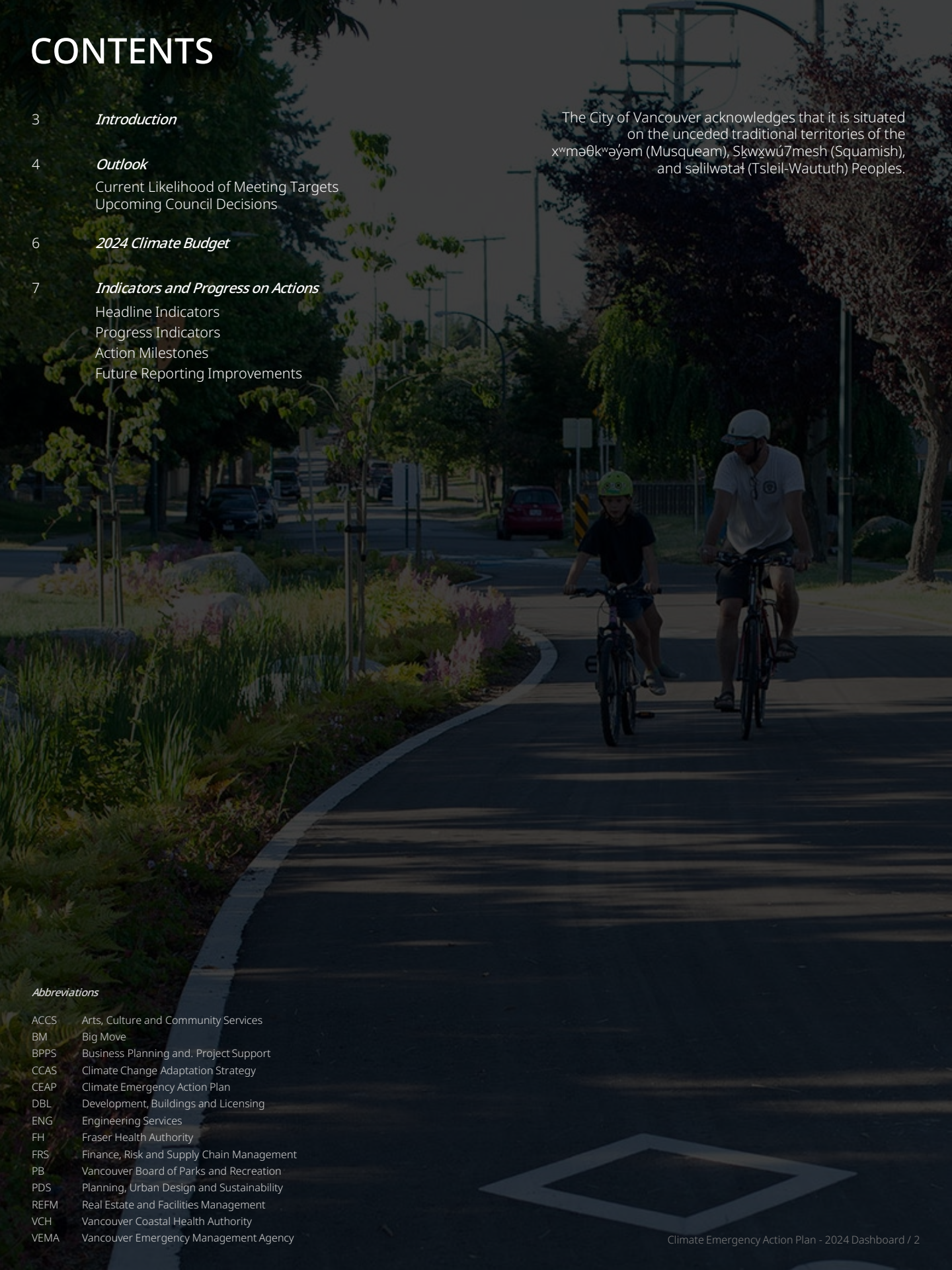
Climate Emergency Action Plan
ANNUAL REPORT

2024 Dashboard

CITY OF VANCOUVER | CLIMATE EMERGENCY

CONTENTS

The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples.



