



Greenhouse Gas Targets, Actions, and Policies

Harrison Hot Springs Official Community Plan

March 2, 2010

Submitted to:
The Village of Harrison Hot Springs

Submitted by:
HB Lanarc Consultants



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1. Introduction

Harrison Hot Springs has shown leadership in climate protection through signing the BC Climate Action Charter, creating a Community Sustainable Development Strategy, and other planning initiatives including significant elements of the existing Official Community Plan (OCP).

This report provides guidance on the adoption of greenhouse gas targets, policies and actions for the Village of Harrison Hot Springs OCP. These targets, policies and actions are intended to provide guidance to the Village to reduce community energy consumption and greenhouse gas emissions, and comply with Bill 27 (2008): Local Government (Green Communities) Statutes Amendment Act, which requires targets, policies and actions to be included in the OCP by May 31, 2010.

Following delivery of this report, it is understood that the Village will further review and discuss the guidance provided, and will draft final language for adoption by Council

2. Methodology

The OCP guidance provided in this document was developed through the following process:

- A webinar presentation by HB Lanarc with the staff and stakeholder group, including members of the Sustainability and Infrastructure Committee, reviewing the provincial policy context, greenhouse gas emissions key trends and issues, and providing an overview of types of policies, actions and targets that may be applicable.
- HB Lanarc developed an extensive list of potential policies and actions based on expert knowledge and research of initiatives in other communities, and the Community Sustainable Development Strategy which was previously developed for the Village.
- The existing OCP was reviewed by HB Lanarc for content applicable to greenhouse gas emissions reduction.
- A workshop was facilitated by HB Lanarc with the staff and council/stakeholder group (see Appendix A for participants list). At this workshop, the list of potential policies and actions was presented and discussed, with additional input from workshop participants captured. The number of participants was small; as such, it is recommended that additional input be sought out to ensure the process adequately represents the perspectives of stakeholders and others in the community.
- Based on the research conducted and augmented by workshop feedback, a set of recommendations were developed, as presented in this report in the section *Recommended OCP Amendments*.
 - For policies and actions, recommendations are put forward that meet basic selection criteria: ability for the Village to implement, and potential impact on GHG emissions.
 - The emissions reduction target was developed based on a discussion of what might be possible given the constraints and opportunities unique to the Village of Harrison Hot Springs. This is discussed further in the next section.

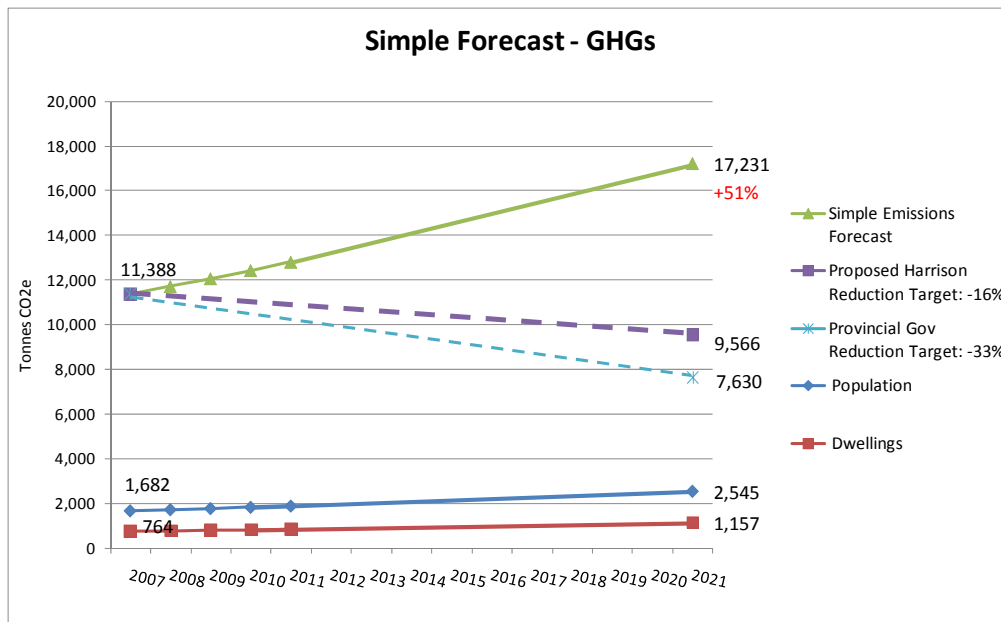
Target Setting

The following chart illustrates a simple forecast of GHG emissions based on:

