

**CORPORATION OF THE CITY OF COURTENAY
COMMITTEE OF THE WHOLE MEETING AGENDA**

Date: February 22, 2021
Time: 4:00 p.m.
Location: City Hall Council Chambers

We respectfully acknowledge that the land on which we gather is the *unceded traditional territory of the K'ómoks First Nation*

Due to the Coronavirus COVID-19 emergency, the City of Courtenay with the authority of Ministerial Order No. M192 Local Government Meetings & Bylaw Process (COVID-19) Order No. 3 implemented changes to its open Council meetings.

In the interest of public health and safety, and in accordance with section 3(1) of Ministerial Order No. 3 M192, in-person attendance by members of the public at Council meetings will not be permitted until further notice. Council meetings are presided over by the Mayor or Acting Mayor with electronic participation by Council and staff via live web streaming.

K'OMOKS FIRST NATION ACKNOWLEDGEMENT

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1. STAFF REPORTS/PRESENTATIONS	
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2. RESOLUTIONS OF COUNCIL

2.1. In Camera Meeting

THAT a Special In-Camera meeting closed to the public will be held February 22nd, 2021 at the conclusion of the Committee of the Whole Meeting pursuant to the following sub-sections of the *Community Charter*:

- 90 (1) (c) labour relations or other employee relations;
- 90 (1) (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

3. UNFINISHED BUSINESS

3.1. 2021 Association of Vancouver Island and Coastal Communities (AVICC) Virtual AGM & Convention - Call for Resolutions

(All resolutions must be received in the AVICC office by: **Friday, February 26, 2021**)

3.1.1. Mayor Wells - Association of Vancouver Island and Coastal Communities (AVICC) Resolution - Provincial Tax Sharing with BC Municipalities

"WHEREAS costs, regulations, and responsibilities for municipalities are increasing at an unsustainable rate;

WHEREAS some traditionally provincial or federal funded responsibilities have shifted to local government;

THEREFORE BE IT RESOLVED that the Province work with Municipalities towards sharing:

- *Sales Tax*
- *Liquor Tax*
- *Property Transfer Tax*

AND FURTHER THAT the Province support and simplify the creation of local fuel taxes for Municipalities."

3.1.2. Councillor Cole-Hamilton - Association of Vancouver Island and Coastal Communities (AVICC) Resolution - Help Cities Lead

"WHEREAS building retrofits help drive deep building-sector emissions reductions, respiratory illness reductions, building operating cost reductions, and job creation, yet local governments are currently constrained with existing legislation; and,

WHEREAS Integral Group modelling has shown that when implemented together, these five actions compliment each other;

THEREFORE BE IT RESOLVED that the Union of BC Municipalities (UBCM) prevail upon the Ministry of Environment and Climate Change Strategy, Ministry of Municipal Affairs, Ministry of Finance, Ministry of Energy Mines and Low Carbon Innovation (EMLCI), and Attorney-General and Ministry responsible for Housing to move as quickly as possible and in close consultation with local governments to develop and implement the first three measures:

- Regulating GHG emissions for new buildings;*
- Home energy labelling; and*
- Property assessed clean energy (PACE) enabling legislation;*

And also enable local governments to choose, when ready, to opt into the remaining two measures:

- Regulating GHG emissions for existing buildings;*
- Building energy benchmarking and reporting."*

3.1.2.1. Background Document - AVICC Resolution - Help Cities Lead Briefing Note: Reducing Building Sector GHG Emissions

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3.2. Delegation - Comox Valley Cycling Coalition (CVCC) Re: 6th Street Multi-Use Active Transportation Bridge

(At the January 18th, 2021 Regular Council meeting the CVCC Delegation requested Council revisit their December 9th, 2020 decision to proceed with a 4-metre wide pedestrian bridge in the detailed design stage of the 6th Street Multi-Use Active Transportation Bridge; and, asked that a minimum width of 4.8-metres be considered for the detailed design).

4. NOTICE OF MOTION

4.1. Councillor Morin - Notice of Motion - Speed Limits & Safety Signage on Multi-use Paths

"WHEREAS the City's multi use paths have become increasingly busy, with pedestrian, bicycle, and e-bike traffic; and,

WHEREAS significant safety concerns have been expressed by path users, particularly around cycling speeds and pathway sharing;

THEREFORE BE IT RESOLVED that staff prepare a report that outlines options for implementation of increased safety measures such as speed limits and signage that researches these measures and their impacts in other communities and that pilots these measures on the Airpark/Riverway Trail and the steep section of the McDonald Road/Lerwick Road area."

5. ADJOURNMENT



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council

File No.: 2380-20

From: Chief Administrative Officer

Date: February 22nd, 2021

Subject: Licence to Occupy Amendment to Permit the Temporary Operation of an Extreme Weather Shelter - 685 Cliffe Avenue (Connect Warming Centre)

PURPOSE:

The purpose of this report is to seek Council approval of proposed amendments to the current Licence of Occupation Agreement between the City and the Comox Valley Transition Society to permit the temporary operation of an Extreme Weather Shelter at 685 Cliffe Avenue within the Connect Warming Centre.

CAO RECOMMENDATIONS:

THAT based on the February 22nd, 2021 staff report "Licence to Occupy Amendment to Permit the Temporary Operation of an Extreme Weather Shelter - 685 Cliffe Avenue (Connect Warming Centre)", Council approve OPTION 1 and the attached Licence to Occupy - Amendment #3 between the Comox Valley Transition Society and the City of Courtenay for the north side of the property having a legal description of PID: 006-102-930, Lot 3, Section 61 Comox District plan VIP3817; and

THAT the Mayor and Corporate Officer be authorized to execute all documentation relating to the amended terms of the Licence to Occupy Agreement.

Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer

BACKGROUND:

At the **October 7th, 2019** Council meeting, Council passed the following resolution:

"That the correspondence dated October 1st, 2019 from Andrea Cupelli of the Comox Valley Coalition to End Homelessness (CVCEH), on behalf of the Homelessness Response Team (HRT), requesting the temporary use of a City-owned building for a seasonal warming centre, be received for information.

That Council direct staff to continue to work with the Comox Valley Coalition to End Homelessness to identify a possible site to be used as a temporary seasonal warming centre by the Homelessness Response Team."

Upon the expiration of the initial three month Licence to Occupy Agreement approved by Council on October 7th, 2019, and in response to the correspondence from the CVCEH for a one year extension of the Occupancy Agreement, at its regular meeting held on **March 30th, 2020** Council passed the following resolution:

“That the terms and renewal of the January 6th, 2020 Connect Warming Centre Lease to Occupy agreement between the Comox valley Transition Society (Licensee) and the City of Courtenay (Licence), for use of the north side of the City owned premises located at 685 Cliffe Avenue (legal description PID: 006-102-930, Lot 3, Section 61 Comox District Plan VIP3817), be temporarily extended until the 30th day of June, 2020, pursuant to section 3 of the agreement;

That staff provide public notice to satisfy the statutory advertising requirements for the provision of assistance and disposition of City lands per Section 24 of the Community Charter;

That the Mayor and Corporate Officer be authorized to execute all documentation relating to the interim extended terms and renewal of the Licence to Occupy agreement; and,

That the request made by the CVCEH for a one-year lease with option for renewal and continued in kind-support from the City be considered at a future Council meeting as deemed appropriate by staff.”

Upon the expiration of the extended agreement term, and with a general recognition of the ongoing need for a warming centre due to the continuation of the COVID-19 pandemic, at the **November 19th, 2020** Council meeting, Council approved a one year extension to the licence agreement and passed the following resolution:

That based on the October 19th, 2020 staff report “Licence to Occupy Extension - 685 Cliffe Avenue (Connect Warming Centre)”, Council approve OPTION 1 and the attached Licence to Occupy - Amendment #2 between the Comox Valley Transition Society and the City of Courtenay for the north side of the property having a legal description of PID: 006-102-930, Lot 3, Section 61 Comox District plan VIP3817; and,

That staff provide public notice to satisfy the statutory advertising requirements for the provision of assistance and disposition of City lands per Section 24 of the Community Charter; and,

That the Mayor and Corporate Officer be authorized to execute all documentation relating to the extended terms and renewal of the Licence to Occupy agreement.

