

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

April 27, 2021

11:00 a.m.

Virtual Online Meeting including Council Chambers

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification.

The meeting is live streamed and recorded by the City of Maple Ridge.

REMINDER: Council Meeting – April 27, 2021 at 7:00 p.m.

- 1. APPROVAL OF THE AGENDA**
- 2. ADOPTION OF MINUTES**
 - 2.1 Minutes of the April 13, 2021 Council Workshop Meeting
- 3. PRESENTATIONS AT THE REQUEST OF COUNCIL**
 - 3.1 **Metro Vancouver: 2050 Growth Projections Update, 2020 Regional Industrial Lands Inventory, and Special Study Areas Policy**
 - Presentation by James Stiver, Manager, Growth Management and Transportation; Eric Aderneck, Senior Planner, Regional Planning and Housing Services; and Sinisa Vukicevic, Program Manager, Regional Planning and Housing Services
- 4. UNFINISHED AND NEW BUSINESS**
 - 4.1 **Maple Ridge-Pitt Meadows Area Transport Plan: Amendments to Address Council Priorities**

Staff report dated April 27, 2021 recommending that the proposed amendments to TransLink's draft Maple Ridge-Pitt Meadows Area Transport Plan be endorsed and that the final Area Transport Plan be provided at a future Committee of the Whole Meeting.
 - 4.2 **Local Government Development Approvals Program**

Staff report dated April 27, 2021 recommending that the Maple Ridge Development Approvals Process Review be submitted to the Local Government Development Approvals Program and that staff provide overall grant management if the application is successful.

30 MINUTE RECESS

4.3 Health Canada Survey Invitation - Personal Medical Cannabis Licences for Individuals

Staff report dated April 27, 2021 providing information on Health Canada's draft guidance document to address the misuse of the Access to Cannabis for Medical Purposes Regulation program while maintaining access for eligible individuals.

4.4 Options for Reducing Greenhouse Gas Emissions from Buildings and Transportation

Staff report dated April 27, 2021 recommending options to be implemented to help achieve reductions in Maple Ridge's community greenhouse gas emissions profile and to help meet the greenhouse gas reduction targets in the Official Community Plan.

5. CORRESPONDENCE

6. BRIEFING ON OTHER ITEMS OF INTEREST / QUESTIONS FROM COUNCIL

7. MATTERS DEEMED EXPEDIENT

8. NOTICE OF CLOSED COUNCIL MEETING

9. ADJOURNMENT

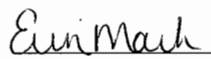
APPROVED BY:

DATE:


Apr 27/21

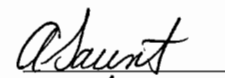
PREPARED BY:

DATE:


April 27/21

CHECKED BY:

DATE:


April 27, 2021

City of Maple Ridge

COUNCIL WORKSHOP MINUTES

April 13, 2021

The Minutes of the City Council Meeting held on April 13, 2021 at 11:00 a.m. held virtually and hosted in the Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

PRESENT	Appointed Staff
<i>Elected Officials</i>	A. Horsman, Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	C. Crabtree, General Manager Corporate Services
Councillor C. Meadus	S. Hartman, General Manager Parks, Recreation & Culture
Councillor G. Robson	D. Pollock, General Manager Engineering Services
Councillor R. Svendsen	T. Thompson, Director of Finance/Chief Financial Officer
Councillor A. Yousef	D. Denton, Deputy Corporate Officer
	<i>Other Staff as Required</i>
ABSENT	Inspector W. Mehat, Acting Inspector in Charge, Ridge
Councillor K. Duncan	Meadows RCMP Detachment
	Staff Sgt. A. Gander, Ridge Meadows RCMP Detachment
	C. Cowles, Manager of Community Social Safety Initiative
	M. Halpin, Manager of Transportation
	J. Mickleborough, Director of Engineering
	D. Olivieri, Corporate Support Coordinator
	M. Vogel, Computer Support Specialist

These Minutes are posted on the City's website at www.mapleridge.ca/agendacenter

Note: Due to the COVID pandemic Councillor Meadus, Councillor Robson, Councillor Svendsen and Councillor Yousef participated virtually. The Mayor chaired the meeting from Council Chambers.

Note: Councillor Meadus was not in attendance at the start of the meeting.

1. APPROVAL OF THE AGENDA

R/2021-WS-033

It was moved and seconded

That the agenda of the April 13, 2021 Council Workshop Meeting be approved as circulated.

CARRIED

2. **ADOPTION OF MINUTES**

2.1 **Minutes of the March 30, 2021 Council Workshop Meeting**

R/2021-WS-034

It was moved and seconded

That the minutes of the Council Workshop Meeting of March 30, 2021 be adopted as circulated.

CARRIED

3. **PRESENTATIONS AT THE REQUEST OF COUNCIL - Nil**

4. **UNFINISHED AND NEW BUSINESS**

4.1 **RCMP Update**

Inspector Mehat, Acting Officer in Charge and Staff Sgt. Gander, Ridge Meadows RCMP Detachment, provided a presentation highlighting overall workload metrics of the detachment. Highlights included details on a significant drug seizure, a new project termed "Project Blitz" and work done in the downtown core including the successes of a 3-month program titled "Project Core". Inspector Mehat advised on types of calls of service and mental health statistics as part of overall workload metrics.

Note: Councillor Meadus joined the meeting at 11:16 a.m. during the presentation.

4.2 **Strengthening Communities' Services Grant Program**

Staff report dated April 13, 2021 recommending that the 'Community Resource Hub' project be submitted to the UBCM Strengthening Communities' Services Program.

C. Cowles, Manager of Community Social Safety Initiative, gave a presentation providing information on the grant proposal, the background on the funding opportunity, the intention of the grant and the desired outcomes of the program. He advised on programs the grant funding monies can be directed to.

D. Olivieri, Corporate Support Coordinator provided further clarification on the intent of the grant application and the parameters which must be taken into account by staff when applying for the grant

Staff addressed questions and concerns of Council, particularly on the Community Resource Hub.

R/2021-WS-035

It was moved and seconded

That staff submit the 'Community Resource Hub' project to the UBCM Strengthening Communities' Services Program.

CARRIED

Councillor Robson - OPPOSED

4.3 **Strategic Transportation Plan Project Process**

Staff report dated April 13, 2021 recommending that the work plan and process steps for the Strategic Transportation Plan update be endorsed.

J. Mickleborough, Director of Engineering, gave a presentation on the Strategic Transportation Plan (STP). He provided a definition and background on the plan and an overview of the 2014 STP including projects, improvements and changes to the community impacting the transportation network since 2014. He advised on the proposed 2021 Strategic Transportation Plan development and the future work proposed to bring the plan up to date and highlighted each of the phases within the process.

M. Halpin, Manager of Transportation provided clarification on existing and future cycling systems.

Staff responded to questions from Council.

R/2021-WS-036

It was moved and seconded

That the work plan and process for the Strategic Transportation Plan Update be endorsed.

CARRIED

5. **CORRESPONDENCE** - Nil

6. **BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL** - Nil

7. **MATTERS DEEMED EXPEDIENT** - Nil

8. ***NOTICE OF CLOSED COUNCIL MEETING*** – Nil

9. ***ADJOURNMENT*** – 2:19 p.m.

M. Morden, Mayor

Certified Correct

D. Denton, Deputy Corporate Officer

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: April 27, 2021
FILE NO: 16-8330-20

FROM: Chief Administrative Officer

MEETING: Workshop

SUBJECT: Maple Ridge-Pitt Meadows Area Transport Plan: Amendments to address Council Priorities

EXECUTIVE SUMMARY:

TransLink is responsible for developing and operating the regional transportation system and as Metro Vancouver is large and has diverse needs, TransLink's strategic planning focuses on sub-regions. Area Transport Plans (ATP) establish regional priorities for transit and transportation for the next 10 to 15 years. In 2018, TransLink in partnership with the City of Maple Ridge and City of Pitt Meadows, commenced the Maple Ridge-Pitt Meadows ATP. The process took approximately two years with involvement from regional stakeholders and public engagement.

The original draft ATP was presented to Council at the October 8, 2019 Workshop meeting and Council identified five priority items for further discussion. At the February 25, 2020 Workshop meeting, staff provided an update on the progress for the five priority items and subsequently senior staff and the Mayor have engaged with TransLink on these five items. This report outlines the proposed amendments on these items. On Council approval of these amendments, staff will work with TransLink to revise the ATP before bringing it back to Council for adoption.

The five items are identified below:

Golden Ears Way

Council expressed concern regarding the capacity of Golden Ears Way north of Lougheed Highway, seeking widening from the current two lanes to a four-lane cross section.

TransLink agreed to undertake a corridor study of Golden Ears Way to review current traffic volumes, the degree of congestion and the development of options based upon the findings. TransLink has agreed that if the review indicates improvements are warranted, TransLink will seek to advance them through existing funding programs or, the investment plan process. There also may be opportunities to identify a phased approach to any anticipated corridor improvements. This study is now in process and scheduled to be complete in July 2021.

RapidBus Transit Priority Measures

Council requested that TransLink consider measures to improve transit times on Lougheed Highway as roadway congestion impacts transit travel times.

TransLink has committed to work with Maple Ridge and the Ministry of Transportation and Infrastructure (MoTI) to develop, help fund and deliver expanded bus priority measures along Lougheed Highway.

Improved Bus Service to Albion, including RapidBus

Council requested TransLink consider extension of the RapidBus Line to Albion to improve future transit service for this growing area. TransLink has agreed to designate Lougheed Highway east to 240 Street as a future priority transit corridor and include this in the ATP. TransLink has also agreed to designate North Albion as an area of Future Potential Travel Demand.

West Coast Express

Council requested TransLink consider a new West Coast Express (WCE) station in the Albion area. The last review of the WCE service was in 2013. TransLink has indicated an update of the West Coast Express Strategy will commence shortly and this update will explore a new transit station near Albion.

Parking at Haney Place

Council requested TransLink consider a partnership to improve parking in the downtown core near the Haney Place Transit Exchange. Consistent with regional practice, TransLink stated an unwillingness to be involved in the construction and ownership of a parkade although they did note a willingness to contemplate a partnership agreement for use within a parkade.

An interim parking lot is currently in operation just east of the Haney Place Exchange and a town centre parking review is planned for later this year.

Appendix A details the proposed amendments to the ATP document.

RECOMMENDATION:

That the proposed amendments to TransLink's draft Maple Ridge-Pitt Meadows Area Transport Plan be endorsed; and

That the final Area Transport Plan be brought forward to a future Committee of the Whole meeting for endorsement.

DISCUSSION:

a) Background Context:

The last Area Transit Plan for the North East Sector, including Maple Ridge, was created in 2003. In 2018, TransLink committed to updating and revising the existing plan; this is now the draft Maple Ridge-Pitt Meadows Area Transport Plan. The most significant shift in the document is that it now includes pedestrian and cycling modes of transportation rather than being limited to transit.

Through 2018 and 2019, TransLink worked with the City of Maple Ridge, the City of Pitt Meadows, Ministry of Transportation and Infrastructure (MoTI), and the public to develop the draft ATP that considered transit service, infrastructure, walking, cycling, driving and goods movement through and within Maple Ridge and Pitt Meadows, as well as inter-municipal connections. The draft ATP was presented at the October 8, 2019 Workshop meeting at which time Council identified items of concern to be addressed:

1. Congestion on Golden Ears Way, including expansion to four lanes
2. RapidBus transit priority measures
3. Improved bus service to Albion, including RapidBus
4. Consideration of a West Coast Express (WCE) station in Albion
5. Parking in and around Haney Place Exchange, including a parkade.

Senior City staff and the Mayor have had ongoing dialogue with senior TransLink staff on these items. These discussions have resulted in new developments with TransLink suggesting several amendments to the draft ATP. Staff have reviewed and support the proposed amendments which are identified in Appendix A, provided by TransLink.

1. Golden Ears Way

Council expressed concern regarding the 30% traffic volume increase of Golden Ears Bridge that occurred when the bridge tolls were removed in 2017 resulting in congestion on Golden Ears Way and sought a widening from the current two lanes to a four-lane cross section north of Lougheed Highway.

TransLink has agreed to undertake a corridor study of Golden Ears Way to review current traffic volumes, the degree of congestion and the development of options based upon the findings. The analysis will also consider 113B Avenue and the potential impact of the contemplated North Lougheed Connector.

In support of this amendment, TransLink has initiated the Golden Ears Way Study on March 31, 2021. The Golden Ears Way Study is scheduled for completion by July 2021. The scope of this study addresses the areas of congestion concern identified by Council. The City of Pitt Meadows, the Katzie First Nation and MoTI, and the City of Maple Ridge are included as stakeholders in this regional study.

The amended text noted in Appendix A references funding for potential improvements. TransLink has indicated if improvements are warranted, they would advance these through existing investment funding programs or their investment plan process. The City annually receives funding for Major Road Network (MRN) corridors, for maintenance/repair and improvement projects. This MRN funding and or other funding programs could be considered for funding potential improvements. These improvements may also be phased over time as required.

2. RapidBus Transit Priority Measures

Council requested TransLink consider measures to improve transit times on Lougheed Highway as roadway congestion impacts transit travel times.

As identified in Appendix A, TransLink provided further commitment to work with the City of Maple Ridge and MoTI to help deliver expanded bus priority lanes and intersection improvements on the Lougheed Highway corridor.

As Lougheed Highway is under the jurisdiction of MoTI, partnerships and agreements for this work will be required with MoTI. Funding, property acquisition and coordination with third party agencies will be required to move this initiative forward.

3. Improved Bus Service to Albion, including RapidBus

The draft ATP acknowledges an increase in the overall service in the Albion Area. Council sought: stronger transit service to growth areas (including Albion) and acknowledgement of Lougheed Highway east to 240 Street as a corridor that would incorporate a higher level of transit service up to RapidBus.

There are parameters TransLink considers in moving to higher performing transit that include the density of persons and jobs per hectare. It is recognized that the parameters for consideration of a RapidBus service are not met at this time but TransLink has agreed to designate the North Albion Area as an "Area of Future Potential Travel Demand." In addition to the Albion Area, TransLink has now proposed to designate Lougheed Highway from Haney Place to 240 Street as a Transit Priority Corridor. These designations would provide further emphasis to monitor future growth in Albion and Thornhill areas to improve transit services and frequency.

4. West Coast Express Albion Station

Council expressed that a future WCE Station in Albion should be given consideration. The last WCE Strategy review was in 2013 and TransLink has indicated that a further update will be upcoming. There is an opportunity to optimize the distribution of limited track availability that would factor in to addressing the desire for consideration of a transit station in Albion. TransLink has been asked to look comprehensively at the entire WCE corridor, evaluating needs and changes to the rapid transit network, including in the Tri-Cities area.

TransLink has proposed an amendment to the draft ATP to review a new transit station in Albion as part of the upcoming WCE Strategy process that will also consider potential timing and future funding options if a station is warranted.

5. Parking at Haney Place – other issues

Council requested TransLink consider a partnership to improve parking in the Town Centre near the Haney Place Transit Exchange but TransLink is not willing to be involved in the construction and ownership of a parkade; they have indicated that such structures are not provided in this manner anywhere else in Metro Vancouver.