- The current greenhouse gas emissions, as per the 2007 Community Energy and Emissions Inventory (CEEI)¹
- Population growth as projected within the existing (2007) OCP²

¹ Harrison Hot Springs Community Energy & Greenhouse Gas Emissions Inventory: 2007. <http://www.env.gov.bc.ca/epd/climate/ceei/pdf/2007Harrison-Hot-Springs.pdf>

² Village of Harrison Hot Springs Official Community Plan Bylaw 864. <http://www.harrisonhotsprings.ca/PDF/BYLAWS/BYL-864.pdf>



Without any changes to existing emissions patterns, as population grows from 1,682 in 2007 to an estimated 2,545 in 2021, emissions would increase from 11,388 tonnes CO₂e equivalent to 17,231 Tonnes – an increase of over 50%. At the same time, provincial targets aim for a reduction in emissions of 33% by 2020. This forecast is simply based on increasing the current per capita emissions at the same rate as population growth, and as such does not take into account factors such as improving building energy efficiency due to changes in the provincial building code, improvements in vehicle fuel efficiency anticipated from future tailpipe standards, or other factors beyond Village control that may influence greenhouse gas emissions.

Note also that the Fraser Valley Regional District is undertaking a transportation analysis that includes modeling of transportation related greenhouse gas emissions. Results from the FVRD study may be relevant to Harrison Hot Springs and could contribute to future work on greenhouse gas analysis, strategy development and updates to OCP targets, policies and actions.

Tourism also plays a significant role in community emissions, though it is difficult to quantify the contribution. In 2008, the number of visitors at the Visitor Centre was over 13,000³. Tourists add to business activities that use energy (such as hotels and restaurants), consume water, and contribute to emissions in other ways. At the same time, most inventories such as CEEL consider transportation emissions to be those from in-town residents and businesses; transportation emissions associated with tourist travel from outside the town would typically not be included in these inventories. However, the town may still influence “outside” emissions from tourist travel through transit and other initiatives; and it can potentially facilitate travel offsets⁴.

Clearly, major changes in community emissions patterns will be necessary to meeting or even moving the community towards the provincial objectives. These changes will need to be effected across all major sectors in communities, including:

³ Personal communication, Debra Key, November 23 2009, based on data from the Visitors Centre.

⁴ The Resort Municipality of Whistler promotes travel offsets (associated with Olympic travel) on its tourism web site.

- Buildings
- Transportation
- Waste management

The good news is that many of the changes that will result in a lower-carbon Harrison Hot Springs are the same as those that will contribute to a more liveable community, with a stronger local economy and a healthier, more active population.

In Section 4, a new goal is recommended that includes the emissions reduction target proposed in the workshop. This target is seen as a balance between aiming for the provincial targets, and the practicalities of achieving short to medium term targets in the Harrison Hot Springs context, with the intent of developing long term targets as the Village's emissions strategy is developed further.

3. Existing Official Community Plan Policies

The existing OCP (March 13, 2007) already identifies a wide range of objectives, policies and actions that support community emissions reductions. The proposed emissions reduction target and recommendations to strengthen existing OCP content related to emissions reductions build upon and complement the existing OCP. Existing content that directly supports emissions reductions is summarized as follows:

LONG TERM VISION

- Includes a compact village centre

PRIORITY ACTIVITIES

- Zoning Bylaw – Update the zoning bylaw, revisions to densities, density bonusing
- Parks and Trails - Prepare a master plan for an integrated network of green spaces
- Hotsprings Road Design – Enhancing pedestrian/bicycling corridor
- Bus Service – encourage the provision of direct bus services
- Waste Composting – Investigate the feasibility of establishing a municipal composting program

GOALS

- Goal 2: Establish a distinct, pedestrian-oriented village centre with a range of commercial services.
- Goal 3: Develop tourism and recreation features and activities for the benefit of residents and visitors.
- Goal 7: Manage traffic and parking and promote transportation alternatives.
- Goal 8: Provide for a mix of housing types for all ages and incomes.