Abbreviations

ACCS	Arts, Culture and Community Services
BM	Big Move
BPPS	Business Planning and. Project Support
CCAS	Climate Change Adaptation Strategy
CEAP	Climate Emergency Action Plan
DBL	Development, Buildings and Licensing
ENG	Engineering Services
FH	Fraser Health Authority
FRS	Finance, Risk and Supply Chain Management
PB	Vancouver Board of Parks and Recreation
PDS	Planning, Urban Design and Sustainability
REFM	Real Estate and Facilities Management
VCH	Vancouver Coastal Health Authority
VEMA	Vancouver Emergency Management Agency

INTRODUCTION

In 2020, the City of Vancouver adopted the Climate Emergency Action Plan (CEAP), with targets to cut carbon pollution in half by 2030, and to be carbon neutral before 2050. Included in that was a commitment to report annually on progress made.

The Outlook section is an assessment of how likely 2030 CEAP targets will be achieved, given the most recent modelling, and current measured progress and trajectories. Upcoming decisions for Council related to CEAP are listed. The Annual Report also includes the current-year Climate Budget, and the latest available indicators and progress updates towards CEAP targets.

*Go to **vancouver.ca/climateemergency** for past Annual Reports, the full Climate Emergency Action Plan report to City Council (including the full list of CEAP actions, milestones and indicators, and the Investment Strategy and Financial Framework), and other documents.*

Big Moves

Carbon reduction is a long-term and complex problem, requiring integrated solutions.

CEAP is built around **six Big Moves**: bundles of interdependent actions that together achieve our outcomes.

- Big Move 1 addresses land use. As a municipal government, it is our biggest lever for change and enables all the other Big Moves.
- Big Moves 2 and 3 addresses how we move around the city
- Big Moves 4 and 5 addresses how we use energy in our buildings and how we build them
- Big Move 6 addresses natural climate solutions that capture and sequester carbon

1 COMPLETE, WALKABLE NEIGHBOURHOODS

90% of people living within an easy walk or roll of their daily needs by 2030.

2 ACTIVE TRANSPORTATION & TRANSIT

Two-thirds of trips in Vancouver to be by active transportation and transit by 2030.

3 ZERO EMISSIONS VEHICLES

50% of the km driven on Vancouver's roads to be by zero emissions vehicles by 2030.

4 ZERO EMISSIONS SPACE & WATER HEATING

By 2030, cut our carbon pollution from building in half, compared to what we had in 2007.

5 LOW CARBON MATERIALS & CONSTRUCTION PRACTICES

By 2030, reduce embodied emissions from new buildings and construction projects by 40% compared to 2018.

6 RESTORED COASTS & FORESTS

By 2050, sequester 21,000 tCO_2e per year within city boundaries.

OUTLOOK

Assessments consider external and internal factors, for example:

- *modelled effectiveness of current policies, given factors such as applicability, stringency, community and market readiness, etc.*
- *potential outcome changes from policy decisions by the City and other levels of government*
- *budgetary decisions and funding availability*
- *City/external partner pressures: staff resources and changes in scheduled implementation*

Note the qualitative assessments of likelihood presented here will be replaced in next year's Annual Report by updated impact projections for current and proposed CEAP actions, coinciding with the refreshed 2026-2030 CEAP.

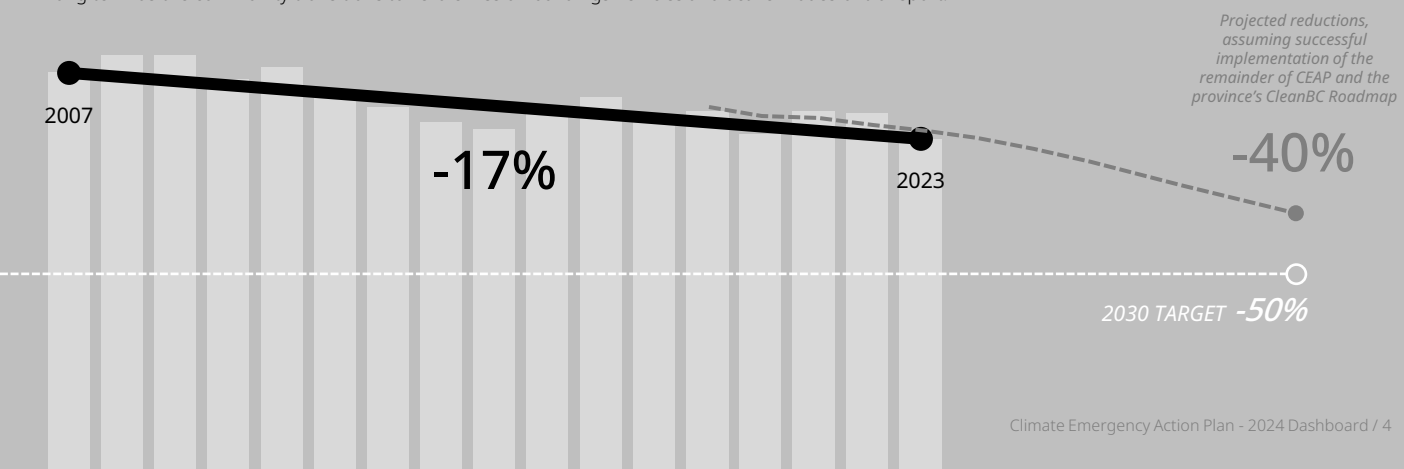
CURRENT LIKELIHOOD OF REACHING 2030 TARGETS

