

Welcome!

Today’s open house provides an opportunity for citizens of Courtenay to discuss with City planning staff ways to address climate change and reduce Greenhouse Gas emissions in our cherished city.

You are encouraged to take a look at the display material provided. It has been organized into a number of areas such as land use, transportation and buildings.

Planning staff will be circulating around the event and are happy to take any questions or comments.

A 40 minute presentation on climate change science and a review of the policies being proposed will begin at 5pm.

Presentation material will be on display before and after the presentation.

We value your reflections and input! Please take a moment to share your thoughts by filling out a comment sheet or jot down your ideas on the comment boards located throughout the venue.

Feel free to take a comment sheet home to discuss with your family and friends and return it to City Hall by mail or dropping it off. **We will be accepting comment sheets until September 29.** You may also direct comments to the City’s environmental planner, Nancy Hofer: nhofer@courtenay.ca

Thank you and enjoy!

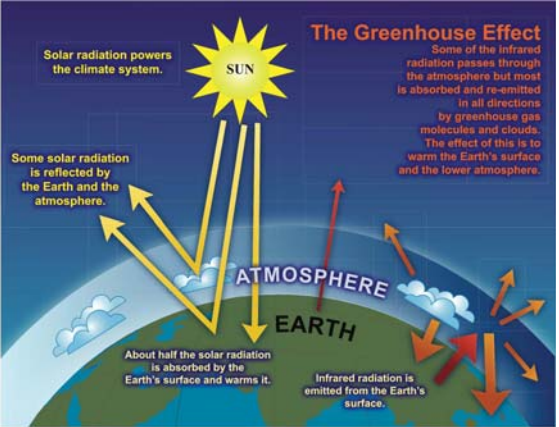
Background

What is Bill 27?

In 2008, the Provincial Government passed the Local Government (Green Communities) Statutes Amendment Act which states that all Local Governments in BC must include community-wide Greenhouse Gas reduction targets, policies and actions in their Official Community Plan; this takes effect this year.

What is a Greenhouse Gas (GHG)?

Gases in an atmosphere that absorb and emit radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect. The primary greenhouse gases in the Earth’s atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.



What are some consequences of increased GHGs in the Earth’s atmosphere?

- Increased global temperatures and increased drought
- Less predictable and more erratic weather patterns
- Melting ice caps and subsequent sea level rise
- Species extinction

What is an Official Community Plan (OCP)?

The overarching policy document that guides land use decisions for a community.

What is this Open House about?

The City of Courtenay is in the process of reviewing which high level policies should be included in our OCP to address Climate Change. We value your input!

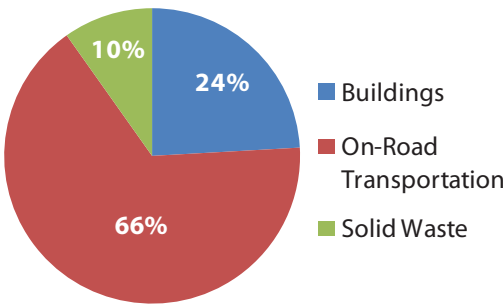


Greenhouse Gas (GHG) Emissions and Targets

Background

- The Province has adopted a target of 33% decrease in GHG emissions below 2007 numbers by 2020 and an 80% decrease by 2050.
- Communities are allowed to set their own targets, which must be ambitious but achievable.
- The Province has conducted an inventory of GHG emissions for each community in BC for the following three primary sectors – buildings, on-road transportation and solid waste.

**Courtenay's
community-wide
GHG emissions
sources, 2007**



	2007 baseline data	Projections for 2020
Courtenay population	24,500	33,000
Total community-wide GHG emissions (tonnes)	140,111	188,568* Target: 112,089 †
Per capita emissions (tonnes of GHGs per person per year)	5.7	Target: 3.4 †
* Projected emissions with no community – wide climate action		
† Projected emissions with a 20% decrease below 2007 numbers		

Courtenay GHG emissions

Courtenay resident per capita emissions were 5.7 tonnes in 2007. Total emissions for Courtenay in 2007 were 140,111 tonnes.

Courtenay is expected to grow to a population of 33,000 people by 2020. Current population is 24,500. This would result in a total of 188,568 tonnes in 2020 if our per capita emissions rate remained the same.