REGIONAL CONTEXT STATEMENT

The Village is addressing goals contained in the Regional Growth Strategy, which will support emissions reductions, including:

- Increase Transportation Choice and Efficiency;
- Manage Urban Land Responsibly ;
- Develop a Network of Sustainable Communities;
- Protect the Natural Environment and Promote Environmental Stewardship;
- Protect and Manage Rural and Recreational Lands; and
- Manage Water, Energy Resources, and Waste Responsibly

POLICIES

Section 3: The Development Framework

- The Village Centre promotes active transportation through pedestrian orientated uses (i.e. mixed uses) and design.
- Expansion of multi-family residential uses promotes active transportation (i.e. through greater densities / more compact community) and reduced heating needs /energy consumption (i.e. through shared walls and smaller spaces).

Section 4: Lakeshore Special Planning Area

- Design, uses, densities, and public realm improvements in the Village Centre Area serve to facilitate pedestrian movement and therefore reduce transportation-related emissions. Pedestrian access is also encouraged in the Waterfront Commercial Area and Lakeshore Marine Tourist Commercial Area.

Section 5: Commercial Development

- Through implementation of a Parks and Trails Master Plan, the comprehensive and integrated system of green spaces and pedestrian and bicycle routes will help encourage active transportation. Promotion of private and public revitalization to develop a distinct, pedestrian-oriented small village atmosphere will help achieve the same.

Section 6: Residential Development

- Providing for medium and high-density residential development promotes compact, walkable communities and reduces emissions associated with home heating (i.e. due to shared walls and smaller units).

Section 7: East Sector Special Planning Area

- Ecological protection and natural area conservation (i.e. forested areas) maintain sinks for carbon sequestration.

Section 8: Resource Lands

- Discouraging timber harvesting and maintaining forested landscapes maintain sinks for carbon sequestration.

Section 10: Infrastructure

- Solid waste management, including the promotion of “reducing, reusing, and recycling” and a composting program, diverts waste from the landfill, reducing associated emissions.
- Transportation policies that include measures to enhance pedestrian safety and cyclist infrastructure serve to promote active transportation, reducing vehicular-related emissions. Similarly, initiation of bus service would serve to reduce the same.
- Energy and climate change policies explicitly address emissions reduction, including:
 - Public infrastructure investments and development planning that promote energy conservation, transportation efficiency, and public transit;
 - Green building measures; and
 - Accessing infrastructure grants that support local climate change actions.

Section 13: Parks and Open Space

- The Parks and Trails Master Plan, with greenway development and support of the trail network, will encourage active transportation.

Section 14: Environmentally Sensitive Areas

- Protection of forested areas assists in maintaining sinks for carbon sequestration.

Schedule 1-D: Design Guidelines

- The design guidelines enrich the pedestrian realm and serve to support active transportation, reducing vehicular-related emissions.

Additional Initiatives and Programs

In addition to those policies already outlined in the existing OCP, the Village already has in place a number of initiatives and programs. It is not the intent to itemise all of these here, however those that were identified during the workshop include:

- Curbside recycling pickup for single family residential areas
- Green waste drop off

4. Recommended OCP Amendments

Add:

Goal 10: Reduce community greenhouse gas emissions.

Recognising the importance of long term emission reductions and the significance of the Provincial government's targets, the Village of Harrison Hot Springs will strive to reduce community greenhouse gas emissions 16% below 2007 levels by 2020. The strategy to achieve this goal is to encourage a compact and complete village centre, facilitate and re-design transportation infrastructure and services that increase alternative transportation and reduce private vehicle use, encourage more energy-efficient buildings and renewable, low-carbon energy sources, and reduce waste generation and landfill disposal.

Actions

The Village will undertake the following actions with the aim of achieving the community emissions reduction target. In many cases, these actions will build upon actions already planned, commenced or undertaken by the Village.

Cross-Cutting, Strategic Actions

1. Monitor community greenhouse gas emissions through the Provincial CEEI reports (and potentially other means), monitor the status and success of emissions reduction actions and policies, and review and revise the emissions reduction target within the next five years.
2. Continue to participate in regional discussions and plans relating to energy, climate change and sustainability, and continue to work with other jurisdictions to learn from their experience.

