc.)
- ☐ Lack of understanding of the benefits
- ☐ Lack of funding
- ☐ Not a current priority for council, directors, or leadership
- ☐ Cross-jurisdictional challenges (natural assets existing outside your jurisdictional boundary)
- ☐ Other (please specify):

If selecting "In progress" to Question 18:

What types of natural assets are being inventoried?

Select all that apply.

- ☐ Wetlands
- ☐ Rivers, streams, lakes, and riparian areas
- ☐ Forests and urban forest
- ☐ Grasslands, meadows, and agricultural lands
- ☐ Coastal ecosystems (estuaries, beaches, eelgrass, kelp, etc.)
- ☐ Parks and natural areas / urban green space
- ☐ Other (please specify):

If selecting "No" to Question 18:

If no, what are the primary barriers preventing your local government or Nation from completing a natural asset inventory?

Please select all that apply.

- ☐ Lack of awareness
- ☐ Lack of funding
- ☒ Lack of capacity (staff, expertise, etc.)
- ☒ Not a current priority for council, directors, or leadership
- ☐ Other (please specify):

Equity

Certain populations are more vulnerable to climate hazards and impacts (e.g. people experiencing homelessness, low-income households, seniors/elders, people living alone).

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 collecting and analyzing disaggregated and/or spatial data to inform the design and/or monitor the implementation of climate actions
- ☒ By partnering with other organizations (such as health authorities, social service agencies, or Indigenous leadership bodies)
- ☐ By collecting disaggregated or spatial data on the impacts of climate actions
- ☒ By engaging with equity seeking groups/frontline communities most impacted by climate change
- ☒ By designing and/or implementing climate actions that address the needs of equity seeking groups/frontline communities most impacted by climate change
- ☒ By undertaking wider benefits and/or equity assessments for its climate actions
- ☐ By working to ensure climate actions align with UNDRIP and/or national laws pertaining to Indigenous rights
- ☐ No but the community is preparing to incorporate measures over the next year
- ☐ No but the community is preparing to incorporate measures over the next two years
- ☐ No, and the community is not intending to incorporate measures
- ☐ Not sure if equity is being integrated into our climate action work

Optional: Please highlight a climate initiative completed or in-progress in the 2025 calendar year that promotes equity and inclusion.

LGCAP Funding

The Program must be able to demonstrate the impact this funding has on greenhouse gas emissions reductions, resilience and adaptation, and building local capacity to advance climate action 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.

***Question 20: In the previous calendar year (2025), how did your local government or Nation spend or commit to spend its remaining LGCAP funding received in the March 2024 3-year lump sum?**

- ☒ Corporate
- ☒ Community
- ☒ Funds on hold

\$1,581,014.09

Not applicable (Amount flagged in the question is \$0 as all funds were reported as spent in the LGCAP 2024 survey)

(Funds on hold - How will funds be allocated?)

☒ No decision has been made

If a decision has been made, please enter the project(s) and the amount of funding that will go towards each (if known):

Corporate Initiatives

☐ Buildings initiatives – See drop-down selections below

☐ Transportation initiatives – See drop-down selections below

☐ Resilience and adaptation initiatives – See drop-down selections below

☒ Other corporate-wide initiatives – See drop-down selections below

Corporate buildings policies, programs and actions

Highest efficiency standards for new space and water heating equipment

\$

B.C. Energy Step Code adoption (Step 4 or higher)

\$

Zero Carbon Step Code adoption

\$

Efficiency upgrades/retrofits

\$

Requirement to use mass timber in buildings construction

\$

Requirement to measure embodied carbon

\$

Other

\$

Corporate transportation policies, programs and actions

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

\$

Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles

\$

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

\$

Implemented a zero-emission vehicle preference or requirement for contracted work from a service provider

\$

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)

\$

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

\$

Electric vehicle charging studies/planning

\$

Electric vehicle charging infrastructure investments

\$

Electric vehicle purchases and electric equipment/machinery purchases (i.e. electric zambonis)

\$

Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development

\$

Other

\$

Corporate resilience and adaptation policies, programs and actions

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

\$

Undertaking or completing a Hazard Risk Vulnerability Assessment (HRVA) 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)

\$

Creation of policy/procedures to affect change (climate considerations into decision-making processes)

\$

Creating data systems to support climate action

\$

Utilizing natural assets/nature-based solutions

\$

Developing emergency/hazard response plans

\$

Other

\$

Other corporate climate policies, programs and actions
Staffing

\$47,235.03

Energy study

\$

Climate study

\$

Traditional services emissions reporting

\$

Asset management

\$

Climate finance planning

\$

Leveraging funds from other sources/ grant stacking

\$

Circular economy or zero waste strategy

\$

Sustainable procurement policy

\$

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

\$

Supporting green/blue carbon sequestration

\$

Developing compliance carbon offset projects

\$

Developing voluntary carbon offset projects

\$

Other

\$

Community-wide Initiatives

- ☒ Buildings initiatives – See drop-down selections below
- ☒ Transportation initiatives – See drop-down selections below
- ☒ Resilience and adaptation initiatives – See drop-down selections below
- ☐ Other community-wide initiatives – See drop-down selections below

Community-wide buildings policies, programs and actions

- ☒ Topping up Provincial energy efficiency incentive programs

\$4,500.00

- ☒ B.C. Energy Step Code adoption (Step 4 or higher)

