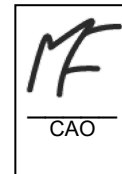
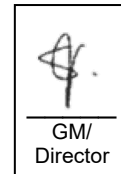


AGENDA INFORMATION	
☒ Regular Meeting	Date: <u>July 20, 2026</u>
☐ Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

July 8, 2026

File: 13.6770/Climate Change/File

AUTHOR: Adam Wright, Sustainability Projects Manager

SUBJECT: Climate Action Update

RECOMMENDATION:

THAT the July 8, 2026 report of the Sustainability Projects Manager entitled 2026 Climate Action Update, is received for information;

AND THAT the Mayor send a letter to the Province outlining the need for continued Local Government Climate Action Program and FireSmart wildfire fuel reduction funding.

REASON FOR REPORT:

The purpose of this report is to:

- Provide Council with a summary of progress on the District's greenhouse gas emissions reduction and climate resilience initiatives;
- Advise Council of the cessation of the provincial Local Government Climate Action Program (LGCAP) and FireSmart wildfire fuel reduction funding programs, and recommend a letter be sent to the Province advocating for continued funding.

SUMMARY:

The District continues to make progress in reducing emissions and adapting to the impacts of climate change. Community emissions in 2025 have decreased by 21% below the baseline 2007 year. Corporate emissions from District operations in 2025 have decreased by 31% below the baseline 2011 year. Emissions reductions are driven by several factors, including improvements in the energy efficiency of vehicles, increased trips by walking, cycling, and transit, increased uptake of electric vehicles, and improvements in energy efficiency and low carbon buildings.

The District has also made progress in increasing resilience to climate change. Recent initiatives include restoring eroded shoreline areas susceptible to sea level rise in partnership with the Tsleil-Waututh Nation, improving building cooling and air filtration for wildfire smoke and extreme heat events, and reducing community wildfire risk through proactive forest management programs.

Continued leadership from Council, engagement with staff and community members, and strategic investments will be essential to reaching the District's long term goals.

Since 2007, the District has received annual provincial funding through the Local Government Climate Action Program (LGCAP), and its predecessor program. Staff were recently made aware that this funding has not been included in the provincial [Ministry of Energy and Climate Solutions 2026/27 - 2028/29 Service Plan](#). Funding for the provincial [Firesmart program](#) is also limited, and annual funding for fuel management previously accessed by the District is no longer available.

This report recommends that a letter be sent to the Province outlining the impact of eliminating these funding programs and the need for this funding to continue.

BACKGROUND:

In 2019, Council adopted the Community Energy and Emissions Plan (CEEP) which set a target of 45% emissions reduction from 2007 levels by 2030 and 100% reduction by 2050. The District is taking action in six areas to reduce greenhouse gas emissions, protect and enhance ecosystem health and biodiversity, and improve our resilience to climate change (Figure 1):



Figure 1: Six key directions for climate action and environmental health

EXISTING POLICY:

Reducing emissions and improving resilience to climate change are priorities that are integrated in District-wide strategic plans including the 2011 Official Community Plan, the 2017 Climate Adaptation Strategy, the 2019 Community Energy and Emissions Plan (CEEP), 2021 OCP Action Plan, 2023-2026 Corporate Plan, and 2024 Electric Vehicle Strategy. The 2021 OCP Action Plan's climate lens calls for projects and policies to be evaluated for alignment with emissions reduction and climate resilience.

ANALYSIS:

The CEEP identifies key sources of emissions in the District, including transportation (52%), buildings (41%), and waste (7%) (Figure 2).



Figure 2: Sources of emissions in the District (CEEP, 2019)

Progress on Community Targets

Since 2007, community-wide emissions in the District have decreased by 21% overall (Figure 3), while energy consumption has decreased by 13%. Over the past 18 years, the community has grown, and emissions per person have decreased by 34% compared to the 2007 baseline.