Land Use Actions

1. Continue the process of updating the zoning bylaw to incorporate provisions that encourage compact, complete community development.
2. Explore density incentives where appropriate – for example, density for cash contributions to off-site parking.
3. Continue to identify opportunities for tourism tax-funded infrastructure improvements that support emissions reductions and tourism, such as walkability.
4. Continue to encourage the development of local services such as grocery stores, that can service many of the day-to-day needs of residents and visitors; consider the accessibility of regional services in this work.

Transportation Actions

1. Update the Traffic and Parking Study/undertake a new transportation and parking study, to include consideration of connectivity within and between neighbourhoods, strategic offsite parking for the Village Centre, and provisions for electric vehicles, all aimed at reducing fossil fuel consumption for transportation.
 - a. Continue to advocate and work with partners to develop transit solutions to/from Harrison Hot Springs and major destinations, also aimed at reducing fossil fuel consumption.

Buildings Actions

1. Develop a green building/energy efficiency standard or checklist that is applied for rezoning, and is goal/performance oriented.
2. Develop and promote incentives aimed at improving energy efficiency and utilizing renewable energy in new construction and existing buildings.

Energy Supply Actions

1. Pursue utilization of alternative, low carbon energy sources and systems including geothermal/waste heat and district energy for the Village Centre, and engage community partners in this process.

Waste and Resource Management Actions

1. Continue to pursue expansion and/or enhancement of services that will reduce waste disposal and landfilling, particularly organic food waste that contributes to landfill gas emissions.
2. Expand waste reduction education efforts in schools and more widely in the Village and use this as an avenue for broader greenhouse gas emissions reduction education.

5. Implementation Considerations

Though OCP targets may be medium term, reaching them will require strong action and shifting the focus to implementation right away. It is recommended that staff prioritize actions into short, medium and long term timeframes, and get started immediately on high priority and/or “easy win” actions.

Though the focus of this document is on OCP targets, policies and actions, the following are several specific recommendations and considerations toward implementation and short term actions that arose out of the workshop. Additional, more detailed guidance on potential policies and actions can be obtained from the tables in Appendix A.

Building Energy Use

- Pursue implementation of green building strategies, with a focus on energy efficiency and renewable energy, as part of currently proposed development projects

Energy Supply

- Pursue funding to investigate the potential for low-carbon heating in the Village core (e.g. via hot springs waste heat and district energy systems)

Monitoring

Note that due to the methods currently used to generate CEEI reports (particularly for transportation and waste) and the fact that these are likely changing over time, the CEEI inventories by themselves may not be able to provide an accurate indicator of changes in emissions in the shorter term (i.e. within 4-6 years). However these reports may be augmented by other data collection.

Community Engagement

Building support with community stakeholders and raising the profile of climate initiatives is critical to long term success. It is recommended that the Village expand on their efforts in this area.

6. Appendices

Appendix A – Policies and Actions Workshop Resources

The following tables summarize the potential policies and actions that were researched prior to the workshop, based on the Community Sustainable Development Strategy and plans/experience in other communities. The tables have been updated with notes from workshop discussions.

Big Picture

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Workshop notes
Adopt GHG reduction targets	Council adoption of emissions reduction targets	Easy	Moderate to high - sets high level commitment, but implementation is critical	
Develop a Community Emissions and Climate Action Plan	Create a more detailed plan that starts with the targets, policies and actions, aimed at both quick wins and longer term actions Focus on implementation	Moderate	Low to moderate - again implementation is critical	
Engage/encourage community champions	Work with community members and businesses who can lead components	Easy	Moderate - this can be an important part of implementation	Individual City Council members?, Green Legacy Society, the Hot Springs Resort and other local businesses, members of the public
Communications program	Create communications materials, for example a web site Utilize the appropriate framing of climate change - aspirational and practical (e.g., livability, air pollution...)		Moderate - correct framing can increase motivation substantially	What can the youth bring? -- Explore the possibility of school presentations; The public needs to understand what this program is.
Regional collaboration with FVRD and municipalities	Help set up a regional working group	Easy to moderate	Moderate - can stimulate/enable more challenging regional initiatives	Coordination around Tourism with regional governments
Formation of steering committee that is a sub-committee of the Infrastructure Committee	This committee would make sure there is community representation and help integrate GHG reduction priorities into Harrison's existing projects and priorities			

