



DEVELOPMENT and PLANNING SERVICES COMMITTEE

May 01, 2017

City of Salmon Arm

Room 100

City Hall, 500 - 2 Avenue NE

8:00 a.m.

Page #	Section	Item#
	1.	<u>CALL TO ORDER</u>
	2.	<u>REVIEW OF THE AGENDA</u>
	3.	<u>DECLARATION OF INTEREST</u>
	4.	<u>PRESENTATION</u> n/a
	5.	<u>REPORTS</u>
1 – 14	5.1	ZON-1089, 1100760 BC Ltd. / Browne Johnson Land Surveyors, 250 – 14 Avenue SE & 1460 Shuswap Street SE – R-1 & A-2 to R-8
15 - 24	5.2	ZON-1091, Lentz, G., 4581 – 71 Avenue NE – R-1 to R-8
25 - 30	5.3	VP-457, Tybro Construction Ltd., 2388 – 4B Avenue SE – Setback Variance
31 - 68	5.4	2016 City of Salmon Arm Carbon Neutral Progress Survey
	6.	<u>FOR INFORMATION</u> n/a
	7.	<u>IN CAMERA</u> n/a
	8.	<u>LATE ITEM</u> n/a
	9.	<u>ADJOURNMENT</u>

<http://www.salmonarm.ca/agendacenter>

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City of Salmon Arm

Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council

Date: April 25, 2017

Subject: Zoning Bylaw Amendment Application No. 1089

Legal: Lots 3 & 4, Section 11, Township 20, Range 10, W6M, KDYD, Plan 35353

Civic: 250 14 Avenue SE & 1460 Shuswap Street SE

Applicant: 1100760 BC Ltd. / Browne Johnson Land Surveyors

MOTION FOR CONSIDERATION

THAT: A bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lots 3 and 4, Section 11, Township 20, Range 10, W6M, KDYD, Plan 35353, from R-1 (Single Family Residential Zone) and A-2 (Rural Holding Zone) to R-8 (Residential Suite Zone).

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

BACKGROUND

The two subject parcels are located at 250 14 Avenue SE and 1460 Shuswap Street SE, just north of Foothill Road (Appendix 1 and 2). The two parcels combine for a total area of approximately 12 acres, are designated Medium Density Residential in the City's Official Community Plan (OCP) as shown in Appendix 3, and are split-zoned R-1 (Single Family Residential) and A-2 (Rural Holding) as per the Zoning Bylaw (Appendix 4).

The proposal is to rezone the two large subject parcels to R-8 (Residential Suite Zone) to facilitate future subdivision and development (R-8 Zoning regulations are attached as Appendix 5). A conceptual layout plan has been provided for an associated Subdivision application (Appendix 6). Site photos are attached as Appendix 7.

The conceptual layout plan demonstrates one possible option how the subject parcel could be divided with potential for further future subdivision. While the proposed conceptual parcels appear to meet or exceed the minimum parcel specifications of the proposed R-8 zone, the proposal presents a number of challenges described below.

This area is generally comprised of R-1 and A-2 zoned parcels containing single family dwellings, with A-1 zoned agricultural and rural residential parcels. The Zoning Map attached shows the mix of zones in the immediate area. Land uses directly adjacent to the subject parcel include the following:

- North: Single-Family Residential (R-1) parcels
- South: Rural Holding (A-2) parcels,
- East: Rural Holding (A-2) parcels, and
- West: R-1 parcels and partial ALR boundary.

As the majority of the subject property is currently undeveloped, this amendment is to provide flexibility and facilitate future subdivision, development and use. Any development of a secondary suite or detached suite would require a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.

OCP POLICY

The subject parcel is designated Medium Density Residential in the OCP, and is within Residential Development Area B. The proposed R-8 zone is in alignment with the Medium Density land use designation.

In terms of Area B, this means that the land and surrounding infrastructure are of second priority for City investment in capital works projects (with Area A being the first priority and Area C the third). That being said, the completion of the Auto Road connector between 12 Avenue SE and Shuswap Street is deemed by staff to be a high priority for the City. The implications of the Auto Road connector and its intersection with Shuswap Street as they relate to this application and the proposed subdivision are discussed in this report.

The proposed density aligns with OCP Policy 4.4.3, which encourages all growth to be sensitively integrated with neighbouring land uses. Furthermore, the proposed zoning aligns with the Urban Residential Objectives of Section 8.2 and Urban Residential Policies listed in Section 8.3, including providing a variety of housing types, providing housing options, and supporting compact communities. In terms of siting, the proposal appears to match with OCP Siting Policies under Section 8.3.19, including good access to transportation routes, recreation, and community services.

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in Medium Density Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code. Based on parcel size requirements, the conceptual subject properties have potential for the development of either a secondary suite or a detached suite.

COMMENTS

Engineering Department

Supportive of proposed R-8 zoning from a land use and density perspective. Future lot and access designs for secondary suites or detached suites should consider the requirements for high back curbing and a limitation to a single access / egress to each lot. Details on the works and servicing requirements for the associated subdivision application are under review and will be in line with the Subdivision and Development Servicing Bylaw.

As the future construction of Auto Road and its intersection with Shuswap Street (both designated Urban Arterial Streets) careful consideration on the future design of the intersection, the points of access / egress to / from the proposed subdivision. At this point in time, the Engineering Department is recommending a Traffic Circle be contemplated for an intersection design, pursuant to the S&DS Bylaw.

The prospects of securing excess land (i.e. beyond what is required for road dedication) needed from the subject property for a traffic circle is under discussion with the applicant. If Council agrees, this may involve a Road Reserve Covenant being registered over the Northwest corner of the subject property, in exchange (for the lost value in land) for an equivalent reduction in road upgrades along the Auto Road frontage. This idea would need to be dealt with via a Development Variance Permit application.

Both Auto Road and Shuswap Street are identified as DCC funded roads, meaning that portions of their construction and upgrades can and should be considered by the City as future capital projects.

Building Department

No concerns with rezoning. BC Building Code applies to development.

Fire Department

No Fire Department concerns.

Planning Department

Keeping in mind the Medium Density Residential OCP designation, the subject parcels are located in an area well-suited for this form of residential development, within reasonable walking distance to the city centre, as well as Picadilly Mall and Blackburn Park. The proposed R-8 zoning is aligned with neighbouring land uses, situated between smaller R-1 lots to the north and west, with larger A-2 lots to the south and east.

The R-8 zone regulations of the Zoning Bylaw are attached as Appendix 5. The minimum parcel area permitted under R-8 zoning is 450 square metres, or 700 square metres for a parcel containing a detached suite. At this time, it appears the intent of the applicant is to have most lots exceed the minimum area and width required for a detached suite, thereby allowing options for suites (9 of the proposed lots in the attached concept would be limited to traditional secondary suites within the single-family dwelling). This large block approach to rezoning was recommended to the applicant by staff.

While the subject parcels have been historically designated for residential land use, the ALR boundary runs along an approximately 150 metre portion of the western parcel line. Staff note that the parcel to the west dates back to 1913, is relatively small, not under agricultural use, is zoned R-1 and is similarly designated as Medium Density Residential in the OCP. As such, staff deems that the Rural and Agriculture Policies of the OCP, which seek to minimize conflicts between agriculture and other land uses are not applicable. Furthermore, with the proposed R-8 zoning, there will be a minimum 6.0 m building setback from the applicable parcel line as proposed.

While not necessarily directly relevant to the proposed rezoning, future plans for this area of the City call for future residential development, including a future road network, and the policies of the OCP prescribe a range of future amenities in the area between Shuswap/Foothills Road and the western Hillcrest area. While the terrain and gaps in servicing creates some challenges, the OCP envisions future roads, bike routes, greenways, and parks on the adjacent parcels (Appendix 8). These plans are significant to note in advance of development proposals for the remainder portion of the subject parcels and adjacent lands.

Additionally as noted in the Engineering comments, the adjacent intersection of Shuswap Street and 14 Avenue SE is envisioned to have significant, community-wide implications as it serves the southern portion of the City as a key component of the future road network connecting Shuswap/Foothills to the Hillcrest area. As such, the intersection must be capable of handling this future traffic, which should be recognized by current development proposals. An additional implication of this intersection is that the conceptual access shown may be subject to realignment due to the final design of the intersection.

If the subdivision application proceeds, Council may soon be reviewing a Development Variance Permit application involving reduced frontage upgrades along Auto Road in lieu of a Road Reserve Covenant to secure land for a future traffic circle.

Furthermore, in terms of access and servicing to lands beyond, there are no up-to-date detailed street plans for this area, however the OCP has designated a basic road network plan over the area. This road network plan is not detailed, however it does contemplate medium density residential subdivision and potential connections from the eastern portion of the subject property through adjacent parcels to the east and south. To what degree this plan would work due to the number of existing dwellings and accessory buildings, collaboration between property owners, as well as the challenges presented by the terrain, is to be determined. However, this concept is significant to note in advance of development proposals for the eastern remainder portion of the subject parcels, as well as adjacent lands to the south. The eastern portion of the subject property is certain to be affected by these considerations. The proposed conceptual layout does provide an option for access to adjacent lands to the east.

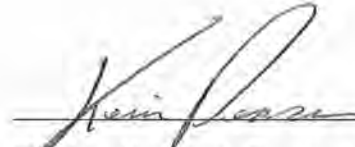
If this rezoning application is approved, and when a development / subdivision plan for the eastern portion is formally applied for, City staff will revisit future access and servicing needs of the adjacent lands in greater detail.

CONCLUSION

The proposed R-8 zoning is consistent with the OCP and is therefore supported by staff. In staff's opinion, it is reasonable to rezone the two existing subject parcels prior to subdivision.



Prepared by: Chris Larson, MCP
Planning and Development Officer



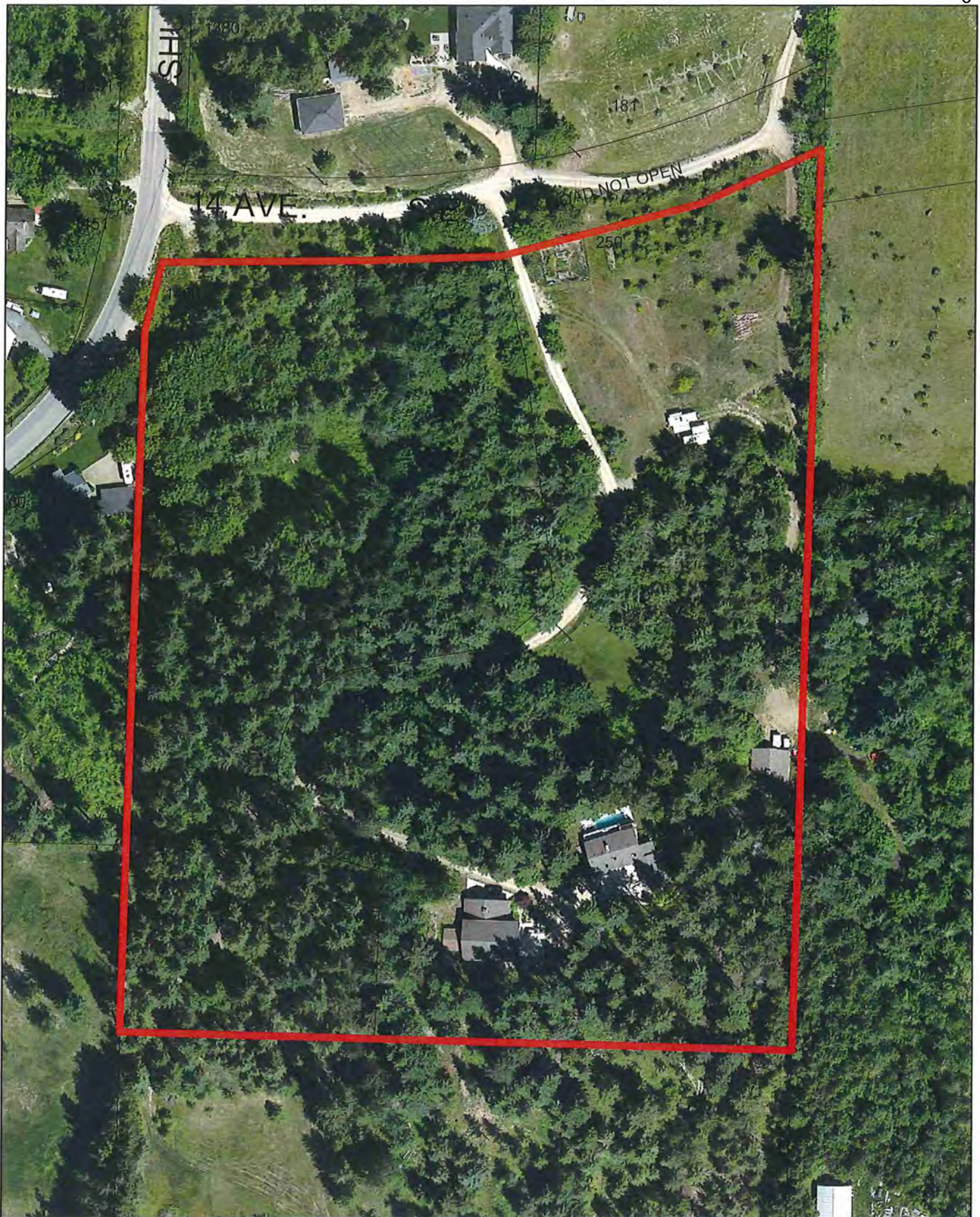
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services



0 75 150 300 450 600 Meters



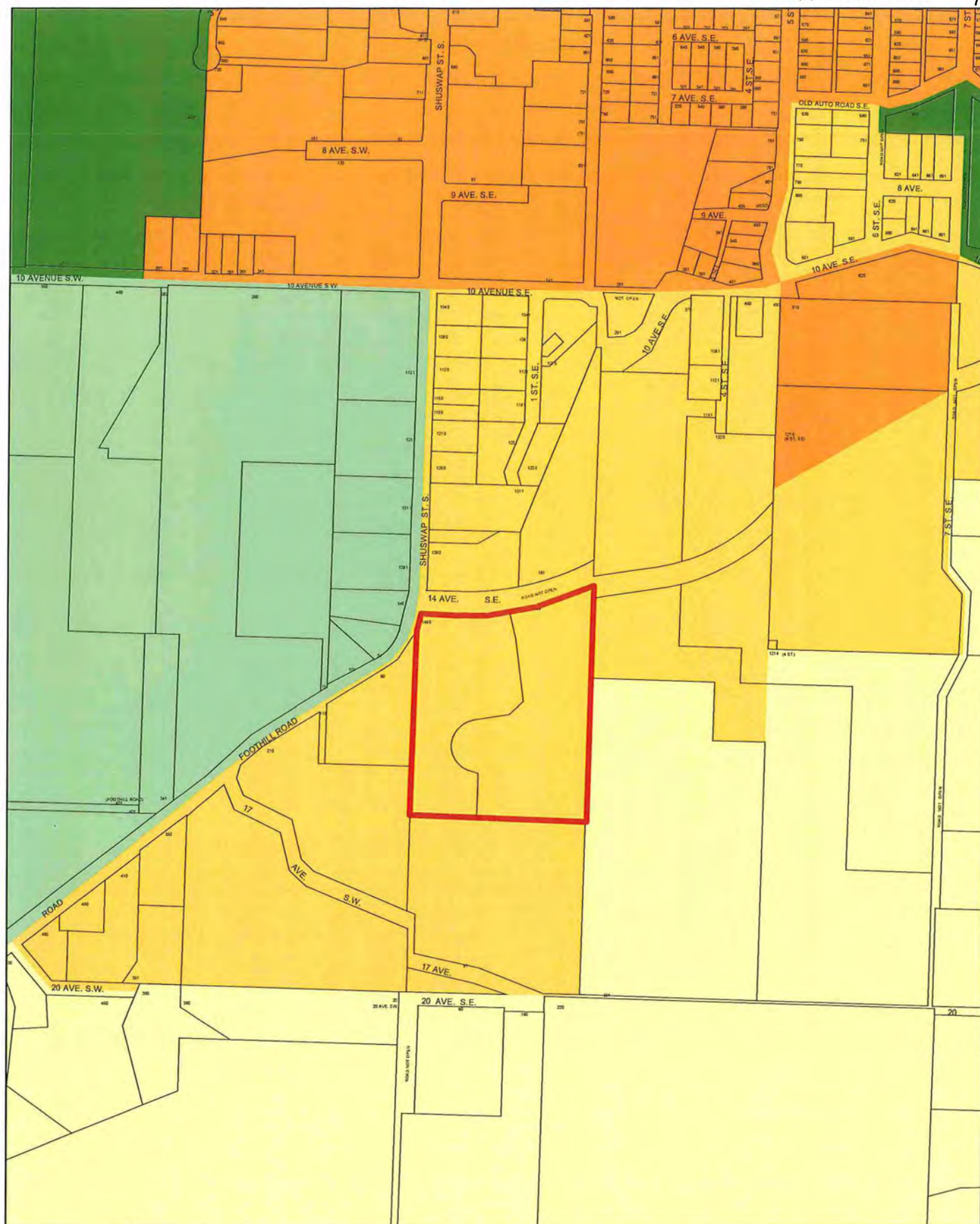
Subject Parcels



0 12.5 25 50 75 100 Meters



Subject Parcels



0 30 60 120 180 240
Meters



Subject Parcel



Park



Acreage Reserve



High Density Residential



Medium Density Residential



Low Density Residential

#3996 **SECTION 13 - R-8 - RESIDENTIAL SUITE ZONE**

Purpose

- 13.1 The purpose of the R-8 Zone is to permit the use of a *secondary suite* contained within a *single family dwelling* or a *detached suite* contained within an *accessory building*.