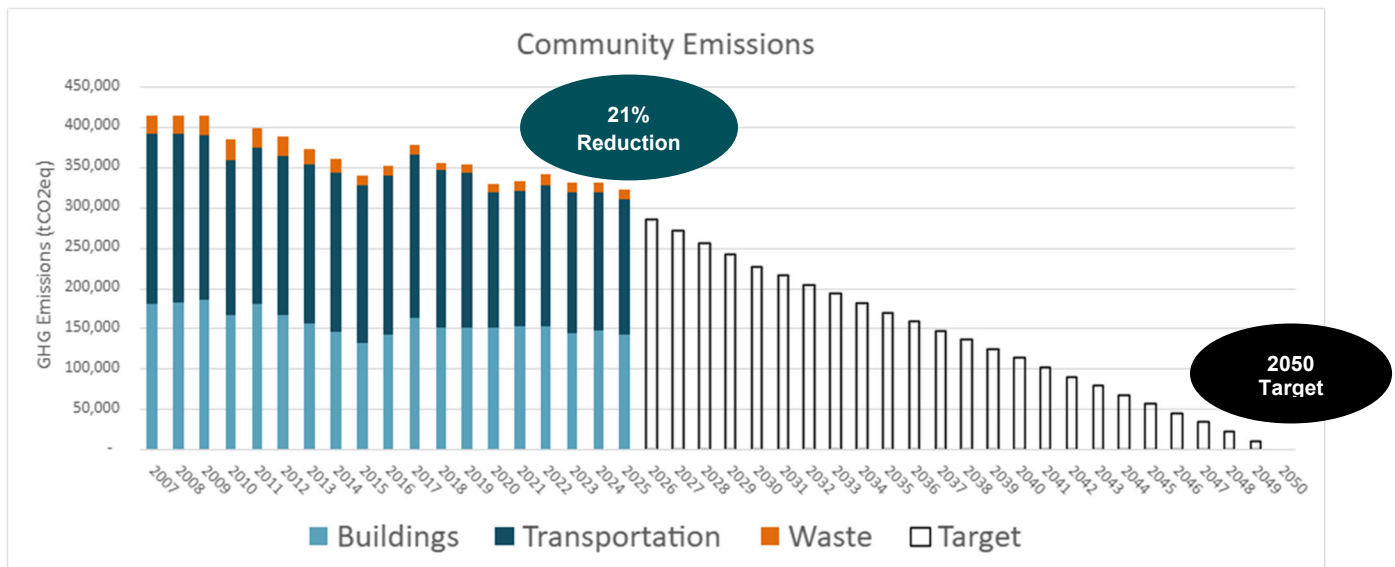


Figure 3: Annual community emissions from 2007 to 2025

Transportation emissions have decreased by 20% since 2007. Reductions are due to an increase in walking and cycling trips, increasing adoption of electric vehicles, increasing vehicle fuel efficiency, and reductions in kilometres driven. Recent initiatives include:

- **Implementing active transportation initiatives** that are demonstrating an increase in walking, cycling, and a decrease in trips by personal vehicles.
- **Expanding the public electric vehicle charging network** for those lacking access to charging at home, as guided by the District's Electric Vehicle Strategy.
- **Supporting EV Ready buildings** to increase access to charging in new construction and avoiding costly future retrofit costs.

In 2025, 25% of new passenger vehicle registrations in the District were electric, higher than the regional and provincial average.

Building emissions have decreased by 19% since 2007. Reductions are due to improvements in energy efficiency and lower carbon energy sources for buildings. Annual emissions from buildings can fluctuate with weather variations, rising in colder years as more natural gas is used for heating. Recent initiatives in the building sector include:

- **Implementing the BC Energy Step Code and Zero Carbon Step Code** in coordination with the District of West Vancouver and the City of North Vancouver to reduce energy use and emissions from new construction.
- **Expanding the North Shore Jump on a New Heat Pump program** in partnership with neighbouring jurisdictions to support residents in making energy efficiency upgrades to their homes.