The consideration of a parkade at Haney Place would require the development of a comprehensive business case that may extend beyond parking to include potential land uses.

As an interim step, a parking lot has been constructed adjacent to Haney Place Transit Exchange and is currently in operation to provide additional parking for this area.

The Financial Plan includes a Town Centre Parking Strategy project to determine existing needs and future strategies for parking in the Town Centre area. The parking study is planned for the second half of 2021. The Town Centre Parking Strategy will help determine if there is a potential business case for a parkade structure in Haney Place.

b) Desired Outcome:

The draft ATP lays out strategies to improve transit and multi-modal transportation in Maple Ridge over the next 10 to 15 years in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver's Regional Growth Strategy. It is recommended that the ATP be supported with the amendments proposed.

c) Strategic Alignment:

The amended draft ATP aligns with Council's priority focus on Growth by implementing strategic plans related to infrastructure, transportation corridors, transit and key amenities.

d) Interdepartmental Implications:

When adopted, the ATP will be built into the City's Transportation capital projects and will serve as a reference document in updating the City's Strategic Transportation Plan. Transportation goals are embedded within the OCP to assist in land use planning.

e) Business Plan/Financial Implications:

TransLink is an important funding and transportation partner; having a mutually agreed and adopted ATP in an important part of that relationship.

CONCLUSION:

The draft Area Transport Plan provides a strategic assessment of existing transportation services available in Maple Ridge and Pitt Meadows and provides direction and improvements for enhancing transit service.

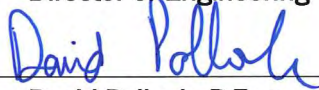
At the October 8, 2019 Workshop meeting, Council expressed concerns and priorities for Maple Ridge. Through engagement and discussion with TransLink, these concerns have resulted in the amendments outlined in this report. Staff believe these are reasonable amendments and support moving forward with TransLink to adopt the Maple Ridge-Pitt Meadows Area Transport Plan.



Prepared by: **Mark Halpin, BA, PMP**
Manager of Transportation



Reviewed by: **Josh Mickleborough, P.Eng.**
Director of Engineering



Approved by: **David Pollock, P.Eng.**
General Manager Engineering Services



Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

(A) TransLink Maple Ridge-Pitt Meadows Area Transit Plan: Proposed Revisions

Maple Ridge - Pitt Meadows Area Transport Plan

Proposed Revisions

- (1) Golden Ears Way
- (2) Expanded Priority Measures
- (3) RapidBus to Albion
- (4) West Coast Express - Albion
- (5) Other Issues of Concern Raised

(1) Golden Ears Way

Current Draft Content

MAPLE RIDGE-PITT MEADOWS AREA TRANSPORT PLAN SEPTEMBER 2019 DRAFT 31

Strategy R1—Strategically Expand the Major Road Network

A region-wide 10% expansion of the Major Road Network occurred in 2018 during which time several candidate corridors were evaluated for inclusion in the expanded Major Road Network. The 2018 expansion included Old Dewdney Trunk Road (203 Street to 210 Street), 210 Street (Abernethy Way to Old Dewdney Trunk Road), Dewdney Trunk Road (232 Street to 240 Street), and 240 Street (Dewdney Trunk Road to Lougheed Highway). Future consideration will be based on performance criteria against regional objectives, and likely reflect municipally-chosen candidate corridors that were unsuccessful in 2018, which in Maple Ridge and Pitt Meadows included:

- Harris Road (Lougheed Highway to Airport Way)
- Airport Way (Pitt Meadows Airport to Golden Ears Way)
- Dewdney Trunk Road (240 Street to 256 Street)
- 256 Street (Dewdney Trunk Road to Industrial Park)

Strategy R2—Manage Demands

Traffic demand is currently managed by investments in walking, cycling, and transit. Future actions include developing additional demand management initiatives and potentially implementing mobility pricing region-wide.

Recommended Actions

- Invest in:
 - Regional walking
 - Regional cycling
 - Improved transit service
 - Lougheed Highway transit priority improvements
- Consider the future of mobility pricing in the region to manage demands

Strategy R3—Manage Existing Facilities

Managing existing facilities consists of implementing localized operational and safety improvements as well as maintaining roadway assets in a state of good repair.

Recommended Actions

- Pursue safety reviews at identified collision prone intersections on the Major Road Network
- Pursue targeted intersection safety improvements at collision prone intersections, mainly along Lougheed Highway and Dewdney Trunk Road
- Develop and implement mobility related improvements near the Golden Ears Bridge / Lougheed Highway junction and near the Pitt River Bridge

Strategy R4—Infrastructure Investments

Beyond managing demands and existing Major Road Network facilities, investments in major road infrastructure may still be required for Maple Ridge and Pitt Meadows.

Recommended Actions

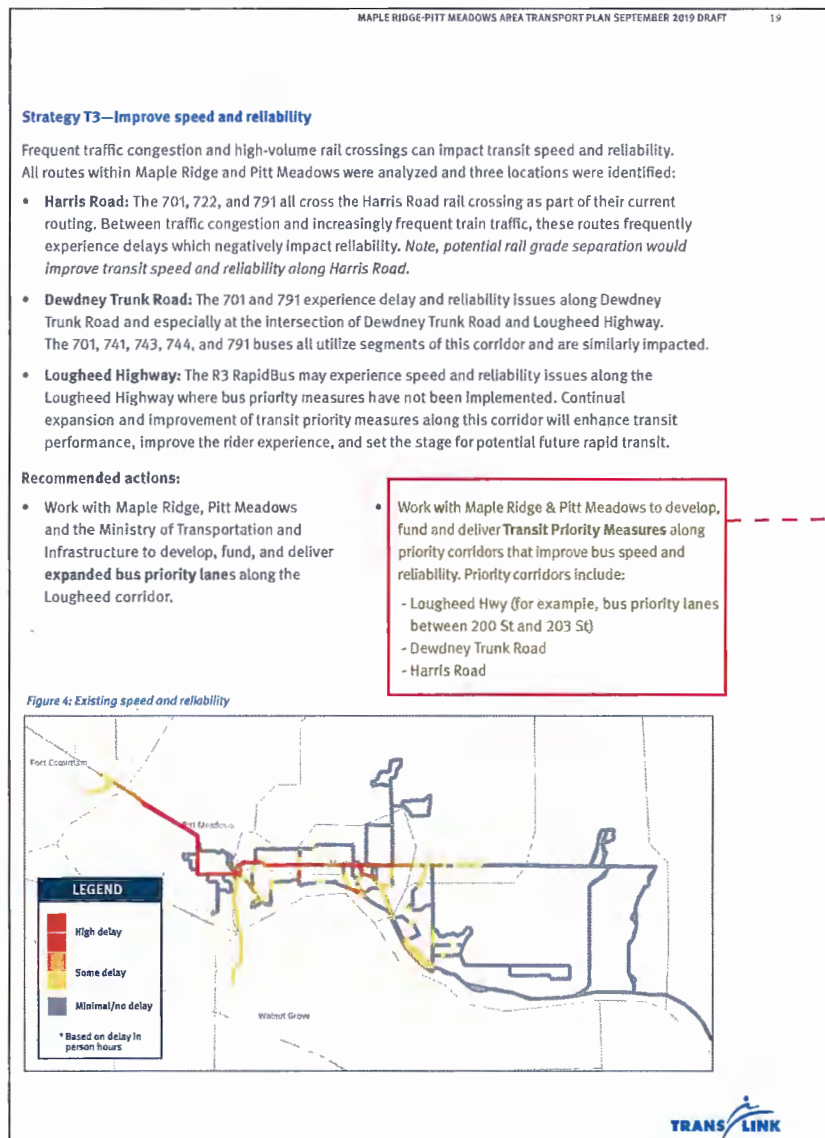
- Work with partners to explore investment in rail grade separation
- Monitor performance along Golden Ears Way (210 St to Lougheed Hwy) to assess whether capacity improvements are necessary

Proposed Edit

“Undertake a corridor study along Golden Ears Way (Lougheed Highway to 210 Street) in order to assess whether capacity improvements are necessary based on the demands of the network. This study will be completed in the first half of 2021. If the study indicates that capacity improvements are required then TransLink will seek to advance them through existing funding programs or an Investment Plan process.”

(2) Expanded Bus Priority Measures

Current Draft Content



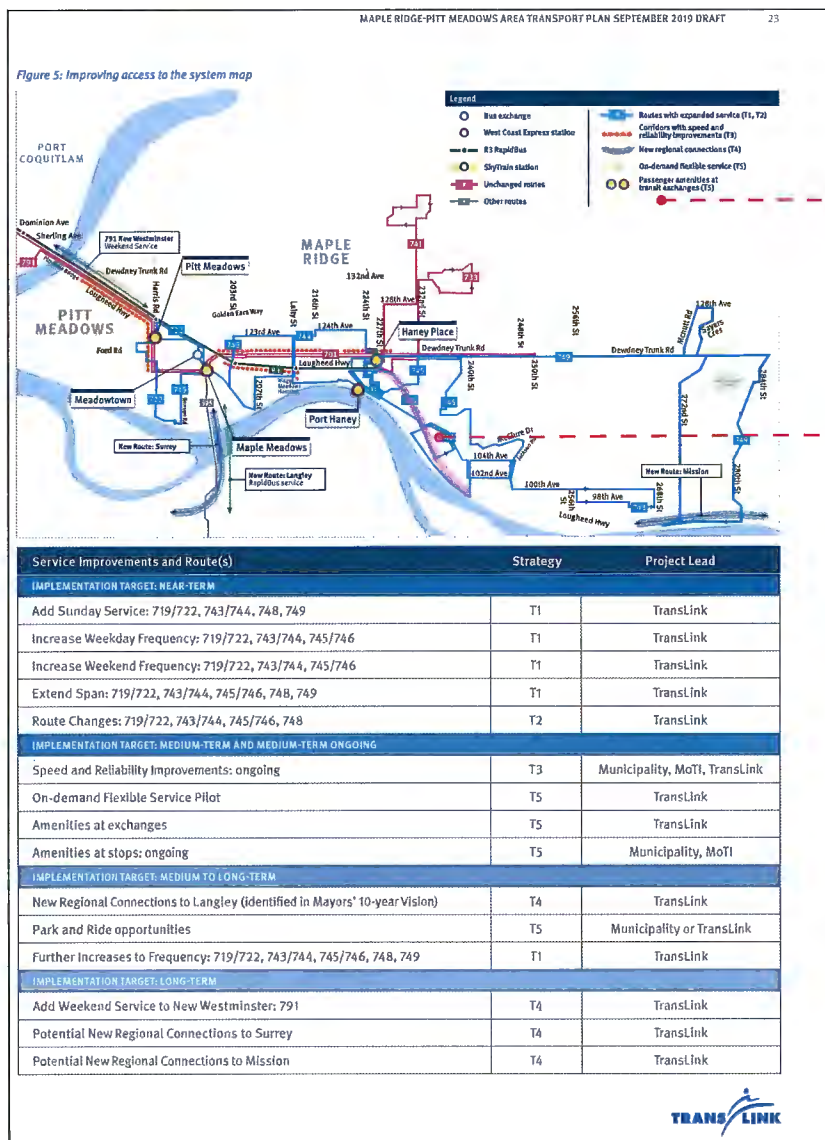
Proposed Edit

“Work with Maple Ridge and the Ministry of Transportation and Infrastructure to develop, fund and deliver expanded bus priority lanes along the Lougheed Highway corridor, including further bus priority measures at the intersection of 203 St., subject to available resources. Other priority corridors include:

- Dewdney Trunk Road
- Harris Road”

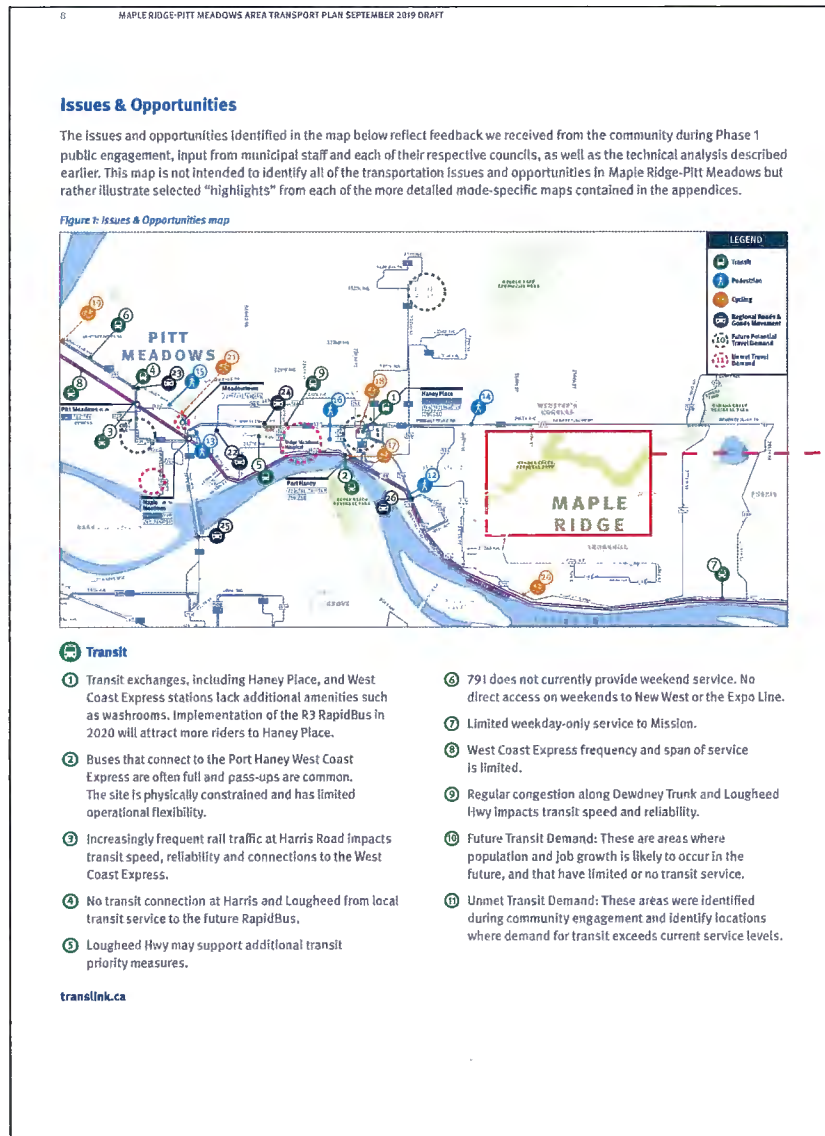
(3) RapidBus to Albion

Current Draft Content



(3) RapidBus to Albion [CONTINUED]

Current Draft Content



Proposed Edit

That the North Albion area be identified as an area of 'Future Potential Travel Demand'. TransLink would work with MR staff to determine the appropriate boundary.