Climate experts believe that somewhere on the order of 2 tonnes GHGs/ year per person is a global sustainable rate.

We believe a 20% reduction target (below 2007) levels, is achievable for 2020.

Including population growth this would bring our per capita emissions down to 3.4 tonnes in 2020, or a community-wide total of 112,089 tonnes.

Reducing our per capital GHG emissions to a sustainable level should be an on-going goal for the City and individuals.

Corporate Actions

- The City of Courtenay is demonstrating leadership in GHG reductions through a number of initiatives pertaining to corporate fleet, municipal facilities and operations.
- The City of Courtenay has signed the Climate Action Charter, along with over 130 communities across BC.
- This Charter demonstrates the City's commitment to reduce GHG emissions in municipal operations with the goal of becoming carbon neutral by 2012.

The City of Courtenay adopted a Corporate Climate Action Strategy in 2009 which includes a number of actions:

- ✓ Adoption of a Municipal Green Building Policy for new buildings
- ✓ Retrofitting of existing municipal buildings to make them more energy and water efficient
- ✓ Residential Tree Planting Program
- ✓ Adoption of a Green Fleet Policy and Procedures
- ✓ Limiting idling of equipment to reduce emissions
- ✓ Adoption of energy efficient purchasing principles
- ✓ Development of climate action contract specifications
- ✓ Creation of the "Green Team" and "Corporate Climate Action Committee" to provide environment-related leadership and communication projects with City staff



Overarching Sustainability Goals

A set of overarching sustainability goals can help to guide more detailed decisions in how the City of Courtenay approaches land use and development to ensure that all City staff are working towards a common vision for a sustainable Courtenay. A number of overarching goals are proposed:

- To incorporate triple bottom line accounting into decision making
- To incorporate life cycle cost analysis in decision making
- To adopt a precautionary approach when unsure of risk of a decision
- To aim to achieve multiple-objectives in policy decisions
- To strengthen community resiliency to changing resource supplies – food, energy, groundwater security – as an adaptation measure to future uncertainty around these commodities
- To acknowledge and incorporate relevant adopted policies and plans, including those of the Comox Valley Regional District
- To work towards an inter-departmental and inter-jurisdictional integrated approach to land use planning and development
- To work with businesses and community-based organizations to achieve community-wide goals



Land Use - Background

How does land use contribute to GHG emissions?

Land use patterns and associated transportation networks are directly related to emission growth.

Sprawling land use patterns, that are poorly connected, and do not provide for a range of amenities, services and employment nearby, require traveling great distances and are generally automobile dependents. As a result, such land use patterns generally emit higher levels of GHG than do communities that are Compact, Centred, Complete and Connected.

Sprawling land use patterns also expand development into our surrounding green areas, altering wildlife habitat and other ecosystem services, including *carbon sequestration*. *



Glossary: Carbon sequestration: The process of removing carbon from the atmosphere and depositing it in a reservoir. Most of the Earth's carbon is naturally stored in trees and other plants, soils and the ocean. Human engineered approaches to sequestering carbon are also being developed.

Compact

Low density development is auto-dependent development and private automobiles are a major source of emissions in Courtenay. Other services are not viable at such low densities, such as shops and services. In particular, transit service is considered not viable without a residential density of at least 6-7 dwelling units per acre (Courtenay's average is closer to 4 dwellings per acre).

Compact development does not necessarily have to change the character of the neighbourhood. Density can be increased moderately through secondary suites, carriage homes and low-rise townhomes.

Centered

The closer that people are to the places they want to go, the less they need to drive. Concentrated areas of employment, commercial and other activities and destinations (cafes, restaurants, corner stores, parks) make a commercial area busy and successful. This also makes active transportation possible and attractive, cutting down on GHG emissions and making people healthier.

Complete

Mixing land uses, including residential, commercial, institutional and light industrial makes communities more self-contained, increasing the opportunities for people to live, work and entertain themselves within a smaller geographic area.

Complete communities foster a more inclusive community by providing a variety of lifestyle, housing, economic and cultural opportunities.

Connected

Fine-grained street network makes getting from Point A to B more efficient, helping cut driving time and distances.

Streets are designed to support an integrated, multi-modal transportation system.

How can Local Governments influence emissions through land use?