At the **December 21st, 2020** Council meeting, Council approved the introduction of a late item entitled “Comox Valley Coalition to End Homelessness - Letter of Request to Use a City-Owned Facility for Temporary Overflow Emergency Shelter” and passed the following resolution under New Business:

That Council mandate staff to work with the Comox Valley Coalition to End Homelessness (CVCEH) to provide a solution for a temporary emergency shelter needed for the Extreme Weather Response “Overflow” program outlined in the CVCEH’s letter dated December 18th, 2020; and,

That staff provide a report at the earliest opportunity on efforts made to identify a suitable site for use as a temporary emergency shelter.

DISCUSSION:

Extreme Weather Shelter Need

According to the 2020 Homeless Count, at the time of the Count (March 10 & 11, 2020) there were 132 individuals experiencing homelessness in the Comox Valley, with 30% of unsheltered individuals living outside. This number is expected to have increased since the 2020 count as a result of the COVID-19 pandemic which has significantly impacted local and global economies pushing those previously at risk of homelessness out of their homes and into precarious living situations including outside, makeshift shelter/tents or couch surfing. Due to the COVID-19 pandemic as homelessness increased the number of shelter beds have decreased as shelters' have implemented COVID-19 safety protocols which has included decreasing the number of bed available to ensure required physical distancing between clients to prevent the spread of the virus.

The Comox Valley Transition Society has secured funding through the BC Housing Emergency Weather Response fund to operate an overnight shelter in the event of extreme weather. The Transition Society, through research and community input identified the following extreme weather activation criteria:

- 1) Temperatures near zero with rainfall that makes it difficult or impossible for homeless people to remain dry, and/or
- 2) Sleet/freezing rain, and/or
- 3) Snow accumulation, and/or
- 4) Sustained high winds, and/or
- 5) Temperatures at or below -2 Celsius
- 6) Feedback from clientele of the various facilities may also be considered

All of the above will be taken into consideration whether the weather poses a substantial threat to life or health of homeless person. Contact would first be made with the Valley's homeless shelter as to its capacity status.

Location Criteria and Review

Upon direction from Council, staff immediately contacted representatives from the CVCEH to discuss possible City-owned facilities that may be suitable for the temporary operation of an Extreme Weather Shelter. It was determined that suitable locations would require the following amenities: kitchen facilities, washrooms, proximity to the shower program (located at the Lewis Centre), space for staff operations, and space to accommodate ten (10) shelter beds. In addition to the shelter service requirements, fire safety, suitability of the location, and City staff's ability to operationalise the request quickly were also considered. City-owned facilities reviewed for suitability included: The Linc Youth Centre, Tsolum Building and Salish Building (Lewis Park), and the Connect Warming Centre.

The Linc Youth Centre met the shelter operation criteria requirements but was removed from consideration due to potential conflicts with ongoing youth programs. The Tsolum and Salish buildings also met the shelter operation criteria requirements but was not operationally feasible as the two separate buildings would require duplication of staff increasing operation costs to an unacceptable level. The Connect Warming Centre was ultimately selected as the preferred location as it is currently operated by Comox Valley Transition

Society, had the desired amenities, was in close proximity to the shower program, and was already known in the community as a location providing support to those experiencing homelessness.

Shelter Activation

Prior to initiating extreme weather shelter operations at the Connect Warming Centre, the Courtenay Fire Department conducted a fire inspection and identified fire risks and mitigating safety requirements. Upon completion of the fire inspection, the building was deemed to have some but not all of the necessary fire safety infrastructure required to support overnight use therefore an additional dedicated fire watch position is required ensure the safety of staff and clients. This position is to be solely responsible for fire patrols and cannot perform additional duties that may distract from their fire watch responsibilities. Fire safety requirements including the provision of a dedicated fire watch staff member, operation plan review, and completion of fire safety training are included in the proposed amendment (Appendix A).

Extreme Weather Shelter Activation

Although advanced notice to the City of the intended operational start date was requested the City received notice of the CVTS's intention to open the shelter after business hours on Friday February 12th, 2021. In discussions with the CVTS, the anticipated snow and cold weather events beginning February 12th resulted in a high urgency for additional overnight shelter options and CVTS staff worked feverishly to provide beds to those in need. Upon being notified of the shelter's activation, City staff immediately reached out to the CVTS to ensure the provision of the dedicated fire staff member, to request the bed/operating plan for review, and to coordinate fire training (provided on February 19th, 2021) for shelter staff. The Extreme Weather Shelter has been open each day since February 12th, 2021 and operate from 7:30pm to 7:30am.

The Extreme Weather Shelter has eight beds available and upon activation provided shelter and as awareness grew the use of the shelter has increased since activation.

Date	Evening Temperature and Snowfall	Bed Accesses (Out of 8)
February 12 th (Friday)	-4 Celsius	3
February 13 th (Saturday)	-3 Celsius/ 16 cm snow	4
February 14 th (Sunday)	-1 Celsius /3 cm snow	8
February 15 th (Monday)	0 Celsius /.5 cm snow	8
February 16 th (Tuesday)	0 Celsius	7

The emergency weather shelter service will terminate on March 31st, 2021 as per the BC Housing funding application and the proposed licence amendment reflects this end date.

FINANCIAL IMPLICATIONS:

There are no financial implications as a result of the overnight use.

ADMINISTRATIVE IMPLICATIONS:

Approximately 100 hours of staff time has been dedicated to drafting the original occupancy agreement and multiple amendments, drafting reports to Council, reviewing shelter site locations, conducting fire inspections, providing fire training, and liaising with the CVTS on operations and Agreement terms.

ASSET MANAGEMENT IMPLICATIONS:

There are no asset management implications at this time.

STRATEGIC PRIORITIES REFERENCE:

We focus on organizational and governance excellence

- Responsibly provide services at levels which the people we serve are willing to pay
- ▲ Value community safety and support our protective services

We proactively plan & invest in our natural and built environment

- ▲ Support social, economic & environmental sustainability solutions

We continually invest in our key relationships

- Value and recognize the importance of our volunteers.
- Consider effective ways to engage with and partner for the health and safety of the community
- ▲■ Advocate and cooperate with local and senior governments on regional issues affecting our community

● **AREA OF CONTROL:** The policy, works and programming matters that fall within Council's jurisdictional authority to act

▲ **AREA OF INFLUENCE:** Matters that fall within shared or agreed jurisdiction between Council and another government or party

■ **AREA OF CONCERN:** Matters of interest that are outside Council's jurisdictional authority to act

OFFICIAL COMMUNITY PLAN REFERENCE:

Not referenced.

REGIONAL GROWTH STRATEGY REFERENCE:

No specific reference.

CITIZEN/PUBLIC ENGAGEMENT:

THE CVTS is operating the extreme weather shelter under the BC Housing EWR Communication protocols including a widely distributed email through BC Housing, RCMP, all agencies in the Comox Valley who work with vulnerable populations through the Comox Valley Coalition to End Homelessness (CVCEH) communications distribution list (this City is now included in this distribution list). Additionally the activation of the shelter is posted on the CVCEH Facebook page.

OPTIONS:

OPTION 1: That based on the February 22nd, 2021 staff report “Licence to Occupy Amendment to Permit the Temporary Operation of an Extreme Weather Shelter 0 685 Cliffe Avenue (Connect Warming Centre)”, Council approve OPTION 1 and the attached Licence to Occupy - Amendment #3 between the Comox Valley Transition Society and the City of Courtenay for the north side of the property having a legal description of PID: 006-102-930, Lot 3, Section 61 Comox District plan VIP3817; and

That the Mayor and Corporate Officer be authorized to execute all documentation relating to the amended terms of the Licence to Occupy Agreement. **(Recommended)**

OPTION 2: THAT Council provide alternative direction to staff.

Prepared by:



Kate O’Connell, BA, MPP, CLGA, PCAMP
Director of Corporate Support Service

Concurrence by:



Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer

Attachment: Appendix A: Licence of Occupation Agreement, Amendment #3

**APPENDIX A
LICENCE OF OCCUPATION AGREEMENT: AMENDMENT #3**

LICENCE OF OCCUPATION AGREEMENT

AMENDMENT #3

THIS AGREEMENT dated the 12th day of February, 2021.