City staff have assessed the current likelihood of meeting each of the Big Move targets, assigning a qualitative rating of **likely, at-risk,** or **unlikely**.

1	COMPLETE, WALKABLE NEIGHBOURHOODS	UNLIKELY	Significant first steps in Vancouver Plan implementation have been taken through the approval of the Broadway Plan, multiplexes, and new housing opportunities near rapid transit stations as a result of provincial legislation. Next steps include finalizing the Rupert and Renfrew Station Area Plan and implementing villages. Despite this work, achieving the 2030 target is unlikely, based on the historic and current rates of development. In the 2026-2030 Climate Plans, staff will propose a target update to more closely align with the City's housing objectives, and to better reflect the timescales required to add housing and amenities to neighbourhoods.
2	ACTIVE TRANSPORTATION & TRANSIT	UNLIKELY	The work needed to enable the targeted shift to active transportation and transit is outlined in the recently completed Active Mobility Plan and Council's direction on the five priority corridors for transit priority measures. These investments will be supported by the removal of parking minimums in new buildings. The main challenges making us unlikely to hit this target are the continued need for increased investment to build out the network, which also requires a reallocation of more road space for active transportation and transit.
3	ZERO EMISSIONS VEHICLES	AT RISK	Early uptake of electric vehicles in Vancouver continues to be a success story, and the provincial government's decision to strengthen the Zero Emission Vehicle Act will help continue that trend. The City's work is increasingly focused on ensuring there is enough home, workplace and public charging so that residents have convenient, reliable access to EV charging, which depends on the uptake of chargers in private homes, and availability of suitable and accessible sites for public or neighbourhood charging through the City. As part of the 2026-2030 Climate Plans, staff are proposing adequate charging through a mix of private and public investment. Staff are also proposing to update the Big Move 3 target to align with the provincial government's Zero Emissions Vehicle Act. This update is not expected to change the ambition of Big Move 3 and will allow progress to be more easily tracked.
4	ZERO EMISSIONS SPACE & WATER HEATING	UNLIKELY	Success by 2030 depends on how soon regulations and programs can be introduced to reduce carbon pollution from existing large commercial buildings, multi-unit residential buildings, and detached homes. Impact will now be less than originally projected, in part due to delays to allow industry to successfully prepare. Continued progress on reducing carbon depends on the breadth and reach of policies. For instance, carbon pollution limits for large office and retail buildings continue to move forward, with energy and emissions reporting starting in 2024. Closing the gap to our targets will require expanding this to more buildings (recommendations expected in 2025), as well as introducing heating and hot water equipment regulations in detached homes, and a program for voluntary retrofits in MURBs (recommendations expected in 2024/25). Collaboration with BC Hydro will also be increasingly important, making it easier and more affordable to switch to electric space and hot water heating.
5	LOW CARBON MATERIALS & CONSTRUCTION PRACTICES	LIKELY	Success relies on establishing embodied carbon reduction requirements for new buildings. With mass timber construction incentives and embodied-carbon calculation rules now in place, remaining on track will depend on decisions regarding enactment of requirements for new construction (recommendations expected later in 2024). Many low-/no-cost options exist today to meet these proposed requirements, and the City continues to see new developments demonstrating leadership through approaches like mass timber and reducing parkade provision.
6	RESTORED COASTS & FORESTS	AT RISK	Securing adequate resources and resolving competing priorities for land use remain the key barriers to reaching our in-city carbon sequestration target. For the 2026-2030 Climate Plans, staff are proposing to retire and transition BM6 to the Climate Change Adaptation Strategy with a focus on soil retention, prioritizing tree planting in areas lacking in tree canopy such as the Downtown Eastside and southeast Vancouver, and investment in nature-based climate solutions for extreme heat, extreme rain and sea level rise.