(4) West Coast Express - Albion

Current Draft Content

MAPLE RIDGE-PITT MEADOWS AREA TRANSPORT PLAN SEPTEMBER 2019 DRAFT3

Major Investments in Transit and Future Transit Planning

TRANSPORT 2050


The Maple Ridge-Pitt Meadows Area Transport Plan is focused on improving the local transportation network over the next 10 years. However, there are several larger projects that are beyond the scope of the Area Transport Plan that will be reviewed as part of TransLink's update to the Regional Transportation Strategy, *Transport 2050*.

- **Rapid transit expansion:** Regional priorities for rapid transit investment will be considered as part of the *Transport 2050* process. Planning for investments in rapid transit can take multiple years and is outside the scope of the Area Transport Plan, which focuses on improvements over the next 10-15 years.
- **Additional West Coast Express service:** Some West Coast Express upgrades were included as part of the Mayors' 10-Year Vision including expanded capacity and upgraded train vehicles. Additional opportunities for expansion including more trips, reverse commute direction service, and additional stations are outside the scope of the Area Transport Plan and may be addressed in *Transport 2050*.
- **Lougheed Corridor Long-Term Transit Study:** This study is happening concurrently with the Area Transport Plan in coordination with Metro Vancouver, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, and the BC Ministry of Transportation and Infrastructure. The purpose of this study is to gain a greater understanding of the potential for rapid transit on the Lougheed corridor between the cities of Coquitlam and Maple Ridge. It assesses the potential benefits of rapid transit and the relative performance of various rapid transit technologies and explores the linkages to regional and municipal growth and development.

Visit the *Transport 2050* page to learn more.

RAPIDBUS

With the launch of R3 RapidBus (Lougheed Highway) in 2020, Maple Ridge and Pitt Meadows will have a fast and frequent connection to Coquitlam Central SkyTrain Station. Key features of RapidBus service include frequent all-day service, new articulated buses with hybrid engines, distinctive branding, and real-time information at bus stops.



Proposed Edit

Replace the last part of this sentence with "...and would be addressed through and update to the *West Coast Express Strategy*"


(4) West Coast Express - Albion [CONTINUED]

Current Draft Content

20

MAPLE RIDGE-PITT MEADOWS AREA TRANSPORT PLAN SEPTEMBER 2019 DRAFT

Strategy T4—Connect to regional destinations



The introduction of the R3 RapidBus along Lougheed Highway between Coquitlam Central Station and Haney Place provides an important regional connection for residents of Maple Ridge and Pitt Meadows. Through the Area Transport Plan planning process other connections were identified that would improve regional connectivity between Maple Ridge and Pitt Meadows and other areas of the region, including Surrey, Langley, and Mission.

Recommended Actions

Suggested routes for implementation in future Investment Plans, include:

- **791 weekend service:** Provide weekend service on the 791 from Haney Place to Braldrup SkyTrain Station in New Westminster.
- **New direct route to Surrey:** A new direct connection between Maple Ridge and Pitt Meadows to Surrey Metro Centre.
- **New route to Langley Centre:** Identified as a future RapidBus route in the Mayors' 10-year Vision.
- **New, expanded route to Mission:** Service between Maple Ridge and Mission is currently provided Monday to Friday by the West Coast Express and four 701 trips each day, there is no weekend service. This new route is envisioned as a Basic service that will replace the existing four 701 trips, providing additional frequency, weekend service, and potentially additional local stops between Haney Place and Downtown Mission. Unlike service in Maple Ridge and Pitt Meadows, the current connection to Mission is provided via a partnership between TransLink and the District of Mission. Any potential changes to this connection, including increased frequency or additional days of operation, would require agreement from the District of Mission.

Proposed Edit

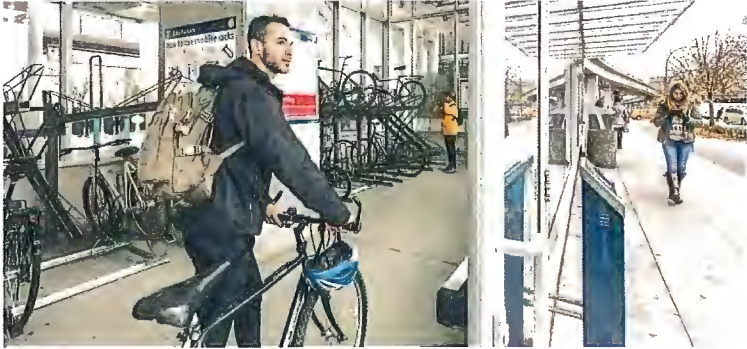
Add the following text: "Explore the potential for an additional West Coast Express station near Albion in the upcoming update to the West Coast Express Strategy, including timing and potential funding options."

(5) Other Issues of Concern Raised

Current Draft Content

MAPLE RIDGE-PITT MEADOWS AREA TRANSPORT PLAN SEPTEMBER 2019 DRAFT 21

Strategy T5—Improve access to the system



Improving access to the transit network is an important component of this plan and includes the following elements: park and ride amenities, new mobility options, and education and awareness. Note that cycling and walking connections, which are key to improving access to the system, are addressed specifically later in the Recommendations section.

Recommended Actions

Park and Ride opportunities

- Work with municipalities to identify potential locations for surface park and ride or shared lots near RapidBus stops.

Amenities at stations, stops and exchanges

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation to identify high performing stops with below standard amenities.
- Work with TransLink Facilities to increase amenities at TransLink owned/operated facilities with below standard amenities, including updated shelters, secure bicycle parking, and real-time arrival signage, among others.

New Mobility options, including “Transit On-Demand”

- Work with TransLink’s New Mobility team to explore a Transit On-Demand pilot project for acceptability and proof of concept.
 - If higher quality of service is attainable with Transit On-Demand, consider replacing very low performing routes in low density areas.

Education and awareness

- Explore additional opportunities to use TransLink’s TravelSmart program for education and awareness

Clarification

The current draft ATP already includes the following language.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: April 27, 2021
FILE NO: 01-0110-01
MEETING: Workshop
SUBJECT: Local Government Development Approvals Program

EXECUTIVE SUMMARY:

The Province of BC has made \$15 million in grant funding available to support communities with the implementation of established best practices and to test innovative approaches to improve development approvals processes.

Staff require a resolution from Council to submit the application to the Union of BC Municipalities prior to the May 7, 2021 submission deadline.

RECOMMENDATION:

That staff submit the 'Maple Ridge Development Approvals Process Review' to the Local Government Development Approvals Program and provide overall grant management, if the application is successful.

DISCUSSION:

a) Background Context:

In 2019, the Ministry of Municipal Affairs engaged local governments and a broad range of stakeholders to discuss the challenges of current development approvals processes in B.C., identify opportunities and develop a list of ideas on how to improve the efficiency and effectiveness of these processes to address the challenges. One of the recommendations was to provide provincial funding to support municipalities in adopting policy and procedural best practices. The Local Government Development Approvals funding intends to provide that support.

Over the past several years, the development environment in Maple Ridge has seen a shift to more complex and dense projects while the number of development and building applications has also increased. Leveraging best practices and senior government funding to conduct a review of current development practices will support the implementation of policy amendments and the adoption of new, innovative technologies that enhance our development approval process.

The proposed scope of work includes incorporating the findings from the current review in progress within the Building Department, and broadening the scope to include a review and subsequent recommendations of the entire approval process. This review will involve the Planning and Engineering departments, from pre-application to issuance of the building permit, including the decision points involving external parties, such as the Ministry of Transportation and the Ministry of Environment.

Specifically, the project scope includes the following:

- Review approvals processes required from pre-application to issuance of Building Permits, including efforts of Building, Engineering, and Planning staff;
- Develop recommendations for policy, procedural, and bylaw changes to increase customer service and efficiency;
- Identify the adequacy of existing staffing levels and propose future staffing needs;
- Assess regional fees and charges in comparison to City of Maple Ridge rates;
- Identify and implement digital permit and drawing submission, review and annotation software; and
- Provide staff and Council training on new processes and technology.

b) Strategic Alignment:

Council established 'Growth' as a priority area in the 2019-2022 Strategic Plan. Identifying opportunities for efficiency within the development approvals process supports local development while balancing the City's responsibility to ensure safe, sustainable, and representative growth.

c) Citizen/Customer Implications:

The City's development process affects citizens and development groups in different ways. However, there is universal benefit to increasing the efficiency of the land development cycle. These benefits include improved customer service, decreased processing times, greater transparency in decision-making and increased stakeholder input.

d) Interdepartmental Implications:

Undertaking a review of the approvals process requires the dedication of staff time that will compound the existing demands on department resources. The proposed application requests funding to backfill positions to support the review and technology implementation processes.

e) Business Plan/Financial Implications:

The proposed review, including consultant and technology costs, is not included in departmental business plans or the current Financial Plan. Staff are leveraging this funding envelope to expand the scope of a priority Council deliverable.

Staff explored the possibility of including expenses for the Building Department review in the application; however, grant program administrators have insisted that retroactive expenses are not eligible for funding. The amount requested from the grant is approximately \$500,000.

f) Policy Implications:

Outcomes and consultant recommendations resulting from the review will provide staff with a framework for policy amendments, which will be presented for Council consideration at the conclusion of the project.

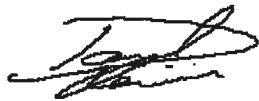
g) Alternatives:

The proposed project scope and associated budget maximizes the available funding to deliver on a Council priority while providing for internal resources to support the increasing demands on the departments involved. Increasing the scope of work and, by association, budget, places the application in a request bracket that decreases the likelihood of obtaining full funding.

It is recommended that the scope and budget be submitted as proposed.

CONCLUSION:

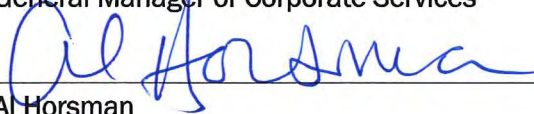
The Maple Ridge Development Approvals Process Review application expands on initiatives currently underway to identify opportunities to increase the efficiency of the land development approvals processes.



Prepared by: **Dan Olivieri**
Research Technician



Approved by: **Christina Crabtree**
General Manager of Corporate Services



Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

(A) Local Government Development Approvals Program Guide

Local Government Development Approvals Program

2021 Program & Application Guide

1. Introduction

In 2019, the Ministry of Municipal Affairs initiated the Development Approvals Process Review (DAPR). The Ministry engaged local governments and a broad range of stakeholders to discuss the challenges of current development approvals processes in B.C., to identify opportunities for addressing those challenges, and to develop an informed list of ideas about how to improve the efficiency and effectiveness of processes. A [summary report](#) of engagement findings identified several key themes. The Ministry intends to move forward on initiatives that draw upon these, which may include work on development finance tools, public input processes and provincial referrals, in collaboration with local governments, the development sector and other stakeholders.

The Local Government Development Approvals Program, a component of the Canada-BC Safe Restart Agreement, is one element in addressing the DAPR Report findings.

Local Government Development Approvals Program

The development approvals process refers to all operational steps and decision making in relation to a local government's consideration of approving development, from the pre-application phase to the issuance of the building permit. The local government's review process ensures that development applications conform to policies, plans, and regulations for building and development.

The intent of the Local Government Development Approvals Program is to support the implementation of established best practices and to test innovative approaches to improve development approvals processes while meeting local government planning and policy objectives.

The Local Government Development Approvals Program is not intended to support projects where proposed deliverables require or are directly focused on provincial legislative changes.

The Ministry of Municipal Affairs has provided \$15 million in funding and UBCM is administering the program.

2. Eligible Applicants

All local governments (municipalities, regional districts, and the Islands Trust) in BC are eligible to apply.

Eligible applicants can submit one application per intake.

3. Grant Maximum

The Program can contribute a maximum of 100% of the cost of eligible activities – to a suggested maximum of \$500,000.

Funding permitting, applications for projects that exceed the suggested maximum may be considered for funding provided that applicants are able to provide rationale for the request. If the total funding request

exceeds the available funding, applicants that have requested additional funds may be asked to reduce their funding request.

In order to ensure transparency and accountability in the expenditure of public funds, all other contributions for eligible portions of the project must be declared and, depending on the total value, may decrease the value of the funding. This includes any other grant funding and any revenue that is generated from activities that are funded by the Local Government Development Approvals Program.

4. Eligible Projects

To be eligible for funding, applications must demonstrate that proposed activities will meet the intent of the program and:

- Include new activities or represent a new phase of an existing project (retroactive funding is not available).
- Be capable of completion by the applicant within two years of the date of grant approval.
- For projects that are dependent on external partnerships, provide evidence that external partners (e.g. development community, provincial Ministry, other local governments) are willing to participate

5. Requirements for Funding

As part of the approval agreement, approved projects must meet the following requirements for funding:

- Any in-person activities, meetings, or events meet physical distancing and other public health guidance in relation to COVID-19.
- Activities must comply with all applicable privacy legislation under the *Freedom of Information and Protection of Privacy Act* in relation to the collection, use, or disclosure of personal information while conducting funded activities. Personal information is any recorded information about an identifiable individual other than their business contact information. This includes information that can be used to identify an individual through association or inference.

6. Eligible & Ineligible Costs & Activities

Eligible costs are direct costs that are approved for funding, properly and reasonably incurred, and paid by the applicant to carry out eligible activities. Eligible costs can only be incurred from the date of application submission until the final report is submitted.

Table 1 identifies examples of activities that are eligible for funding. Please note that an internal review of current development approvals may be valuable before undertaking specific projects but is not a pre-requisite for funding. However, evidence of readiness and/or rationale to undertake proposed activities is required in the application form and may contribute to higher application scores.

It is expected that proposed activities may involve internal or external partnerships. Please refer to Section 4 for funding requirements for working with external partners. Eligible activities must be cost-effective.

Table 1: Activities Eligible for Funding

- A. Conducting internal reviews of current development approvals processes to identify opportunities for greater efficiency and effectiveness.
- B. Updating or creating specific internal approvals procedures that will result in more effective and efficient development approvals processes. Examples include but are not limited to:
 - Creating or updating a development approvals process guide for use by staff
 - Updating the development approval procedures bylaw(s) to clarify or improve the process for applicants to apply for amendments to a bylaw or request the issuance of a permit (for consideration by Council or Board)
- C. Supporting efficient and effective decision making in order to further local government planning and development objectives. Examples include but are not limited to:
 - Developing policies to determine the types of bylaw amendments for which the local government would or would not waive the public hearing (for consideration by Councils and Boards),
 - Updating development permit guidelines to specify clear decision-making parameters to support delegation of such decisions to staff (for consideration by Council and Board).
 - Developing amendments to a zoning bylaw to reduce the need for commonly requested variances (for consideration of adoption by Council and Board)
- D. Facilitating collaboration or coordination with external partners (e.g. development community, provincial Ministry, other local governments). Examples include but are not limited to:
 - Developing guidelines that clarify to applicants the requirements that an application must meet to be accepted by staff and expectations of local government-applicant interaction throughout the application process.
 - Establishing a pre-application process, including, for example, pre-application developer meetings.
 - Development of enhanced communication materials/training for subdivision
 - Review and development of guidelines/processes to improve provincial referrals and enhanced communications of provincial regulatory requirements
- E. Improving information technology to facilitate development application processing. Examples include but are not limited to:
 - Undertaking assessments to support future implementation of digital application platform or digital permitting software.
 - Purchasing and implementing new or upgraded digital platforms or software
 - Training staff on software or platform, or on process changes required to adopt software or platform
- F. Training and capacity building for staff, elected officials (e.g. change management training), or external partners (e.g. application processes) in order to support the project.
- G. Other activities that support the improvement of the local government development approval process and that meet the intent of the program may be considered for funding.

