



**TOWN OF CRESTON
REGULAR COMMITTEE OF THE WHOLE MEETING AGENDA**

Tuesday, July 18, 2023

4:00 P.M.

Council Chambers, 238-10th Avenue North, Creston, BC

1. CALL TO ORDER
2. TRADITIONAL TERRITORY ACKNOWLEDGEMENT
3. ADOPTION OF AGENDA (and additional items if necessary)

RECOMMENDATION

THAT the agenda for the Regular Committee of the Whole meeting of July 18, 2023, be adopted.

4. DELEGATIONS

None

5. BUSINESS

- a. Council Direction Request from the Chief Administrative Officer regarding Development Cost Charges

RECOMMENDATION

THAT Committee of the Whole DIRECTS staff to proceed with updating the project costing of the development cost charges program; THAT Staff are to identify additional growth projects based on the next ten-year horizon; AND FURTHER, THAT Committee of the Whole DIRECTS staff to proceed with planning stakeholder engagement in late 2023.

- b. Council Direction Request from the Manager of Community Planning and Development regarding an Accessibility Committee

RECOMMENDATION

THAT the Committee of the Whole recommends that Council DIRECT Staff to participate in the Regional Accessibility Advisory Committee.

- c. Council Direction Request from the Manager of Community Planning and Development regarding Creston Climate Action Plan Public Engagement

RECOMMENDATION

THAT the Committee of the Whole RECOMMENDS that Council RECEIVES the summary of public consultation respecting the Creston Climate Action Plan; AND FURTHER, THAT Council REFERS the Creston Climate Action Plan to Staff for revision recommendations based on the public consultation received.

- d. Council Direction Request from the Manager of Community Planning and Development regarding Short Term Rental public engagement

RECOMMENDATION

THAT the Committee of the Whole RECOMMENDS to Council that they RECEIVE FOR INFORMATION the Staff Briefing Note from the Manager of Community Planning and Development regarding the updated short-term rental regulations and community feedback; AND FURTHER, THAT Council DIRECTS Staff to draft the relevant bylaws for Council consideration of 1st and 2nd readings at an upcoming Regular Council Meeting.

- e. Council Direction Request from the Corporate Officer regarding the draft Electronic Message Board Policy

RECOMMENDATION

THAT the Committee of the Whole RECOMMENDS that Council DIRECT Staff to present the Electronic Message Board Policy at an upcoming Council Meeting.

- f. Discussion regarding Extension of Kootenay Lake Timber Supply Area

6. QUESTION PERIOD

7. RECESS AND MOVE TO CLOSED MEETING

Pursuant to Sub-Section 90(1)(c) labour relations of the *Community Charter*.

8. RECONVENE TO REGULAR COMMITTEE OF THE WHOLE MEETING

9. REPORT FROM CLOSED COMMITTEE OF THE WHOLE MEETING

10. ADJOURNMENT

RECOMMENDATION

THAT the Regular Committee of the Whole Meeting of July 18, 2023, BE ADJOURNED.

COUNCIL DIRECTION REQUEST (CDR)

Town of Creston

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ACTION DATE: July 18, 2023

SUBJECT: Development Cost Charges

SUGGESTED FOLLOW-UP ACTION: THAT Committee of the Whole DIRECTS staff to proceed with updating the project costing of the development cost charges program; THAT Staff are to identify additional growth projects based on the next ten-year horizon; AND FURTHER, THAT Committee of the Whole DIRECTS staff to proceed with planning stakeholder engagement in late 2023.

CAO COMMENTS: The report is submitted by the CAO.

BACKGROUND

Staff Briefing Note:

Attached ☐

Available ☐

Nil ☐

1. DEFINE THE TOPIC

KEY INFORMATION: Council directed staff in April 2022 to develop a new municipality-wide Development Cost Charge bylaw. Staff has verified that the consultant work and identified projects to be included in the Development Cost Charge Bylaw is still valid to be considered by Council. The Province does require an update to the stakeholder engagement and to the financial cost projections using known inflationary measures (i.e. – CPI, known construction increases, etc.). Using the work performed in 2013 can avoid additional cost for a DCC program review and allows Staff to work from the draft bylaw created in 2014. This would be the most efficient and expedient way to address improvements to the existing DCC program.

RELEVANT OBSERVATIONS: There will be a requirement for updated public engagement prior to submitting the bylaw to the Province for review.

STRATEGIC RELEVANCE: Focus on Livability, Economic Health and Service Excellence

ESSENTIAL QUESTION: Does Council support creating a consistent approach for development fees through bylaw to provide funding for future growth related projects?

2. DETERMINE DESIRED OUTCOMES if the essential question is addressed.

KEY RESULT: Advance the adoption of a new municipality-wide Development Cost Charges Bylaw.

DESIRED BENEFITS OF KEY RESULT: Equitable application of Development Cost Charges and infrastructure development.

REQUISITES: Updating the draft bylaw from 2013 based upon the DCC Bylaw Background Report (attached).

UNINTENDED OUTCOMES: Unfavorable view of development cost charges by the public.

3. EXPLORE RESPONSE OPTIONS to achieve the key result (Pros & Cons)

1.	COTW directs staff to proceed with updating projects and stakeholder consultation.
2.	COTW directs staff to engage a consultant for a new comprehensive review of DCC program.
3.	COTW recommend to Council to rescind previous resolution on developing a new DCC program.

Submitted by:


Michael Moore, CAO

Reviewed by:

CAO

Michael Moore, CAO

STAFF BRIEFING NOTE

Town of Creston



2023-07-
DATE: 18

TO: Mayor and Council

CC: Colin Farynowski, Manager of Engineering

FROM: Michael Moore, Chief Administrative Officer

DEPARTMENT: Administration

SUBJECT: Development Cost Charges Bylaw

APPENDIX: ☒ ATTACHED ☐ OTHER DOCUMENT ☐ NOT APPLICABLE

PURPOSE / ISSUE:

To provide an update to Council on developing a new municipal-wide Development Cost Charges Bylaw.

BACKGROUND:

Municipalities may choose to charge fees to new developments to assist in paying for off-site infrastructure needed to accommodate growth. These fees are known as “development cost charges” (DCCs) and have limitations on the type of projects that the collected funds may be used against. Examples that development cost charges may be used for include roads, sewer, treatment plants, water and drainage infrastructure. DCCs may also be used to assist acquiring and developing parks but cannot be used for services such as recreation, policing, fire and other services affected by growth (Development Cost Charge: Guide for Elected Officials, p. 4).

There is a multi-phase process to developing and calculating DCCs through growth projections, identified projects, cost estimates, cost allocation and assignment, and applicable assisting factor by the community (Development Cost Charge: Guide for Elected Officials, pp. 7-10).

The Town of Creston (ToC) currently has three development cost charge areas:

1. DCC Bylaw #839 (1980) for the extreme Southwest area of Town around Dugan Street.
2. DCC Bylaw #898 for Alice Siding Area in the north part of the municipality was adopted in 1981 (updated to bylaw #1463 in 2005 last updated in 2009)
3. DCC Bylaw #1331 for water infrastructure only for McLaren Street.

In late 2011, Staff direction by Mayor and Council was to engage a consultant for a comprehensive review of the development cost charge program in the community.

STAFF BRIEFING NOTE

Town of Creston

Focus Corporation from Rossland, BC began the review of the development cost charge program in 2012, which included the following:

- Public open house May 2012
- Council workshop June 2012
- Council workshop December 2012
- Public open house May 2013
- Final report submitted to Council in July 2013

A draft municipal-wide DCC bylaw was presented to Council in June 2014 and subsequently not adopted.

At the April 19, 2022 Committee of the Whole meeting, Staff reviewed the limitations of not having an up-to-date and municipal-wide development cost charge program. The example used in the Committee of the Whole discussion was the McDonald's development requiring to absorb the entire cost of traffic signals while arguably other developments within the past 10 years also contributed to intersection traffic. The developer identified to staff how this "unknown" cost jeopardized the development.

At the April 26, 2022, Council passed Resolution #162-22:

THAT Council DIRECTS Staff to develop a new municipality-wide Development Cost Charges bylaw for Council consideration at an upcoming Regular Council Meeting.

After initial review of the work completed by Focus Corporation from 2012-2013, Staff did not advance the Development Cost Charge bylaw prior to the municipal election.

CURRENT SITUATION:

Staff reviewed the consultant work and report developed in July 2013 and identified the following:

- Sewer projects are still relevant.
- Water projects need some updating as a few projects have been completed (PRV at Payne Street and connection between 10th Ave N and 12th Ave N).
- Road projects are still mostly relevant but should be updated to include additional growth identified projects from the current Multi-modal Transportation Master Plan.
- All projects need to have updated costing

Considering the cost expended into the 2013 DCC Bylaw Background Report, and use of engineers in the original project cost analysis, Staff considered the option to proceed using this report and the draft bylaw not adopted by Council in 2014.

STAFF BRIEFING NOTE

Town of Creston



DCCs are implemented by bylaw by a local government. After third reading of a Development Cost Charges Bylaw, the Town of Creston is legislated to forward the bylaw and all supporting information to the Ministry of Municipal Affairs for review by the Inspector of Municipalities. The Local Government Act requires the Inspector of Municipalities to review the bylaw and supporting documents to ensure that:

- The methodology used to determine the rates is sound and complies with all legislative requirements;
- Stakeholders have been consulted; and,
- The impacts of the rates on development have been considered.

Assuming there are no issues with the bylaw or supporting documents, the Inspector of Municipalities grants statutory approval of the bylaw allowing the local government to give fourth reading (adoption).

Based on the process outlined, Staff consulted with the Ministry of Municipal Affairs for guidance. Staff were advised that the Inspector of Municipalities would be satisfied with:

1. Using the existing draft bylaw with updated project costing based on known inflationary measures.
2. Due to the length of time from the public consultation, an updated public engagement process to satisfy the requirements to consult stakeholders is required.
3. Using the 2013 DCC Background Report would be accepted as supporting documentation identifying the methodology used to determine rates, etc.

KEY CONSIDERATIONS:

1. The opportunity to use the 2013 DCC Bylaw Background Report saves significant time and financial resources versus starting a new comprehensive review that could cost in excess of \$50,000.
2. Staff have the capacity and capability to update the project costing by end of Q3 2023.
3. Staff have the capacity and capability to host public engagement sessions to satisfy the stakeholder consultation process through Q4 2023.
4. Staff will have the updated draft municipal-wide Development Cost Charge bylaw for Council's consideration in Q1 2024.
5. Council would need to consider a policy that requires a review of DCC projects at a maximum 5 year interval to ensure appropriate project costing and project relevance.

STAFF BRIEFING NOTE

Town of Creston



OPTIONS FOR FOLLOW-UP ACTION:

Recommended:

Direct staff to proceed with updating the project costing of the development cost charges program AND THAT Staff are to identify additional growth projects based on the next ten-year horizon AND FURTHER THAT Committee of the Whole directs staff to proceed with planning stakeholder engagement in late 2023.

Options Considered:

1. *Direct Staff to engage a consultant for a new comprehensive program review after the 2024 budget process. This process would include updated costing and stakeholder consultation.*
2. *Committee of the Whole recommends to Council to rescind Resolution #162-22, subsequently directing Staff not proceed with changes to the existing development cost charges program.*

Submitted by:


Michael Moore, CAO

Reviewed by:

CAO

Michael Moore, CAO

References

Province of British Columbia: Ministry of Community Services. (N.D.). *Development Cost Charge: Guide for Elected Officials*. Victoria: Province of British Columbia. Retrieved 06 30, 2023, from https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_elected_officials_guide_2005.pdf



Development Cost Charge

GUIDE FOR ELECTED
OFFICIALS



BRITISH
COLUMBIA

Ministry of Community Services

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Introduction

It is widely accepted that growth, when facilitated by good planning, benefits communities and their economies. Local governments have come to recognize, however, that the accommodation of growth is not a cost-free exercise. Growth creates demands for the construction of new infrastructure, and the expansion of existing local services. The cost of meeting these demands is often substantial and, at times, beyond the ability of local governments to fund using existing financial resources.

The development industry understands that growth creates new demand for local government infrastructure and services. The industry also understands that local governments are not able to directly absorb all growth-related service costs, and that growth itself should assist in funding service needs. A range of development finance tools has been created to enable local governments to collect from development a portion of growth-related expenditures. Development cost charges (DCCs) represent one such tool.

The *DCC Guide for Elected Officials* is designed to increase understanding about DCCs among local government leaders. The *Guide* uses a “question & answer” format, which addresses important questions on DCCs and their use. The questions are grouped under the following headings:

- DCCs Defined;
- Establishing DCCs;
- When to Use DCCs;
- DCCs in the Broader Context;
- DCCs and Development; and,
- DCCs across British Columbia.

The *Guide* deals with the basics, or fundamentals, of DCCs.

For a more detailed review and information about the technical aspects of DCCs, please refer to the *Development Cost Charge Best Practices Guide*, a Ministry of Community Services publication available electronically through the search function of the British Columbia Government website at www.gov.bc.ca

DCCs Defined

What are development cost charges?

Development cost charges are fees that municipalities and regional districts choose to collect from new development to help pay the cost of off-site infrastructure services that are needed to accommodate growth.

Local governments are limited in the types of services they may fund using DCC revenues. Specifically, DCCs may be used to help offset costs associated with the provision, construction, alteration or expansion of:

- roads, other than off-street parking;
- sewer trunks, treatment plants and related infrastructure;
- waterworks; and,
- drainage works.

DCCs may also be collected to assist in the acquisition and development of parkland, but may not be used to pay for other types of services, such as recreation, policing, fire and library, that are affected by growth.

DCCs are applied as one-time charges against residential, commercial, industrial and institutional developments. DCCs are usually collected from developers at the time of subdivision approval in cases where such approval is required. Where subdivision approval is not required, the charges are applied at the building permit approval stage.

DCCs may be imposed on most, but not all, development that occurs in a community. The *Local Government Act* specifies that DCCs may not be levied against:

- any building which is used solely for public worship;
- developments that are subject to a land-use contract;
- a residential building which contains fewer than

four units, unless otherwise specified by the local government; and,

- developments of less than \$50,000 in value, unless otherwise specified by the local government.

What is the history of DCCs in British Columbia?

The history of DCCs in British Columbia began in 1958. In that year, amendments to the *Municipal Act* were made to address the growing inability of local governments to fund growth-related works. The amendments empowered the approving officer in each municipality to reject a subdivision plan if, in the opinion of the officer, the cost to the municipality of providing the related off-site infrastructure services was excessive.

Prior to these changes, municipalities were expected to provide off-site infrastructure services to all subdivisions using tax revenues and other sources of funding. Approving officers were not permitted to reject applications on the basis of servicing costs. With the changes to the *Municipal Act*, municipalities introduced Excessive Subdivision Cost Bylaws or Impost Fees to try to recover servicing costs for new development.

Court challenges in the early 1960s resulted in impost fees being rendered invalid. Municipalities, it turned out, had the authority to reject subdivision plans on the basis of service costs, but had no authority to tie the approval of plans to the payment of impost fees. The court rulings returned municipalities to the difficult position they occupied prior to 1958. To capture the benefits from growth, municipalities had to fund, on their own, the off-site infrastructure required to accommodate the growth. If municipalities were unable to fund the infrastructure, development applications were rejected, and the benefits from growth were lost.

Further amendments to the *Municipal Act* were introduced to overcome this dilemma. In 1971, local governments were given the power to enter into land use contracts with developers. These contracts became the vehicle for imposing off-site infrastructure servicing requirements and impost fees on development within the specified contract area. The validity of imposing fees under these contracts was upheld by the courts.

Land use contracts often involved protracted negotiations and produced a patchwork of contracts, each with its own requirements and fees for development. In 1977, land use contract powers were eliminated, and the current authority to impose development cost charges was introduced.

Using DCCs, local governments (municipalities and regional districts) can apply a common set of rules and charges to all development within a community.

Over the past twenty-five years, court rulings and legislative changes have refined DCCs and their application in British Columbia. The fundamental principle and structure of DCCs, however, remains unchanged.

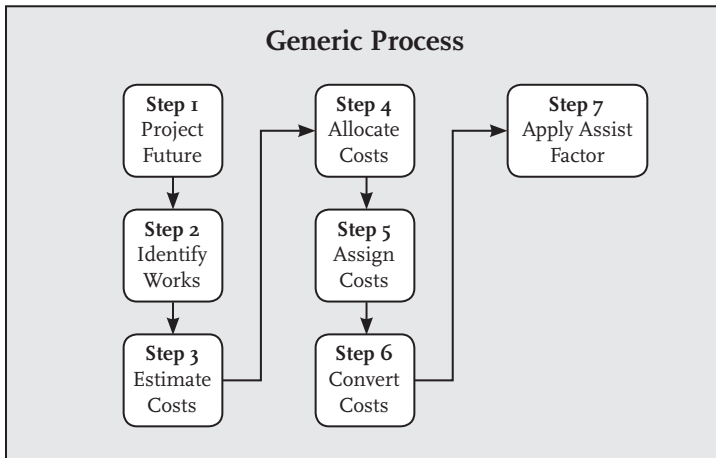
Establishing DCCs

How are DCC rates calculated?

The calculation of DCCs brings together a number of pieces of information, including the:

- types, locations and amounts of growth that are projected to occur over a specified future period;
- infrastructure services required over the same period to accommodate the growth;
- estimated cost of the services;
- portion of the total cost to be paid by the existing population (which benefit from new infrastructure);
- relative impact of each type of growth on the services; and,
- degree to which the existing users assist growth in paying its share of costs.

Approaches to calculating DCCs will vary to some extent by community. It is possible, however, to outline a set of generic steps that are important to developing a DCC program. The accompanying flowchart presents a generic seven-step process. The text below the chart describes each individual step in detail.



- **STEP 1 – Project Future Growth**

A local government begins the process by determining the amount of growth that is projected to occur over a specified future period of time (e.g., 5 years, 10 years, and 20 years). Because DCCs are applied to actual development instead of new population, the amounts of the different types of development that are expected to occur are projected. Most local governments project figures for various types of residential development (e.g., single family, townhouses, apartment), as well as commercial, industrial and institutional growth.

- **STEP 2 – Identify Required Works**

Once growth has been projected, the local government determines the specific infrastructure works that will be required to accommodate the growth. As noted earlier, DCCs can only be collected to help fund waterworks, wastewater projects, drainage works, major roads, and acquisition and development of parkland. Other infrastructure services cannot be funded, in whole or in part, using DCC revenues, and are, therefore, not identified in the calculation.

- **STEP 3 – Estimate Infrastructure Costs**

The infrastructure projects identified in Step 2 are costed in Step 3 of the process. For DCC purposes, the total cost estimate for each project can include a variety of separate costs that will be incurred by the local government in providing the infrastructure. Project costs related to the following activities may be included.

- Planning
- Engineering design
- Land acquisition
- Contract administration
- Contingencies
- Remittance of net GST
- Public consultation
- Right of way
- Interim debt financing
- Construction
- Legal review

Long-term debt financing costs cannot be included in cost estimates for DCC projects.

- **STEP 4 – Allocate Costs to Growth/Existing Users**

Not every project identified for DCC purposes will be required solely to accommodate growth. Most, if not all, of the identified works will be deemed to benefit, and will be required by, both growth and the existing population. Growth is expected to pay only for the portion of the works that it requires. The existing population is expected to pay for the remaining portion using other sources, such as tax and utility revenues.

The costs of the DCC works are allocated between growth and the existing population on the basis of benefit.

- **STEP 5 – Assign Costs to Land Use Types**

Once the infrastructure costs have been allocated between the existing population and growth, the portion attributable to growth is assigned to the various types of growth – residential, commercial, industrial, institutional – that are projected to occur. Costs are assigned in a way that reflects the relative impact of each type of development on the works required.

- **STEP 6 – Convert Costs into DCC Rates**

The assigned infrastructure costs are converted into actual DCC rates that can be charged to individual development projects. The total cost assigned to each development type is divided by the number of development units (e.g., number of dwellings, square metres, hectares) expected over the DCC program time frame. The result is a per-unit charge that can be easily applied to individual developments as they occur.

- **STEP 7 – Apply Assist Factor**

The final step in calculating DCCs is to apply the assist factor. The assist factor is the contribution that the existing population must provide to assist future growth in paying its portion of the DCC infrastructure costs. The assist factor is over-and-above the portion of the total infrastructure cost that is allocated to existing users in Step 4.

The assist factor reduces the DCC rates by the specific level of assist chosen. Under the *Local Government Act*, the level chosen must be at least one percent.

What are some of the decisions that need to be made?

Over the course of the DCC establishment process, local governments are required to make certain decisions. Individually and together, these decisions give shape to the DCC program, and help to determine the specific DCC rates. Some examples of the types of decisions local governments need to make are provided below.

Time period for the DCC program

A local government must choose a future period of time over which to apply its DCC program. This choice will be influenced by the time period that has been established for the community's broader growth management framework, particularly its Official Community Plan (OCP) and servicing plans.

The OCP projects the amount and types of growth that are expected in the community over a specified future period of time. The servicing plans identify the servicing efforts that the community needs to undertake in order to provide for, and to shape, the growth that is projected to occur.

In many communities, the OCPs and servicing plans cover only a short- or medium-term future period of five to ten years. Local governments in these places are limited to the same period for their DCC programs (the required growth and infrastructure projections for longer DCC programs are not available). An increasing number of local governments are now, however, beginning to conduct detailed growth and capital planning exercises for longer periods of time, in some cases twenty years. The data available from the long-term planning efforts enable these local governments to create equally long-term DCC programs.

For a number of reasons, long-term DCC programs are considered preferable to short-term programs. Long-term programs tend to provide greater flexibility to governments in the scheduling of works, since specific works can be delayed or brought forward without upsetting the overall rate structure. Developers know that the rates charged today will remain relatively stable over a longer period of time. Longer time frames provide greater certainty to developers who wish to invest in communities.

It should be noted that local governments that extend their DCC programs over a long-term period are not “locked in” to the set of DCC rates and the specific infrastructure projects for the entire duration of the program. Like all long-term planning documents, DCC programs are regularly updated to account for changes in trends, policy objectives, inflation and other inputs. These updates provide local governments the opportunity to modify DCC programs and rates.

Use of DCC sectors

By default, a local government's DCC program applies to all new development throughout the entire community. Local governments may choose, however, to divide the community into different DCC sectors, and develop a separate DCC program for each one. Local governments may even choose to have different sets of sectors for different types of works. For example, three sectors for roads, five sectors for drainage, and so on.

The decision to establish DCC sectors will reflect, in part, a community's planning goals. A community that wishes to encourage efficient, higher density development in a town centre, for example, may create a separate town centre DCC sector for roads. The roads DCC program for this sector would allow the local government to take into account the low impact that high density housing has on roads, relative to that of additional road requirements for low density, suburban housing. The lower road DCC rates in the town sector would acknowledge the differences in impact.

The decision to establish sectors may reflect, in addition, the infrastructure projects to be developed. Some works, such as wastewater collectors, pump stations and water mains may be deemed to have a specific benefit to a defined area. The creation of DCC sectors for the funding of these works would promote the principle of equity by enabling the local government to apply the project costs directly, and solely, to the project beneficiaries. Other works, such as wastewater and water treatment plants, tend to provide a broad and equal benefit to the entire community. Separate DCC sectors would probably not be appropriate for these works.

Method of allocating costs

As noted earlier, off-site infrastructure services required to accommodate growth will often provide some benefit to the existing population. Where a dual benefit is deemed to exist, growth should not be expected to fund the entire cost of the DCC works. The existing population should, through its local government, pay its fair share, using tax or other financing sources.

Calculating the existing population's share of costs is, in some cases, an exact process. Consider a new wastewater treatment plant. Existing users will represent an exact percentage of the total number of users (including newcomers) that will ultimately be connected to the system. The actual percentage can be used to represent the existing population's share of costs.

In other cases, the local government may choose to take a different approach to allocating costs. Consider a major, 20-year road program. Any attempt to precisely determine the existing population's benefit may prove difficult. The local government may determine that the major road program will equally benefit growth and the existing population, and decide the cost for the program be split 50-50.

The decision on how to allocate costs between growth and the existing population is a choice over which a local government has considerable discretion. However, the decision should be defensible on the basis of sound and well-reasoned arguments, because it will be scrutinized by the public, development industry and reviewed by the Ministry of Community Services.

Assigning costs to land use types

Each type of development has a different impact on the off-site infrastructure services being provided. The impact of each type, relative to that of others, needs to be considered when assigning the portion of total infrastructure costs attributable to growth - costs need to be assigned to development types on the basis of relative impact.

Local governments express relative impacts in terms of “equivalent units.” Equivalent units express the impact of each type of development on a service relative to that of a single-family house. The relative impacts of the different development types will vary, as might be expected, by type of service.

Different sets of equivalent units, therefore, need to be developed for each service being included in a DCC program. Various sources of data are used by local governments to help establish equivalent units. Trip generation manuals published by traffic engineering associations are often used to determine relative impacts on road networks. Water usage data, collected from water metres, can be used to help determine relative impacts on waterworks.

Assist factor

The assist factor is the contribution that the existing municipality and/or regional district must provide to help growth in meeting its service cost obligations. The assist factor is over-and-above the portion of the infrastructure cost that is allocated to the existing population. Under the *Local Government Act*, the assist factor must be at least one percent.

The assist factor may vary by type of infrastructure, but not by type of development, or by DCC sector. For example, the assist factor applied to roads may differ from the factor applied to waterworks. A common roads assist factor, however, must be applied to all types of development throughout the entire community.

The setting of the assist factor is a policy decision made by elected officials. Decision-making should take into consideration the local government's objectives in addressing issues of land efficiency, housing affordability, and community sustainability. In some communities the assist factor is used as a tool to promote certain goals, such as the development of affordable housing.

Who is involved in determining the rates?

Elected officials, staff and stakeholders have important roles to play in determining DCC rates.

Elected Officials

Municipal councils and regional district boards are responsible for the DCCs that are imposed on new development in their communities. Given this responsibility, it is important for elected officials to be involved in setting the rates.

Councils and regional district boards have some specific responsibilities. They must make decisions on a wide variety of issues – some of which have been discussed already – that arise during the DCC establishing process. In making decisions, the elected officials rely on staff to identify options, outline implications and provide recommendations.

Elected officials are also responsible for ensuring that the DCCs reflect important best practices, as well as key principles such as fairness and equity. Are the DCCs fair to both growth and existing ratepayers?

Finally, elected officials need to remain aware of their statutory obligation to consider the impact of the DCCs on development and, in particular, the development of reasonably-priced housing and serviced land.

Staff

Staff have two key responsibilities in the DCC rate-setting process. First, staff are responsible for undertaking all of the technical work required to produce, collect and assemble the data. Second, staff are responsible for advising the elected officials on the full range of issues that need to be considered. Examples of such issues include:

- the possible use of DCC sectors in place of area-wide charges;
- the time frame for the DCC program;
- the types of development to be charged under different DCC categories (e.g., should all types of development pay parkland DCCs?);
- the development units on which to base charges (e.g., dwelling unit or size of built floor space);
- the eligibility of projects and the cost components to include in determining total project cost;
- the allocation of project costs between new and existing growth; and,
- the size of the assist factor.

Staff need to bring each of these issues, along with options and recommendations, to elected officials.

An additional role for staff in the rate-setting process is to help elected officials understand DCCs. In some communities, staff begin each DCC review with a detailed briefing on the purpose of DCCs, and the issues that need to be considered by council or the regional district board.

Stakeholders

It is important for local governments to involve key stakeholders in setting DCC rates. As explained in the *DCC Best Practices Guide*, stakeholders include “all persons, groups or organizations that have a perceived, actual or potential stake or interest in the results of the decision-making process.” The list of stakeholders in developing DCCs should include:

- development industry groups, such as the Urban Development Institute, the Canadian Home Builders Association, and the British Columbia Real Estate Association;
- local private sector developers;
- public sector developers such as the local School District and Health Authority;
- business groups such as the Chamber of Commerce;
- local ratepayers groups and neighbourhood associations; and,
- the general public.

Each of these stakeholders will be impacted, to some degree, by the DCC rates established. Some will be impacted directly, in that they will have to pay the rates in order to proceed with development. Others will be impacted indirectly. Existing ratepayers, for example, will be required to pay the share of infrastructure costs that is not applied to growth.

During the DCC rate-setting process, the local government needs to provide opportunities for stakeholders to become informed of the issues and options, and to participate in the decisions that are made by the elected officials. At a minimum, the local government should hold a general public information meeting to present a draft DCC bylaw. The local government could also ask interested parties to review and comment on a draft DCC program. Stakeholder forums are another method of involvement to consider.

Some local governments have developed, in conjunction with the Urban Development Institute, local government liaison committees. These committees provide a forum for government officials to meet regularly with development industry representatives to discuss important issues, including DCCs.

The appropriate degree of stakeholder involvement will depend on a number of factors, including the size of the DCC program, the potential impact of the DCC rates, the level of interest expressed by stakeholders to participate and the local government's policy with respect to stakeholder involvement in governance. In all cases, some effort to provide meaningful opportunities for participation should be made. The opportunities should be available early in the DCC setting process, before any final decisions have been made.

The *DCC Best Practices Guide* recommends at least three opportunities for stakeholder involvement in the DCC rate-setting process:

- during the development of draft DCC rates by staff;
- immediately following first reading of the DCC bylaw by council or regional district board; and,
- during the revision of the bylaw, before second reading.

How are DCCs implemented?

DCCs are implemented by bylaw. Council or the regional district board initiates the bylaw process by instructing staff, often in response to a staff recommendation, to develop a DCC bylaw or amend an existing DCC bylaw. Staff develop the bylaw with input from the elected body and stakeholders, then forwards the bylaw to council or the regional district board for first reading. After first reading, more consultation with stakeholders and the governing body is undertaken to obtain input and to determine if amendments are required. Council or the regional district board then gives the bylaw second and third reading.

After third reading, the local government forwards the bylaw and all supporting information to the Ministry of Community Services, for the review of the Inspector of Municipalities, who is required under the *Local Government Act* to review and give approval to the bylaw before fourth reading. The bylaw and supporting documents are reviewed to ensure that:

- the methodology used to determine the rates is sound and complies with all legislative requirements;
- stakeholders have been consulted; and,
- the impacts of the rates on development have been considered.

If there are no issues with the bylaw, the Inspector of Municipalities grants statutory approval and returns it to the local government. Council or the regional district board gives fourth reading to the bylaw, after which it is ready to be implemented.

There are some specific policy issues related to implementation that the local government needs to consider. One issue concerns when to collect DCCs from growth. The *Local Government Act* states that DCCs are payable either at the time of subdivision approval, or at the issuance of a building permit. For single family residential developments, local governments typically choose to collect payments at subdivision approval in order to avoid having to front-end any infrastructure costs.

For non-residential development, local governments usually collect DCCs at the time of building permit issuance. DCCs for these developments are often based on built floor space rather than dwelling unit (the total floor space to be charged can be difficult to determine at subdivision approval). With respect to multi-family development, local governments often have no choice but to collect payments at the building permit stage, since multi-family housing subdivisions are relatively infrequent, compared to single family development subdivisions.

Another policy decision for elected officials relates to the notion of a “grace period.” A grace period is the period of time between the approval of the DCC bylaw and the bylaw’s effective date of application. If the rates in the bylaw are significantly higher than those that were previously charged, the local government may wish to grant a substantial grace period (e.g., up to one year) to allow developers to expedite projects for which financing has already been arranged.

Finally, it should be noted that the *Local Government Act* gives some protection to “in-stream” developments. Developments that have submitted complete subdivision applications, and that have paid their subdivision

application fees, are given a 12 month exemption from new DCC rates. These developments are entitled to pay the lower existing DCCs as long as they receive final subdivision approval during the 12 month period. This in-stream protection is distinct from any grace period that the local government may choose to offer.

When to use DCCs

When are DCCs a good idea?

DCCs are best suited to situations in which expenditures on works can be delayed until the DCC funds required to help pay for the works have been collected. As growth occurs, a local government begins collecting DCCs to help fund the necessary infrastructure. If possible, the local government will choose to delay the construction of the works until sufficient DCC funds have been collected. By treating DCC funds as a source of capital for the works, the local government can avoid having to front-end construction using borrowed funds.

Infill and mixed infill-greenfield developments that can benefit from a certain level of servicing already in place are considered to be particularly well-suited to DCCs. In these situations, the local government can postpone the construction of infrastructure until growth has materialized, and sufficient DCC revenues have been collected.

When should alternatives to DCCs be considered?

Greenfield developments, which typically do not have any level of servicing in place prior to growth occurring, are not always suited to DCCs. Greenfield sites can often require a significant up-front investment in infrastructure before development occurs and before DCCs can be collected. If the required works are part of the DCC program, it is the local government that is expected to front-end the works, and then recover up-front costs from growth as it occurs.

This reliance on DCCs as a method of cost-recovery can be difficult for local government. If growth does not occur as projected, the local government may not be able to recover all of its sunk costs.

What alternatives to DCCs exist?

It is important to recognize that DCCs are not the only development finance tool available to local governments in British Columbia. The *Development Finance Choices Guide*, published by the Ministry of Community Services, identifies and provides advice on other development finance tools that local governments can use to help fund the cost of infrastructure required by growth. The complete list of tools includes:

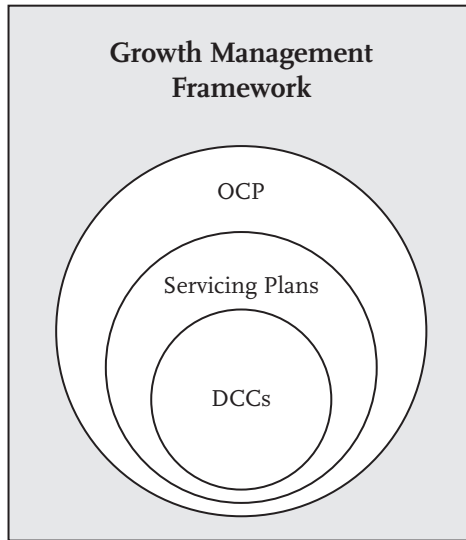
- Comprehensive development agreements
- Local improvements
- Specified areas
- User fees and charges
- Short-term borrowing
- Long-term borrowing
- Latecomer charges
- Development works agreements
- DCC credits and rebates
- Density bonusing
- DCCs
- Public-private partnerships
- Public-public partnerships

DCCs are probably the most popular tool in use today, but are clearly not the only one available. The key for local governments is to determine which tool, or set of tools, should be used at any given time. Different tools are both well-suited and poorly-suited to different types of situations. Chapter 6 of the *Development Finance Choices Guide* is designed to assist local governments in choosing the right approach for any given situation.