Vancouver's Carbon Pollution in 2023

Vancouver's emissions continue to trend downward from our baseline year, even as our population and economy grows. Continued reliance on fossil fuels make emissions sensitive to yearly fluctuations in activity. For example, 2023 was a milder year, resulting in a lower heating demand and lower building emissions. Volatility and overall emissions will diminish over the long term as the community transitions to zero emission buildings/vehicles and active modes of transport.



OUTLOOK

UPCOMING COUNCIL DECISIONS

Council will consider a number of staff recommendations in late 2024 and early 2025 related to Climate Emergency actions. These measures will begin to close the gap and move us toward a safer, healthier and more equitable Vancouver for all.

Dates subject to change

2024 Q3	Q4	**2025** Q1	Q2
-	Broadway Public Realm and Streetscape **BM2** Vancouver Building By-law Zero Carbon Step Code **BM4-5**	Parking Maximums **BM2** Space Heating System Replacement Requirements existing detached homes **BM4** Rupert/Renfrew Station Area Plan **BM1**	Additional Compliance Options for Gas Stations and Parking Lot Charging Requirements **BM3** Carbon Pollution Limits for Large Buildings **BM4** 2026-30 Climate Emergency Action Plan **BM1-5**

2024 CLIMATE BUDGET

In December 2023, the City published the 2024 Climate Budget, defining which investments in the overall City budget are deemed Climate Priority items, and consolidating information on these investments and outcomes into one annual report.

The City's 2024 Capital and Operating Budgets include **$27.0M** in Climate Priority (CEAP-related) capital investments to advance implementation across Big Moves 2-6 as shown below. A portion of this ($1.9M) also furthers Climate Change Adaptation Strategy (CCAS) actions at the same time. **$24.8M** in operating expenses in 2024 comprise predominantly staffing costs across departments working on climate initiatives related to CEAP, CCAS, or both.

The 2024 Climate Budget identifies an estimated **$215M** capital investment need over 2024-26 to implement CEAP at the levels needed to achieve our target outcomes. This is broadly in line with other Canadian cities that have developed similar estimates. As of 2024, an estimated $118M of this funding is identified in the 2023-26 Capital Plan.

Outside of defined Climate Priority work, climate change considerations are gradually being mainstreamed into many of the City's infrastructure decisions.

Opportunities to reduce the funding gap include prioritizing regulatory/advocacy tools, optimizing project delivery at a lower cost, advocating for funding from senior government and partners, and continuing to include CEAP investment needs in upcoming financial planning processes. Staff will prepare a 2026-30 investment needs estimate for CEAP to coincide with a strategy refresh in mid-2025. This information can then be used to inform 2027-30 Capital Plan development.

The Mid-Term Capital Plan Update includes proposed adjustments to enable several priority CEAP-related projects, centred on active transportation and bus improvements. These will be brought to Council for decision in late July 2024.

External Funding

City staff actively look for opportunities to advocate for and leverage funding from senior government and partners to enable CCAS projects. External funding programs are often cost-shared, so staff submit high-priority projects that best meet funding program requirements. Applications allow the City to either accelerate work underway, or undertake projects only made possible by significant available external funding. The following funding program applications were successful in 2023:

- Existing Building and Embodied Carbon GHG Regulations: Implementation and Acceleration $2.98M
- Drake Street Upgrades $0.50M

CLIMATE EMERGENCY ACTION PLAN 2024 CAPITAL INVESTMENTS

2024 Multi-Year Capital Budget (Annual Budget): "Climate Priority" Initiatives

Goal Area	Service Areas	Capital Plan Program/Project	2024 Budget Allocation, $M	
			CEAP	CEAP / CCAS
BM2 Active Transportation + Transit	• Active transportation corridors & complete streets • Traffic signals • Transportation safety & accessibility • Commercial high street corridors • Transit integration & reliability • Streetscape amenities	2023-2026 Active Transportation - Beatty Street	$2.0	
		2023-2026 Complete streets - Portside Greenway	$1.0	
		New Active Transportation improvements	$1.5	
		New Active Transportation - Drake St	$3.5	
		Upgrades to Active Transportation Network	$2.0	
		2023-2026 New Signals	$0.2	
		2023-2026 Bus transit improvements	$1.0	
		Bus Operations & Accessibility	$2.0	
		Rapid Transit - staffing	$1.5	
		2023-2026 School program	$0.8	
		2023-2026 Public realm electrification	$1.1	
		2023-2026 Transportation Design staffing	$1.1	
BM3 Zero Emission Vehicles	• Vehicles & equipment	2023-2026 Electrification, Vehicles/Equip. - Parks	$0.1	
	• Zero emission vehicles	2023-2026 Off-Street Electrical Vehicle Charging Infrastructure: Non-City Buildings	$1.8	
	• Streetscape amenities	2023-2026 Public realm EV charging	$1.0	
BM4 Zero Emission Space + Water Heating	• Green buildings	2023-2026 Energy Retrofits: Non-City Buildings	$4.1	
	• Renewable Energy Generation	New low-carbon base load capacity, existing network	$0.4	
BM6 Restored Forests and Coasts	• Urban forest*	2023-2026 Park Trees - New		$0.7
		2023-2026 Street Trees - Replacement		$1.2
TOTAL, $M			**$25.1**	**$1.9**