Waste emissions have decreased by 43% since 2007. Reductions are due to increased waste diversion and improvements in landfill gas capture. Recent initiatives in the waste sector include:

- **Implementing the Demolition Waste Reduction Bylaw** to divert approximately 65,000 kg of wood from landfills since 2023, through a wood salvage requirement for older homes.
- **Implementing landfill gas capture**, including a biological system to capture and absorb methane and other landfill gas emissions.
- **Diverting waste**, including 67% of curbside recyclable and compostable material from the waste stream.
- **Advancing zero waste initiatives**, such as hosting Repair Cafes to fix broken household items.

The CEEP outlines 24 high-level strategies and associated actions to reduce energy usage and emissions in the following categories: land use and transportation, buildings and energy, solid waste, and urban forestry. As of 2026, all but one of these strategies are being implemented (Attachment 1), and since adoption of the CEEP in 2019, the District is seeing increasing adoption of clean energy technologies, including increasing electrical permits issued for heat pumps, EV charging, and solar photovoltaic panels (Attachment 2).

Progress on Corporate Targets

Corporate emissions have decreased by 31% since 2011 despite an expansion in the District's building footprint and number of fleet vehicles to provide services to a growing population (Figure 4). While annual fluctuations can occur due to factors like weather and operational shifts, the overall trend is downward.

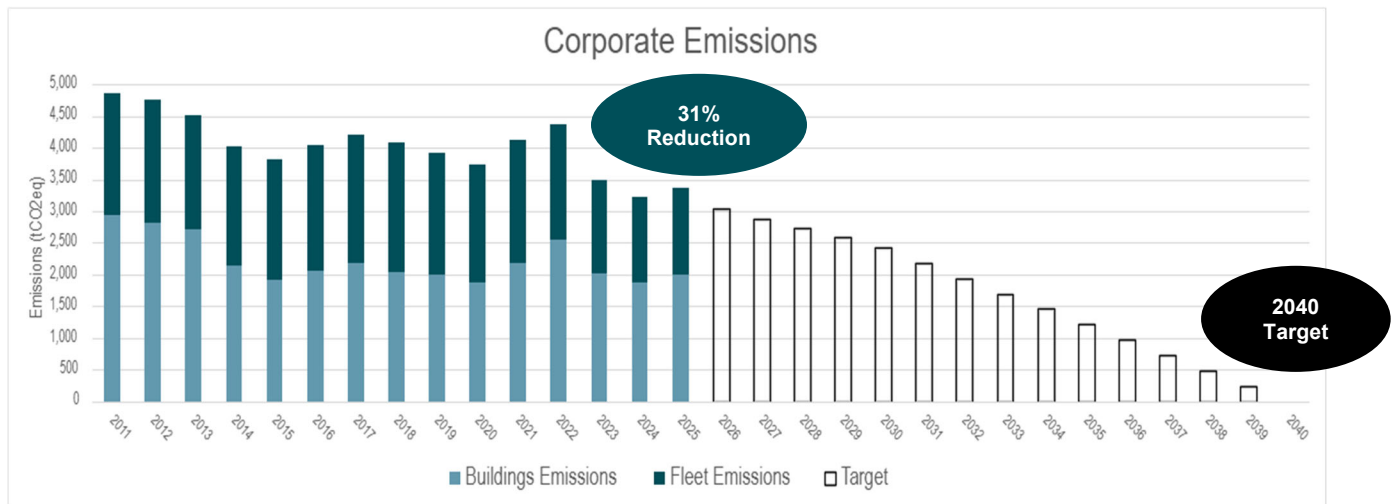


Figure 4: Annual corporate emissions from 2011 to 2025

Corporate buildings emissions decreased by 32% compared to 2011, primarily due to low carbon new construction, energy upgrades and improvements in energy efficiency. Recent initiatives include:

- **Completing low carbon energy and energy efficiency upgrades** as part of lifecycle renewal of building systems at District Hall, Northlands Golf Course, Operations Centre, Parkgate Library and Parkgate Community and Recreation Centre.
- **Completing lower emissions new buildings** including the Lynn Creek Community Recreation Centre and Maplewood Fire and Rescue Centre.
- **Adopting and implementing energy and emissions frameworks** including the Strategic Facilities Planning Framework and the Climate Ready Municipal Buildings policy to guide long-term decision-making.