Land Use - Transportation

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Workshop Notes
Integrate Vision/Goal in OCP	- Incorporate mixed-use, low carbon development into Harrison's OCP	Typical OCP update process	First step to integrating smart energy and climate management in the City's operations and planning Impact depends on long term follow-through and success of subsequent efforts	The community needs to add details to existing goals; to describe how the community will accomplish its priorities
Compact Complete Community Planning	Land use intensity can be increased using a variety of zoning tools & best practices. Compact, complete communities feature a range of unit sizes (with lesser average unit sizes overall). Less floor space typically means lower energy use per capita.	Depends on many local factors. Primarily a longer term strategy. Appeal to community priorities in addition to energy efficiency - healthy neighbourhoods, options for walking or biking, local access to amenities, a range of housing, etc Density needs to be transit/alternate transport accessible.	Very high. Probably the greatest impact of any strategies Local Governments can use to reduce transportation emissions and improve buildings' energy performance.	Consider (aging) demographics and tourism in planning for appropriate local services Neighbourhood planning areas 1 and 2 - looking to increase density A grocery store is needed Ensure zoning keeps options open for future uses C1 zoning permits mixed use
Density Bonusing	Allow extra density for green buildings. - Effective in markets with strong building demand	Easy to Moderate - Set acceptable uplift levels - Develop clear guidelines for development planners to negotiate density bonus - Can work in conjunction with a sustainability checklist / green building rating system	Medium-High Density should be allocated only in appropriate neighbourhoods; compact, complete, alternate transport accessible	Incentives to stimulate appropriate density Trade with cash for off-site parking Density is always a sensitive issue - must be handled accordingly Look at successes - eg Chilliwack
Investing in paths and right-of-ways for bicycles and pedestrians	-Seeking funding, allocating roads budget to constructing and maintaining paths and right-of-ways.	-Determined by funding constraints and political will to prioritise paths and right-of-ways	-Dependent on local trip patterns.	Ensure NH planning area 1 connects to Village Centre for pedestrians
Improving the connectivity of walking and cycling paths/right-of-ways	-Seeking funding, allocating roads budget to constructing and maintaining paths and right-of-ways.	-Determined by funding constraints and political will to prioritise paths and right-of-ways	-Dependent on local trip patterns.	Consider how neighbourhoods connects in trails plan
Strategically locating parking so as to encourage walking and bicycling within Harrison for both residents and visitors	-Parking at hotels and a few central points in the Town should be available for out-of-town visitors. Because of its small size, the vast majority of trips within Harrison should be by walking, biking, neighbourhood electric vehicles, or other low/zero carbon forms of transportation	-Buy-in is needed from businesses and residents, as traffic patterns and designated parking areas would need to change on both public and private land.	-When implemented in conjunction with other smart-growth and transportation demand management strategies, local emissions from transportation could be significantly reduced.	Underground parking for new development Look for strategic parking locations Shared public/private parking in Village with offsite parking

Transportation

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Workshop Notes
Expanding opportunities for biking and walking tourism transportation	-Encouraging tourist accommodations to have bicycles available for rent -Publishing maps and brochures on walking and bicycling routes in town and in the surrounding area.	-Implementation would be facilitated by partnering with neighbouring communities, non-profit organisations, the chamber of commerce.	-Moderate. Co-benefits include reducing congestion and improve local air quality	Develop bicycle infrastructure for tourist market - this could have economic benefits (e.g. concept of "slow food" tours) Develop a safe bike path to Agassiz
Community shuttle/transit service within Harrison	-(If there is a need) this service would take residents and/or tourist between major destinations	-Dependent on demand and funding mechanism	-Significant emission reductions would be achieved only with high levels of ridership	
Community shuttle/transit service between Harrison and neighbouring communities	-Increase the frequency of and/or create additional transit service between Harrison and neighbouring communities	-Dependent on demand, partnerships and funding mechanism	-Significant emission reductions would be achieved only with high levels of ridership	EDC is looking for shuttle (in town, to Agassiz and Chilliwack) Regional transportation initiatives tend to focus on other larger centres such as Chilliwack and Abbotsford
Low-carbon vehicle options for Harrison: renting electric scooters; - incentives for purchasing a neighbourhood electric vehicle; - explore the possibility of a community NEV car coop; - install electric vehicle charging infrastructure	-Electric vehicles and charging infrastructure need to happen at the same time - good rationale for multiple-vehicle programs. Possibly a good fit for a small community - short distances suited to electric vehicles.	-Dependent on funding mechanism and business model - A pre-feasibility study/assessment would be needed to determine the which option or combination of options would be most viable.	-Significant. Dependent on the scale of implementation	Example - Catalina This could be looked at further in an updated transportation study Other communities such as the District of North Vancouver have passed bylaws allowing Neighbourhood Electric Vehicles
Municipal Pilot study with a NEV	-The City could conduct a pilot study with a neighbourhood electric vehicle (NEV) as proof of concept for the vehicles in Harrison	-NEVs are inexpensive to purchase and have low operating costs	-Small. Primary purpose would be to raise profile of a new technology.	
Condominium developments with limited parking and shared vehicles				Added during workshop for future consideration