BETWEEN:

COMOX VALLEY TRANSITION SOCIETY

625 England Avenue,
Courtenay, BC V9N 2N5

(the “**Society**”)
OF THE FIRST PART

AND:

CITY OF COURTENAY

830 Cliffe Avenue,
Courtenay, BC V9N 2J7

(the “**City**”)
OF THE SECOND PART

WHEREAS:

- A.** Under an agreement between the parties dated the 6th day of January 2020, as amended by agreements dated June 9th, 2020 and October 19th, 2020 (the “**Licence**”);
- B.** The parties have agreed to amend the Licence on the terms and conditions set out in this agreement (the “**Amendment Agreement**”).

NOW THEREFORE in consideration of the mutual covenants and agreements contained in this Amendment Agreement, the parties agree to amend the Licence as follows:

1. Amendment of Term

Section 2.0 of the Licence is amended as follows:

“This Agreement shall be extended, with a retroactive start on February 12, 2021 and ending on March 31, 2021 (the “**Extension**”), unless terminated at an earlier date as mutually agreed to in writing. There shall be no right to extend the Agreement past March 31, 2021.”

2. Extreme Weather Shelter

Sections 19 is added to the Licence as follows:

19. **Extreme Weather Shelter**

(a) “For this Part:

(i) “*Extreme weather*” includes:

- 1) temperatures near zero degrees Celsius with rainfall that makes it difficult or impossible for homeless people to remain dry;
- 2) sleet;
- 3) freezing rain;
- 4) snow accumulation;
- 5) sustained high winds;
- 6) temperatures at or below minus two degrees Celsius;
- 7) weather that poses a substantial threat to life or health of homeless persons.

(ii) “*Extreme weather shelter*” means a shelter activated upon the occurrence of extreme weather by the Licensee on the Lands;

(iii) “*Fire Department*” means the City of Courtenay Fire Department;

(iv) “*Fire safety patrol*” means a patrol of the Lands to ensure compliance with fire safety codes and regulations, including but not limited to the City’s Fire Protective Services Bylaw No. 2556, 2008 and the BC Fire Code.

(v) “*Staff*” means employees or volunteers of the Licensee;

(b) If extreme weather occurs during the Extension, then the Licensee shall operate an extreme weather shelter from 7:30 p.m. until 7:30 a.m.

(c) If an extreme weather shelter is operating, the Licensee shall:

- (i) designate at least one staff to conduct fire safety patrols; and
- (ii) ensure that staff are not assigned any other functions or responsibilities while on fire safety patrols.

(d) The Licensee shall ensure that staff are trained by the Fire Department on emergency procedures by February 19th, 2021.

(e) The Licensee shall create a bed plan for sleeping arrangements in the extreme weather shelter and submit this plan to the Fire Department for review and approval.”

3. **Ratification**

Except as expressly amended by this Amendment Agreement, the parties ratify and confirm the Licence. The Licence and this Amendment Agreement shall be read and construed as one document.

4. Time

Time shall remain of the essence of the Licence and of this Amendment Agreement.

The parties have executed this Amendment Agreement with effect as of the date and year first above written.

COMOX VALLEY TRANSITION SOCIETY

CITY OF COURTENAY

Mayor

Corporate Officer

	Expiry Date	Licence Fee
Original agreement	January 6, 2020	
Amendment #1	June 9, 2020	
Amendment #2	October 19, 2020	
Amendment #3	March 31, 2021	
Total		



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council
From: Chief Administrative Officer
Subject: 17th Street Cycling Facilities - Cross Section Options

File No.: 5400-15
Date: February 22, 2021

PURPOSE:

The purpose of this report is to present Council with cross-section design options for 17th Street between Fitzgerald Avenue and Willemar Avenue.

POLICY ANALYSIS:

In 2019 Council adopted the Connecting Courtenay Cycling Network Plan (CNP). The current version of the CNP recommends a painted buffered bike lane (short-medium and long-term) cycling facilities on 17th Street to provide a continuous east-west connection between Comox Road / 17th Street Bridge and Willemar Avenue and Cumberland Road, with access to the Riverway Trail.

CAO RECOMMENDATIONS:

THAT based on the February 22nd, 2021 staff report, "17th Street Cycling Facilities - Cross Section Options" Council approve OPTION 1 and direct staff to complete the design of 17th Street using the new option of Parking Protected Bike Lanes with Curb Extensions cross-section depicted in Option 4 as the short-medium term cycling facility;

THAT that Curb Protected Cycle Tracks with Parking cross-section Option 5 be depicted as the long-term cycling facility; and,

THAT Council direct Staff to amend the Cycling Network Plan to incorporate Parking Protected Bike Lanes with Curb Extensions and Curb Protected Cycle Tracks with Parking on 17th Street between Comox Road and Willemar Avenue.

Respectfully submitted,

Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer

BACKGROUND:

In November 2020, Council, staff and the City's consultant, Urban Systems, met to discuss Council's priorities for cycling facilities on 17th Street. The discussion included different types of cycling facilities, construction and maintenance costs, recommendations from the Fire and Police Departments, pedestrian safety, utilities, and driveway and BC Hydro pole conflicts.

Council also discussed a phased approach to the construction of cycling facilities in the CNP as a fiscally responsible approach to the creation of Courtenay’s cycling network, and indicated a preference for Option 4, Parking Protected Bike Lanes with Curb Extensions, as a balance between responsible asset management, capital construction costs and infrastructure implementation. The primary benefit to Option 4 is that it considers all modes of travel, in particular pedestrians, while still creating the space for the design of the a new protected cycling facility while maintaining the principles of the Cycling Network Plan of phasing and the financial impact to the Financial Plan.

Detailed descriptions of the cross-section options discussed with Council for 17th Street corridor are below.

DISCUSSION:

17th Street from Fitzgerald Avenue to Willemar Avenue is an approximately 1 kilometre collector that connects west Courtenay to the 17th Street Bridge, Riverway Trail, east Courtenay and Comox. The road was originally designed primarily for vehicles, with exceptionally wide lanes and residential parking on both sides of the street. Sidewalks are provided on both sides of the road and cycling is integrated with the vehicle traffic through shared lanes.

Recommended enhancements include improved pedestrian facilities, parking protected bike lanes, curb extensions and new pavement markings.

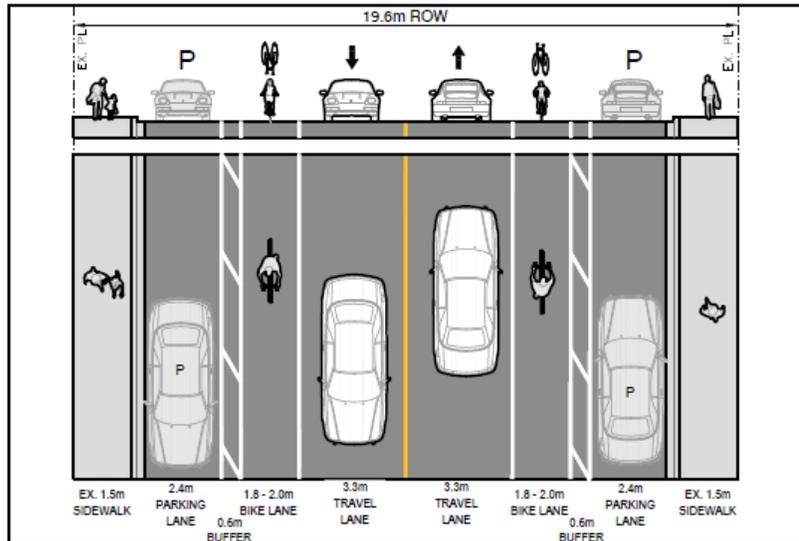
Based on discussions with Council undertaken in the fall of 2020, six surface treatment options have been prepared for Council’s consideration. Each option is summarized in Table 1, below, and sketches are attached to this report to help visualize each cross-section.