- By evaluating land uses comprehensively to ensure that a balance between urban and natural environments are accommodated.
- By ensuring that sensitive and hazardous natural environments are protected from development.
- By promoting compact, centred, complete and connected settlement patterns in municipal areas that are suitable for development.



Land Use - Initiatives

- 1 Conduct an Integrated River Basin Management planning process to ensure that cumulative land uses at this scale and flood plain inundation do not adversely affect water quality, habitat values or other public enjoyment of Courtenay's water systems.**

Integrated River Basin Management is the process of coordinating conservation, management and development of water, land and related resources across sectors within a given river basin, in order to maximize the economic and social benefits derived from water resources in an equitable manner while preserving and, where necessary, restoring freshwater ecosystems.

Rationale: River basin systems are large in scale and the demands placed on them can be complex in scope. Climate change is expected to affect weather patterns and hydrological regimes including total water volume and timing of peak runoff and low flows; this may affect availability of river water resources for other uses. Demands on our river resources must therefore be managed comprehensively and take a long-range view to ensure a healthy functioning of our river systems.



- 2 Include objectives and criteria in Development Permit Area guidelines to promote reduction of GHG emissions and conserve energy and water. Criteria might include:**

- **Landscaping**, including the type and placement of trees and other vegetation in order to provide for conservation of energy
- **Passive design features** such as building siting and orientation, form and exterior design of buildings
- **Vehicle parking** to ensure there is not an over-supply of parking and that bike parking is also included
- **Green infrastructure** such as renewable energy systems (e.g. solar panels, district heating systems), reduced impervious area, onsite rainwater management using infiltration and detention, narrower roads and green roofs

Rationale: *Development Permit Areas (DPAs)* are created to ensure that development conforms to certain site specific guidelines. In Courtenay, DPAs are used to protect against hazardous conditions, protect sensitive environments and agricultural land, revitalize commercial areas and ensure that form and character of commercial, institutional and multi-residential buildings fit with surrounding development. DPAs may now be used to establish objectives to promote energy conservation, water conservation, and reduce greenhouse gases.

Glossary: *Development Permit Area (DPA)* is a set of development regulations pertaining to a specific area as specified by the Official Community Plan.

- 3 Promote infill development in designated single-residential neighbourhoods in the form of secondary suites and auxiliary buildings such as carriage suites.**

Rationale: Moderately increasing density contributes to a compact settlement pattern and contributes to rental housing supply. Secondary and carriage suites are housing forms that do not generally modify the character of a neighbourhood.



- 4 Review Environmental Development Permit Areas to ensure that they accurately reference Environmentally Sensitive Areas within Courtenay's boundaries. Include unique habitat requirements for a range of species and ecosystems of concern.**

Rationale: Courtenay's current EDPAs have well established criteria for the protection of aquatic and riparian species. Courtenay is also home to a number of terrestrial organisms, some of them rare and endangered such as the Garry Oak ecosystem. Habitat for the organisms that live in these ecosystems should also be considered when reviewing Development Applications in Environmentally Sensitive Areas.

Land Use - Current Strategies

The City of Courtenay's OCP currently contains a number of high level strategies that are consistent with low GHG development. For example:

- ✓ "Consider the long-term impacts of all land use decisions. Selecting the correct location for density is important as this will create the right balance to ensure new growth enhances the community and supports existing and new services." (OCP p.14)
- ✓ "Set clear municipal and urban containment boundaries." (OCP p.14)
- ✓ "Plan to maintain and protect existing wildlife corridors to preserve wildlife habitat within the City." (OCP p.13)
- ✓ "Create neighbourhoods that provide different housing types close to recreation, educational and daily destinations." (OCP p.13)
- ✓ "Identify and protect key areas that have the potential for future use as parks or open space." (OCP p.13)



Transportation - Background

How does transportation contribute to GHG emissions?

- Fossil fuels are burned in the combustion process to power motor vehicle engines. This process creates carbon dioxide, and other GHGs, as a byproduct.
- In Courtenay, private automobiles are the primary mode of transportation used to get to work and other trip destinations as well.
- Transportation related GHG emissions make up the greatest share of Courtenay's total emissions inventory. This is the case for most communities across BC.
- Of transportation emissions in Courtenay, the largest percentage share is from private passenger light trucks, vans and SUVs and small and large passenger cars.