Regulations

- 13.2 On a *parcel zoned R-8*, no *building or structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the R-8 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 13.3 The following uses and no others are permitted in the R-8 Zone:

- | | | |
|-------|----|--|
| #3082 | .1 | <i>boarders, limited to two;</i> |
| #3082 | .2 | <i>family childcare facility;</i> |
| | .3 | <i>group childcare;</i> |
| | .4 | <i>home occupation;</i> |
| | .5 | <i>public use;</i> |
| | .6 | <i>public utility;</i> |
| | .7 | <i>single family dwelling;</i> |
| | .8 | <i>accessory use, including secondary suite or detached suite.</i> |

Maximum Number of Single Family Dwellings

- 13.4 One (1) *single family dwelling* shall be permitted per *parcel*.

Maximum Number of Secondary Suites

- 13.5 One (1) *secondary suite* or one (1) *detached suite* is permitted per *parcel*.

Maximum Height of Principal Building

- 13.6 The maximum *height* of the *principal building* shall be 10.0 metres (32.8 feet).

Maximum Height of Accessory Buildings

- 13.7 .1 The maximum *height* of an *accessory building* shall be 6.0 metres (19.7 feet).
 .2 The maximum *height* of an *accessory building* containing a *detached suite* shall be 7.5 metres (24.6 feet).

Maximum Parcel Coverage

- 13.8 The total maximum *parcel coverage* for *principal* and *accessory buildings* shall be 45% of the *parcel area*, of which 10% shall be the maximum *parcel coverage* for all *accessory buildings*, including those containing a *detached suite*.

Minimum Parcel Area

- 13.9 .1 The minimum *parcel area* shall be 450.0 square metres (4,843.9 square feet).
 .2 The minimum *parcel area* of a *parcel* containing a *detached suite* shall be:
- | | |
|--|--|
| .1 With lane or second <i>street</i> frontage | 465.0 square metres
(5,005.2 square feet) |
| .2 Without lane or second <i>street</i> frontage | 700.0 square metres
(7534.7 square feet) |

SECTION 13 - R-8 - RESIDENTIAL SUITE ZONE - CONTINUED

Minimum Parcel Width

- 13.10 .1 The minimum *parcel width* shall be 14.0 metres (45.9 feet).
 .2 The minimum *parcel width* of a *parcel* containing a *detached suite* shall be:
 .1 With lane or second *street* frontage 15.0 metres (49.2 feet)
 .2 Without lane or second *street* frontage 20.0 metres (65.6 feet)

Maximum Floor Area and Floor Area Ratio

- 13.11 .1 The maximum *floor area* of a *detached suite* shall be 90.0 square metres (968.8 square feet).
 .2 The maximum *floor area ratio* of a *single family dwelling* shall be 0.65.

Minimum Setback of Principal Building

- 13.12 The minimum *setback* of the *principal building* from the:
- | | | | |
|-------|----|---|------------------------|
| #3426 | .1 | <i>Front parcel line</i> shall be | 6.0 metres (19.7 feet) |
| | .2 | <i>Rear parcel line</i> shall be | 6.0 metres (19.7 feet) |
| | .3 | <i>Interior side parcel line</i> shall be | 1.5 metres (4.9 feet) |
| | .4 | <i>Exterior side parcel line</i> shall be | 6.0 metres (19.7 feet) |
| #2811 | .5 | Notwithstanding Sections 13.12.2 and 13.12.3., a <i>principal building</i> on a corner <i>parcel</i> may be sited not less than 1.5 metres (4.9 feet) from the <i>rear parcel line</i> provided the combined total of the <i>rear</i> and <i>interior side yards</i> shall be not less than 6.0 metres (19.7 feet). | |
| | .6 | Refer to Section 4.9 for "Special Building Setbacks" which may apply. | |

Minimum Setback of Accessory Buildings

- 13.13 The minimum *setback* of accessory *buildings* from the:
- | | | | |
|-------|----|---|------------------------|
| #2811 | .1 | <i>Front parcel line</i> shall be | 6.0 metres (19.7 feet) |
| | .2 | <i>Rear parcel line</i> shall be | 1.0 metre (3.3 feet) |
| | .3 | <i>Interior side parcel line</i> shall be | 1.0 metre (3.3 feet) |
| | .4 | <i>Exterior side parcel line</i> shall be | 6.0 metres (19.7 feet) |
| | .5 | Refer to "Pound and Animal Control Bylaw" for special setbacks which may apply. | |

Minimum Setback of a Detached Suite

- 13.14 The minimum *setback* of an *accessory building* containing a *detached suite* from the:
- | | | |
|----|---|------------------------|
| .1 | <i>Front parcel line</i> shall be | 6.0 metres (19.7 feet) |
| .2 | <i>Rear parcel line</i> shall be | 3.0 metres (9.8 feet) |
| .3 | <i>Interior side parcel line</i> shall be | 2.0 metres (6.5 feet) |
| .4 | <i>Exterior side parcel line</i> shall be | 6.0 metres (19.7 feet) |
| .5 | <i>Parcel line</i> adjacent to a lane | 1.2 metres (3.9 feet) |

Parking

- 13.15 .1 Parking shall be required as per Appendix I.
 .2 An offstreet parking space provided for a *secondary suite* or *detached suite* shall not be sited in tandem to a parking space provided for a *single family dwelling*.

Detached Suite

- 13.16 Refer to Section 4.2 for General Regulations.

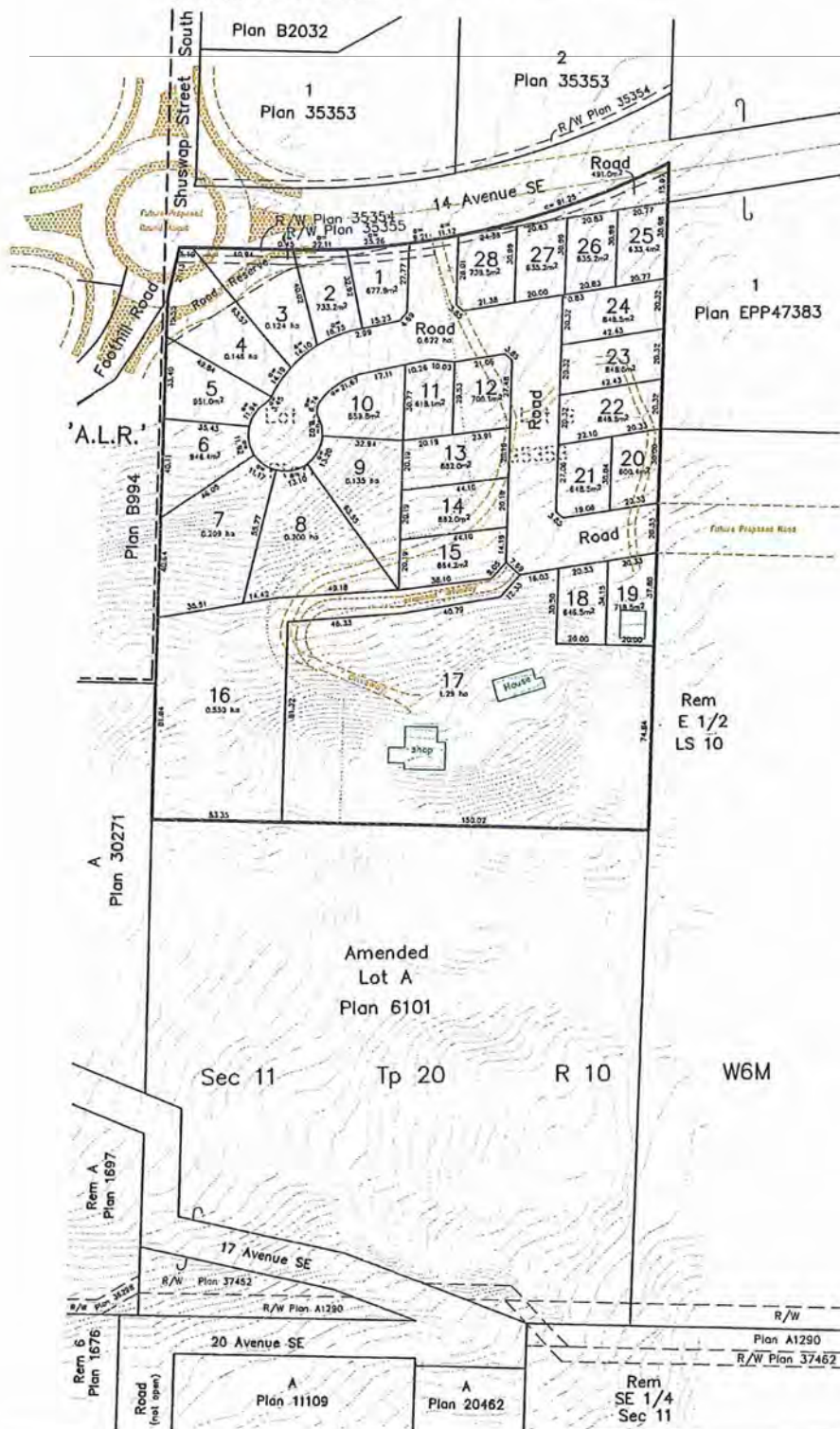
Scale 1:1250

BCGS 82L.064

Scale 1:1250

50 0

The intended plot size of this plan is 432mm in width by 560mm in height (C size) when plotted at a scale of 1:1250



April 25, 2017

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. Ph.832-9701
File: 630-16 (405-07)



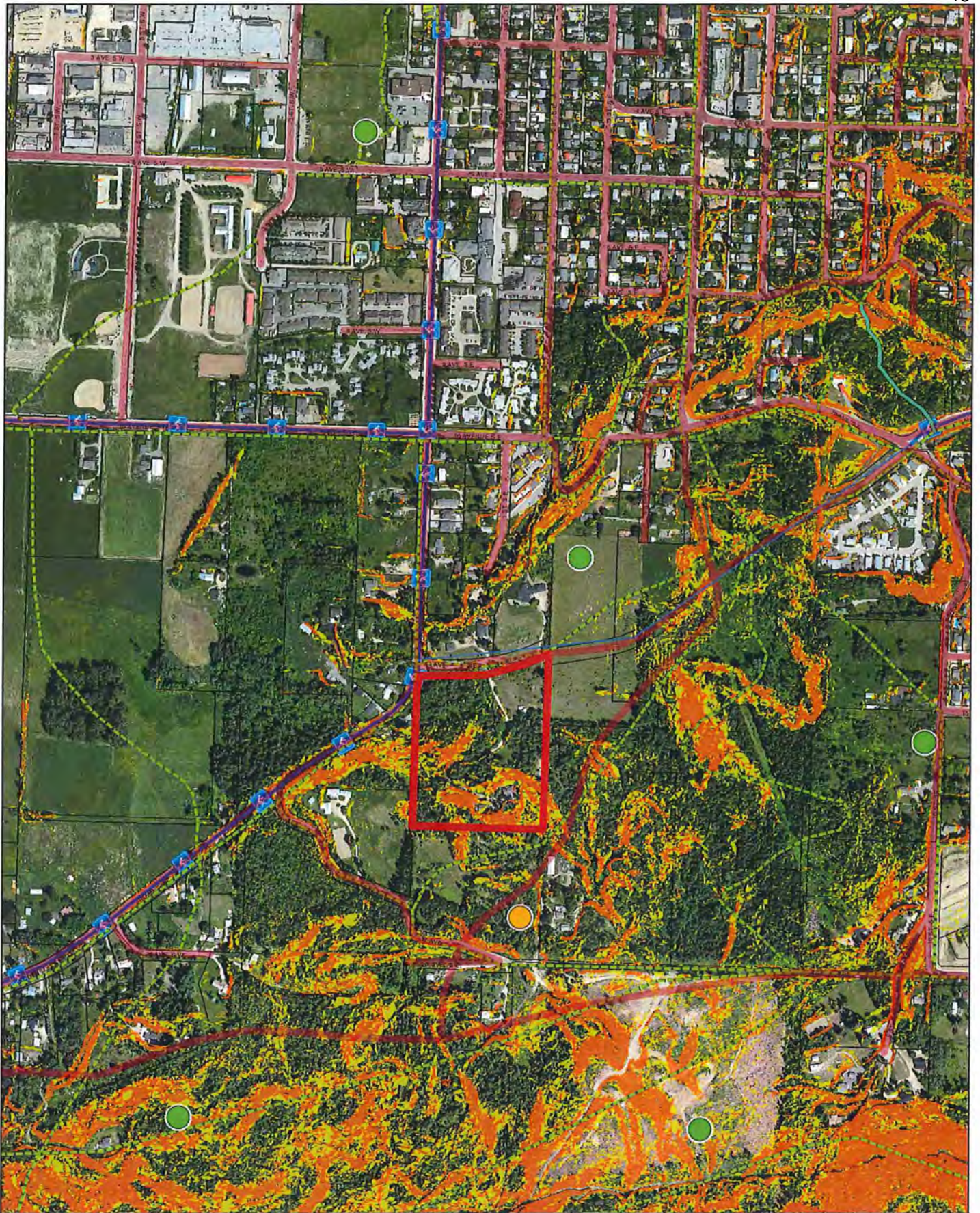
View south-east from north-west corner of subject property.



View south-west from north-east corner of subject property.



View south from north-east corner of subject property.



0 75 150 300 450 600 Meters



Subject Parcels

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City of Salmon Arm

Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council

Date: April 21, 2017

Subject: Zoning Bylaw Amendment Application No. 1091

Legal: Lot 17, Section 6, Township 21, Range 9, W6M, KDYD, Plan EPP67163

Civic: 4581 71 Avenue NE

Owner/Applicant: Lentz, G.