DCCs and the Broader Context

How do DCCs fit into a local government's growth management framework?

A local government's DCC program does not exist in isolation to the community's growth management framework. On the contrary, the DCC program is a critical element of the broader planning context that includes the local government's OCP and servicing plans. The accompanying figure illustrates how these key components fit together.



The OCP presents the local government's preferred long-term development pattern, which describes:

- where future growth will be encouraged;
- where growth will not be encouraged;
- what types of development (e.g., mixed-use, high density residential) will be encouraged; and,
- what types of development (e.g., low density residential) will not be encouraged.

The local government's servicing plans identify the specific types and amounts of infrastructure that are required to bring the preferred development pattern to fruition. Servicing plans are normally created for

all major types of local infrastructure, such as roads, waterworks, sewerage and drainage systems, as well as for parkland.

The local government's DCC program contains the individual works, identified in the servicing plans that are required to accommodate growth. The cost of each of the works is allocated in the program between growth and the existing population. The portion allocated to growth forms the basis of the DCC rates.

What is the importance of good planning to DCCs?

The OCP's preferred development pattern is a direct reflection of the local government's growth management objectives. Many local governments have adopted what are typically referred to as "smart growth" objectives. Smart growth emphasizes the importance of environmentally-sustainable and economically-efficient development, characterized by compact urban forms, high density, mixed-use developments and an increased reliance on alternative modes of transportation.

Development patterns that are based on smart growth objectives are less expensive to service than patterns which encourage low density, spatially-dispersed growth. The higher servicing costs associated with traditional low density "sprawl" result in higher DCCs.

How can DCCs be structured to promote smart growth objectives?

DCCs are collected from growth to help pay the cost of services required to accommodate the growth. Existing data demonstrate that the overall cost of providing services to compact, medium, or high density, mixed-use development is lower than the cost of servicing traditional low density, suburban development. DCCs can be structured to recognize the differences in service

costs, and to provide an incentive for smart growth developments. DCC sectors and density gradients are two mechanisms that can be used to achieve the desired effect.

DCC sectors can be established to separate compact, high density development areas from other parts of the community.

Infrastructure projects that are deemed to have no benefit to the growth within these sectors can be excluded from the sectors' DCC programs. The exclusion of such projects results in lower DCC rates.

Major (costly) trunk extensions and arterial roads required to service outlying development areas are examples of the types of projects that can be excluded from smart growth DCC sectors. Development that occurs in these sectors is not required to pay toward the cost of these projects.

Density gradients differentiate among developments on the basis of density rather than type of growth. Gradients are created to take advantage of the inverse relationship that exists between the density of a development and its impact on key services. In general, the lower the density of a development, the higher the impact of that development on the cost of providing water, wastewater and road infrastructure. Applying density gradients to growth serves to lower the DCC rates payable by higher density projects.

Most local governments with DCCs make use of a two-level residential density gradient that differentiates between single family and multi-family developments. Some local governments have four-level residential gradients that account for the different impacts of large- and small-lot single family dwellings, and of low-rise and high-rise apartment buildings.

DCCs and Development

Do DCCs deter development?

The total cost of developing a piece of land in a community can be broken into various individual components. The price of the land is one component, as is the cost of construction materials, the price of labour and the developer's return on investment, or the development's profit. DCCs – the cost of providing off-site infrastructure services to the land – represent another component. As the individual cost components change, so does the total cost of the development. Steep increases in individual costs can result in an overall cost that the market is unwilling to support. In such cases, development will be deterred.

DCCs, as one cost component, do affect the overall cost of development. A significant increase in DCCs could push the total cost above the level that the market is willing to pay, and could discourage development. The size of the DCC increase required to generate this result depends, in large part, on the magnitude of the other cost components. In markets where DCCs comprise a relatively large part of the total cost, changes in rates may have a considerable impact on development decisions.

The potential for DCCs to deter development is an important point for local governments to consider. In setting DCC rates, local governments need to recognize that the decisions they make will influence the overall cost of development in the community. Careful consideration needs to be given to the:

- amount of future infrastructure required (is it reasonable?);
- infrastructure cost projections (are they fair?);
- methods of allocating costs between growth and the existing population (is the split equitable?);

- rates charged to different sectors (do smart growth and infill developments pay in accordance with their lower relative impact on works, or do they subsidize greenfield projects?);
- need for a grace period (do developers need time to adjust to new rates?); and,
- assist factor (do the final rates need to be adjusted?).

The potential for DCCs to deter development should focus a local government's attention on the need to establish DCCs that are fair and reasonable. If DCCs have the potential to adversely impact development, local officials should consider the wider range of development finance tools that may be used in place of, or in addition to, DCCs. These are described in the *Development Finance Choices Guide*.

DCCs Across British Columbia

Who uses DCCs in British Columbia?

DCCs are a popular development finance tool in British Columbia. In high growth areas, such as the Lower Mainland, parts of Vancouver Island and the Central Okanagan, DCCs are quite common. The widespread use of DCCs in these regions reflects the strong demand for infrastructure to accommodate ongoing development. In regions characterized by more modest growth, DCCs are slightly less popular, but are still used. For example, several local governments in the Central Interior and Kootenay regions of the province have DCC bylaws in place.

Who charges what?

Comparisons of rates across communities are inherently problematic, in part because of differences in growth pressures and infrastructure needs, but also because of differences in the way that individual DCC programs are constructed. Local governments have considerable flexibility in setting DCC rates. The rates that are ultimately determined in any one jurisdiction will reflect that local government's decisions related to a wide variety of inputs, including the costing of works, the existing population's share of total infrastructure costs, the use of DCC sectors, the assignment of costs among development types, the units on which to base charges and the municipal assist factor. The rates will also reflect the local government's decision to use other development finance tools in place of, or in addition to, DCCs.

Notwithstanding the problems inherent with cross-jurisdictional DCC comparisons, elected officials may appreciate the opportunity to review the approaches taken in other communities. The table on the following page provides a general sense of current DCCs across British Columbia, specifically for residential development.

It should be noted that the figures presented in the table have been rounded-off, and certain assumptions have been made (see “comments” column) in order to generate comparable data.

For a list of detailed rates, as they apply to all types of development throughout each of the centres listed, the local government should be contacted directly. The Ministry of Community Services can also provide a list of DCCs being applied throughout the province.

Residential DCCs across BC – January 2004

Jurisdiction	SFR*	MFR*	Comments
Abbotsford	\$ 13,700	\$ 7,600	
Burnaby	\$ 7,450 - \$ 7,850	\$ 5,000 - \$5,400	both include GVS&DD charge; assumes 100m ² MFR unit; high rate in Edmonds Town Centre
Castlegar	\$ 4,800	\$ 3,620	
Coquitlam	\$ 14,500	\$ 10,400	both include GVS&DD charge; assumes medium density MFR
Kelowna	\$ 9,900 - \$ 17,300	\$ 7,500 - \$ 13,000	lower rates are for City Centre; higher rates for outlying area
Langford	\$ 6,100	\$ 4,800	includes CRD water DCC; assumes medium density MFR
Nanaimo	\$ 9,000	\$ 6,000	assumes 100m ² MFR unit; DCCs recently eliminated for City Centre
Parksville	\$ 2,800 - \$ 7,000	\$ 5,000 - \$ 5,500	ranges over sectors; assumes 100m ² MFR unit
Prince George	\$ 3,410	\$ 1,900	core area; medium density MFR
Richmond	\$ 14,300	\$ 11,400	both include GVS&DD charge; assumes medium density MFR
Sidney	\$ 970 - \$ 3,225	\$ 970 - \$ 3,225	range for both types over sectors
Surrey	\$ 21,000	\$ 6,000 - \$13,200	both include GVS&DD charge; medium density 100m ² MFR unit assumed; low rate in City Centre

*Figures provided are per dwelling unit. SFR – Single Family Residential, MFR – Multi-family Residential, GVS&DD – Greater Vancouver Sewerage and Drainage District, CRD – Capital Regional District

Closing Comments

DCCs are a popular tool of development finance that can help a local government achieve its growth management and financial objectives, while at the same time promoting and supporting growth.

When considering DCCs, local government officials are encouraged to keep in mind certain guiding principles that have been addressed in this *Guide*. These principles are summarized below.

- **DCCs represent one choice.**

DCCs represent one of the tools available to local governments in the provision of growth-related infrastructure. The *Development Finance Choices Guide* introduces and provides advice on other development finance tools. Certain tools are better suited than others to different development situations. Local government officials need to explore all options before choosing which tools to use.

- **DCCs should support broader growth management objectives.**

DCCs are an integral component of the local government's growth management framework. They should be developed and applied in ways that support, rather than undermine, the broader growth management objectives.

- **Fairness and equity are critical in a DCC program.**

Those who require and benefit from municipal infrastructure should pay their fair share of the cost of providing the infrastructure. DCC rates, and the decisions on which they are based, need to be fair and equitable to the various types of growth that are projected to occur, and to existing taxpayers.

- **Transparency in the rate-setting process is required.**
DCCs will be scrutinized by the public, the development industry and reviewed by the Ministry of Community Services. Local government decisions related to project costs, allocation of costs, use of sectors, the assist factor and other issues should be well-reasoned and explained.
- **DCCs should be current.**
Local governments should regularly update their DCC bylaws to ensure that the rates reflect changes to infrastructure needs and project costs, as well as changes to important growth management objectives. At the same time, notwithstanding the need for regular updates, developers do expect a certain degree of stability in rates over time. Major changes to DCC programs may create uncertainty and discourage development.
- **Stakeholder input is important.**
DCCs impact many different organizations and individuals, including the development industry and existing ratepayers. All parties that may be affected by a DCC program should be afforded meaningful opportunities to participate in the DCC decision-making process.

For More Detailed Information

Ministry Best Practice Guides

Development Cost Charges Best Practices Guide

Development Finance Choices Guide

Available electronically through the search function of the British Columbia Government website at: www.gov.bc.ca

Or call

Ministry of Community Services
Intergovernmental Relations
and Planning Division

1-250-387-3394

Ministry of Community Services
Infrastructure and Finance Division

1-250-387-4060

Toll Free through Enquiry BC

In Vancouver call:

1-604-660-2421

Elsewhere in BC call:

1-800-663-7867

TOWN OF CRESTON

2013 DCC BYLAW BACKGROUND REPORT



TOWN of CRESTON

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July 22, 2013

FOCUS

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1.0 INTRODUCTION

In December 2011, Mayor and Council directed staff to issue a Request for Proposals for a major review and rewrite of the current Development Cost Charge (DCC) Program and Bylaw in the community of Creston, including development of a background report on how a DCC Bylaw would be implemented in the Town of Creston. This document is the draft of the background report to be provided in order to familiarize Staff and Council with the material required for the development of a DCC Bylaw. The final version of this report must be submitted to the Ministry of Community Sport, Development & Culture Inspector for approval prior to formal adoption of the DCC Bylaw by Council.

Focus Corporation was retained to complete the review and to provide both technical knowledge related to the proposed DCC Bylaw as well as an engagement process to receive incoming input from the development community, property owners and Creston residents.

The Town of Creston (ToC) had prepared a DCC Bylaw #839 in 1980 and was specific to the extreme Southwest area of Town. An area specific DCC bylaw #898 for the Alice Siding Area of North Creston was enacted in 1981, updated in 2005 creating bylaw #1463 (and repealing #839 and #898) and has most recently been updated with the current version effective January 2009. DCC Bylaw #1331 was enacted in 1995 for water infrastructure only in the McLaren Street area.

On May 31st, 2012, an Open House was held from 3-7pm to provide a primer to the public regarding the purpose of a DCC Bylaw, the parts that make up the rates, what other communities are doing and what the timeline is for the process at-hand. This event was advertised in the newspaper and participants were given the option to take a feedback form to provide input at a later time.

Approximately 15 participants took part in the informal dialogue and were able to provide comments and pose questions to the staff and consultant. Material related to this meeting is attached in **Appendix E**.

The next steps following the review of the background report include:

- Presentation of this report to Mayor and Council (June 26, 2012) – completed;
- Staff/council workshop on December 10, 2012 – completed;
- 2nd Open House (draft bylaw) & optional focus group for development community (May 23, 2013);
- Final Report and draft bylaw to Mayor and Council;
- Provincial approval; and
- Final readings and approval from Town of Creston Mayor and Council.

1.1 Purpose of a DCC Bylaw

The objective of a DCC Bylaw is to establish a set of development cost charges as a source of funding for the implementation of future municipal infrastructure facilities, based on the current *Official Community Plan*, key references, and other related reports and documentation as noted below:

- Province of BC, Development Cost Charge Best Practices Guide, 2005
- Town of Creston Development Cost Charge Bylaw #1331, August 1995
- Town of Creston Development Cost Charge Bylaw #1463, May 2005
- Town of Creston Official Community Plan, Bylaw #1532, 2001
- Town of Creston Financial Statements and Reserves including the Town's DCC Reserve
- Bill 27 pertaining to DCCs
- Town of Creston's Greenhouse Gas Emission Reduction Plan – OCP Amendment Bylaw #1741, 2010
- Town of Creston Water Smart Action Plan
- Town of Creston Water Master Plan
- Town of Creston Sanitary Sewer Master Plan, 2011
- Town of Creston Infrastructure Study (Roads)
- Town of Creston Greenways and Trails Master Plan
- Town of Creston Downtown Creston Strategic Action Plan

Ultimately, the category specific portions of the DCC Bylaw will need to be revised as a result of future updating of the *Official Community Plan* and/or the *Five-Year Capital Financial Plan*. A recommended schedule for reviewing the DCCs contained in the Bylaw is approximately every five years, i.e. in 2011-2012, 2016-2017, 2021-22 and 2026-27. Creston is currently completing their long-term Integrated Community Sustainability Plan, as well as looking towards reviewing their OCP in the near future. Therefore, it is advised that the DCC Bylaw be reviewed in order to dovetail incentive policies and/or additional capital projects/systems that surface during these two long-term planning exercises.

The planning period for the review looks at a 15-year timeline in terms of linking projected growth and development with the necessary infrastructure capital. Provision for development cost charges (DCCs) is found in Sections **932** through **937** of the *Local Government Act* of the Province of British Columbia.

DCCs are generally accepted as a potential revenue source to finance municipal infrastructure capital costs. In general, DCCs are imposed to assist local government in paying the capital costs of off-site and extended trunk municipal services that are directly or indirectly affected by new development, including both subdivision of lands and new buildings development or alteration, and that benefit these new developments.

The projects eligible for DCCs are divided into five categories:

- Roads (including highways, roadways and roadway structures)
- Drainage (including stormwater management)
- Sanitary Sewers (including collection, transmission, treatment and disposal)
- Water (including source, treatment, pumping, transmission and storage)
- Parks & Trails

1.2 Background on Development Cost Charges

A summary of what makes up the parts of a DCC Bylaw is provided in detail below. Much of this content was provided to people in attendance at the first open house. The concept of DCCs and the broad policy issues should be reviewed prior to issuing changes and amendments to the bylaw.

1.2.1 What are DCCs?

DCCs are monies collected by the local government to pay for the costs associated with development beyond the subject property. New development often leads directly to an increase in the demand for sewer, water, drainage, roads, and parks.

For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay DCCs instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure.

A DCC bylaw's mechanism is to achieve common ground for property owners and the development community. Studies show that communities using DCCs are able to provide more efficient use of infrastructure and achieve more of a balance of different types of development.

1.2.2 How are DCCs Determined?

Using background studies that look at projected demands for water, sewer, roads and parks, a DCC rate is created based either on per/parcel ratio or per/unit ratio. This rate can differ for specified areas within the community. These areas usually correspond to the scope of services connected with neighbourhood area. A "Municipal Assist Factor" is also used in developing the rates for each proposed level of service. Section **933 (2)** of the *Local Government Act* indicates DCCs may be imposed to "assist" the local government to pay the capital costs of upgrading municipal infrastructure and municipal services.

1.2.3 When are DCCs Collected?

DCCs are collected at the time of either subdivision approval or when an application for building permit has been submitted. The Local Government Act has recently been amended (S.933 4(b) and 4.1) to allow municipalities to charge DCCs for subdivisions and building permits for less than four self-contained dwelling units.

1.2.4 Exemptions

Buildings for public worship, childcare, fire and police protection, libraries, and recreation are generally exempt from DCC charges. Buildings under \$50,000 are specifically excluded from DCC charges. The local government may look at using other exemptions to create incentives for various development practices. Some examples include: DCC rate reduction for the inclusion of Affordable Housing, Alternative Design Standards, and GHG emissions reductions.

Affordable Housing

- i. Not-for-profit affordable rental housing;
- ii. For-profit affordable rental housing (with housing agreement); and
- iii. Subdivision of small lots that are designed to result in low greenhouse gas emissions.

Alternative Design Standards/Low Environmental Impact

- i. A rebate should be offered for: the reduction in carbon footprint; introduction of alternative design standards; or introduction of green build initiatives. However, due to the fact that policy parameters are not in place to justify or quantify DCC reductions or infrastructure usage savings, the Town of Creston shall create parameters and benchmarks within initiatives such as a green build checklist and alternative design standards within the subdivision servicing bylaw in order to complement any proposed reductions in DCC rates.

Common exemptions from payment used by other municipalities include:

- i. A building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction alteration or expansion, exempt from taxation under Section 339 (1) of the Municipal Act; or
- ii. The value authorized by the building permit does not exceed \$ 50,000 or any other amount the Minister may, by regulation, prescribe; or
- iii. The development does not impose new capital cost burdens on the Municipality; or
- iv. A development cost charge has previously been paid with respect to the same development, unless, as result of a further subdivision or development, new capital cost burdens will be imposed on the Municipality. DCCs are collected at the time of either subdivision approval or when an application for building permit has been submitted. The Local Government Act has recently been amended (S.933 4(b) and 4.1) to allow municipalities to charge DCCs for subdivisions and building permits for less than four self-contained dwelling units.

1.2.5 How are DCCs spent?

DCC payments are placed in a DCC Reserve Fund and used to pay for approved capital projects. A local government may only spend DCC monies, and the interest earned on them, for the specific projects and services for which they were originally collected. For example, DCCs collected for sewer infrastructure in a new development may only be spent on this development's new sewer system.

2.0 PROJECTED CRESTON DEMANDS

2.1 Creston's Planning Area

Creston is a community of approximately 5,000 people, located at the confluence of Highway #3 and Highway #21, in the heart of the Kootenays. The Creston Valley's southern boundary is the US Border at the state of Idaho, and the northern landmark is the Kootenay Lake. Creston is a growing area. From 2006 to 2011, Creston's population grew 9.9% from 4,826 to 5,306 persons. This compares to the national average growth of 5.9%.

Recent and anticipated development in the Creston area includes:

- The Ramada Inn Hotel and conference facility;
- Creston Place, a new three-level office and retail building; and
- Crestbrook Gardens, a new 24-unit Seniors and Persons with Disabilities Housing Project.

Creston's desirability as a retirement community and outdoor recreation destination, coupled with its small town charm and vitality have resulted in an increase in development. Creston has a number of the benefits of a large community, but provides a life of quiet living in an area that offers a pristine natural environment. Growth within the community will place additional burdens on its infrastructure systems.

2.2 Population Projections

Historical growth within the Town of Creston has been relatively steady at 0.9% since 1988. Growth between 2006 and 2011 was 9.9%, or approximately 2% each year during a development boom. The sanitary sewer and water master plans assumed growth rates of 1% for planning purposes but it is generally accepted by staff that actual growth is slightly higher. To determine the estimated new residential development for 2028, an average annual population growth rate of 1.25% was assumed in assessing capital projects over the next 15 years. The 2011 census population of Creston was 5,306 with a 1.25% growth rate achieving a total population of 6,472 persons in 2028. The resulting increase in population will be approximately 1,100 persons. Assuming an average of 2.2 persons per dwelling unit, there will be approximately 500 new dwellings.

In 2011 there were 2,679 private dwellings that made up the following percentages:

2011 Residential Baseline (current)

Single-Detached Units and Semi-Detached Units: approx. 2,009 units (75%)

Multiple-Family Units: approx. 670 units (25%)

Total Residential Units: approx. 2,679 (100.0%)¹

The 2028 residential inventory will be shaped by land use patterns and economic trends such as mixed-use developments, onsite treatment of storm water and more compact-type development. Three new residential categories have been created to accommodate expected shifts in the way residential growth occurs in North American residential development.

Mixed Use Residential applies to land uses that involve multiple permitted uses within the zone and subject property. Mixed use residential can include mixes such as Residential-commercial (i.e. live/retail), Residential-industrial (i.e. live-studio/shop), Residential-institutional (i.e. supported-care).

Small-lot Residential applies to the advent of smaller lot sizes being encouraged in order to achieve a diversity of affordable housing initiatives. Small-lot rates can be activated with conditions related to achievement of low environmental impact and GHG emissions reductions. This is seen as a more realistic incentive, rather than providing exemptions, as it can be applied to a vacant lot subdivision and is flexible based on the market conditions and emerging knowledge towards the land economics of the proposed application. This can be combined with single-detached units and semi-detached units and thus the sliding scale percentage, seen in the tabulation below for 2028 Residential Projection.

At the time of preparation of this report, the current Zoning Bylaw does not reference Mixed Use Residential and Small Lot Residential developments. It is anticipated that future updates to the Zoning Bylaw and/or Affordable Housing Policy may incorporate these types of development.

Preliminary percentages for types of future residential developments have been proposed:

2028 Residential Projection (Additional Units)

Single-Detached Units and Semi-Detached Units: approximately 225 units (35 - 45%)

Multiple-Family Units: approximately 175 units (35%)

Mixed-use Residential: approximately 50 units (10%)

Small lot residential: approximately 0-50 units (0-10%)

Total Residential Units: approximately 500 units (100.0%)

Footnote:

¹ Statistics Canada 2012. *Focus on Geography Series, 2011 Census, Statistics Canada Catalogue No. 98-310-XWEZ011004, Ottawa, Ontario. Analytical Products, 2011 Census.*

2.2.1 Population Equivalents

In order to allocate future development capital costs between various land uses, a system of population equivalents is calculated based on the anticipated average number of occupants per dwelling unit and on equivalent populations for commercial, industrial and institutional land uses.

The calculations for population equivalents for residential (4 types), commercial, industrial and institutional development types in the Town of Creston that are used for DCC calculations are shown in the Table 2.1 below.

Table 2.1 Equivalent Populations for Various Land Uses

TYPE OF LAND USE	RECOMMENDED POP. EQ.
Low-Density Residential , including single-family residential, rural residential, single family residential in strata subdivisions, estate residential, large lot residential, and waterfront residential, where residential density is less than 22 per hectare, per dwelling unit.	3.0/unit
Multiple Residential , including duplex, triplex, four-plex, modular homes in enclosed park, townhouses where density is 22 per hectare or greater but less than 100 units per hectare, and single family with secondary suite, per dwelling unit.	2.0/unit
Mixed Use Residential	1.75/unit
Small Lot Residential	2.25/unit
Accessory Residential , including rooming and boarding houses and homes and assisted living housing units or other dwelling units without kitchen facilities , per dwelling or living unit.	1.0
Recreational Vehicle Pads/Sites , per pad or site.	0.3
Commercial , per square metre gross floor area	0.015
Industrial , per hectare	7.5
Plus	plus
per square metre gross industrial floor area	0.0075
Institutional , per square metre gross institutional floor area	0.015

2.3 Service Demands

The future infrastructure service demands to accommodate development in the Town of Creston were determined by reviewing the following documents and through discussion with planning and engineering staff for projects that would be required within the 15 year development horizon:

Five Year Capital Plan;
 2011 Sanitary Sewer Master Plan;
 2010 Water Master Plan;
 2009/2010 Master Drainage Plan Review;
 1983 Master Drainage Plan;
 Westridge Local Area Transportation Network – Technical Report; and
 1997 Alice Siding Comprehensive Development Planning Study.

Parks and trails projects were assessed during the project selection process with staff. It was determined that with the current development forecast, the only eligible parks and trails project was a pedestrian/cycling path along Northwest Boulevard. The cost estimate for this project has been included in the roads section.

The total cost estimates were developed and then assessed to balance the benefit to future and existing populations. The detailed cost estimates and apportionment to future development for water, sanitary sewer, storm sewer and roads projects are listed in Appendices A through D. The following sections list the projects that were proposed to be included in the new DCC Bylaw.

2.3.1 Water DCC Calculation

The Town of Creston 2010 Water Master Plan outlined a number of capital projects to be undertaken to upgrade the water system projected to the year 2030, a 20 year horizon. Tables 2.2 and 2.3 provide a list of the projects which will service future growth over the next 15 year period, the conceptual estimated cost, and an explanation of why the projects are needed. Table 2.2 identifies projects that were of benefit primarily for existing users, while Table 2.3 identifies projects for future development.

Table 2.2 Water System Project – Existing Users

ITEM	PROJECT	TOTAL DCC COST	DESCRIPTION
W1	SCADA Upgrade	\$8,400	Improvement in operations efficiency. Allows for the ability of the pumps to be controlled both locally and through a central location at operator's office.
W2	New Schikurski Booster Station	\$239,566	If Arrow Creek supply shuts down there is inadequate emergency storage in the Intermediate Zone. Includes back-up generator power for emergencies.

Although these projects were identified for existing development, they will also provide some benefit to future users of the system.

Schikurski Booster Station

The cost sharing for the booster station was determined by the following calculations:

Total Booster Station Improvements (Excluding 20% Contingency & Engineering)	\$774,000
Less: Back Up Generator	<u>\$250,000</u>
Sub-total Booster Station	\$524,000
Existing Flow Rate - 4,310 lpm	
Future Design Flow Rate - 6,400 lpm	

Therefore the percentage of cost of the Schikurski Booster Station apportioned to future growth is 33%.

DCC Costs for Schikurski Booster Station	\$171,119
Engineering @ 20%	\$34,224
Contingency @ 20%	<u>\$34,224</u>
Total DCC Cost for Schikurski Booster Station	<u>\$239,566</u>

SCADA Upgrades

The total cost for the SCADA upgrades has largely been subsidized by the Waste Water Treatment Plant Upgrade grant. The total amount apportioned to the water system is \$20,000, of which 42% benefits future growth for a DCC total of \$8,400.

Table 2.3 outlines the projects for future development.

Table 2.3 Water System Project – Future Users

ITEM	PROJECT	TOTAL DCC COST	DESCRIPTION
W4	1234 NW Blvd PRV Station	\$37,500	Assists in providing fire flow to north industrial area; connecting the Intermediate Zone to the Lower Zone.
W6	Glaser Drive (10th Ave N)	\$330,600	Looping provides continuous flow and fire flow.

The costs associated with the new Glaser Drive watermain would be 95% attributable to future development, as it provides some looping benefits to existing users. The 1234 NW Blvd Pressure Reducing Valve (PRV) station would provide improved fire flow to the north industrial area under existing maximum day demand conditions and also to future commercial and industrial development, and therefore costs have been split 50% to existing and future development. The future user's share of the 1234 NW Blvd PRV station and Glaser Drive watermain totals \$368,100.

The total Development Costs, for both Existing Users and Future Users, is \$616,066.

2.3.2 Sanitary Sewer DCC Calculation

The Sanitary Sewer Master Plan, prepared in March 2011, identified a capital upgrade program based on the current zoning bylaw, density in future development areas and a projected growth rate of 1%. Based on the identified future pipe capacity deficiencies, Table 2.4 identifies projects that were of benefit primarily for existing users, while Table 2.5 identifies projects for future development.

Table 2.4 Sanitary Sewer System Project - Existing Users

ITEM	PROJECT	TOTAL DCC COST	DESCRIPTION
S4	Sanitary Sewer Bypass Collis St./Hwy. 21	\$ 805,931	Install proposed 1,750m long, 300mm Ø bypass sewer from the Alice Siding Pump Station to Valleyview Drive

The total cost of the Sanitary Sewer Bypass is \$1,023,750. As it will provide some benefit to the existing Collis St. Lift Station, the DCC portion is 79% of this sum or \$805,931. The cost sharing of the Collis Street bypass was determined by the following calculations:

Existing Flow Rate	10	lps	Peak Weather Wet Flow Capacity of Collis Street Lift Station (D&K SMP Section 6.3.3)
Future Design Flow Rate	47	lps	Peak Weather Wet Flow of Alice Siding area supporting additional development along north end of Town (D&K SMP Section 6.5.1 F7)

Table 2.5 Sanitary Sewer System Project - Future Users

ITEM	PROJECT	TOTAL COST	DESCRIPTION
S1	Northwest Blvd. at Cavell St.	\$ 32,175	Upgrade approximately 55m of 300mm Ø sanitary sewer located along Northwest Blvd. to 375mm Ø
S2	6th Ave. south of Pine St.	\$ 64,350	Upgrade approximately 110m of 200mm Ø sanitary sewer located along 6 th Ave. south of Pine St. to 300mm Ø
S3	16th Ave. south of Murdoch St.	\$ 12,188	Upgrade approximately 25m of 200mm Ø sanitary sewer located along 16 th Ave. south of Murdoch St. to 250mm Ø
S5	Glaser Drive - Devon Rd N to tie in.	\$146,250	Install 450m of 200mm Ø new sanitary sewer main along Glaser Drive

The future user's share of the sanitary sewer DCC projects is \$254,963.

The total Development Costs, for both Existing Users and Future Users, is \$1,060,894.

2.3.3 Storm Sewer DCC Calculation

The Master Drainage plan for the Town was developed in 1983 and last reviewed in February 2010, and identifies high and low priorities for storm system upgrades. The Alice Siding Development plan includes new drainage infrastructure driven by the development of new roads and lots and upgrading of existing roads, to include underground storm drainage pipe systems originally projected for development on a 40 year horizon. Table 2.6 provides a list of these projects which will service future growth to the year 2028 including the conceptual estimated cost. More details of these projects can be found in Appendix C.

Table 2.6 Storm System Projects – Future Users

ITEM	LOCATION	LENGTH (m)	PIPE DIAMETER (mm)	DCC COST (\$)
Existing Roads - Storm Drains				
	Devon Road			
D2	Hwy 21 to NW Blvd	400	350	\$63,000
D3	Railway Crossing	120	450	\$22,680
D4	Northwest Blvd to King Creek	400	300	\$56,700
D5	East of King Creek	550	300	\$77,963
	Glaser and King Creek Culverts			
D13	Devon St.	40	900	\$13,230
D14	Glaser Dr.	40	900	\$11,130
D15	Payne St.	40	900	\$13,230
D16	Glaser Dr.	40	900	\$11,130
Future Major Road Storm Drains (road costs accounted for in Roads)				
	Glaser Dr.			
D28	Devon St. to Payne St.	400	300	\$50,400
D37	King and Glaser Creek Rechannelisation (Devon to Payne)	550		\$288,750
	Devon Rd. East			
D30a	King Creek to 11 th Ave	275	450	\$47,644
	Total DCC Storm Sewer Projects			\$ 655,856

2.3.4 Road DCC Calculation

The Alice Siding Development Plan and the existing DCC Bylaw #1463 recommend a number of upgrades to existing roads and future roads to service future growth to 2051. As this original list of projects was to accommodate an additional 4000 people, the total cost was divided over a larger development and time period. For current planning purposes it is necessary to look at a shorter time period with less population growth and therefore modify some of the projects required for development.

Table 2.7 provides a list of these projects which will service future growth to the year 2028 including the conceptual estimated cost. Future road projects such as Glaser Drive and Devon Road have been split into phases for the 15 year planning horizon. The first phase will include construction of an 11m wide asphalt

surface for a rural road cross section. During the next 15 year planning horizon (i.e. 2028 to 2043), a 14m urban profile with curb and gutter and a sidewalk will be accounted for.

More details of the projects can be found in Appendix D.

Table 2.7 – Road Projects – Future Users

ITEM	LOCATION	LENGTH (m)	PAVEMENT WIDTH (m)	DCC COST (\$)
Upgrades to Existing Roads				
	Payne St.			
R2	Northwest Blvd. to Glaser Drive	250	14	\$ 189,394
	Devon St.			
R3	Northwest Blvd to Glaser Drive - rural std	550	11	\$ 284,996
R4	Valleyview Connector to NWBlvd Ph1 - rural std	315	11	\$163,225
	Subtotal Upgrades to Existing Roads			\$ <u>637,615</u>
Future Roads				
	Glaser Dr.			
R9	Payne St. to Devon St. - Phase 1 rural std	950	11	\$587,029
	Subtotal Future Roads			\$<u>587,029</u>
	Total Future and Existing Roads			\$1,224,644

3.0 REVENUE SOURCES

3.1 Municipal Assist Factor

The *Local Government Act* omits explicit reference to a “municipal assist factor” and, as such, does not specify the potential magnitude of this assistance. As a matter of Ministry policy, a requirement exists for local government to provide a level of financial assistance to these capital costs. The municipal assist factor need not be the same for the various municipal infrastructure categories to be acceptable to the Ministry Inspector.

The municipal assist factor is separate from the breakdown of allocation of capital costs between new and existing development. A high assist factor generally reflects a desire to encourage new development while a very low assist factor may indicate that the Municipality cannot afford to provide significant financing in support of new development.