\$4,736.92

- ☒ Zero Carbon Step Code adoption

\$4,736.92

- ☐ Requirement to use mass timber in buildings construction

\$

☐ Requirement to measure embodied carbon

\$

☐ Other

\$

Community-wide transportation policies, programs and actions

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

\$

☐ Improving or expanding 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

\$

☐ Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles

\$

☐ 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

\$

☐ Bylaws updated to prioritize energy efficient transportation hierarchy (i.e. pedestrians first)

\$

☐ Revising existing bylaws or implementing new ones to support active transportation

\$

☐ 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)

\$

☐ Bylaws that reduce or eliminate off street parking requirements

\$

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

\$

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

\$

☐ Neighbourhood or community-wide speed limit reductions

\$

☐ Electric vehicle charging studies/planning

\$

☒ Mandatory EV infrastructure in new construction

\$15,000

☐ Established electric vehicle charging ready bylaws

\$

☐ Electric vehicle charging infrastructure investments

\$

☐ Streamlined hydrogen fueling station permitting process

\$

☐ Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development

\$

☐ Other

\$

Community-wide resilience and adaptation policies, programs and actions

☐ Undertaking or completing a risk assessment at the community level

\$

☐ Undertaking or completing a Hazard Risk Vulnerability Assessment (HRVA) at the community 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

\$

☐ Hydroclimatological data collection

\$

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

\$

☐ Public engagement on climate risks and actions

\$

☐ Creation of policy/procedures to affect change (climate considerations into decision-making processes)

\$

☐ Creating data systems to support climate action

\$

☐ Developing or acquiring hazard or climate risk mapping (e.g., floodplains), data or similar information

\$

☐ Utilizing natural assets/nature-based solutions

\$

☐ Developing emergency/hazard response plans

\$

☐ Other

\$

Other community-wide climate policies, programs and actions

☒ Climate engagement

\$1,433.04

☐ Climate study

\$

☐ Energy study

\$

☐ Asset management

\$

- ☐ Topping up programs/incentives

\$

- ☐ Complete, compact communities – See drop-down selections below
☐ Organics diversion

\$

- ☐ Circular economy or zero waste strategy

\$

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

\$

- ☐ Supporting green/blue carbon sequestration

\$

- ☐ Other

\$

Complete, compact communities

- ☐ Rezoning

\$

- ☐ Small-scale multi-unit housing (e.g. duplex, triplex, fourplex, rowhouse)

\$

- ☐ Density bonuses

\$

- ☐ Infill development

\$

- ☐ Urban containment boundaries

\$

- ☐ Official Community Plans

\$

- ☐ Regional Growth Strategies

\$

- ☐ Community Development Plans

\$

***To expand upon your selection(s), please highlight the initiative(s) your local government or Nation's LGCAP funding received in March 2024 has been spent on or committed towards in the 2025 calendar year.**

Provided top-up rebates for residential energy retrofits through the BC Hydro Power Smart Home Renovation Rebate Program, helping residents install heat pumps, heat pump water heaters, and associated electrical upgrades that reduce energy use, emissions, and utility costs.

Delivered builder and community education on the BC Energy Step Code and Zero Carbon Step Code through a builder breakfast and outreach activities, supporting industry capacity and awareness of high-performance, low-carbon building practices.

Advanced development of EV Ready Parking Space Guidelines through technical analysis and stakeholder engagement to support the safe, accessible, and effective integration of EV charging infrastructure in new developments.

Funded staff positions focused on transportation electrification and building decarbonization initiatives, including EV policy and infrastructure planning, implementation of existing building programs, stakeholder engagement, funding applications, and delivery of climate action projects.

***Question 21 a): What is your internal decision criteria for spending LGCAP dollars?**

Our primary decision-making criteria for allocating LGCAP funding is alignment with the implementation of Council-endorsed actions and priorities under the City's Community Energy and Emissions Plan 2050, Richmond Circular City Strategy and Corporate Energy Management Program. Funding is directed toward specific actions and initiatives that support measurable progress on emissions reduction, energy efficiency, climate resilience, and implementation capacity, while also leveraging external funding opportunities and cross-departmental collaboration.

***Question 21 b): Does your local government or Nation use a formal framework to apply a [climate lens](#) on infrastructure planning and decision-making?**

☒ Yes

☐ No

***Question 22 a): In the previous calendar year (2025), how much additional external funding for climate action were you able to acquire by leveraging your 2024 LGCAP funds? This could include matching grants as well as private investment.**

\$0

***Question 22 b): Please list the funding programs leveraged and associated funders (i.e. Investing in Canada Infrastructure Program, Canada/Province).**

Question 23 a): What is the value of the Program's continuity for your community or Nation, and how does it support other priority initiatives for your local government or Nation (e.g., affordability, housing, safer communities/public safety, emergency preparedness and response, economic growth and good jobs, protecting critical services people rely on)?

The continuity of the Local Government Climate Action Program provides important co-benefits beyond climate action by supporting affordability, economic resilience, industry readiness and reliable municipal services. In Richmond, implementation of the BC Energy Step Code and Zero Carbon Step Code has helped deliver higher-performance homes and buildings with lower long-term energy and operating costs, improved indoor comfort and better resilience during extreme weather events. These policies also help prepare the local development industry for evolving provincial requirements, providing greater certainty for builders, designers and trades.