	Option 1 Painted Buffered Bike Lanes	Option 2 Painted Buffered Bike Lanes with Curb Extensions	Option 3a Parking Protected Bike Lanes (Paint Only)	Option 3b Parking Protected Bike Lanes (Median)	Option 4 Parking Protected Bike Lanes with Curb Extensions	Option 5 Curb Protected Cycle Tracks with Parking	Option 6 Curb Protected Cycle Tracks No Parking
Pedestrian Improvements		✓			✓	✓	✓
Buffered Bike Lane	✓	✓					
Physically Protected Bike Lane			✓	✓	✓	✓	✓
Raised Bike Lane					✓	✓	✓
Curb Extensions		✓			✓	✓	✓
Median Curb			✓	✓			
Pavement Markings	✓	✓	✓		✓	✓	✓
Delineators			✓		✓		
Enhanced Boulevard							✓

Table 1 - Level of Service Improvements

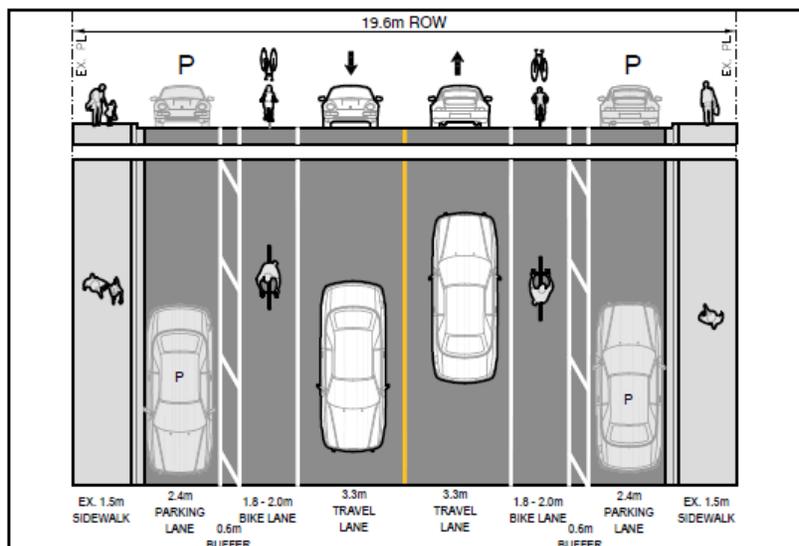
Option 1 - Painted Buffered Bike Lanes

This option includes two vehicle travel lanes, dedicated bike lanes with a painted buffer between parked vehicles and cyclists to prevent “dooring”, parking on both sides, and sidewalks at the property line. This option most closely resembles the recommendations made for 17th Street in the CNP. The cost to construct this option is approximately \$80,000.



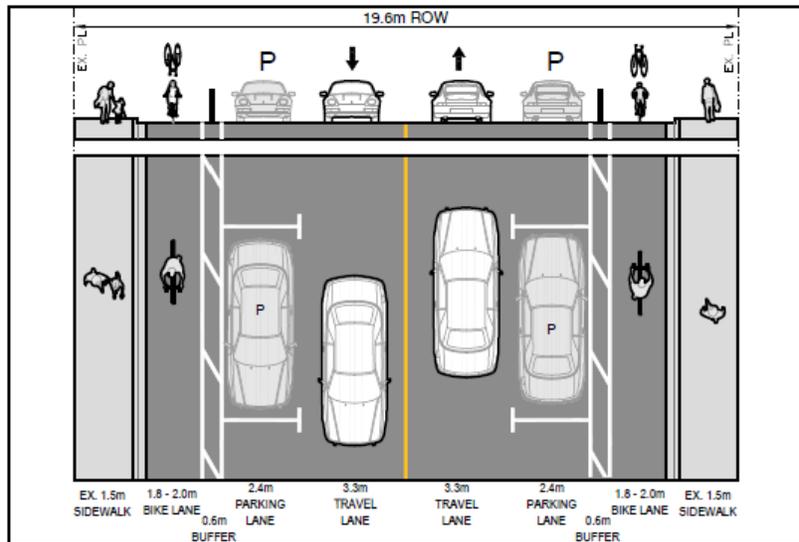
Option 2 – Painted Buffered Bike Lanes with Curb Extensions

Option 2 is similar to Option 1 but includes curb extensions at the intersections. Curb extensions increase pedestrian visibility through improved sight lines, decrease pedestrian exposure to vehicles by shortening the crossing distance, and reduce vehicle turn speeds by physically and visually narrowing the roadway. The cost to construct this option is approximately \$500,000.



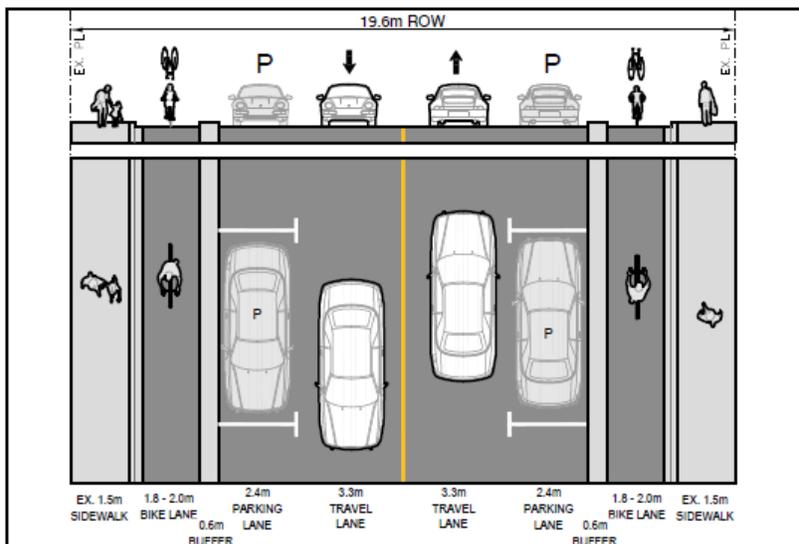
Option 3a - Parking Protected Bike Lanes (Paint Only)

Option 3a includes two vehicle travel lanes, parking protected bike lanes with a painted buffer to prevent “dooring”, parking on both sides, and sidewalks at the property line. Short segments of median curb would be installed on both sides of each intersection to provide added safety to cyclists at intersections. Sightlines for pedestrian would be reduced by parked vehicles. The Fire Department is not in favour of this option because parked vehicles situated further out into the roadway will impede fire fighters ability to pull hose from the fire hydrant to the subject property. The cost to construct this option is approximately \$625,000.



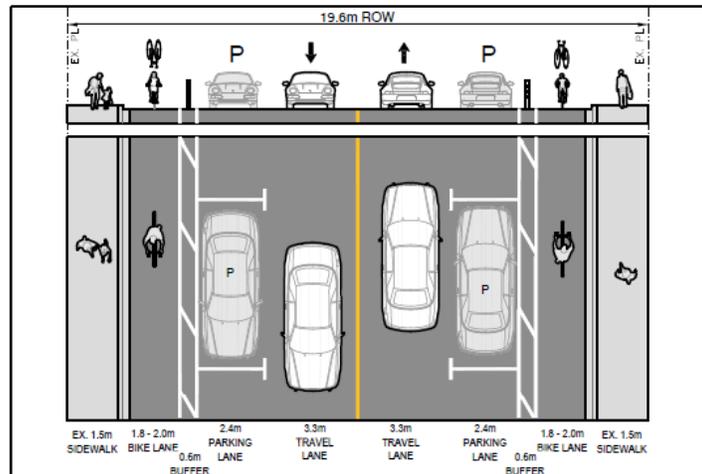
Option 3b - Parking Protected Bike Lanes (Median)

Option 3b is similar to option 3a except the bike lane is protected with a median curb instead of paint. Sightlines for pedestrian would be reduced by parked vehicles. The Fire Department is not in favour of this option because parked vehicles situated further out into the roadway will impede fire fighters ability to pull hose from the fire hydrant to the subject property. The cost to construct this option is approximately \$1,200,000.