MOTION FOR CONSIDERATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 17, Section 6, Township 21, Range 9, W6M, KDYD, Plan EP67163 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone).

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

The subject parcel is located at 4581 71 Avenue NE (Appendix 1 and 2). The proposal is to rezone the parcel from R-1 (Single Family Residential) to R-8 (Residential Suite) to permit development and subsequent use of a secondary suite within a single-family home.

BACKGROUND

The subject parcel is located in a new subdivision (Park's Edge) in Canoe, just east of the Park Hill park. The parcel is approximately 750 square metres, currently under development, and designated Low Density Residential in the Official Community Plan (OCP).

The subject parcel is currently zoned R-1 (Single Family Residential) in the Zoning Bylaw (see Appendix 3). The surrounding area is largely comprised of R-1 zoned parcels, with the P-1 zoned Park Hill parcel to the west. The directly adjacent lots north and south are in the early stages of development, while developed R-1 parcels sit to the north-east. Three parcels within the surrounding area are zoned R-8.

Site and floor plans are attached as Appendix 4, while site photos are attached as Appendix 5. The plans indicate a home similar to other dwellings developed in the area. A 600 square foot secondary suite is proposed within the basement of the single-family home, limiting any impact on the streetscape.

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in Low Density Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code. Based on Zoning Bylaw requirements, the subject parcel has potential for the development of a secondary suite (or a detached suite), including sufficient space for the required additional off-street parking stall to serve the suite.

COMMENTSEngineering Department

No objections to the proposed rezoning, subject to provision of sufficient onsite parking.

Building Department


No concerns with rezoning. BC Building Code to apply.

Fire Department

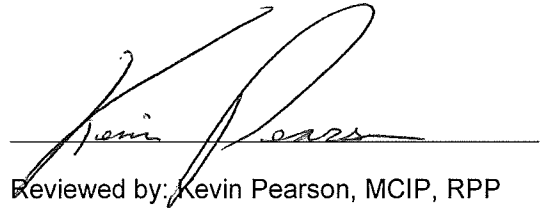
No concerns.

Planning Department

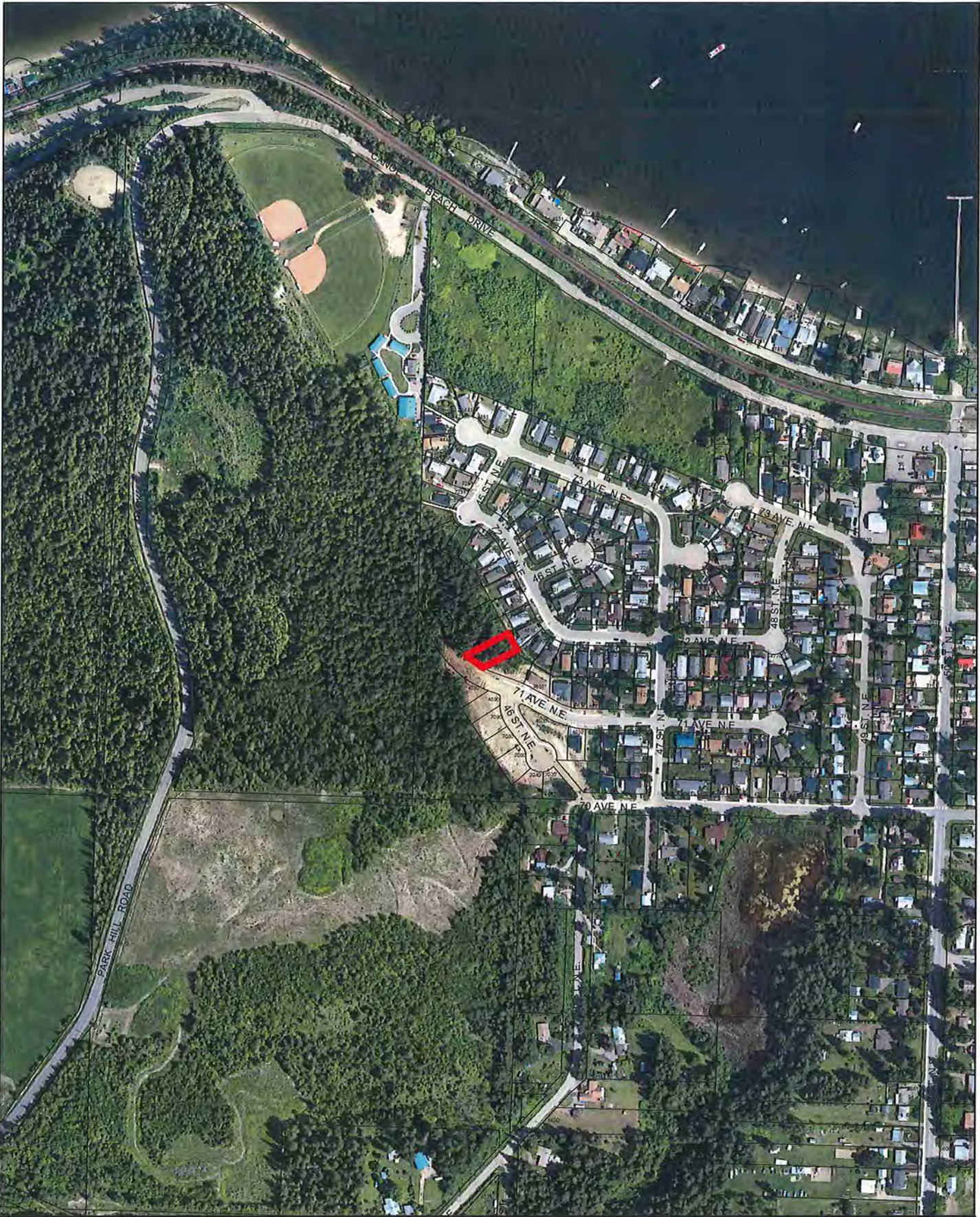
The proposed R-8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff. Any development of a *secondary suite* would require a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.



Prepared by: Chris Larson, MCP
Planning and Development Officer



Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services



0 45 90 180 270 360 Meters



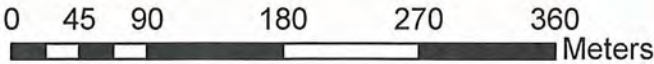
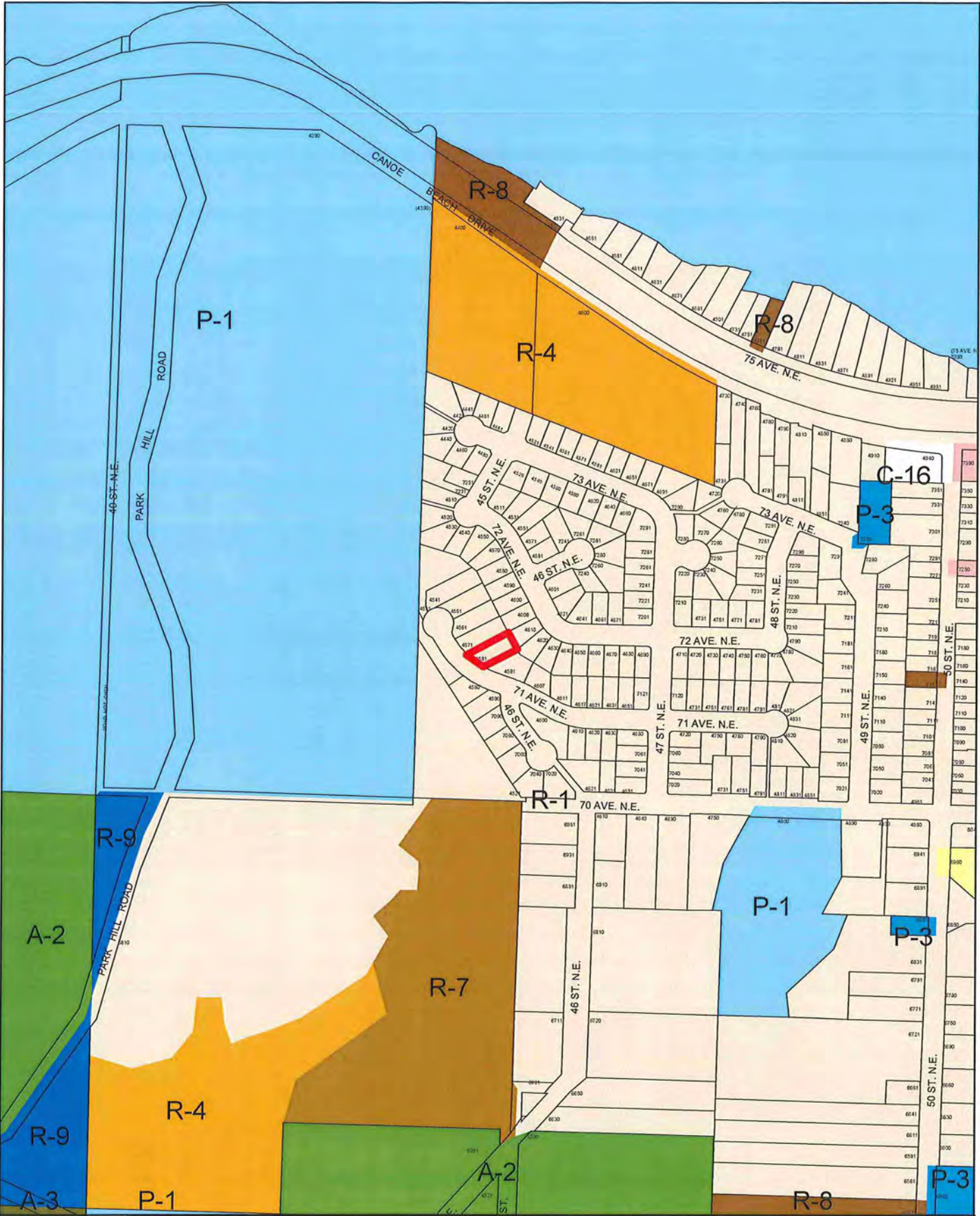
Subject Parcel



0 5 10 20 30 40 Meters

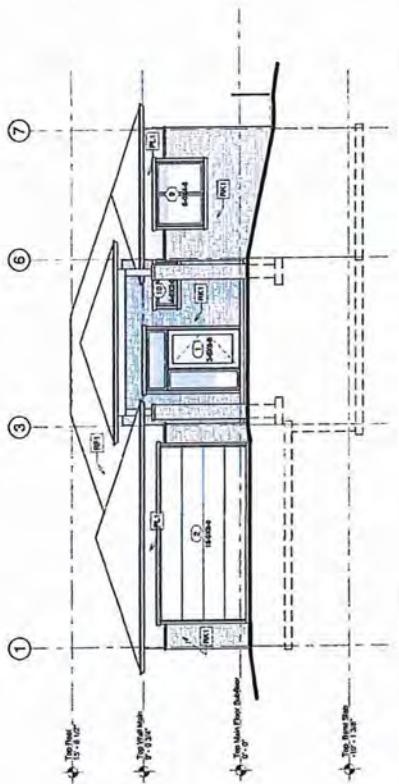


Subject Parcel

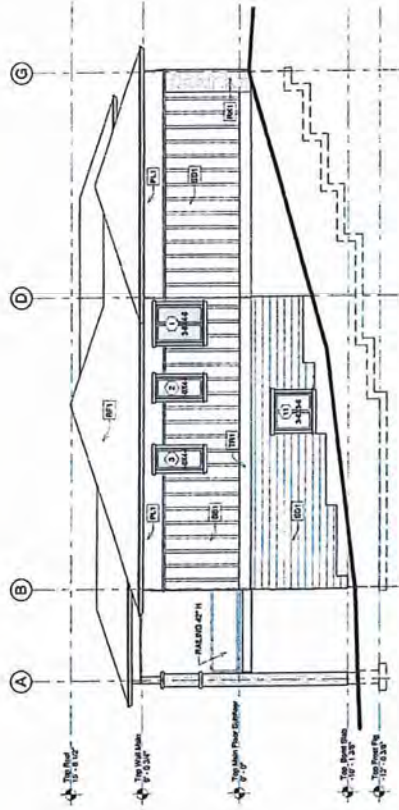


Subject Parcel

Appendix 4: Elevations and Plans



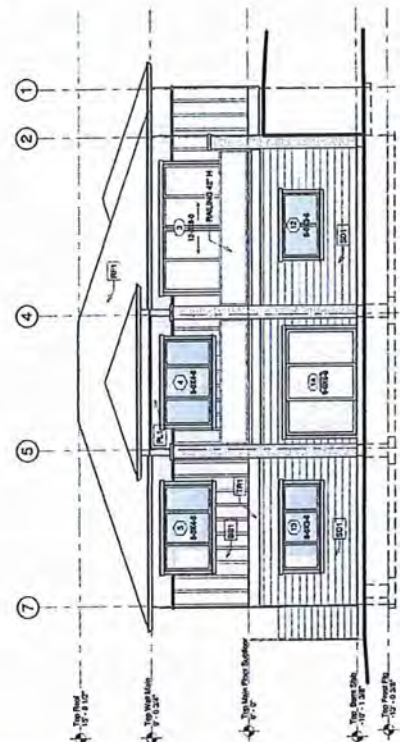
③ SOUTH ELEVATION
3'16" = 1'-0"



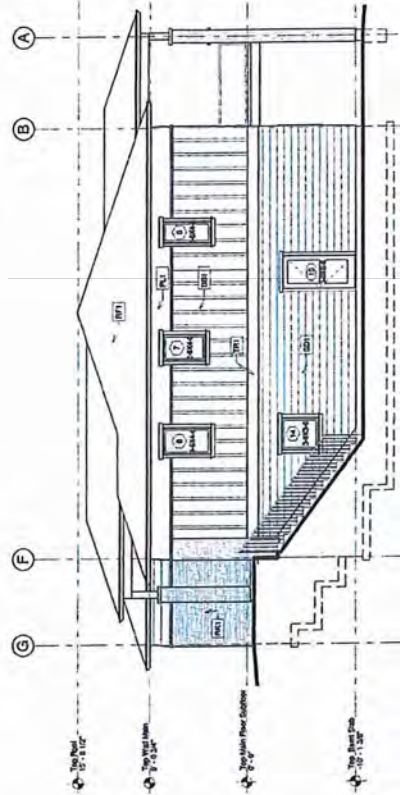
④ WEST ELEVATION
3'16" = 1'-0"

□ EXTERIOR FINISHES

- RF1 ASPHALT SHINGLE ROOFING
- ED1 HANGING BOARD SIDING
- BN1 BOARD & BATTEN
- PL1 HANGING PANEL
- ST1 CULTURED STONE
- TR1 HANGING TRIM



② NORTH ELEVATION
3'16" = 1'-0"



① EAST ELEVATION
3'16" = 1'-0"