How can Local Governments influence transportation emissions?

- Through compact and well connected development which allows for shorter trip distances to popular destinations thereby reducing the amount of time spent driving and facilitating walking and cycling.
- Through the provision of safe and convenient cycling and walking infrastructure. Active transportation also promotes exercise and good health.
- Vehicle emission standards will play a role in GHG emission reductions from transportation, but Local Governments have limited jurisdiction in these areas.

Transportation - Current Strategies

The City of Courtenay's OCP currently contains a number of high level strategies that are consistent with low GHG development. For example:

- ✓ "Work to have Courtenay recognized as a community that's friendly to walkers and bicycle riders." (OCP p.13)
- ✓ "Foster alternative means of transportation." (OCP p.14)
- ✓ "Strengthen development standards for sidewalks and other aspects of a pedestrian environment to address mobility impairments." (OCP p.13)
- ✓ "Develop guidelines that would yield walkable neighbourhoods in new developments, e.g. with inter-connected streets, sidewalks on both sides of the streets, heavily planted streets." (OCP p.14)



How do Courtenay residents commute to work?

Mode	1996	2006
Private automobile, as driver	75.5%	74.1%
Private automobile, as passenger	9.1%	7.6%
Public transit	1.3%	1.4%
Walked	7.8%	9.8%
Cycle	3.4%	4.6%

Data source: Community Energy and Emissions Inventory (CEEI) Report, BC Government



Transportation - Initiatives

1 Wherever possible, take a “Mobility Management” approach as opposed to a supply approach in making transportation decisions. This includes continuing to promote and accommodate for low emission transportation as priority over the private automobile in all new developments and transportation projects.

Mobility Management, or Transportation Demand Management, is a general term for strategies that result in more efficient use of transportation resources. It treats mobility as a means to an end, rather than an end in itself. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telework), particularly under congested conditions.

Rationale: Roads, parking lots and other automobile infrastructure are expensive and require frequent maintenance. Studies show that increased road capacity rarely reduces traffic congestion in the long run. Using existing infrastructure more efficiently and promoting mobility options that do not require costly infrastructure and frequent maintenance can reduce City expenditures, reduce GHGs and promote healthy lifestyles. Other benefits include safer, less expensive, and more accessible mobility options for all segments of our population. Mobility management ensures that an equitable range of mobility options are available to meet the diverse mobility needs in our community.

Action: Partner with other organizations to promote mobility management through education and programming. For example:

- Work with the Comox Valley School District to reduce student travel emissions
- Work with local post-secondary institutions to adopt a Universal Bus Pass for students and staff
- Offer active transportation information, such as cycling skills course, through recreation services



2 Conduct a comprehensive and action-oriented Cycling Plan for the City of Courtenay.

Rationale: Cycling as a mode of transportation in Courtenay is growing and is expected to continue to grow. Many of the current cycling routes in the city are unclear, poorly connected and result in safety concerns for both cyclists and motorists. Overall, there is a lack of a coherent strategy for cycling. As part of the City’s initiative to encourage active transportation, the needs of cyclists should be planned for.



3 Consider adopting an anti-idling bylaw as an emissions control and educational measure.

Rationale: Possible reasons for idling include waiting for passengers, preparing to leave the house including heating up the car, waiting to refuel or have the car washed, running quick errands or waiting in stalled traffic. Turning off the engine at these times can reduce emissions, improve local air quality and even save money to the car owner over the long run. The City recognizes that enforcing an anti-idling bylaw may be unfeasible, but evidence suggests that supporting the concept and educating about anti-idling can make an impact on motorist behavior.



Transportation - Initiatives



4 Review the City's parking bylaw to stipulate a maximum on the amount of off-street parking to be provided rather than a minimum amount, and in addition, to require a certain level of alternative transportation infrastructure to be provided in all new developments.

Rationale: Parking maximums limit the amount of parking allowed in a development and promote more efficient use of existing parking spaces. By freeing up space from parking stalls, more room is available for cycling lanes, sidewalks and transit. Parking will continue to be an important part of Courtenay's landscape and it is also important to reasonably accommodate the needs of motorists through enhance parking management.

Action: Explore best practices in parking management and the applicability of facilities such as shared overflow parking and Park and Ride stations to Courtenay's context.