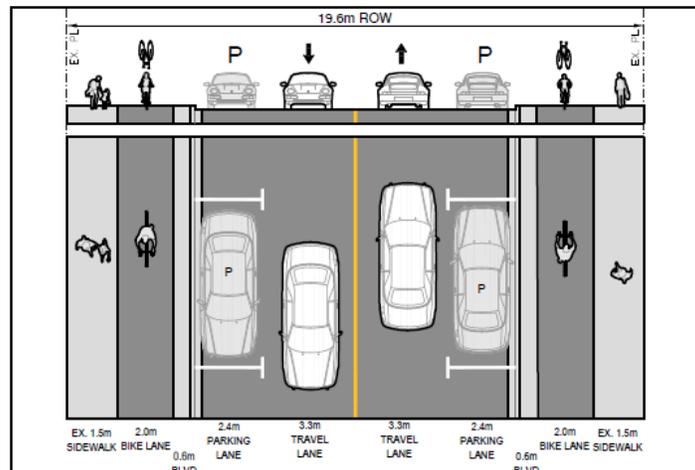
Option 4 - Parking Protected Bike Lanes with Curb Extensions - Appendix A

This option includes two vehicle travel lanes, parking protected bike lanes with a painted buffer to prevent “dooring”, parking on both sides, sidewalks at the property line, and curb extensions at intersections. Bike lanes ramp up and over the curb extensions keeping cyclists separated from vehicle traffic at the intersections. Curb extensions increase pedestrian visibility through improved sight lines, decrease pedestrian exposure to vehicles by shortening the crossing distance, and reduce vehicle turn speeds by physically and visually narrowing the roadway. The Fire Department is not in favour of this option because parked vehicles situated further out into the roadway will impede fire fighters ability to pull hose from the fire hydrant to the subject property. The cost to construct this option is approximately \$1,000,000.



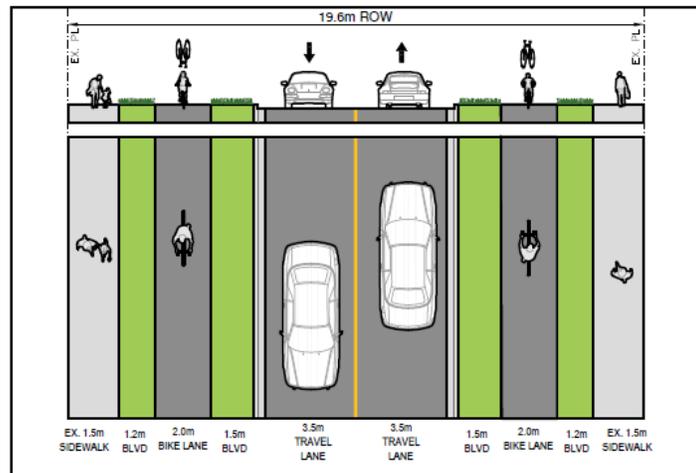
Option 5 - Curb Protected Cycle Tracks with Parking - Appendix B

Option 5 includes two vehicle travel lanes, raised cycle tracks, parking on both sides, sidewalks at the property line and curb extensions at intersections. Option 5 expands upon Option 4 by elevating the bike lanes between intersections. Driveway letdowns are located in the bike lane in this option. Curb extensions increase pedestrian visibility through improved sight lines, decrease pedestrian exposure to vehicles by shortening the crossing distance, and reduce vehicle turn speeds by physically and visually narrowing the roadway. The Fire Department is not in favour of this option because parked vehicles situated further out into the roadway will impede fire fighters ability to pull hose from the fire hydrant to the subject property. The cost to construct this option is approximately \$1,700,000.



Option 6 - Curb Protected Cycle Tracks with No Parking

This option includes two vehicle travel lanes, raised cycle tracks separated from the both the vehicle travel lane and the sidewalk by boulevard space, sidewalks at the property line, and curb extensions at intersections. There is no parking available in this option. Curb extensions increase pedestrian visibility through improved sight lines, decrease pedestrian exposure to vehicles by shortening the crossing distance, and reduce vehicle turn speeds by physically and visually narrowing the roadway. The cost to construct this option is approximately \$2,000,000.



Annual Maintenance

When considering each option in further detail it should be noted that options with physically separated bike lanes will pose a maintenance challenge for the City (Options 3a through 6). Currently, all street sweeping operations are conducted by one machine designed to manoeuvre in standard roadway lane widths. Additional staff and special equipment may be required to maintain physically separated bike lanes. Show clearing operations would require the same consideration. Each option’s annual maintenance costs are summarized in the table below.

	Option 1 Painted Buffered Bike Lanes	Option 2 Painted Buffered Bike Lanes with Curb Extensions	Option 3a Parking Protected Bike Lanes (Paint Only)	Option 3b Parking Protected Bike Lanes (Median)	Option 4 Parking Protected Bike Lanes with Curb Extensions	Option 5 Curb Protected Cycle Tracks with Parking	Option 6 Curb Protected Cycle Tracks No Parking
Sweeping (Manpower)			✓	✓	✓	✓	✓
Snow & Ice (Control)			✓	✓	✓	✓	✓
Snow & Ice (Event)			✓	✓	✓	✓	✓
Delineators			✓		✓		
Median Curb			✓	✓			
Pavement Markings	✓	✓	✓	✓	✓	✓	✓
Grass							✓
Annual Maintenance Cost	\$22,312	\$22,312	\$68,592	\$99,461	\$52,212	\$24,461	\$41,849

Existing Assets

Staff have completed a preliminary analysis of the current condition of the existing infrastructure components in this segment of 17th Street, in order to determine whether replacement is warranted based on each asset's remaining useful life.

- The Pavement Condition Index for 17th Street indicates the existing road surface from McPhee Avenue to Willemar Avenue is in a marginal to poor condition. The estimated replacement cost is \$840,000.
- The water main on 17th Street was installed 60+ years ago and is beyond its useful life; 415 metres of cast iron pipe needs to be replaced at an estimated cost of \$415,000.
- Two 60+ year old fire hydrants are also beyond their useful life and need to be replaced at an estimated cost of \$16,000.
- 635 metres of storm main that was installed 60+ years ago is failing in several locations. The estimated replacement cost is \$508,000.

Options 1 through 3 can be constructed without addressing these assets, Option 4 may require minor asset renewals, allowing for the opportunity to extend the life of each asset until funding for replacement can be achieved.

The surface treatments in Options 5 and 6 are more extensive and consideration should be given to replacing existing assets that are beyond their useful life prior to constructing the cycling facility. Additionally and within options 5 & 6 only, (identified through detailed design) a requirement to remove and replace part or all of the existing sidewalks in order to meet the required grades to elevate the bike lane above the road surface. If circumstances eventuated the replacement of the sidewalk, replacement cost are estimated to range from ~\$450,000 - 900,000.

FINANCIAL IMPLICATIONS:

This project is eligible for grant funding under either the *Investing in Canada Infrastructure Program - COVID-19 Resilience Infrastructure Stream* program (ICIP) or the *Provincial Active Transportation Infrastructure* grant program (BCAT). The ICIP grant program will fund 100% of the project, including design. The BCAT grant program will cost-share portions of the project at 50% to a maximum of \$500,000.

Professional fees for design and to support the City's applications for grant funding are estimated at \$15,000.

The cost to construct each facility type is included in the options descriptions above.

ADMINISTRATIVE IMPLICATIONS:

The Director of Public Works Services leads this project with the assistance of technical staff and consulting engineers. A total of 120 hours of staff time has been spent to date to review the Cycling Network Plan, develop cross-section options, prepare for Council's lunch and learn in November 2020, finalize the cross-section and develop conceptual drawings, create a staff report, and apply for grant funding. An additional 80 hours are estimated for subsequent meetings, developing the conceptual plan into a for-construction plan, meeting grant reporting criteria, and project management during construction. The 17th Street Bike Lane Project is part of the Public Works Services 2021 Work Plan and staff time will be allocated to support the project in coordination with the consulting engineer. .

ASSET MANAGEMENT IMPLICATIONS:

The installation of dedicated cycling infrastructure on any City street where cycling infrastructure does not currently exist is an increased level of service and is considered an upgrade under the umbrella of asset management. Increasing a level of service includes additional capital cost to implement the service and increased annual maintenance cost to operate. Council has adopted an Asset Management Policy and Bylaw to reflect this.

Option's 5 & 6 and segments of Option 4 may also result in the requirement for infrastructure asset(s) renewal up to and including but not limited to; 1.2 lane kilometres of road, and 2.4 lane kilometers of sidewalk, 635 lineal metres of storm drain main, 415 lineal metres of water main and the replacement of two fire hydrants. The estimated cost for this work is approximately \$2,800,000.