Buildings and Energy Use

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Workshop Notes
Incentives to encourage energy efficient, green buildings in new construction	Develop incentives, capacity building and/or regulation to encourage energy efficient, lower emission new buildings.	Moderate	Medium - more substantial over long term	Bylaw needs updating Priority: consider in currently proposed projects
Public education and outreach program	Create market demand for greener buildings; help homeowners use less energy	Moderate	Medium - education by itself has limited impact to change behaviours	
Green Business Program	-Partner with the Regional District, business association and/or a non-profit to create or promote a green business program that will bring recognition to Harrison business that follow good green business practices	-May depend on existing programs or interest from the RD/neighbouring municipalities	Low to Moderate	
Promote Retrofit Incentives for existing buildings	Promote Federal EcoEnergy Home Retrofit Program. Flyers, workshops, subsidizing home assessments, etc	Easy	High Allows greater energy efficiency gains than affecting new construction. Promotion garners 2 times higher uptake of retrofit programs	Work with FVRD to explore a recognition program
Residential Energy Audit Program	-Residents get a free or low cost audit of their homes to inform them how they can save money and reduce energy use	-May depend on existing programs or interest from the RD/neighbouring municipalities	High, if a large percentage of residents receive an audit and follow through with a retrofit	
Business Energy Audit Program	-Businesses get a free or low cost audit of their homes to inform them how they can save money and reduce energy use	-May depend on existing programs or interest from the RD/neighbouring municipalities	High, if a large percentage of businesses receive an audit and follow through with a retrofit	
District energy system for village core, municipal buildings, hotels	-Harness hot water and use it to heat buildings in Harrison - Could also be powered by waste wood biomass	Difficult -Pre-feasibility study needed to determine heating potential of the hot water source and candidate buildings for connecting to the system - Existing buildings may not be able to connect	High. Could eliminate the need for natural gas heating in some of the town's biggest buildings	

Waste and Resource Management

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Workshop Notes
Expanded Residential Recycling and Composting	Expand green waste program to food waste (residential, commercial) Create a backyard composting incentive program	Moderate Requires coordination with FVRD	Moderate Organics programs directly reduce future landfill emissions	Currently: limited curbside pickup - residential only; Recycling does not include stratas There is a waste management study planned
Expanded Business Recycling and Composting	Expand collection to all residents and businesses Expand program to additional materials	Moderate Requires coordination with FVRD	Recycling reduces broader, upstream emissions	
Enhanced public education and outreach, participation	Enhance communications and outreach to increase participation including linkages with GHG reduction			
Heat recovery from wastewater treatment plant for building heating	Will be more challenging with a plant at Kent.	Difficult Requires a district energy infrastructure or a large energy user adjacent to heat recovery source.	Depends on buildings and facilities served	

Green/Efficient Building Incentives (these detailed actions and policies were not discussed at the workshop)