Corporate fleet emissions decreased by 29% compared to 2011, primarily due to the electrification of fleet vehicles and the use of renewable diesel in larger fleet vehicles. Recent initiatives include:

- **Transitioning the fleet** including seven electric vans and four electric trucks, with the District's passenger fleet is now 88% electric.
- **Reducing idling of fleet vehicles** to reduce emissions and costs.
- **Completing a pilot of an electric garbage truck** to inform future fleet decisions.

Sustaining progress in advancing climate action requires continued up-front investment, but leads to longer term benefits in reduced costs and improved community livability.

As the District upgrades its facilities and services to serve a growing population, energy efficient new construction has reduced the utility cost impact associated with operating additional building space, while energy efficiency upgrades and operational improvements to existing facilities have reduced energy consumption across the District's building portfolio, avoiding approximately \$500,000 annually in utility costs compared with a business-as-usual scenario. The District's electric fleet vehicles are saving approximately 78% in fuel costs, along with reduced maintenance costs.

After eight years of implementation, the average new home in the District uses approximately 50% less energy and produces 80% less emissions as homes built before Step Code adoption. Despite upfront costs, electric vehicles save costs over the longer term in avoided gasoline and reduced maintenance costs.

In addition, the District is investing in proactive climate resilience initiatives to prepare for to extreme weather and climate-related hazards. Every dollar spent on climate adaptation measures in Canada today is expected to save \$13-\$15 in the future'.¹ Recent actions include:

- **Reducing risks from wildfire smoke and extreme heat events** in new District facilities and in large new developments seeking rezoning by incorporating air filtration and cooling.
- **Reducing wildfire risk** through ongoing assessments and fuel management in high priority areas as guided by the Community Wildfire Protection Plan.
- **Providing information for residents**, including how to address overheating in buildings through the [Cooler Condos](#) initiative for strata buildings.
- **Updating hazard mapping** to guide development in coastal areas and ensure resilience to sea level rise.

Provincial climate action funding

The provincial government requires local governments to include targets, policies, and actions for reducing emissions in local plans under Section 473 of the Local Government Act. Over the past five years, the District has received approximately \$300,000/year through the provincial Local Government Climate Action Program (previously called the Climate Action Revenue Incentive Program). This funding has been used to leverage additional grant funding from the provincial and federal governments and utilities to support climate action initiatives.

In February 2026, the provincial government released the 2026/27 - 2028/29 Service Plan for the Ministry of Energy and Climate Solutions. The Service Plan does not include funding for the continuation of the LGCAP.

¹ Damage Control: Reducing the Costs of Climate Impacts in Canada, Canadian Climate Institute (2022). Accessed from [Damage Control: Reducing the costs of climate impacts in Canada](#).

Local governments influence over half of Canada's emissions, and manage the majority of public infrastructure. However, local governments primarily rely on property taxes – an inadequate revenue tool for the investments required to make significant progress – and rely on senior government support to implement this work.

The LGCAP, and its predecessor, the Climate Action Revenue Incentive Program (CARIP), represent a longstanding funding partnership with local governments dating back to the 2007 Climate Action Charter. This funding has contributed to a number of initiatives to reduce emissions and improve resilience in the District.

Funding for the provincial Firesmart program is also limited, and annual funding for fuel management that the District has previously accessed to support reducing risk in the District's wildfire interface areas is no longer available under the program.

The loss of these funding programs limits the District's capacity to advance climate action initiatives, reduces the District's ability to leverage external grant programs, and burdens local property taxpayers. This report recommends that a letter be sent to the Province outlining the impact of the cessation of these funding programs and requesting that the Province reinstate these programs.

Concurrence:

This report has been reviewed with input from the Climate Action & Parks, Environment, Planning, Properties, and Permits, Engineering Infrastructure (Transportation), and Finance departments. Climate action is integrated across the organization and supports all direct services provided by the District (Table 1).