5 Revise street design standards to ensure that they reflect current best practices in safety, accessibility, environmental impact and enjoyment for all street users, including cyclists and pedestrians.

Rationale: Street design standards can include bike lane, pedestrian and trail standards and the use of boulevard landscaping and street trees for multiple values including temperature regulation and carbon sequestration. Extensive paving of road right of ways reduces permeability, groundwater recharge and can contribute to inefficient drainage in times of peak rain fall. Street standards can also include stormwater source control measures such as bioswales and rain gardens to reduce impervious surfaces.

6 Use the Off-Street Parking Reserve Fund to finance low emission transportation infrastructure such as cycling, pedestrian and transit and other low emission mobility options.

Rationale: Developers who choose not to provide the requisite number of parking stalls are permitted to pay an established fee for each parking stall. Recent legislation dictates that this money can be used for any transportation infrastructure. The current bylaw permits funds to only be used for additional parking.

7 Support the bus shelter task force to encourage a consistent, regional, partnership approach to the provision of quality, low maintenance, bus shelters at convenient locations.

Rationale: Waiting transit passengers often experience inadequate shelter and comfort at common transit stops. Improved bus shelter infrastructure can raise the convenience and profile of transit as a mobility option.



Housing and Other Buildings

How do buildings contribute to GHG emissions?

In BC, buildings primarily generate GHGs from the burning of natural gas to heat our homes. Some GHGs are also emitted from the generation of electricity.



How does housing density influence GHGs?

Both directly and indirectly.

Directly: Multi-residential buildings contain units that share walls and are stacked on top of each other. By minimizing the surface area to outside walls, less heat energy is lost to outdoors than in a single-residential home.

Indirectly: More compact development also influences emissions indirectly, by reducing the distance needed to access amenities, services and employment (see Land Use panel).

The location and orientation of buildings on a site can influence the amount of daylight, and exposure to natural heating and ventilation a building receives. Architectural features and building materials can also be used to absorb or reflect heat energy. This is referred to as 'Passive Design' and is an area of building regulation that Local Governments can influence.

How can Local Governments influence building emissions?

In BC, building energy (and water) efficiency is primarily regulated through the BC Building Code. Recent and upcoming changes to the Code are increasing the required energy and water performance of buildings.

In addition to enforcing the BC Building Code, Local Governments have the ability to influence building emissions primarily through regulating housing and development density.

1 Provide reduced DCC rates for low impact development as defined by high energy performance, high water efficiency, landscaping that meets multiple-objectives such as carbon sequestration and/or low emission transportation infrastructure.

Rationale: Local Governments can determine what criteria must be met to be eligible for reduced or waived DCC rates.

Action: Ensure that low impact development criteria are incorporated into the DCC schedule upon its next revision.

2 Provide exemption from DCCs on small unit housing (50 square metres)

Rationale: Smaller unit housing permits greater density which reduces urban sprawl and supports amenities such as transit, shops and other commercial services (in areas that are zoned for it). Smaller units will also provide an alternative and more affordable housing type for those residents who may not need or want a single detached home. Supporting a greater diversity of housing types is a current goal in Courtenay. Please note that Local Governments are now required to exempt small unit housing from DCCs.

Glossary: Development Cost Charge (DCC): Monies that municipalities and regional districts collect from land developers to offset that portion of the costs related to services that are incurred as a direct result of new development.

3 Enforce Part 10 of the BC Building Code that pertains to water and energy efficiency and GHG reduction standards. These green building code standards are in the process of being reviewed at the provincial level and include:

- Code changes to improve the energy performance of housing to the equivalent of EnerGuide 80 in 2011
- Solar hot water ready homes (where practical) in 2010
- Code requirement for high-efficiency toilets (including dual-flush) and urinals in new construction in 2010
- Code requirements to support increased use of non-potable water for toilet flushing, irrigation and cold-water clothes washing in 2011

Rationale: Poor energy and water performance contributes significantly to GHG emissions. Emissions from buildings make up 24.1% of Courtenay's total community-wide emissions profile for a total of 33,742 tonnes of GHGs per year.



Green Infrastructure - Background

How does green infrastructure mitigate against GHG emissions?