It is suggested that the Town of Creston select a municipal assist factor for each of the following municipal infrastructure categories as follows:

- Roads - 1%
- Drainage - 1%
- Sanitary Sewer - 1%
- Water - 1%

3.2 Other Cost Considerations

Capital costs used for DCC calculations are to be net costs for projects which will be required to service future development or that will provide benefit to future development. The Ministry Inspector has, in the past, also allowed inclusion of projects that have been recently completed and that provided oversizing or extension for future development, although this allowance is not guaranteed.

Some projects may be partially funded, in the future, by senior government grants, by community contributions or by developers as part of subdivision approval. Where known, or confidently anticipated, projected funding from senior government grants or developer contributions should be deducted from the DCC recoverable costs. It is not known at this time what, if any, the amounts of such grants may be for the Town of Creston, however, some confirmed or anticipated deductions for senior government grants, for community contributions and for developer contributions may be allocated to the DCC calculations herein.

The *Local Government Act* Section **932** identifies capital costs as including planning, engineering, legal costs and interest costs directly related to the work for which a capital cost may be incurred.

The DCC calculations consider that capital costs are shared between new and existing development where specific projects will benefit both new development and existing development within Creston.

It is possible for the Town to set different rates for different geographic areas in a community as per Section 934 (3a) of the *Local Government Act*. As approximately 90% of all projects are located in the Alice Siding service area, the Town may wish to consider this as an option.

3.2.1 DCC Credits/Rebates

Although there is no specific reference to “DCC Credits” or DCC Rebates in the LGA, there is the intent that if a developer extends trunks or constructs works that were included in the costs used to determine DCCs, outside the boundaries of the land being subdivided, then the development shall receive a credit towards the payment of DCCs. In addition, if a developer wishes to proceed with development before trunk services fronting his property are installed, the Town may allow the developer to proceed to construct the trunk and rebate the developer the cost difference between the trunk and cost of providing the service to a local standard.

3.3 DCC Calculations

Figure 3.0 illustrates the DCC calculation format used in this Background Report.

These calculations include the Municipal Assist Factors, anticipated population increases and commercial, industrial and institutional developments over a 15-year period, and population equivalents for different land uses. The calculations include deductions for amounts in existing DCC funds, confirmed or anticipated senior government grants, developer and community contributions and the summary of these calculations for the proposed projects are found in Table 3.0.

TOTAL CAPITAL COSTS
(FOR PROJECTS BENEFITTING NEW DEVELOPMENT FOR EACH SERVICE CATEGORY)
<i>Less</i>
OTHER REVENUE SOURCES
Senior Government cost sharing
Developer Contributions
Local Improvements
Gifts (i.e. service clubs, etc.)
<i>less</i>
BENEFIT TO EXISTING DEVELOPMENT
<i>less</i>
MUNICIPAL ASSIST FACTOR
<i>less</i>
CURRENT DEVELOPMENT COST CHARGE RESERVE FUNDS (if any)
<i>equals</i>
DEVELOPMENT COST CHARGES RECOVERABLE FOR EACH SERVICE CATEGORY

Figure 3.0

Table 3.0 Proposed DCC Per Capita Rates with 1.25% Growth, 15 year planning horizon, 1% MAF

Capital Project	Development Costs (DCC portion only)	Other Revenue Sources (grants, local improvements, etc)	Municipal Assist Factor (1%)	DCC Reserve Amounts	Development Cost Charges Recoverable	Total Additional Population (2028)	DCC per Capita
Water	\$ 616,066	\$ -	\$ 6,161	\$ 172,638	\$ 437,267	1,100	\$ 397.52
Roads	\$ 1,224,644	\$ -	\$ 12,246	\$ 40,591	\$ 1,171,806	1,100	\$ 1,065.28
Sanitary Sewer System	\$ 1,060,894	\$ -	\$ 10,609	\$ 55,783	\$ 994,502	1,100	\$ 904.09
Storm Sewer System	\$ 655,856	\$ -	\$ 6,559	\$ 43,221	\$ 606,076	1,100	\$ 550.98
Total	\$ 3,557,460						\$ 2,917.87

The following Table 3.1 provides a listing of the DCCs for each land use:

Table 3.1 Proposed DCC Rates per Land Development Type

Land Use / Development Type	Recommended Population Equivalent	Roads	Storm Sewer	Sanitary Sewer	Water	Totals
Low Density Residential (SFU) , per dwelling unit	3	\$ 3,196	\$ 1,653	\$ 2,712	\$1,193	\$ 8,754
Multi-Family Residential , per dwelling unit	2	\$ 2,131	\$ 1,102	\$ 1,808	\$ 795	\$ 5,836
Mixed Use Residential , per dwelling unit	1.75	\$ 1,864	\$ 964	\$ 1,582	\$ 696	\$ 5,106
Small Lot Residential , per dwelling unit	2.25	\$ 2,397	\$ 1,240	\$ 2,034	\$ 894	\$ 6,565
Accessory Residential , per dwelling or living unit	1	\$ 1,065	\$ 551	\$ 904	\$ 398	\$ 2,918
Recreational Vehicle Pads/Sites , per pad or site	0.3	\$ 320	\$ 165	\$ 271	\$ 119	\$ 875
Commercial , per square metre gross floor area	0.015	\$ 16	\$ 8	\$ 14	\$ 6	\$ 44
Industrial , per hectare	7.5	\$ 7,990	\$ 4,132	\$ 6,781	\$ 2,981	\$ 21,884
plus						
per square meter gross industrial floor area	0.0075	\$ 8	\$ 4	\$ 7	\$ 3	\$ 22
Institutional , per square metre gross institutional floor area	0.015	\$ 16	\$ 8	\$ 14	\$ 6	\$ 44

Note: Mixed Use Residential and Small Lot Residential have been included in this table, but omitted from the Bylaw until such time they are referenced in the Zoning Bylaw and/or Affordable Housing Policy.

4.0 COMPARISON TO EXISTING DCC BYLAWS

The following two excerpts summarize the existing rates coming from both DCC Bylaws #1331 and Bylaw #1463. These are included in the background report in order to assess the variations in the revised DCC Bylaw that this report infers to. Table 4.0 speaks to the DCC rates charged by other similar communities in the area and in BC. It should be noted that DCC rates are subject to the amount of infrastructure required to service new development and these requirements vary considerably from community to community.

Table 4.0 DCC Rates in other Regional Communities

LAND GOVERNMENT	POPULATION	RESIDENTIAL SINGLE FAMILY PER UNIT	COMMERCIAL PER SQ METRE	INDUSTRIAL PER SQ METRE	YEAR BYLAW ENACTED
Castlegar	7,911	\$4,803	\$12.27	\$5.66	1994
Creston	5,224	\$2,570.64	\$18.52	\$14.24	-
Fernie	4,458	\$12,017	\$109.63	\$68.32	2008
Golden	3,934	\$1,401	\$3.80	\$3.80	2012
Grand Forks	3,917	\$4,812	\$9.04	\$6.73	1994
Cranbrook	18,932	\$2,032	\$31.39	\$3.22	2010
Ladysmith	8,328	\$12,779	\$25.00	\$8.85	2012
Cumberland	3,311	\$19,915	\$ -	\$13.72	2010
Comox	13,493	\$9,739	\$62.22	\$11.48	2006
Osoyoos	5,210	\$9,663	\$29.71*	\$14.85	2007
Oliver	4,478	\$4,309 - \$6,170	\$13.27 - \$30.18	\$6.47	2007
Duncan	4,900	\$4,245	\$11.46+\$185/park space	\$ -	2007

* In addition to the above charges, a parkland charge of \$2,040 is applicable to each motel or hotel unit.

4.1 Bylaw #1331 (McLaren Street Waterline)

DEVELOPMENT COST CHARGE BYLAW NO. 1331

Page 3

SCHEDULE "A"

DEVELOPMENT COST CHARGES

A. WATER FACILITIES - McLaren Street Waterline

- | | | |
|----|------------------------------|---|
| 1. | Single Family
Residential | \$750.00 per lot being created
at the time of subdivision
according to the zoning of the
property |
| 2. | Multi-Family
Residential | \$125.00 per dwelling unit
being created at the time the
building permit is issued,
according to the zoning of the
property |
| 3. | Apartment
Residential | \$87.50 per dwelling unit being
created at the time the
building permit is issued
according to the zoning of the
property. |

4.2 Bylaw #1463 (Alice Siding)

Schedule "B" to
Bylaw 1463

SCHEDULE "B" DEVELOPMENT COST CHARGES

1. Development Cost Charges

The amounts set out in the table below are the Development Cost Charges payable, in Canadian Dollars, under section 3(2) of this bylaw and must be calculated in the manner prescribed in section 5 of this bylaw:

TABLE OF DEVELOPMENT COST CHARGES (1% ASSIST FACTOR)					
Capital Project	SFU (per unit)	MFU (per unit)	Industrial (per m ² floor space area)	Commercial (per m ² floor space area)	Institutional (per m ² floor space area)
	\$ 2570.64	\$ 1754.06	\$ 14.40	\$ 18.52	\$ 18.52
Water	\$ 388.77	\$ 265.28	\$ 2.16	\$ 2.80	\$ 2.80
Roads	\$ 1168.04	\$ 797.01	\$ 6.56	\$ 8.40	\$ 8.40
Sanitary	\$ 892.45	\$ 608.95	\$ 5.00	\$ 6.44	\$ 6.44
Parks	\$ 121.38	\$ 82.82	\$ 0.88	\$ 0.88	\$ 0.88
Total	\$ 2570.64	\$ 1754.06	\$ 14.40	\$ 18.52	\$ 18.52

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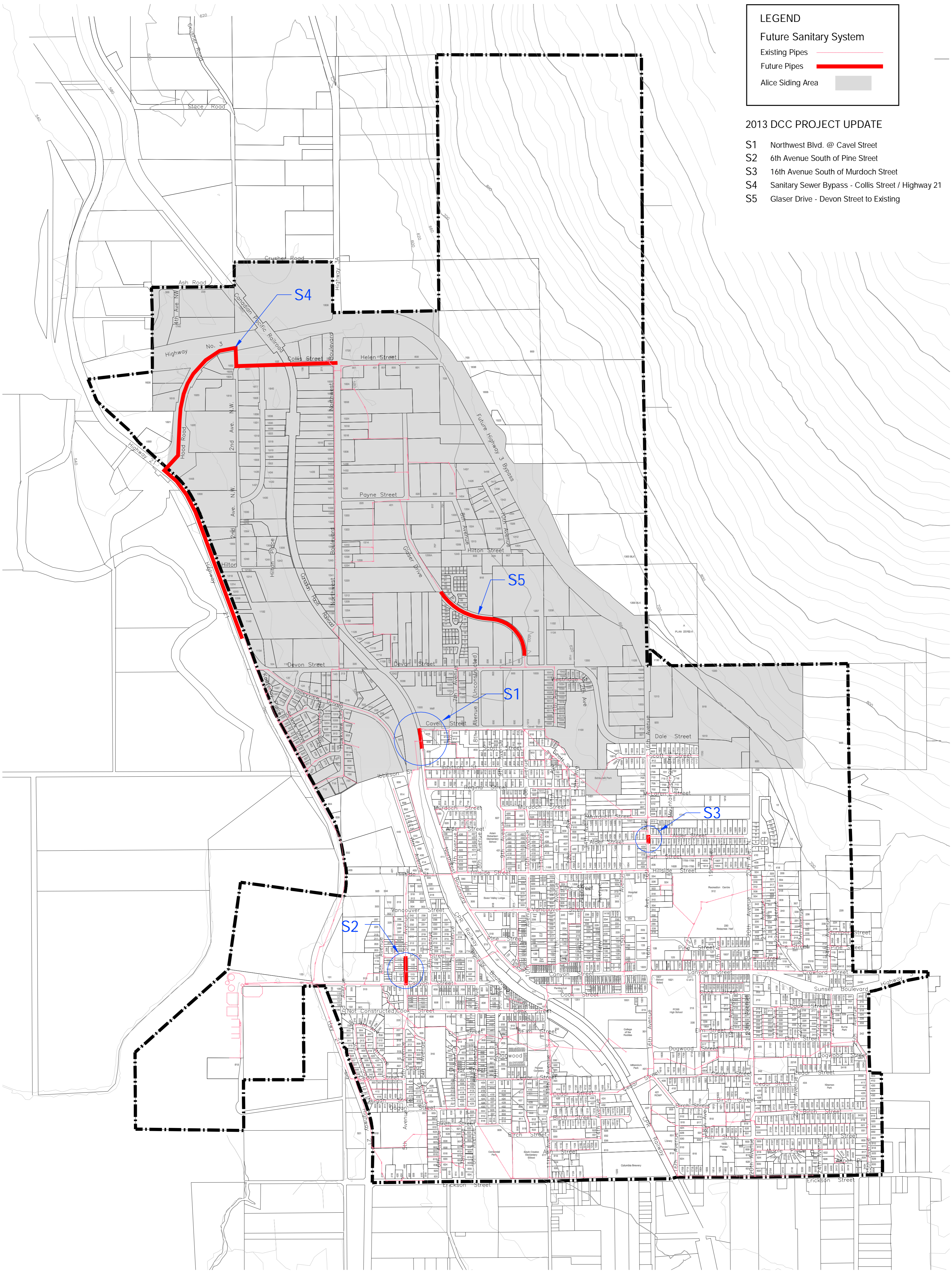
APPENDIX A

Sanitary Sewer System DCC Project Capital Cost Estimates

Appendix A
Town of Creston
2013 DCC Bylaw Review
Capital Costs
Sanitary Sewer System

Item	Location	Service Area	Length (m)	Pipe Diameter (mm)	Sanitary Sewer Master Plan Cost	% Benefit to Future Development	DCC Portion of Projects	Projects Planned to be Constructed before 2028 (\$)
S1	NorthWest Boulevard at Cavell St.	Mall	55	375	\$ 32,175	100%	\$ 32,175	\$ 32,175
S2	6th Avenue south of Pine St	Old Town	110	300	\$ 64,350	100%	\$ 64,350	\$ 64,350
S3	16th Avenue south of Murdoch St.	NE Creston	25	250	\$ 12,188	100%	\$ 12,188	\$ 12,188
S4	Sani. Sewer Bypass Collis St/Hwy 21	Alice Siding	1750	300	\$ 1,023,750	79%	\$ 805,931	\$ 805,931
S5	Glaser Drive - Devon Rd N to tie in.	Alice Siding	450	200	\$ 146,250	100%	\$ 146,250	\$ 146,250
	Total DCC Sanitary Sewer Projects				\$ 1,278,713		\$ 1,060,894	\$ 1,060,894

TOWN OF CRESTON
FUTURE SANITARY SEWER SYSTEM DCC PROJECTS



LEGEND

Future Sanitary System

Existing Pipes

Future Pipes

Alice Siding Area

2013 DCC PROJECT UPDATE

- S1 Northwest Blvd. @ Cavel Street
- S2 6th Avenue South of Pine Street
- S3 16th Avenue South of Murdoch Street
- S4 Sanitary Sewer Bypass - Collis Street / Highway 21
- S5 Glaser Drive - Devon Street to Existing



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FIGURE 2

APPENDIX B

Water System DCC Project Capital Cost Estimates

Appendix B
Town of Creston
2013 DCC Bylaw Review
Capital Costs
Water System

Item	Location	Service Area	Length (m)	Pipe Diameter (mm)	Construction Estimate	Engineering and Contingency	Water Master Plan Total Cost Estimate	% Benefit to Future Development	DCC Portion of Projects	Projects Planned to be Constructed before 2028(\$)
W1	SCADA Upgrade	All					\$ 20,000	42%	\$ 8,400	\$ 8,400
W2	Schikurski Booster Station	All			\$ 171,119	\$ 68,448	\$ 239,566	100%	\$ 239,566	\$ 239,566
W4	1234 NW Blvd PRV Station	Alice Siding	20	150	\$ 51,000	\$ 24,000	\$ 75,000	50%	\$ 37,500	\$ 37,500
W6	Glaser Drive (10th Ave N Extension)	Alice Siding	900	200	\$ 241,000	\$ 107,000	\$ 348,000	95%	\$ 330,600	\$ 330,600
	Total DCC Water System Projects						\$ 682,566			\$ 616,066

TOWN OF CRESTON
FUTURE WATER SYSTEM DCC PROJECTS

LEGEND

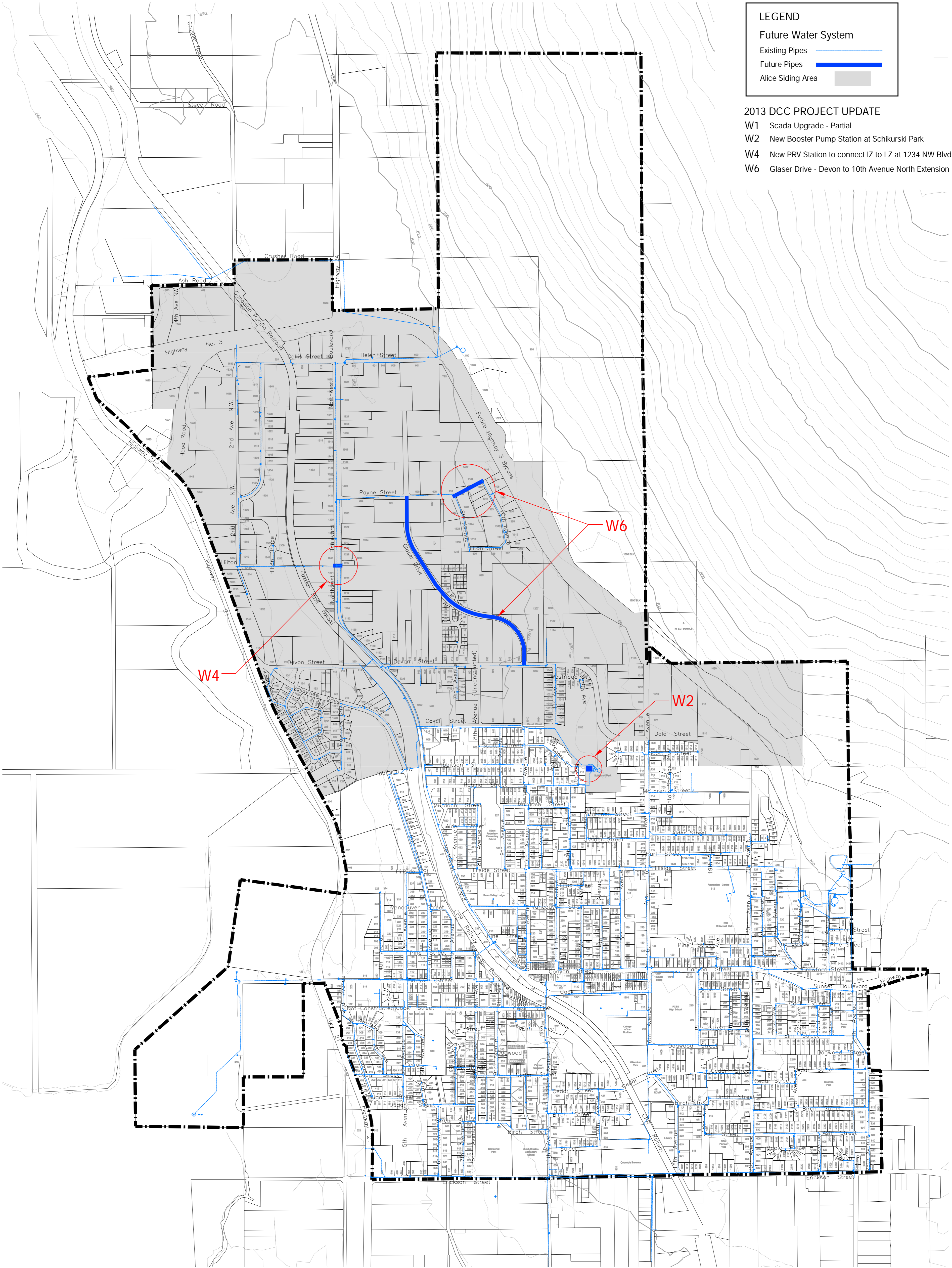
Future Water System

Existing Pipes

Future Pipes

Alice Siding Area

- 2013 DCC PROJECT UPDATE
- W1 Scada Upgrade - Partial
 - W2 New Booster Pump Station at Schikurski Park
 - W4 New PRV Station to connect IZ to LZ at 1234 NW Blvd.
 - W6 Glaser Drive - Devon to 10th Avenue North Extension



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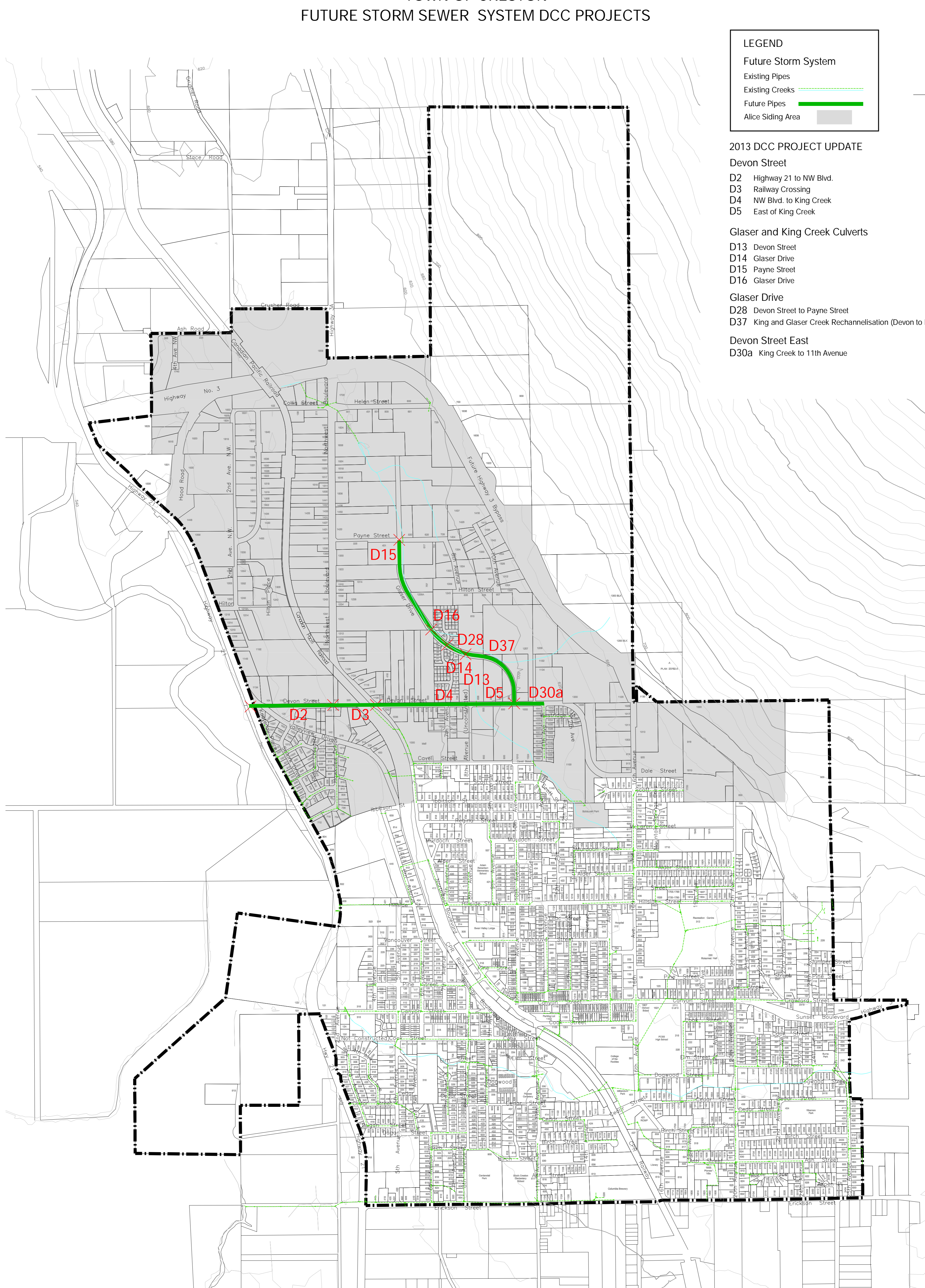
FIGURE 1

APPENDIX C

Storm Sewer System DCC Project Capital Cost Estimates

Appendix C
Town of Creston
2013 DCC Bylaw Review
Capital Costs
Storm Sewer System

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FIGURE 3

APPENDIX D

Road DCC Project Capital Cost Estimates

Appendix D
Town of Creston
2013 DCC Bylaw Review
Capital Costs
Roads - Existing Upgrades and Future

[illegible]

TOWN OF CRESTON
FUTURE ROAD SYSTEM DCC PROJECTS

LEGEND

Future DCC Road Projects

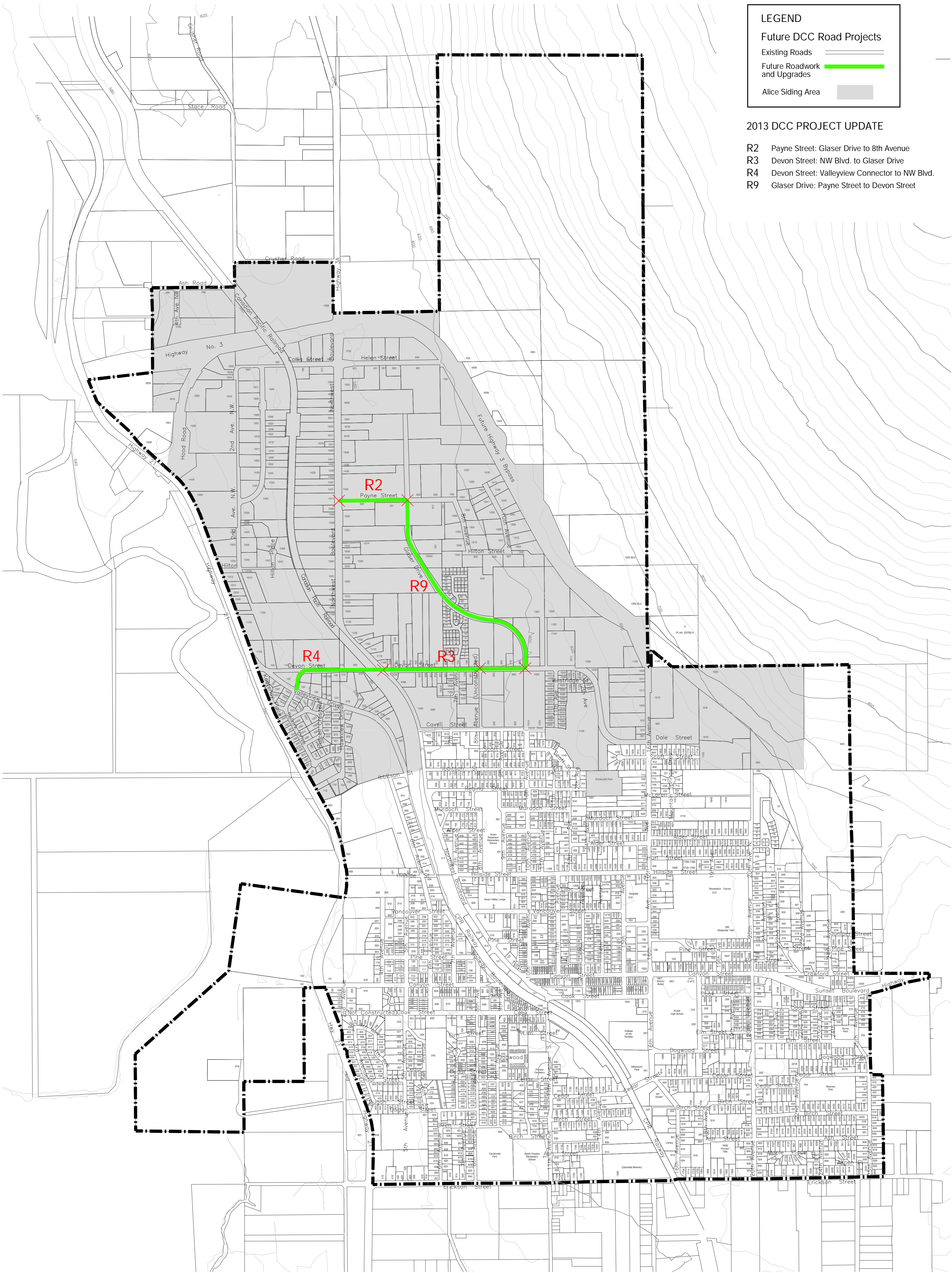
Existing Roads

Future Roadwork and Upgrades

Alice Siding Area

2013 DCC PROJECT UPDATE

- R2 Payne Street: Glaser Drive to 8th Avenue
- R3 Devon Street: NW Blvd. to Glaser Drive
- R4 Devon Street: Valleyview Connector to NW Blvd.
- R9 Glaser Drive: Payne Street to Devon Street



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FIGURE 4

APPENDIX E

Public Open House Materials and Comments

Public Open House Comments (May 31, 2012):

- It was an excellent and informative meeting we had. Very open conversations. Our view is that DCCs should be distributed among the entire town. With each new lot being created paying the tax
- it is important for the DCC bylaw to be equitable for everyone, and not applied in the north end (Alice Siding) only
- why is the Dale Street road extension from 16th to 20th included – “road to nowhere” What is the horizon for this project proceeding?
- collecting DCCs at subdivision approval stage stagnates construction
- ...going to go back and touch on the 1st Avenue NW situation. As you know, those of us that live in that subdivision all pay Town of Creston Property Taxes, some of the highest Property Taxes in Creston, and yet we have no sanitary sewer, no storm sewer, no sidewalks, no curbing, nor even a standard width road. IF the Town decided to look at improving that area of town, which the Property Owners in that area I think would at least be entitled to ask for at the very least sanitary sewer and widening of the road, my question would be why would these items be partially or in full the Property Owners expense, and fall under the umbrella of Development Cost Charges. The subdivision was done many, many years ago, in stages. This is an existing residential area of Creston, not a new subdivision. In the case of the Alder Street development, that, in recent years, has been xdeveloper who has been the Developer. The developer subdivided and developed the lots. One would expect him to have had to pay Development Cost Charges, though based on the designated “line” drawn on the Town of Creston Map, I suspect the developer did not have to pay DCCs.
- At the meeting when you and I spoke prior to the formal part of the presentation, you briefly touched on the fact that for health reasons alone it would be beneficial to get rid of the septic tanks in Creston and have everyone on the sanitary sewer system. I agree. I also understand that when that subdivision was created the sanitary sewer lines did not extend to that area of town, hence the reason why we all have septic fields. That however was not our choice. We had no other option but to install septic tanks and fields. Now that the Town has the ability, and is in fact thinking about extending the trunk line out that direction to encompass Hood Road and the “Ramada Corner” why wouldn’t the Town wish to get all of us in the 1st Ave / 2nd Ave subdivision on board.
- IF it was a development that we were wanting to create, But those of us along 1st Ave and 2nd Ave are not Developers. We are Home Owners, all paying in excess of \$5,000 per year, every year, for property taxes, and yet we have the most minimal servicing from the Town of Creston in the entire Municipality. What exactly is our \$5,000 per year, every year paying for – because we pay our yearly water bill separately.
- as a property owner I would be asking the Town to consider providing our area of town with sanitary sewer with minimal costs to the property owners to tie in. I am not asking the town to provide us with sanitary sewer right to our proverbial door, at no cost, but rather run the lines up our street and then we pay to tie in if we choose.

- a purchase price of \$450,000 to \$800,000 depending on the house on the street but sorry, no, you are not on the municipal sanitary sewer system, you kind sir, will have a septic tank and field in your back yard. Next point – the “invisible line” for who pays DCCs and who doesn’t. Again, and I think I probably made this point at the presentation. I unequivocally do not agree that only certain areas of Creston (North of Devon Street, oh and by the way Hawkview too) pay DCCs the rest of town does not. I understand that at the time it was felt that the north end of Creston was what was predominantly being developed and servicing that direction was limited, but..... here is my point. On a small scale, back to past developers. They created several lots on Alder Street. All required a sanitary sewer hook up, all required a water connection. On a larger scale. There is a tract of land, within municipal boundaries, west of 5th Ave S and south of Dugan Street. It is zoned residential. The Owner of that parcel has talked about creating residential building lots for years. Because of his location within Town, and according to the current “invisible line” he would not have to pay DCCs. And yet, every lot would require a sanitary sewer hook up, every lot would require a water connection. Roads would have to be built (at the developers cost I know) but sewer lines and water lines would have to be run. In my opinion he is incurring Development Cost Charges just as much as someone who may decide to develop say the area north of Dale Road off of 16th Avenue North. Why should the Developer in the south end of town get away with paying NO DCCs while the Developer on the north end of town would be required to pay DCCs. There needs to be an economy of scale. I do not conceivably see how the Town can have “two sets of rules”.... Perhaps the fees are set up differently, based on what servicing is available and nearby to the new development, but both should have to pay some form of DCCs.
- Thank you for offering the Public Forum’s to the General Public so we can voice our opinions. I am all for development in Creston, and I most certainly understand the costs to the Town of Creston to do so and the need to charge DCCs.
- In the case of an individual wishing to create a subdivision on the periphery of town, such as Hood Road, then yes, the Developer needs to pay. It is his choice to create a development, and it will benefit him financially when he sells his lots. But for the areas of town that are already created – 1st Ave and Edgemont Estates to name 2, I do not feel it is up to us to foot the bill so to speak. We are not Developers. We are individual property owners who already exist. We are not developing something new.



DEVELOPMENT COST CHARGES (DCC)

WHAT ARE DCCs?

Development Cost Charges are monies collected by the local government to pay for the costs associated with development beyond the subject property. New development often leads directly to an increase in the demand **for sewer, water, drainage, parks and roads**.