Appendix 4: Elevations and Plans

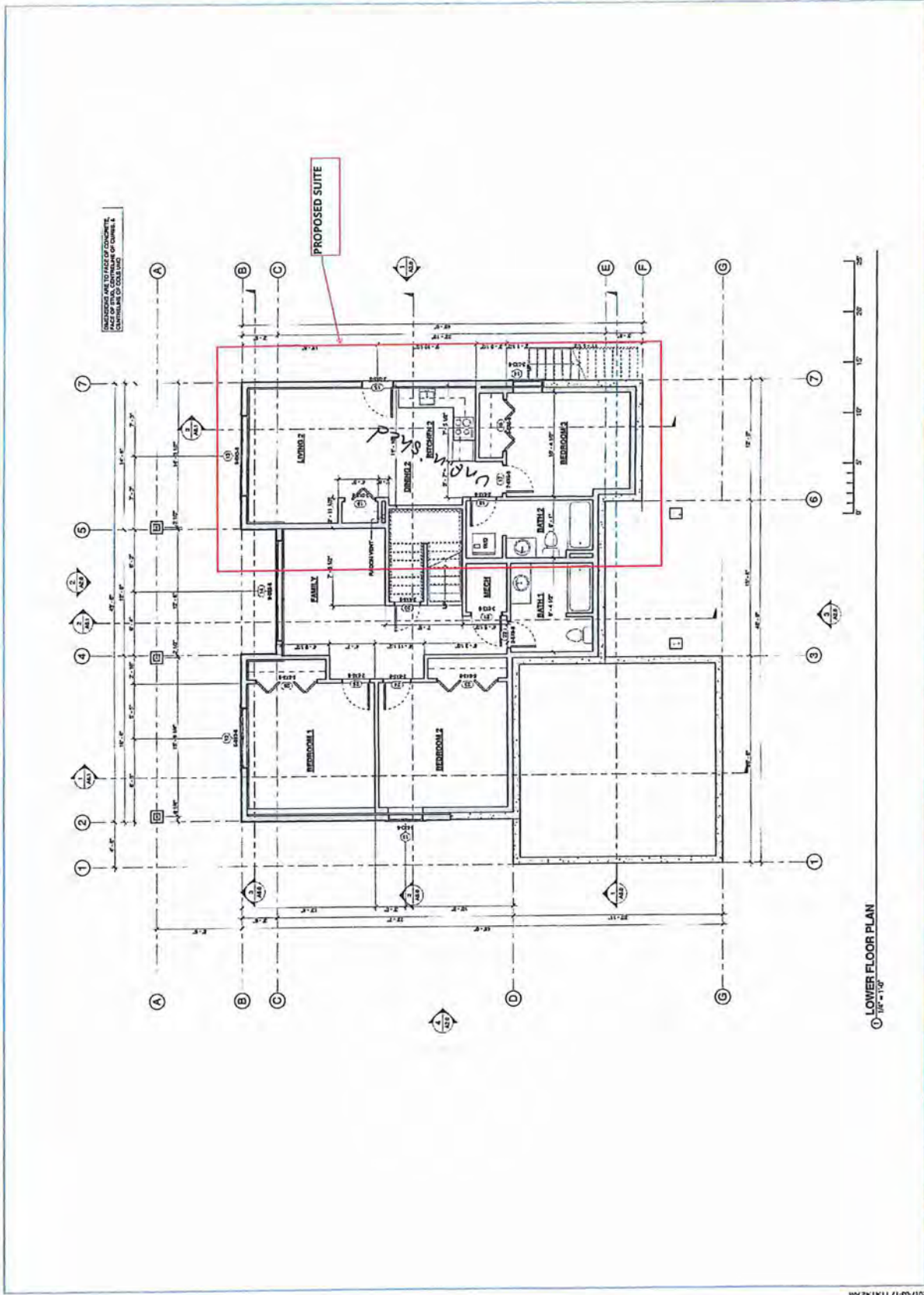
KHM Design
 3005 28 ST NE
 VANCOUVER, BC
 V7E 3C7
 TEL: (604) 917-1711
 www.khmdesign.ca
 k.h.m.d@khmdesign.ca

BOOTMA RESIDENCE
 PROJECT
 LOT 17
 PARKS EDGE
 SALMON ARM, BC

LOWER FLOOR PLAN
 SHEET 1/1
 1/16" = 1'-0"

THIS SET OF DRAWINGS AND DIMENSIONS
 ARE THE EXCLUSIVE PROPERTY
 OF KHM DESIGN AND SHALL NOT
 BE REPRODUCED OR COPIED
 IN ANY MANNER WITHOUT
 THE WRITTEN CONSENT OF
 KHM DESIGN
 DATE: 2/17/17
 DRAWN: RHM
 JOB #

A1.1



① LOWER FLOOR PLAN
 1/16" = 1'-0"

Appendix 5: Site Photos



View east over subject parcel showing adjacent properties.



View north over subject parcel showing adjacent properties.

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City of Salmon Arm

Development Services Department Memorandum

TO: Her Worship Mayor Cooper and Members of Council

DATE: April 25, 2017

SUBJECT: Development Variance Permit Application No. 457 (Building Setback)
Civic: 2388 – 4B Avenue SE
Owner/Applicant: Tybro Construction (K. Christensen)

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP-457 be authorized for issuance for Lot 2 Section 13, Township 20, Range 10, W6M, KDYD, Plan EPP63695, which will vary Zoning Bylaw No. 2303 as follows:

Section 6.10.4 – R-1 Residential Zone – reduce the minimum setback of the principal building along the exterior parcel line, adjacent to 24 Street SE, from 6.0 metres to 5.68 metres, for a variance of 0.32 meters.

STAFF RECOMMENDATION

That the motion for consideration be adopted.

BACKGROUND

The subject property is a corner lot located in a new subdivision fronting 4B Avenue and 24 Street SE (a location map is attached as APPENDIX 1 and photos of the new house APPENDIX 2).

The minimum setbacks required for a principal building on this particular lot are:

6.0 metres from the exterior parcel line – adjacent to 24 Street SE
*Actual Setback = 5.68 to 5.74 metres (a variance of 0.32 metres is being requested)

6.0 metres from the front parcel line – adjacent to 4B Avenue
Actual Setback = 6.45 to 7.39 metres

6.0 metres from the rear parcel line – south parcel boundary opposite the front parcel line
Actual Setback = 9.68 metres

1.5 metres from the interior parcel line – west parcel boundary

The site plan that accompanied the Building Permit application filed in September 2016 (attached as APPENDIX 3) showed the new home to be located 6.29 metres from the exterior parcel line. One of the conditions for the Building Permit was a survey certificate to be provided to confirm the location of the foundation prior to framing. Unfortunately, the footings / foundation location was not verified by a BC Land Surveyor prior to construction.

According to the Building Location Certificate received in early April 2017 (attached as APPENDIX 4), the east wall of the newly constructed single family dwelling and rear yard sundeck encroach 0.32 to 0.26 metres into the exterior parcel line setback area.

Christensen – VP-457

The applicant explained to staff that he is not exactly sure how the error occurred and takes responsibility for the error. Likewise, Building Department staff acknowledged that during their field reviews, and prior to framing, the survey information should have been obtained as per the condition noted on the Permit.

At the time, during the field inspections it was assumed there would be no setback encroachment issues because of the relatively large lot dimensions relative to the building footprint and the amount of flexible space along the interior side yard (i.e. although a minimum 1.5 metre setback is required, the building plans showed a 3 metre setback).

Final occupancy approval cannot be granted under the present non-conforming status of the house.

ANALYSIS

Overall, staff does not see negative impacts with the location of the house in terms of traffic safety, fire safety (limiting distance), view obstructions, neighbourhood design or close proximity to underground City utilities. It is the responsibility of the owner/applicant to ensure the footings and foundation do not interfere with private utilities (e.g. Fortis BC, BC Hydro, etc.).

From the street, it is difficult to notice a 0.32 metre encroachment into the exterior side yard with an additional 6.0 metre wide boulevard to the edge of the road pavement. The large lot to the south is the remainder of the subdivision with subsequent phases and lots to be created. There is an older single family home located within the remainder lot approximately 60 metres to the south of the new home under application on the subject property. When the lots in the next phase of this subdivision are created, the exterior side yard and parcel line of the proposed new lot to the south will have the same 6.0 metre setback requirement, and both lots will share the same rear parcel line.

Another new home is nearing completion on the adjacent lot to the west. That home meets the required building setbacks, and as noted the house under this variance application is setback more than 6.0 metres from 4B Avenue SE.

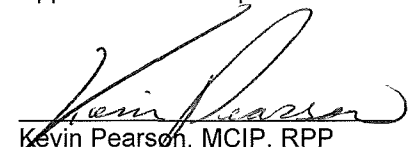
PROCEDURES

These types of building encroachment incidents are rare in consideration of the hundreds of applications reviewed by City staff each year (406 building permits were issued in 2016). Yet the consequences of encroachments are a serious matter; to name a few, there is non-conforming status, no occupancy permitted, potentially no mortgage approval, etc. unless either Council approves the variance or the building is reconstructed to meet the setback.

As a result of another "post-construction" setback variance application reviewed by Council in January 2017, which involved a setback encroachment within a previously varied setback, staff has attempted to tighten its inspection procedures further during the initial stages and is now advising that surveyed verification of footing/foundations be provided to the City prior to backfilling. Ultimately, it is the responsibility of the owner/applicant to ensure the correct siting of buildings and structures.

CONCLUSION

Approval of Development Variance Permit No. 457 is recommended.


Kevin Pearson, MCIP, RPP
Director of Development Services



Street view of house from corner of 4B Avenue and 24 Street SE



Looking south along 24 Street SE – Boulevard and Exterior Side-Yard

— Approximate Alignments of Property Lines

43.18 ft

DISTANCE TO DWELLING FROM

BUILDING
ENVELOPE

MINIMUM
SIDEYARD SETBACK

MINIMUM
SIDEYARD SETBACK

LINE OF
SUNDECK
ABOVE

12'

PROPOSED DWELLING

MAIN FLR. ELEV: _____
BSMT. FLR. ELEV: _____
M.B.E.: _____

LINE OF GARAGE

DOUBLE GARAGE

LINE OF SECOND
FLOOR ABOVE

VERANDA

WALK

20.66 ft

DISTANCE TO DWELLING
FROM PROPERTY LINE

35.0' BUILDING WIDTH

DRIVEWAY

3.05M

10'

DISTANCE TO DWELLING
FROM PROPERTY LINE

6.5'

21.33 ft

MIN. FRONTYARD SETBACK

SURVEY CERTIFICATE

REQUIRED FOR
FOUNDATION LOCATION

1. TO CONFIRM EXISTING SETBACKS
ELEVATION CONFORMS TO LOT GRADING PLAN
NOT TO EXCEED 51.35M C.B.C.

Front Parcel Line

Interior Parcel Line

Exterior Parcel Line

41' BUILDING DEPTH

DISTANCE TO DWELLING FROM PROPERTY LINE

STREET:

LEGAL DESCRIPTION

LOT

RECEIVED

SEP 23 2016

CITY OF
SALMON ARM

FOR FURTHER SITE INFORMATION,
SEE GENERAL NOTES

4B Ave. SE

BROWNE JOHNSON
Land Surveyors

BRITISH COLUMBIA AND CANADA LANDS
Box 362, Salmon Arm, B.C. V1E 4N5
250-832-9701/office@brownejohnson.com

BC LAND SURVEYOR'S BUILDING LOCATION CERTIFICATE

To: Tybro Construction,
c/o Ken Christensen,
980 60 Street NE,
Salmon Arm, BC V1E 1Y3

Your File:

Re: Lot 2, Section 13, Township 20, Range 10,
W6M, KDYD, Plan EPP63695

Parcel Identifier (PID): 029-932-491

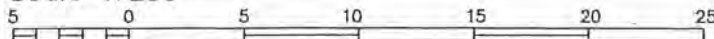
Civic Address: 2388 4B Avenue SE

List of documents registered on title which may affect
the location of improvements:
none

*Proposed Variance
Building Setback
from
6m to 5.68m*



Scale 1:250



All distances are in metres.

Dimensions derived from Plan EPP63695

Offsets from property line to building are
measured from the siding.

The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.

This plan was prepared for inspection purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

This building location certificate has been prepared in accordance with the Professional Reference Manual and is certified correct this 31st day of March, 2017.

Mark Mason
22IS87

Digitally signed by
Mark Mason 22IS87
Date: 2017.04.03
09:54:43 -07'00'

BCLS

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LAND SURVEYORS

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**THIS DOCUMENT IS NOT VALID UNLESS
DIGITALLY SIGNED.**

Our File: 119-17 Fb: 119-17.raw



City of Salmon Arm

Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council
 Date: April 25, 2017
 Subject: 2016 City of Salmon Arm Carbon Neutral Progress Survey

RECOMMENDATION

THAT: The 2016 City of Salmon Arm Climate Action/Carbon Neutral Progress Survey indicate the City is eligible for recognition from the Green Communities Committee as a 'Level 2 - Measurement' local government and that the City will not be carbon neutral for the 2016 reporting year;

AND FURTHER THAT: The 2016 City of Salmon Arm Climate Action/Carbon Neutral Progress Survey, attached as Appendix 1 in the Development Services Department memorandum dated April 29, 2017, be received as information.

INTRODUCTION

The purpose of this report is to present the 2016 City of Salmon Arm *Climate Action/Carbon Neutral Progress Survey* to Council for information to fulfill the public reporting requirements of the City's application for the annual provincial Climate Action Revenue Incentive Program (CARIP) grant. The 2016 *Climate Action/Carbon Neutral Progress Survey* is attached as Appendix 1. To complete the *Climate Action/Carbon Neutral Progress Survey* due for submission on June 1, 2017, the City will need to identify within this survey whether or not it intends to be carbon neutral for the 2016 reporting year or to continue with an option discussed below.

BACKGROUND

The City's Official Community Plan (OCP) provides overall direction towards creating a more efficient community, with policies of "urban containment" guiding decisions on land use proposals and subdivision.

The CARIP program currently requires the submission of a single *Climate Action/Carbon Neutral Progress Survey*. The survey will be posted on the City's website and provided to the Province in support of the City's application for the annual CARIP grant. In order to complete the reporting process and ensure that the City is eligible for the CARIP grant, this survey must be completed and made public prior to the June 1, 2017 deadline.

The proposed 2016 City of Salmon Arm *Climate Action/Carbon Neutral Progress Survey* is attached as Appendix 1 for Council's consideration. The proposed *Climate Action/Carbon Neutral Progress Survey* indicates to the Province that: (1) it is the 'final' report; (2) the City will not be carbon neutral for the 2016 reporting year; and (3) the City is eligible for recognition at the 'Level 2 - Measurement' level with the Green Communities Committee.

British Columbia Climate Action Charter

Along with the majority of other local governments in the province, in 2008 the City voluntarily signed the B.C. Climate Action Charter, a non-legally binding agreement between the provincial government, the Union of British Columbia Municipalities (UBCM) and signatory local governments that acknowledges that climate change is a reality and establishes a number of goals and steps to address the issue going

forward. Of particular relevance to local governments at this point in time is Section 5 of the Charter, in which local governments agree to achieve the following goals:

1. *Being carbon neutral in respect of their operations by 2012;*
2. *Measuring and reporting on their community's greenhouse gas emissions profile; and*
3. *Creating complete, compact, more energy efficient communities.*

While operations have not been carbon neutral for previous reporting years, the City has been annually measuring and reporting on emissions, and has completed several projects to improve efficiency.

Climate Action Reserve

The City of Salmon Arm has been claiming a carbon tax rebate via CARIP since 2008. The rebate is considered to be conditional on directing these funds towards expenditures that will reduce greenhouse gas emissions and subsequent reporting. The funds received to date have been placed in a Climate Action Reserve which has directly financed various civic projects such as the SASCU Rec Centre upgrades (boilers, hot water tanks, heat exchangers, doors and windows), as well as lighting upgrades at the Shaw Centre, the Rec Centre, and at the Hucul Pond Arena. This Climate Action Reserve fund (current balance is approximately \$92,000) can support projects that allow the City to continue making progress towards carbon neutrality. The current CARIP rebate application is expected to be in the ballpark of \$40,000 for the 2016 reporting year.