Additional Eligible Costs & Activities

In addition to the activities identified in Table 1, the following expenditures are also eligible provided they relate directly to eligible activities:

- Incremental applicant staff and administration costs (i.e. creating a new position or adding new responsibilities to an existing position)
- Consultant costs (e.g. change management consultant, software consultant)
- Public information costs (e.g. FAQs for the public, guidance on how to participate in the public process, role of the decision-maker in the process)

Ineligible Costs & Activities

Any activity that is not outlined in Table 1 or is not directly connected to activities approved in the application is not eligible for grant funding. This includes:

- Development of funding application package
- Development of architectural, engineering, or other design drawings for the construction or renovation of facilities
- Routine or ongoing operating and/or planning costs or activities, including service subscriptions, or membership fees
- Capital costs (including computer hardware)
- Audit fees, interest fees, or fees to incorporate a society
- Fundraising, lobbying, or sponsorship campaigns
- Regular salaries and/or benefits of applicant staff or partners
- Project-related fees payable to the eligible applicant(s) (e.g. permit fees, community amenity contribution, etc.)
- Purchase of promotional items, door/raffle prizes, give-away items, and/or gifts for community members.
- Costs being claimed under any other government programs

7. Application Requirements & Process

Application Deadline

The application deadline is May 7, 2021. Applicants will be advised of the status of their applications within 90 days of the application deadline.

Required Application Contents

All applicants are required to submit an electronic copy of the complete application, including:

- Completed Application Form with all required attachments.
- Detailed budget that indicates the proposed expenditures from Local Government Development Approvals Program funding and that aligns with the proposed activities outlined in the application form. Although additional funding or support is not required, any other grant funding or in-kind contributions must be identified.
- Council, Board or Local Trust Committee resolution indicating support for the current proposed activities and willingness to provide overall grant management.

- For projects with external partners: written confirmation from the external partner confirming their role and willingness to participate.

Submission of Applications

Applications should be submitted as Word, Excel or PDF files. Total file size for email attachments cannot exceed 20 MB.

All applications should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lgps@ubcm.ca

Review of Applications

UBCM will perform a preliminary review of all applications to ensure the required application contents have been submitted and to ensure that eligibility criteria have been met.

Following this, an Evaluation Committee will assess and score all eligible applications. Higher application review scores will be given to projects that:

- Demonstrate alignment with intent of the Local Government Development Approvals Program
- Are outcome-based and include performance measures
- Provide evidence of readiness to undertake proposed activities
- Include internal local government cross-departmental collaboration and/or collaboration with one or more external partners (e.g. development community, provincial Ministry, other local governments, etc.)
- Demonstrate cost-effectiveness

Point values and weighting have been established within each of these scoring criteria. Only those applications that meet a minimum threshold point value will be considered for funding.

The Evaluation Committee will consider the population and provincial, regional, and urban/rural distribution of proposed projects. Recommendations will be made on a priority basis and preference may be given to local governments with growth rates higher than 1% (2016 Census, Statistics Canada) between 2011 and 2016. All funding decisions will be made by UBCM.

All application materials will be shared with the Province of BC.

8. Grant Management & Applicant Responsibilities

Grants are awarded to eligible applicants only and, as such, the applicant is responsible for completion of the project as approved and for meeting reporting requirements.

Applicants are also responsible for proper fiscal management, including maintaining acceptable accounting records for the project. UBCM reserves the right to audit these records.

Notice of Funding Decision & Payments

All applicants will receive written notice of funding decisions. Approved applicants will receive an Approval Agreement, which will include the terms and conditions of any grant that is awarded, and that is required to be signed and returned to UBCM.

Grants are awarded in two payments: 50% at the approval of the project and when the signed Approval Agreement has been returned to UBCM and 50% when the project is complete and UBCM has received and approved the required final report and a financial summary.

Please note that in cases where revisions are required to an application, or an application has been approved in principle only, the applicant has 30 days from the date of the written notice of the status of the application to complete the application requirements. Applications that are not completed within 30 days may be closed.

Progress Payments

To request a progress payment, approved applicants are required to submit:

- Description of activities completed to date
- Description of funds expended to date
- Written rationale for receiving a progress payment

Changes to Approved Projects

Approved grants are specific to the project as identified in the application, and grant funds are not transferable to other projects. Approval from UBCM will be required for any significant variation from the approved project.

To propose changes to an approved project, applicants are required to submit:

- Amended application package, including updated, signed application form, updated budget, and an updated Council, Board, or Local Trust Committee resolution.
- Written rationale for proposed changes to activities and/or expenditures

Applicants are responsible for any costs above the approved grant unless a revised application is submitted and approved prior to work being undertaken.

Extensions to Project End Date

All approved activities are required to be completed within the time frame identified in the approval agreement and all extensions beyond this date must be requested in writing and be approved by UBCM. Extensions will not exceed six months.

9. Final Report Requirements & Process

Final reports are required to be submitted within 30 days of completion of the project. Applicants are required to submit an electronic copy of the complete final report, including the following:

- Completed Final Report Form with all required attachments
- Detailed financial summary that indicates the actual expenditures from the Local Government Development Approvals Program funding and other sources (if applicable) and that aligns with the actual activities outlined in the final report form
- Copies of any materials that were produced with grant funding (e.g. guidance material, reports on results of performance measurement)
- Optional: any photos or media related to the funded project

Submission of Final Reports

Final reports should be submitted as Word, Excel or PDF files. Total file size for email attachments cannot exceed 20 MB.

All final reports should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lgps@ubcm.ca

Review of Final Reports

UBCM will perform a preliminary review of all final reports to ensure the required report elements have been submitted.

All final report materials will be shared with the Province of BC.
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10. Additional Information

For enquiries about the application process or general questions regarding the program, please contact UBCM at lgps@ubcm.ca or (250) 356-0930.

TO:	His Worship, Michael Morden and Members of Council	MEETING DATE:	April 27, 2021
FROM:	Chief Administrative Officer	FILE NO:	09-4560-20
		MEETING:	Workshop
SUBJECT:	Health Canada Survey Invitation Personal Medical Cannabis Licences for Individuals		

EXECUTIVE SUMMARY:

Health Canada is currently developing a guidance document to address the misuse of the Access to Cannabis for Medical Purposes Regulation program (ACMPR), while also maintaining access for eligible individuals. This program regulates Health Canada personal use licences and does not include large scale commercially produced facilities. Interested individuals and stakeholders, including local governments, have been invited to provide feedback regarding a recently released draft guidance document by May 7, 2021.

A key focus of the draft guidance document is to formalize a list of reasons why an individual's medical cannabis production registration may be refused or revoked. In addressing these issues, Health Canada is seeking to understand whether the proposed list of factors (as outlined in the draft document attached) is clear or whether there are additional factors that should be considered.

Health Canada intends to follow this consultation process with a 'What We Heard' report prior to releasing a final version of the guidance document.

RECOMMENDATION(S):

For Information Only.

DISCUSSION:

The proposed Health Canada guidance document is meant for individuals or their designate to educate themselves on the *Cannabis Act* (the "Act") and the *Cannabis Regulations* (the "Regulations"). The document also provides guidance on factors that Health Canada may consider in making decisions to refuse or revoke a registration on public health and public safety grounds.

Individuals may apply to Health Canada for authorization to access cannabis for medical purposes by growing it themselves or designating someone to grow it for them. Health Canada currently holds 43,000 licences to produce medical cannabis. The average daily amount authorized by health care practitioners for individuals who access cannabis from federally licensed sellers has remained constant at 2 grams. The average daily authorized amount for personal and designated production is about 36 grams.

Health Canada Inspections are experiencing the following issues:

- Activities that do not comply with the *Cannabis Regulations*.
- Unauthorized individuals are tending to plants.

- Unauthorized outdoor production.
- Plant counts are beyond authorized amounts.

a) Background Context:

The *Cannabis Act* and the *Cannabis Regulations* came into force on October 17, 2018. The purpose of the Act is to protect public health and public safety. The Act creates a strict legal framework for controlling the production, distribution, sale and possession of cannabis across Canada. The Act aims to accomplish 3 goals:

1. Keep cannabis out of the hands of youth;
2. Keep profits out of the pockets of criminals; and
3. Protect public health and safety by allowing adults access to legal cannabis.

The Bylaw & Licensing Services department, RCMP, Fire and Building departments have serious concerns over how registered people are growing or maintaining these federally licensed operations. These departments often receive complaints of alleged drug trafficking, unpermitted construction, cannabis odours, noise from generators and fans, numerous workers coming and going and other nuisance activities.

Furthermore, the City of Maple Ridge prohibits personal medical grow operations within a dwelling. Health Canada does not check with local government as to where on the property medical cannabis can be grown. In many cases we have found licensed medical grows within occupied and non-occupied homes, including outdoor crops in residential areas, which has created a nuisance for the surrounding neighbourhoods.

In addition, local Police agencies have laid drug charges against ACMPR licensed individuals, including drug and weapon charges and for supplying large scale illegal production and sale.

Staff will be providing combined comments to Health Canada in hopes they will include these suggestions in Health Canada's draft guidance document and proposed future regulations.

Bylaw/RCMP Concerns

- Provide local government (Bylaw departments) access to Health Canada Licence information for property checks.
- Maximum of two registrations per residential property. Health Canada must limit the number of medical cannabis licences issued per property. Many residential properties hold multiple licences which contain approximately 500 plants per licence. Many of these licences are for different individuals, but are grown on the same residential property.
- The grow operation must not be located within the principle dwelling. Medical grow operations must be contained within accessory buildings when on residential properties.
- Medical grow operations must have odour abatement controls in place.
- Medical grow operations must have noise abatement controls in place.
- Medical grow operations must limit the number of people permitted to maintain the grow operation.

Fire Concerns

- Compliance with provincial/local building codes and fire codes.

- Ensure applicants provide access to facilities for inspections under local government regular system of fire inspections required under the Fires Services Act.

Building Concerns

- Building, Electrical and Plumbing Permits are required under local government bylaws and BC Building Code. We have found many of these ACMPR facilities do not apply, and are hooking up illegally for power diversion and/or are using generators, which is causing noise disturbances to area residents.
- Medical grow operations must not be grown outdoors in residential areas.
- Buildings are being constructed to contain these facilities without the benefit of permits.
- Owner of property should be residing on the property where the operations are taking place.
- Good Neighbour Agreement to be established to ensure concerns of adjoining residence can be met and adhered to.

b) Citizen/Customer Implications:

The proposed suggestions for this guidance document will hopefully address unpermitted work, odour, noise and nuisance type concerns in neighbourhoods regarding federally licensed medical marijuana grow operations.

c) Alternatives:

The City will not participate in this survey.

d) Financial Implication(s):

None.

CONCLUSIONS:

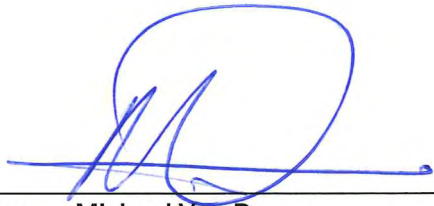
In conclusion, staff will be participating in the Health Canada survey and wish to ensure that Council comments or concerns are reflected in our responses. The survey will benefit not only local government but the RCMP and other police agencies. The ACMPR is a recognized program for individuals requiring medical cannabis, and the purpose of the Act and the Regulations are to protect public health and public safety, and to reduce the risk of cannabis being diverted into the illegal drug trade.



Prepared by: **Michelle Orsetti**
Director, Bylaw & Licensing Services



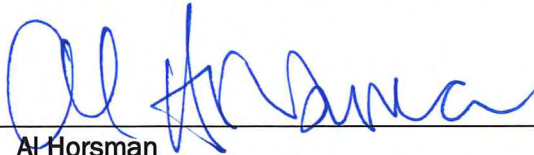
Concurrence: **Stephen Cote-Rolvink**
Chief Building Official, Permit & Inspection Services



Concurrence: **Michael Van Dop**
Deputy Fire Chief



Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services



Concurrence: **Al Horsman**
Chief Administrative Officer

Encl.



Government
of Canada

Gouvernement
du Canada

[Canada.ca](#) > [Health](#) > [Health system and services](#) > [Health-related consultations](#)

> [Consultation on guidance on personal production of cannabis for medical purposes](#)

Draft guidance on personal production of cannabis for medical purposes

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Preamble

The draft guidance document below is being distributed for comment purposes only. This section of the document provides supporting information about the public consultation and will be removed from the final guidance document.

Under the *Cannabis Act* and *Cannabis Regulations*, patients with a signed medical document from their health care practitioner can access cannabis for medical purposes by:

- purchasing quality-controlled cannabis from a wide variety of federally licensed sellers inspected by Health Canada
- producing a limited amount of cannabis for their own medical purposes as authorized by their health care practitioner ("personal production")
- designating someone to produce it for them ("designated production")

As of September 2020, approximately 420,000 Canadians have an authorization from a health care practitioner to use cannabis for medical purposes. While most patients buy their cannabis from federally licensed sellers (approximately 377,000), approximately 10% (approximately 43,000) are registered with Health Canada to produce cannabis for themselves or to have someone produce it on their behalf.

Health Canada is committed to protecting patients' rights to reasonable access to cannabis for medical purposes and recognizes that most patients are using the program for its intended purposes.

Since the coming into force of the *Cannabis Act* and the *Cannabis Regulations*, however, Health Canada has seen a concerning trend with the size of certain personal and designated production sites and issues associated with them. For example:

- There has been a progressive increase in the daily amounts being authorized for individuals seeking Health Canada approval to produce cannabis for their own medical purposes or to have someone produce on their behalf. For example, the average daily amount authorized by health care practitioners for individuals who access cannabis from

federally licensed sellers has remained relatively constant at 2.0 grams per day, an amount that is consistent with published evidence and guidance about the use of cannabis for medical purposes. The average daily authorized amount for personal and designated production is approximately 36 grams per day.

- During inspection of personal and designated production sites, Health Canada inspectors have observed activities that do not comply with the *Cannabis Regulations*, such as unauthorized individuals tending to plants, security obligations not being met, unauthorized outdoor production, and plant counts beyond authorized amounts.
- In recent months, there has also been an increase in law enforcement activities at some personal and designated production sites. Police have laid drug and weapon charges against some personal and designated producers, who were using their registration to cover and support large-scale illegal production and sale.

Abuse of the medical purposes framework undermines the integrity of the system that many patients and health care practitioners rely on to access cannabis to address their medical needs.

In order to support collective efforts to address potential misuse of Canada's access to cannabis for medical purposes program, while preserving reasonable access for those who need it, Health Canada has developed a guidance document on the personal and designated production of cannabis for medical purposes.