For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay DCCs instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure.

A DCC bylaw is a mechanism to achieve **common ground** for property owners and the development community. Studies show that communities using DCCs are able to provide smarter use of infrastructure and achieve more **complete neighbourhoods**.

HOW ARE DCCs DETERMINED?

Using background studies that look at **projected demands** for water, sewer, roads and parks, a DCC rate is created based either on **per/parcel ratio** or **per/unit ratio**. This rate can differ for specified areas with the community. These areas usually correspond to the scope of services connected with neighbourhood area.

WHEN ARE DCCs COLLECTED?

DCCs are collected at the time of either **subdivision approval** or when an application for **building permit** has been submitted.

EXEMPTIONS:

Buildings for public worship, childcare, fire and police protection, libraries, recreation are also generally exempt from DCC charges. Buildings under \$50,000 are specifically excluded from DCC charges. The local government may look at using other exemptions to create **incentives** for various development practices. Some examples include: DCC rate reduction for the inclusion of **Affordable Housing, Alternative Design Standards, Green Building**.

HOW ARE DCCs SPENT?

DCC payments are placed in a **DCC Reserve Fund** and used to pay for approved capital projects. A local government may only spend DCC monies, and the interest earned on them, for the specific projects and services for which they were originally collected. For example, DCCs collected for sewer infrastructure in a new development may only be spent on this development's new sewer system.

WHAT ARE OTHER COMMUNITIES DOING?



DEVELOPMENT COST CHARGE RATES – DEC 2011

Local Government	Population*	Residential Single Family Per Unit	Commercial Per Sq Metre	Industrial Per Sq Metre
Castlegar	7911	\$4,803	\$12.27	\$5.66
Trail	7260	\$1,622 - 2,898	\$1.72 - 5.60	\$0.29 - 1.45
Creston	5224	\$3,113	\$19.50	\$15.16
Fernie	4458	\$12,017	\$109.63	\$68.32
Golden	3934	\$1,965	\$19.65	-
Grand Forks	3917	\$4,812	\$9.04	\$6.73
Salmo	1073	\$542	\$5.38	\$5.42

*Source: Demographic Analysis Section, BC Stats, Ministry of Citizens’ Services, Government of British Columbia Dec/2011

DISTRICT OF SOOKE

Green Building Incentive - Development Cost Charge reductions (for wastewater and road DCCs only) - 30% to 100% reductions, excluding commercial developments.

TOWN OF LADYSMITH

The *DCC Reduction for Downtown Specified Area Bylaw* was adopted by Council on October 17, 2011. This Bylaw provides an incentive to new development in the Downtown by waiving the Development Cost Charges for eligible development within the Downtown Specified Area.

Public Open House Contact List – May 23, 2013

Name
Anderson, Bruce
Angus, Mary
Banman, Pete
Boese, Ron
Bredt, Ken
Casemore, Ralph
Castellarin, Ron
Colonel, Lawrence
Fahselt, Norm
Fladhamer, Loretta
Gartner, Lionel
Griffith, Bob
Heykamp, Erik
Huscroft, John
Hutchinson, Bill
Linder, Walter
Mailhot, Norm
Mann, Lorne
Marshal, Wendell
Olfert, Ernest
Piper, Bill
Poznikoff, Mike
Rendek, Terry
Ross, Christine
Samuelsson, Randy
Shatzko, Rob
Sutcliffe, Doug
Takacs, Steve
Telling, Gwen
Tilling, Don
Umscheid, Randy
Wigen, Bob
Wigen, Dave
Veitch, Scott
Schmalz, Jerry
Re/Max: Michael Carpenter, Tyler Hancock, etc.
CV Realty: Ron Evans, etc.
Century 21 – Veitch Realty

[illegible]



DEVELOPMENT COST CHARGES



DEVELOPMENT COST CHARGES (DCC)

WHAT ARE DCCs?

- Development Cost Charges are monies collected by local government to pay for the costs associated with development beyond the subject property. New development often leads directly to an increase in the demand **for sewer, water, drainage, trails & open spaces, and roads.**

HOW ARE DCCs DETERMINED?

- Using background studies that look at **projected demands** for water, sanitary sewer, storm sewer, roads and parks, a DCC rate is created based either on **per/parcel ratio** or **per/unit ratio**. This rate can differ for specified areas with the community. These areas usually correspond to the scope of services connected with neighbourhood area.

DEVELOPMENT COST CHARGES (DCC)

WHEN ARE DCCs COLLECTED?

- DCCs are collected at the time of **subdivision** for residential developments and at both subdivision and building permit for other types of development.

EXEMPTIONS:

- Buildings for public worship, childcare, fire and police protection, libraries, recreation are also generally exempt from DCC charges, Buildings under \$50,000 are specifically excluded from DCC charges. The local government may look at using other exemptions to create **incentives** for various development practices. Some examples include: DDC rate reduction for the inclusion of **Affordable Housing, Alternative Design Standards, Green Building.**

DEVELOPMENT COST CHARGES (DCC)

HOW ARE DCCs SPENT?

- DCC payments are placed in a **DCC Reserve Fund** and used to pay for approved capital projects. DCCs imposed by a local government for the construction of infrastructure must service new development either directly or indirectly. However, the guiding principle of fairness and equitable distribution of capital costs amongst those parties receiving benefit, suggests that certain DCC projects may benefit the population at large.



PROPOSED DCC RATES

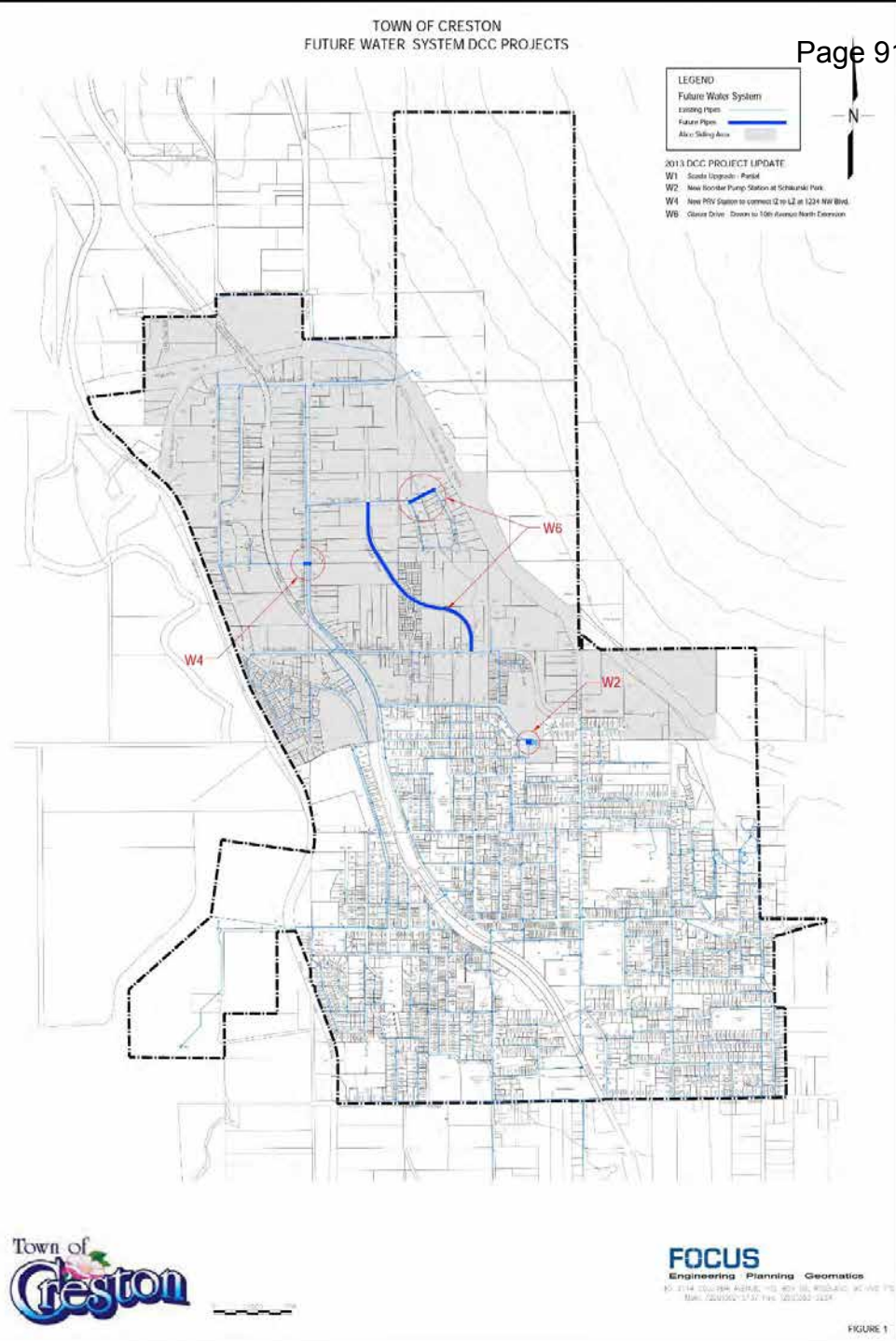
LAND USE / DEVELOPMENT TYPE	TOTALS
Low Density Residential (SFU), per dwelling unit	\$8,754
Multi-Family Residential, per dwelling unit	\$5,836
Mixed Use Residential, per dwelling unit	\$5,106
Small Lot Residential, per dwelling unit	\$6,565
Accessory Residential, per dwelling or living unit	\$2,918
Recreational Vehicle Pads/Sites, per pad or site	\$875
Commercial, per square metre gross floor area	\$44
Industrial, per hectare	\$21,884
Industrial per square meter gross industrial floor area	\$22
Institutional, per square metre gross institutional floor area	\$44

DCC Charge Project Analysis

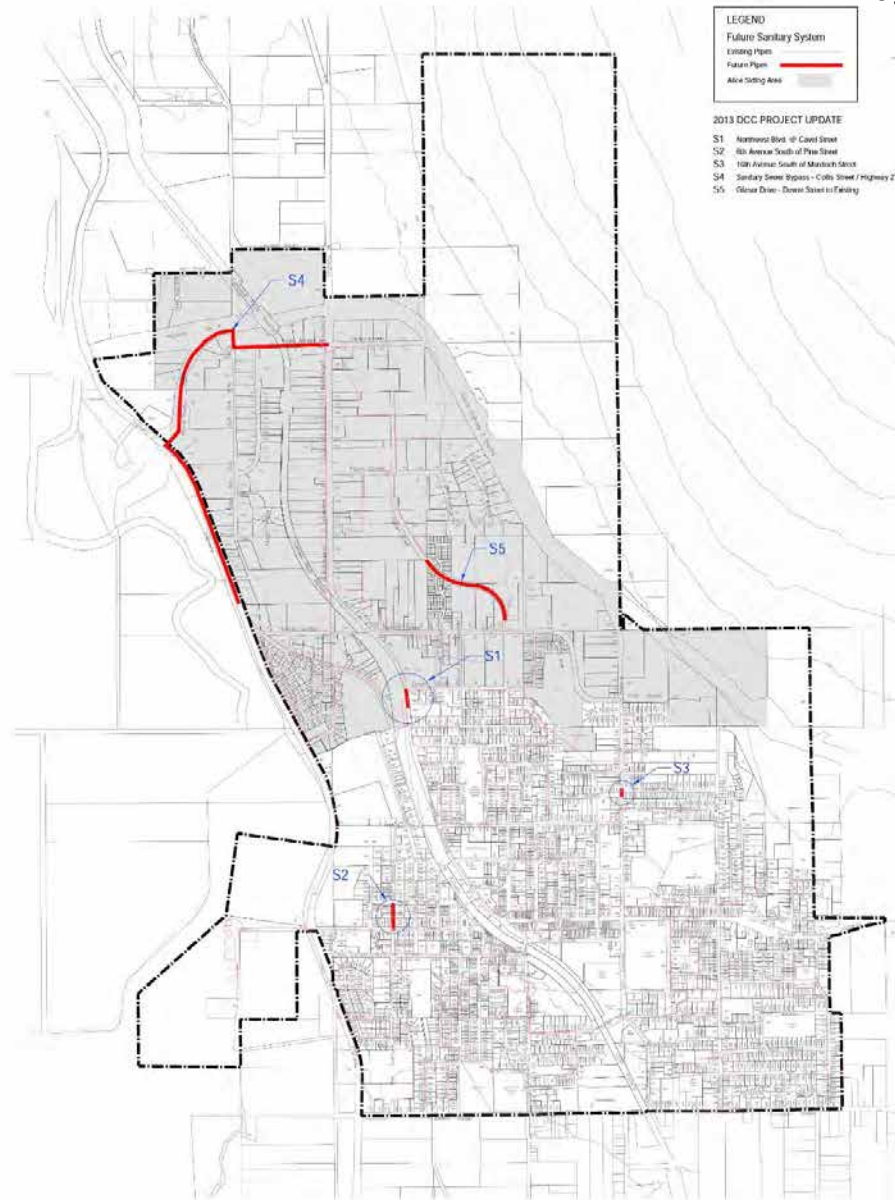
Sanitary Sewer Bypass – Collis Street

CAPITAL COST OF PROJECTS	\$1,023,750
OTHER FUNDING SOURCES	Existing Grants? Existing DCC Reserves (for all sewer projects) \$55,783
BENEFIT TO EXISTING RESIDENTS	<ul style="list-style-type: none"> • Increase capacity of Collis St. Lift Station • Future capacity to service Alice Siding Area • 21% benefit \$217,819
COST ATTRIBUTABLE TO GROWTH	Portion of costs attributable to serve the needs of growth: 79% \$805,931
COMMUNITY ASSIST FACTOR	Municipal share of costs to lessen DCC Burden: 1% \$8,059
DCC PORTION OF COSTS	\$742,089
GROWTH PROJECTION	New dwellings (15 yrs) 1100 people (1.25% increase)
DCC CHARGE	DCC Eligible Cost: \$674/Capita Units of Growth: 1100 Low density SFU = 3 population equivalents DCC Charge \$2,024

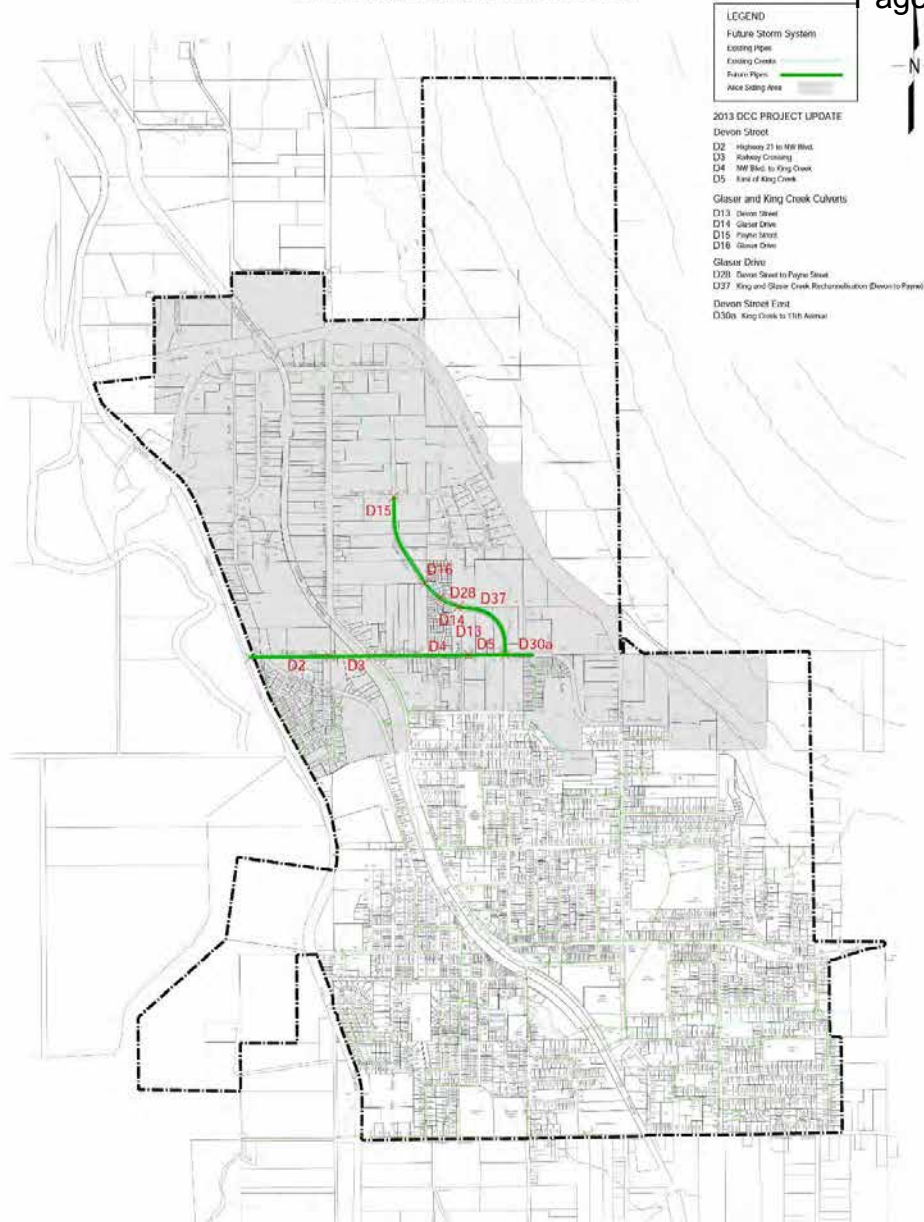
WATER



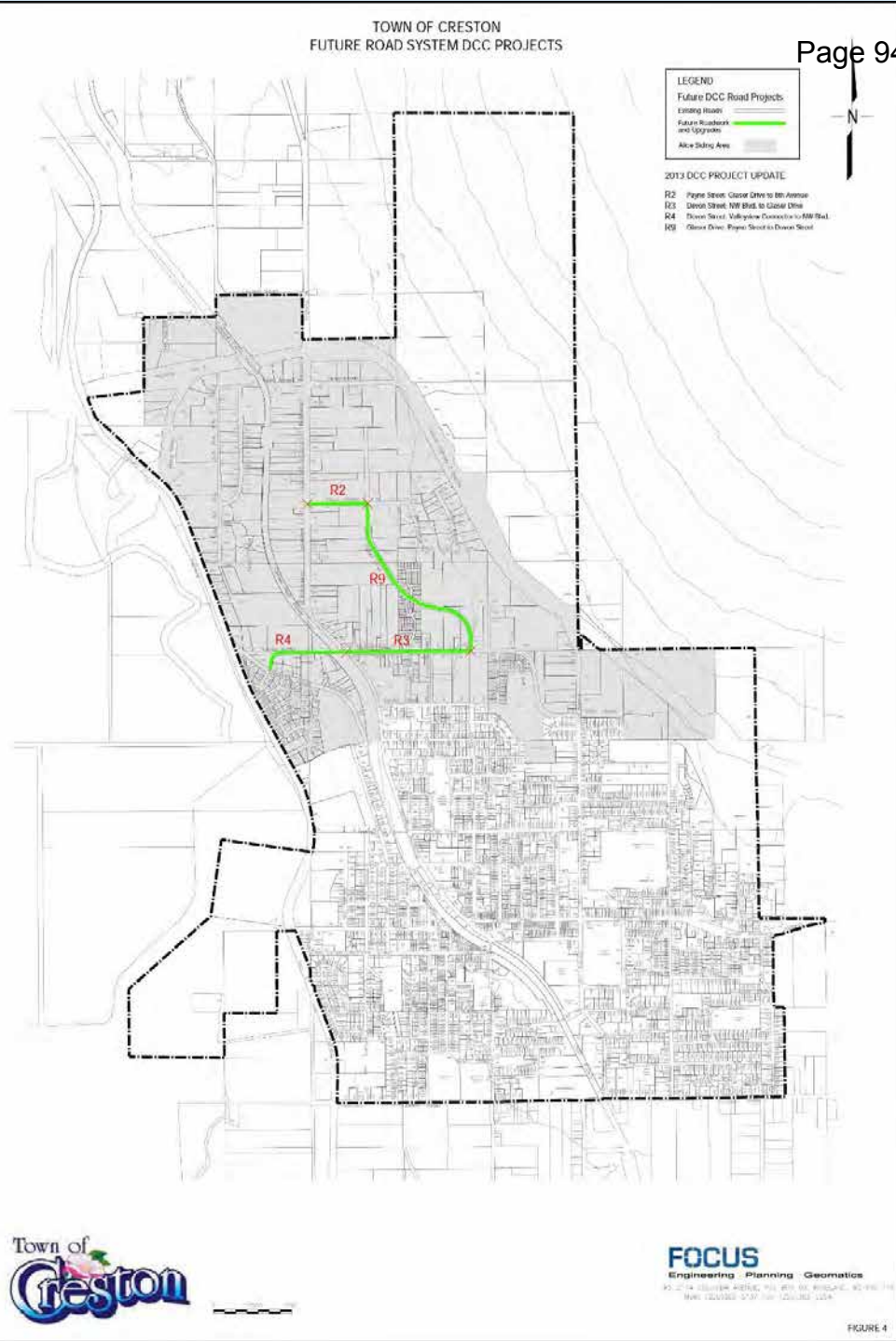
SANITARY SEWER



STORM SEWER



ROADS





DEVELOPMENT COST CHARGES (DCC) BYLAW



WHAT ARE DCCs?

Development Cost Charges are monies collected by the local government to help fund future municipal infrastructure costs. New development often leads directly to an increase in the demand for sewer, water, drainage, trails & open spaces, and roads.

For example, new development may require a local government to increase the size of its water storage reservoir. Developer's pay DCCs to offset the costs of new development and its increasing demand on existing infrastructure. A DCC bylaw is a mechanism to achieve common ground for property owners and the development community.

WHY DOES CRESTON HAVE DCCs?

1. They hold development accountable for its impacts.
2. They protect existing taxpayers from having to pay for infrastructure that is directly associated with increased development demand.
3. They provide funding flexibility for the municipality as it prioritizes its community planning goals.
4. They promote the comprehensive planning of future services by focusing on short, medium and long term needs.
5. They promote cost effective development.

GUIDING PRINCIPLES OF DCCs

1. INTEGRATION:

Development of DCCs must be consistent with community plans, land use plans, and corporate financial and capital infrastructure strategies.

2. BENEFITER PAYS:

Infrastructure costs should be paid by those who will use and benefit from the installation of such systems.

3. FAIRNESS AND EQUITY:

Recognizing that costs should be shared in some way amongst benefiting parties, DCCs should employ mechanisms that distribute these costs between existing users and new development in a fair manner.

4. ACCOUNTABILITY:

The establishment of DCCs should be a transparent local government process and all information on which DCCs are based should be accessible and understandable by stakeholders.

5. CERTAINTY:

Certainty should be built into the DCC process, both in terms of stable charges and orderly construction of infrastructure.

6. CONSULTATIVE INPUT: The development of DCCs must provide adequate opportunities for meaningful and informed input from the public and other interested parties.





DEVELOPMENT COST CHARGES (DCC) BYLAW



WHY REVIEW THE DCC BYLAW NOW?

- To address new provincial legislation (Bill 27) which introduced the potential to provide DCC reductions/waivers for not-for-profit housing, for-profit rental housing, and development designed to have a low environmental impact.
- To ensure consistency in service provision throughout the community to improve maintenance, upgrades and future development
- To ensure that proper funding is collected for installation of new infrastructure in the community
- To reflect current costs and growth trends - Development Cost Charges (DCCs) are updated every few years – the DCC bylaw was last revised in 2009
- To fund the costs to provide road, drainage, water and sewer services for the projected growth in population that's expected to occur within the next 15 years

WHO IS AFFECTED BY DCCs?

Development Cost Charges have an impact on everyone. Some will be impacted directly in that they will have to pay the rates in order to proceed with development while others will be impacted indirectly. Existing ratepayers will be required to pay the share of the infrastructure costs that are not directly applied to growth through taxation.

HOW ARE DCCs DETERMINED?

Using background studies that look at projected demands for water, sanitary sewer, storm sewer, roads and parks, a DCC rate is created based either on per/parcel ratio or per/unit ratio.

WHEN ARE DCCs COLLECTED?

DCCs are typically collected at time of subdivision for residential developments and at both subdivision and building permit, for other types of development.

DCC EXEMPTIONS:

Buildings for public worship, childcare, fire and police protection, libraries and recreation are generally exempt from DCC charges. Buildings under \$50,000 are specifically excluded from DCC charges. The local government may look at using other exemptions to create incentives for various development practices. Some examples include: DCC rate reduction for the inclusion of Affordable Housing, Alternative Design Standards and Green Building.

HOW ARE DCCs SPENT?

DCC payments are placed in a DCC Reserve Fund and used to pay for approved capital projects. DCCs imposed by a local government for the construction of infrastructure must service new development either directly or indirectly. However, the guiding principle of fairness and equitable distribution of capital costs amongst those parties receiving benefit, suggests that certain DCC projects may benefit the population at large.

For more information, go to www.creston.ca





DEVELOPMENT COST CHARGES (DCC) BYLAW



PROPOSED DCC RATE CALCULATIONS:

Land Use / Development Type	Recommended Population Equivalent	Roads	Storm Sewer	Sanitary Sewer	Water	Totals
Low Density Residential (SFU), per dwelling unit	3	\$3,196	\$1,653	\$2,712	\$1193	\$8,754
Multi-Family Residential, per dwelling unit	2	\$2,131	\$1,102	\$1,808	\$795	\$5,836
Mixed Use Residential, per dwelling unit	1.75	\$1,864	\$964	\$1,582	\$696	\$5,106
Small Lot Residential, per dwelling unit	2.25	\$2,397	\$1,240	\$2,034	\$894	\$6,565
Accessory Residential, per dwelling or living unit	1	\$1,065	\$551	\$904	\$398	\$2,918
Recreational Vehicle Pads/Sites, per pad or site	0.3	\$320	\$165	\$271	\$119	\$875
Commercial, per square metre gross floor area	0.015	\$16	\$8	\$14	\$6	\$44
Industrial, per hectare	7.5	\$7,990	\$4,132	\$6,781	\$2,981	\$21,884
Industrial per square meter gross industrial floor area	0.0075	\$8	\$4	\$7	\$3	\$22
Institutional, per square metre gross institutional floor area	0.015	\$16	\$8	\$14	\$6	\$44

Assumptions are based on 1.25% Growth rate, 15 year planning horizon and 1% MAF



For more information, go to www.creston.ca

APPENDIX F

Local Government Act Excerpts

Division 10 — Development Costs Recovery

Definitions

932 In this Division:

"capital costs" includes

- (a) planning, engineering and legal costs directly related to the work for which a capital cost may be incurred under this Division, and
- (b) interest costs directly related to the work that are approved by the inspector to be included as capital costs;

"development" means those items referred to in section 933 (1) (a) and (b) for which a development cost charge may be imposed;

"local government" includes a greater board other than the Board of the Greater Vancouver Sewerage and Drainage District.

Development cost charges generally

933 (1) A local government may, by bylaw, for the purpose described in subsection (2) or (2.1), impose development cost charges on every person who obtains

- (a) approval of a subdivision, or
- (b) a building permit authorizing the construction, alteration or extension of a building or structure.

(2) Development cost charges may be imposed under subsection (1) for the purpose of providing funds to assist the local government to pay the capital costs of

- (a) providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off-street parking facilities, and
- (b) providing and improving park land

to service, directly or indirectly, the development for which the charge is being imposed.

(2.1) Development cost charges may be imposed under subsection (1) in a resort region for the purpose of providing funds to assist the local government to pay the capital costs of providing, constructing, altering or expanding employee housing to service, directly or indirectly, the operation of resort activities in the resort region in which the charge is being imposed.

(3) A development cost charge is not payable if

- (a) the development does not impose new capital cost burdens on the municipality, regional district or greater board, or
- (b) a development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed on the municipality, regional district or greater board.

(3.1) Subsection (3) (a) does not apply to a development cost charge imposed under subsection (1) for the purpose referred to in subsection (2.1).

(4) A charge is not payable under a bylaw made under subsection (1) if any of the following applies in relation to a development authorized by a building permit:

- (a) the permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under section 220 (1) (h) [*statutory exemption for places of public worship*] or 224 (2) (f) [*permissive exemptions in relation to places of public worship*] of the *Community Charter*;
- (b) subject to a bylaw under subsection (4.1) (a), the permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension,
- (i) contain fewer than 4 self-contained dwelling units, and

- (ii) be put to no other use other than the residential use in those dwelling units;
 - (c) the value of the work authorized by the permit does not exceed, as applicable,
 - (i) \$50 000, if no bylaw under subsection (4.1) (b) or regulation under subsection (4.2) (a) applies,
 - (ii) the amount prescribed under subsection (4.2) (a), if no bylaw under subsection (4.1) (b) applies, or
 - (iii) the amount established by bylaw under subsection (4.1) (b).
- (4.01) A charge is not payable under a bylaw made under subsection (1) in relation to the construction, alteration or extension of self-contained dwelling units in a building authorized under a building permit if
- (a) subject to a bylaw under subsection (4.1) (c) or a regulation under subsection (4.2) (c), each unit is no larger in area than 29 square metres, and
 - (b) each unit is to be put to no other use other than the residential use in those dwelling units.
- (4.1) A local government may, in a bylaw under subsection (1), do one or more of the following:
- (a) provide that a charge is payable under the bylaw in relation to a building permit referred to in subsection (4) (b);
 - (b) establish an amount for the purposes of subsection (4) (c) (iii) that is greater than the amount otherwise applicable under subsection (4) (c), subject to the maximum value permitted under subsection (4.2) (b);
 - (c) establish an area for the purposes of subsection (4.01) (a) that is greater than the area otherwise applicable, subject to the maximum area permitted under subsection (4.2) (d).
- (4.2) The minister may, by regulation, do one or more of the following:
- (a) prescribe an amount for the purposes of subsection (4) (c) (ii);
 - (b) prescribe a maximum value that may be established under subsection (4.1) (b);
 - (c) prescribe an area for the purpose of subsection (4.01) (a);
 - (d) prescribe a maximum area that may be established under subsection (4.1) (c).
- (5) A development cost charge that is payable under a bylaw under this section must be paid at the time of the approval of the subdivision or the issue of the building permit.
- (6) As an exception to subsection (5), the minister may, in respect of all or different classes of developments, by regulation, authorize the payment of development cost charges in instalments and prescribe conditions under which the instalments may be paid.
- (7) Despite a bylaw under subsection (1), if
- (a) a local government has imposed a fee or charge or made a requirement under
 - (i) section 363 [*regional district fees and charges*],
 - (ii) section 194 [*municipal fees*] of the *Community Charter*,
 - (iii) Division 11 [*Subdivision and Development Requirements*] of this Part, or
 - (iv) section 729 of the *Municipal Act*, R.S.B.C. 1979, c. 290, before the repeal of that section became effective,
- for park land or for specific services outside the boundaries of land being subdivided or developed, and
- (b) the park land or services referred to in paragraph (a) are included in the calculations used to determine the amount of a development cost charge,
- the amount of the fee or charge imposed or the value of the requirement made, as referred to in paragraph (a), must be deducted from those classes of development cost charges that are applicable to the park land or the types of services for which the fee or charge was imposed or

the requirement was made.

(8) Despite a bylaw under subsection (1),

(a) if an owner has, with the approval of the local government, provided or paid the cost of providing a specific service, outside the boundaries of land being subdivided or developed, that is included in the calculations used to determine the amount of a development cost charge, the cost of the service must be deducted from the class of development cost charge that is applicable to the service, and

(b) if a work required to be provided under an agreement under section 937.1 (2) is included in the calculations used to determine the amount of a development cost charge, the following amounts are to be deducted from the development cost charge that would otherwise be payable for that class of work:

(i) for a development cost charge payable by a developer for a work provided by the developer under the agreement, the amount calculated as

(A) the cost of the work

less

(B) the amount to be paid by the municipality to the developer under section 937.1 (3) (b), other than an amount that is an interest portion under section 937.1 (6) (c);

(ii) for a development cost charge payable by a person other than the developer referred to in subparagraph (i), the amount calculated as

(A) the amount charged under section 937.1 (2) (b) to the owner of the property

less

(B) any interest portion of that charge under section 937.1 (6) (c).

(9) If a board or greater board has the responsibility of providing a service or park land referred to in subsection (2) in a participating municipality, the board or greater board may, by bylaw under subsection (1), impose a development cost charge that is applicable within that municipality.

(10) The municipality must collect and remit a development cost charge imposed under subsection (9) to the regional district or greater board in the manner provided for in the bylaw.

(11) As a restriction on

(a) sections 176 (1) (c) [*corporate powers — assistance*] and 183 [*assistance under partnering agreements*], and

(b) sections 8 (1) [*natural person powers*] and 21 [*partnering agreements*] of the *Community Charter*,

but subject to section 933.1 [*development for which charges may be waived or reduced*], a local government must not provide assistance by waiving or reducing a charge under this section.

(12) and (13) [Repealed 2008-23-26.]

Development for which charges may be waived or reduced

933.1 (1) In this section, "**eligible development**" means development that is eligible in accordance with an applicable bylaw or regulation under this section as being for one or more of the following categories:

(a) not-for-profit rental housing, including supportive living housing;

(b) for-profit affordable rental housing;

(c) a subdivision of small lots that is designed to result in low greenhouse gas emissions;

(d) a development that is designed to result in a low environmental impact.

(2) Subject to a bylaw under subsection (3) and an applicable regulation under subsection (4), a

local government may waive or reduce a charge under section 933 [*development cost charges generally*] for an eligible development.

(3) For the purposes of subsection (2), the local government, by bylaw

(a) must establish what constitutes an eligible development or a class of eligible development for the purposes of one or more categories of eligible development described in subsection (1),

(b) must establish the amount or rates of reduction for an eligible development, which may be different for different categories of eligible development described in subsection (1) or different classes of eligible development established in the bylaw, and

(c) may establish the requirements that must be met in order to obtain a waiver or reduction under subsection (2) and the conditions on which such a waiver or reduction may be granted.