Richmond's EV Ready policies help reduce future retrofit costs for residents, strata corporations and businesses by ensuring charging infrastructure is incorporated during construction, avoiding significantly higher and more disruptive upgrades later. This helps future-proof housing and commercial developments while supporting transportation choice for residents and businesses.

LGCAP has also supported building energy and emissions benchmarking initiatives that improve understanding of building performance and help identify opportunities to reduce operating costs, improve efficiency and better manage energy use across the community. In civic facilities, energy retrofits and operational upgrades have helped improve building performance, reduce long-term operating and maintenance costs, and support reliable delivery of public services residents depend on every day.

In addition, industry engagement, circular economy and material recovery initiatives support local businesses, workforce development and innovation across the construction, recycling and clean technology sectors, while helping reduce landfill pressures and strengthen local secondary material markets.

Question 23 b): Which provincial priorities does the LGCAP help advance in your community?

Optional. Select all that apply:

- ☐ Protecting critical services people rely on
- ☐ Infrastructure resilience
- ☐ Emergency preparedness and disaster risk reduction
- ☐ Housing
- ☒ Energy efficiency in buildings
- ☒ Community health and well-being
- ☒ Economic stability and good local jobs
- ☒ Affordability
- ☐ Reconciliation efforts
- ☐ Safer communities and public safety
- ☒ Protecting the natural environment and ecosystems
- ☒ Supporting vulnerable populations
- ☐ Other (please specify):

Question 23 c): On a scale of 1 to 5, how important is LGCAP funding to your community's ability to advance the provincial priorities identified above?

Optional

- ☐ 1 – Not important
- ☐ 2 – Slightly important
- ☐ 3 – Moderately important
- ☐ 4 – Very important
- ☒ 5 – Essential

Question 23 d): Which of the following tangible outcomes has your community directly experienced as a result of LGCAP-supported initiatives, if any?

Optional. Select all that apply:

- ☒ Improved resilience of infrastructure or community assets
- ☒ Reduced long-term infrastructure, maintenance, or asset management costs
- ☐ Improved emergency preparedness or response capacity
- ☐ Support for housing-related planning or policy development
- ☒ Energy cost savings for the local government and/or community
- ☐ Improved natural asset management (e.g., wetlands, forests, shorelines)
- ☒ Economic development or local employment opportunities
- ☒ Biodiversity or ecosystem benefits
- ☒ Improved air quality or public health outcomes
- ☐ Advanced reconciliation efforts
- ☒ Improved relationship with the Province
- ☒ Increased access to external funding or leveraged investment
- ☒ Improved decision-making or integration of climate considerations into planning and operations
- ☐ Too early to see tangible outcomes
- ☐ Other (please specify):
- ☐ None of the above

(Question 23 e): On a scale of 1 to 5, to what extent has LGCAP funding helped your community move work forward sooner, or enabled work that would not have happened without the funding?

Optional

- ☐ 1 – Not at all
- ☐ 2 – To a small extent
- ☐ 3 – To a moderate extent
- ☐ 4 – To a large extent
- ☒ 5 – To a very large extent

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 received in 2024 will be spent by March 31, 2028.
3. That a completed and signed version of this form and survey contents will be publicly posted by September 30, 2026.

* Attested by (first name, last name)

* Professional title

* Local government or Modern Treaty Nation

* Date

* Attestor signature

2025 Corporate Energy and Emissions Inventory

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:				
Building Fuel	Units	Consumption	Emissions Factor	Emissions (tCO2e)
Natural Gas (Fortis BC)	GJ	72,482	0.048972401	3,550
Electricity - Integrated Grid - BC Hydro	kWh	41,236,613	0.000029300	1,208
Mobile Emission Sources:				
Vehicle Class	Units	Consumption	Emissions Factor	Emissions (tCO2e)
Light Duty Vehicle - Gasoline (Standard)	L	31,664.25	0.002201676	70
Light Duty Truck - Gasoline (Standard)	L	187,233.52	0.002201676	412
Light Duty Truck - Diesel (Standard)	L	5,926.83	0.002526264	15
Light Duty Truck - Propane	L	30,349.93	0.001540340	47
Heavy Duty Truck - Gasoline (Standard)	L	229,044.12	0.002246839	515
Heavy Duty Truck - Diesel (Standard)	L	232,937.38	0.002509155	584
Heavy Duty Truck - Propane	L	92,263.05	0.001540340	142
Off Road Vehicle - Gasoline (Standard)	L	18,938.69	0.002351258	44
Off Road Vehicle - Diesel (Standard)	L	116,505.66	0.002528157	295
Total Directly Delivered Services Emissions				6,882
Contracted Mobile Emission Sources:				
Vehicle Class	Units	Consumption	Emissions Factor	Emissions (tCO2e)
Heavy Duty Truck - Gasoline (Standard)	L	8,631	0.002246839	19
Heavy Duty Truck - Diesel (Standard)	L	365,096	0.002509155	916
Heavy Duty Truck - Diesel (B20)	L	58,837	0.002187495	129
Heavy Duty Truck - Diesel (B100)	L	35,977	0.000043095	2
Heavy Duty Truck - Natural Gas (Fortis BC)	L	49,968	0.001832356	91
Heavy Duty Truck - Propane	L	63,684	0.001540340	98
Off Road Vehicle - Diesel (Standard)	L	375,672	0.002528157	950
Total Contracted Services Emissions				2,205
Total Traditional Services GHG Emissions				9,087