STRATEGIC PRIORITIES REFERENCE:

We proactively plan and invest in our natural and built environment

- Focus on asset management for sustainable service delivery
- ▲ ■ Support actions to address Climate Change mitigation and adaptation
- Make progress on the objectives of the BC Climate Action Charter

We plan and invest in methods of multi-modal transportation

- Move forward with implementing the City's Transportation Master Plan
- ▲ ■ Collaborate with regional and senior government partners to provide cost-effective transportation solutions

- **AREA OF CONTROL:** The policy, works and programming matters that fall within Council's jurisdictional authority to act
- ▲ **AREA OF INFLUENCE:** Matters that fall within shared or agreed jurisdiction between Council and another government or party
- **AREA OF CONCERN:** Matters of interest that are outside Council's jurisdictional authority to act

OFFICIAL COMMUNITY PLAN REFERENCE:

Transportation

5.2 Goals

2. Development of a transportation system that provides choices for different modes of travel including vehicle, transit, pedestrian, cycling and people with mobility impairments.

5.3 Policies

7. The City will continue to pursue the development of a continuous, integrated bicycle network in order to promote and encourage cycling as a commuting alternative to the automobile and as a means of active recreation.

REGIONAL GROWTH STRATEGY REFERENCE:

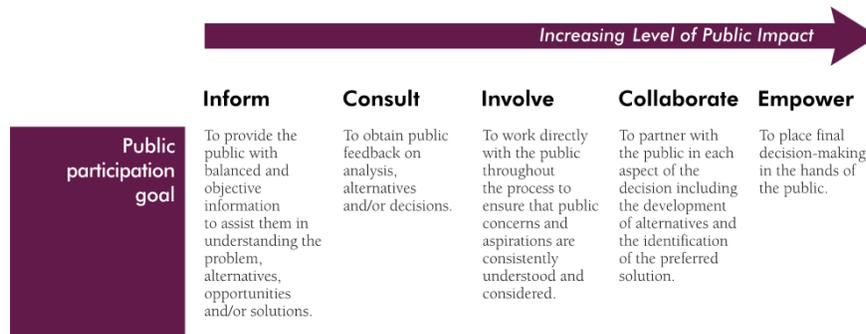
Goal 4 - Transportation

Objective 4-B: improve bicycle and pedestrian infrastructure to increase the use of active transportation options.

Targets: 20% bicycle and pedestrian commuters by 2030.

CITIZEN/PUBLIC ENGAGEMENT:

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

1. THAT based on the February 22nd, 2021 staff report, "17th Street Cycling Facilities - Cross Section Options" Council approve OPTION 1 and direct staff to complete the design of 17th Street using the new option of Parking Protected Bike Lanes with Curb Extensions cross-section depicted in Option 4 as the short-medium term cycling facility;

THAT that Curb Protected Cycle Tracks with Parking cross-section Option 5 be depicted as the long-term cycling facility; and,

THAT Council direct Staff to amend the Cycling Network Plan to incorporate Parking Protected Bike Lanes with Curb Extensions and Curb Protected Cycle Tracks with Parking on 17th Street between Comox Road and Willemar Avenue..

2. That Council chooses another cross-section option for the design of the 17th Street cycling facility.
3. That Council receives this report for information only.

Respectfully Submitted,

Kyle Shaw, ASCT, CPWI
Director of Public Works Services

Concurrence by:

Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer

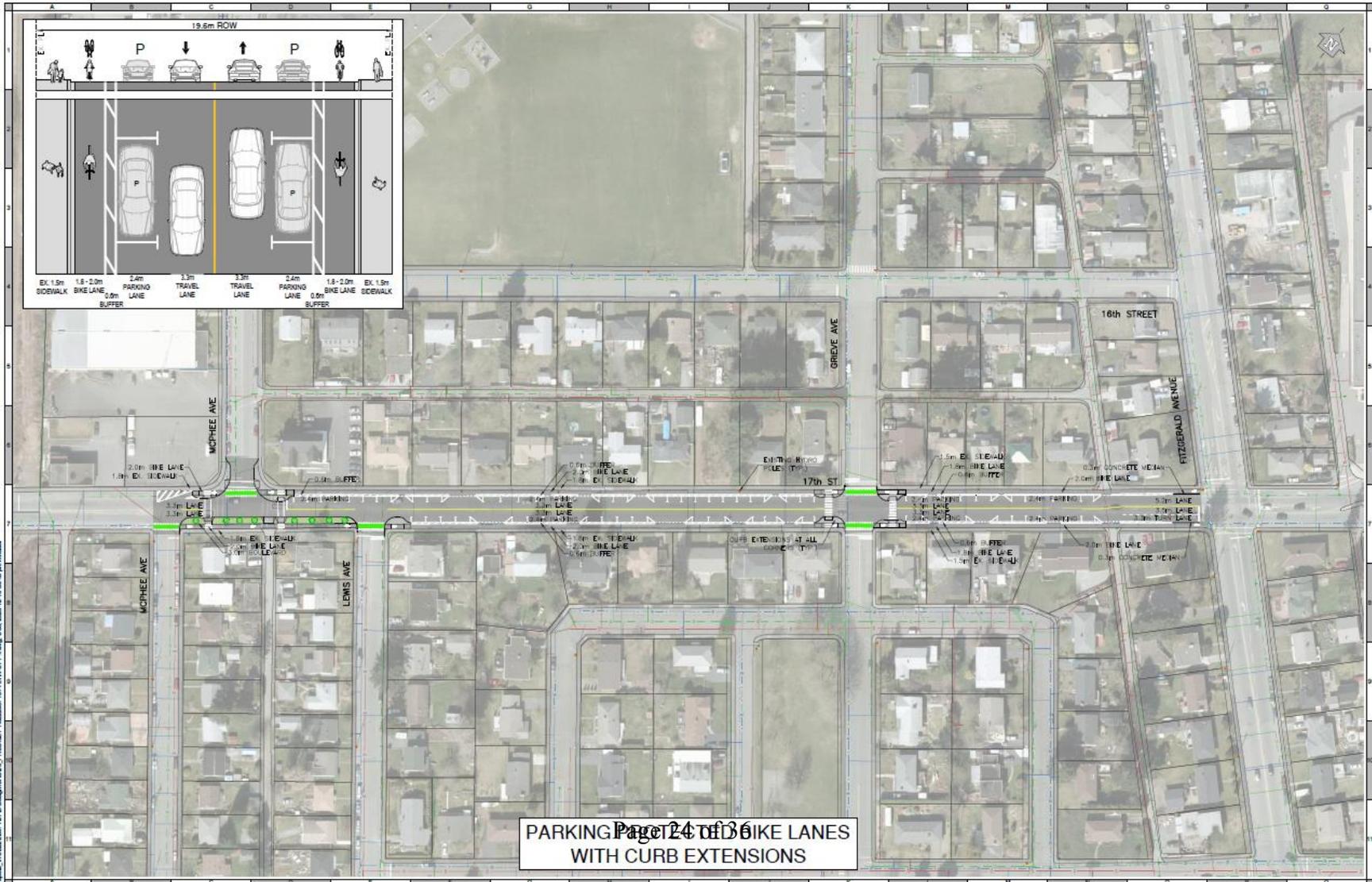
Attachments:

1. *Appendix A - Option 4: Parking Protected Bike Lanes with Curb Extensions*
2. *Appendix B - Option 5: Curb Protected Cycle Tracks with Parking*



Appendix A

Option 4: Parking Protected Bike Lanes with Curb Extensions



Appendix B

Option 5: Curb Protected Cycle Tracks with Parking





STAFF REPORT

To: Council

File No.: 5400-15

From: Chief Administrative Officer

Date: February 22, 2021

Subject: Investing in Canada Infrastructure Program Grant Application - 17th Street Bike Lanes Project

PURPOSE:

The purpose of this report is to request Council approval to apply for grant funding through the *Canada Infrastructure Program - COVID-19 Resilience Infrastructure Stream*.