(4) The minister may make regulations

(a) establishing,

(b) restricting, or

(c) establishing criteria for determining

what constitutes an eligible development or a class of eligible development for the purposes of one or more categories of eligible development described in subsection (1).

(5) The authority under subsection (2) is an exception to

(a) section 182 (1) [*prohibition against assistance to business*] of this Act, and

(b) section 25 (1) [*prohibition against assistance to business*] of the *Community Charter*.

(6) If a local government delegates the power under subsection (2), the person who is subject to the decision of the delegate is entitled to have the local government reconsider the matter.

Amount of development cost charges

934 (1) A bylaw that imposes a development cost charge must specify the amount of the charge in a schedule or schedules of development cost charges.

(2) Development cost charges may vary as provided in subsection (3), but must be similar for all developments that impose similar capital cost burdens on the local government.

(3) Development cost charges may vary with respect to one or more of the following:

(a) different zones or different defined or specified areas;

(b) different uses;

(c) different capital costs as they relate to different classes of development;

(d) different sizes or different numbers of lots or units in a development.

(4) In setting development cost charges in a bylaw under section 933 (1), a local government must take the following into consideration:

(a) future land use patterns and development;

(b) the phasing of works and services;

(c) the provision of park land described in an official community plan;

(d) how development designed to result in a low environmental impact may affect the capital costs of infrastructure referred to in section 933 (2) and (2.1);

(e) whether the charges

(i) are excessive in relation to the capital cost of prevailing standards of service,

(ii) will deter development,

(iii) will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land, or

(iv) will discourage development designed to result in a low environmental impact in the municipality or regional district.

(5) A local government must make available to the public, on request, the considerations, information and calculations used to determine the schedule referred to in subsection (1), but any information respecting the contemplated acquisition costs of specific properties need not be provided.

Use of development cost charges

935 (1) A development cost charge paid to a local government must be deposited by the local government in a separate special development cost charge reserve fund established for each purpose for which the local government imposes the development cost charge.

(2) [Repealed 2003-52-394.]

(3) Money in development cost charge reserve funds, together with interest on it, may be used only for the following:

(a) to pay the capital costs of providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off-street parking, that relate directly or indirectly to the development in respect of which the charge was collected;

(b) to pay the capital costs of

(i) acquiring park land or reclaiming land as park land, or

(ii) providing fencing, landscaping, drainage and irrigation, trails, rest-rooms, changing rooms and playground and playing field equipment on park land,

subject to the restriction that the capital costs must relate directly or indirectly to the development in respect of which the charge was collected;

(b.1) to pay the capital costs of providing, constructing, altering or expanding employee housing that relates to servicing, directly or indirectly, the operation of resort activities in the resort region in respect of which the charge was collected;

(c) to pay principal and interest on a debt incurred by a local government as a result of an expenditure under paragraph (a), (b) or (b.1).

(d) to pay a person subject to a development cost charge for some or all of the capital costs the person incurred in completing a project described in paragraph (a), (b) or (b.1) if

(i) the project was completed under an agreement between the person and the local government, and

(ii) the project is included in the calculations used to determine the amount of that development cost charge;

(4) [Repealed 1999-37-206.]

(5) Authority to make payments under subsection (3) must be authorized by bylaw.

Acquisition and development of park land

936 (1) If a development cost charge bylaw provides for a charge to acquire or reclaim park land, all or part of the charge may be paid by providing land in accordance with subsection (2).

(2) Land to be provided for the purposes of subsection (1) must

(a) have a location and character acceptable to the local government, and

(b) on the day the charge is payable, have a market value that is at least equal to the amount of the charge.

(3) If the owner and the local government are not able to agree on the market value for the purposes of subsection (2) (b), the market value must be determined in accordance with the regulations under section 941 (7).

(4) If partial payment of a development cost charge for park land in the form of land is made, the remainder must be paid in accordance with a bylaw under section 933 (1).

- (5) If land is to be provided under subsection (1), either
 - (a) a registerable transfer of the land must be provided to the local government, or
 - (b) a plan of subdivision on which the land is shown as park must be deposited in the land title office, in which case section 941 (13) and (14) applies.
- (6) Despite section 935 (3), interest earned on money in the park land development cost charge reserve fund may be used by the local government to provide for fencing, landscaping, drainage and irrigation, trails, restrooms and changing rooms, playground and playing field equipment on park land owned by the local government or owned by the Crown and managed by the local government.

Adoption procedures for development cost charge bylaw

937 (1) A bylaw that imposes a development cost charge must not be adopted until it has been approved by the inspector.

- (2) The inspector may refuse to grant approval under subsection (1) if the inspector determines that
 - (a) the development cost charge is not related to capital costs attributable to projects included in the financial plan for the municipality or the regional district, as the case may be,
 - (b) the local government has not properly considered the matters referred to in section 934 (4), or
 - (c) in relation to a development cost charge imposed for the purpose referred to in section 933 (2.1), the charge does not relate to resort activities in the resort region.
- (3) The inspector may revoke an approval under subsection (1) in respect of all or part of a bylaw that imposes a development cost charge.
- (4) If the inspector revokes an approval, the part of the bylaw in respect of which the revocation applies has no effect until the local government amends the bylaw and obtains the inspector's approval of the amendment.
- (5) The inspector may require a municipality, regional district or greater board to provide the inspector with a report on the status of development cost charge collections, expenditures and proposed expenditures for a time period the inspector specifies.
- (6) After reviewing the report, the inspector may order the transfer of funds from a development cost charge reserve fund under section 935 (1) to a reserve fund established for a capital purpose.

Bylaws adopted after application for building permit submitted

937.001 If after

- (a) an application for the issuance of a building permit authorizing the construction, alteration or extension of a building or structure has been submitted to a designated local government officer in a form satisfactory to that designated local government officer, and
 - (b) the applicable fee has been paid
- a local government adopts a bylaw under section 933 [*development cost charges generally*] that imposes development cost charges that would otherwise be applicable to that construction, alteration or extension of a building or structure, the bylaw has no effect with respect to that construction, alteration or extension of a building or structure for a period of 12 months after the bylaw was adopted unless the applicant agrees in writing that the bylaw should have effect.

Annual development cost charges report

937.01 (1) Before June 30 in each year, a local government must prepare and consider a report in accordance with this section respecting the previous year.

- (2) The report must include the following, reported for each purpose under subsections (2) and (2.1) of section 933 for which the local government imposes the development cost charge in

the applicable year:

- (a) the amount of development cost charges received;
- (b) the expenditures from the development cost charge reserve funds;
- (c) the balance in the development cost charge reserve funds at the start and at the end of the applicable year;
- (d) any waivers and reductions under section 933.1 (2).

(3) The local government must make the report available to the public from the time it considers the report until June 30 in the following year.

Development works agreements with private developers

937.1 (1) In this section:

"development works agreement" means an agreement under subsection (2);

"works" means

- (a) providing, constructing, altering or expanding sewage, water, drainage and highway facilities, other than off-street parking facilities, and

- (b) improving park land.

(2) Subject to this section, a council may, by bylaw,

- (a) enter into an agreement with a developer for the provision of works by the municipality or by the developer,

- (b) provide a formula for imposing all or part of the cost of the works on the owners of real property in the area subject to the agreement,

- (c) specify when the costs imposed under the formula become a debt payable by the owners to the municipality,

- (d) provide that, until the debt is paid, the council, an approving officer, a building inspector or other municipal authority is not obliged to

- (i) approve a subdivision plan, strata plan, building permit, development permit, development variance permit or zoning bylaw necessary for the development of real property of a debtor in the area subject to the agreement, or

- (ii) do any other thing necessary for the development of real property of a debtor in the area subject to the agreement, and

- (e) provide for borrowing the amount required for the municipality to provide a work under the agreement.

(3) Without limiting the matters that may be dealt with in a development works agreement, the agreement

- (a) must specify

- (i) the area that is the subject of the agreement,

- (ii) the works that are to be provided under the agreement,

- (iii) for each work, which party is to provide it, and

- (iv) for each work, when it is to be provided,

- (b) if the developer is to provide works under the agreement, must provide for the payment to the developer of charges collected under this section by the municipality from owners within the area subject to the agreement, and

- (c) may require the developer to provide security acceptable to the council to ensure compliance with the agreement.

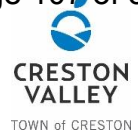
(4) A bylaw under subsection (2) must not be adopted unless at least one of the following requirements has been met:

- (a) the bylaw has received the assent of the electors in the area that is subject to the development works agreement;
 - (b) no sufficient petition against the development works agreement has been presented to council after it has given notice of intention to adopt the bylaw;
 - (c) a sufficient petition for the development works agreement has been presented to the council.
- (5) Sections 212 to 214 of the *Community Charter* apply for the purposes of subsection (4) (b) and (c), except that information required in the notice of intention or on each page of the petition for the agreement is the following:
- (a) an identification of the proposed development works agreement, including the information referred to in subsection (3) (a);
 - (b) a statement of the proposed formula as referred to in subsection (2) (b);
 - (c) an identification of when the costs imposed under the formula are proposed to become a debt payable to the municipality as referred to in subsection (2) (c);
 - (d) an identification of any proposed authority referred to in subsection (2) (d);
 - (e) a statement of any proposed borrowing referred to in subsection (2) (e).
- (6) A formula under subsection (2) (b)
- (a) may be based on the actual cost or on the estimate of the cost as established by the development works agreement,
 - (b) must provide for the distribution of all or part of the cost among the owners of real property in the area subject to the agreement, and
 - (c) may provide for increasing the charge payable by owners by an annual interest rate specified in the bylaw.
- (7) The time limit specified under subsection (2) (c) must not be later than the time at which a building permit is issued for the property.
- (8) At the time specified under subsection (2) (c), the charge imposed under the formula on an owner constitutes a debt of the owner to the municipality.
- (9) The failure of the municipality to collect the debt at the time of an approval or the doing of any other thing referred to in subsection (2) (d) does not affect the collectibility of the debt.
- (10) A bylaw that provides for borrowing under subsection (2) (e) is deemed to be a loan authorization bylaw, except that approval of the electors as referred to in section 180 [*elector approval required for some loan authorization bylaws*] of the *Community Charter* is not required.

COUNCIL DIRECTION REQUEST (CDR)

Town of Creston

Page 107 of 351



ACTION DATE: July 18, 2023

SUBJECT: Accessibility Committee

SUGGESTED FOLLOW-UP ACTION: THAT the Committee of the Whole recommends that Council DIRECT Staff to participate in the Regional Accessibility Advisory Committee.

CAO COMMENTS: I concur with the recommendation.

BACKGROUND

Staff Briefing Note:

Attached ☒

Available ☐

Nil ☐

1. DEFINE THE TOPIC

KEY INFORMATION: In June 2021, the *Accessible British Columbia Act* was enacted, followed by the *Accessible British Columbia Regulation* on September 1, 2022. Part 3 of the *Act* requires local governments to put in place the following by **September 1, 2023**: establishment of an accessibility committee, accessibility plan, and a mechanism for the committee and public to provide feedback on accessibility. The Regional District of Central Kootenay (RDCK) emailed municipalities to gauge interest in having a **Regional Accessibility Advisory Committee (RAAC)**. The RAAC will work with the RDCK, and participating municipalities to **identify, remove, and prevent barriers to accessibility**. The RAAC will support municipalities who are unable to form their own Accessibility Advisory Committees due to the small size of their communities, or due to having difficulties finding volunteers to meet the requirements of the *Act*.

RELEVANT OBSERVATIONS: The RDCK prepared a draft **Regional Accessibility Advisory Committee bylaw** (see attached – Bylaw No. 2904) that outlines the composition of the committee and provides the scope for the accessibility plan. The Town of Creston would be responsible for taking any resolutions and recommendations from the RAAC to Town of Creston Council.

STRATEGIC RELEVANCE: Livability.

ESSENTIAL QUESTION: Does Council want the Town of Creston to participate in the RAAC?

2. DETERMINE DESIRED OUTCOMES if the essential question is addressed.

KEY RESULT: An Accessibility Committee that meets the provincial representation requirements.

DESIRED BENEFITS OF KEY RESULT: Compliance with *Accessible British Columbia Act*.

REQUISITES: Response to the RDCK by **August 7th 2023**.

UNINTENDED OUTCOMES: N/A

3. EXPLORE RESPONSE OPTIONS to achieve the key result (Pros & Cons)

1.	Council direct Staff to participate in the Regional Accessibility Advisory Committee;
2.	Council refer to Staff for more information; or,
3.	Other, as per Council direction.

Submitted by:


Joel Comer, MCPD

Reviewed by:

CAO


Michael Moore, CAO

STAFF BRIEFING NOTE

Town of Creston



DATE: 7/18/2023

TO: Michael Moore, Chief Administrative Officer

CC: Natasha Ewashen, Municipal Services Coordinator and Planner

FROM: Joel Comer, Manager of Community Planning and Development

DEPARTMENT: Community Planning and Development

SUBJECT: Regional Accessibility Advisory Committee

APPENDIX: ☒ ATTACHED ☐ OTHER DOCUMENT ☐ NOT APPLICABLE

PURPOSE / ISSUE:

In June 2021, the *Accessible British Columbia Act* was enacted, followed by the Accessible British Columbia Regulation on September 1, 2022.

Accessible British Columbia Act -

<https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/21019>

The purpose of the *Act* is to establish a framework for government and organizations to work with people with disabilities and the broader community to identify, remove, and prevent barriers to accessibility.

The provincial government under Part 3 of the *Act* requires local governments to put into place the following by September 1, 2023:

1. an accessibility committee;
2. an accessibility plan; and,
3. a mechanism for providing feedback on accessibility.

BACKGROUND:

The *Act* requires local governments to have an Accessibility Committee to:

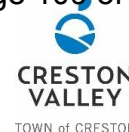
1. assist the organization to identify barriers to individuals in or interacting with the organization; and,
2. advise the organization on how to remove and prevent barriers to individuals in or interacting with the organization.

The *Act* requires that the Accessibility Committee, to the greatest extent possible have members who are selected in accordance with the following goals:

1. at least half of the members are
 - a. persons with disabilities, or
 - b. individuals who support, or are from organizations that support, persons with disabilities;
2. reflect the diversity of persons with disabilities in British Columbia;
3. at least one of the members is an Indigenous person;
4. the committee reflects the diversity of persons in British Columbia.

STAFF BRIEFING NOTE

Town of Creston



On March 22, 2023 the RDCK reached out to nine local governments to gauge interest in having a Regional Accessibility Advisory Committee (RAAC). Town of Creston Staff expressed interest in joining the RAAC. The remaining eight local governments responded:

- Village of Nakusp - Yes
- Village of Silverton - Yes
- City of Castlegar - Maybe
- Village of New Denver - Maybe
- City of Nelson - Maybe
- Village of Salmo - Maybe
- Village of Slocan - Maybe
- Village of Kaslo - No Response

CURRENT SITUATION:

On June 15th, 2023, RDCK staff presented a draft Bylaw to establish the Regional Accessibility Advisory Committee to assist in identifying, removing and preventing barriers concerning accessibility to individuals in or interacting with the Regional District of Central Kootenay. Regardless of whether a municipality opts to use the RAAC to meet that obligation under the Act, the creation of the plans and the receipt of public comments remains the responsibility of each local government.

At this time, there are no costs associated with the RAAC. It is possible that the Town may need to pay remuneration to committee members. The cost of remuneration is dependent on the number of participating local governments, number of meetings held, and overall workload.

The Board made the following recommendation:

That the Board receive the draft Regional Accessibility Advisory Committee (RAAC) Bylaw No. 2904, 2023 for information, and that staff send the draft bylaw to the municipalities within the regional district requesting a response indicating their interest in utilizing the RAAC by August 7, 2023.

On June 23rd, 2023, RDCK's Deputy Corporate Officer reached out to the Town of Creston to request a response by **August 7th, 2023** regarding participation in the RAAC.

See Appendix A for the Draft RDCK Regional Accessibility Advisory Committee Bylaw.

KEY CONSIDERATIONS:

Town of Creston Staff are in the initial stages of drafting an Accessibility Plan.

A Regional Accessibility Advisory Committee would help Town Staff by:

1. ensuring the Town of Creston achieves the accessibility committee requirements;
2. sharing of resources and materials;
3. streamlining the plan review process.

OPTIONS FOR FOLLOW-UP ACTION:

1. Council direct Staff to participate in the Regional Accessibility Advisory Committee;
2. Council refer to Staff for more information; or,
3. Other, as per Council direction.

Submitted by:

Joel Comer, MCPD

Reviewed by:

CAO

Michael Moore, CAO

REGIONAL DISTRICT OF CENTRAL KOOTENAY

Bylaw No. 2904

A Bylaw to establish the Regional Accessibility Advisory Committee to assist in identifying, removing and preventing barriers concerning accessibility to individuals in or interacting with the Regional District of Central Kootenay.

WHEREAS the Regional Accessibility Advisory Committee is a Standing Committee of the Regional District of Central Kootenay (RDCK) Board established in accordance with the *Accessibility British Columbia Act*;

AND WHEREAS the Regional Accessibility Advisory Committee provides input and direction to the RDCK and municipalities within the RDCK on the development and updates of accessibility plans and establishing process for receiving public comments throughout the region based on inclusion and the removal of physical, virtual and attitudinal barriers;

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, HEREBY ENACTS as follows:

COMMITTEE ESTABLISHMENT

- 1 The Regional Accessibility Advisory Committee is hereby established.

DEFINITIONS

- 2 In this bylaw:

Act means the *Accessibility British Columbia Act*.

Board means the Board of the Regional District of Central Kootenay.

Committee means the Regional Accessibility Advisory Committee established in this bylaw.

Meeting Coordinator means the person who is responsible for the preparations of the Committee meetings including the agendas and minutes as established by this bylaw.

Municipality/Municipal means any of the nine municipalities within the RDCK that are without an Accessibility Advisory Committee, as per Schedule A of this bylaw.

Public Notice Posting Places means the RDCK website, RDCK social media sites and the Notice Board located at RDCK offices.

RDCK means the Regional District of Central Kootenay.

DELEGATION OF AUTHORITY

- 3 The Committee is a subordinate advisory body to the Board with no specific powers delegated to it by the Board.

PURPOSE

- 4 The Committee shall advise the RDCK/Municipality on identifying, preventing, and eliminating barriers related to accessibility to people with disabilities in regional/Municipal programs, services, initiatives and facilities. The Committee plays a pivotal role in helping the RDCK/Municipality come to be accessible and promote public engagement in accordance with the Act.

MEMBERSHIP

- 5 (1) The Committee shall consist of up to a maximum of twelve (12) members appointed by the Board. The Committee will endeavour to maintain the following membership criteria:
 - (a) One (1) Electoral Area Director;
 - (b) One (1) Municipal Director;
 - (c) a maximum of seven (7) and a minimum of five (5) persons with disabilities or individuals who support or represent organizations that support persons of disabilities;
 - (d) One (1) Indigenous community representative; and
 - (e) Two (2) community members.
- (2) Directors have full voting rights on the Committee. In the absence of the Director, the Alternate Director for the Electoral Area or Municipality may take the place of, vote and generally act in all matters on behalf of the absent Director.

MEMBERSHIP APPOINTMENTS

- 6 (1) The RDCK shall place advertisements in publications and on the Public Notice Posting Places to notify the public about any vacant positions on the Committee.
- (2) The Committee members whose term has not expired, shall review all applications and recommend to the Board the names of candidates for appointment to the Committee. In the event, the Committee does not meet quorum, the Board shall make the appointment recommendation.
- (3) All members of the Committee shall be appointed by resolution of the Board.
- (4) All members may be reappointed at the discretion of the Board.

- (5) The Board may, at any time, by an affirmative vote of not less than two-thirds (2/3) of the members present at the Board meeting, terminate the appointment of any or all members of the Committee.

MEMBERSHIP TERM

- 7
 - (1) Committee members shall be appointed up to a two (2) year term.
 - (2) Terms shall vary, with half of the member's terms expiring a year prior to the other half.
 - (3) Members are expected to commit to attending meetings as required. Substitute members will not be permitted unless they are appointed as an alternate.
 - (4) A member of the Committee who misses three (3) consecutive meetings without the approval of the Chair or without reason satisfactory to the Committee shall be deemed to have resigned, at which time the Committee shall notify the Board in writing in order to appoint a new member.
 - (5) In the event of the death, resignation or disqualification of a member of the Committee, the Board may appoint a new member.

REMUNERATION

- 8 Members of the Committee shall serve without remuneration.

DUTIES OF THE COMMITTEE

- 9 In accordance to the *Act* the Committee shall:
 - (a) Identify accessibility and inclusion barriers that RDCK/Municipality staff and community members experience or may experience in the course of interacting with the RDCK/Municipality in the following areas:
 - (i) Employment;
 - (ii) Delivery of programs and services;
 - (iii) RDCK/Municipal Facilities;
 - (iv) Transportation; and
 - (v) Information and Communications.
 - (b) Advise the RDCK/Municipality on the preparation, implementation and effectiveness of its accessibility plans;
 - (c) Review and work with staff to update the RDCK/Municipality's accessibility plan at least every three (3) years;
 - (d) Review and work with staff to develop a mechanism for public feedback on accessibility.

MEETINGS AND STRUCTURE

- 10** (1) All business of the Committee shall be conducted through the forum of a duly constituted meeting. The Committee is not permitted to delegate their duties to a sub-committee.
- (2) Committee meetings held on behalf of a Municipality will work directly with the Municipal staff and will follow the meeting procedures of the Municipality. Each municipality is responsible for reporting to their respective Municipality and to take any resolutions and recommendations from the Committee to their Council.
- (3) Committee meetings held for regional accessibility will be in accordance to the RDCK Procedure Bylaw and no act or other proceeding of the Committee shall be valid unless it is authorized by resolution adopted at a duly constituted meeting of the Committee or a resolution of the Board.
- (4) Committee meetings held for RDCK accessibility will abide by the following:
- (a) All meetings will be open to the public, be held in a publicly accessible meeting place, and must provide a remote attendance option.
 - (b) The Committee shall meet a minimum of four (4) times in a year, or as otherwise convened.
 - (c) Administrative and Meeting Coordinating functions for the Committee are determined by Corporate Administration;
 - (d) The Meeting Coordinator shall provide the meeting dates and times to the Corporate Administration department to add to the RDCK website;
 - (e) Prior to each Committee meeting, the Meeting Coordinator shall prepare an agenda, which shall be circulated to the Committee members and the public at least 48 hours in advance. The Committee may waive the requirement for advance notice of the agenda in emergency situations requiring a special meeting.
 - (f) No meeting may proceed without quorum or the Chair/Acting Chair. If there is no quorum of the Commission within 30 minutes of the scheduled time for the meeting, the meeting must be postponed to the next meeting or rescheduled.

SEVERABILITY

- 11** If any section, clause, sub-clause or phrase of this bylaw is for any reason held to be invalid by the decision of the court of competent jurisdiction, such decision shall not affect the validity of the remaining portion of this bylaw.

CITATION

- 12** This Bylaw may be cited as **“Regional Accessibility Advisory Committee Bylaw No. 2904, 2023.”**

READ A FIRST TIME this [Date] day of [Month], 20XX.

READ A SECOND TIME this [Date] day of [Month], 20XX.

READ A THIRD TIME this [Date] day of [Month], 20XX.

ADOPTED by an affirmative vote of at least 2/3 of the votes cast this [Date] day of [Month], 20XX.

Aimee Watson, Board Chair

Mike Morrison, Corporate Officer

DRAFT

SCHEDULE A

The Committee will advise the RDCK, and support any of the municipalities within the regional district who are unable to form their own Accessibility Advisory Committees due to the small size of their communities or due to having difficulties finding volunteers to meet the requirements in accordance to the Act.

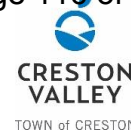
The Committee is the standing committee for the RDCK and the following municipalities:

- _____
- _____
- _____
- _____
- _____
- _____

NOTE: The municipalities will have until August 7, 2023 to indicate if they will be added to the above list for the RAAC.

COUNCIL DIRECTION REQUEST (CDR)

Town of Creston



ACTION DATE: July 18, 2023

SUBJECT: Public feedback summary on Creston Climate Action Plan

SUGGESTED FOLLOW-UP ACTION: THAT the Committee of the Whole RECOMMENDS that Council RECEIVES the summary of public consultation respecting the Creston Climate Action Plan; AND FURTHER, THAT Council REFERS the Creston Climate Action Plan to Staff for revision recommendations based on the public consultation received.

CAO COMMENTS: Recommend to refer the proposed plan to staff to further consider public feedback.

BACKGROUND

Staff Briefing Note:

Attached ☒

Available ☐

Nil ☐

1. DEFINE THE TOPIC

KEY INFORMATION: During the May 16th Regular Committee of the Whole meeting Council directed staff to proceed with public consultation for the Creston Climate Action Plan (CCAP). Public consultation has been ongoing including online engagement through Lets Talk Creston and a Public House held on July 12, 2023. The following report summarizes community feedback received.

RELEVANT OBSERVATIONS: Public interest regarding the development of a local climate action strategy and plan have recently increased when comparing the public feedback received up to June 2023. Many participants in the Open House and survey were from outside of Town boundaries and made references to the proposed Regional District of Central Kootenay climate action plan.

STRATEGIC QUESTIONS: Livability, Economic Health, Service Excellence

ESSENTIAL QUESTION: Does Council wish to consider and incorporate recent public feedback into the Plan?

2. DETERMINE DESIRED OUTCOMES if the essential question is addressed.

KEY RESULT: The Plan is referred to staff for further review and revision based on feedback from the public.

DESIRED BENEFITS OF KEY RESULT: A strategy and plan that provides easy to understand actions that benefits local residents based on public consultation.

REQUISITES: None at this time.

UNINTENDED OUTCOMES: Delay in plan completion and implementation.

3. EXPLORE RESPONSE OPTIONS to achieve the key result (Pros & Cons)

1.	Council receives for information the community feedback on the Creston Climate Action Plan AND refers to Staff for further information, OR;
2.	Council receives for information the community feedback on the Creston Climate Action Plan AND directs Staff to finalize the Creston Climate Action Plan for consideration at an upcoming Regular Council Meeting, OR;
3.	Other, as per Council direction.

Submitted by:

Joel Comer, MCPD

Reviewed by:

CAO

Michael Moore, CAO

STAFF BRIEFING NOTE

Town of Creston



DATE: 2023-07-18

TO: Michael Moore, Chief Administrative Officer

CC: Asha DeLisle, Affordable Housing & Climate Change Coordinator

FROM: Joel Comer, Manager of Community Planning & Development

DEPARTMENT: Community Planning & Development

SUBJECT: Creston Climate Action Plan public feedback summary

APPENDIX: ☒ ATTACHED ☐ OTHER DOCUMENT ☐ NOT APPLICABLE

PURPOSE / ISSUE:

During the May 16th Regular Committee of the Whole meeting Council directed staff to proceed with public consultation for the Creston Climate Action Plan (CCAP). This briefing note outlines the community feedback received.

BACKGROUND:

Summary of feedback from Creston Climate Action Plan Open House held on July 12, 2023:

- Many participants (~115) at the Open House were opposed to the Creston Climate Action Plan in its current form.
- Mining practices of materials is an issue, specifically lithium
- The Plan should be scrapped, and/ or replaced with a 'Good Stewardship Plan'
- Concern over the cost of living and farming and that this Plan would increase taxes
- Already taking good care of the planet and Canada's carbon footprint makes no impact on climate change
- The Plan is designed to instill fear
- Need a way to deal with the waste from solar panels, wind turbines, lithium batteries etc. when they reach end of life
- Weather is being engineered already (contrails)
- Carbon dioxide is healthy and we shouldn't try to reduce it
- There should be measurable targets (KPIs) for the Plan
- Would like to see animals allowed for regenerative farming practices
- Not enough transportation options
- Would like a collaborative community

Full list of comments is attached as Appendix A.

LetsTalk Survey:

- Survey active from June 23 to July 13.
- 197 responses received, 50% of respondents do not live or own property in the Town of Creston.

The responses to the survey are attached as Appendices B and C.

STAFF BRIEFING NOTE

Town of Creston



Creston Climate Action Society Feedback

- Generally supportive
- Believe a shorter Plan with larger, more defined actions might be more beneficial
- Would like a more defined relationship between the RDCK and Creston
- Want to see measurable targets
- Supportive of a shift to electric vehicles and infrastructure
- Supportive of educational initiatives
- Would like the wood stove exchange program to move away from natural gas
- Interested in an analysis of the carbon footprint of new infrastructure vs the reduction of carbon emissions due to increased biking/walking
- Would like increased free public transport and e-buses

Creston Wildsight Feedback

- There is a big emphasis on active transportation which should definitely be part of it, but Creston has a high percentage of elderly residents for whom active transportation (walking or biking) is not possible. Can the town fleet that transports these elderly citizens be electrified and increased so that it becomes an easy alternative to driving a gas powered car yourself?
- Developing the infrastructure for active transportation can have a big carbon footprint. An analysis should be done on the carbon footprint versus decreased carbon emissions due to active transportation.
- “Walkable neighbourhoods” is a big city concept and not applicable to Creston (which is essentially walkable as is) unless a huge expansion of the town is expected.
- Don’t support the BC wood stove exchange program as is, but discourage switching to a gas stove (goal should be to eliminate natural gas as an energy source for heating).
- Implement a car share program.

CURRENT SITUATION:

Staff have concluded the public consultation and require Council direction for next steps.

KEY CONSIDERATIONS:

To date there has been considerable public outreach and advertising regarding this Plan including:

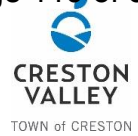
- Facebook and Instagram posts
- Town Hall Kiosk & Downtown TV posts
- Radio Ads
- Town Views Newsletter
- Two surveys on Let’s Talk Creston
- Two Open Houses

The outreach began in August of 2022. The greatest response was from the recent survey and Open House. There was information that resulted from the public feedback process that Council may want to consider when determining how to proceed with the proposed Creston Climate Action Plan.

Council could consider development of a “Community Stewardship Plan” as an alternative, with a simpler and shorter base plan, supplemented by appendices with additional details.

STAFF BRIEFING NOTE

Town of Creston



OPTIONS FOR FOLLOW-UP ACTION:

RECOMMENDED OPTION

1. Council receives for information the community feedback on the Creston Climate Action Plan AND refer to Staff for review and recommended revisions.

OTHER OPTIONS CONSIDERED

2. Council receives for information the community feedback on the Creston Climate Action Plan AND directs Staff to finalize the Creston Climate Action Plan for consideration at an upcoming Regular Council Meeting, OR;
3. Other, as per Council direction.

Submitted by:

Handwritten signature of Joel Comer in black ink.

Joel Comer, MCPD

Reviewed by:

CAO

Handwritten signature of Michael Moore in black ink.

Michael Moore, CAO

Comments from the Creston Climate Action Plan Open House held on July 12, 2023.

- The World Economic Forum is leading the show
- How can the grid deal with the extra electric vehicles and infrastructure, it doesn't have capacity
- Would like to see the studies/ sources for the climate data
- Will have to sell our freedom in order to fulfill these grants and promises
- Unsure what the benefit of insulation is
- Unsure about how energy audits work
- Chemtrails are the problem
- Leaders should lead by example
- Lithium is a huge issue with large impacts and is improperly mined (ie slavery)
- Canada's carbon footprint is only 1.5% on the global scale, anything we do is useless if no one else does anything
- The funds should go to housing and red tape, not climate
- Reforestation is important, stop spraying, need bees
- Would like to see the whole Plan scrapped
- Focus on the roads and dykes instead
- Concern about chickens being taken away
- There is a need for better transit
- Housing and vehicles are too expensive
- Farming is too expensive already
- We are already taking care of the planet
- Trudeau should use carbon tax to plant trees
- Concern over taxes being raised
- Silly to have a bus in Creston
- Should put in hitching posts for horses
- Disappointment in the hostility, and worried about forest fires
- Questions about whether Council can opt out and the legislative requirements
- Need more handibuses
- Need 15 minute parking areas for banks & pharmacies
- Would like to see animals allowed into to do regenerative farming
- People will avoid the rules if it is too expensive
- Need a place to recycle oil before anything else since there is nowhere to recycle it anymore
- We need a way to deal with the waste when solar panels, wind turbines etc. reach end of life
- The answers, presentation and Plan are too vague
- Would like measurable targets/ KPI's for the Plan
- Different people listen to different sciences
- This is government overreach
- Geoengineering is causing cancer

- Green burials should be part of this Plan
- There should be a 'Good Stewardship Plan' instead of a Climate Action Plan
- This Plan is about propaganda, fear, and control
- 'Climate Lens' (relating to the Towns' Strategic Plan) should be defined
- We need a place to recycle electronics
- The current warming period isn't enough climate data to study
- CO2 increases photosynthesis, we shouldn't be trying to get rid of it
- What affects town affects the surrounding areas
- We should work together for a common goal
- Want more meetings like this including the surrounding areas for consultation
- Every home-owner is trying to make their home more efficient, what will you do about those denying the climate plan?
- The Cranbrook bus system is always empty, it would be silly to add more

Creston Climate Action Plan Survey

SURVEY RESPONSE REPORT

25 June 2021 - 13 July 2023

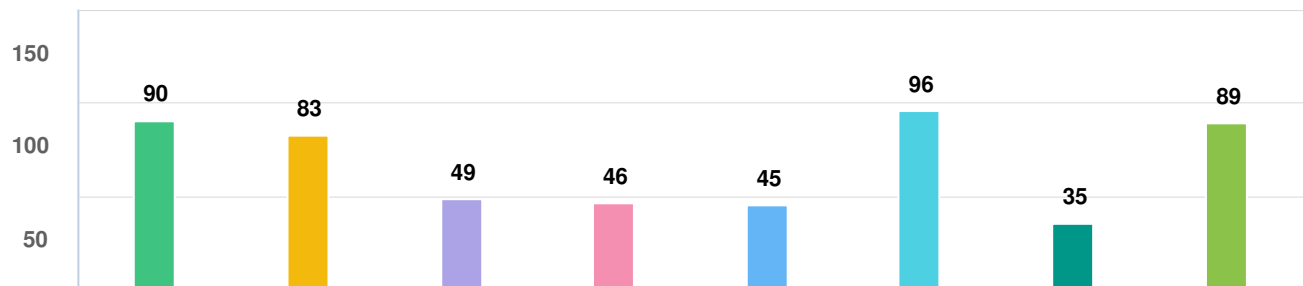
PROJECT NAME:

Climate Action in Creston



SURVEY QUESTIONS

Q1 | How should the Town encourage energy efficient transportation such as walking, biking, and public transit? (check all that ...