This document provides guidance regarding the access to cannabis for medical purposes program, and brings information together, into one document, to support applicants and registrants, and promote understanding of the program requirements among other stakeholders, including authorizing health care practitioners.

This document also sets out, for the first time, proposed factors that Health Canada may consider in making decisions to refuse or revoke a registration on public health and public safety grounds. These proposed factors address areas that the Minister ¹ has jurisdiction and authority over.

Health Canada invites interested stakeholders to share their perspectives on the guidance document, and in particular the factors that may be considered when assessing the risks to public health and public safety via a 60-day public consultation (consultation will close on May 7, 2021).

Following this consultation, Health Canada intends to finalize this guidance document and make it publicly available on its website.

Disclaimer

This document provides guidance on the access to cannabis for medical purposes program, and in particular, on the provisions of the *Cannabis Regulations* to refuse (to issue, renew, amend) or to revoke a registration to produce cannabis for medical purposes. This includes registration by individuals to produce cannabis for their own medical purposes or to designate someone to produce it for them.

In the event of any inconsistency or conflict between the *Cannabis Act* and the *Cannabis Regulations* and this document, the aforementioned legislation will take precedence.

This document is not intended to provide legal advice regarding the interpretation of the *Cannabis Act* and the *Cannabis Regulations*. If an individual has questions about their legal obligations or responsibilities under the *Cannabis Act* and the *Cannabis Regulations*, they should consider seeking the advice of legal counsel.

Health Canada reserves the right to modify this document as appropriate and without notice.

Purpose

This document is meant to provide guidance regarding the *Cannabis Act* and the *Cannabis Regulations* to individuals who apply for authorization or are authorized to access cannabis for medical purposes by growing it themselves or by designating someone to grow it for them. Some of the guidance can also be found in other documents on Health Canada's website or that are sent to applicants or registrants. It has been brought together in this one document to better support applicants and registrants and to promote understanding among other stakeholders.

This document also provides guidance on factors that Health Canada may consider in making decisions to refuse or revoke a registration on public health and public safety grounds pursuant to the *Cannabis Regulations*.

Health Canada may request or consider information not specifically described in this and other guidance and registration application documentation in order to make decisions respecting an application for or an existing registration.

Guidance documents are administrative instruments not having force of law. Alternative approaches to the principles, factors and practices described in this document could be used. This document should be read in conjunction with other applicable guidance documents.

Background

The *Cannabis Act* (the Act) and the *Cannabis Regulations* (the Regulations) came into force on October 17, 2018. The purpose of the Act is to protect public health and public safety. The Act creates a strict legal framework for controlling the production, distribution, sale and possession of cannabis across Canada. The Act aims to accomplish 3 goals:

- keep cannabis out of the hands of youth
- keep profits out of the pockets of criminals
- protect public health and safety by allowing adults access to legal cannabis

Consistent with the advice of the Task Force on Cannabis Legalization and Regulation, which was mandated to consult and provide advice to the Government of Canada on the design of a legislative and regulatory framework for legal access to cannabis in Canada, the Act and the Regulations maintain a separate system to provide patients with reasonable access to cannabis for medical purposes.

The Act and the Regulations give patients that have a signed medical document from their health care practitioner the following options to access cannabis for medical purposes:

- purchase quality-controlled cannabis from a wide variety of federally licensed sellers inspected by Health Canada
- produce a limited amount of cannabis for their own medical purposes as authorized by their health care practitioner ("personal production")
- designate someone to produce it for them ("designated production")

Subject to the legal age limit in their province or territory, individuals who use cannabis for medical purposes may also access cannabis by purchasing it directly from:

- provincial or territorial authorized retail outlets
- provincial or territorial authorized online sales platforms

Registration with the Minister for personal or designated production is subject to a limited number of requirements set out in the Regulations. These regulations also provide the Minister with the authority to refuse or to revoke a registration in certain circumstances where public health or public safety concerns exist.

Registering with Health Canada to produce cannabis for medical purposes

The Act and the Regulations establish requirements for patients to register with Health Canada to produce their own cannabis for medical purposes or designate someone to produce it for them. Detailed information on [how to register with Health Canada](#) can be found on the Health Canada website.

Authorization from a health care provider:

Patients who wish to register to produce cannabis for their own medical purposes or to designate someone to produce it for them require a medical document provided by a health care practitioner. The Regulations set out the information that must be included in the medical document. For example, the medical document must include the daily quantity of dried cannabis (expressed in grams) that the health care practitioner authorizes and the period of use, which cannot exceed one year.

Health Canada has published documents on its website for health care practitioners, that [provide information on research into the medical use of cannabis](#), dosing and administration and patient information. Many

provincial and territorial licensing bodies, as well as the College of Family Physicians of Canada, have published their own guidance for health care practitioners.

Requirements:

Individuals must meet the requirements of the Regulations to produce cannabis for their own medical purposes or to designate someone to produce it for them.

- To be eligible to grow for oneself, an individual must ordinarily reside in Canada, be an adult, and must not have been convicted as an adult of certain cannabis-related offences in the preceding 10 years while they were authorized to produce cannabis for medical purposes.
- In the case of a designated person, similar eligibility criteria apply, though it is a prerequisite that the individual must not have been convicted of certain cannabis and controlled substances-related offences, regardless of whether the individual was a registered or designated person at the time.
- A designated producer may produce for a maximum of two registrations (for themselves and one other person, or for two other persons).
- A maximum of four registrations can be authorized at any one site.

The individual signing the application must attest that they will take reasonable steps to ensure the security of the cannabis in their possession. If the individual signing the application is not the applicant, they must attest that they will ensure that the applicant takes reasonable steps to ensure the cannabis in the applicant's possession is secure and

inaccessible, by other people, including children. While the appropriate measures to secure cannabis should be assessed on a case-by-case basis, some examples of best practices include installing:

- strong locks on the doors to all areas where cannabis is produced
- a safe or an equally protected location that can be secured with a lock (For example: cabinet, closet or trunk) for storage, and if there are children present, use of childproof containers to avoid accidental ingestion
- an alarm system
- a tall fence with a locking gate if growing outside
- an air filtration system to prevent the escape of odours from the production site to reduce the risk of alerting others to the existence and location of the production site

Personal and/or designated production can take place indoors or outdoors (although not at the same time), and can take place in a residence or at an alternate production site. The authorized location of activities will be set out on the registration.

If producing outdoors, the production site cannot be adjacent to a school, public playground, daycare facility or other public place frequented mainly by persons under 18 years of age.

Once registered for personal or designated production, a person:

- must take reasonable steps to ensure the security of the cannabis in their possession that was produced by personal or designated production, and the security of their registration certificate, if they possess it.

- must operate within the limits set out in the registration certificate, and abide by the maximum possession limit and, where applicable, maximum plant production limit.
- cannot share, sell or provide the cannabis to anyone else. If more cannabis is produced than the registrant intends to use, the excess amount should be destroyed. Prior to disposal, proper steps should be taken to render the cannabis unfit for use or consumption.
- is the only individual (registered person and/or designated person) authorized to possess cannabis plants or tend to them. Unauthorized persons are not entitled to handle the cannabis.
- must report the theft or loss of any cannabis or the registration certificate, if they possess it to a police force within 24 hours and to the Minister (in writing) within 72 hours.
- must not obstruct Health Canada inspectors who may inspect the production site.

In addition to the requirements set out in the Regulations, a registered or designated person remains responsible for complying with all relevant provincial/territorial and municipal laws including building codes and local bylaws about zoning, electrical safety and fire safety, together with all related inspection and remediation requirements and orders.

An individual can take a number of simple precautions to reduce risks to health and safety. If an individual:

- is growing cannabis plants indoors, they should ensure that there is enough ventilation to remove excess moisture and humidity to stop mold from building up on the cannabis plants or in the building.
- makes changes to the structure of a home or electrical system, it may require a building permit or other authorization. It is recommended

that advice be sought from a licensed professional to ensure compliance with municipal bylaws and provincial/territorial building codes.

- plans to use chemical products, such as pesticides, ensure that these products are safe for use on a plant that could be eaten or vaporized. Health Canada's homeowner guidelines for using pesticides should be consulted for more information about using pesticides safely.
- is making a product containing cannabis, such as oil or butter, the use of an organic solvent, such as butane, isobutene, propane or propylene, is not permitted. Organic solvents pose significant safety risks, such as fire and explosion. They also pose health risks if the product contains residue from the production process.

Authorities to refuse to issue, renew, amend or revoke a registration

Circumstances in which a registration must be refused or revoked

The Regulations specify circumstances in which the Minister **must** refuse (to issue, renew, amend) or revoke a registration:

The Minister must refuse to issue, renew or amend a registration where:

- the applicant or the designated person is not eligible pursuant to the Regulations
- the medical document does not meet all the regulatory requirements or is no longer valid
- at the time the medical document was provided to an applicant, the individual who provided it was not a health care practitioner, or was

not entitled to practise their profession in the province in which the applicant consulted them

- the health care practitioner who provided the medical document notifies the Minister in writing that the use of cannabis by the applicant is no longer supported for clinical reasons
- the given name, surname or date of birth of the applicant is different than what appears on the medical document
- the Minister has reasonable grounds to believe that false or misleading information has, or false or falsified documents have, been provided in, or in support of, the application
- the registration, renewal or amendment would result in the applicant or designated person being authorized to produce cannabis plants under more than two registrations, or where it would result in the proposed site being authorized under more than four registrations

Similarly, the Minister must revoke a registration where:

- the registered person or the designated person are not eligible pursuant to the Regulations
- the registration was issued, amended or renewed on the basis of false or misleading information or false or falsified documents
- the health care practitioner who provided the medical document notifies the Minister in writing that the use of cannabis by the registered person is no longer supported for clinical reasons
- the registered person or the adult who is named in the registration document requests revocation in writing
- the registered person dies

These requirements are set out in sections 317 and 318 of the Regulations.

Circumstances in which a registration may be refused or revoked on public health and public safety grounds

The purpose of the Act and the Regulations is to protect public health and public safety, including reducing the risk of cannabis being diverted to the illegal market. In keeping with the purpose of the Act, the Regulations include authorities to refuse or revoke a registration for personal or designated production on public health or public safety grounds.

In particular, subsection 317(2) of the Regulations states that the Minister **may refuse to register an applicant or to renew or amend** a registration if, in the case where cannabis is to be produced by the applicant or a designated person, the registration, renewal or amendment is **likely to create** a risk to public health or public safety, including the risk of cannabis being diverted to an illicit market or activity.

Subsection 318(3) of the Regulations states that the Minister **may revoke** a registration if, in the case where the registered person or designated person is authorized to produce cannabis, the Minister has **reasonable grounds to believe** that the revocation is **necessary to protect** public health or public safety, including to prevent cannabis from being diverted to an illicit market or activity.

Factors which may be considered in assessing the risk to public health or public safety

The following information is intended to assist applicants, registered or designated persons and other stakeholders in understanding some of the possible factors that could be considered in assessing public health and public safety concerns in relation to decisions made under subsections 317(2) and 318(3) of the Regulations.

The Minister's authority is exercised on a case-by-case basis. When making decisions under subsections 317(2) or 318(3) of the Regulations, the Minister may examine all factors that are relevant to assessing the risk to public health or public safety, including the risk of cannabis being diverted to an illicit market or activity.

Examples of the factors that may be considered include, but are not limited to:

- **Amount of daily authorized cannabis by the health care practitioner and information to support the amount authorized:**
 - Is the authorized daily amount of cannabis supported by credible clinical evidence and/or published treatment guidelines?
 - Is the amount of daily authorized cannabis considered reasonable, after taking into account the route of administration and potential for product loss from processing activities?
- **Non-compliance or history of non-compliance with the *Cannabis Act* and *Regulations* by the registered or designated person, including the relevant circumstances:**
 - What is the overall history of non-compliance, including the number, nature and severity of previous instances of non-compliance? How much time has elapsed since the last non-compliance, and how has the person responded to previous non-compliance?
 - Are the registered or designated person growing, or have they grown, more than the amount authorized by the registration?
 - Are the registered or designated person taking, or have they taken, reasonable steps to ensure the security of the cannabis in their possession?

- Is someone other than the designated or registered person tending, or has someone other than them tended, to the cannabis plants?
- Is the registered person "selling or renting", or has the registered person "sold or rented", their registration?
- Is there, or has there been, an apparent, intentional effort on the part of the registered or designated person to circumvent the Act or Regulations such as obstruction of Health Canada inspectors?
- **Criminal activity and/or diversion of cannabis:**
 - Is the production site linked, or has it been linked, to the diversion of cannabis, a controlled substance or a precursor, or to criminal activities?
 - Are the registered or designated person, the owner of the production site or an individual with another direct link to the site or operation involved in the diversion of cannabis, a controlled substance or a precursor, or have they been involved in or do they contribute or have they contributed to such diversion?
 - Is the production site linked, or has it been linked, to organized crime? Are the registered or designated person, the owner of the production site or an individual with another direct link to the site or operation associated with organized crime or have they been associated with organized crime?
- **Health care practitioner is or has been involved with criminal activities or has been subject to disciplinary review or action by a licensing authority in relation to their prescribing practices with cannabis or controlled substances:**

- Has a provincial licensing authority investigated or disciplined the health care practitioner in relation to their prescribing practices with cannabis or other controlled substances?
- Is or has the health care practitioner been involved in or contributed to activities prohibited by or conducted in contravention of the *Cannabis Act* or the *Controlled Drugs and Substances Act*?
- Is or has the health care practitioner been a member of a criminal organization as defined in subsection 467.1(1) of the Criminal Code, or is or has been involved in, or contributes or has contributed to, the activities of such an organization?

These are not exhaustive factors, and other relevant factors could be considered. The numbers of factors present, as well as the circumstances of any events that may be relevant to the determination, such as the seriousness, recentness, number and frequency may be considered. If a factor listed above is satisfied, this does not necessarily mean that there will be a refusal or revocation. The Minister will consider the totality of the circumstances.

Information related to these and other factors not listed could be obtained from a wide variety of sources, including but not limited to: an inspection, law enforcement, an international organization, local authority, regulatory or licensing authority or body, the public, or from online sources, amongst other sources of information.

In addition to considering the risks to public health and safety, other relevant information, including the extent to which a negative decision would impair an individual's ability to access cannabis for medical purposes will be considered. For example: Is the applicant or registered person able to access cannabis for medical purposes through alternate

means? Does the applicant or registered person intend to produce a variety of cannabis or a cannabis product that is not available through other legal access channels?

The circumstances of every application or registration are different and no two cases are identical. As such, the overall merits of each individual application or registration must be assessed on its own, in accordance with the facts that are presented.

Notice of refusal

In the case where the intention is to refuse (to issue, renew, amend) or revoke a registration due to a risk to public health or public safety, the following steps will be taken as per the regulations s.317(3) and s.318(3):

- The applicant or registered person will be notified in writing of the intent to refuse or to revoke a registration. If applicable, the designated person would be notified in writing of a proposed revocation.
- The notice will set out the reason for the proposed refusal or revocation and the applicant or registered person will be given an opportunity make written representations. If applicable, the designated person will be notified in writing of the intent to revoke.
- The notice will generally specify a period to make representations and that a final decision on the application or registration will not be made until the representations have been received and considered. If no representations are made within the period of time specified in the notice, a final decision will not be made before the period of time has expired.