CAO RECOMMENDATIONS:

THAT based on the February 22nd, 2021 staff report, "Investing in Canada Infrastructure Program Grant Application - 17th Street Bike Lanes Project" Council approves OPTION 1 and directs staff to submit an application for grant funding for the 17th Street Bike Lanes Project through the *Canada Infrastructure Program - COVID-19 Resilience Infrastructure Stream*; and,

THAT Council supports the project and commits to any associated ineligible costs or potential cost overruns.

Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer

BACKGROUND:

The Province of British Columbia and the Government of Canada have partnered to develop the *COVID-19 Resilience Infrastructure Stream* (CVRIS) as part of the *Investing in Canada Infrastructure Program*, (ICIP), in response to the effects of COVID-19 on communities across the province.

Investment in BC's infrastructure will help build stronger, more inclusive communities, help safeguard the environment and the health of residents, and help support local economies. The goals of the CVRIS are to create long-term economic growth, build inclusive, sustainable communities and support a low carbon, green economy. Funding is focused on building infrastructure that will help British Columbians with the health and socio-economic challenges brought on by the COVID-19 pandemic.

The CVRIS targets capital infrastructure projects in communities that will increase the safety of residents as well as improve active transportation in communities. It is a merit-based, competitive process and funding will only be awarded to applicants who best meet the granting criteria.

Construction of projects must be start before September 30, 2021 and be completed by December 31, 2021. Final design work can be included as part of the capital grant applications.

DISCUSSION:

In December 2020, the Canadian and BC Provincial governments committed up to \$80.29 million towards the intake of CVRIS to support cost-sharing of infrastructure projects in communities across the province. Applicants must show a clear connection to the program criteria and objectives, demonstrate principles of sustainability, and be supported by strong planning to ensure sustainable service delivery.

Projects will be evaluated based on how they contribute to community objectives, enhance and protect public health, support sustainability principles, and exhibit long-term sustainability, including operation viability, and asset management for sustainable service delivery.

Based on Council's 2019 - 2022 Strategic Priority to invest in methods of multi-modal transportation, staff propose that the City pursue grant funding to construct cycling infrastructure on 17th Street between Fitzgerald Avenue and Willemar Avenue. This east-west corridor will connect users traveling to/from Courtenay Elementary, commercial areas, key north-south cycling facilities at the Rotary Trail, Fitzgerald Bike Lanes, the Riverway Trail, and the 17th Street Bridge. The project is backed by extensive community engagements with key stakeholders, including the local Cycling Coalition, during the creation of the City's Cycling Network Plan, which identifies 17th Street as a priority cycling route. School District 71 has also written a letter in support of the project since 17th Street between Grieve Avenue and the Rotary Trail is identified as a *Best Route to School* through the District's Hub for Active School Travel (HASTE) program.

FINANCIAL IMPLICATIONS:

The ICIP program is claims based, and applicants must be prepared to finance project construction and cover any ineligible costs or cost over-runs. Funding is available up to 100% of eligible project costs; 80% Government of Canada and 20% Province of British Columbia.

The City's latest approved 2020-2024 Financial Plan identifies a combined balance of over \$3M in prior year operating surplus, gas tax, and infrastructure reserves that could support cash flow requirements for the project until funding is received through the claims process. If the project results in variances or overages, a budget amendment would be required and funded with a combination of gas tax reserve funds and prior year operating surplus.

This design project was previously included and approved in the 2020 Financial Plan.

ADMINISTRATIVE IMPLICATIONS:

Grant applications are included in the Corporate Work Plan for 2021.

ASSET MANAGEMENT IMPLICATIONS:

N/A

STRATEGIC PRIORITIES REFERENCE:

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OFFICIAL COMMUNITY PLAN REFERENCE:

Transportation

5.2 Goals

2. Development of a transportation system that provides choices for different modes of travel including vehicle, transit, pedestrian, cycling and people with mobility impairments.

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7. The City will continue to pursue the development of a continuous, integrated bicycle network in order to promote and encourage cycling as a commuting alternative to the automobile and as a means of active recreation.

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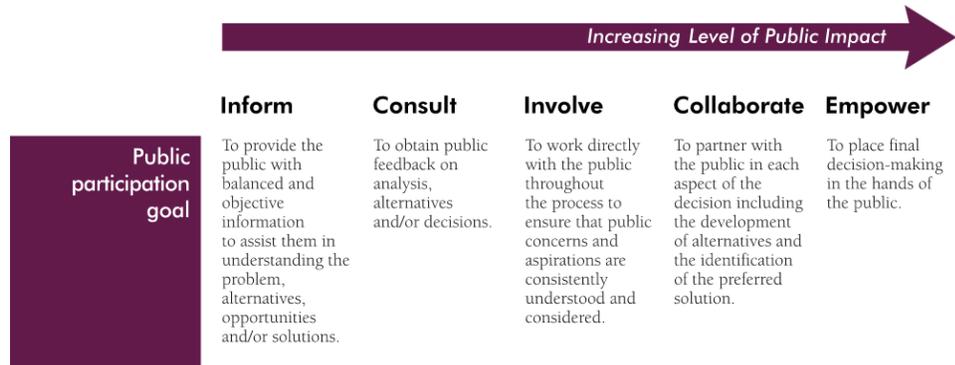
Goal 4 - Transportation

Objective 4-B: improve bicycle and pedestrian infrastructure to increase the use of active transportation options.

Targets: 20% bicycle and pedestrian commuters by 2030.

CITIZEN/PUBLIC ENGAGEMENT:

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

1. THAT Council direct staff to submit an application for grant funding for the 17th Street Bike Lanes Project through the *Canada Infrastructure Program - COVID-19 Resilience Infrastructure Stream*; and, THAT Council supports the project and commits to any associated ineligible costs or potential cost overruns.
2. THAT Council receive this report for information only.

Prepared by,

Kyle Shaw, ASCT, CPWI
Director of Public Works Services

Concurrence by,

Trevor Kushner, BA, DLGM, CLGA, PCAMP
Interim Chief Administrative Officer



Briefing Note: Help Cities Lead – Reducing Building Sector GHG Emissions

December 2020

Purpose

This note aims to update the provincial government on the benefits of, and support for, a suite of five policy actions that would empower local governments to more effectively reduce building-sector greenhouse gas (GHG) emissions and in turn help the province meet its 2030 climate target. Help Cities Lead, a new coalition of British Columbia local government representatives and non-governmental organizations, developed the policy suite. It encompasses five measures:

1. Home energy labelling;
2. Property Assessed Clean Energy (PACE) financing;
3. Regulating GHG emissions for new buildings;
4. Regulating GHG emissions for existing buildings; and
5. Building benchmarking and reporting.

We are pleased to note that directions to implement the first three of these measures were included in the ministerial mandate letters issued in November 2020. Help Cities Lead coalition members encourage the province to move as quickly as possible and in close consultation with local governments to develop and implement these measures. Help Cities Lead would also like the province to enable local governments to choose, when ready, to opt into the remaining two measures not addressed by the mandate letters.

Help Cities Lead coalition members believe all five of these measures would complement existing provincial government and utility goals and actions, and demonstrate the province's continued leadership and commitment on reducing building sector GHGs. We offer this briefing note as a companion summary for five additional notes, one addressing each of the above measures.

Background

Building-sector emissions account for about 11 per cent of British Columbia's total GHG inventory. This is the third-highest contributor following road transportation (27.1 per cent) and the oil and gas sector (17.6 per cent). At the local-government level,

emissions from existing buildings contribute between 40 and 60 per cent of community emissions.¹

British Columbia has long led the nation on policies to reduce building-sector energy use and GHG emissions. CleanBC moved the province further in this direction with its commitment to implement a net-zero energy-ready building standard by 2032 and a building upgrade standard by 2024. CleanBC also committed the province to explore building energy labelling options. These built-environment commitments, among others, prompted Efficiency Canada to rank the province at the top of its provincial scorecard in 2019.

A number of local governments have established ambitious targets to significantly reduce GHG emissions from their buildings. The province's success in achieving deep building-sector emissions reductions are directly linked to the success of local governments in achieving these targets. However, local governments are constrained in this regard; the tools they currently have available—information campaigns and incentives—will not achieve broad and deep energy and GHG reductions.