Green infrastructure can be thought of as a the natural and engineered features within a community that contribute to the ecosystem services and amenities that both wildlife and people depend on. Courtenay's green infrastructure is comprised of our street trees, parks and connected greenways, our streams, wetlands and estuaries and engineered features such as detention ponds to manage stormwater.

Green infrastructure contributes to water and air purification, soil stabilization, temperature regulation and *carbon sequestration*; healthy vascular plants (e.g. trees) and undisturbed soils absorb significant amounts of carbon from the atmosphere.

Glossary: Carbon sequestration: The process of removing carbon from the atmosphere and depositing it in a reservoir. Most of the Earth's carbon is naturally stored in trees and other plants, soils and the ocean. Human engineered approaches to sequestering carbon are also being developed.



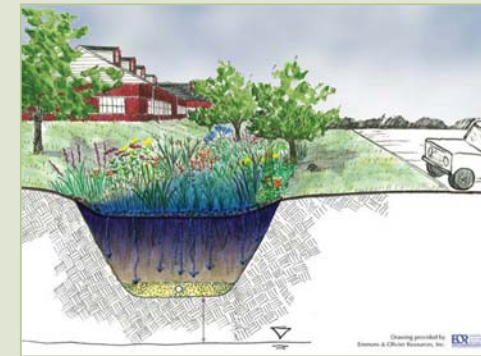
How can Local Governments influence the provision of green infrastructure?

- They can protect and restore important natural features and ecosystem services within City boundaries.
- They can encourage or require the installation of green infrastructure features in new developments within City boundaries.
- They can work with other jurisdictions to ensure complimentary management of these functions at larger scales, such as the watershed.

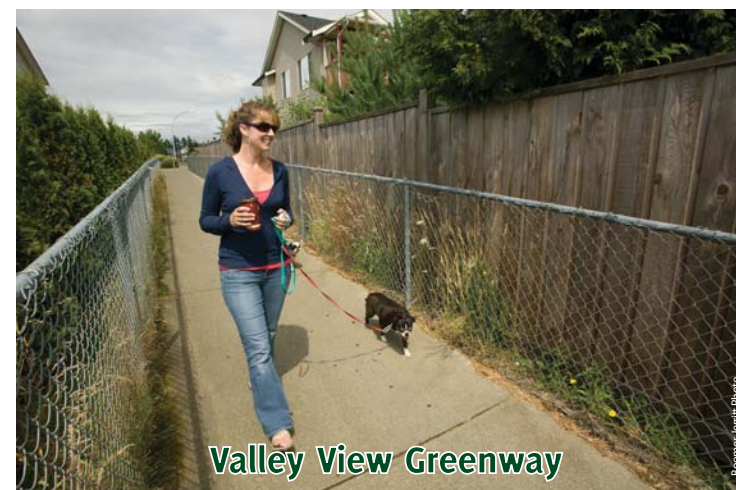
The City of Courtenay's OCP currently contains a number of high level strategies that promote green infrastructure. For example:

- ✓ "Design with nature, employing energy-conservation principles, emphasizing sustainability, enhancing the natural beauty, and protecting wildlife habitat; and support agriculture as an industry in the Valley." (OCP p.14)
- ✓ "Review and update the tree management bylaw to protect wildlife habitat and undertake a tree-planting program." (OCP p.14)
- ✓ "Adopt measures to reduce creation of impermeable ground surfaces." (OCP p.14)
- ✓ "Create more walkways and provide links between green spaces without negatively impacting the integrity of existing natural amenities and riparian area along water-courses and estuaries." (p.14)

- ✓ "Enact performance-based bylaws to protect watersheds and riparian habitat areas, and to consider alternative stormwater management practices." (OCP p.14)