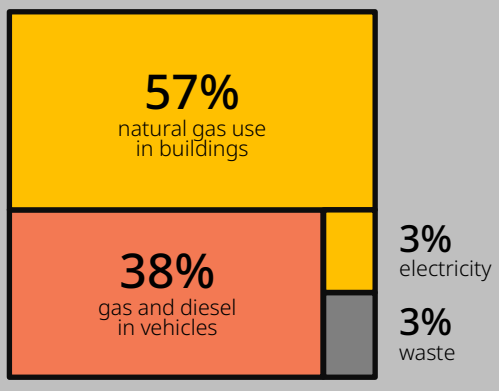
HEADLINE INDICATORS

CEAP headline indicators summarize the collective high-level impact of our actions on overall carbon pollution.

Headline		Baseline		2022		2023		Target		Notes
Community										
Carbon pollution[1] (total)	tCO_2e	2,859,000	2007	**2,535,000**	**-12%**	**2,390,000**	**-17%**	-50%	2030	Carbon pollution dropped between 2022-2023 as a milder winter and reduction in vehicular activity led to lower heating and fuel demand. Improved landfill gas capture efficiency also helped to reduce overall emissions.
Carbon pollution[1] (stationary)	tCO_2e	1,610,000	2007	**1,500,000**	**-7%**	**1,415,000**	**-12%**	-50%	2030	
Carbon pollution[1] (transportation)	tCO_2e	1,033.000	2007	**915,000**	**-11%**	**905,000**	**-12%**	-50%	2030	
Embodied carbon in new construction	embodied tCO_2e	tbd		pending data		pending data		-40%	2030	Staff are exploring data collection methods to enable measurement.
Growth rate of green jobs (vs. growth rate of all jobs)	jobs	tbd		pending data		pending data		Increase		Staff are working on determining appropriate survey methods and frequency to collect this data.
Corporate (City operations)										
Carbon pollution[2] (total)	tCO_2e	545,000	2008	**280,000**	**-49%**	**140,000**	**-74%**	-60%	2030	Landfill gas capture efficiency improvements led to significant emissions reductions.
Carbon pollution[2] (stationary)	tCO_2e	26,500	2008	**19,500**	**-26%**	**19,250**	**-27%**	-50%	2030	City facility heating retrofits in City buildings and fleet fuel-switching continued to reduce operational carbon pollution.
Carbon pollution[2] (fleet vehicles)	tCO_2e	20,000	2008	**10,500**	**-49%**	**7,500**	**-62%**	-50%	2030	

Vancouver's Carbon Pollution in 2023

Carbon pollution from burning natural gas to heat buildings and hot water remains the largest portion of our emissions. Fossil fuels use in vehicles contribute the second-biggest share of our emissions. Electricity is low-carbon in British Columbia, so all the electricity use in buildings and in electric vehicles makes up only a small portion. Emissions from landfilled, decomposing waste also make up just a small portion, as the Vancouver Landfill has a capture system in place that diverts this gas for other uses, such as renewable natural gas.



GPC Basic, Scopes 1 and 2 + Scope 3 Waste.
Due to rounding, percentages may not add up to exactly 100%.

PROGRESS INDICATORS

These indicators summarize City progress on CEAP actions. These more immediate outcomes contribute to our ultimate goals of long-term carbon reduction.