If a decision to refuse (to issue, renew or amend) or revoke a registration is made, a notice of the decision will be sent to the applicant or the registered person (as applicable).

If an applicant or registered person does not agree with a decision made by Health Canada and wishes to challenge it, this is generally done by way of judicial review in Federal Court. If you are considering challenging a decision made by Health Canada, you may wish to seek legal advice as soon as possible.

Health Canada publishes administrative data on the personal and designated production program on its website, including the number of personal or designated refusals and revocations.

Conclusion

The Act and the Regulations maintain a separate system to provide patients with reasonable access to cannabis for medical purposes. This document provides guidance on the access to cannabis for medical purposes program, and in particular, on the provisions of the Regulations to refuse (to issue, renew, amend) or to revoke a registration to produce cannabis for medical purposes.

To achieve the objectives of protecting public health and public safety, including reducing the risk of cannabis being diverted to the illegal market, the Regulations provide the authority to refuse (to issue, renew, amend) or to revoke a registration for personal or designated production on public health or public safety grounds. Any determination on the use of the power to refuse or revoke on these grounds will be made in accordance with the authority set out in the Regulations, taking into consideration the facts of each case.

The information enclosed is intended to provide applicants, registrants and stakeholders with information about the powers to refuse or to revoke a registration on public health or public safety ground in the Regulations.

Contact us

For questions related to a specific application or registration, please contact us directly at 1-866-337-7705 or an email may be sent to cannabis@canada.ca. The email should clearly indicate the application file number, the applicant or registrant's name and the subject of the correspondence in the subject line of the email.

Footnote

- 1 Throughout this guide, there are references to actions that would be taken by the Minister under the *Cannabis Act* and the *Cannabis Regulations* in the context of decision-making. In many cases, it is anticipated that the decision-making function would not be exercised personally by the Minister, but instead by an official in the Department of Health.

Date modified:

2021-03-08



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City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: April 27, 2021
FILE NO: 01-0690-02-2020
MEETING: Workshop

SUBJECT: Options for Reducing GHG Emissions from Buildings and Transportation

EXECUTIVE SUMMARY:

Throughout 2020, Council received information highlighting the need to take action to reduce community greenhouse gas (GHG) emissions. As a result, Council directed: (a) that the GHG reduction targets in the Official Community Plan and language be updated, and (b) that staff provide recommendations based on the GHG reduction actions outlined in the October 20, 2020 Council Workshop report. The first part of the October resolution is being addressed separately, and staff are finalizing the public consultation outcomes for Council consideration on April 20, 2021. This report addresses the second part of the resolution, providing recommendations based on the GHG reduction options presented in October.

RECOMMENDATIONS:

That staff implement the following recommendations identified in the April 27, 2021 Council Workshop report:

	Page# for information only
Option 4 – Implement Part 9, Step 3 of the Energy Step Code	5
Option 5 – Incentive Program for Thermal Energy Demand Intensity Pathway	5
Option 6 – Step 1 and Home Energy Labels for Detached Garden Suites	5
Option 7 – Formal Industry Notification for Part (complex) 3, Lower Steps	6
Option 8 – Formal Industry Notification for Part 9 (simple) Buildings	6
Option 9 – Review of Development Deposits and Bonds	6
Option 10A or 10B – Step Code for New Civic Facilities	6
Option 12 – Require Energized EV Infrastructure	7
Option 15 – Require Energized EV Charging for New Civic Facilities	8

DISCUSSION:

a) Background Context:

At the Council Workshop of October 20, 2020, staff provided a Community Energy and Emissions Scoping Report, and Council provided the following direction:

That staff be directed to bring forward an Official Community Plan amending bylaw for public consultation to update Policy No. 5.45 for greenhouse gas emission targets to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the Intergovernmental Panel on Climate Change; and

That staff review Official Community Plan sections 5.5-Air Quality and 5.6-Planning for Climate for policy alignment and provide recommendations to Council; and further

4.4

That staff consider the options for reducing greenhouse gas emissions outlined in sections 3.2 and 3.3 of the October 20, 2020 report titled Community Energy and Emissions Scoping Report, and provide recommendations to Council.

The first two sections of the resolution will be addressed under separate cover and following a different timeline. This report addresses the third section and provides recommendations on the options for reducing greenhouse gas emissions that were outlined in the report.

Options for Reducing Greenhouse Gas Emissions

Over the past 15 years or so, sustainability and climate change have become important considerations in the way services are delivered by the City, and in City policies, regulations and practices. Numerous mitigation and adaptation activities are reflected in the work plans of City departments throughout the organization.

In the October 2020 scoping report, additional actions were identified that were not previously captured in existing staff work plans:

1. Implementation of the BC Energy Step Code for both Part 9 (simple) and Part 3 (complex) buildings, including an approach for exempting in-stream application, potential utilization of a density bonus to provide an incentive to encourage higher BC Energy Step Code standards for new development, and proposed effective dates for implementation and for subsequent step increments.
2. Implementation of Home Energy Labelling requirements, and recommendations on the public disclosure of home energy labelling information.
3. Development of a program to support energy efficiency retrofits for existing community-wide building stock.
4. Recommendations to strengthen development requirements for electric vehicle charging infrastructure.
5. Development of an assistance program to aid strata members in retrofitting existing buildings with electric vehicle charging infrastructure.

The following sections will address each of the items, providing a recommendation and alternatives for Council consideration. The first section covers items 1 through 3, addressing greenhouse gas emissions in the buildings category. Items 4 and 5 are addressed in the transportation emissions section.

1. Reducing Greenhouse Gas Emissions in Maple Ridge Buildings

This report builds on the previous scoping report of October 20, 2020 which should be considered in conjunction with new information that has become available since that time.

Introduction

The BC Energy Step Code is a provincial regulation established in 2017 that local governments may use, if they so choose, to incentivize or require a level of energy efficiency in new construction that goes above and beyond the requirements of the BC Building Code. Each Step represents an increased level of energy-efficiency performance.

In addition to environmental benefits and energy savings, the Energy Step Code can deliver other positive outcomes such as building comfort and temperature consistency, quieter indoor conditions, better indoor air quality, simple building systems and ease of maintenance, and regional economic development.

Steps 1, 2 and 3 are considered “Lower Steps” to allow local governments, the development community and the related supply and support industry a transition period through 2020 to build capacity to achieve the standards. It is anticipated that in the autumn of 2022 the Building Code will be revised to introduce Step 3 for Part 9 (simple) buildings which will become the base Building Code standard.

Updated Information:

BC Building Code 2018 Revision 2 Analysis

The Province approved a revision¹ to the BC Energy Step Code that took effect in December 2019. The regulation prior to the revision required that the Thermal Energy Demand Intensity (TEDI) (see inset) required the same TEDI metric regardless of climate zone and location. The revision provided an adjusted scale to reflect climate variability, improving fairness across climate zones.

Thermal Energy Demand Intensity (TEDI) is a measure of the annual heating demand needed to maintain a building's stable interior temperature. The TEDI accounts for heat loss through the envelope and ventilation losses in addition to internal gains, such as solar heat gains and occupant use.

The revision also introduced an alternative for measuring building envelope performance that is now causing concern among those relying on the Energy Step Code to produce intended GHG reductions in the building sector. The alternative approach compares annual space heating requirements for a proposed house to a reference house and requiring a “Percent Better” improvement.

A City of Richmond analysis (Attachment 1) concludes that, for climate zone 4 which includes Maple Ridge, Revision 2's alternative “Percent Better” improvement pathway *“can be achieved with minimal or no thermal improvements, thereby eroding the envelope-first intentions of the ESC.”* (Note that “ESC” is the reference to the BC Energy Step Code used by City of Richmond.)

“Building a Legacy”

A 2019 collaboration called “Building a Legacy” (<https://www.communityenergy.ca/bal/>) generated five case studies from different climate zones across BC. The builders highlighted their reliance on six strategies, techniques, and considerations to boost the energy-efficiency performance of the featured homes (source - “Building a Legacy” website):

Case studies to date suggest that Part 9, Step 3 can be achieved using conventional building methods with careful air-sealing practices. Collaboration with their energy advisor at the design stage is important in selecting the most cost-effective ways to achieve the standard. The case study projects were built to meet the requirements of Step 3 or Step 4, and incurred a construction cost premium of between zero and 4 per cent. They reached completion between 2017 and 2018.

Two years have since gone by, and the resources, training and technical guidelines now available to the industry illustrate advanced techniques such that some projects have even generated a “negative” cost premium. A City of Richmond analysis that studied cost of

¹ <https://energystepcode.ca/app/uploads/sites/257/2019/12/BCBC2018-Rev2-BCESC-Part9-vFIN-rev.pdf>

construction concluded that Part 9, Step 3 could be achieved for most building types for 1.6% or less, with the exception of small single family homes.²

Options for Council Consideration:

The following sections outline options and recommendations for Council consideration in implementing the BC Energy Step Code for new construction. Options 1 through 3 are not recommended.

The BC Energy Step Code framework for Part (simple) 9 buildings currently has 5 Steps. The first 3 Steps, considered Lower Steps, will not exist following the next iteration of the Building Code, as the base Code is to require Step 3 performance requirements.

Part 9 (simple) Buildings

Most, though not all, buildings that are three storeys and under in height and with a footprint of 600 square metres or less are considered Part 9 buildings. They are described as small buildings intended for residential, commercial or medium-to-low hazard industrial activities. Examples include: houses and duplexes; small apartment buildings; small commercial buildings with stores or offices; and small industrial shops.

Option 1 – Implement Part 9, Step 4 (not recommended)

To achieve the Upper Steps 4 and 5, builders and designers will need to adopt a more integrated approach and may need to incorporate more substantial changes in the building design, layout, framing techniques, mechanical system selection and materials. At the present time, City staff and the local development industry need time, working together, to establish foundation practices, techniques and the Energy Step Code testing and administrative procedures that will set the foundation for future increments.

Option 2 – Implement Part 9, Step 1 (not recommended)

To achieve Step 1, builders use a whole-building energy model to calculate the energy use of the building and conduct an airtightness test. However, the actual construction of the building remains the same as conventional construction, and the building's energy efficiency performance must only be as good as the base BC Building Code requirements. As Council directed staff to bring options to reduce greenhouse gas emissions, Step 1 is not recommended.

Option 3 – Implement Part 9, Step 2 (not recommended)

Throughout the Step Code transition years, the City has provided information and training sessions to local builders and staff, completed a demonstration home project with a local builder, completed an analysis of the energy efficiency of typical homes built in Maple Ridge, and supported staff to achieve Certified Energy Advisor qualifications. The Building Department has taken an educational approach with local builders, and is now ready to provide further support with testing services to understand building envelop performance and ensure their building practices will meet energy performance standards following the next Building Code update.

Industry organizations, such as the Canadian Home Builders Association and their regional groups, and industry partnerships, such as Local Energy Efficiency Partnerships (LEEP), along with Natural Resources Canada and other partners, have been delivering educational material, training, and hands-on workshops. These cover topics to help builders and their supply chain build higher performance homes faster, better and more affordably (see Attachment 2). While implementing Step 2 could potentially bring about modest GHG savings, in consideration of the Revision allowing a "percent better improvement" pathway, a 10% "better than" reference

² City of Richmond staff report May 5, 2018 to General Purposes Committee titled "BC Energy Step Code"

house may not provide a level enough playing field for those builders who are embracing the new techniques.

Option 4 – Implement Part 9, Step 3 of the Energy Step Code (RECOMMENDED)

The majority of builders in Maple Ridge are achieving Steps 2 and 3 performance levels. Implementing Part 9, Step 3 will require a whole-building energy model to calculate the energy use of the building and conduct an airtightness test. The following elements are recommended to accompany a Part 9, Step 3 requirement:

- 4.1 An **effective date** of December 1, 2021 so that all building permit applications received prior to that date are exempt from the new standard, as long as they have achieved occupancy by December 1, 2022.
- 4.2 A **grace period** for rezoning applications that have achieved third reading by December 1, 2021, so they are permitted to build to the energy standards in place at the time of application, as long as they have submitted an application for a full building permit within one year.
- 4.3 A **transition period** of six months following adoption of the Step Code enabling bylaw, during which the City will provide Step 1 services for up to two homes per builder free of charge, including modelling and blower door tests and a report. Ideally, to be applied to two homes the same or similar and built in sequence to allow findings from the first build to be corrected in the second build.
- 4.4 **Discounted fees**, following the transition period, for a period of one year, to cover the cost of mid-construction blower door test and verification report for up to two homes for all builders including those who received free services during the transition period. Discount limited to \$500 per home.
- 4.5 Requirement for an EnerGuide Rating System label, or a “comparable” **home energy label** to be permanently affixed on or near the electrical panel prior to the issue of the occupancy permit, to help prospective homeowners consider the energy efficiency and ongoing operating costs of what is likely the largest investment of their lives.
- 4.6 An energy efficiency **performance bond** of \$5,000 per unit to a maximum of \$25,000 per building permit, released after verification of energy performance.

Option 5 – Incentive Program for TEDI Pathway (RECOMMENDED)

Noted earlier in this report is the implication that BC Building Code 2018 Revision 2 allows for achieving Lower Step compliance without the features of a high-performance building envelope. In order to transition to net-zero building by 2032, the industry and its supply chain must develop and implement these features. In the absence of this, the intended “stepped” transition to higher performance buildings may be more challenging. For those ready and willing to help the transition by building according to the “envelope-first” principle, the City could provide financial incentives funded through the City’s Climate Action Revenue Incentive Program reserve in order to help level the financial playing field. If approved by Council, staff would identify willing partners through a Request for Expressions of Interest process and would bring applications to Council for approval. This is thought to be a first-of-its-kind initiative.

Option 6 – Step 1 and Home Energy Labels for Detached Garden Suites (RECOMMENDED)

Detached garden suites provide an important form of affordable housing in the City of Maple Ridge, providing housing options that support residents at various changing life stages, circumstances, and economic means. Current data suggests it is more difficult for buildings of this size to cost-effectively achieve energy performance standards expected of larger buildings. It is recommended that, rather than exempting these buildings from the Energy Step Code, they comply with Step 1. This will enable the capture of important energy performance metrics that will be useful in downstream policy work.

Option 7 – Formal Industry Notification for Part (complex) 3, Lower Steps (RECOMMENDED)

Local governments are asked to inform the Energy Step Code Council, via the Province, at two key points in the process of Step Code consideration and adoption. The Initial Notification indicates a government is beginning consultation with stakeholders on its proposed approach. It is recommended that the City file Initial Notification of the intent to consult with industry for community-wide application of Lower Steps for Part 3 (complex) buildings. This would provide staff with direction to move forward with consultation and engagement to ensure a smooth transition in future. Council intent may also be beneficial to the local economy: the [Vancouver Economic Commission estimates](#)³ a potential \$3.3 billion in economic value and 1,700 jobs as a result of the implementation of Step Code in the region. It is suggested that staff bring back an information report within one year outlining the results of industry consultation.