Example: Rain Garden



Valley View Greenway



Capes Park

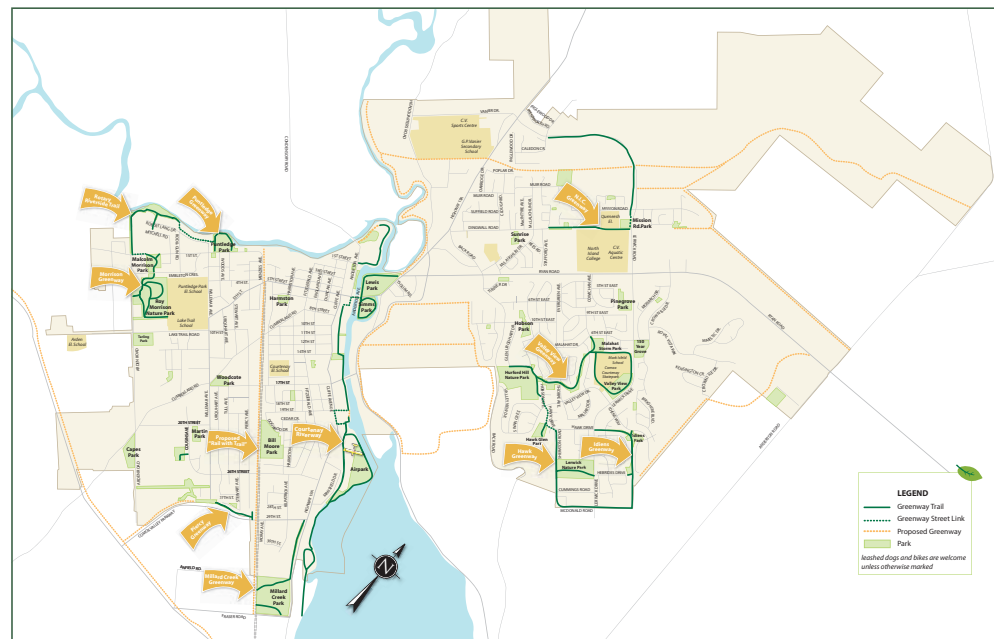


Green Infrastructure - Initiatives

1 Conduct a comprehensive Parks Plan for the City of Courtenay. The Plan will contain among other things a set of criteria for prioritizing property acquisition for parks and other City-owned community amenities.

Rationale: Courtenay contains an impressive number and diversity of parks and natural areas for public enjoyment and ecological value. A strategy is needed to work towards better connectivity between parks and equitable distribution between Courtenay's neighbourhoods. A set of criteria and strategy for property acquisition will ensure that the City will make the most use of its funds, and won't miss acquisition opportunities, when properties of community value come available. Criteria might include areas of public interest such as riverfront lands, public access, equitable distribution of parks and community amenities across Courtenay and ecological value.

Courtenay Parks and Greenways



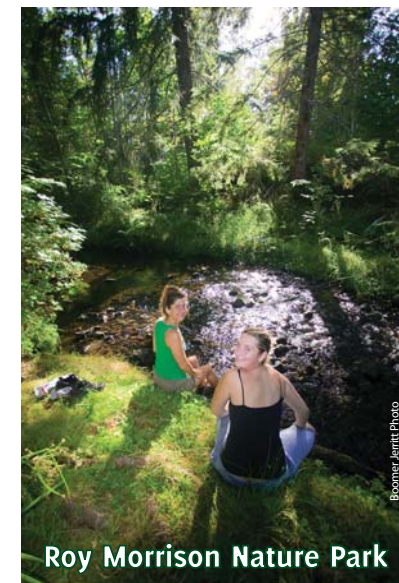
2 Review and amend the Tree Bylaw to include measures to support Climate Change initiatives and improve the retention of Courtenay's urban forest.

Rationale: Trees in parks, protected riparian areas, private yards, along boulevards and in parking lots make up our urban forest. They provide a number of ecological, economic, social and psychological benefits in our communities:

- **Ecological:** They provide wildlife habitat and a number of ecosystem services such as air purification, soil permeability and stabilization, they reduce water runoff and reduce the *urban heat island* effect.
- **Economic:** They can contribute to increased property values, improve the image of a commercial/business district and reduce energy costs in building operations.
- **Social:** They can improve the image and pride in a neighbourhood, including reduced crime, and encourage residents to walk more thus contributing to a community's health.
- **Psychological:** Regular contact with, or even views of natural landscapes, has been proven to improve concentration, reduce fatigue and even attention Deficit Disorder in youth.

Action: Review specifically which tree species are appropriate to meet multiple-objectives (aesthetics, maintenance, carbon sequestration, habitat), determine a succession and maintenance strategy for the City's urban forest.

Glossary: Urban heat island: A metropolitan area which is significantly warmer than its surrounding rural areas. The main cause of the urban heat island is modification of the land surface by urban development which uses materials which effectively retain heat. Waste heat generated by energy usage is a secondary contributor.