Indicator		Baseline		Current		Target		Notes
Big Moves 1-3								
AAA bikeways[3]	km	82	2017	**109**	2023	Increase		Total cycling network was 334 km.
Bus-lane network	bus-lane kilometre-hours[4]	394	2019	**525**	2023	Increase		Focus in 2023 was delivery of bus bulbs, upgrades for increased capacity in larger buses, and planning/design of corridors.
Public EV chargers deployed (Fast Charge and Level 2, cumulative)[5]	#	78	2016	**123**	2023	Increase		4 new Fast Charge, 4 new Level 2 connections added in 2023.
Public perception: access to daily needs	% residents	-		**76%**	2023	Increase		Overall, three-quarters of residents agree that they can reach many of the services and amenities they need by walking.
Public perception: access to home/near-home EV charging	% residents	-		**30%**	2023	Increase		Availability/awareness of local charging appears to be on the rise (27% in 2022)
Sustainable mode share[6]	trips	48%	2017	**53%**	2023	67%	2030	Declined post-COVID but has rebounded to 2018 levels (53%).
Vehicle kilometres travelled (VKT)	km/resident	5,950	2007	**3,920**	2023	Decrease		
Zero emission vehicles (ZEVs)	% resident registered vehicles	0.3%	2016	**4.0%**	2022	Increase		14,033 of 348,290 registered passenger/commercial vehicles in Vancouver in 2022, per ICBC
Big Moves 4-5								
Renewable energy generation at Southeast False Creek Neighbourhood Energy Utility (NEU)	%	56%	2018	**69%**	2023	*tbd*[7]	2030	6,700 tCO_2e reduced in 2023
Carbon pollution intensity (community, new buildings)	$kgCO_2e/m^2$	20.7	2007	**3.9**	2022	0	2030	Carbon intensity drops to 1.8 with proposed Zero Carbon Step Code changes in fall 2024 (pending Council approval)
Floor area impacted by carbon pollution regulations (community, existing buildings)	m2	pending data		pending data		Increase		Staff are developing data collection methods to enable measurement.
Installed capacity of new renewably powered building systems (community, existing buildings)	kW	pending data		pending data		Increase		Staff are developing data collection methods to enable measurement.
Renewable energy consumed (community, all buildings)[8]	%	36%	2007	**41%**	2023	55%	2030	
Tall mass timber buildings approved (community, cumulative)[9]	#	1	2020	**9**	2023	Increase		
Embodied carbon intensity (community, new buildings)	embodied $kgCO_2e/m^2$	pending data		pending data		-40%	2030	Staff are exploring and reviewing modelling data to enable measurement.
Big Move 6								
Naturally managed area (cumulative since 2010)[10]	ha	0	2010	**41.9**	2021	Increase		Includes naturalized forest restoration, meadow enhancements, and stewardship biodiversity projects.
Net trees planted (+/-, cumulative)	#	pending data		pending data		Increase		Staff are developing data collection methods to enable measurement.
Tree canopy cover (vs. total Vancouver land area)	%	23%	2018	**25%**	2022[11]	30%	2050	~2,900 hectares of tree cover across the city's total area of 11,500 hectares
Carbon sequestered annually within City boundary	tCO_2e	16,000	2021	**16,000**	2021	21,000	2050	No update from 2021 modelled estimate.

MILESTONES

These milestones summarize our progress on prioritized City implementation of CEAP in 2023-2024.

Milestone	Due Date		Responsible	Progress
Big Move 1 - Complete, Walkable Communities	*90% of people live within an easy walk/roll of their daily needs.*			
Complete research, engagement and technical analysis necessary to develop a new complete neighbourhoods 2030 target and new action(s) for the 2026-30 Climate Plans to meet the BM1 target.	2025	Q2	PDS	Underway
Seek Council approval for the Policy Statement on Jericho Lands, which will further BM1 and BM2 objectives by adding more housing, jobs and services in walking distance and align with rapid transit investments.	2024	Q1	PDS	Complete
Seek Council approval for the Rupert/Renfrew Station Area Plan, which will further BM1 and BM2 objectives by adding more housing, jobs and services in walking distance and align with rapid transit investments, and support BM6 by providing opportunities for carbon sequestration through Still Creek enhancement and green infrastructure/road space reallocation.	2025	Q1	PDS	Underway
Implement land use changes to meet Council objectives and provincial requirements and build complete communities, including Transit Oriented Areas and launch of Villages.	2024	Q2	PDS	Underway
Big Move 2 – Active Transportation & Transit	*Two-thirds of trips in Vancouver to be by active transportation and transit by 2030.*			
Complete research, engagement and technical analysis necessary to develop new action(s) for the 2026-2030 Climate Plans to meet the BM2 2030 target and improve methodology to assess impact of actions to outcomes.	2025	Q2	ENG	Underway
In 2024, continue to advance walking and cycling infrastructure identified in Active Mobility Plan.	2024	Q4	ENG	Underway
Implement the bus speed and reliability improvements as planned for 2024, as guided by the Transit Priority Implementation Plan, and plan and design bus-priority on five Council priority corridors around the city (Hastings, Granville, Marine, 49th, Kingsway).	ongoing		ENG	Underway
Seek Council approval to the Parking By-Law to expand parking minimums elimination (in coordination with BM5), implement parking maximums, and expand Transportation Demand Management (TDM) requirements for new developments.	2025	Q1	ENG	Underway
Advance active transportation through the Broadway Plan.	2024	Q4	ENG	Underway
Big Move 3 – Zero Emissions Vehicles	*50% of the km driven on Vancouver's roads to be by zero emissions vehicles by 2030.*			
Complete research, engagement and technical analysis necessary to update the EV Ecosystem Strategy to develop new action(s) and updated target for the 2026-2030 Climate Plans.	2025	Q2	PDS	Underway
Continue to expand the public charging network through City investment and enabling increased BC Hydro investment.	2024	Q4	PDS	Underway
Implement 2024 retrofits for electric vehicle charging in multi-unit rental buildings (14 buildings, 68 chargers).	2024	Q4	PDS	Underway
Implement and monitor gas station and parking lot regulations compliance (100% complete pre-approval step).	2024	Q3	PDS	Underway