Option 8 – Formal Industry Notification for Part 9 (simple) Buildings (RECOMMENDED)

A best practice is that municipal governments indicate subsequent step increments as early as possible. If Council chooses to implement a Step for Part 9 (simple) Buildings, it is recommended that staff file Initial Notification of the intent to consult with industry on community-wide Higher Steps, and that the City communicates early to suggest 2024 as the intended timeline for incrementing to this next Step. Council would not be bound by this, but it would allow staff and industry some direction and a date to work toward.

Option 9 – Review of Development Performance Securities and Bonding (RECOMMENDED)

Staff met with the Development Liaison Committee to review the proposed Step Code implementation options and electric vehicle charging requirements. Industry stakeholders identified a frustration with the various performance assurance withholdings required under various bylaws and differing timelines during a development project. It is recommended that this be added to the 2022 Corporate Business Plan.

Option 10A or 10B – Step Code for New Civic Facilities

It is recommended that Council approve either Option 10A or Option 10B. Option 10A has a stronger emphasis on climate change leadership and industry capacity-building, whereas Option 10B emphasizes fiscal balance.

Option 10A – Require Step 3 or above for New Civic Facilities, and include low-carbon energy systems wherever possible.

The City may wish to lead by example by requiring Upper Steps of the Energy Step Code with new civic facilities. Not only has public sector leadership in this area helped increase industry familiarity with high-performance building techniques and products, but building performance and costing metrics illustrate that affordability should be considered over a building's full life-cycle. Consider BC Housing, who partnered with other agencies to develop many of the costing and performance studies we reference today. They now build to Passive House standards, illustrating that long-term ownership completes their positive business case for energy efficiency.

Option 10B – Require a fully-costed energy model to demonstrate a business case for or against a Step 3 or above compliance requirement.

Staff will monitor ongoing research and developing legislative areas such as PACE financing, an "energy step code" for building retrofits and renovations, and a low-carbon energy system opt-in regulation if/when available.

³ <https://www.vancouvereconomic.com/research/green-buildings-market-research/>

The next section will provide recommendations and options for emissions from Transportation.

2. Reducing Greenhouse Gas Emissions from Transportation

As with the previous section on buildings, Council received a detailed staff report in October, and that information should be considered in conjunction with the information provided here.

Introduction

The Province of BC *Zero-Emission Vehicles Act* states that **“On or after January 1, 2040, a person must not make a consumer sale of a light-duty motor vehicle that is not a zero-emission vehicle.”**

This prohibition is phased in, with 10% ZEV (zero-emission vehicles) sales by 2025, 30% by 2030 and 100% by 2040, and mirrors that of the Government of Canada Act of the same name.

A “light-duty vehicle” means a passenger car or any motor vehicle having a gross vehicle weight of 2,800 kg or less, for which a motor vehicle licence is required under the Motor Vehicle Act or the Commercial Transport Act.

Updated Information:

Electric Vehicle Uptake (see Attachment 3)

A BC Government news release on April 6, 2021 highlighted that *“a record number of British Columbians have switched to electric vehicles (EVs) with more than 54,000 light-duty EVs registered in BC”* and is the highest reported uptake rates of EVs in North America. The release also highlighted the uptake of EV technology for less traditional vehicles, such as motorcycles and cargo e-bikes. This provides a clear signal of the need for Maple Ridge to consider supporting the transition to electric vehicles through regulations and infrastructure.

Options for Council Consideration:

The following sections outline options and recommendations for Council consideration in supporting the transition to electric vehicles.

Option 11 – Retain Existing “Roughed-in” EV Requirements (not recommended)

The cost to retrofitting for electric vehicle charging is many times more than installing the infrastructure at the time of construction. In order to prepare community buildings for increasing electric vehicle adoption rates, Council adopted a new requirement for roughed-in Level 2 infrastructure that came into effect in 2019. Since that time, several issues have arisen. One example is that piece-meal additions of dedicated 40 amp circuits can quickly exhaust a building’s electrical capacity, requiring cost-prohibitive electrical infrastructure upgrades. Another example is that when conduit is installed without consideration of the wiring, it can be done in such a way as to make it challenging or cost-ineffective to actually run the wiring when the time comes. Another example is the extreme challenge faced by early-adopter strata unit occupants in trying to convince their strata membership to “energize” the conduit through an onerous strata decision-making journey.

Option 12 – Require Energized EV Infrastructure (RECOMMENDED)

Buildings constructed today will last far beyond the Zero-Emission Vehicle Act coming fully into force, and Council may wish to future-proof those buildings during construction, when it is most cost-effective to do so, and to save future owners and occupants a challenging retrofit process.

- 12.1 An **effective date** of December 1, 2021 so that all building permit applications received prior to that date are exempt from the new requirement, as long as they have achieved occupancy by December 1, 2022.
- 12.2 A **grace period** for rezoning applications that have achieved third reading by December 1, 2021, so they are permitted to build to the off-street parking standards in place at the time of application, as long as they have submitted an application for a full building permit within one year.
- 12.3 A minimum of one Level 2 capable energized outlet per **dwelling unit** for one-family residential, two-family residential, triplex residential, fourplex residential, courtyard residential, Townhouse and Street Townhouse residential use.
- 12.4 A minimum of one Level 2 capable energized outlet per **residential use** parking space, excluding visitor parking spaces, for apartment use, not including Townhouse, in all CD zones as well as in the RM-2, RM-3, RM-4, RM-5, RM-6, C-1, C-2, C-3, C-5, CS-1, H-1, H-2 and CRM zones.
- 12.5 A minimum of one Level 2 capable energized outlet for every two residential **visitor parking spaces** required (50%), for apartment use, not including townhouse, in all CD zones as well as in the RM-2, RM-3, RM-4, RM-5, RM-6, C-1, C-2, C-3, C-5, CS-1, H-1, H-2 and CRM zones.
- 12.6 **Separate BC Hydro meter** for parking loads for multi-family buildings.
- 12.7 A minimum of one Level 2 capable energized outlet for every ten **commercial use** parking spaces, where 10 or more off-street parking spaces are required.
- 12.8 Where **reduced parking standards** are permitted within the Central Business District, a similar reduction in energized EV infrastructure would be extended.
- 12.9 Allow the use of **Electric Vehicle Energy Management Systems (EVEMS)** to distribute and manage the electrical load from EV charging across multiple EV chargers, designed to meet a minimum performance standard to ensure a sufficient rate of electric vehicle charging.
- 12.10 A **budget allocation** from the Climate Action Revenue Incentive Program reserve for up to \$5,000 for consulting services to develop EVEMS performance standards and support materials to assist developers.

Option 13 – Energize 100% of Residential Parking Spaces (Optional)

For one-family residential, two-family residential, triplex residential, fourplex residential, courtyard residential, Townhouse and Street Townhouse residential use, one energized outlet per dwelling unit may not serve the needs of occupants. Providing adequate electrical capacity so that a double-head charger could be added would help to future-proof homes for when the ZEV Act comes fully into force, and would support early adopters with multiple EVs per household.

Option 14 – Actively Engage with Existing MURBs to Assist with EV Retrofits (Optional)

An option to support multi-unit residential buildings (MURBs) was discussed in the October 2020 staff report. Feedback from Council suggested direction to allow existing organizations to connect with MURB owners. Since that time, Council and staff have received correspondence from several MURB/EV “garage orphans” requesting public charging infrastructure to fill the gap. The outreach has been minimal at this time, and Council may not wish to actively pursue a local government solution at this time.

Option 15 – Require Energized EV Charging for New Civic Facilities (RECOMMENDED)

To date, staff are pursuing energized or roughed-in infrastructure in all civic facilities. It is best practice to embed intentions into policy to ensure a common understanding and to ensure that funding is considered at the earliest opportunity. Grant programs are being tapped to supply funding for EV outlets at Hammond and Albion Community Centres. A Council policy requiring

the same standards applied to the development community to new civic facilities would demonstrate a lead-by-example approach.

This concludes the section specific to Transportation emissions not currently underway in departmental work plans.

b) Desired Outcome:

The desired outcome of the recommendations and options contained within this report is a downward trend in community greenhouse gas emissions. Competing priorities include housing affordability and economic recovery. Both have the potential to be served beneficially by the practical application of recommended options in this report.

c) Strategic Alignment:

This report strongly aligns with policies in the Official Community Plan.

1. Policy No. 5-39 indicates the City's participation in senior government programs aimed at reducing greenhouse gas emissions. The Province created the BC Energy Step Code in collaboration with industry, government and utility partners to provide local governments with the option of adopting energy efficient building standards in advance of BC Building Code mandated requirements.
2. Policy No. 5-41 refers to the City's encouragement of energy efficient site design and building practices in all new development when appropriate. The Province has provided the authority to local governments, allowing Council to determine whether the appropriate time to require better building practices is now. Notably, the BC Building Code is scheduled for its next update in 2022 when the Part 9 base requirement for energy efficiency will be similar to Part 9, Step 3 of the BC Energy Step Code.
3. Policy No. 5-45 states the City's goal to reduce greenhouse gas emissions by a stated amount. As mentioned earlier, the target is not being met. This report's recommendation will be an incremental action to help deliver on the reduction target.

A strong local economy serving Energy Step Code buildings could form on the basis of strong Council support. The supply chain of product and service providers must evolve along with Step Code progression.

d) Citizen/Customer Implications:

This section addresses two types of customers: developers and builders; and future property owners in Maple Ridge.

Developers and Builders:

The BC Energy Step Code was developed using a multi-year, multi-sector process involving representatives from the Provincial Government, utilities, local governments, and the building, development and design sectors. The Urban Development Institute, Canadian Home Builders Association, Homebuilders Association Vancouver (HAVAN, formerly GVHBA), and professional associations such as the Architectural Institute of BC, the Engineers and Geoscientists of BC, the Planning Institute of BC, and the Building Officials Association of BC were among organizations actively involved in the development of the standard.

The Energy Step Code Council is a cross-sector body that monitors implementation of the standard while serving as a bridge between the province, local governments, utilities, and industry. It identifies emergent impacts or issues, and works to resolve them. The Council also establishes best practices, and makes resources available to ensure local governments employ the standard responsibly.

The City informed industry through the Energy Step Code Council on May 31, 2019 of the intent to consult with stakeholders on the potential application of the BC Energy Step Code in Maple Ridge. The notification was limited to Part 9 (simple) buildings using the Lower Steps 1, 2 and 3 of the standard. Potential upfront cost implications were shared in the October 20, 2020 staff report. From an affordability standpoint, this is just one side of the equation.

Furthermore, advanced builder planning tools, such as data analysis and modelling software, are being developed to assist in the selection of the lowest cost energy efficiency options. (See Attachment 4.)

Future property owners:

When purchasing a conventional new home, the home buyer may have access to energy performance information about individual systems, such as the heating system and appliances; however, the total energy performance of the building is unknown. Energy consumption is one of the highest ongoing operating costs of owning a building, and typically there is no way to compare the future energy consumption of two similar homes.

BC Energy Step Code implementation in Maple Ridge will introduce more energy efficient homes into the available building stock. The requirement for home energy labelling will provide home buyers with the information that will enable them to make an informed choice about the energy efficiency of a potential home as part of their decision-making process. The second half of the affordability equation is the ongoing operating and maintenance costs during the life of the building. With quality building construction and simple mechanical systems, these can lower utility bills and operating costs, potentially offsetting a higher initial purchase price of a quality, energy efficient home. Homebuyers who require a mortgage will find their borrowing capacity increase with lower utility costs.

e) Interdepartmental Implications:

The Building Department is currently stretched for staff under pandemic conditions, and is undergoing a Process Review in addition to that. However, foresight has allowed them to prepare for the BC Energy Step Code for some time, and they are ready to implement it for Part 9 (simple) buildings when staffing returns to a normal level.

f) Business Plan/Financial Implications:

Some minor withdrawals from the Climate Action Revenue Incentive Program reserve are recommended within the report, including up to \$5,000 for consulting services to establish performance standards for EV Energy Management Systems; and the provision of an incentive to successful RFEI submissions that those a Thermal Energy Demand Intensity pathway to the BC Energy Step Code.

g) Policy Implications:

Implementation of the recommendations contained herein will require amendments to the Building Bylaw, Off-Street Parking and Loading Bylaw, and a Civic Buildings Policy. Development Permit Guidelines may also require updating.

h) Alternatives:

Alternatives are provided throughout the two major sections within the report covering GHG emissions from Buildings and Transportation. They are summarized as follows, with corresponding page numbers:

Optional Considerations

Option 13 – Energize 100% of Residential Parking Spaces

8


Option 14 – Actively Engage with Existing Multi-Unit Residential Buildings to Assist with EV Retrofits 8

Not Recommended

Option 1 – Implement Part 9, Step 4 4
Option 2 – Implement Part 9, Step 1 4
Option 3 – Implement Part 9, Step 2 4
Option 11 – Retain Existing “Roughed-in” EV Requirements 7

CONCLUSION:

Council directed that staff bring back recommendations based on a scoping report dated October 20, 2020. This report provides recommendations and additional options for consideration that will help achieve reductions in Maple Ridge’s community greenhouse gas emissions profile, and help to meet GHG reduction targets embedded in the Official Community Plan. With careful application of the recommendations on both the City’s part and those of the local development community, GHG reductions are not mutually exclusive of housing affordability and economic recovery.

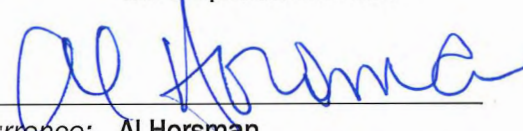

Prepared by: **Laura Benson, Senior Policy and Sustainability Analyst**


Reviewed by: **Stephen Cote-Rolvink
Chief Building Official**


Reviewed by: **Chuck Goddard
Director of Planning**


Approved by: **Christina Crabtree
GM Corporate Services**


Approved by: **Christine Carter
GM Planning & Development Services**


Concurrence: **Al Horsman
Chief Administrative Officer**

Attachments:

1. City of Richmond Analysis on Energy Step Code Building Envelope Performance Pathways
2. Sample – CHBA of BC Builder Training: Reducing costs for step code through design and planning
3. BC Government News Release – Over 50,000 EVs on the road
4. Sample - Data analysis and modelling software: CBAT

Related Content:

[October 20, 2020 Council Workshop Minutes](#), item 2.1 (amended resolution)
[October 20, 2020 Council Workshop Agenda](#), Item 2.1

Attachment 3: Comparative Analysis of Energy Step Code Building Envelope Performance Pathways

The 37 single detached houses in Richmond built to meet Step 1 of the Energy Step Code were re-evaluated based on the new envelope performance targets introduced in *Revision 2 to BC Building Code 2018*. The performance metrics were calculated based on “As-built” airtightness measurements and energy modeling information submitted to the City during building inspections.⁶

If evaluated under the new performance target options introduced in December 2019, 17 of the 37 Step 1 houses would now qualify as Step 2 or Step 3 houses. Sixteen cases (43%) would qualify for a higher Step using the “Percent Better” relative envelope performance pathway, whereas only 3 cases (8%) qualify for a higher Step based on both the adjusted absolute TEDI targets and the relative envelope performance targets.