Table 1: Climate Actions and Service Areas

Service areas	Actions
Governance and Administration	Reducing energy use and emissions, protecting and enhancing ecosystem health and biodiversity, and improving resilience to climate change
Parks, Recreation, & Culture	Improving resilience to sea level rise through shoreline restoration, reducing wildfire risk through fuel management, providing cooling shelters and natural cooling infrastructure, and increasing access to electric vehicle charging
Planning & Development	Land use planning to support complete communities, improving energy efficiency and climate resilience for new construction, reducing waste sent to landfill through reuse of wood
Protective & Compliance Services	Reducing community vulnerability through risk reduction initiatives (FireSmart, Cooler Condos, etc)
Social Services & Affordable Housing	Supporting resident access to energy rebate programs, particularly income-based programs; reducing utility costs and improving comfort through building retrofit programs
Transportation	Providing infrastructure to support active transportation including walking, cycling, and transit; increasing access to electric vehicle charging
Utilities	Reducing waste sent to landfill through recycling, reuse and repair programs; advancing natural infrastructure solutions for stormwater management to improve water quality and reduce burdens on the municipal stormwater system

Social Policy Implications:

The Community Energy and Emissions Plan assesses the social benefits of actions included in the plan to ensure that implementation contributes positively to community health and wellbeing. Climate-related hazards are increasingly impacting health, safety, and property and disproportionately impact vulnerable members of the community.

Climate and Environment Implications:

Climate change mitigation, adaptation, and environmental protection and enhancement, as guided by District strategic plans are critical to reducing emissions and improving biodiversity and climate resilience in the District.

Conclusion:

The District has demonstrated a commitment to climate action, achieving measurable emissions reductions and building capacity for sustained progress. Continued leadership from Council, engagement with staff and community members, and strategic investments will be essential to reaching the District's long term goals. Provincial funding has allowed the District to advance climate action initiatives and access additional external grants, and this report recommends that a letter be sent to the Province outlining the need for this funding to continue.

Respectfully submitted,



Adam Wright
Sustainability Projects Manager

Attachment 1: Progress on Community Energy and Emissions Plan Strategies**Attachment 2: Adoption of Clean Energy Technologies in the District since CEEP approval**

REVIEWED WITH:			
☐ Business and Economic	_____	☐ Finance	<u>RD</u>
☐ Bylaw Services	_____	☐ Fire Services	_____
☐ Clerk's Office	_____	☐ GIS	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____
☐ Communications	_____	☐ Integrated Planning	_____
☐ Community Planning	<u>DM</u>	☐ ITS	_____
☐ Development Engineering	_____	☐ Parks	_____
☐ Development Planning	_____	☐ Real Estate	_____
☐ Engineering Operations	<u>AB</u>	☐ Review and Compliance	_____
☐ Environment	<u>EN</u>	☐ Solicitor	_____
☐ Facilities	_____	☐ Utilities	_____
		External Agencies:	
		☐ Library Board	_____
		☐ Museum and Archives	_____
		☐ NSEM	_____
		☐ NS Health	_____
		☐ NVRC	_____
		☐ RCMP	_____
		☐ Other:	_____

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PROGRESS ON KEY CEEP STRATEGIES

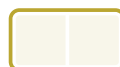
STATUS



Complete



In progress



Not started



Land Use & Transportation

STATUS

Reduce the number and length of single occupancy car trips in the District using Transportation Demand Management (TDM) strategies.



Ensure new developments are designed to contribute to 'complete communities' that allow residents to live, work, and play in the same place.



Improve walking and cycling safety through the addition of new infrastructure.



Improve residents' access to non-automotive transportation systems (e.g. allocate more curb space to transit stops and bicycle facilities).



Support regional efforts to manage congestion using mobility pricing (e.g. parking fees, transit fares, level of service, road usage charges, etc.).



Improve the transit network's efficiency and accessibility to enhance residents' transit experience.



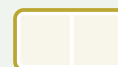
Support electric vehicle adoption by increasing the availability of electric vehicle charging infrastructure and electric bike charging infrastructure.



Lobby federal and provincial government for improvements in fuel efficiency standards for gasoline powered vehicles and zero-emission vehicle (ZEV) standards.



Encourage efforts to electrify Port operations.