2008 Energy and Greenhouse Gas Emissions Study

In October of 2008 the City received the City of Salmon Arm Energy and Greenhouse Gas Emissions Study completed by Urban Systems. This study examined energy consumption and subsequent GHG emissions, providing a description of initiatives that the City could undertake to reduce emissions and energy consumption. The study suggested a broad mix of both small scale and large scale initiatives in general areas including organizational initiatives, buildings, infrastructure, fleet and equipment, and integrated resource management, providing direction regarding how the Climate Action Reserve may be best directed. Over time, the City has acted on several of these recommendations, including maintaining a Community Energy and Emissions Inventory (since 2010), adopting an anti-idling policy for fleet vehicles (2011), installation of solar powered cross-walk signals (2012), and SASCU Recreation Centre upgrades (2013 and 2014). Following the recommendations of this study and assessing the outcomes of these projects provides guidance for future initiatives that could be funded by the Climate Action Reserve.

2010 Facility Reports

In June 2010, following the broad direction of the City of Salmon Arm Energy and Greenhouse Gas Emissions Study, four specific facility energy studies were completed by Golder Associates Ltd, in conjunction with Convergent Technologies. The four reports detailed mechanical and electrical systems, and provided a utility bill analysis for the public works building, recreation centre, arena, and RCMP building. These facilities are among the City's largest producers of GHG emissions and these reports provide more detailed and targeted direction for facility improvements which have been followed over time (including the previously mentioned the SASCU Recreation Centre upgrades, as well as lighting upgrades). Following these specific recommendations of the facility reports provides further guidance for future projects and improvements that could be funded by the Climate Action Reserve.

Climate Action Revenue Incentive Program Grant Reporting

As a signatory to the Charter, the City is eligible to apply for the annual CARIP grant equal to the amount spent by the City on Carbon Tax each year. CARIP grants to the City are allocated to a reserve account for future GHG emissions reduction projects and/or potentially for the purchase of carbon offset credits to achieve carbon neutrality.

In addition to being a signatory to the Charter, the City must report publicly on its progress in reducing and managing both corporate and community-wide GHG emissions to meet its climate action goals. CARIP grant applicants are provided with a reporting template to be completed and made public. 2010

was the first year this requirement came into effect. Previous City of Salmon Arm Climate Action Reports are available on the City's website.

Corporate Emissions Inventory

A corporate emissions inventory tracks energy consumption (e.g. natural gas, electricity, gasoline, diesel and propane) from corporate operations and quantifies the corresponding GHG emissions. The service areas and required scope of a corporate emissions inventory are defined by several guidance documents produced by the Green Communities Committee – a partnership between the provincial government and the UBCM – and the Ministry of Environment. The City's corporate emissions inventory was prepared by staff using these guidance documents, which are available on the BC Climate Action Toolkit website at www.toolkit.bc.ca. A summary of the City's 2016 inventory is shown below:

Table 1. Summary of the 2016 City of Salmon Arm Corporate Emissions Inventory

Service Area	Emissions (tonnes CO₂e)
Administration and Governance	53.1
Drinking, Storm and Waste Water	405.4
Solid Waste Collection, Transportation and Diversion	116.5
Roads and Traffic Operations	369
Arts, Recreation, Parks and Cultural Services	843.2
Fire Protection	91.7
Total	1,878.9

* For context, 2015 total was 1,866.3, while the 2014 total was 1,980.9 tonnes

A detailed multi-department analysis would be required to accurately explain the variation in emissions. Some changes could be correlated to weather (including snowfall and temperatures), capital works projects, demand from new programs (such as residential food waste collection or the new Montebello building), and fluctuating service demands.

Carbon Neutrality

The City's corporate operations produced a total of 1,878.9 tonnes CO₂e in 2016, meaning that in order to be carbon neutral, the City would need to purchase 1,878.9 carbon offset credits from a provider of certified offsets. The cost per carbon offset credit depends on the provider. There is no guarantee (and it may be unlikely) that funds from the purchase of carbon offset credits by a local government would support the implementation of projects within that local government's jurisdiction.

Potential carbon offset sources include the Climate Investment Branch of the Ministry of Environment's Climate Action Secretariat. While the CSRD has offered carbon offset credits to their member municipalities (from their gas collection system at the Salmon Arm landfill) in the past, this is no longer an option due to their current arrangement with the Province. The Climate Investment Branch invests in projects that meet eligibility criteria as defined by the Ministry of Environment's Greenhouse Gas Emission Control Regulation.

Past quotes for carbon offset credits have ranged from \$16.00 to \$25.00 per tonne. To offset 1,878.9 tonnes CO₂e to become carbon neutral for the 2016 reporting year would cost in the range of \$30,000.00 to \$47,000.00 (not including associated administrative costs).

For the purpose the CARIP program, carbon offset credits would need to be purchased prior to June 1, 2017, the deadline for completing the *Carbon Neutral Progress Survey*. For the reporting years up to and including 2015, the City has not opted to purchase offset credits to achieve carbon neutrality.

"Measuring" and "Making Progress" Towards Carbon Neutrality

Local governments are not required to be carbon neutral for the 2016 reporting year; a local government that is not carbon neutral for the 2016 reporting year is still eligible for the CARIP grant based on continued measurement and reporting. The CARIP program now provides two options for local governments that will not be carbon neutral: "Measuring" and "Making Progress".

These options are provided as it is understood that it may be difficult for some local governments to be carbon neutral. Furthermore, local governments may also be undertaking projects that have the effect of reducing corporate and community-wide emissions that would be very difficult to quantify, but are none-the-less important (e.g. constructing sidewalks, improving pedestrian spaces and alternative transportation options, smart growth policy).

The City has been measuring and publicly reporting on emissions for several years now through our Corporate Emissions Inventory. CARIP's "Measuring" category recognizes local governments that are both completing relevant emission-reduction projects and measuring emissions, making this the relevant category for the City of Salmon Arm. The City chose the 'measuring' option for the 2015 reporting year, and Staff recommend the City do the same for 2016.

Projects completed in 2016 and potential future actions planned include:

- | | |
|------------------|---|
| 2016 projects: | <ul style="list-style-type: none"> Hucul Pond Arena LED lighting installation; Sidewalk install (1240 m by City and 1788 m through development); LED street lighting project (Jackson street revitalization); Residential yard waste pick-up (bi-annual); Residential food waste pick-up pilot project (2016); and Greenway network enhancement (3,808 m new trails created). |
| Future projects: | <ul style="list-style-type: none"> Refrigeration upgrades at Shaw Centre Arena (~\$250,000); Pool pump upgrade (variable frequency drive); Zone 5 Booster Station upgrade; LED street lighting projects (Hudson street revitalizations); Airport lighting project; LED Civic building/City Hall atrium lighting upgrades; Potential hybrid fleet vehicle(s); Continued residential yard waste pick-up (bi-annual); Bike route enhancements (painting project); Blackburn Park improvements (bike skills park and life trail); Ongoing greenways network enhancements (trail maintenance/construction), including the Canoe connector trail and associated crosswalk; and Various sidewalk projects. |

Context: CARIP Results

The CARIP "Summary Report on Local Government Climate Actions 2015" is attached as Appendix 2. A total of 54 out of 174 participating local governments (regional and municipal) were carbon neutral for the 2015 reporting year (there are 189 local governments in BC). The majority of participating local governments were not carbon neutral, including Salmon Arm: 120 participating local governments were not carbon neutral in 2015, representing 69% of CARIP participants at that time.

Staff have monitored CARIP reports from several comparable communities and found a somewhat predictable trend where communities with the coldest climates show relatively higher emissions, while those in warmer climates report fewer emissions. Of the communities that were carbon neutral in 2013, approximately one-third achieved carbon neutrality through their own actions (primarily landfill gas capture or through organic recycling programs), while approximately two-thirds purchased offsets. It is of note that while the City contributes to the CSRD's landfill gas capture, the CSRD maintains the associated carbon credits.

The attached 2015 Summary Report details more recent initiatives undertaken by local governments, with household organic waste composting becoming increasingly popular.

CONCLUSION

Staff recommend that the 2016 City of Salmon Arm *Climate Action/Carbon Neutral Progress Survey* indicate that the City is eligible for recognition at the 'Level 2 - Measurement' level with the Green Communities Committee and intends to continue making progress towards carbon neutrality. The 2016 *Climate Action/Carbon Neutral Progress Survey* will be placed on the City's website to fulfill the public reporting requirements of the City's application for the annual CARIP grant.



Prepared by: Chris Larson, MCP
Planning and Development Officer



Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services

Survey Template

For the 2016 CARIP Climate Action/Carbon Neutral Progress Survey

The 2016 CARIP Climate Action/Carbon Neutral Survey uses SurveyMonkey® software. SurveyMonkey® acquired FluidSurveys™, which is the software that was used for CARIP reporting for the past 2 years.

Local governments are required to submit the 2016 CARIP Climate Action/Carbon Neutral Progress Survey on or before June 1, 2017.

Local governments are also required to publicly report the information submitted in the 2016 CARIP Climate Action/Carbon Neutral Progress Survey. Local governments can generate a report by:

- creating a report based on the populated Survey Template; or,
- creating a report in another format that contains the information submitted in the 2016 CARIP Climate Action/Carbon Neutral Progress Survey.

In response to local government input, the Survey Template has been created to assist with collecting information for the 2016 CARIP Climate Action/Carbon Neutral Progress Survey, and follows the same structure as the survey.

Responses entered into the Survey Template can be cut and pasted into the online survey. The survey asks for up to five actions in each category, and there is a place in the survey to report additional actions if desired. In the Survey Template, simply add more lines to the tables to report more than five actions.

Use of the Survey Template is recommended. Local governments are encouraged to edit the populated Survey Template and use it for their public report, **as the SurveyMonkey® survey will not enable survey respondents to generate a report of their responses.**

Further information on CARIP can be found on the [Ministry of Community Sport and Cultural Development's website](#).

The Government of BC will not collect, use, or disclose personal information using SurveyMonkey®. Please be aware however that IP addresses are collected by SurveyMonkey® itself, and these IP addresses and other information collected will be stored on SurveyMonkey®'s servers located outside of Canada. Please do not provide any third-party information (i.e. talk about others) in your responses to the survey.

Climate Action Revenue Incentive (CARIP) Public Report for 2016

Local Government:

City of Salmon Arm

Report Submitted by:

Name: Chris Larson

Role: Planning & Development Officer

Email: clarson@salmonarm.ca

Phone: 250-803-4000



Date: April 29, 2017

The City of Salmon Arm has completed the 2016 Climate Action Revenue Incentive Program (CARIP) Public Report as required by the Province of BC. The CARIP report summarizes actions taken in 2016 and proposed for 2017 to reduce corporate and community-wide energy consumption and greenhouse gas emissions (GHG) and reports on progress towards achieving carbon neutrality.

2016 BROAD PLANNING ACTIONS

Broad Planning Actions

Broad Planning refers to high level planning that sets the stage for GHG emissions reductions, including plans such as Official Community Plans, Integrated Community Sustainability Plans, Climate Action Plans or Community Energy Emissions Plans. Land use planning that focuses on Smart Growth principles (compact, complete, connected, centred) plays an especially important role in energy and GHG reduction.

Community-Wide Actions Taken in 2016	
	As per OCP policy, continued use of the Urban Containment Boundary to support long-term growth.
	As per OCP policy, strive to protect ALR lands, forested hillsides, foreshore areas and watercourses.
	As supported by OCP and Greenways Strategy enhance and continued development of greenways, active transportation network.
Community-Wide Actions Proposed for 2017	
	As per OCP policy, continued use of the Urban Containment Boundary to support long-term growth.
	As per OCP policy, strive to protect ALR lands, forested hillsides, foreshore areas and watercourses.
	As supported by OCP and Greenways Strategy enhance and continued development of greenways, active transportation network.

Corporate Actions Taken in 2016	
	Set aside funds in climate action reserve.
Corporate Actions Proposed for 2017	
	Continue to set aside funds in climate action reserve for projects that will improve efficiency.

Broad Planning		
What is (are) your current GHG reduction target(s)?	OCP Section 4.6: 6% reduction by 2020	
Has your local government used the Community Energy and Emissions Inventory (CEEI) to measure progress?		Yes

What plans, policies or guidelines govern the implementation of climate mitigation in your community?		
•	Community Energy and Emissions (CEE) Plan	No
•	Climate Action Plan	No
•	Integrated Community Sustainability Plan	No
•	Official Community Plan (OCP)	Yes
•	Regional Growth Strategy (RGS)	No
•	Do not have a plan	No
•	Other:	No
Does your local government have a corporate GHG reduction plan?		Yes
Does your local government have a climate reserve fund or something similar?		Yes

2016 BUILDINGS AND LIGHTING ACTIONS

Building and Lighting Actions

Low-carbon buildings use the minimum amount of energy needed to provide comfort and safety for their inhabitants and tap into renewable energy sources for heating, cooling and power. These buildings can save money, especially when calculated over the long term. This category also includes reductions realized from energy efficient street lights and lights in parks or other public spaces.

Community-Wide Actions Taken in 2016	
Community-Wide Actions Proposed for 2017	

Corporate Actions Taken in 2016	
	Civic building energy efficient retrofits (Hucul Pond Arena LED lighting)
Corporate Actions Proposed for 2017	
	LED street lighting projects
	LED airport lighting project
	Civic building energy efficient retrofits - LED lighting
	Refrigeration system upgrades at Arena
	Pool pump upgrade

2016 ENERGY GENERATION ACTIONS

Energy Generation Actions

A transition to renewable or low-emission energy sources for heating, cooling and power supports large, long-term GHG emissions reductions. Renewable energy including waste heat recovery (e.g. from biogas and biomass), geo-exchange, micro hydroelectric, solar thermal and solar photovoltaic, heat pumps, tidal, wave, and wind energy can be implemented at different scales, e.g. in individual homes, or integrated across neighbourhoods through district energy or co-generation systems.

Community-Wide Actions Taken in 2016	
Community-Wide Actions Proposed for 2017	

Corporate Actions Taken in 2016	
Corporate Actions Proposed for 2017	

Energy Generation	
Is your local government developing, or constructing:	
• A district energy system	No
• A renewable energy system	No
Is your local government operating:	
• A district energy system	No
• A renewable energy system	No
Is your local government connected to a district energy system that is operated by another energy provider?	No
Are you aware of the Integrated Resource Recovery guidance page on the BC Climate Action Toolkit ?	Yes

2016 GREENSPACE/ NATURAL RESOURCE PROTECTION ACTIONS

Greenspace Actions

Greenspace/Natural Resource Protection refers to the creation of parks and greenways, boulevards, community forests, urban agriculture, riparian areas, gardens, recreation/school sites, and other green spaces, such as remediated brownfield/contaminated sites as well as the protection of wetlands, waterways and other naturally occurring features.

Community-Wide Actions Taken in 2016	
Community-Wide Actions Proposed for 2017	

Corporate Actions Taken in 2016	
	Blackburn Park improvements (implementing parks plan).
	Canoe Beach Park enhancements.
Corporate Actions Proposed for 2017	
	Continued Blackburn Park improvements.

Greenspace	
Does your local government have urban forest policies, plans or programs?	Yes

2016 SOLID WASTE ACTIONS

Solid Waste Actions

Reducing, reusing, recycling, recovering and managing the disposal of the residual solid waste minimizes environmental impacts and supports sustainable environmental management, greenhouse gas reductions, and improved air and water quality.

Community-Wide Actions Taken in 2016	
	Continued residential recycling pick-up.
	Residential yard waste pick-up (bi-annual).
	Kitchen waste pick-up pilot project.
Community-Wide Actions Proposed for 2017	
	Continued residential recycling pick-up.
	Continued residential yard waste pick-up (bi-annual).