Action/Policy	How does it work?	Ease of Implementation	Potential Impact	Example Local Govts	OCP Considerations	Other Notes
Development Permit Area Guidelines for energy conservation	Specify building forms and character, encouraging passive solar design. Specify onsite renewables.	Moderate - Some uncertainty around local government authority - Guidelines for different building types are appropriate, allowing for best passive design applications	Low to Medium Does not address envelope performance and mechanical systems. However passive design can significantly affect energy performance.	District of Saanich	DPAs must be specified in the OCP.	New powers under the LGA allow local governments to specify 'special features' of developments to promote energy conservation and GHG reductions.
Statutory Building Schemes	Register covenants requiring green building performance. Typically at re-zoning or sub-division, especially at sale of Government owned land.	Moderate to Hard - Requires substantial legal work - Provincial regulations dictate possible provisions.	Medium to High	City of Edmonton - LEED Silver for any land sale	OCP can support performance standards and/or certification scheme, and specify that sold municipal property	In BC, doubtful that it could include interior energy features or energy performance. Could include orientation, exterior
Rezoning - Green Building Policy	Adopt performance standards, to guide staff during rezoning negotiations.	Easy - Standards should evolve over time - Higher building performance demanded from properties with advantageous rezonings. - Generally guaranteed through a voluntary covenant	Medium to High Depends on the extent of demands at rezoning. Density should be allocated only in appropriate neighbourhoods; compact, complete, alternate transport accessible	Bowen Island Municipality	OCP support for energy efficiency and building standards can guide development of these standards with zoning bylaws.	
Review Building Related Bylaws - Eliminate Barriers to Green Building	Many bylaws present unnecessary barriers to green buildings.	Moderate - Review approvals history; what held up green projects?	Medium to High	City of Vancouver City of Calgary Corporation of Delta	OCP should support green building and renewables; specify that the local	
Development Cost Charges	Levied on new developments to pay for infrastructure. - Reduced fees provide an incentive to offset incremental costs for green building	Moderate. Cost schedules must be finely tuned to accurately reflect cost savings to the Local Government from reduced infrastructure costs, and to incentivize energy efficiency.	High. Comprise a high proportion of development costs. Reductions provide a real incentive to developers.	City of Kelowna	OCP recognition of the infrastructure requirement benefits of green building, can support the development of DCC schedules.	Nanaimo already a leader in location based DCCs. - Bill 27: They can be reduced or waived for projects designed to
Sustainability/energy efficiency Checklist	Typically part of development/rezoning permitting process. Three possible mechanisms: - Educational value - Associated with incentives - fast-tracking, density bonusing, or used in rezoning bargaining - Regulatory - a minimum score required for permit	Easy to Moderate Strategic Considerations - Compatibility regulations/incentive schemes that can be made more stringent over time are important.	Varies Checklists without regulations/incentives less effective	Town of Canmore (regulatory) District of North Vancouver Resort Municipality of Whistler City of Edmonton & City of Calgary (LEED checklist for land sale)	The OCP should encourage green building elements that are specified in the checklist.	
Revitalization Tax Exemption Bylaw		Reduces taxes for green developments.	Moderate Strategic Considerations - Green building certification standards (LEED, BuiltGreen, etc), or equivalent, are appropriate. - Reduces community revenue	Varies Sometimes little take-up.	Maple Ridge	OCP support for energy efficiency and building standards can guide development of bylaw.
Development and Building Permit Fast-Tracking	Reduce approvals time for applications meeting green criteria. - Effective in markets with strong building demand	Easy to Moderate Strategic Considerations - Various fast-tracking protocols exist. Some automated. - Local Governments have multiple priorities. Green buildings must be prioritized to effect market pressure to go green. - Can work in conjunction with a sustainability checklist / Green Building rating system	Medium-High Developers often respond to fast-tracking more than cash incentives, or density bonusing	City of Calgary (in development)	OCP support of energy efficiency and building standards can guide development of policy.	
Development and Building Permit Fee Rebates	Return a portion of fees for applications meeting green criteria	Easy to Moderate Strategic Considerations - Works in conjunction with a sustainability checklist / Green Building rating system - Results in lost revenue, unless additional fees are added	Varies Depends on value of rebate. A greater incentive for larger projects, with higher fees	City of Calgary Strathcona County		
Green Business Program	-Partner with the Regional District, business association and/or a non-profit to create or promote a green business program that will bring recognition to Harrison business that follow good green business practices	-May depend on existing programs or interest from the RD/neighbouring municipalities	Moderate			

Appendix B – Workshop Participants

Date: December 1, 2009 8:30 am – 12:00 pm

Location: Harrison Beach Hotel

Participants:

- Larry Burk – Chief Administrative Officer, Village of Harrison Hot Springs
- Mayor Ken Becotte
- Councilor Dave Harris
- Councilor Dave Kenyon
- Chairman of Advisory Planning Commission Leo Facio
- Michael Rosen, Planning Consultant
- Bud Fraser, HB Lanarc Consultants
- Micah Lang, HB Lanarc Consultants