Key Considerations

Integration

As noted above, the Help Cities Lead policy suite consists of five policy measures. Recent Integral Group climate policy modelling shows that when implemented together, these five actions compliment and build upon one another to capture deep and broad reductions. This integrated policy approach is also consistent with how other leading jurisdictions are pursuing deep GHG emissions from their building sector.

For example, building benchmarking and home energy labelling would identify the degree and type of needed improvements, a GHG reduction requirement would provide building owners with the imperative to implement them, while PACE financing will help spread the cost of the upgrades over a longer period of time.

Recent Provincial Government direction to move forward on three of the five measures supported by Help Cities Lead coalition members – home energy labelling, PACE financing, and regulating GHG emissions for new buildings - is a strong start. However, given the fact that existing buildings will continue to make up the majority of GHG emissions from the building sector for decades to come, it is important for measures that will enable local governments to opt into requiring benchmarking for existing larger buildings and to regulate GHG emissions for existing buildings to be advanced alongside these. If adopted, the five measures will allow local governments to more effectively derive GHG savings from across the entire spectrum of the building sector: New and existing buildings; large Part 3 buildings and smaller Part 9 buildings; residential, commercial, and institutional.

¹ BC Climate Leaders. The Climate Leaders Playbook. Retrieved from: <https://bcclimateleaders.ca/playbook/the-big-moves/where-we-live-and-work>

Government should also continue with a host of other measures from all levels of government and utilities, including incentives, information campaigns, low-income programs, and other affordable and accessible financing options. In summary, the province can consider the Help Cities Lead policy suite as complimentary to its existing actions.

Climate Impact

New modeling completed by Integral Group for Help Cities Lead suggests the province’s existing building policies will likely only reduce GHG emissions 16 per cent below 2007 levels by 2030, and reduce them just 21 per cent by 2050. The company then modelled all five of the Help Cities Lead measures and determined they would together reduce GHG emissions 33 per cent by 2030 and 63 percent by 2050. If the province is to achieve its 2030 and 2050 targets, it will need to take measures over and above the five being requested by Help Cities Lead, such as new incentives, increase the carbon tax, and/or reduce the cost of low-carbon fuels such as electricity.

Table 1: Modelled GHG reductions compared with the Province’s 2030 and 2050 targets

	GHG Reductions Below 2007 Levels		
	Business as Usual (Modelled Results)	“Help Cities Lead” Policy Suite (Modelled Results)	Provincial Climate Goal
2030	16%	33%	40%
2050	21%	63%	80%

The results suggest that, when it comes to implementing these measures, time is of the essence. The sooner British Columbia local governments can adopt these kinds of initiatives, the sooner the province will land on a realistic path to achieve its building sector targets.

Local Government Authority

Many leading local governments recognize that they need to do more to achieve their building-sector targets, but current legislation does not enable them to do so. For example:

- The BC Energy Step Code does not allow local governments to directly regulate the level of GHG emissions permitted for new buildings nor does the province regulate emissions from new buildings.
- Local governments cannot regulate the level of GHG emissions permitted for existing buildings, and the province does not have immediate plans to regulate GHG emissions from existing buildings.
- Local governments cannot require mandatory home and building energy performance tracking and reporting—market information that is critical to property owners, potential buyers, and governments. (The province does not yet require building owners to collect and report this information.)
- Without enabling provincial legislation, local governments are extremely constrained in their ability to offer PACE financing to home and commercial property building owners; such financing reduces barriers to upgrading energy and climate performance.

To address the above, government will likely need to amend a number of charters, acts, and regulations, including the Community Charter, the Vancouver Charter, the Building Act Standard Regulation, and the Energy Efficiency Standards Regulation.

Cost to Government

Three of the five requested actions—authority to regulate GHG emissions of new buildings, authority to regulate GHG emissions of existing buildings, and enabling an effective PACE financing tool—represent virtually no incremental cost to the provincial government other than staff resources required to develop and implement the required legislative changes. Once enacted, the actual implementation of these measures will be the responsibility of the local governments that choose to adopt them.

The data collection, storage, and reporting requirements needed to administer home energy labelling and building benchmarking programs are essentially the same regardless of where in the province a program is run. It would therefore be more efficient and cost-effective to host these services through a central provincial platform rather than multiple local or regional ones. To ensure the broadest local-government participation, the province would ideally host and administer such a platform.

The level of resources, funding, and staffing needed to administer benchmarking and home labelling programs will largely depend on the number of properties that the government anticipates they will cover. Based on the experience of other jurisdictions, the number of in-house staff required to implement a program typically ranges between 1.5 to 4.0 full-time equivalent (FTE) personnel, depending on the size of the jurisdiction and complexity of program components. For example, the Province of Ontario has four dedicated staff working on its province-wide benchmarking program, while Washington DC has three staff on benchmarking and four on performance requirements. Program staffing levels can potentially be reduced after initial roll-out, though there will likely be a need for more hours during “high-traffic” periods prior to compliance deadlines.

Wherever possible, the province should work with local governments and other partnering organizations to establish program design and implementation supports to help ensure that all local governments across the province, regardless of their size and location, can take advantage of their new opt-in authorities to reduce GHG emissions from buildings.

Co-Benefits

If implemented, the Help Cities Lead policy suite could yield numerous co-benefits, including:

- Short- to medium- term economic stimulus and employment creation for building upgrades that would not have otherwise occurred. For example, recent research concluded that every dollar spent on the kinds of energy efficiency measures included in the Pan Canadian Framework will result in \$4 to \$7 in net GDP

impacts, and every \$1 million in program spending will lead to 30 job-years of full-time equivalent employment.²

- A boost to the province's emerging low-carbon economy, provided by the activity of energy retrofits and any other government stimulus programs and incentives.
- Reduced risk of respiratory illness—specifically child asthma—in households that switch from fossil-fuel-based cooking to electricity.³
- Reduced operating costs for certain types of homes and buildings.
- Increased living and working comfort in older homes and buildings as a result of better insulation, multi-paned windows, reduced air leakage, and improved ventilation.
- Improved resilience and comfort during extreme heat and wildfire smoke events, due to the inherent space cooling capabilities of heat pumps combined with filters in ventilation systems needed in high-performance buildings.⁴

Societal Costs

In many cases, the energy savings and other benefits associated with building energy and GHG improvements will outweigh the costs of those improvements. However, given the historically low cost of natural gas, building owners considering a conversion from that fuel to electricity or some other form of low-carbon fuel could see energy costs increase or remain largely unchanged.

This is a serious concern that all levels of government will need to monitor and manage. For this reason, it is important to restate that the recommended five expanded local government authorities will need to continue to be integrated with a host of other measures from all levels of government and utilities—including incentives, information campaigns, low-income programs, and other affordable and accessible financing options.

Next Steps

Potential next steps for government include the following actions.

- Review the five corresponding briefing notes detailing each of the requested measures and actions.
- Arrange a meeting with a small Help Cities Lead delegation to meet with government to review the measures and establish a plan to develop them further. Government participants should include representatives from the ministries of Municipal Affairs, the Minister responsible for Housing, Energy, Mines and Low Carbon Innovation, Environment and Climate Change Strategy, and Finance.

² Dunsy Energy Consulting. "The Economic Impact of Improved Energy Efficiency in Canada." 2018. https://cleanenergycanada.org/wp-content/uploads/2018/04/TechnicalReport_EnergyEfficiency_20180403_FINAL.pdf

³ Zhu, R. et al. 2020. "Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California." UCLA Fielding School of Public Health.

⁴ Future weather models completed by the Pacific Climate Impacts Consortium (PCIC) predict an increase in the number of heating degree days across the province as a result of intensifying climate change, in addition to increased wildfire risk. Buildings that upgrade to a high-efficiency electric heat pump space heating system will have a higher resilience to these conditions due to their space cooling capabilities. In addition to ensuring a year-round comfortable temperature, the potential for ongoing space conditioning will eliminate the need to ventilate with open windows during periods of unhealthy and hazardous outdoor air quality.

- Undertake an internal review and analysis of the requested measures to establish implementation options, and share these findings with key stakeholders for mutual consideration.
- Respond to the full list of “next steps” recommended from the complete set of five measure-specific briefing notes.