Corporate Actions Taken in 2016	
Corporate Actions Proposed for 2017	

Solid Waste	
Does your local government have construction and demolition waste reduction policies, plans or programs?	No
Does your local government have organics reduction/diversion policies, plans or programs?	Yes

2016 TRANSPORTATION ACTIONS

Transportation Actions

Transportation actions that increase transportation system efficiency, emphasize the movement of people and goods, and give priority to more efficient modes, e.g. walking, cycling, ridesharing, and public transit, can contribute to reductions in greenhouse gas emissions and more livable communities.

Community -Wide Actions Taken in 2016	
	Greenway network enhancement (3,808 m new trails created).
	New sidewalk installed (1240 m by City and 1788 m through development).
Community-Wide Actions Proposed for 2017	
	Various sidewalk projects.
	Greenways network enhancements (trail maintenance and construction).
	Bicycle network enhancements (route markings: painting).

Corporate Actions Taken in 2016	
Corporate Actions Proposed for 2017	

Transportation		
Does your local government have policies, plans or programs to support:		
•	Walking	Yes
•	Cycling	Yes
•	Transit Use	Yes
•	Electric Vehicle Use	Yes
•	Other (please specify)	No
Does your local government have a transportation demand management (TDM) strategy (e.g. to reduce single-vehicle occupancy trips, increase travel options, provide incentives to encourage individuals to modify travel behavior)?		No
Does your local government have policies, plans or programs to support local food production (thus reducing transportation emissions)?		Yes

2016 WATER AND WASTEWATER ACTIONS

Managing and reducing water consumption and wastewater is an important aspect of developing a sustainable built environment that supports healthy communities, protects ecological integrity, and reduces greenhouse gas emissions.

Community-Wide Actions Taken in 2016	
	Annual sprinkler restrictions.
	Require installation of water meters on new development.
Community-Wide Actions Proposed for 2017	
	Continued annual sprinkler restrictions.
	Continue to require installation of water meters on new development.

Corporate Actions Taken in 2016	
Corporate Actions Proposed for 2017	
	Water and Wastewater System efficiency upgrades.
Water Conservation	
Does your local government have water conservation policies, plans or programs?	Yes

2016 CLIMATE CHANGE ADAPTATION ACTIONS

Climate Change Adaptation Actions

For local governments, adaptation to a changing climate can take the form of changes in policy, management, technology and behaviour that minimize negative impacts or exploit opportunities. It can involve both “hard” and “soft” solutions, including: changes in infrastructure engineering, planning, zoning, bylaws, and public education.

Climate Change Adaptation Actions Taken in 2016	
Climate Change Adaptation Actions Proposed for 2017	
Resources you have used to support climate change adaptation (e.g. Plan2Adapt , Preparing for Climate Change: Implementation Guide)	

In 2016 did you consider climate change impacts in any of the following areas? (check if yes)	
Risk reduction strategies Risk and Vulnerability assessment Asset management Infrastructure upgrades (e.g. stormwater system upgrades) Cross-department working groups Emergency response planning Land-use policy changes (eg. OCP, DPA) Economic diversification initiatives Ecosystem-based approaches (incl. shorelines) Incentives (e.g. property owner reducing stormwater run-off) Public education and awareness Research (e.g. mapping, participation in studies) Other (Please Identify):	Yes

2016 OTHER CLIMATE ACTIONS

Other Climate Actions

This section provides local governments the opportunity to report other climate actions that are not captured in the categories above.

Community-Wide Actions Taken in 2016	
Community-Wide Actions Proposed for 2017	

Corporate Actions Taken in 2016	
Corporate Actions Proposed for 2017	

Other	
Are you familiar with the Community Lifecycle Infrastructure Costing Tool (CLIC) ?	No
Have you used CLIC?	No

INNOVATION AND PEER-TO-PEER LEARNING

Innovation

This section provides the opportunity to showcase an innovative Corporate and/or Community-Wide GHG reduction or climate change adaptation activity that your local government has undertaken and that has had or has the potential to have a significant impact. Projects included here may be featured as success stories on the B.C. Climate Action Toolkit and/or shared with other local governments to inspire further climate action. Please add links to additional information where possible.

Community-Wide Innovative Action
Corporate Innovative Action

Programs, Partnerships and Funding Opportunities

Local governments often rely on programs, partnerships and funding opportunities to achieve their climate action goals. Please share the names of programs and organizations that have supported your local government's climate actions by listing each entry in the box below.

Programs and Funding
As a member municipality of the CSRD, the City of Salmon Arm contributes to regional climate actions, with the most relevant being the CSRD's gas capture at the Salmon Arm landfill.

2016 CARBON NEUTRAL REPORTING

Local governments are required to report on their progress in achieving their carbon neutral goal under the Climate Action Charter. Working with B.C. local governments, the joint Provincial-UBCM Green Communities Committee (GCC) has established a common approach to determining carbon neutrality for the purposes of the Climate Action Charter, including a Carbon Neutral Framework and supporting guidance for local governments on how to become carbon neutral.

Prior to completing this survey, please ensure that you are familiar with guidance available on the B.C. Climate Action Toolkit website, especially *Becoming Carbon Neutral: A Guide for Local Governments in British Columbia*.

Reporting Emissions

Did you measure your local government's corporate GHG emissions in 2016?	Yes
If your local government measured 2016 corporate GHG emissions, please report the number of corporate GHG emissions (in tonnes of carbon dioxide equivalent) from services delivered <u>directly</u> by your local government:	1002.7
If your local government measured 2016 corporate GHG emissions, please report the number of corporate GHG emissions (in tonnes of carbon dioxide equivalent) from <u>contracted</u> services:	876.2
TOTAL A: CORPORATE GHG EMISSIONS FOR 2016	1878.9 tCO₂e

Reporting Reductions and Offsets

To be carbon neutral, a local government must balance their TOTAL corporate GHG emissions by one or a combination of the following actions:

- undertake GCC-supported Option 1 Projects
- undertake GCC-supported Option 2 Projects (community GHG emissions reduction projects that meet project eligibility requirements)
- purchase carbon offsets from a credible offset provider

If applicable, please report the 2016 GHG emissions reductions (in tonnes of carbon dioxide equivalent (tCO₂e)) being claimed from Option 1 GHG Reduction Projects:

OPTION 1 PROJECTS	REDUCTIONS
Energy Efficient Retrofits	
Solar Thermal	
Household Organic Waste Composting	

Low Emission Vehicles	
Avoided Forest Conversion	
TOTAL B: REDUCTIONS FROM OPTION 1 PROJECTS FOR 2016	tCO₂e

If applicable, please report the names and 2016 GHG emissions reductions (in tonnes of carbon dioxide equivalent (tCO₂e)) being claimed from Option 2 GHG Reduction Projects:

OPTION 2 PROJECT NAME	REDUCTIONS
TOTAL C: REDUCTIONS FROM OPTION 2 PROJECTS FOR 2016	tCO₂e

If applicable, please report the number of offsets purchased (in tonnes of carbon dioxide equivalent (tCO₂e)) from an offset provider for the 2016 reporting year:

(NOTE: DO NOT INCLUDE ANY FUNDS THAT MAY BE SET ASIDE IN A CLIMATE ACTION RESERVE FUND)

OFFSET PROVIDER NAME	OFFSETS
TOTAL D: OFFSETS PURCHASED FOR 2016	tCO₂e

TOTAL REDUCTIONS AND OFFSETS FOR 2016 (Total B+C+D) = 0 tCO₂e

Corporate GHG Emissions Balance for 2016

Your local government's Corporate GHG Emissions Balance is the difference between total corporate GHG emissions (direct + contracted emissions) and the GHG emissions reduced through GCC Option 1 and Option 2 projects and/or the purchase of offsets.

CORPORATE GHG EMISSIONS BALANCE FOR 2016 = $(A - (B+C+D)) = 1878.9 \text{ tCO}_2\text{e}$

**If your Corporate GHG Emissions Balance is negative or zero,
your local government is carbon neutral.
CONGRATULATIONS!**

GCC CLIMATE ACTION RECOGNITION PROGRAM

Green Communities Committee (GCC) Climate Action Recognition Program

The joint Provincial-UBCM Green Communities Committee (GCC) is pleased to be continuing the Climate Action Recognition Program again this year. This multi-level program provides the GCC with an opportunity to review and publicly recognize the progress and achievements of each Climate Action Charter (Charter) signatory.

This year a new recognition level has been added – **Level 3: Accelerating Progress on Charter Commitments**–. Recognition is provided on an annual basis to local governments who demonstrate progress on their Charter commitments, according to the following:

Level 1 – Demonstrating Progress on Charter Commitments: for local governments who demonstrate progress on fulfilling one or more of their Charter commitments

Level 2 – Measuring GHG Emissions: for local governments that achieve level 1, and who have measured their Corporate GHG Emissions for the reporting year and demonstrate that they are familiar with the Community Energy and Emissions Inventory (CEEI)

Level 3 – Accelerating Progress on Charter Commitments: for those local governments who have achieved level 1 and 2 and have demonstrated undertaking significant action (corporately or community wide) to reduce GHG emissions in the reporting year (ie: through undertaking a GHG reduction project, purchasing offsets, establishing a reserve fund).

Level 4 - Achievement of Carbon Neutrality: for local governments who achieve carbon neutrality in the reporting year.

Based on your local government's 2016 CARIP Climate Action/Carbon Neutral Progress Survey, please check the GCC Climate Action Recognition Program level that best applies:

<input type="checkbox"/>	Level 1 – Demonstrating Progress on Charter Commitments	
<input type="checkbox"/>	Level 2 – Measuring GHG Emissions	X
<input type="checkbox"/>	Level 3 – Accelerating Progress on Charter Commitments	
<input type="checkbox"/>	Level 4 - Achievement of Carbon Neutrality	
<input type="checkbox"/>	Not Sure	

Summary Report on LOCAL GOVERNMENT CLIMATE ACTIONS 2015



CARIP

CLIMATE ACTION REVENUE INCENTIVE PROGRAM

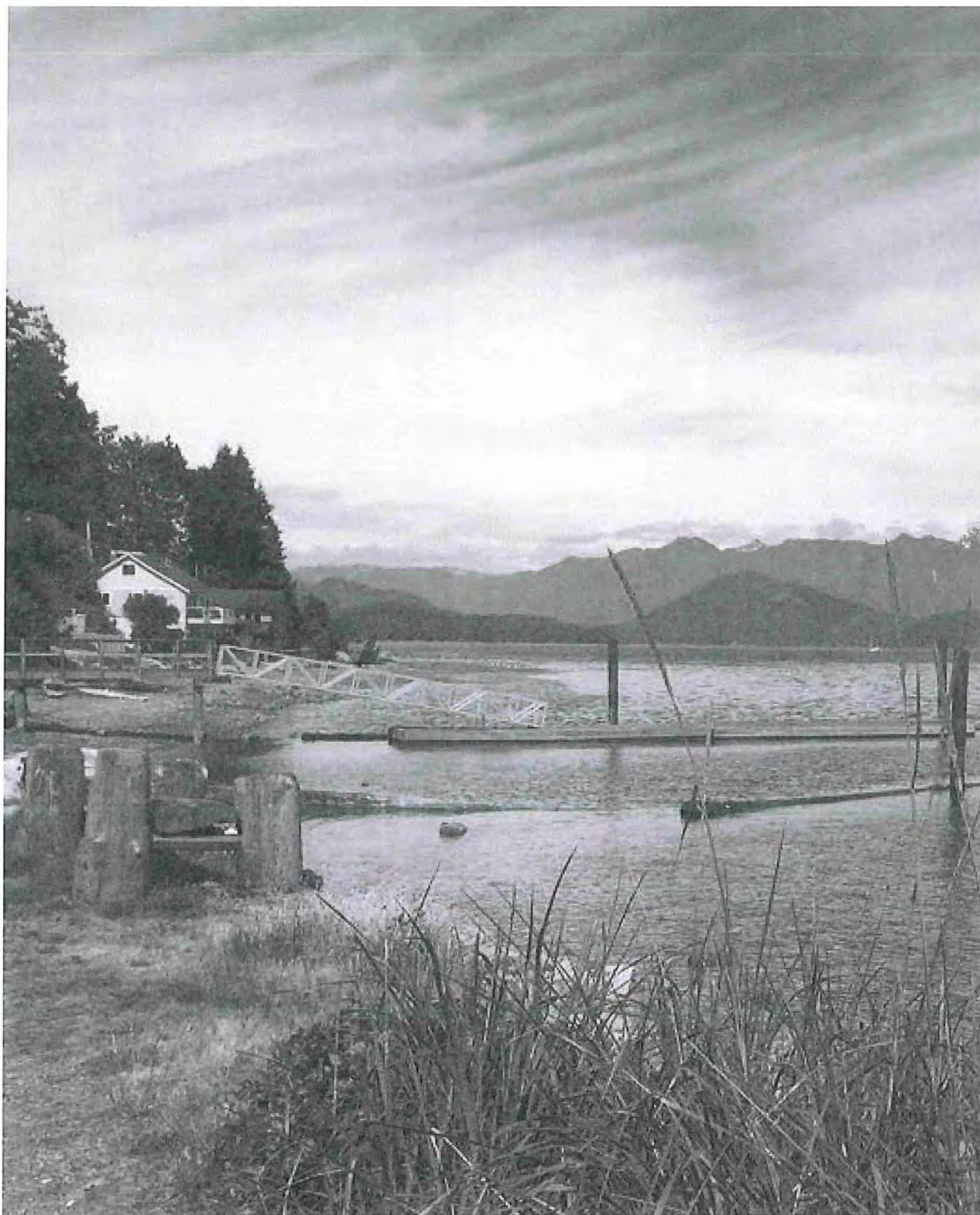


Photo courtesy of the Town of Gibsons

INTRODUCTION

The Climate Action Revenue Incentive Program (CARIP) is a conditional grant program that provides funding to local governments that have signed onto the B.C. Climate Action Charter. Under the B.C. Climate Action Charter, local government signatories commit to take actions to become carbon neutral in their corporate operations and reduce community-wide emissions by creating more complete, compact and energy efficient rural and urban communities.

The CARIP grant is equal to 100% of the carbon tax that eligible local governments have directly paid in a given year. To be eligible for the CARIP grant, local governments are required to report publicly on their plans and progress toward meeting their corporate and community-wide climate action goals, and submit a copy of their final public report to the Province.

For the 2015 reporting year, 174 local governments submitted CARIP reports. This is the largest number of reports received since local governments began submitting CARIP reports in 2010, and demonstrates the continued commitment of B.C. local governments to taking climate action in the corporate and community realms.

The Province recently released a new Climate Leadership Plan (CLP). The CLP recognizes the key role that local governments play in tackling climate change and indicates the Province's desire to work with local governments to refresh actions under the Climate Action Charter and expand progress made to date. This CARIP Summary Report describes some of the progress local governments made on climate action in 2015.

THE 2015 CARIP SUMMARY REPORT

In order to streamline reporting and reduce duplication, the CARIP reporting format was changed in 2015. Unlike previous years, when more than one survey was used local governments were asked to submit their climate action information through a single survey – the 2015 CARIP Climate Action/Carbon Neutral Progress Survey (2015 Survey). Information collected through the 2015 Survey is presented in a similar format to last year's Summary Report and showcases the progress being made by local governments, highlighting some of the achievements and experiences of small, medium and large communities.