To: Public Works and Transportation Committee

Date: August 20, 2026

From: Roeland Zwaag
General Manager, Engineering and Public
Works

File: 10-6500-01/2025-Vol
01

Re: Review of Roads Around Errington Elementary School

Staff Recommendation

That the report titled “Review of Roads Around Errington Elementary School”, dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

Executive Summary

Staff received direction to review and investigate traffic calming measures on the feeder roads to Errington Elementary School. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Herbert Road, Bates Road, Deagle Road and Reeder Road. As a majority of survey respondents did not support traffic calming of these roads, staff do not recommend any additional road changes at this time. As there were no pedestrian related safety issues identified as part of the traffic study, staff will monitor the vehicles speeds resulting from the new speed limit reduction to 30 km/h on local roads.

Staff Report

Origin

Vehicle speeding in and around Errington Elementary School was discussed at the Public Works and Transportation Committee in March 2026 following a delegation from a resident.

At the March 18, 2026, Public Works and Transportation Committee, the following referral motion was moved and seconded:

That staff review and investigate traffic calming measures in and around Errington Elementary School, including feeder roads, to ensure the City is addressing concerns brought forward by the neighbourhood, and report back.

This report responds to the above referral and provides the results of staff's traffic assessment and engagement with the neighbourhood.

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

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

Analysis

Review of Local Streets Around Errington Elementary School

Study Area

The study area focused on operation of the feeder roads to Errington Elementary School: Herbert Road, Bates Road, Deagle Road, and Reeder Road (Figure 1).

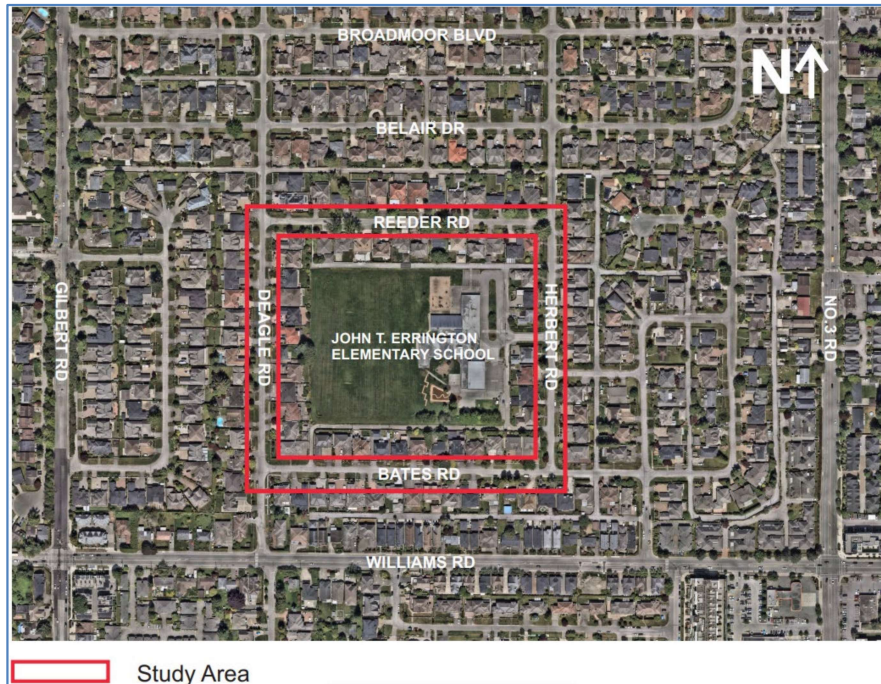


Figure 1: Errington School Neighbourhood

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Speed Study:** The results of a speed study indicated 85 per cent of traffic is travelling at or below 47 km/h on Herbert Road, 49 km/h on Bates Road, 56 km/h on Deagle Road, and 46 km/h on Reeder Road. The speed study was performed prior to the implementation of the new 30km/h speed limits on residential streets.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded two vehicle incidents in the study area. An incident on Herbert Road involved a vehicle hitting a fence while turning into the rear lane. An incident on Deagle Road involved a vehicle reversing into a garage door. No incidents were speed related or involved a cyclist or pedestrian.

Recent Road Improvements

To improve vehicle circulation at the entrance to the school from Herbert Road, a stop sign was introduced to clarify right-of-way at this intersection which was previously uncontrolled.

In August 2026, new 30 km/h speed limit signs were implemented in the neighbourhood as part of the bylaw amendments approved by Council in June 2026 to lower the speed limit in approximately 50 residential neighbourhoods to 30 km/h.

Neighbourhood Traffic Calming Process

Direction was given by the Public Works and Transportation Committee to undertake engagement with the neighbourhood regarding potential traffic calming measures on the feeder roads to Errington Elementary School.

Engagement with Residents

Stakeholder Meeting

A total of 110 addresses were identified for the Errington elementary school neighbourhood traffic calming engagement.

A meeting with residents was held on May 27, 2026, at the West Richmond Community Centre. The results of staff's technical assessment along with the potential of locating speed humps as traffic calming measures were presented for input and feedback.