Buildings & Energy

STATUS

Improve building energy efficiency in new residential construction projects by accelerating to higher steps in the BC Energy Step Code.

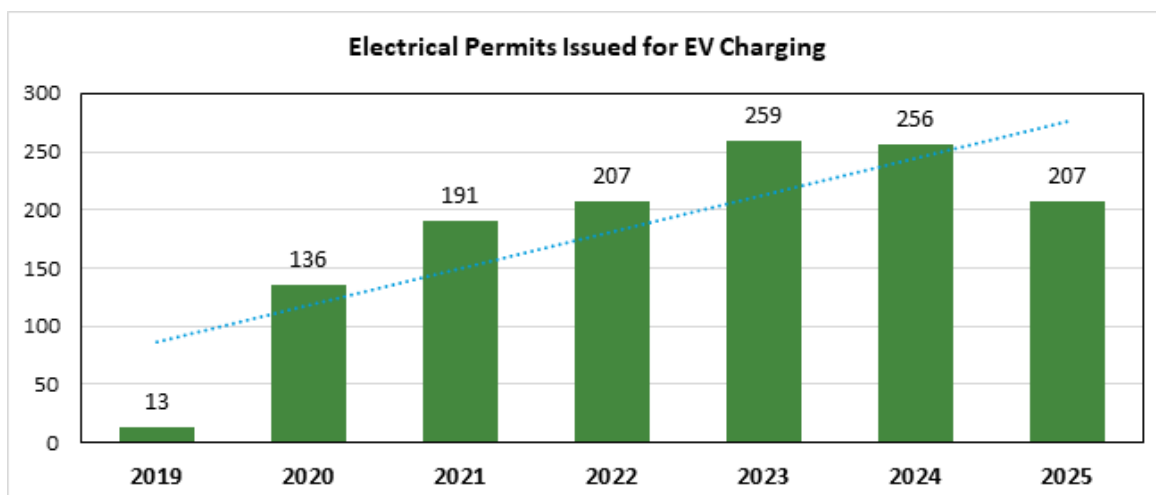
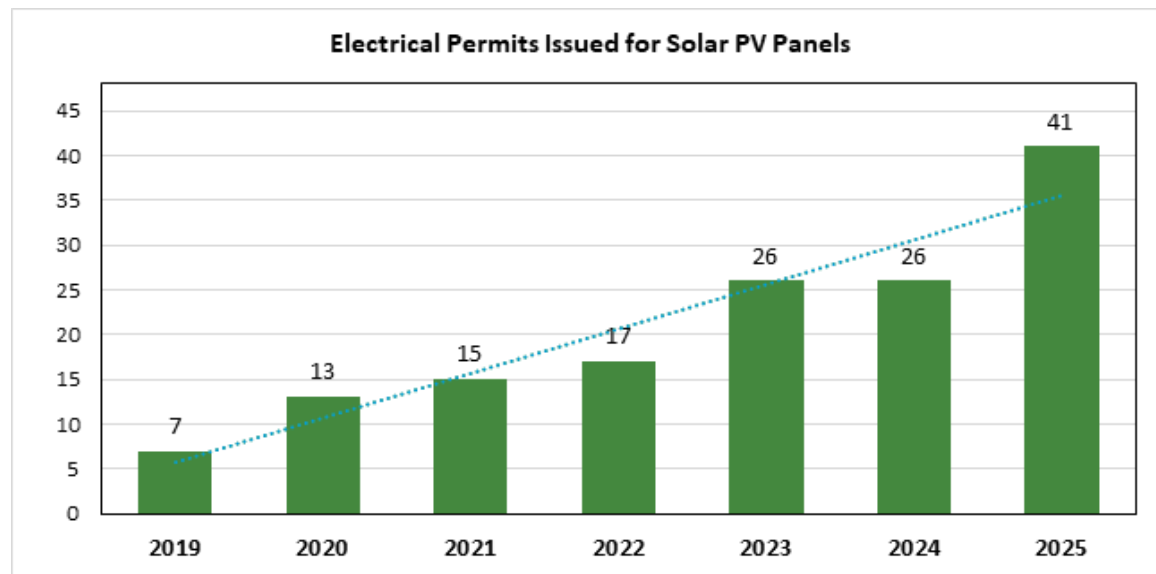
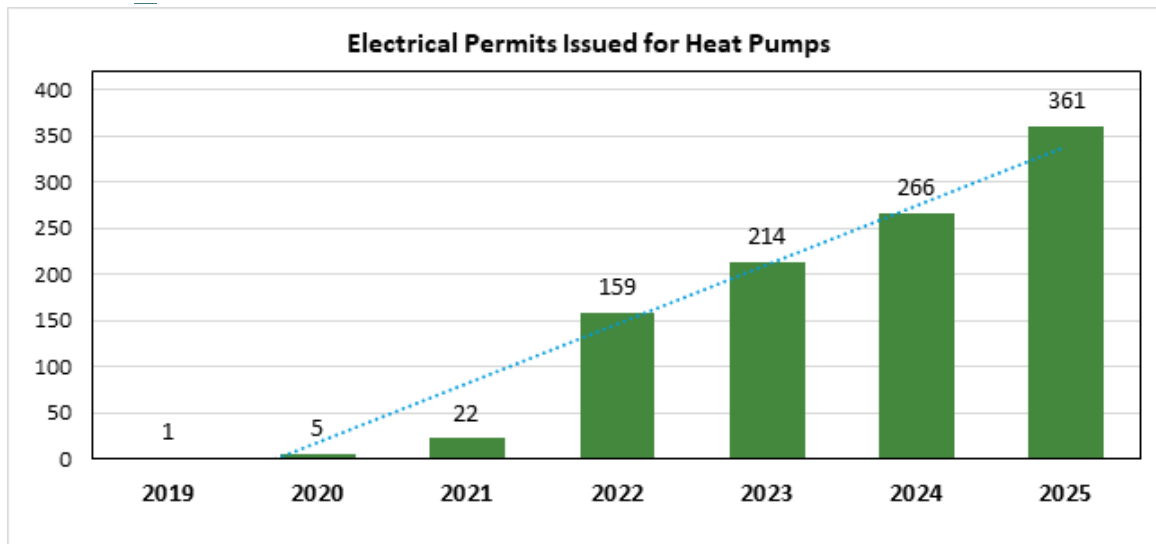