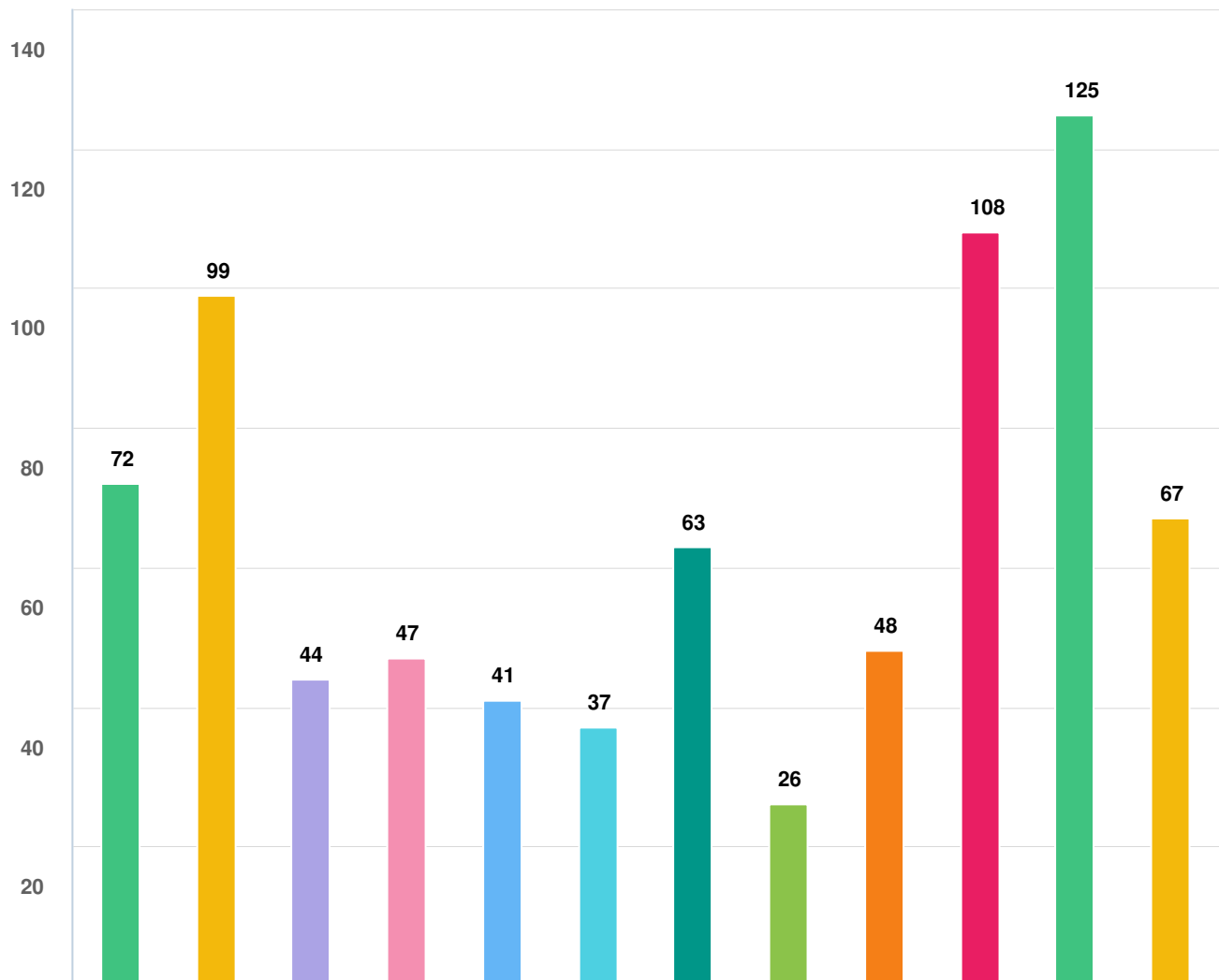
Question options

- ☐ Explore partnerships with other governments to create inter-community trails for walkable/ bikeable long-distance trips
- ☐ Install public bike lock-ups
- ☐ Implement an e-bike/ bike sharing program
- ☐ Create an E-bike loan program for Town residents to have easier access to purchasing an e-bike
- ☐ Educate the public on electric vehicle rebates and incentives
- ☐ Develop an interactive map that highlights trails, multi-use paths, and low-traffic roads
- ☐ Install EV charging stations
- ☐ Other (please specify)

Optional question (193 response(s), 4 skipped)

Question type: Checkbox Question

Q2 How should the Town encourage energy efficient buildings and infrastructure? (check all that apply)



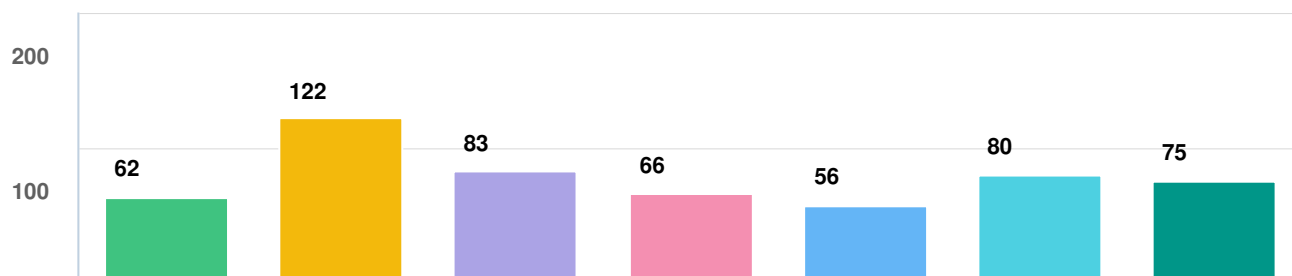
Question options

- Offer Development Cost Charge reductions for energy efficient developments
- Reduce permit fees for energy efficient retrofit construction, such as improved envelopes, high-efficient windows, and solar panels
- Provide an energy advisor rebate for developments that meet Step 4 or 5 of the BC Energy Step Code
- Partner with an Energy advisor to develop a cost-effective energy efficient housing checklist
- Offer a free blower door test to any home builder who receives a building permit for a detached house, duplex, or townhouse project that meets Step 4 or 5 of the BC Energy Step Code
- Alter the rebate structure for the Woodstove Exchange Program
- Create a revitalization tax exemption program for buildings with improved energy efficiency
- Create an energy-labeling incentive for homes to show energy performance
- Relax maximum building heights to support deeper insulation in the roof assembly and foundation for homes that achieve Step 4 or 5 of the BC Energy Step Code
- Expand community garden space
- Plant more native species in unused grass spaces such as boulevards
- Other (please specify)

Optional question (192 response(s), 5 skipped)

Question type: Checkbox Question

Q3 In 2022 the Town implemented the Curbside Collection Program to divert organic wastes and recycling from the landfill. How ...



Question options

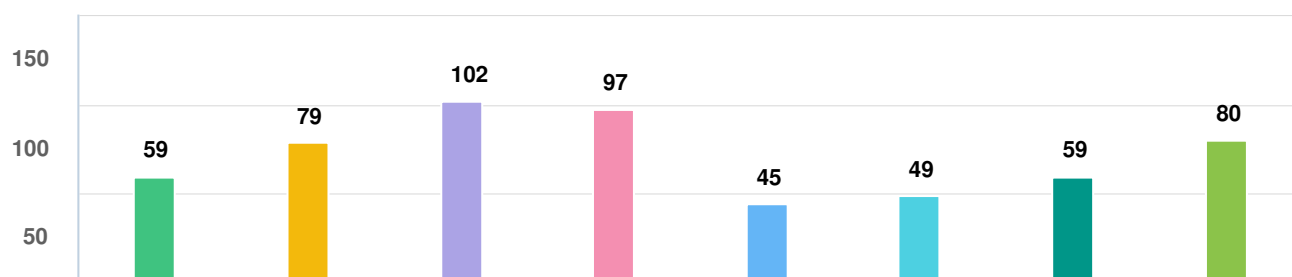
- ☐ Discourage burning grass and leaves and implement educational programs to support this initiative
- ☐ Work with businesses and non-profit organizations to explore the options of preventing food waste (i.e. nearly expired food from food chains could be used by non-profits providing meals)
- ☐ Investigate alternative recycling options like upcycling (turning waste materials into something new), book recycling, or clothing recycling
- ☐ Investigate options for outdoor waste diversion bins in public spaces to reduce organics in municipal waste bins

▲ 1/2 ▼

Optional question (187 response(s), 10 skipped)

Question type: Checkbox Question

Q4 In what ways should the Town exhibit leadership in addressing climate change? (check all that apply)



Question options

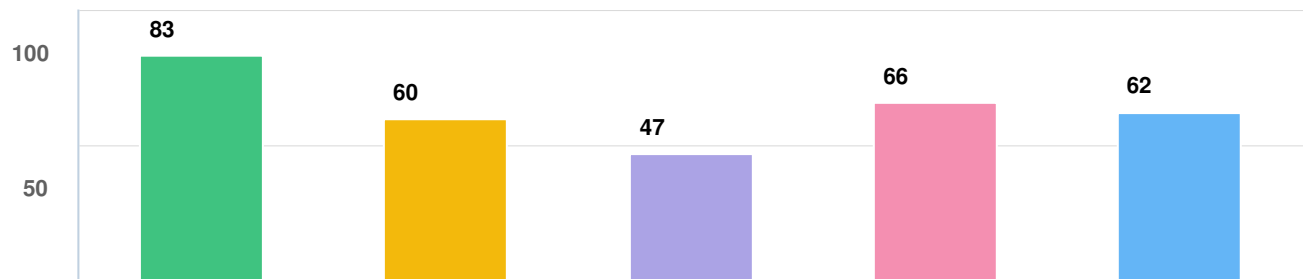
- ☐ Engage in meaningful consultation and collaboration with local Indigenous communities to incorporate their traditional knowledge, perspectives, and land-use practices into climate action planning
- ☐ Encourage community involvement on climate action through public forums and workshops
- ☐ Develop a policy to protect mature trees in the Town of Creston
- ☐ Partner with a local organization to create a native and drought-resistant plant guide for use in a future tree planting initiative
- ☐ Recognizing and rewarding individuals and organizations who demonstrate leadership in climate action

▲ 1/2 ▼

Optional question (191 response(s), 6 skipped)

Question type: Checkbox Question

Q5 | Equity. (n.d.). Equity Tool. [https://www.equitytool.org/equity/Climate equity is the principle that each individual—regard...](https://www.equitytool.org/equity/Climate%20equity%20is%20the%20principle%20that%20each%20individual—regard...)



Question options

- Prioritize neighbourhoods with the greatest need for green trees and green spaces
- Provide accessible information about climate change and its impacts
- Raise awareness about the intersection of climate change and social equity, helping people understand how climate change disproportionately affects different communities
- Identify and prioritize climate resiliency measures in neighborhoods that are most vulnerable to climate change impacts, considering factors such as income levels, housing conditions, and proximity to environmental hazards
- Other (please specify)

Optional question (171 response(s), 26 skipped)

Question type: Checkbox Question

Q6 | If you could only choose one action in the Climate Action Plan to be implemented, what would it be?

Screen Name Redacted 6/23/2023 12:27 PM	low carbon transport, improve bike and walking paths get people out of their cars and using bikes for local shopping
Screen Name Redacted 6/28/2023 06:07 AM	Working towards reducing waste— if the end result is top priority for all of our actions, we will reduce our climate impact
Screen Name Redacted 6/28/2023 09:16 AM	Transportation
Screen Name Redacted 6/28/2023 02:26 PM	Increase active transportation by linking communities and improving infrastructure for cyclists.
Screen Name Redacted 6/30/2023 04:37 PM	more Green spaces
Screen Name Redacted 6/30/2023 06:12 PM	Divert waste from landfill
Screen Name Redacted 6/30/2023 10:46 PM	Transportation
Screen Name Redacted 7/01/2023 11:54 AM	E bike initiatives
Screen Name Redacted 7/01/2023 05:03 PM	Provide Climate Action Hub
Screen Name Redacted 7/02/2023 01:17 PM	Big ICE trucks off the roads !!!!!!!!!!!!!!! Start with restricted routes allowed.
Screen Name Redacted 7/02/2023 08:21 PM	Transportation initiatives. If more than half of Creston's GHG are produced by vehicles, we need to make this the focus.
Screen Name Redacted 7/03/2023 06:44 AM	Education of how climate action plans address current pains in our lives. Make it make sense to local people. This includes pressuring of

regional, provincial and federal parties.

Screen Name Redacted

7/04/2023 12:02 PM

Have composting and recycling pick up for businesses in town

Screen Name Redacted

7/04/2023 12:29 PM

Repeal the plan

Screen Name Redacted

7/04/2023 01:01 PM

A recycling depot so people don't burn or dump recyclables

Screen Name Redacted

7/04/2023 01:08 PM

They are all important.

Screen Name Redacted

7/04/2023 01:22 PM

Clean up the forested areas to help prevent fires.

Screen Name Redacted

7/04/2023 02:09 PM

I would like to see electric low speed vehicles allowed and perhaps a program for sharing.

Screen Name Redacted

7/04/2023 02:44 PM

Trails Master Plan needs to happen.

Screen Name Redacted

7/04/2023 02:54 PM

Education to gain public support.

Screen Name Redacted

7/04/2023 03:40 PM

Any plan that works with the wisdom of nature, the mindset of best and highest good for today and future generations, and intention that incentives those actions has my full support!

Screen Name Redacted

7/04/2023 04:42 PM

Move time frame to 2030 - 2035.

Screen Name Redacted

7/04/2023 05:06 PM

Build a community solar panel array which would be funded by individuals and businesses who would purchase one or more solar panels.

Screen Name Redacted

7/04/2023 07:10 PM

Electrify all town vehicles

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/04/2023 07:42 PM	Providing low cost retrofits to older homes needing efficiency updates.
Screen Name Redacted 7/04/2023 08:07 PM	More trails
Screen Name Redacted 7/04/2023 08:08 PM	More trails
Screen Name Redacted 7/05/2023 05:38 AM	Regulate maximum size of new housing, 1 it makes them more affordable and 2 makes them more efficient
Screen Name Redacted 7/05/2023 11:06 AM	Reducing the costs through taxation to those who retrofit their low-income housing spaces. Providing infrastructure and accessibility to absolutely anyone who wants to grow food sustainably.
Screen Name Redacted 7/05/2023 01:44 PM	Add safe bike lanes in town.
Screen Name Redacted 7/05/2023 02:20 PM	Create a supportive environment for the growth of green jobs and the development of a green economy as well as educating about the effects of climate change
Screen Name Redacted 7/05/2023 07:57 PM	Develop a circular cooperative economy
Screen Name Redacted 7/06/2023 11:56 AM	Transportation & Mobility - for vulnerable and seniors accessibility.
Screen Name Redacted 7/06/2023 12:06 PM	Encourage people to vote for elected officials willing to govern according to the majority
Screen Name Redacted 7/06/2023 12:13 PM	None regarding this plan forcing policy and control on the populace.
Screen Name Redacted 7/06/2023 06:30 PM	Education and promotion of resiliency measures so ppl feel empowered
Screen Name Redacted	Not part of the plan-get rid of the grass in front of town hall.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/07/2023 08:35 AM

Xeriscape, more trees. Show by example.

Screen Name Redacted

7/07/2023 03:52 PM

Important for the town to take initiative and continued leadership. Education and community commitment is vital to have meaningful action.

Screen Name Redacted

7/08/2023 09:09 AM

Provide tax exemption for energy efficient upgrades to homes.

Screen Name Redacted

7/08/2023 03:00 PM

All of them but I also think that Creston should ensure that no businesses have huge sprinkler systems running just to keep the lawns green. The College of the Rockies did last summer, which is completely wasteful!

Screen Name Redacted

7/08/2023 07:46 PM

Stop the burning of leaves and discourage the use of wood burning fireplaces and stoves.

Screen Name Redacted

7/08/2023 08:23 PM

Recognize and reward businesses and individuals that are implementing measures that address climate action.

Screen Name Redacted

7/09/2023 06:50 AM

Transportation or buildings. Probably transportation though, even though our winters make it tough. I believe transportation is our largest percentage of emissions in this area.

Screen Name Redacted

7/09/2023 08:24 AM

Canada on world stage is less than one percent of your Climate problem one reduce the over paid people in charge of this wasteful spending of tax money use the taxed money for infrastructure improvements , aging water systems road improvements , electric

Screen Name Redacted

7/10/2023 06:52 AM

None of them. Please leave us alone.

Screen Name Redacted

7/10/2023 07:15 AM

Stop now before you destroy peoples lives and livelihoods.

Screen Name Redacted

7/10/2023 07:54 AM

N/A

Screen Name Redacted

Hold a new election

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/10/2023 08:07 AM

Screen Name Redacted

Work the land like our forefathers did

7/10/2023 08:46 AM

Screen Name Redacted

Use of water collection by residents.

7/10/2023 08:58 AM

Screen Name Redacted

Discussion with ALL stakeholders using ALL scientific information to consider all positions before any decisions are made.

7/10/2023 09:02 AM

Screen Name Redacted

teaching people how to reduce, reuse and recycle - workshops, education, etc

7/10/2023 09:03 AM

Screen Name Redacted

leave people alone to live their lives!!

7/10/2023 09:08 AM

Screen Name Redacted

Grow more gardens and trees. Make our community organic and chemical free. Put a plan in place to clear out the undergrowth of our forests

7/10/2023 10:10 AM

Screen Name Redacted

Ban drive-thru's - waste gas and pollute the air for nothing

7/10/2023 10:21 AM

Screen Name Redacted

Honest truthful and clear information backed by scientist

7/10/2023 10:48 AM

Screen Name Redacted

outright deny it on scientific basis, and especially at a time when the federal government is hurting us all more and more every day

7/10/2023 11:54 AM

Screen Name Redacted

Better recycling programs including expanding recycle pickup in the smaller communities around the town core ie Erickson.

7/10/2023 12:02 PM

Screen Name Redacted

It's a big lie and our politicians are the problem.

7/10/2023 12:40 PM

Screen Name Redacted

We need to better handle recycling of appliances. Having to take them to Cranbrook defeats the purpose of carbon footprints.

7/10/2023 01:10 PM

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/10/2023 01:15 PM	Planting more trees and native plants
Screen Name Redacted 7/10/2023 01:31 PM	Reduce the use of chemicals in the environment as they contribute to ill health on a vast scale that surpasses the immediacy of climate
Screen Name Redacted 7/10/2023 01:58 PM	If I truly had a choice. I would scrap the whole climate action plan. The source of it is deceitful and corrupt. It is only being used to destroy humanity and allowing the elites of the world more and more control and power over the average individual.
Screen Name Redacted 7/10/2023 04:00 PM	More buses for Creston and the valley.
Screen Name Redacted 7/10/2023 04:16 PM	None ,individuals are doing as much as they can to help the environment it is time that these big companies stop making environmental catastrophes and these large forestry companies start doing their part
Screen Name Redacted 7/10/2023 04:25 PM	Better public transportation, but that's never going to work in a small town.
Screen Name Redacted 7/10/2023 05:13 PM	no tipping fees for waste material/garbage - like the east kootenays
Screen Name Redacted 7/10/2023 06:18 PM	stop burning down the forests in Canada thru arson and not blame all on global warming.
Screen Name Redacted 7/10/2023 06:41 PM	Probably planting more native species and trees in most needy neighborhoods
Screen Name Redacted 7/10/2023 06:42 PM	Create bike and walk ways
Screen Name Redacted 7/10/2023 07:48 PM	I choose the least expensive ones where the local politician can still feel some of their much loved influence without adding useless debt for another generation of creston families.
Screen Name Redacted	Have garden and yard waste being no charge all year round.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/10/2023 08:01 PM

Screen Name Redacted

7/10/2023 08:53 PM

I don't believe in your false religious cult, politics and TV is not science.

Screen Name Redacted

7/10/2023 09:03 PM

Expand all recycling, including composting materials and food scraps, to a wider zone outside of town limits.

Screen Name Redacted

7/10/2023 09:53 PM

NONE OF IT! You can educate people on what you think is good, but DO NOT FORCE and penalize people. Do not take my hard earned, taxed paid money and tax me more!

Screen Name Redacted

7/10/2023 10:52 PM

Enhancing green spaces.

Screen Name Redacted

7/11/2023 12:08 AM

Reduce the use of fossil fuels and give incentives for using solar/renewable resources- provide more free EV chargers

Screen Name Redacted

7/11/2023 02:20 AM

Better recycling options

Screen Name Redacted

7/11/2023 06:56 AM

Make growing local food cheaper than imported food and encourage local food growers to produce for the community. Stop the importation of food which causes vast emissions and increases the cost of food. Cause local grocers to stock locally grown food.

Screen Name Redacted

7/11/2023 08:18 AM

Anything involving getting people more connected to and involved with the natural environment. If we connect to it, we are more likely to work and fight for it.

Screen Name Redacted

7/11/2023 08:44 AM

Scrap it all as Sweden has recently done as it is " unrealistic "

Screen Name Redacted

7/11/2023 09:59 AM

Stop spraying Roundap everywhere.

Screen Name Redacted

7/11/2023 10:37 AM

get town to follow its own policies

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/11/2023 10:37 AM	Stop using Rundap everywhere.
Screen Name Redacted 7/11/2023 10:42 AM	Not one. Completely disagree with the whole Climate Action Plan, especially in small town living.
Screen Name Redacted 7/11/2023 11:11 AM	Prioritizing waste disposal and recycling endeavours. Promote more back yard composting and education on how each household can navigate this at home. Increase sponsorship of the recycling program to allow for more public compostable and recyclable waste
Screen Name Redacted 7/11/2023 11:47 AM	None!!!!
Screen Name Redacted 7/11/2023 12:39 PM	This plan needs serious review
Screen Name Redacted 7/11/2023 12:51 PM	Stop the pollution of this planet.....the planet will then heal itself. Very simple that the earth survived
Screen Name Redacted 7/11/2023 01:20 PM	Encourage more energy efficient housing by reducing permit costs. stop wasting money on New public buildings instead modernized the ones that we have.
Screen Name Redacted 7/11/2023 01:43 PM	More bike paths and walking/hiking trails
Screen Name Redacted 7/11/2023 02:43 PM	Leave it alone, WE HAVE CLIMATE CHANGE EVERY YEAR leave things as they are.
Screen Name Redacted 7/11/2023 03:21 PM	Go [REDACTED] your self.
Screen Name Redacted 7/11/2023 04:04 PM	Support the transition from oil and gas heating to heatpumps and solar including advocating for improved infrastructure to support the grid.
Screen Name Redacted 7/11/2023 04:37 PM	How about the Government stops Geoengineering for starters and just leaves us and Mother Nature alone to look after ourselves.

Screen Name Redacted

7/11/2023 04:38 PM

Scrap the plan and start over working with the towns people and not regurgitating what is being dictated by the government.

Screen Name Redacted

7/11/2023 04:47 PM

Encourage recycling and compostingompod

Screen Name Redacted

7/11/2023 06:19 PM

Greenways for transportation

Screen Name Redacted

7/11/2023 06:26 PM

Create a multi-modal network of protected trails throughout town and creating car-free zones, with enhanced regional and inter-regional, frequent public transport.

Screen Name Redacted

7/11/2023 06:56 PM

Read books about Communist Russia and learn why it's really not a good thing .

Screen Name Redacted

7/11/2023 07:13 PM

Build more organic community garden spaces, growing food bearing plants in public spaces.

Screen Name Redacted

7/11/2023 08:54 PM

Plant more trees and take care of the green spaces that already exist.

Screen Name Redacted

7/11/2023 09:30 PM

Demonstrate how recycling is used, the end result, to encourage people to participate more

Screen Name Redacted

7/11/2023 09:37 PM

Stop pushing electric vehicles, they are more harmful to the environment and cost too much.

Screen Name Redacted

7/11/2023 09:45 PM

Education our government that lithium batteries are not the answer and actually does more harm to the environment.

Screen Name Redacted

7/11/2023 09:52 PM

Stop pushing climate change agenda. Our climate is ever changing and is not something that we can fix.

Screen Name Redacted

7/11/2023 10:00 PM

Supporting farmers

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/11/2023 10:03 PM	Busses and street cars
Screen Name Redacted 7/11/2023 10:32 PM	Educate people in growing their own food, getting a solar panel for energy supplimentation, and rain water collection to use for lawn watering.
Screen Name Redacted 7/11/2023 10:37 PM	E Bike incentives .. rebates
Screen Name Redacted 7/11/2023 11:31 PM	Wood stove rebate/exchange program
Screen Name Redacted 7/12/2023 12:00 AM	Lower taxes and help farms and community people live
Screen Name Redacted 7/12/2023 12:20 AM	Any changes made, need to brought to a referendum, in which the residents have had proper time to discuss, without all the fancy new words you chose to use.
Screen Name Redacted 7/12/2023 07:38 AM	STOP THEM FROM TAKING PUR TRACTORS
Screen Name Redacted 7/12/2023 08:41 AM	Have anyone in charge do actual research, share it, and provide real public forums to make meaningful decisions.
Screen Name Redacted 7/12/2023 08:54 AM	To educate the town
Screen Name Redacted 7/12/2023 09:28 AM	New industry to consume our waste. Urban ore has value. Stop exporting . Jobs and put value to recreating . Plastic lumber to product that use our waste. Make best before food useable and stopp Proffitt dumplings of not so perfect food illegal as they
Screen Name Redacted 7/12/2023 10:24 AM	Reduce fees taxes on more energy efficient buildings and five rebates for improving energy efficiency to encourage that
Screen Name Redacted 7/12/2023 10:47 AM	More bike paths and walking paths

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/12/2023 11:24 AM	improvement to waste management
Screen Name Redacted 7/12/2023 11:33 AM	What are the options? Where to I find a list of what is available?
Screen Name Redacted 7/12/2023 04:44 PM	Not sure
Screen Name Redacted 7/12/2023 04:47 PM	No
Screen Name Redacted 7/12/2023 06:03 PM	It needs to be re done as there has been absolutely NO consultation with anyone
Screen Name Redacted 7/12/2023 06:39 PM	Single stream pickup of waste then sorted at a facility nearby
Screen Name Redacted 7/12/2023 07:16 PM	Creat a town/rural pathway system to encourage biking walking etc.
Screen Name Redacted 7/12/2023 07:18 PM	To scrap it
Screen Name Redacted 7/12/2023 07:19 PM	Building a network of walking and cycling paths
Screen Name Redacted 7/12/2023 08:33 PM	Recycling pick up in the valley
Screen Name Redacted 7/12/2023 08:50 PM	Community garden
Screen Name Redacted 7/12/2023 09:06 PM	trails connecting all areas of town, the parks, the surrounding Communities, the commercial areas.
Screen Name Redacted 7/12/2023 09:24 PM	Active transportation (walkable/bikeable) roads, trails throughout our valley so coordinate with RDCK.
Screen Name Redacted	NONE. Its all ridiculous. People need to learn to be conscious. Have

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/12/2023 09:51 PM

any of you done your own DUE DILLIGENCE?

Screen Name Redacted

none, they all didn't really provide much elaboration or clarity.

7/12/2023 10:07 PM

Screen Name Redacted

Better recycle programs for electronics , oil, antifreeze.

7/12/2023 10:17 PM

Screen Name Redacted

NONE~! if its under the action of climate action plan. but please yes make more bike trails.. allow businesses to be energy efficient.. help them.. but right now this is leading to enforcement.. and that is NOT canadian. and its wrong.

7/12/2023 10:32 PM

Screen Name Redacted

Plant trees

7/12/2023 10:34 PM

Screen Name Redacted

what I see is the forcing of people to stay home not travel and realistically stop enjoying this planet. You can not turn back the clock. So now we have to spend too much to buy vehicles that use fossil fuel to build batteries that can not be recycled.

7/13/2023 12:01 AM

Screen Name Redacted

Ask people to simply reduce their power use

7/13/2023 02:22 AM

Screen Name Redacted

NONE. Its all ridiculous. People need to learn to be conscious. Have any of you done your own DUE DILLIGENCE? DILLIGENCE?

7/13/2023 05:52 AM

Screen Name Redacted

Create free public food forests to promote local accessible fresh food for low income people and reduce the importation and transportation impacts to the environment

7/13/2023 06:03 AM

Screen Name Redacted

inter community trails

7/13/2023 06:43 AM

Screen Name Redacted

Permaculture

7/13/2023 07:08 AM

Screen Name Redacted

Allowing food "waste" from stores and restaurants to be used and not forcing it to be dumped. Whether this is sending to the food bank or allowing farmers to utilize it for feeding livestock as is appropriate to

7/13/2023 07:23 AM

the source.

Screen Name Redacted

7/13/2023 07:36 AM

Kind of like the climate in Creston the way it is. Sorry but no sold on the fact that we have any serious climate issues here

Screen Name Redacted

7/13/2023 08:32 AM

reforest the clear cuts, reroute gray water onto the ground instead of in the rivers, replenish the earth with recycled compost , return to organic methods of farming

Screen Name Redacted

7/13/2023 09:02 AM

I'd love to see more walking and biking trails in and around our community.

Screen Name Redacted

7/13/2023 09:20 AM

The creation of a truck route along arrow mountain to divert and restrict large polluting trucks from impacting the middle of our town. This would significantly reduce the pollution in our downtown and surrounding homes.

Screen Name Redacted

7/13/2023 10:53 AM

Rebates for clean energy.

Screen Name Redacted

7/13/2023 11:22 AM

Green spaces, parks

Screen Name Redacted

7/13/2023 12:51 PM

More buracrsy we don't need . Stop the nonsense

Screen Name Redacted

7/13/2023 02:59 PM

Fire all the [REDACTED] involved with this [REDACTED] survey. People can't put food on the table and you [REDACTED] are worried about the [REDACTED] climate, like, [REDACTED] off.

Screen Name Redacted

7/13/2023 05:18 PM

Transportation - no Cook Street by pass

Screen Name Redacted

7/13/2023 05:54 PM

To be honest, I don't think they can be seperated, so all of them :)

Screen Name Redacted

7/13/2023 06:38 PM

Bicycle paths

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted

7/13/2023 09:12 PM

saving water is a very important move: and there should not be any herbicides available in our big stores for anybody who wants to get rid of weeds. People do not think that they do poison every ones water

Screen Name Redacted

7/13/2023 09:27 PM

Expanding opportunities for active transportation with more trails, bicycle lanes, etc.

Screen Name Redacted

7/13/2023 09:36 PM

That there should be a ban on ALL vehicles being allowed to idle, including town vehicles , police and fire.

Screen Name Redacted

7/13/2023 09:47 PM

Have a by-law passed that would ban idling vehicles including all tow vehicles and the police and fire service

Optional question (159 response(s), 38 skipped)

Question type: Single Line Question

Q7 | Do you think this Climate Action Plan will help Creston meet our climate targets? If not, why?

Screen Name Redacted

6/23/2023 12:27 PM

Much more is needed. Less wasteful polluting products need to get manufactured, purchased and thrown out. Reduce, reuse, recycle is just the start.

Screen Name Redacted

6/28/2023 09:16 AM

It's doubtful, not because the plan is flawed, but because we have historically not met our goals and the gap between where we are and where we need to be is distressingly wide

Screen Name Redacted

6/28/2023 02:26 PM

Yes it's a good start. But it's also a big problem so we can always do more!

Screen Name Redacted

6/30/2023 06:12 PM

Not really because the issue is with consumption, choices and packaging. Less waste is the goal. This is more about culture and paradigm shift in how we perceive lifestyle.

Screen Name Redacted

6/30/2023 10:46 PM

No. Because nothing here is measurable

Screen Name Redacted

Getting cars off the roads and using less fuel and electricity in general

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/01/2023 11:54 AM

will help.

Screen Name Redacted

Yes, can only help

7/01/2023 05:03 PM

Screen Name Redacted

Not one of eight or nine Canadian climate plans have achieved their target. The City of Calgary came pathetically no where close to achieving their 2012 climate target for 2020. Why in the world would I think the Creston plan will be any different?

7/02/2023 01:17 PM

Screen Name Redacted

It will help, YES! But we need people to trust in our local government and institutions and follow their lead -if they haven't already taken it into their own hands.

7/02/2023 08:21 PM

Screen Name Redacted

Not if we focus on transportation when the infrastructure is not in place.

7/03/2023 06:44 AM

Screen Name Redacted

No. See above comment

7/04/2023 12:02 PM

Screen Name Redacted

No As mentioned above

7/04/2023 12:17 PM

Screen Name Redacted

Having a "climate target" is ridiculous, arrogant and unscientific.

7/04/2023 12:29 PM

Screen Name Redacted

In will definitely contribute to making our environment better but we need more buses to make it easier for all people to make a bigger dent in lowering emissions into the air and recycling depot to promote recycling and renewing

7/04/2023 01:01 PM

Screen Name Redacted

Of course, it will!