Solid Waste

How does solid waste contribute to GHG emissions?

Carbon dioxide and methane gas are released through decomposition processes within the landfill.

CVRD’s waste reduction targets:

% reduction in landfill waste disposal on a per-capita basis					
Year	2010	2020	2030	2040	2050
% reduction	48%	55%	65%	75%	90%
	<small>(current level)</small>				

Comox Valley Compost Education Centre

4795 Headquarters Road

Hours of Operation:

Thursday, Friday, Sunday 12-5pm,
Saturday 8:00-1:00pm
Telephone 250-898-1086



COMPOSTERS

“Earth Machine” composters are available for purchase during regular hours of operation.
Composters \$50 / Aerators \$15

For composter sales inquiries, please contact Patty Rose at 250-898-1086.

How can Local Governments influence solid waste emissions?

In the Comox Valley, solid waste management falls under the jurisdiction of Comox Valley Regional District. The City of Courtenay continues to support the Regional District’s efforts towards waste reduction and diversion.



Yard Waste Program

This curbside weekly pickup program collects yard waste on the same day as regular garbage collection.

Since the program started in 2006, nearly **7,000 tonnes** of yard waste have been collected in Courtenay.



Air Quality

How can Local Governments influence air quality?

- By promoting land uses, transportation patterns and building energy efficiency standards that reduce GHGs.
- By supporting additional monitoring, research and enforcement by the Province.

- By controlling and restricting open burning within City limits.



Proposed strategies:

Support community-based research and monitoring initiatives. This is consistent with the City’s existing strategy “to ensure decision making considers maintaining air and water quality using best available science.” (OCP p.14)

The City of Courtenay has a Fire Protective Services bylaw prohibiting open burning within City limits.

Sustainable Development Checklist

The City of Courtenay is in the process of reviewing its Sustainability Evaluation Checklist to make it a more user friendly, rigorous and effective evaluation tool.

Sample development checklist
City of Kamloops

"B" - Development Checklist			
F. ENVIRONMENTAL SUSTAINABILITY (cont.)			
Features	Point Value	Points Earned	Supporting Comments and Documentation
Good Neighbour Features			
F14 Noise mitigation building design and features used in development	1		
F15 Sign and lighting light pollution minimized	1		
Construction Management			
F16 Majority of materials from regional sources	2		
F17 Renewable resources used in construction	1		
F18 Durable and long lasting construction materials used	1		
Energy Conservation			
F19 Integration of solar power into building design and construction, including the use of design to orient buildings to maximize natural solar accessibility	1		
F20 Power Smart and CFC-reducing HVAC systems used in the building	1		
Site Development			
F21 Development conforms with surroundings and integrates into the existing character and function of the neighbourhood	2		
F22 Wildlife habitat on or adjacent to the site has been protected, enhanced and/or restored	1		
F23 Open space exceeds minimum zoning requirements on site (e.g. use of clustering, reduced lot coverage, etc.)	1		
F24 Heritage features have been preserved and/or enhanced in cooperation with the Canadian Heritage, Parks, Standards and Guidelines	2		
Innovation in Design			
F25 Development adds other unique or innovative features not covered by the above checklist. Provide details:	5		
Total Points Earned (Maximum Base Points Possible = 20)			
Environmental Sustainability Minimum Achieved?		Y / N	

The North Shore Neighbourhood Plan
City of Kamloops
Page B14

What is a sustainability development checklist and how is it used?

- A set of criteria to evaluate rezoning and development permit applications to ensure that they are compliant with the City's overarching goals.
- Most criteria are voluntary but developments that achieve a minimum score are eligible for incentives such as fast-tracking their development proposal, tax exemptions and/or DCC exemptions.



What's the value of a checklist to communities?

- Because the criteria for development in a sustainability checklist are clearly established, residents can visualize the kind development that is being promoted. This provides a valuable educative and communication function between communities and staff.
- The checklist enhances transparency of the development negotiation process between staff and developers.

What's the value of a checklist to developers?

- A clear set of established criteria can expedite the negotiation process between developers and staff as developers will know exactly what development parameters are available to them.
- Developers who achieve the minimum score are eligible for incentives that can save them time and/or direct costs.
- Developers who score high on the checklist will receive public recognition for achieving a publicly endorsed set of development criteria.