One resident attended this meeting.

Stakeholder Survey

From June 15 to July 10, 2026, residents were surveyed to determine the level of support for the speed humps.

A total of 110 surveys were mailed to each discrete address; 27 responses were received with 19 in support of the speed humps and 8 responses not in support of traffic calming measures.

Table 1 provides a breakdown of the level of support for the proposed speed humps.

Table 1: Traffic Calming Survey Results

Local Road	Number of Addresses	Addresses in Support of Speed Humps	Support for Speed Humps
Herbert Road	26	8	31%
Reeder Road	23	5	22%
Deagle Road	25	5	20%
Bates Road	30	1	4%

The City's Traffic Calming Policy 7018 provides authority to the Director, Transportation to implement traffic calming measures on a local road should there be a majority of support by respondents immediately adjacent to the proposed traffic calming measure.

Pursuant to City Policy 7018, as a majority of survey respondents immediately adjacent to the streets proposed for speed humps do not support these measures, traffic calming will not be implemented at this time.

Budgetary Implications

None.

Conclusion

In response to a resident's concerns for speeding near Errington Elementary School, a traffic study was conducted. The study did not identify any safety or operational issues in the neighbourhood. As the results of the traffic calming survey had less than 30 per cent support by respondents for any traffic calming measures, no road changes are proposed at this time. If more residents request traffic calming measures in the future, staff will consult with residents accordingly.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by the Transportation department.

Endorsed by Serena Lusk, CAO



To:	Public Works and Transportation Committee	Date:	August 24, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6500-01/2025-Vol 01
Re:	Glenallan Gate and Glenallan Drive - Street Parking Adjustments		

Staff Recommendation

That the report titled “Glenallan Gate and Glenallen Drive – Street Parking Adjustments”, dated August 24, 2026, from the General Manager, Engineering and Public Works, be received for information.

Executive Summary

A petition to remove street parking on Glenallan Gate was received from area residents. Staff assessed traffic operations and engaged with area residents. A traffic study did not result in any safety issues with the existing parking conditions, however, opportunities for changes to the street parking configuration on Glenallan Gate and Glenallan Drive were supported by residents. A survey to seek the level of support for removing street parking was sent to 230 addresses. 92 responses were received for a 40 per cent response rate. Of the 92 responses received, 55 per cent supported removing on-street parking on the south side of Glenallan Gate. Support was also received for some parking removal along Glenallan Drive at the intersection with Glenallan Gate to improve intersection operations.

Based on the results of the neighbourhood survey, staff will remove parking on the south side of Glenallan Gate and along Glenallan Drive. Removing parking on the south side of Glenallan Gate will improve vehicle access. Changes to on-street parking regulations are authorized under the City’s Traffic Bylaw No. 5870.

Staff Report

Origin

Staff received a petition from 50 residents in the Glenallan Drive neighbourhood in March 2026, requesting street parking removal on one side of Glenallan Gate to address concerns of vehicle access, traffic flow and sightlines. The majority of addresses were on Glenallan Drive. There were no addresses listed in the petition on Glenallen Gate.

At the March 23, 2026, Council meeting, the following was moved and seconded:

- (1) That Council resolve into Committee of the Whole to hear delegations on non-agenda items.*
- (2) That the delegation's traffic safety concerns for Glenallan Gate be referred to staff for review and report back.*

This report responds to the above referral and provides the results of staff's traffic assessment and engagement with the neighbourhood.

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

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

Analysis

Traffic Assessment

Study Area

Glenallan Gate is one of the entry points from Garden City Road into the Walter Lee Elementary School neighbourhood (Figure 1). The study area included Glenallan Gate and Glenallan Drive to capture feedback from residents who submitted the petition as well as those most affected by the requested changes to street parking.