The 2015 CARIP Summary Report includes:

- update on carbon neutral progress and carbon neutral status of local governments
- highlights of actions taken in small, medium and large communities
- list of funding sources and partnership programs reported by local governments

2015 CARIP Report Snapshot

Local Governments Reporting: 174

Local Governments Measuring: 146

Carbon Neutral Local Governments: 54

*Emissions Balanced or Offset:
142,991 tonnes GHG*

54 local governments achieved carbon neutrality in 2015

Ashcroft	Nanaimo RD
Capital RD	New Denver
Central Saanich	New Westminster
Coldstream	North Cowichan
Columbia Shuswap RD	North Vancouver, City
Comox Valley RD	North Vancouver, District
Comox, Town	Oliver
Coquitlam	Osoyoos
Cowichan Valley RD	Parksville
Cumberland	Peace River RD
Dawson Creek	Pemberton
Delta	Pitt Meadows
Duncan	Port Moody
Fort St. James	Richmond
Granisle	Sidney
Highlands	Sooke
Islands Trust	Spallumcheen
Keremeos	Surrey
Ladysmith	Trail
Langley, City	Ucluelet
Langley, Township	Vancouver
Lantzville	Vanderhoof
Logan Lake	Victoria
Maple Ridge	View Royal
Mission	West Vancouver
Metro Vancouver RD	Whistler
Mount Waddington RD	White Rock

Carbon Neutral Local Government

The 2015 CARIP results reveal that local governments continue to show leadership on climate and make progress on their carbon neutral commitments under the Charter. Despite modest increases in total and net corporate GHGs and a slight decline in GHGs reduced/balanced or offset, an additional 14 local governments achieved carbon neutral status in 2015 – a demonstration of the continued efforts by local governments to take action on climate.

Four more local governments measured corporate emissions in 2015 compared to 2014. Even with an increase in the number of local governments measuring, the total corporate GHGs generated in 2015, 239,966 tonnes, is almost the same as the amount reported in 2014. Total GHG emissions (tCO₂e) reduced, balanced or offset decreased somewhat (-3.5%) compared to 2014, but remain above 2012 and 2013 levels. Local governments that measured GHGs in 2015 reduced, balanced or offset approximately 142,991 tonnes of GHGs, roughly 60% of their collective corporate footprint.

Local governments continue to balance their corporate emissions through Green Communities Committee Option 1 and Option 2 projects¹. As in previous years, Household Organic Waste Composting was the most common Option 1 project, and Landfill Methane Gas Capture was the most common Option 2 project. Local governments reduced somewhat fewer GHGs (-5%) through Option 1 and 2 projects compared to 2014, reducing 129,486 tonnes compared to 2014's 136,439 tonnes, but still 12% more than the 115,531 tonnes reduced in 2013. Local governments chose to purchase slightly more carbon offsets than in previous years, 13,505 in 2015 as compared to 11,697 in 2014.



About 54% of CARIP respondents report having climate reserve funds to support climate actions.

¹ Option 1 and Option 2 projects under the Carbon Neutral Framework are designed to help local governments balance their corporate GHG emissions. For more information, see Chapter 2 of the Becoming Carbon Neutral: Guidebook for B.C. Local Governments.

CORPORATE AND COMMUNITY-WIDE ACTIONS

Over the past six years many local governments in B.C. have been working on developing corporate and community-wide climate action plans, and other plans supporting climate action. In 2015, close to 57% of CARIP respondents in B.C. reported having corporate GHG reduction plans in place.

About 92% of CARIP respondents identified using a number of different types of plans to guide the implementation of climate mitigation actions. The table below indicates the degree to which each type of plan is used (based on the 92% reporting the use of plans). It should be noted that a number of communities reported having more than one plan supporting climate mitigation actions.

Plans Being Used to Support Climate Action

TYPE OF PLAN	DEGREE OF USE
Energy and Emissions Plan	42%
Integrated Community Sustainability Plan	32%
Community-Wide Climate Action Plan	21%
OCP	83%
Other (eg. RGS)	38%

Local governments have indicated their interest in investing in local community-wide emission reduction projects. Approximately 54% set aside money in dedicated climate reserve funds to support local climate actions.

The 2015 CARIP summary report continues to highlight actions from a number of small, medium and large communities. As illustrated in the graph to the left, small communities (0-4,999) represent 43% of total CARIP respondents, medium sized communities (5,000-49,999) represent 37% and large communities (50,000+) represent 20% of respondents.

The Small Community Experience (0-4,999)

Corporate Actions

In small communities the majority of corporate actions were reported in the building and lighting, water/wastewater and transportation categories. There was a strong focus on upgrading streetlights to LEDs. Leak detection was a key focus identified in the water/wastewater category. Systems upgrades were also reported. For example, the Village of Keremeos began the replacement of their 30 year old waste water pump, which reduced the number of pumping hours thereby reducing power consumption.

Community Size Representation





Photo courtesy of the Town of Gibsons

37% of CARIP respondents reported having urban forest policies, plans or programs. 66% report having policies, plans or programs to support local food production.

89% of CARIP respondents identify having water conservation plans or policies in place.

As in past years, many 2015 actions focussed on supporting GHG reductions related to transportation and encouraging mode shifts. Walking and cycling were a key focus. Transit was also a priority. Many local governments also supported carpooling and car sharing programs. About 19% of CARIP respondents indicated being engaged in transportation demand management activities.

Climate Action Highlight

One emerging issue for all sizes of local governments is asset management. Actions undertaken in the Town of Gibsons demonstrate how asset management can benefit both climate mitigation and adaptation. Gibsons, through its Eco-Asset Strategy, is pioneering an approach that relies on key principles of asset management, financial planning and ecology and gives natural assets such as green space, aquifers, foreshore area and creeks the same standing as engineered infrastructure. The rationale is that services provided by natural systems have tangible value to the

community and are, in many circumstances, more effective than traditional infrastructure. Bringing these natural assets into the same asset management system as engineered infrastructure recognizes the quantifiable value they provide to the community and integrates them into the municipal framework for operating budgets, maintenance and regular support. In addition to real financial savings over the long term, the strategy will reduce energy used by engineered infrastructure and preserve natural carbon sinks. The strategy also examines natural climate adaptation solutions.

Community-Wide Actions

As in 2014, greenspace has remained a key focus for small communities in the community-wide realm. Greenspace-related actions included planting trees, preserving forest and creating parks. In 2015, water and waste water also emerged as key areas of focus. Actions in this realm included the development of water conservation plans and the implementation of conservation measures such as water restrictions.

Climate Action Highlight

In 2015, the Village of Salmo began the development of their Strategic Community Energy and Emissions Plan. The development of the plan started with a workshop involving a number of community stakeholders. Clearly identified actions supported by devoted staff and inspired community groups contributed to efficient implementation of a number of actions within months of plan adoption. These actions include: moving the farmers' market to a central location within walking distance from the majority of residents, mapping street lighting in preparation for LED conversion, implementing infrastructure upgrades to measure water flow and leakage, adoption of a policy to reserve CARIP funds for energy conservation, the application of funding to repair a pedestrian bridge and the installation of two electric vehicle charging stations.

MODE OF TRANSPORTATION	% OF LG REPORTING ACTIONS
Walking	77%
Cycling	75%
Transit	64%
Electric Vehicles	48%

The Medium-sized Community Experience (5,000-49,999)

Corporate Actions

Most corporate actions by medium-sized communities fall into the building and lighting and transportation categories. Fleet rightsizing and upgrades to more fuel efficient or electric vehicles continue. Many medium-sized local governments report working to meet Leadership in Energy and Environmental Design (LEED) standards with corporate building development and energy efficiency upgrades.

Climate Action Highlight

Many local governments report that they are replacing traditional streetlights with LED technology. In 2015, the city of Cranbrook completed the LED Streetlight Project, converting over 1,300 City owned high pressure sodium (HPS) street lights to light emitting diode (LED) street lights. The city is expecting an annual energy savings of approximately 404,000 kWh as well as reductions in greenhouse gas emissions and maintenance costs. The city's LED Streetlight Project is expected to save residents \$1.4 million – an average of \$70,000 per year over the expected 20 year life of the fixtures. This project was made possible with support from the Federal Gas Tax Fund and B.C. Hydro incentives.



Photo by Monte Comeau, courtesy of the Village of Salmou

Community-Wide Actions

As with the 2014 reporting year, most community-wide actions reported by medium-sized communities in 2015 occurred in the solid waste, greenspace and transportation categories. In the solid waste category, there is continued expansion of curbside recycling and an increase in the number of communities introducing curbside organics pickup. With respect to transportation, a number of communities reported undertaking street improvements to accommodate cycling and walking. The installation and promotion of electric vehicle charging stations was also identified by some medium-sized communities.

About 60% of CARIP respondents reported having organics collections programs in place.

Climate Action Highlight



Photo courtesy of the City of Colwood

Communities of all sizes are introducing solar energy generation, both on a small scale with technology such as pedestrian crossing signals, and on a large scale as demonstrated by the Squamish-Lillooet Regional District's Gold Bridge Solar Photovoltaic (PV) Renewable Energy Initiative. The regional district installed three small-scale grid-tied PV arrays at three community facilities: the Gold Bridge Transfer Station, Gold Bridge Community Complex, and the Haylmore Heritage Site. The project was supported through a provincial

grant from the Community Energy Leadership Program, with additional funds provided through Federal Gas Tax funding. The initiative is projected to deliver between 17,300 - 20,200 kWh of electricity per year. It is anticipated that the project will save the regional district \$2,000 in the first year alone.

Solar Colwood's four-year program was completed in 2015. The program engaged 500 Colwood residents to undertake over 1,000 renewable energy and energy saving upgrades using grants from the federal government's Clean Energy Fund. Energy saving actions included installing solar hot water systems, ductless split heat pumps, electric vehicle charging stations, smart home management systems and undertaking home energy assessments. On average, participating households reduced energy consumption by 37% and GHGs by 43%.

Large Community Experience (50,000 +)

Corporate Actions

In 2015, large communities concentrated a large proportion of their actions in the building and lighting category. Significant efforts were made by many large communities to improve energy efficiency in corporate facilities. For example, the City of Coquitlam completed a lighting upgrade to three civic buildings resulting in 400,000 kWh of energy savings. The City of Richmond completed energy efficiency upgrades to their corporate recreation facilities reducing energy use by approximately 1.8 kWh and GHGs by 300 tCO₂e.

Civic building related energy upgrades often involve an energy generation component. The District of North Vancouver's retrofit of its Karen Magnussen Community Recreation Centre, identified below, demonstrates this well.

Climate Action Highlight



24% of CARIP respondents reported being in the process of developing or constructing a district energy or renewable energy system. About 32% reported operating one and 11% reported being connected to a district energy system being operated by another provider.

The District of North Vancouver's Karen Magnussen Community Recreation Centre is an older well-used facility. It is also the District's most energy-intensive building. In 2015, the mechanical and controls systems were completely redesigned using an innovative approach to capturing and re-using existing thermal energy in the building, which was previously exhausted as 'waste heat'. The system captures energy in the air around the pool and uses it to help heat the pool water. Heat rejected from the arena's ice-making equipment will be used to supply domestic hot water. Other measures include a complete lighting system upgrade to LED, sealing of the building envelope to reduce air leakage, and installing a low-emissivity ceiling in the arena to reduce the cooling load. Together the measures are estimated to reduce energy use and GHGs by 50%. The project proceeded because it had a sound business case that supported the substantial investment focused on upgrading the energy performance of an older facility, without any cosmetic renovation or expansion components.

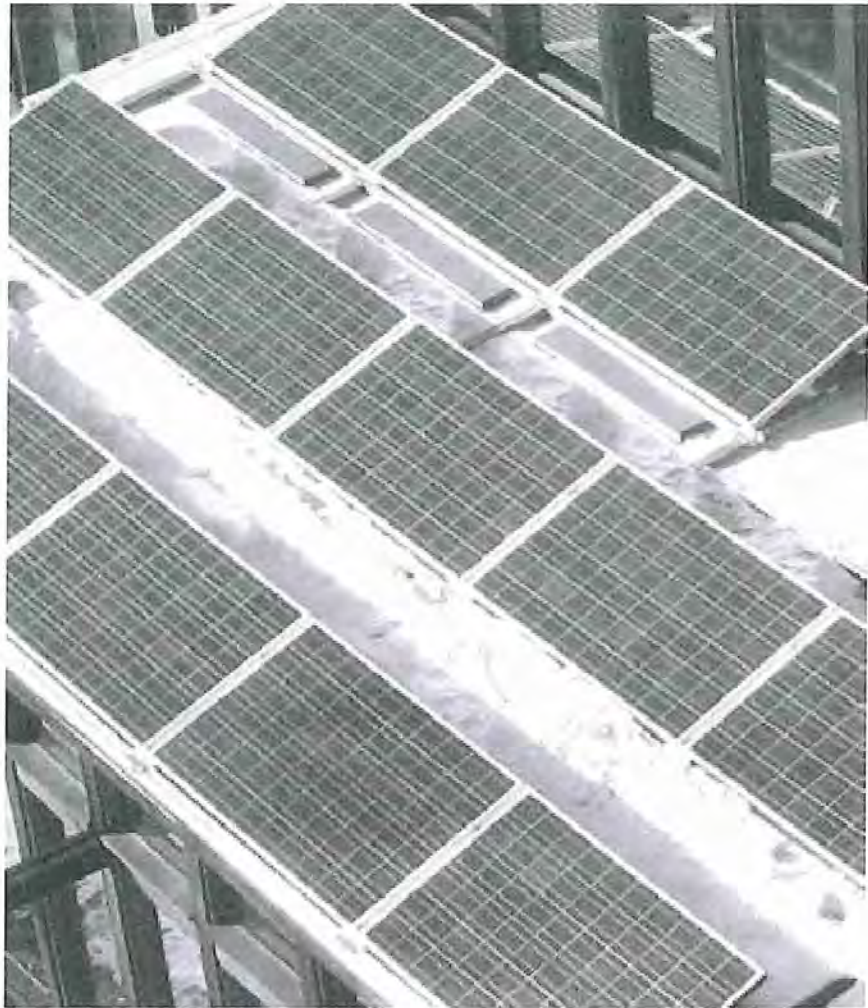
Community-Wide Actions

The greatest number of community-wide actions reported by large communities was in the transportation and solid waste categories. Transportation actions ranged from education programs in schools, to expanding car share programs, to supporting and promoting electric vehicles. There was a strong emphasis on the elimination of food scraps from landfills especially in the more densely populated areas of the province. For example, on January 1, 2015, Metro Vancouver introduced a disposal ban on food scraps at all regional solid waste facilities. Approximately 66,000 additional tonnes of compostable organics were diverted away from disposal and into composting or biofuel production in 2015, compared to 2014.

Corporate Action Targets Surpassed

In 2007, Delta Council adopted a Corporate Climate Change Initiative that had a target of reducing emissions by 20% from 2007 levels by 2015. Actual emissions were reduced from 7,411 tCO₂e to 5,799 tCO₂e over that period representing a 21% reduction and exceeding the target. This was achieved through major building retrofits, the implementation of geoexchange and solar technologies, and measures to reduce emissions from Delta's fleet including right-sizing vehicles, use of hybrids, and extensive driver training and education.

Climate Action Highlight



The need to reduce energy emissions is also influencing land-use decisions. The Township of Langley recently completed work on a neighbourhood plan for the new Latimer neighbourhood. Using the legislative powers granted to local governments under Bill 27, the plan includes an innovative Passive Solar Energy Conservation Development Permit Area (DPA). The DPA was developed to ensure that all buildings constructed in Latimer are built to optimize passive energy from the sun and minimize the need for fossil-fuel based energy for mechanical heating, cooling and lighting systems. The DPA prioritizes passive design, supported by a foundational east to west road alignment to ensure future buildings have optimal access to solar energy. The very process of developing the Latimer energy DPA has had a transformational impact on the way the township plans neighbourhoods. Energy is now a standard consideration.