7/04/2023 01:08 PM

Screen Name Redacted

Creston can not afford this action plan.

7/04/2023 01:22 PM

Screen Name Redacted

It is a step in the right direction. The timeline for achievement should be 2035.

7/04/2023 02:04 PM

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted

7/04/2023 02:09 PM

Unsure.

Screen Name Redacted

7/04/2023 02:44 PM

I think if you have trails, people will use them. Always going to be drivers, as there's a lot of rural area, but creston is the worst for bike/walking trails. I think you are not incentivizing individuals and organizations enough. In trying to make houses more efficient, you are going to make the housing crisis worse. That's going to hurt everyone. It's going to increase rent, increase cost to build. When people can't afford to live, they don't think 20 years down the road about the environment, they just want to figure out how to live today.

Screen Name Redacted

7/04/2023 02:54 PM

Depends on Public support and commitment.

Screen Name Redacted

7/04/2023 03:40 PM

I honestly and sincerely question UN suggested climate targets. They , no matter how much NLP word smithing (I have a masters in NLP so have some deeper understanding of its power and impact) is applied to flower their impact (ie supporting absolutely proven unsustainable , negative environmental / health impact of electric transportation and demanding unethical and ineffective industrial equipment) is beyond short sighted, it's a lie plain and simple. The Conganese people's left to stealthily mine the 80% of the worlds cobalt and lithium away from worldview where The CCP (Chinese communist government) manufacture and provide those manufacturing practices devoid of world oversight not subjected to UN climate agenda or any conscientious enivironmental steward ship, is the glaring red flag conveniently ignored by this new world order agenda by unelected , governing bodies influencing and insinuating its way into our democracy and openly sighted on our countries resources for their own gain and control. Some very good ideas have been put forward, if we sign onto this plan without true discerning inquiry and honest respectful debate, we have deeply failed our future and our children and their children. Doubt means don't! Let's take the time and honest input it takes to example the real practice what sustainable / regeneration actually means and looks like. Like any parent / grandparent their quality of life is my responsibility , they are all our children as they are the future. That's a common ground we can all stand together on.

Screen Name Redacted

7/04/2023 04:42 PM

Yes, it is a beginning, but how to mobilize is the challenge. This questionnaire is the beginning. Hope for a good response to the Climate Action Plan Survey! Look forward to the results.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/04/2023 05:06 PM	If everything that is proposed is done, it should go a long way to help.
Screen Name Redacted 7/04/2023 06:23 PM	It will take a lot of work but hopefully the community will come together
Screen Name Redacted 7/04/2023 07:10 PM	Certainly
Screen Name Redacted 7/04/2023 07:42 PM	Not sure. It seems that lofty plans are often thought through from a ten thousand foot perspective that leaves the hardship of implementation to those with their feet on the ground.
Screen Name Redacted 7/04/2023 08:07 PM	Yes
Screen Name Redacted 7/04/2023 08:08 PM	Yes it will encourage people to walk or bike
Screen Name Redacted 7/05/2023 05:38 AM	Partially. Biggest problem will be dealing with the brain dead zombies who believe that Climate change is a hoax. If they vote for lunatics like [REDACTED] we're done for. Water waste is another issue. I see people sprinklers chucking water out on useless lawns because "It's my right use water. I Pay taxes" mental illness
Screen Name Redacted 7/05/2023 11:06 AM	I'm afraid Canada, in general, is falling far short of our climate goals. Creston is well positioned to be a leader in this area, but I am highly skeptical that we will be. It looks like many of your suggested initiatives involve "increasing awareness" "exploring options" and "providing education." Friends, the information is readily available. We already know that this is a crisis. And there are already studies showing the most effective ways to address. Action is needed. Not talk, awareness, and exploration.
Screen Name Redacted 7/05/2023 01:44 PM	It's a very good place to start. I believe awareness is the key.
Screen Name Redacted 7/05/2023 02:20 PM	I think it's a good place to start
Screen Name Redacted	Yes, but it will take concerted effort to make certain uncooperative

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/05/2023 07:57 PM

segments of society get behind it. Of course, their ignorance will eventually result in them being blindsided because climate destabilization plays no favourites, but there will be too much collateral damage and we have used up the luxury of time by allowing criminal ignorance to get in the way.

Screen Name Redacted

7/06/2023 12:13 PM

No, this will only cause dissention Get rid of the PLAN in it's entirety

Screen Name Redacted

7/06/2023 06:30 PM

YES

Screen Name Redacted

7/07/2023 08:35 AM

It should but look around, there is so much resistance in this town, that won't change till the old ones die off or move to Alberta.

Screen Name Redacted

7/07/2023 03:52 PM

Yes

Screen Name Redacted

7/08/2023 09:09 AM

Yes if we do these things we will definately decrease greenhouse gas emissions.

Screen Name Redacted

7/08/2023 03:00 PM

It will if Creston will actually convert the talking points within the plan into actions on the ground.

Screen Name Redacted

7/08/2023 07:46 PM

It will certainly help but Creston will have to stand firm against any push back.

Screen Name Redacted

7/08/2023 08:23 PM

I think it will be helpful, however much more is needed to ensure a healthy future.

Screen Name Redacted

7/09/2023 06:50 AM

It's probably like all climate action plans, not aggressive enough with too late of timelines. We need to stop valuing the economy so much and realize the environment is the basis of all of our human-made systems (society, culture, economy).

Screen Name Redacted

7/09/2023 08:24 AM

No, this has been implemented buy a corrupt government more concerned about controlling the people and the wealth distribution all this is draining resources which will increase tax even more seen what happens when you reduce wages to city council people try putting money into a collapsing infrastructure and stop taxing people

out of creston people will leave get a hqndle on the taxing and money spending for something that is useless bottom line whos paying for the flakey plans

Screen Name Redacted

7/10/2023 06:52 AM

The amount of carbon dioxide put into the atmosphere by all of Creston and the RDCK is more than absorbed by the thousands of trees that are designed to take in excess carbon dioxide, therefore, no this will not, because the targets are just made up to virtue signal to people that you are with the current trendy thing.

Screen Name Redacted

7/10/2023 07:15 AM

I think this is a global agenda being used to control currently fairly free people.

Screen Name Redacted

7/10/2023 07:54 AM

No there is no scientific evidence, that the climate can and should be changed

Screen Name Redacted

7/10/2023 08:07 AM

Stop it

Screen Name Redacted

7/10/2023 08:46 AM

I don't agree with the whole thing, it's just political moves by a few Elite people in the WHO and the WEF etc etc who are trying to ruin our lives, and our livelihood

Screen Name Redacted

7/10/2023 09:03 AM

not sure what the targets are but it would significantly help. pair it with backyard chickens, bike lanes, better transit, curbside recycling, community gardens. I don't think the electric vehicle push is actually green - it's not affordable for most people, its an expensive start up and it requires a significant use of natural materials to make all the new stuff for it. it's actually the opposite of reduce reuse and recycle.

Screen Name Redacted

7/10/2023 09:08 AM

it will not help Creston at all, it will only make life impossible!!!

Screen Name Redacted

7/10/2023 10:10 AM

These targets are not sustainable without a proper plan of diversification. Whenever I hear 'climate action " or" sustainability " sounds like a money or land grab

Screen Name Redacted

7/10/2023 10:21 AM

No, because the whole concept is utterly misguided and assumes we can control or change the climate.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/10/2023 10:48 AM	No comment
Screen Name Redacted 7/10/2023 11:54 AM	climate targets are based on billionaires ideasnot the average person on the street....so no
Screen Name Redacted 7/10/2023 12:02 PM	Don't know
Screen Name Redacted 7/10/2023 12:40 PM	You are brainwashed - scrap the whole plan.
Screen Name Redacted 7/10/2023 01:31 PM	The plan starts from a faulty premise, faulty targets handed down by higher levels of government - the idea that electric vehicles, for example, are better for the environment. Mining of materials for batteries wreaks havoc on the environment in other countries. How do we recycle all of those batteries? Where do they go to die? Electric vehicles are problematic in a country like Canada with cold winters, especially as electric grids become more unreliable due to extreme weather. Solar energy in an area where it's cloudy for so many days in winter is impractical. Wind turbines kill birds by the score and the noise they generate is intolerable for those who live nearby. These are ill thought out solutions, especially on a large scale. Will Creston meet its targets isn't the right question. Are you aiming at the appropriate goal, is closer.
Screen Name Redacted 7/10/2023 01:58 PM	No I don't. Because the target is a moving one. This target isn't good enough for the elites. They will demand more. They will not stop until there is no freedom left for an individual to choose how to live their lives. This whole thing is a part of the agenda to depopulate the world. You will never hit the target.
Screen Name Redacted 7/10/2023 04:00 PM	Not sure. I don't agree with the targets and so would hope the plan doesn't reach them.
Screen Name Redacted 7/10/2023 04:16 PM	I think because China and India make up about 80 percent of the worlds carbon we should stop buying from them and restart our own manufacturing of needed goods. Restart our dying economy instead of destroying what little we have left. Bc has lost in last couple of years about 65,000 businesses and the numbers are increasing.
Screen Name Redacted	No, unrealistic to think grid can support more then a few electric

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/10/2023 04:25 PM

vehicles. As well, EV simply move the pollution to another country.

Screen Name Redacted

7/10/2023 05:13 PM

no because the rich people will still do what they do. We all see the logging trucks hauling logs from the Elk Valley to the west kootenays (Celgar). How can that be right. Gov't is expecting the people to choke the changes down while business carries on

Screen Name Redacted

7/10/2023 06:18 PM

when India, China and others meet their targets then we should worry about our targets. We are already one of the lowest polluters in the world. Go to India and China and preach Global warming first.

Screen Name Redacted

7/10/2023 07:48 PM

No. your climate targets are a farce. Your basis for a position that any of the actions you propose are a means to addressing climate change is equally shaky.

Screen Name Redacted

7/10/2023 08:01 PM

We need to use our common sense

Screen Name Redacted

7/10/2023 08:53 PM

"You can go outside and spit and have the same effect as doubling carbon dioxide," Most frequently cited Climatologist in the world: The late Reid Bryson, PhD (Meteorology), the "father of the science of modern climatology"

Screen Name Redacted

7/10/2023 09:03 PM

Yes. Anything is better than the status quo.

Screen Name Redacted

7/10/2023 09:53 PM

NO!!!!!!

Screen Name Redacted

7/10/2023 10:52 PM

No. 100% Renewable Energies and Electric Vehicles will create massive waste problems. None of these are recycled (solar panels, wind turbines, EV batteries) not addressing this issue now is simply pushing it to a critical level at a later date.

Screen Name Redacted

7/11/2023 12:08 AM

People still need to accept the fact that their is climate change happening. Unfortunately it seems that people need to see monetary benefits and no just accept science

Screen Name Redacted

7/11/2023 06:56 AM

It might, (I don't think so) but at what financial cost to each individual? Already my propane bill has gone up by almost \$200 due

to the Liberal Carbon tax. But where I live electricity costs far more to heat my home. For people who have access to wood for their heating (which I would prefer) they will have to spend money on electricity. All this will simply push up their cost of living. Instead of offering 'incentives' which are mostly one time payouts bring down the cost of living. I'm sure if renewable energy was cheaper than other forms it would be more attractive. At this point I don't want it.

Screen Name Redacted

7/11/2023 08:18 AM

I like that there is lots of variation, but not enough learning from practice already in place. Look at what are people already doing that works and strive to mirror. Support local creators and growers. The goal to get rid of 'old' forms of energy (gas, oil, coal etc) is misguided. We need these resources, but maybe just more diversity.

Screen Name Redacted

7/11/2023 08:44 AM

No.....the entire Kootenays is already carbon negative.

Screen Name Redacted

7/11/2023 10:37 AM

I don't think the targets are achievable or even reasonable. The costs to implement this program are prohibitive for the rewards hoped to be gained.

Screen Name Redacted

7/11/2023 10:37 AM

Not. we need CO2 to grow vegetation . We should start thinking how to stop spraying chemicals because we are killing bees. Last bee will die we will have 4 last years of our life left.

Screen Name Redacted

7/11/2023 10:42 AM

Not at all, the whole Climate Action Plan is a plan set in place by Globalist's to introduce 15 minute cities, CBDC;s, and loss of personal freedom.

Screen Name Redacted

7/11/2023 11:11 AM

At this point the plan seems to be too focused on all the larger planning and collaborating rather than the actual action items and education that will make the significant changes.

Screen Name Redacted

7/11/2023 11:12 AM

no, it's a load of [REDACTED] follow the real science, stop being brain washed by the government.

Screen Name Redacted

7/11/2023 11:47 AM

No, I do not.

Screen Name Redacted

Climate change is controversial. Creston residents should be deciding

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/11/2023 12:08 PM

what is needed for their area, not outside agencies that may have their own agenda

Screen Name Redacted

7/11/2023 12:39 PM

Climate change is controversial. Creston citizens should decide what is needed for their area, not an outside agency which may have their own agenda.

Screen Name Redacted

7/11/2023 01:20 PM

It is the large cities that are creating pollution. Not small towns such as Creston. We should encourage more orchards and planting of food that can feed people.

Screen Name Redacted

7/11/2023 01:43 PM

Who knows!!! People have to be willing to get on board and if they don't it won't succeed

Screen Name Redacted

7/11/2023 04:04 PM

If the Town focuses on partnerships with other governments to create inter-community trails for walkable/ bikeable long-distance trips and reducing the use of oil and gas emissions in households and in all Town buildings by replacing the fuel with heat pumps then there's a chance.

Screen Name Redacted

7/11/2023 04:37 PM

What targets? Can you actually quantify what this will do? And costs?

Screen Name Redacted

7/11/2023 04:38 PM

I have asked at town of Creston what the targets are and no one had an answer for me.

Screen Name Redacted

7/11/2023 04:47 PM

Need to educate people and encourage them with rebates, etc

Screen Name Redacted

7/11/2023 06:19 PM

The targets seem not to meet the lifestyle requirements for rural living. Your questions come at the city as if you already have an agenda and would like the least path of resistance to implement it.

Screen Name Redacted

7/11/2023 06:26 PM

It's a very small step in the right direction. The suggested actions are not big enough. Our climate emergency requires immediate and big steps forward. This requires brave leadership, that inspires and provides a plan to completely recreate how our town currently functions.

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Screen Name Redacted 7/11/2023 06:56 PM	No. Because it's a scam.
Screen Name Redacted 7/11/2023 07:13 PM	No. I think it's incredibly inhibiting and is more political than it is looking to actually make real change.
Screen Name Redacted 7/11/2023 08:54 PM	The Climate Action Plan cannot be sustainable as it is totally unrealistic. Our neighbors down South DO NOT have a CARBON TAX - why is that. Creston and BC have to be FIRST - once again at the expense of the resident's physically, emotionally and financially. I though Mayor and Council were their to work for the residents, work with the residents, understand the needs of the residents, not just tell them what they MUST do and if they do NOT they get punished just for voicing their opinion.
Screen Name Redacted 7/11/2023 09:30 PM	I don't think 100% renewable is feasible or even realistic. Putting all energies on the electric grid is not a smart choice. What makes electricity anyway? We need other ways to make energy.
Screen Name Redacted 7/11/2023 09:37 PM	No...there isn't a climate crisis!
Screen Name Redacted 7/11/2023 09:45 PM	No I do not. This is a small rural area where people are already struggling to make ends meet implement most of these agendas would cost more and do more harm to our community then help.
Screen Name Redacted 7/11/2023 10:00 PM	No. This plan will fund numerous contracts for things like building interactive maps & creating propaganda.
Screen Name Redacted 7/11/2023 10:03 PM	Low budget
Screen Name Redacted 7/11/2023 10:32 PM	No. The focus on electric vehicles, no carbon emissions and net zero is misguided and inefficient.
Screen Name Redacted 7/11/2023 11:06 PM	No, because we are already been taxed to death already, is the la d owner going to pay for all of this stuff, as usual?
Screen Name Redacted 7/11/2023 11:11 PM	No, the whole idea of a target that can even be met seems nonsensical -- it's simply a construct created by projected numbers

and data in a mapping or predictive program. All this data is fluid and unpredictable, therefore unreliable in attaining anything. Of course there should absolutely be personal and community responsibility taken to care for the environment. Programs and services that focus on actually developing food sustainability and green spaces to promote natural air filtration would be a much better focus that implementing regulations to attain imaginary numbers to meet some arbitrary target.

Screen Name Redacted

7/12/2023 12:20 AM

Nope, until you deal with the pollution in our skies, by the geoengineering and spraying of aerosols to control the weather, everything we do is mute. Work on reducing the waste in commercial packaging and rallying corporations to create products that can be fixed and not just thrown away.....like the EV, Solar panels and wind turbines of today.

Screen Name Redacted

7/12/2023 07:38 AM

No because you will ultimately drive away agricultural businesses and kill the community.

Screen Name Redacted

7/12/2023 08:41 AM

No, the entire premise is based on false information. Until that is resolved, no plans are relevant.

Screen Name Redacted

7/12/2023 08:42 AM

No, most of isn't practical, however there are some good points

Screen Name Redacted

7/12/2023 08:54 AM

No, it is too extreme

Screen Name Redacted

7/12/2023 09:28 AM

Given that the world has been warming ever since the ice age creating the Hudson's Bay ect. with the needed studying the fossils of the plants that originally were here that created the coal and the oil as it decomposed. in our hemisphere we need need to plant and prepare for the return of the natural climate that was here prior to the ice age climate warming is not due to CO2 which is less than .04% of the Earth's atmosphere if the CO2 reduce to 03% plants will begin to die we need to structure and see what was originally here before the ice age took place and prepare for our climate for the original ecosystem to return anything other short and blame it on carbon is false ideology that you can control the atmosphere of the Earth to change the planet. Canada produces less than .01% of the .04% of the Earth's atmosphere, that is CO2 needed so much so that greenhouses use CO2 emitters to grow plants. A tree gets it's mass from CO2 not from water or the nutrients it absorbs from the ground.

it's time we look at what was originally grown and the plants in our fossils that was a natural habitat here the rest is just a smoke screen. There were no polar ice caps . When the woolly mammoth roamed the artic.

Screen Name Redacted

7/12/2023 10:24 AM

These "targets" are completely arbitrary and serves no useful purpose other than to support an agenda that will not benefit our local community

Screen Name Redacted

7/12/2023 10:47 AM

Yes, but be careful to stay realistic and not put pressure /obligations on people that they cannot afford. Offering benefits to those who take efficiency solutions is better than giving consequences to those who are not able to afford it. And Turning everything to electrical energy is not the solution to everything.

Screen Name Redacted

7/12/2023 11:24 AM

Get rid of the idea of EVs - so few want them, even fewer can afford them, and they just create their own set of pollution - maybe sight unseen for us, but not for the children in the lithium and cobalt mines. It's a moral outrage that this would even be considered

Screen Name Redacted

7/12/2023 11:33 AM

What are the targets? Where to I find them? What specific part of the plan? All the goals at once? What are the target dates? How are the goals being measured? This is where you are losing your community. This is way to broad, no definition. If results cannot be measured effectively and results be logged - why would anyone change?

Screen Name Redacted

7/12/2023 04:44 PM

I really hope so

Screen Name Redacted

7/12/2023 04:47 PM

No

Screen Name Redacted

7/12/2023 06:03 PM

No because it is not realistic expectations

Screen Name Redacted

7/12/2023 06:17 PM

Creston is already a super clean town.

Screen Name Redacted

7/12/2023 07:16 PM

No, there to much greed for energy. EV's will not help.

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Screen Name Redacted 7/12/2023 07:18 PM	No waste of time
Screen Name Redacted 7/12/2023 07:19 PM	No I don't. There doesn't appear to be any steps to actually address climate change.
Screen Name Redacted 7/12/2023 08:30 PM	Maybe
Screen Name Redacted 7/12/2023 08:33 PM	No, it's too much and will be too hard to implement
Screen Name Redacted 7/12/2023 08:50 PM	No, climate targets are unattainable nor necessary
Screen Name Redacted 7/12/2023 09:06 PM	Nope. Its misaligned with the actual challenges causing climate change which is increased consumption. The three R's are Reduce, Reuse and Recycle. Stop spending money on Recycle its the last of the R's. First we need to reduce consumption, then we need to promote a circular economy, allow people to remove waste wood and metal from the dump. There are so many concrete things we can do it just takes leadership. All I see in this survey are ideas to make it look like we are doing something without actually taking any leadership.
Screen Name Redacted 7/12/2023 09:24 PM	I hope so. I'll look forward to following, being involved and watch the tracking.
Screen Name Redacted 7/12/2023 10:07 PM	You shared nothing of value and your answers to most questions were "I don't know" or "I don't have the answer to this" The presentation was very vague with big trigger words and it said nothing.
Screen Name Redacted 7/12/2023 10:17 PM	I'm not a fan of this being pushed by governments. I do think some things are relevant but I believe we have missed the mark entirely.
Screen Name Redacted 7/12/2023 10:32 PM	Its creepy the goals that are in place.. because of who is wanting to enforce them. Get educated. Please stop. WE did NOT ask you to make a climate target. the WEF did. wake up.. get with the program.
Screen Name Redacted	No. No one voted for this Climate Action plan.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/12/2023 10:34 PM

Screen Name Redacted

not sure

7/12/2023 10:36 PM

Screen Name Redacted

You are trying to restrict our choice to move freely. I have a plane now I can't fly. It's not right. Hos come we couldn't vote on whether to join in on BC radical ridiculous Action Plan I don't want to be part of it.

7/13/2023 12:01 AM

Screen Name Redacted

Maybe

7/13/2023 02:22 AM

Screen Name Redacted

not a chance. its all smoke and mirrors. a waste of tax payers money.

7/13/2023 05:52 AM

Screen Name Redacted

Yes. It will reduce greenhouse gases from transportation and keep more money in the pockets of citizens so that they can invest in greener alternatives

7/13/2023 06:03 AM

Screen Name Redacted

good steps in the right direction

7/13/2023 06:43 AM

Screen Name Redacted

No. It's too high level. There are many more ways to use technology and data to make us exceed our goals. We will fail and waste money if we implement this.

7/13/2023 07:08 AM

Screen Name Redacted

No because the targets are not sustainable for life and they will dictate the destruction of the biggest thing that makes Creston Creston, which is being an agricultural community which grows food for itself and many others.

7/13/2023 07:23 AM

Screen Name Redacted

noclimate action plan is just a bandaid for a much bigger problem ...the advent of the industrial revolution has brought on the destruction of the planet....instead of using the earths resources in a sustainable way we have taken and left a trail of destruction behind. I think it would be far more beneficial for the planet if the government would take the monies they plan to use to enforce "climate action" and use it to rebuild the lands that have been destroyed....they could also pass legislation that would cause the companies that do the destruction to use sustainable practices.....the climate targets will not be met with this plan....it will only make people poorer and ensure more non sustainable practises in the future...a vicious never-ending cycle

7/13/2023 08:32 AM

Screen Name Redacted

7/13/2023 09:02 AM

I don't believe the climate target is realistic or even necessary. Climate change is a natural occurrence and efforts to reduce emissions are wasted, in my opinion. Trees live off of CO2. So by throwing millions towards starving our trees of their food is silly. What I'd like to see instead of wasted dollars and efforts of attempting to reduce emissions is to reduce the trash on the ground in and around our community. Clean ditches and streets, more trash cans and more public bottle and can bins for pedestrians to use. I'd also love to see alternate routes for big trucks that are passing through to reduce congestion downtown.

Screen Name Redacted

7/13/2023 09:20 AM

Yes I do. Because although we can't change that they pollute, it will change the impact on the city with their pollution.

Screen Name Redacted

7/13/2023 10:53 AM

Certainly will help but you have to many people trying to sabotage whatever incentives the town tries to implement. Be aggressive about educating citizens.

Screen Name Redacted

7/13/2023 11:22 AM

Yes

Screen Name Redacted

7/13/2023 12:51 PM

We don't need to meet the WEF targets, it's a scam stop the nonsense

Screen Name Redacted

7/13/2023 02:59 PM

No.

Screen Name Redacted

7/13/2023 05:18 PM

Not really because we are already actively participating. Futile exercise.

Screen Name Redacted

7/13/2023 05:54 PM

I really hope so, my future depends on it!

Screen Name Redacted

7/13/2023 06:38 PM

First the targets are too aggressive. Right now it is not safe for bikes to be an alternative to vehicular traffic within the valley

Screen Name Redacted

7/13/2023 09:12 PM

I think it's a good start

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/13/2023 09:27 PM	Need to develop measurements that can be shared with the public allowing them to see progress.
--	--

Screen Name Redacted 7/13/2023 09:36 PM	NO, We will not be able to afford it.
--	---------------------------------------

Screen Name Redacted 7/13/2023 09:47 PM	No, We will not be able to afford it
--	--------------------------------------

Optional question (148 response(s), 49 skipped)

Question type: Essay Question

Q8 | Do you feel that climate change affects you more than others? If so, why?

Screen Name Redacted 6/28/2023 09:16 AM	Not yet, but a day will come.
--	-------------------------------

Screen Name Redacted 6/28/2023 02:26 PM	Yes- I live in an older house in Creston and it is uncomfortably hot now in the summer. We have not yet been able to retrofit the house so that it is comfortable in the now exceedingly hot summer months. Also the forest fires in the past 3-5 years have made living in Creston difficult. This affects mental health and physical health. Skiing is also iffy some years as we are not getting the snow pack reliably.
--	---

Screen Name Redacted 6/30/2023 06:12 PM	No
--	----

Screen Name Redacted 6/30/2023 10:46 PM	Yes. Proximity to large forests with limited egress options.
--	--

Screen Name Redacted 7/01/2023 11:54 AM	It will affect us all in some way
--	-----------------------------------

Screen Name Redacted 7/01/2023 05:03 PM	No
--	----

Screen Name Redacted 7/02/2023 01:17 PM	Yes, more, specifically because I have a child. Who will bear the brunt of the crisis. Listen to Greta.
--	---

Screen Name Redacted	No. I am fortunate to live in a small home with my family within
----------------------	--

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/02/2023 08:21 PM

walking distance to town. I am not a socially isolated individual or severely financially strained. May we work as a community to protect those most vulnerable.

Screen Name Redacted

No

7/03/2023 06:44 AM

Screen Name Redacted

No

7/04/2023 12:02 PM

Screen Name Redacted

No

7/04/2023 12:17 PM

Screen Name Redacted

Climate change is weather, I like changes in weather.

7/04/2023 12:29 PM

Screen Name Redacted

No it does not affect me more than others.

7/04/2023 01:01 PM

Screen Name Redacted

Climate will change regardless of what you do. The earth has been through many climate changes in the past and will continue to do so in the future.

7/04/2023 01:22 PM

Screen Name Redacted

No

7/04/2023 02:04 PM

Screen Name Redacted

No everyone is affected.

7/04/2023 02:09 PM

Screen Name Redacted

No , it does not affect me more than others..

7/04/2023 02:54 PM

Screen Name Redacted

I do not feel that it does.

7/04/2023 02:59 PM

Screen Name Redacted

We have a weather modification act in both Canada and the US. I'd need to understand if and what impact that technology has or could have to mitigate the extremes of climate change. Honest conversation, transparency of all that influences our daily experience is the only rational requirements for best practices, and decisions that could create the new changes and adjustments we must all engage in our way of being in the world going forward. I do not feel threatened

7/04/2023 03:40 PM

by climate change I do feel a responsibility to be proactive with a preventative lense to protect the land where we live and all the life that inhabits it. Moderation / balance is not a static state. We all live here and want to enjoy and protect it for future generations. The people who live and work here , should have the power to steward it, that includes the views and insights of sister areas that have demonstrated those goals and outcomes.

Screen Name Redacted

7/04/2023 05:06 PM

No more than others.

Screen Name Redacted

7/04/2023 07:10 PM

No

Screen Name Redacted

7/04/2023 07:42 PM

I think it effects the disadvantaged the most and will effect the financially disadvantaged the hardest going forward. Expectations will be rolled out that will require a financial commitment one way or another and those that can't comply due to those constraints will likely be punished the hardest.

Screen Name Redacted

7/04/2023 08:07 PM

No

Screen Name Redacted

7/04/2023 08:08 PM

No

Screen Name Redacted

7/05/2023 05:38 AM

No

Screen Name Redacted

7/05/2023 11:06 AM

No. Living in Creston we are isolated from the most extreme effects of flooding, drought, food scarcity, and other natural disasters. We are privileged and, therefore, have more responsibility. Wildfire mitigation and some water shortages is, so far, the main impacts we are feeling... Minor compared to most of the world.

Screen Name Redacted

7/05/2023 01:44 PM

I believe we are all vulnerable to climate change.

Screen Name Redacted

7/05/2023 02:20 PM

No

Screen Name Redacted

We are all in this together

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/06/2023 12:13 PM

Screen Name Redacted

No, I am concerned for us all and esp those more effected than I am.

7/06/2023 06:30 PM

Screen Name Redacted

I'm a senior, I don't want to be baked to death or die horribly in forest fire that has taken over the town!

7/07/2023 08:35 AM

Screen Name Redacted

I feel climate change affects all of us. I feel we all need to help decrease greenhouse gas emissions.

7/08/2023 09:09 AM

Screen Name Redacted

I am in my mid 20s so I think I will be impacted more in the future than older generations.

7/08/2023 03:00 PM

Screen Name Redacted

Climate change affects everybody.

7/08/2023 07:46 PM

Screen Name Redacted

I don't feel I'm more affected, climate change impacts all human/animal/ plant life.

7/08/2023 08:23 PM

Screen Name Redacted

No, I'm pretty privileged and have been able to invest in adaptations already. At the same time, I'm relatively young so I guess I'm that sense, it does affect me more than others in this community. It also weighs heavily on my mental health as I am literally constantly thinking about it and have a young child that I worry about as well.

7/09/2023 06:50 AM

Screen Name Redacted

My taxes go up more actual improves are less people are finicially strapped who can afford a electric car in creston its to cold here and to much snow which has been related to many accidents in winter to to lack of road servicing in winter here you want to pass the cost on to everyone when you cant even supply the needed infrastructure

7/09/2023 08:24 AM

Screen Name Redacted

No, the climate has been changing since the creation of the world. Just like in previous centuries, there are effects that such a change in climate has.

7/10/2023 06:52 AM

Screen Name Redacted

I have never felt the affect of climate change other than a little more or less snow or sunshine.

7/10/2023 07:15 AM

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/10/2023 07:54 AM	Yes panic and fear in people around me prevent creativity needed to solve the numerous environmental problems we are facing
Screen Name Redacted 7/10/2023 08:07 AM	Show me the proof that it exists and that you can stop it, otherwise stop
Screen Name Redacted 7/10/2023 08:46 AM	No, I don't think this is our biggest problem nowadays. I believe the Heads of Countries and the WHO and WEF are trying to ruin everyones lives....for instance forcing people out of their jobs so the Homelessness is a huge problem and pushing Drugs on everyone so that Drug addiction is a huge problem
Screen Name Redacted 7/10/2023 09:08 AM	NO, there is no climate change!
Screen Name Redacted 7/10/2023 10:10 AM	Affects everyone when there is weather manipulation technology and Chem trails spraying down on us. As well as the amounts of chemicals used in our valley to spray orchards
Screen Name Redacted 7/10/2023 10:21 AM	no
Screen Name Redacted 7/10/2023 10:48 AM	No
Screen Name Redacted 7/10/2023 11:54 AM	agin, you're basing your questions on a preconceived idea...climate change.....who many of us know to be total lie
Screen Name Redacted 7/10/2023 12:02 PM	no
Screen Name Redacted 7/10/2023 12:40 PM	God controls the climate - not politicians.
Screen Name Redacted 7/10/2023 01:15 PM	No, we are all affected the same.
Screen Name Redacted 7/10/2023 01:31 PM	Climate change is but one issue humanity faces, environmentally. Until governments at all levels address toxic chemicals, little progress towards improved human health and environmental stewardship is

actually made. Yes, this impacts me more than others.

Screen Name Redacted

7/10/2023 01:58 PM

The earth has always changed its climate. Scientists, those being silenced, have proven it! The earth warms and cools in cyclical pattern that takes years. This whole thing is being blown out of proportion only to take individuals freedoms away. This truly has absolutely nothing to do with our "climate" but everything to do with the desire of the elites of the world to dominate/control/suppress and eventually take all freedoms and lives away from people. GOD help us! This whole stupid cause not only affect me and my family but every single human on this earth. It is incrementally silencing us, taking away our way of life, it's killing us.

Screen Name Redacted

7/10/2023 04:00 PM

I feel that the policies that governments want to enact to "fight" climate change disproportionately affect the poor in a negative way.

Screen Name Redacted

7/10/2023 04:16 PM

No

Screen Name Redacted

7/10/2023 04:25 PM

No.

Screen Name Redacted

7/10/2023 05:13 PM

no, we are all in the same boat

Screen Name Redacted

7/10/2023 06:18 PM

Yes only because I am a senior and our government is burning down our forests by ignoring arsen occurring and polluting the air so that at times it is below safe quality.

Screen Name Redacted

7/10/2023 06:42 PM

NO!!!

Screen Name Redacted

7/10/2023 06:43 PM

I thinks it's a hoax

Screen Name Redacted

7/10/2023 07:48 PM

No. This is a dumb question for a survey.

Screen Name Redacted

7/10/2023 08:53 PM

The climate scam has nothing to do with saving the earth, but rather everything to do with saving the banks... for the western financial system cannot continue in its current broken form if it promotes

industrial growth, labor, and financial regulation.

https://youtu.be/lquO_TcMZlQ?t=220

Screen Name Redacted

7/10/2023 09:03 PM

No

Screen Name Redacted

7/10/2023 09:53 PM

No, it has always changed and always will, but not in dramatic changes. Read what I wrote earlier. -'The climate has been changing since forever. It always has and always will. We have better equipment to detect subtle changes in the last several years than we have ever had. Things ALWAYS balance out... they don't keep climbing or dipping drastically... they level out ... CHECK THE REAL SCIENCE, not the 'belief system'. OUR EXISTENCE IS NOT THE PROBLEM, NEITHER ARE ANIMALS. Yes, we have to be responsible with that which we are entrusted, but the earth is NOT dying!"