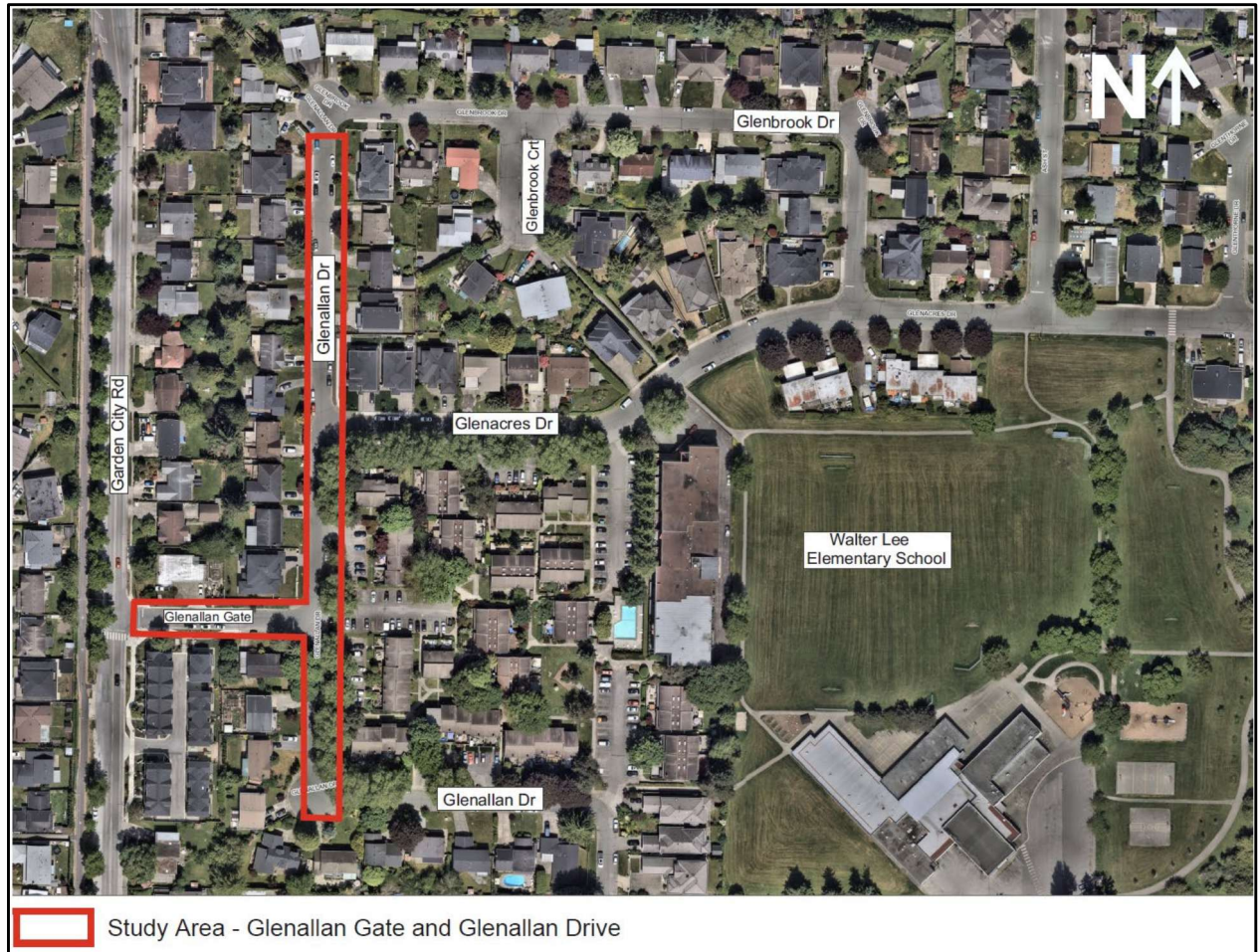


Figure 1: Glenallan Gate and Glenallan Drive Study Area

Glenallan Gate and Glenallan Drive Street Parking Review

Glenallan Gate and Glenallan Drive are local roads designed to local road standards with a single travel lane in each direction, no centreline and parking permitted on both sides of the street.

These roads operate like typical local streets, where drivers travelling in opposing directions may need to yield to allow oncoming traffic to pass. Existing no parking zones on Glenallan Gate and Glenallan Drive provide clearance at driveways and intersections (Figure 2).