MILESTONES

These milestones summarize our progress on prioritized City implementation of CEAP in 2023-2024.

Milestone	Due Date		Responsible	Progress
Big Move 4 – Zero Emissions Space & Water Heating	*By 2030, cut our carbon pollution from building in half, compared to what we had in 2007.*			
Complete research, engagement and technical analysis necessary to develop new action(s) for the 2026-2030 Climate Plans to meet the BM4 2030 target.	2025	Q2	PDS	Underway
Launch energy and carbon reporting for large commercial and multi-family buildings.	2024	Q1	PDS	Complete
Develop and launch tools to support energy retrofits of commercial and condominium buildings and explore opportunities to expand programs for rental apartment and non-market housing.	ongoing		PDS	Underway
Establish an integrated project team with Metro Vancouver to develop regional regulations for large existing buildings.	2025	Q2	PDS	Not Started
Research, consult on and recommend to Council highest equipment-efficiency requirements for detached-home domestic hot water (DHW) and home heating systems at time of replacement.	2024	Q1, Q4	PDS	Underway
Take next steps on the Neighbourhood Energy Utility decarbonization roadmap to Council.	2024	Q2	ENG	Complete
Enact changes to the Vancouver Building By-law to adopt the highest step of the Zero Carbon Step Code.	2024	Q3	PDS	Underway
Big Move 5 – Low Carbon Materials & Construction Practices	*By 2030, reduce embodied emissions from new buildings and construction projects by 40% compared to 2018.*			
Complete research, engagement and technical analysis necessary to develop new action(s) for the 2026-2030 Climate Plans to meet the BM5 2030 target and update target with baseline.	2025	Q2	PDS	Underway
Implement the Vancouver Building By-law changes for embodied carbon [by enacting embodied carbon requirements].	2024	Q3	PDS	Underway
Develop ways to allow and incent more uses for mass timber [by updating Vancouver Building By-law to allow mass timber to 18 stories].	2024	Q1	PDS	Underway
Streamline embodied carbon permitting processes and develop monitoring and quality-control processes to inform regulatory and/or process improvements.	2025	Q1	PDS	Not Started
Develop an embodied carbon baseline and methodology for measuring progress to target.	2025	Q2	PDS	Not Started
Big Move 6 – Restored Coasts and Forests	*By 2050, sequester 21,000 tCO2e per year within city boundaries.*			
Complete engagement necessary to retire BM6 2030 target and transition urban forestry work to the Climate Change Adaptation Strategy within the 2026-2030 Climate Plans.	2025	Q2	PDS	Underway
Revamp the Protection of Trees Bylaw in consultation with internal staff and external stakeholders.	2024	Q4	PDS	Underway
Update the Urban Forest Strategy (through Parks Board) and develop an Ecological Inventory and Network project (through Vancouver Plan) to identify actions to conserve and restore natural assets for the benefit of people and nature. Actions will include the development of new land use tools, policy and investment in natural areas.	2024	Q4	PDS	Underway
Pilot a pilot sequestration project outside city boundaries, in partnership with Tsleil-Waututh First Nation and other partners.	2024	Q3	PDS	Underway
Financial Framework, Equity and Indicators				
Engage with each of the local First Nations to determine their areas of interest for collaboration and to discuss funding support from the City for their climate work.	ongoing		ENG	Underway
Evolve and use the Climate Budget to inform City prioritization and investment decisions (including Mid-Term Capital Plan Update).	2024	Q4	PDS, FRS	Underway
Develop a 2026-30 Climate Plan to meet a 50% reduction of carbon pollution by 2030 (through research, technical analysis, and engagement).	2025	Q2	PDS	Underway
Establish an executive City of Vancouver and BC Hydro collaboration committee to support accelerated electrification related to implementation of BM3 and BM4.	ongoing		PDS	Underway