ADAPTATION

The 2015 reporting year was the first year that local governments were asked to report on climate adaptation actions. It is evident from the responses received that many local governments in B.C. are taking steps to address the impacts of climate change. About 80 local governments reported close to 170 adaptation related actions to better prepare for climate impacts such as drought, wildfires, reduced food security, flooding and sea level rise and extreme weather events. Here are some examples of the adaptation actions that local governments reported this year.

Adaptation Actions

- Central Saanich focussed landscaping plant selection on drought resistant native species.
- The Okanagan-Similkameen Regional District partnered with the Okanagan Basin Water Board to Develop Phase I of the Okanagan - Similkameen Drought and Flood Mitigation Plan. The plan will help identify gaps in drought and flood response planning and preparedness.
- The Town of Ladysmith requested a wild land-urban interface fire hazard assessment report as part of a rezoning application for a residential development on a site with perimeter forest and internal forested riparian areas.
- The Peace Region, Cowichan Valley Regional District and the City of Delta participated in a pilot project with the B.C. Agriculture and Food Climate Action Initiative to integrate agricultural climate change adaptation priorities into decision making and planning across multiple organizations.

A number of local governments including Hope, Richmond, Squamish and White Rock partnered with the Fraser Basin Council to develop the Lower Mainland Flood Management Strategy. The strategy will identify opportunities to strengthen flood management policies and practices as well as flood protection works across the Lower Mainland.

- The City of Vancouver conducted stakeholder design charrettes on sea level rise in the False Creek Flats area.
- Maple Ridge streamlined their public works emergency response processes to reduce response times to extreme weather events such as windstorms and extreme rainfall.
- The City of Victoria conducted heat island mapping of air and surface temperature using their VicMap tool. This work facilitates public education about heat health and emergency planning and preparedness during times of extended high temperatures.

75% of CARIP respondents reported being familiar with the Plan2Adapt guidance on the Climate Action Toolkit Website.

82% identified being familiar with "Preparing for Climate Change – An Implementation Guide for Local Governments".

The Cowichan Valley Regional District has created a website entitled "Living the New Normal". The site provides information on drought and flood conditions and what residents can do to minimize the impact of these events.



PARTNER ORGANIZATIONS

List of Partners Identified in CARIP Surveys

BC Hydro Sustainable Communities	ICLEI Resilient Cities
BC Hydro Power Smart	Idle Free BC
Bike to Work BC	Multi-Material BC
Bike BC	NRCAN
Canadian Solar Cities Project	Okanagan Basin Water Board
Carpool.ca	Pacific Institute for Climate Solutions
City Green Solutions	Pembina Institute (Green Building Leaders)
Climate Smart Business	Plug in BC
CN EcoConnexions	QUEST
Collaboration for Advanced Landscape Planning (CALP)	Real Estate Foundation of BC
Columbia Basin Trust	Rotary Club
Community Energy Association	Solar Hot Water Ready Regulation (BC Gov)
Community Energy Leadership Program	TD Friends of the Environment Foundation
E3 Fleets	Tree Canada
FCM Green Municipal Fund	UBCM Asset Management Planning Grants
Fortis BC	Urban Sustainability Directors Network
Fraser Basin Council Investment	WWF Earth Hour City Challenge
Agriculture Fund BC	
Healthy Communities BC	

Partnerships are critical to helping local governments implement their climate mitigation and adaptation goals. Each year the CARIP summary report highlights one partner out of the list of partners generated from the CARIP surveys.

Partnership Highlight



Photo: Local government CEA award winners

One partner organization that many local governments have identified in the CARIP reports over the past 6 years is the Community Energy Association (CEA). The CEA has been helping B.C. local governments with energy planning and plan implementation for over 20 years. CEA is a multi-partner non-profit association. The CEA's mission is to build capacity and accelerate action on climate and energy in collaboration with local governments. CEA offers a number of resources including: education and outreach projects (webinars, builders' workshops), community energy and emissions planning projects and plan implementation-related resources. CEA also plays an important role in celebrating local government successes by recognizing the climate mitigation efforts of B.C. communities through the Climate and Energy Action Awards. These awards are presented annually at the Union of B.C. Municipalities convention.

CONCLUSION

As evident from the many community-wide and corporate climate actions reported in the 2015 CARIP Climate Action Survey, local governments in B.C. continue to demonstrate leadership in working towards achieving their Climate Action Charter commitments.

Local governments continue to report notable reductions in corporate emissions. Significantly, an additional 14 communities have achieved carbon neutral status, increasing the number of carbon neutral communities in B.C. to 54.

In addition to reporting on community-wide mitigation activities, many local governments also reported taking action to better prepare for climate impacts such as drought, wildfires, reduced food security, flooding and sea level rise and extreme weather events.

The 2015 CARIP Summary Report shows that B.C. local governments are successfully implementing innovative climate change mitigation and adaptation approaches, demonstrating their continued commitment to both reducing GHG emissions and well as adapting to the impacts of climate change.

Additional information related to the CARIP program can be found on the Ministry of Community, Sport and Cultural Development's website.

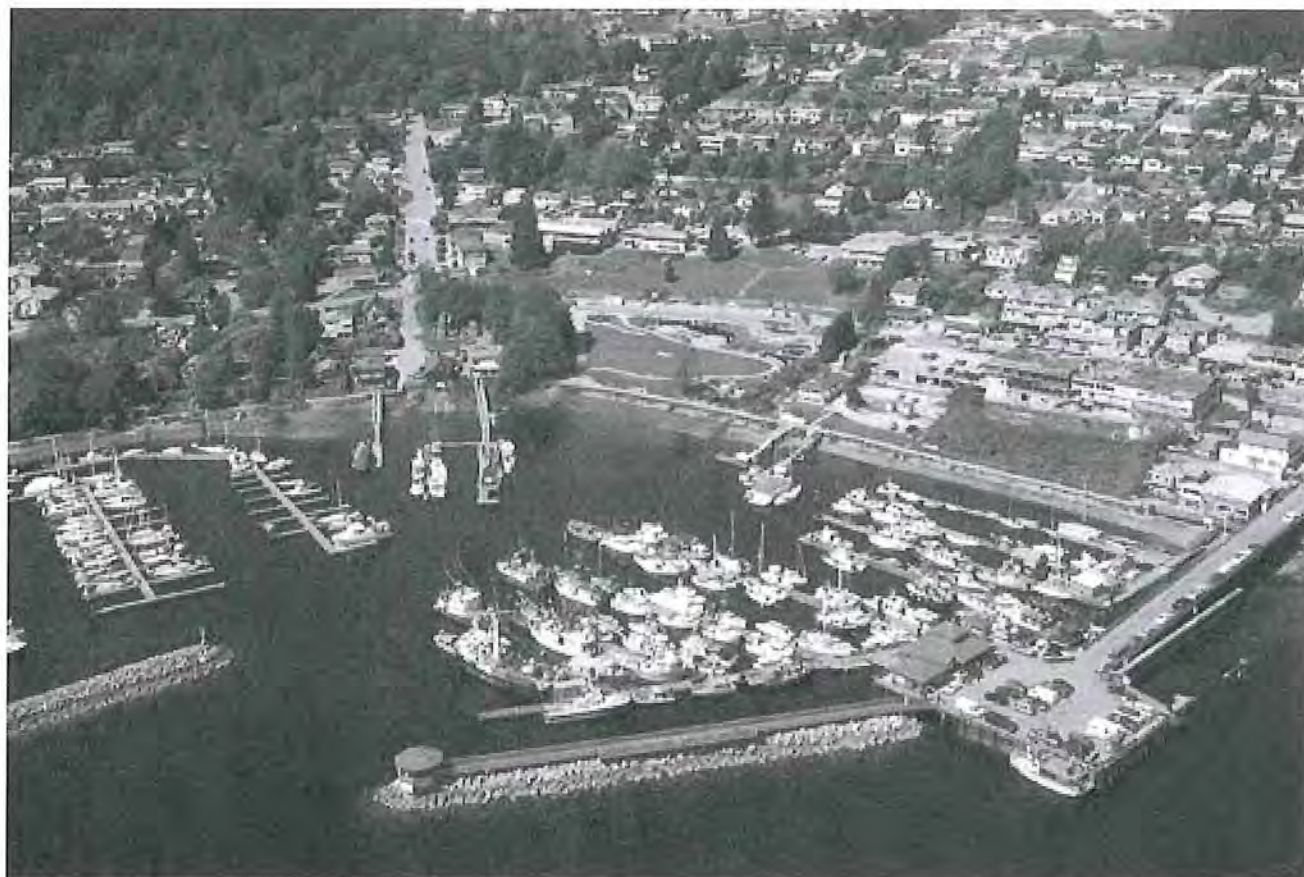


Photo: courtesy of the Town of Gibsons

APPENDIX A

2015 Carbon Neutral Status of Reporting B.C. Local Governments

CARBON NEUTRAL				
Ashcroft	Delta	Logan Lake	Oliver	Surrey
Capital RD	Duncan	Maple Ridge	Osoyoos	Trail
Central Saanich	Fort St. James	Metro Vancouver	Parksville	Ucluelet
Coldstream	Granisle	Mission	Peace River RD	Vancouver
Columbia Shuswap RD	Highlands	Mount Waddington	Pemberton	Vanderhoof
Cornox Valley RD	Islands Trust	Nanaimo RD	Pitt Meadows	Victoria
Cornox	Keremeos	New Denver	Port Moody	View Royal
Coquitlam	Ladysmith	New Westminster	Richmond	West Vancouver
Cowichan Valley RD	Langley, City	North Cowichan	Sidney	Whistler
Cumberland	Langley, Township	North Vancouver, City	Sooke	White Rock
Dawson Creek	Lantzville	North Vancouver, District	Spallumcheen	

MAKING PROGRESS (MEASURING)				
100 Mile House	Elkford	Kootenay Boundary RD	Okanagan Similkameen RD	Sicamous
Abbotsford	Enderby	Lake Country	Peachland	Slocan
Alert Bay	Esquimalt	Lake Cowichan	Port Alberni	Smithers
Armstrong	Fernie	Langford	Port Alice	Sparwood
Bulkley-Nechako RD	Fort St. John	Lumby	Port Clements	Squamish
Cache Creek	Fraser Valley RD	Mackenzie	Port Coquitlam	Squamish - Lillooet RD
Campbell River	Fraser-Fort George RD	Masset	Port Hardy	Strathcona RD
Cariboo RD	Fruitvale	Merritt	Port McNeill	Summerland
Central Kootenay RD	Gold River	Metchosin	Powell River City	Sunshine Coast RD
Central Okanagan RD	Golden	Midway	Powell River RD	Taylor
Chetwynd	Grand Forks	Montrose	Prince George	Terrace
Chilliwack	Greenwood	Nanaimo, City	Qualicum Beach	Thompson-Nicola RD
Clearwater	Hudson's Hope	Nelson	Quesnel	Tofino
Clinton	Invermere	North Okanagan RD	Radium Hot Springs	Tumbler Ridge
Colwood	Kamloops	North Saanich	Revelstoke	Valemount
Courtenay	Kelowna	Northern Rockies RM	Rossland	Vernon
Cranbrook	Kimberley	Oak Bay	Saanich	Wells
Creston	Kitimat District		Salmon Arm	West Kelowna
East Kootenay RD	Kitimat Stikine RD			Williams Lake

MAKING PROGRESS				
Anmore	Central Coast RD	Kaslo	Port Edward	Skeena-QC RD
Barriere	Chase	Kent	Prince Rupert	Tahsis
Bowen Island	Fraser Lake	Lytton	Queen Charlotte	Telkwa
Burns Lake	Gibsons	Nakusp	Salmo	Warfield
Canal Flats	Harrison Hot Springs	New Hazelton	Sayward	
Castlegar	Houston	Penticton	Sechelt District	

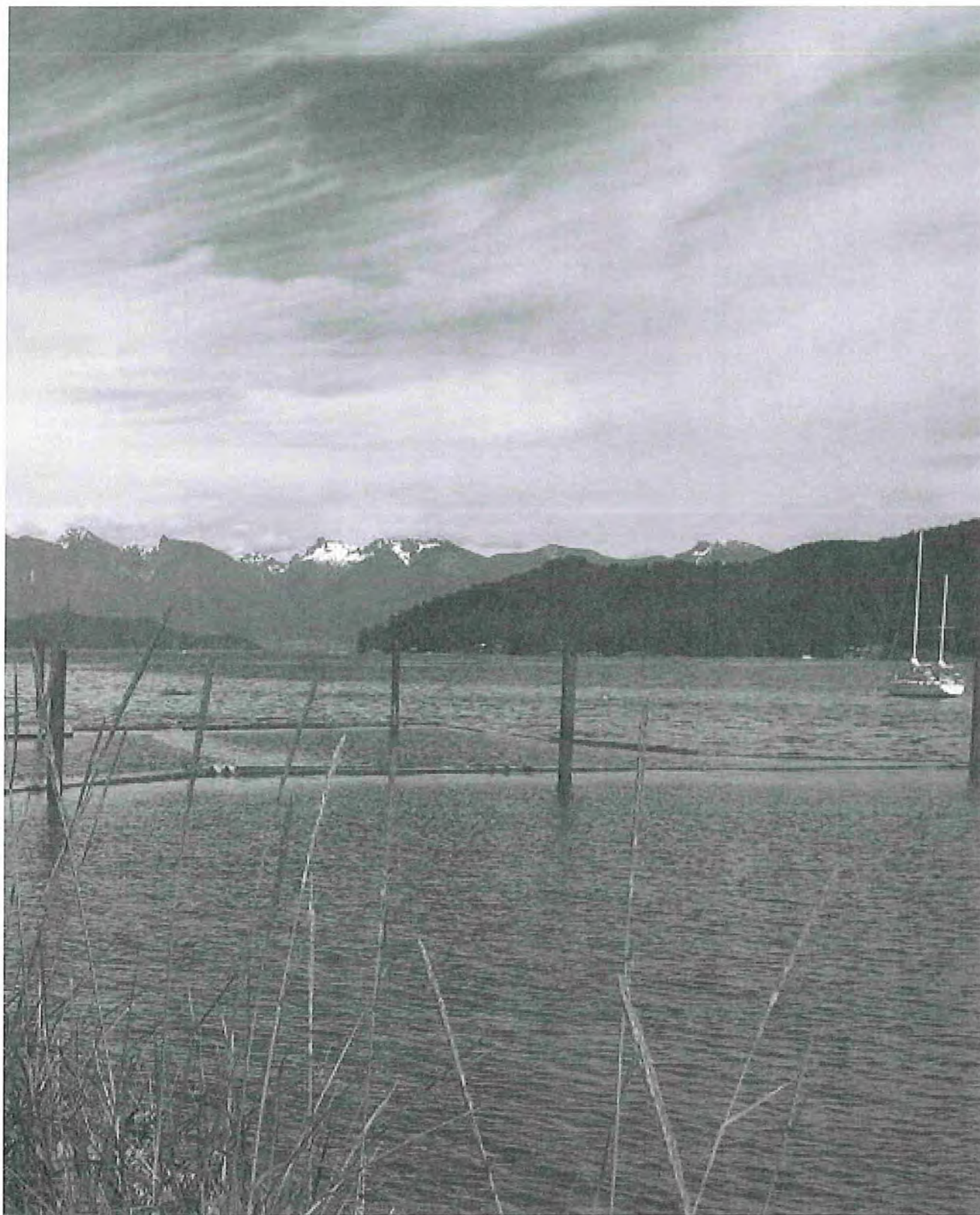


Photo courtesy of the Town of Gibsons



CARIP
CLIMATE ACTION REVENUE INCENTIVE PROGRAM