All these buildings were designed and built just to meet Step 1, and despite good airtightness, none exceeded the performance criteria of Step 1 (as defined prior to December 2019). Moreover, none of the houses that would now qualify as Step 3 under the relative “Percent Better” envelope performance pathway contain the features of a high-performance building envelope. Aside from good airtightness and the use of heat-recovery ventilators, improvements over the baseline (“Reference”) house are achieved through incremental upgrades to typical designs (e.g., using R24 batt insulation in walls instead of R20 batts). None of these “upgraded” houses have elements of energy efficient design (e.g. thicker walls, or optimization of house shape, orientation, and location of windows). The following table shows the details of the energy performance metrics and the thermal characteristics of the building envelope for the 37 houses evaluated in this study.

Staff are concerned that the use of the Percent Better than Reference House metric will lead to “Step Code inflation”; meaning that Step 3 houses built to the December 2019 version of the Code will be designed and built no more thermally efficiently than the Step 1 houses built under previous requirements. The new envelope performance metric in the ESC will widen the performance gap between lower / intermediate and higher Steps, effectively making it more challenging for the industry to transition to high-performance building techniques as the Building Code becomes more stringent in the lead-up to net-zero-energy ready (2032).

⁶ Note that instead of the cumbersome relative envelope performance calculation methodology laid out in the *Energy Step Code Instruction Manual: BC Energy Compliance Reports For Part 9 Residential Buildings* (December 12, 2019), a much simpler metric, namely the difference in TEDI, was used in this analysis to quantify the envelope performance relative to the Reference House. Analysis by staff has shown this to have generally negligible impact on the outcome.

Case	Heated Area [m ²]	Air Leakage Rate [ACH ₅₀]	Rated Energy Consumption [GJ/yr]	% Better EnerGuide rating	TEDI [kWh/m ² /yr]	% Better Envelope	Built as (2018)	ESC 2019 Classification		Building Envelope Characteristics*					
								HDD-adj TEDI	% Better TEDI	Effective RSI				Window USI	HRV Efficiency
										Walls	Roof	Slab	Exposed Floors		
1	348.1	2.5	88	12%	57	x	Step 1	Step 1	x	3.06	7.72	2.11	5.02	1.6	66%
2	190.1	2.1	42	17%	38	x	Step 1	Step 2	x	2.61	7.79	2.11	5.26	1.7	70%
3	292.7	2.9	109	10%	85	0%	Step 1	Step 1	Step 1	2.78	7.02	2.32	4.98	1.8	80%
4	286.1	3.4	97	2%	76	5%	Step 1	Step 1	Step 1	2.88	6.68	2.11	5.75	1.5	79%
5	446.0	2.8	141	3%	74	-35%	Step 1	Step 1	Step 1	3.17	8.17	2.11	5.07	1.5	65%
6	301.0	3.1	93	2%	71	-4%	Step 1	Step 1	Step 1	3.31	7.51	2.11	5.48	1.6	75%
7	336.0	3.2	96	3%	62	-8%	Step 1	Step 1	Step 1	2.86	7.00	2.11	4.87	1.6	66%
8	377.4	3.2	111	7%	61	2%	Step 1	Step 1	Step 1	3.18	6.60	2.11	5.99	1.3	61%
9	203.0	2.8	62	7%	61	10%	Step 1	Step 1	Step 1	2.95	7.09	2.11	5.17	1.6	63%
10	282.0	2.3	77	10%	58	3%	Step 1	Step 1	Step 1	2.89	6.92	2.11	4.85	1.6	65%
11	310.0	3.2	89	12%	57	6%	Step 1	Step 1	Step 1	3.20	6.91	2.11	4.86	1.5	64%
12	290.3	3.4	78	13%	55	x	Step 1	Step 1	Step 1	2.31	6.20	2.11	5.02	1.5	65%
13	212.0	2.6	62	7%	55	-10%	Step 1	Step 1	Step 1	3.10	9.00	2.3	4.93	1.4	67%
14	291.3	2.8	77	10%	53	4%	Step 1	Step 1	Step 1	3.04	6.81	2.11	5.07	1.6	72%
15	204.0	3.1	61	17%	53	2%	Step 1	Step 1	Step 1	2.99	7.26	2.11	5.39	1.8	75%
16	200.0	3.5	54	6%	53	-11%	Step 1	Step 1	Step 1	2.81	7.07	2.11	5.17	1.6	66%
17	241.0	3.2	66	13%	52	7%	Step 1	Step 1	Step 1	2.86	7.26	2.11	4.89	1.4	63%
18	308.5	4.3	70	15%	51	-7%	Step 1	Step 1	Step 1	2.95	8.89	2.11	5.02	1.7	65%
19	305.1	3.3	78	13%	51	11%	Step 1	Step 1	Step 1	3.44	6.67	2.11	5.16	1.6	66%
20	167.0	3.3	48	12%	51	4%	Step 1	Step 1	Step 1	2.74	8.40	2.11	5.10	1.7	71%
21	352.3	3.0	73	14%	39	0%	Step 1	Step 2	Step 1	2.63	8.78	2.11	4.22	1.3	65%
22	284.8	2.3	81	13%	58	9%	Step 1	Step 1	Step 2	3.28	6.85	2.11	5.05	1.6	65%
23	402.6	2.8	97	10%	56	9%	Step 1	Step 1	Step 2	2.80	7.00	2.6	5.20	1.8	82%
24	288.5	3.0	76	19%	55	18%	Step 1	Step 1	Step 2	2.98	8.70	2.11	4.96	1.4	65%
25	429.6	2.5	105	14%	53	11%	Step 1	Step 1	Step 2	2.68	7.69	2.11	5.54	1.6	65%
26	328.7	2.9	84	13%	52	12%	Step 1	Step 1	Step 2	3.10	6.66	2.11	5.09	1.7	66%
27	307.7	2.5	78	14%	52	21%	Step 1	Step 1	Step 2	1.99	8.89	2.46	6.29	1.6	65%
28	167.0	2.6	44	11%	52	17%	Step 1	Step 1	Step 2	2.74	8.40	2.11	5.10	1.7	71%
29	284.7	3.0	69	17%	50	16%	Step 1	Step 1	Step 2	3.48	7.39	2.11	5.40	1.3	65%
30	200.0	3.0	54	5%	47	15%	Step 1	Step 1	Step 2	2.80	5.81	2.11	5.21	1.8	75%
31	287.1	2.6	69	14%	45	9%	Step 1	Step 1	Step 2	2.72	7.31	2.11	5.90	1.8	63%
32	301.8	3.1	65	19%	41	13%	Step 1	Step 2	Step 2	2.91	6.71	2.32	5.02	1.8	65%
33	309.0	2.6	74	22%	50	23%	Step 1	Step 1	Step 3	3.26	8.75	3.52	5.17	1.4	65%
34	285.0	2.2	70	23%	50	26%	Step 1	Step 1	Step 3	2.76	8.34	2.11	5.30	1.5	66%
35	224.2	0.7	53	20%	46	21%	Step 1	Step 1	Step 3	2.72	5.28	2.5	6.03	1.8	65%
36	197.3	2.0	43	19%	38	32%	Step 1	Step 2	Step 3	2.96	7.31	2.11	5.17	1.7	63%
37	174.7	2.5	40	19%	37	18%	Step 1	Step 2	Step 3	2.96	7.31	2.11	5.17	1.7	63%

x indicates missing data

* Characteristics better and worse than prescriptive Code requirements are shown by green and red highlights respectively.

4 Reducing costs for step code through design and planning

4.1 March 12 @ 8:30 am - 12:30 pm

|Recurring Event ([See all](#))

Course offered by Canadian Home Builders' Association of British Columbia.

Offered January 29 and March 12, 2021.

4.2 About the webinar

This webinar will take a deeper dive into some of the BC Energy Step Code metrics and how to achieve them through design and building techniques to minimize extra cost. Using real world examples from local climates, we will examine why some designs fail where others pass easily. This session is geared towards building and design professionals. Instruction will assume a basic understanding of the BC Energy Step Code.

What you'll learn

- Increase familiarity with performance-based Building Code compliance
- Demonstrate deeper understanding of the Energy Step Code metrics
- Understand practical design and construction techniques that will improve energy performance and lower costs
- Apply cost effective strategies to current and existing designs, and be able to articulate the benefits to clients or design professionals

Approved for 4 Continuing Professional Development (CPD) points.

Instructors are Mark Bernhardt and Joe Hart.

4.3 More information and registration

[Visit the event website.](#)

[+ GOOGLE CALENDAR+ ICAL EXPORT](#)

4.4 Details

Date:

March 12

Time:

8:30 am - 12:30 pm

Website:

<https://cpd.chbabc.org/#/instructor-led-courses/b4018c52-3361-452b-b286-f50429ebcc48>

4.5 Organizer

[Canadian Home Builders' Association of British Columbia](#)

Website:

<http://chbabc.org>

British Columbia News

B.C. eager to go electric: over 50,000 EVs on the road

<https://news.gov.bc.ca/24154>

Tuesday, April 6, 2021 11:00 AM

Victoria - A record number of British Columbians have switched to electric vehicles (EVs) with more than 54,000 light-duty EVs registered in B.C., according to the newly released 2020 annual zero-emission vehicle (ZEV) update.

"With the highest reported uptake rates of EVs in North America, B.C. is quickly becoming a leader in the EV industry," said Bruce Ralston, Minister of Energy, Mines and Low Carbon Innovation. "Despite challenges from the pandemic, our EV sales remained steady in 2020, making it clear that British Columbians are committed to meeting our CleanBC goals and our transition to a clean energy future."

According to the report, British Columbians are also adopting EV technology for less traditional vehicles, such as motorcycles and cargo e-bikes, through the Specialty-Use Vehicle Incentive (SUVI) program. Since the relaunch of the SUVI program in 2017, nearly 550 rebates have been provided for eligible vehicles.

"People in communities across British Columbia are increasingly choosing electric vehicles to reduce air pollution, and for a better driving experience and lower operating costs," said George Heyman, Minister of Environment and Climate Change Strategy. "This transition is happening because EVs and charging stations are becoming more affordable and available through CleanBC. By investing in cleaner, more affordable transportation options of all kinds, we're reducing climate pollution and supporting new opportunities for people in a stronger economy."

With a growing number of EVs on B.C. roads, the annual report also highlights measures the Province is taking through ongoing and new CleanBC Go Electric programs to ensure the increasing demand for EVs is supported with vehicle and charging infrastructure rebates, education and training and the expansion of a public charging network. B.C. is not alone in its push toward greater EV uptake. The United States is setting ambitious new goals around EV manufacturing, deployment and charging, which could lead to even greater access to EV infrastructure around the continent for EV drivers.

The annual ZEV update tracks British Columbia's progress respecting its zero-emission vehicle targets, and the 2020 update is the first report required under the Zero-Emission Vehicles Act, which was implemented in 2019.

CleanBC is a pathway to a more prosperous, balanced and sustainable future. It supports government's commitment to climate action to meet B.C.'s emission targets and build a cleaner, stronger economy for everyone.

Quick Facts:

- As of December 2020, 54,469 EVs were on the road in B.C., leading to an estimated 216,000 tonnes in emission reductions per year.
- EV owners see immediate savings on fuel costs – about \$1,800 every year for the average B.C. driver.
- B.C. has one of the largest public charging networks and the first cluster of public hydrogen fuelling stations in Canada. At the end of 2020, there were over 2,500 public charging stations in B.C.
- The Zero-Emission Vehicles Act requires automakers to meet increasing annual levels of ZEV sales to reach 10% of new light-duty vehicle sales by 2025, 30% by 2030 and 100% by 2040.
- B.C. is well on its way to exceeding the 2025 targets with light-duty EV sales representing 9.4% of all new light-duty vehicle sales in B.C. in 2020.

Learn more.

To view the 2020 annual ZEV update, visit:

<https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs> (<https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs>)

To see what you could save on fuel costs by switching to an EV, visit:

<https://electricvehicles.bchydro.com/learn/fuel-savings-calculator/compare>
(<https://electricvehicles.bchydro.com/learn/fuel-savings-calculator/compare>)

To learn more about the suite of CleanBC Go Electric programming, visit:

www.gov.bc.ca/zeroemissionvehicles (<http://www.gov.bc.ca/zeroemissionvehicles>)

To learn more about the CleanBC plan, visit: <https://cleanbc.gov.bc.ca/> (<https://cleanbc.gov.bc.ca/>)

Media Contacts

Ministry of Energy, Mines and Low Carbon Innovation

Media Relations

250 952-0628

Full webinar - <https://cleanairpartnership.org/cac/meetings-search/using-htap-and-cbat-to-increase-understanding-of-costing-of-energy-improvements/>

Using HTAP and CBAT to Increase Understanding of Costing of Energy Improvements - March 2021

This webinar highlighted the Cost-Benefit Analysis Tool (CBAT) and the Housing Technology Assessment Platform (HTAP) and how they can provide information on the costs associated with higher energy performance in new builds. The Canadian Association of Consulting Energy Advisors (CACEA) also spoke to work they will be undertaking to enable the tools to inform costing for existing building measures.

The builder viewpoint:

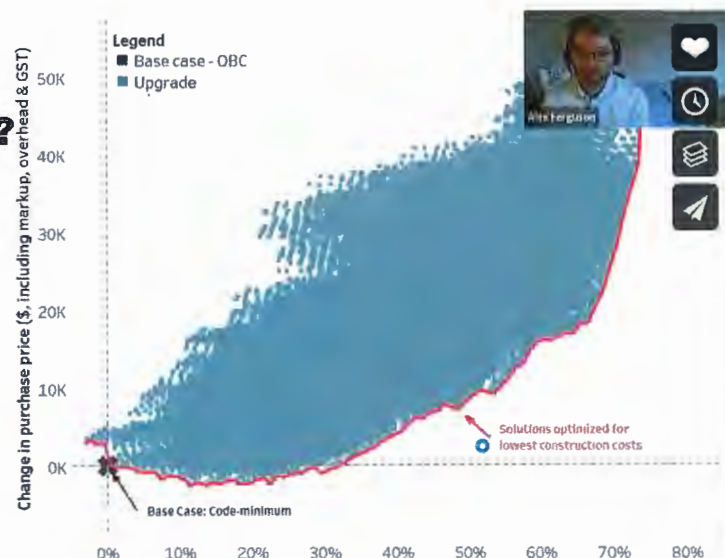
Change can lead to cost, schedule and call back problems... There are many options... which to consider & why?



... versus data analysis and modelling – 90,000 cost/option choices. Solutions optimized for lowest construction cost are those along the bottom of the data-point cloud below.

What Kind of Data Does HTAP Generate?

The bottom fringe of this cloud depicts the optimal pathway from HTAP runs. Each point on the red curve represents the lowest cost solution to achieve a given energy savings.



Attachment 4 - Sample - Data analysis and modelling software: CBAT (screen shots)

Full webinar - <https://cleanairpartnership.org/cac/meetings-search/using-htap-and-cbat-to-increase-understanding-of-costing-of-energy-improvements/>