FUTURE REPORTING IMPROVEMENTS

FUTURE CHANGES TO INDICATORS

The intention of CEAP indicators is to provide a summarized overview of complex climate solutions. Their accuracy and relevance depend on which programs and approaches get approved and underway, as well as evolving methods of data gathering and analysis from multiple sources inside and outside of City jurisdiction.

Indicators and data sources will continue to improve over the course of CEAP. The next changes will occur when CEAP undergoes a scheduled refresh at its halfway mark (2025), which will coincide with a refresh of the Climate Change Adaptation Strategy as well.

Possible future changes:

- Big Move 1 goal will be restated in the CEAP 2026-30 Refresh. As Vancouver Plan implementation gets underway, a restated goal will better reflect land-use policy interventions that will affect adoption of active transport, EVs, and natural carbon solutions over the long term.
- Big Move 3 goal is to increase the use of zero-emission vehicles versus fossil-fueled vehicles on Vancouver's roads. This was to be measured by "% vehicle-kilometres travelled by ZEVs". However, accurate measurements are currently unavailable, and will be dependent on data sources (e.g., vehicle odometer readings, improved survey instruments, etc.) becoming available in future. A restated goal will potentially reflect the rate residents are choosing EVs, which would align with the provincial government's objective.
- City staff are currently updating impact projections for current and proposed CEAP actions. In next year's Annual Report, coinciding with the CEAP 2026-30 Refresh, these projections against our 2030 carbon reduction targets will replace the qualitative assessments of likelihood presented here.
- City staff are currently determining additional Big Move-level targets that better reflect impacts the City can directly influence (e.g., active transportation infrastructure deployment, building carbon-limit regulations, etc.). These *City-controlled* targets will not replace the Big Move goals—which still state the overall outcomes needed to achieve our carbon reduction targets—but will aim to recognize the City does not have control over *all* the factors influencing those outcomes, particularly resident choice. For instance, the City deploys EV charging infrastructure, but does not control whether residents choose to purchase EVs over fossil-fuel vehicles.

Endnotes

1 *Carbon pollution figures are rounded to nearest 1,000 tCO_2e, using the Global Protocol for Cities (GPC) Basic protocol. Comprises Scope 1 and 2 "Stationary", Scope 1 "Transportation", and Scope 3 "Waste" greenhouse gas emissions. Reported decrease in community-wide carbon pollution may be greater than the declines achieved in transportation and buildings individually, because the community-wide number also includes the carbon pollution from waste disposal and treatment.*

2 *Carbon pollution figures are rounded to nearest 250 tCO_2e, using the Global Protocol for Cities (GPC) Basic protocol. Comprises Scope 1 and 2 "Stationary" energy use—including heating in City-owned buildings and process heat (e.g., the Southeast False Creek Neighbourhood Energy Utility, the City's asphalt plant), Scope 1 "Transportation" (fleet vehicle activity), and Scope 1, 2, and 3 "Waste" greenhouse gas emissions from the Vancouver Landfill.*

3 *Total includes greenway segments with cycling infrastructure that substantially meet the city's All Ages and Abilities (AAA) guideline.*

4 *A kilometre-hour measures the spatial length of the bus-lane network, as well as overall hours of operation.*

5 *This number comprises all DC Fast Charge and Level 2 public charging infrastructure ever deployed by the City. Some of these stations have since passed over to private operators.*

6 *This is the percentage of Vancouver-resident trips made by walking, cycling, or transit.*

7 *Target to be confirmed following detailed feasibility analysis.*

8 *Includes "% clean energy" reported annually by BC Hydro and the City-run NEU. Will be revised with renewable natural gas and (private) renewable district energy as data becomes available.*

9 *This is the cumulative number of tall (7+ storeys) mass timber that have received development permit approval.*

10 *Natural areas include forest, pollination meadows, streams, wetland and shorelines. 1-3 ha of restored or new naturally managed areas annually aligns with VanPlay & Green Operations Plan targets.*

11 *Measurement will be conducted every 5 years using LiDAR and i-Tree methods, per Urban Forest Strategy.*

For more information, go to ***vancouver.ca/climateemergency***

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