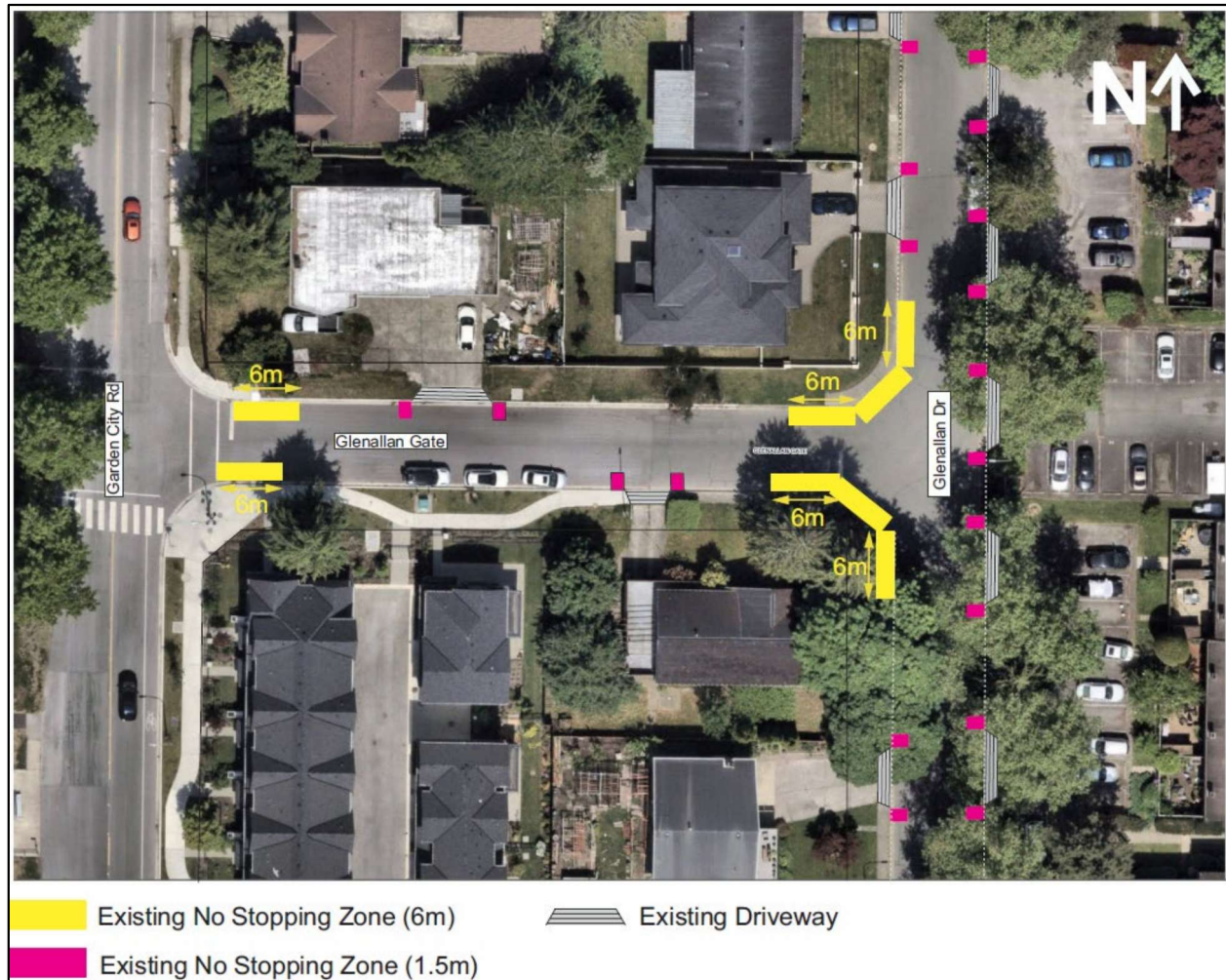


Figure 2: Existing No Parking Zones on Glenallan Gate

Street parking utilization on Glenallan Gate and Glenallan Drive was assessed. On-street parking was found to be well utilized, with most vehicles parked in compliance with the existing parking regulations.

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Traffic Operations:** The results of a speed study indicated 85 per cent of traffic is travelling at or below 24.5 km/h on Glenallan Gate and 28.5 km/h on Glenallan Drive. These speeds are aligned with the new 30 km/h speed limit on these roads. The speed data illustrates how the street parking encourages slower traffic.
- **Collision History:** The most recent five-year ICBC data (2020-2024) did not record any incidents on Glenallan Gate or Glenallan Drive.

Engagement with Residents

Stakeholder Meeting

A total of 230 addresses were identified on Glenallan Gate and Glenallan Drive.

A meeting with residents was held on June 24, 2026, at the South Arm Community Centre to discuss street parking concerns. The results of staff's technical assessment along with potential street parking adjustments were presented for input and feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
June 24, 2026	19	- Present staff's technical assessment. - Discuss options for on-street parking adjustments.	- Majority of attendees live along Glenallan Drive and Glenacres Drive which can be accessed via Glenallan Gate. - Attendees expressed the following: - Concern for parking and lack of space for two vehicles to manoeuvre through Glenallan Gate at the same time. - The primary concern was with street parking on the south side of Glenallan Gate by the townhouse. - Support for removing street parking on Glenallan Gate. - Support for reducing street parking on Glenallan Drive near intersection with Glenallan Gate to improve turning movements.

Stakeholder Survey

Although, attendees at the open house supported removing street parking, these responses represent 8 per cent of addresses in the study area.

As street parking on Glenallan Gate and Glenallan Drive is well utilized by adjacent residents, a broader engagement with the 230 addresses in the study area via a resident survey was undertaken. From July 10 to July 31, 2026, residents were surveyed to determine their level of support for the street parking removal options on Glenallan Gate and Glenallan Drive as illustrated in Figure 3.



Figure 3: Proposed No Stopping Zones

A total of 230 surveys were mailed to each discrete address; 93 responses were received for a 40 per cent response rate.

Glenallan Gate

- 51 responses (55 per cent of respondents) are in support of removing parking on the south side of Glenallan Gate.
- 43 responses (46 per cent of respondents) were in support of removing parking on the north side of Glenallan Gate.
- 6 responses (7 per cent of respondents) were not in favour of removing on-street parking on Glenallan Gate.

Glenallan Drive

- 48 responses (52 per cent of respondents) are in support of removing on-street parking.

- 36 responses (39 per cent of respondents) were not in favour of removing on-street parking on Glenallan Drive.

Proposed Street Parking Adjustments

Although there are no safety issues identified with the existing parking conditions, based on the results of the neighbourhood survey, staff will remove parking on the south side of Glenallan Gate and along Glenallan Drive. Removing parking on the south side of Glenallan Gate will improve vehicle access into the neighbourhood.

These changes to on-street parking regulations are pursuant to the City's Traffic Bylaw No. 5870.

Budgetary Implications

The total estimated cost to implement the no parking signage is \$1,500. Funding can be accommodated through the Council-approved 2026 Traffic Calming Program.

Conclusion

A petition to remove street parking on Glenallan Gate was received from area residents. Staff assessed traffic operations and engaged with area residents. A traffic study did not identify any safety issues with the existing street parking conditions on Glenallan Gate or Glenallan Drive. The results of the resident survey indicated a 40 per cent response rate (93 responses received from a total of 230 addresses surveyed). Of the responses received, 55 per cent of respondents support removing parking on the south side of Glenallan Gate to improve vehicle access into the neighbourhood. Support was also received for parking removal on Glenallan Drive near the intersection of Glenallan Gate.