Improve building energy efficiency in new institutional, commercial and industrial construction projects, as introduced in the BC Energy Step Code.	
Implement a Building Retrofit program to gradually improve the energy efficiency and comfort of the existing building stock in the District.	
Reduce or eliminate our dependence on fossil fuels by switching away from fossil fuel-based sources of energy (e.g. natural gas), towards the use of electricity in all buildings.	
Transform select Town Centres into energy leaders by targeting net-zero ready levels of energy performance in all new buildings.	
Explore opportunities to diversify the District's energy portfolio with renewable energy systems.	

 Solid Waste	STATUS
Reduce the amount of organics and recyclables sent to landfill by setting higher Municipal Solid Waste Diversion Targets.	
Expand organics and recycling collection programs (e.g. to multi-unit residential buildings, commercial buildings).	
Install multi-stream waste containers (e.g. organics, recyclables, and garbage) at all streetscape waste locations	
Reduce the amount of organics and recyclables sent to landfill from construction, land clearing and demolition companies by requiring a site waste diversion plan and audit system.	
Advocate for an increase in methane capture from landfills to reduce emissions from waste.	
Continue to encourage Metro Vancouver's wood waste bans to reduce landfill methane.	

 Urban Forestry	STATUS
Plant large tree species to provide shading for buildings, which helps keep buildings cool during summers and warm during winters, improving occupant comfort and reducing energy use.	
Plant large tree species to provide shading along active transportation routes, which will help keep pedestrians and cyclists cooler during summer months.	
Establish an Urban Forestry Management Strategy that protects and enhances the District's urban forest for years to come.	

Adoption of clean energy technologies in the District since CEEP approval^[1]



^[1] District of North Vancouver Permit Data, Accessed June 25, 2026

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