Based on the results of the neighbourhood survey, staff will remove parking on the south side of Glenallan Gate and along Glenallan Drive. Staff will monitor the impacts of removing street parking.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Community Bylaws & Licencing and Public Works.

Endorsed by Serena Lusk, CAO



To:	Public Works and Transportation Committee	Date:	August 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6000-01/2025-Vol 01
Re:	Granville Avenue and Shell Road Walkway Update		

Staff Recommendation

That the report titled “Granville Avenue and Shell Road Walkway Update”, dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

Executive Summary

Following the July 22, 2026 Public Works and Transportation Committee referral, staff reviewed pedestrian safety and connectivity improvements near the Granville Avenue Canadian National Railway (CN) crossing and Shell Road Trail.

Recent ditch-bank stabilization and gravel shoulder widening have improved access; however, an approximately 30 metre gap remains near the rail tracks. A permanent asphalt full-width walkway is the preferred long-term solution but would require significant CN signal and crossing modifications and capital funding.

Staff are advancing an interim gravel shoulder walkway for CN review and confirmation that signal and crossing upgrades are not required. Subject to CN approval, the interim works can be funded through existing approved capital projects. Staff will also prepare a 2027 Capital Budget submission for the permanent solution and pursue external funding and cost-sharing opportunities.

Origin

This report is in response to the following referral from the July 22, 2026, Public Works and Transportation Committee:

That staff be directed to review options related to pedestrian safety improvements along the Shell Road trail and Granville Avenue and negotiate with Canadian National Railway on the associated costs, and report back.

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

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

3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.

Analysis

Background and Current Status

In 2010, Council approved the 2011 Granville Avenue Walkway capital project. The project constructed a 1.5 metre wide, curb-protected asphalt walkway on the north side of Granville Avenue, between No. 4 Road and No. 5 Road for pedestrians and cyclists. The walkway was not completed through the Canadian National Railway (CN) crossing near the Shell Road Trail because CN required significant crossing and signal modifications. The cost of those modifications could not be accommodated within the approved project budget. As a result, an approximately 45 metre gap remained near the rail crossing.

In early June 2026, the City completed approximately 15 metres of ditch-bank stabilization and gravel shoulder widening along the road edge between the Shell Road Trail and the existing walkway to the west. This work improved pedestrian access by providing a wider gravel shoulder. As the work was outside the rail crossing area, CN approval was not required.

Following this work, an approximately 30 metre gap remains between the Shell Road Trail and the rail tracks to the east. (See Attachment 1).

Based on recent feedback from CN, construction of a permanent 1.5 metre wide asphalt walkway through the crossing would still require the signal and crossing modifications identified in 2011. Staff have contacted CN to determine whether lower-cost interim improvements could be completed without triggering these signal modifications.

Staff are exploring an interim narrow gravel shoulder walkway design that may avoid the need for the signal modifications. These interim works can be funded from existing approved capital projects.

CN has advised that any work, whether interim or permanent, must comply with railway safety requirements, including Transport Canada's Grade Crossings Standards, where applicable. Before approving the work, CN requires engineered design drawings and approval of both the interim and permanent designs. The approval process requires new permits and agreements that staff will review to ensure the terms are acceptable to the City.

Next Steps

A design that minimizes the extent of rail crossing modifications and includes an interim narrow gravel shoulder walkway is being prepared for submission to CN.

As part of the upcoming 2027 Capital Budget process, staff will also prepare a capital submission for a permanent asphalt walkway including CN signal and crossing modifications for Council's consideration. The permanent solution will provide improved accessibility through a wider continuous hard surface connection.

Staff will also seek external cost-sharing opportunities to reduce the City's portion of project costs, including competitive funding programs offered by Transport Canada and TransLink.

Budgetary Implications

The interim narrow gravel shoulder walkway design and construction can be funded from existing Council-approved capital projects.

The permanent asphalt walkway design and construction, including the required CN signal and crossing modifications, will be submitted for Council's consideration as part of the 2027 Capital Budget process.

Operating cost increases associated with any changes would need to be reviewed and incorporated once a design has been submitted to and accepted by CN.

Conclusion

The City has improved pedestrian access along Granville Avenue through recent ditch-bank stabilization and gravel shoulder widening; however, an approximately 30 metre gap remains near the CN crossing. A permanent 1.5 metre wide asphalt walkway is the preferred long-term solution but requires substantial CN signal and crossing modifications and currently does not have adequate funding.

Staff are advancing an interim narrow gravel shoulder walkway, subject to CN approval. The interim works can be funded from existing Council approved capital projects and would provide improved pedestrian accessibility and connectivity while the permanent solution is advanced through the 2027 Capital Budget process. External funding opportunities will also be pursued to help reduce the City's share of the construction costs.

August 20, 2026

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Respectfully submitted,

Milton Chan, Director, Engineering

Report Contributors

This report was prepared by Patrick Lai, Senior Project Manager, Engineering Design and Construction and reviewed by Transportation and Public Works.

Endorsed by Serena Lusk, CAO

Att. 1: Aerial Map and Current Conditions Looking Westbound Granville Avenue at CN Rail Crossing

**Aerial Map and Current Conditions Looking Westbound
Granville Avenue at CN Rail Crossing**



Aerial Map



Current Conditions Looking Westbound