Screen Name Redacted

7/10/2023 10:52 PM

It seems our valley is quite affected - as seen by the lack of nutrients (such as selenium) in our feedcrops as well as elevated levels of aluminium in our soils which affects/greatly diminishes the quality of our agriculture and food.

Screen Name Redacted

7/11/2023 12:08 AM

Canada is seeing a higher percentage of temperature increase than most of the globe. We need to find a way to help people stop making unnecessary journeys and provide an effective/affordable public transit system across Canada and stop giving into the car

Screen Name Redacted

7/11/2023 06:56 AM

No.

Screen Name Redacted

7/11/2023 08:18 AM

No.

Screen Name Redacted

7/11/2023 08:44 AM

Yes because I have read the science and reviewed the climate history of the planet going back ages. I am convinced that Gore,Gates, Bloomberg ,Suzuki et al are full of nonsense as they all have multiple large residences,luxury autos that run on gas and private jets.So I feel very frustrated that the local RDCK and town officials can't see thru this charade

Screen Name Redacted

7/11/2023 10:37 AM

no. what we do in Creston, BC, or even in all of Canada are inconsequential compared to what is going on in the world where the

majority of the population lives such as China and India. The costs we incur to 'set this good example" are harmful to our people and make no difference except to cause financial hardship especially to those with fixed incomes.

Screen Name Redacted

7/11/2023 10:37 AM

Your "plan" will bankrupt not only me but everybody else.

Screen Name Redacted

7/11/2023 10:42 AM

Not at all. Stupid question.

Screen Name Redacted

7/11/2023 01:20 PM

I do not feel that we are affected by climate change. Mother earths will do this every so many thousands of years and it's a cycle that humans Have no control over.

Screen Name Redacted

7/11/2023 01:43 PM

No, it affects everyone!!!

Screen Name Redacted

7/11/2023 04:04 PM

Since I don't have children climate change impacts me less because I'm concerned about the future of other people's children and not my own making the emotional burden less.

Screen Name Redacted

7/11/2023 04:37 PM

Stupid question? Again, what climate change and other what, other people or other programs that the Government tries to shove down our throats.

Screen Name Redacted

7/11/2023 04:38 PM

Climate change is a natural occurrence which started at the end of the last ice age. (of which there are at least 4 past ice ages recorded in the earth's past) Do your homework here please.

Screen Name Redacted

7/11/2023 04:47 PM

It affects everyone!

Screen Name Redacted

7/11/2023 06:19 PM

IS it possible for climate change to affect one more than the other ??

Screen Name Redacted

7/11/2023 06:26 PM

It adds stress to my life (especially the lack of action (or minimal) from government). I work outside, so the heat, rain, and wildfire smoke directly impact my day-to-day.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/11/2023 06:56 PM	No. Because climate alarmism is comprised entirely of cherry picked study's and data. The planet makes more gasses than we do.
Screen Name Redacted 7/11/2023 07:13 PM	I think it will affect us all in different ways, and I won't ponder its effect until it truly affects me.
Screen Name Redacted 7/11/2023 08:51 PM	Not at all. The climate is changing but it is, to a much larger degree than acknowledged, a natural cycle.
Screen Name Redacted 7/11/2023 08:54 PM	NO, it does not bother me. It is all a farce, I lived through the dirty thirties, there were not enough horses, cows, automobiles around to cause the drought . WONDER what these so called scientists that we have today would have done them. Probably depopulate the prairies as in breathing we were expelling too much CO2.
Screen Name Redacted 7/11/2023 09:30 PM	Nope.
Screen Name Redacted 7/11/2023 09:37 PM	No!
Screen Name Redacted 7/11/2023 09:45 PM	It does because I see the underlining agenda.
Screen Name Redacted 7/11/2023 09:52 PM	This stuff is making us all poorer.
Screen Name Redacted 7/11/2023 10:00 PM	Who wrote these questions?
Screen Name Redacted 7/11/2023 10:03 PM	Costs associated with this plan are unsustainable. You have not included any questions whether we are for or against your proposals. All of your questions are designed to seek agreement for the Climate Change Agenda and leave no room for any objections. Your survey has nothing to do with our input, rather is designed to promote your desired outcome.
Screen Name Redacted 7/11/2023 10:32 PM	The climate naturally changes, if it didn't change that would be worrisome. Nothing in nature stays stagnant.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/11/2023 11:06 PM	It doesn't affect me at all
Screen Name Redacted 7/11/2023 11:11 PM	nope. how could it? if it's actually about climate change, then wouldn't all of us be affected equally?
Screen Name Redacted 7/11/2023 11:31 PM	No
Screen Name Redacted 7/12/2023 12:20 AM	Nope, no one can get away from the air, with the geoengineered pollution we see in our skies on an almost daily basis.
Screen Name Redacted 7/12/2023 07:38 AM	Yes because you will take my tractors.
Screen Name Redacted 7/12/2023 08:54 AM	No.
Screen Name Redacted 7/12/2023 10:24 AM	The climate has always changed!!!! Ice ages and then warm spells- it is actually cooling right now So no it doesn't affect me more
Screen Name Redacted 7/12/2023 10:47 AM	Not at the moment but maybe in the future.
Screen Name Redacted 7/12/2023 11:24 AM	Let's just keep going with the flow of the planet... there has always been climate change, and who are we to try and change that
Screen Name Redacted 7/12/2023 11:33 AM	No
Screen Name Redacted 7/12/2023 04:44 PM	No
Screen Name Redacted 7/12/2023 04:47 PM	No
Screen Name Redacted 7/12/2023 06:03 PM	It affects everyone in some form or another

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/12/2023 07:16 PM	No, it effects everyone equally.
Screen Name Redacted 7/12/2023 07:18 PM	No I dont
Screen Name Redacted 7/12/2023 08:30 PM	Not really, it will be bad for everyone
Screen Name Redacted 7/12/2023 08:33 PM	No
Screen Name Redacted 7/12/2023 08:50 PM	No
Screen Name Redacted 7/12/2023 09:06 PM	Nope we all live on plant earth.
Screen Name Redacted 7/12/2023 09:24 PM	Yes, not personally but as a healthcare worker and farmer, but even moreso as a long time climate activist. I feel deep climate grief to malaise.
Screen Name Redacted 7/12/2023 10:07 PM	no
Screen Name Redacted 7/12/2023 10:32 PM	ONLY affects me because they are not being honest about the climate effect.. and our government is using it as control. That is how it affects me. I know we in Canada.... are not an issue.
Screen Name Redacted 7/12/2023 10:34 PM	No
Screen Name Redacted 7/12/2023 10:36 PM	no - all affected the same
Screen Name Redacted 7/13/2023 12:01 AM	My farm produced the same as it did 30 years ago. It grew and harvested the same amount. It got enough sun and enough rain Climate is the same.
Screen Name Redacted 7/13/2023 02:22 AM	No

Screen Name Redacted 7/13/2023 05:52 AM	climate change no. The crooks trying to push these lies through yes.
Screen Name Redacted 7/13/2023 06:03 AM	No
Screen Name Redacted 7/13/2023 06:43 AM	no
Screen Name Redacted 7/13/2023 07:08 AM	No. I'm preparing and helping others prepare. This is normal.
Screen Name Redacted 7/13/2023 07:23 AM	The increased taxes, cost of living for things such as expensive and for my purposes useless E vehicles (food production), and forced to use increasingly expensive and scarce electricity for my heating if you phase out wood heaters are all potential financial burdens I do not know how I am going to deal with.
Screen Name Redacted 7/13/2023 07:36 AM	No.
Screen Name Redacted 7/13/2023 08:32 AM	no "climate change" has existed for millennia history records that there were great cedar forests in Lebanon at one time... what happened to them? it wasn't "climate change"
Screen Name Redacted 7/13/2023 09:02 AM	It affects me emotionally. Simply because anything we do isn't going to change anything. As much as it's a "feel good plan", science has shown us there's extremely little affect despite our greatest efforts.
Screen Name Redacted 7/13/2023 09:04 AM	Farming, hard to know how we will be effected
Screen Name Redacted 7/13/2023 09:20 AM	No
Screen Name Redacted 7/13/2023 10:08 AM	No
Screen Name Redacted	No more than anyone else.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/13/2023 10:53 AM

Screen Name Redacted No

7/13/2023 11:22 AM

Screen Name Redacted No, the controls put on the people is what affects us in a negative manner

7/13/2023 12:51 PM

Screen Name Redacted No, who gives a [REDACTED] we can't change the climate, take your head out of your ass.

7/13/2023 02:59 PM

Screen Name Redacted Not at all - we are all affected equally. Kind of a silly question.

7/13/2023 05:18 PM

Screen Name Redacted Perhaps, in some ways. I'm 25, so it'll affect me a lot more than it will my parents in the future.

7/13/2023 05:54 PM

Screen Name Redacted No

7/13/2023 06:38 PM

Screen Name Redacted no, because I belong to the middle age generation, but my kids will be more affected

7/13/2023 09:12 PM

Screen Name Redacted No, but we all need to do our part.

7/13/2023 09:27 PM

Screen Name Redacted No, WE all live on the same planet and until China, India, the USA and others take an active roll in reducing what they produce our insignificant 36 million people amount to a spit in the ocean in comparison to populations of a BILLION plus per country. Not counting the USA.

7/13/2023 09:36 PM

Screen Name Redacted No, We all live on the same planet and until countries like India, China and the US start to do something about what they produce. Our insignificant 36 million people amount to a spit in the ocean as to what we can change compared to their Billions of people.

7/13/2023 09:47 PM

Optional question (138 response(s), 59 skipped)**Question type:** Essay Question

Q9 Are there specific actions in the Climate Action Plan that you might like to be involved with?

Screen Name Redacted 6/23/2023 12:27 PM	Bike routes
Screen Name Redacted 6/28/2023 02:26 PM	Not sure- but passionate about the implementation of Climate Action and a wider cultural shift to a lower carbon future.
Screen Name Redacted 6/30/2023 06:12 PM	Forestry and agriculture impact
Screen Name Redacted 6/30/2023 10:46 PM	Not at this time
Screen Name Redacted 7/01/2023 11:54 AM	Native species planting
Screen Name Redacted 7/01/2023 05:03 PM	Whatever we can do
Screen Name Redacted 7/02/2023 01:17 PM	The party when the first gasoline station in town closes ...
Screen Name Redacted 7/02/2023 08:21 PM	Tree planting! Active transportation. Sharing hope and critical optimism.
Screen Name Redacted 7/03/2023 06:44 AM	Investigating development of Geothermal energy on the flats.
Screen Name Redacted 7/04/2023 12:29 PM	Opposition to it.
Screen Name Redacted 7/04/2023 01:22 PM	No
Screen Name Redacted 7/04/2023 02:44 PM	Why are you talking about windmills in the CAP. There's no wind here, and they are absolutely inefficient, and terrible for the environment

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/04/2023 02:54 PM	No.
Screen Name Redacted 7/04/2023 03:40 PM	I'm very supportive of using nature to balance nature. Fire prevention thru proactive Forrester management and water resources I believe is where we should invest and steward at the highest level.
Screen Name Redacted 7/04/2023 05:06 PM	Solar panel installation, gardening, vermiculture.
Screen Name Redacted 7/04/2023 07:42 PM	No.
Screen Name Redacted 7/04/2023 08:07 PM	No
Screen Name Redacted 7/04/2023 08:08 PM	No
Screen Name Redacted 7/05/2023 01:44 PM	I am not sure.
Screen Name Redacted 7/05/2023 02:20 PM	I am always looking for ways to help spread awareness and make a difference
Screen Name Redacted 7/06/2023 12:13 PM	Absolutely not
Screen Name Redacted 7/06/2023 06:30 PM	not at this time
Screen Name Redacted 7/07/2023 08:35 AM	Anything to do with planting, trees, gardens.
Screen Name Redacted 7/08/2023 09:09 AM	Energy efficient housing checklist. Accessable information about climate change and its impacts. Recognizing individuals and organizations who demonstrate leadership in climate action. Help with Town Halls and work on Policy to Protect Mature trees.
Screen Name Redacted 7/08/2023 08:23 PM	I don't know, am interested in ideas though.

Screen Name Redacted

7/09/2023 06:50 AM

Education and workshops. Also creating communication for the public.

Screen Name Redacted

7/09/2023 08:24 AM

We are no where near fazing out fossil fuels the grid is at 70 percent use now planning for the future means building the system for the furture new power grids to meet the growing demand not charging more so people use less

Screen Name Redacted

7/10/2023 06:52 AM

No, I would like this whole plan to be scrapped, and for the town of Creston to stick to what government is intended to do, which is not virtue signal by trying to make everyone's lives more expensive and difficult.

Screen Name Redacted

7/10/2023 07:15 AM

No

Screen Name Redacted

7/10/2023 07:54 AM

no

Screen Name Redacted

7/10/2023 08:07 AM

All of them

Screen Name Redacted

7/10/2023 08:46 AM

No, I believe there are larger problems that need to be addressed...like the silencing of free speech and the pursuit of happiness and the rights of the people and communism sneaking into our country

Screen Name Redacted

7/10/2023 09:08 AM

Yes, fighting your power tax grab and manipulation!

Screen Name Redacted

7/10/2023 10:10 AM

Not the majority of the ones proposed

Screen Name Redacted

7/10/2023 10:21 AM

no

Screen Name Redacted

7/10/2023 10:48 AM

No

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/10/2023 11:54 AM	getting out the real truth.....letting people have a say...not just bruerucrats and unelected officils
Screen Name Redacted 7/10/2023 12:02 PM	not at this time
Screen Name Redacted 7/10/2023 12:40 PM	It is not a problem - only when the leaders start forest fires to implement the WEF agenda. Please wake up or resign.
Screen Name Redacted 7/10/2023 01:31 PM	I would get involved with initiatives that actually improved the local environment such as educating farmers and consumers about the real impact of the chemicals used in food production and pest management.
Screen Name Redacted 7/10/2023 01:58 PM	YES!!!!!! In the abolishment of it. I want to be a part of those that rise up against the establishment and tell you, you have no right to tell me what I can and can't do in how I live my life. I want the truth of what the elites are doing to be heard!
Screen Name Redacted 7/10/2023 04:00 PM	Heck no.
Screen Name Redacted 7/10/2023 04:16 PM	No
Screen Name Redacted 7/10/2023 04:25 PM	No.
Screen Name Redacted 7/10/2023 05:13 PM	no
Screen Name Redacted 7/10/2023 06:18 PM	Bring arsenists in Canada to justice and not ignore this source of pollution as our CBC does. Not sure how I can help in a situation that we have allowed to happen.
Screen Name Redacted 7/10/2023 06:42 PM	NO
Screen Name Redacted 7/10/2023 06:43 PM	No

Screen Name Redacted

7/10/2023 07:48 PM

There is little to no substance nor any consequence for our climate in your plan. So no.

Screen Name Redacted

7/10/2023 08:53 PM

I don't believe in death cults... but I see nothing wrong with efficiency and a great way to achieve this is to nationalize BC hydro; for the millions of people forced to eat, sweat, drive, work & bleed more to pay that power bill

Screen Name Redacted

7/10/2023 09:03 PM

Recycling , also getting more food to the poor thst is perfectly good but might otherwise be thrown out.

Screen Name Redacted

7/10/2023 09:53 PM

No not at all! I take my garbage to the dump when I need to. I put my food waste aside for composting... I run all errands in one trip, not several little jaunts. I do not need to be on a leash... I KNOW WHAT TO DO ON MY OWN.

Screen Name Redacted

7/10/2023 10:52 PM

Definitions

Screen Name Redacted

7/11/2023 12:08 AM

Educating others

Screen Name Redacted

7/11/2023 06:56 AM

Anything that affects our agriculture and financial state. A forum on creative thinking would be good.

Screen Name Redacted

7/11/2023 08:18 AM

Moving away from 'climate change'to environmental stewardship. If that was the new focus I would be involved.

Screen Name Redacted

7/11/2023 08:44 AM

0

Screen Name Redacted

7/11/2023 10:37 AM

No. I don't ageee with the climate action plan overall.

Screen Name Redacted

7/11/2023 10:37 AM

Leave the nature alone.

Screen Name Redacted

7/11/2023 10:42 AM

Wouldn't waste my time on this nefarious global intrusion into our lives.

Screen Name Redacted

7/11/2023 11:12 AM

yes, eliminate it.

Screen Name Redacted

7/11/2023 11:47 AM

No

Screen Name Redacted

7/11/2023 12:39 PM

Not the way it is now.

Screen Name Redacted

7/11/2023 01:20 PM

I feel I'm doing my part by recycling living on an orchard and contributing by not spraying chemicals on my land.

Screen Name Redacted

7/11/2023 04:04 PM

I'm already active in climate action.

Screen Name Redacted

7/11/2023 04:37 PM

HARD NO!!!

Screen Name Redacted

7/11/2023 04:38 PM

I would like to see the municipal and regional governments working with the people and not regurgitating government propaganda to receive money from the government.

Screen Name Redacted

7/11/2023 06:26 PM

Improving the multi-modal trail network. Planting native species and increasing greenspace.

Screen Name Redacted

7/11/2023 06:56 PM

Zero.

Screen Name Redacted

7/11/2023 07:13 PM

I would like to be involved with getting stores to implement food programs like LOOPS.

Screen Name Redacted

7/11/2023 08:51 PM

No. Just be good stewards of the resources that we have - as I have done for many years

Screen Name Redacted

7/11/2023 08:54 PM

I want nothing to do with this Climate Action Plan as it now exists, I love my neighbors and would not sentence them to financial, emotional and physical hardship.

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Screen Name Redacted 7/11/2023 09:37 PM	Only planting more green spaces and gardens.
Screen Name Redacted 7/11/2023 09:45 PM	Water usage. Although I am interested in all.
Screen Name Redacted 7/11/2023 10:00 PM	The actions proposed are not meaningful or realistic.
Screen Name Redacted 7/11/2023 10:32 PM	No
Screen Name Redacted 7/11/2023 11:06 PM	No
Screen Name Redacted 7/12/2023 12:20 AM	Calling a halt to most of them.
Screen Name Redacted 7/12/2023 07:38 AM	No
Screen Name Redacted 7/12/2023 08:41 AM	Providing links to actual resources.
Screen Name Redacted 7/12/2023 08:54 AM	Biking
Screen Name Redacted 7/12/2023 09:28 AM	Exploring the truth about the changing climate as it returns to the normals preceded the ice age. Not a political tax grab to for fill an agenda . Repurposed and rebuildable reused . Industry. To make more from what we consume. Stop exporting our waste
Screen Name Redacted 7/12/2023 10:24 AM	Educate people to the truth of what is really going on
Screen Name Redacted 7/12/2023 10:47 AM	No, I am already doing my best in my everyday life
Screen Name Redacted 7/12/2023 11:24 AM	I would like for the elected officials to stand up to whoever is bringing these bad ideas to the Kootenays. I would hope that my words will sway some to look into this a little deeper

Screen Name Redacted 7/12/2023 11:33 AM	What are my choices?
Screen Name Redacted 7/12/2023 04:44 PM	No
Screen Name Redacted 7/12/2023 04:47 PM	No
Screen Name Redacted 7/12/2023 06:03 PM	No
Screen Name Redacted 7/12/2023 07:16 PM	Boycotting EV's
Screen Name Redacted 7/12/2023 07:18 PM	No
Screen Name Redacted 7/12/2023 08:30 PM	Maybe
Screen Name Redacted 7/12/2023 08:33 PM	No
Screen Name Redacted 7/12/2023 08:50 PM	No
Screen Name Redacted 7/12/2023 09:06 PM	I first have to believe that those implementing specific activities are doing it for a real purpose.
Screen Name Redacted 7/12/2023 09:24 PM	Yes. Active transportation, food security and with Creston Climate Action Society. Attending meetings as someone who supports your actions (although tonight's was a challenge!).
Screen Name Redacted 7/12/2023 10:07 PM	no
Screen Name Redacted 7/12/2023 10:17 PM	See number 7 answer

Screen Name Redacted 7/12/2023 10:32 PM	Keep living in a good way. Educate people about the real statistics of climate change.. educated people about what this plan is going to do to canadians. Encourage FREE speech and truth seekers
Screen Name Redacted 7/12/2023 10:34 PM	No
Screen Name Redacted 7/13/2023 05:52 AM	no. I decline all of this uselessness.
Screen Name Redacted 7/13/2023 06:03 AM	Everything! There should be a volunteer site that shows the available volunteer options
Screen Name Redacted 7/13/2023 06:43 AM	trails, native plants in boulevards
Screen Name Redacted 7/13/2023 07:08 AM	Public should be consulted on all of them as decisions are made
Screen Name Redacted 7/13/2023 08:32 AM	no ..it is just another poorly planed government solution to a orchestrated crisis
Screen Name Redacted 7/13/2023 09:20 AM	Yes. I would volunteer at anything that assisted in green spaces.
Screen Name Redacted 7/13/2023 10:53 AM	None.
Screen Name Redacted 7/13/2023 12:51 PM	Yes, to stop the nonsense, get some real leadership to stop it
Screen Name Redacted 7/13/2023 05:18 PM	Not one - waste of time
Screen Name Redacted 7/13/2023 05:54 PM	I'm interested in all aspects
Screen Name Redacted 7/13/2023 06:38 PM	Implementing bike paths

Screen Name Redacted Not specifically
7/13/2023 09:27 PM

Screen Name Redacted NO,
7/13/2023 09:36 PM

Screen Name Redacted I already have multiple recycle bins that I have to pay for at my
7/13/2023 09:47 PM business

Optional question (114 response(s), 83 skipped)

Question type: Single Line Question

Q10 | What, if any, climate initiatives are you already involved with?

Screen Name Redacted Volunteering with the Creston Community Seed Bank to help produce
6/28/2023 06:07 AM regionally adapted seeds that are available to the community

Screen Name Redacted Wildsight Creston Valley, Wildsight Regional, Protect Our Winters,
6/28/2023 02:26 PM Creston Climate Action Group

Screen Name Redacted I am working on the board of Wildsight
6/30/2023 06:12 PM

Screen Name Redacted Energy efficient home.
6/30/2023 10:46 PM

Screen Name Redacted Composting, growing some of our food.
7/01/2023 05:03 PM

Screen Name Redacted Creston Climate Action Society, personal build of a small net zero
7/02/2023 01:17 PM residence on Phillips Road, redesigning energy for a residence on Beam Road

Screen Name Redacted Informally, Creston Climate Action and Mothers Out Front. Personally,
7/02/2023 08:21 PM we are committed to using active transportation as much as possible, supporting local growers, and naturalizing our small property.

Screen Name Redacted Regenerative and sustainable living practices/

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/03/2023 06:44 AM

Screen Name Redacted

7/04/2023 12:17 PM

Walking when we can Carpooling if needed and can Shopping local
 Buying products with no packaging Planting trees in our yard and
 maintaining our yard to encourage healthy pollinators Limiting water
 usage (water conservation) Not buying items we don't need (dollar
 store junk) Going to gleaners for items that we need (cups, plates,
 etc) Recycling our paper and plastics Buying high efficiency
 appliances Installing a heat pump Insulating our home properly Using
 environmental friendly cleaning products in our home Giving away
 children's toys, sports equipment, clothes ... when grown out of them
 . For free The list goes on and on and on Things I can do that make a
 difference Get off the e bike ... e car ... please do your research and
 find out how that is ruining our environment We need to be doing
 practical real life things that can make a change and NOT make my
 taxes to go up and not be able to afford to live here ...

Screen Name Redacted

7/04/2023 12:29 PM

Working to end the carbon tax fraud.

Screen Name Redacted

7/04/2023 01:01 PM

I try to recycle and all my plastics and try to not drive anywhere
 whenever possible.

Screen Name Redacted

7/04/2023 01:08 PM

I ran CASM (Creston Airshed Management) as a volunteer for 25
 years and was successful in initiating changes to improve and
 maintain our air quality which included the woodstove exchange
 program, lessening and eliminating field burning from Idaho and in
 our own valley, free yard debris drop off at the landfills, lobbying for
 improvements to winter road abrasives' make-up, application and
 removal thereof to lessen particulation and dust etc. and idle-free
 initiatives. When I disbanded CASM, I asked for a standing committee
 comprised of elected and non-elected persons to initiate, monitor and
 maintain measures to encourage cleaner air in our valley. I was
 unsuccessful in that endeavour but I have hopes it will at some point,
 be created.

Screen Name Redacted

7/04/2023 01:22 PM

None

Screen Name Redacted

7/04/2023 02:04 PM

I walk to the grocery store and most other locations. Use the car
 mostly for to travel to Cranbrook.

Screen Name Redacted

I raise my own food. I know how important it is to have local food.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/04/2023 02:44 PM

Trucking food in from California, and all over the world is terrible for the environment. I raise pigs from a local farm, buy feed for them locally, and their manure goes back into my land, improving the soil quality, and trapping more carbon.

Screen Name Redacted

7/04/2023 02:54 PM

Already changing from gas powered tools to electric or battery. Will consider changing to electric auto once B.C. & neighbouring Provinces have appropriate and trustworthy infrastructure to support the use of E.V.'s throughout their Province, not just in their larger cities.

Screen Name Redacted

7/04/2023 03:40 PM

I'm very actively involved in informing myself of solutions already being effective. There's no need to reinvent the wheel. The answers we need are already effectively in use in other places. My intention is to bring those ideas forward for discussion.

Screen Name Redacted

7/04/2023 04:42 PM

Use electric heating - walk to get groceries - drive only for medical reasons. Walk daily for exercise, walk to the Library for literature. Walking at least once a day for 35 to 45 minutes is a health gesture. Taking these initiatives makes a difference. Living simply is the goal. (Great work getting the garbage and recycling up and running in June 2022. Keep up the good work.

Screen Name Redacted

7/04/2023 05:06 PM

We own an electric vehicle and I have an e-bike. We garden to produce much of our food. I have a vermiculture set up here and use the compost. We built an energy efficient passive solar house.

Screen Name Redacted

7/04/2023 06:23 PM

We are big recyclers and use our food waste bins appropriately

Screen Name Redacted

7/04/2023 07:42 PM

None

Screen Name Redacted

7/04/2023 08:07 PM

Recycling

Screen Name Redacted

7/04/2023 08:08 PM

Recycling, plant trees, walk more

Screen Name Redacted

7/05/2023 11:06 AM

Growing large amounts of food. Offsetting carbon where I can afford to through efficient housing and transportation. However, if I could

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

	afford it I would eagerly transition more of my housing through heating/cooling improvements, electric bike and or car, and solar installation.
Screen Name Redacted 7/05/2023 01:44 PM	I ride a bike when I can. I recycle and I try to be very respectful to our planet.
Screen Name Redacted 7/05/2023 02:20 PM	I do my part by recycling, reusing, reducing, watching waste, being mindful of water usage and electrical usage, grow a garden and plants that help support the animals around us
Screen Name Redacted 7/05/2023 07:57 PM	Actively working to reduce our GHG and ecological footprints, and in advocating for the necessary cultural change
Screen Name Redacted 7/06/2023 12:13 PM	Self determination..... Gardening, composting, leading by example
Screen Name Redacted 7/06/2023 06:30 PM	less driving. Actively trying to lessen my footprint
Screen Name Redacted 7/07/2023 08:35 AM	Nothing outside my own space and lifestyle. I've recycled and composted for more years than I can remember, my property is mainly pollinator, an arboretum in progress, hugelkulture and re-wilded.
Screen Name Redacted 7/08/2023 09:09 AM	Creston Climate Action Society
Screen Name Redacted 7/08/2023 03:00 PM	Creston Climate Action Society - Active transportation
Screen Name Redacted 7/08/2023 07:46 PM	We recycle, compost, don't use pesticides. We have planted multiple drought resistant trees and bushes in the back yard.
Screen Name Redacted 7/08/2023 08:23 PM	We have implemented some ideas for our yard and garden to encourage pollinators and rejuvenate our soil by adding nitrogen fixing plants and shrubs. Also adding and researching drought resistant plants. We recycle and compost.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/09/2023 06:50 AM	On a personal level, too many to list. If there is an initiative out there, I've probably tried it out as a local Guinea pig as I like to learn and share my experiences. I like to promote EVs and speak to youth about the climate. I'd like to do more with agriculture locally.
Screen Name Redacted 7/09/2023 08:24 AM	I recycle all my bottles and cardboard
Screen Name Redacted 7/10/2023 06:52 AM	I grow things that absorb carbon dioxide just like farmers have done for thousands of years.
Screen Name Redacted 7/10/2023 07:15 AM	Recycling
Screen Name Redacted 7/10/2023 07:54 AM	/
Screen Name Redacted 7/10/2023 08:07 AM	Zero
Screen Name Redacted 7/10/2023 08:46 AM	I recycle things like cardboard, I don't waste food, I create my own manure, I make all my own food
Screen Name Redacted 7/10/2023 09:08 AM	stopping the crazy lies that there is climate change, it is a lie!
Screen Name Redacted 7/10/2023 10:10 AM	Waking up people to the bs of agenda 2030
Screen Name Redacted 7/10/2023 10:21 AM	I try to walk on my errands and had more insulation put in my attic. Close the blinds on hot afternoons so the AC doesn't have to work so hard.
Screen Name Redacted 7/10/2023 10:48 AM	Recycling psyching permaculture planting shrubs / trees to support pollination
Screen Name Redacted 7/10/2023 12:02 PM	We recycle everything possible. We let our lawns go dormant in the summer. We plant a garden. We are careful with water and electricity use.

Screen Name Redacted

7/10/2023 12:40 PM

Breathing the god-given air and beauty of His creation. Not bowing to insane politicians.

Screen Name Redacted

7/10/2023 01:58 PM

I am involved in educating everyone around me how this whole thing is a sham. That it's only about destroying lives, de-populating the world. It will ultimately end in the destruction of the freedom to live as a homesteader, as a farmer, as a free individual.

Screen Name Redacted

7/10/2023 04:00 PM

We garden, compost, and we have chickens. We upcycle materials. We barter and trade with friends and neighbours. We share a single ICE vehicle among the household. We plan our car use to minimize travel, since the public transit system is inadequate. We refuse to use pesticides and chemical fertilizers. We plant trees and shrubs. We buy used clothes, furniture, appliances. We help with harvest and processing of fruits around the valley.

Screen Name Redacted

7/10/2023 04:16 PM

Recycling, reusing and reducing

Screen Name Redacted

7/10/2023 04:25 PM

Big garden with no toxic chemicals.

Screen Name Redacted

7/10/2023 05:13 PM

0

Screen Name Redacted

7/10/2023 06:18 PM

Try to reduce funding for CBC which does a great job of avoiding the real causes of pollution as I have mentioned above.

Screen Name Redacted

7/10/2023 06:42 PM

Building step 4 and step 5 houses

Screen Name Redacted

7/10/2023 07:48 PM

I prefer not to waste my time on so called initiatives. I live a life of moderation and stay out of others business which seems to create quite a nice climate around me so im good thank you.

Screen Name Redacted

7/10/2023 08:53 PM

Debunking the Malthusian myths of overpopulation, climate change, the sixth great extinction, and limited resources. Upholding mother natures highest aspiration and achievement, human civilization.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

Screen Name Redacted 7/10/2023 09:03 PM	The Green Party. If we get in, then you betchya we're gonna make the climate initiatives happen!
Screen Name Redacted 7/10/2023 09:53 PM	I just wrote it in the previous question - 'I take my garbage to the dump when I need to. I put my food waste aside for composting... I run all errands in one trip, not several little jaunts. I do not need to be on a leash... I KNOW WHAT TO DO ON MY OWN.'
Screen Name Redacted 7/11/2023 12:08 AM	I have changed to an EV vehicle and reduced my use of fossil fuels wherever possible. I have grown up recycling and being aware of climate change.
Screen Name Redacted 7/11/2023 06:56 AM	I will be growing my own food so I don't have to rely on expensive food which is imported via high emission transportation.
Screen Name Redacted 7/11/2023 08:18 AM	I bike, grow my own garden, recycle, have chickens, compost etc. I support shops like Tillia and the Farmers Market and all local producers. These are the kinds of initiatives I support.
Screen Name Redacted 7/11/2023 08:44 AM	0
Screen Name Redacted 7/11/2023 10:37 AM	I am consciously making an effort to keep garbage and litter under control in mine and public spaces (I often pick up litter as I see it) and watch my own energy consumption, purchase efficient toilets, monitor my own water use, and have a garden and my own compost pile. I sort my recyclables - cardboard, styrofoam, plastics etc, and drop it off at the recycle station once a month by the Tim Hortons depot. I plan trips around town to conserve fuel, I plan to walk versus take the car where possible. It is about individuals making conscious, educated choices, not about government regulating conduct and increasing taxation which they do by hiring one consultant after another or implementing costly programs that don't seem to reduce the carbon footprint! We've talked to operators at the landfill and there has been a huge increase in the number of people driving out to the dump to dispose of garbage in the off weeks when garbage is not picked up That is a waste of money and time, fuel and carbon! It seems counter-productive to the initial goal of reducing our energy use.
Screen Name Redacted 7/11/2023 10:37 AM	I'm not overusing the nature what is surrounding me. Cleaning after myself.

Screen Name Redacted

7/11/2023 10:42 AM

None.

Screen Name Redacted

7/11/2023 01:20 PM

I feel I'm doing my part by recycling living on an orchard and contributing by not spraying chemicals on my land.

Screen Name Redacted

7/11/2023 01:43 PM

I walk and ride my bike to work, try to reduce my carbon footprint as much as possible

Screen Name Redacted

7/11/2023 04:04 PM

I'm involved with a non-profit climate group.

Screen Name Redacted

7/11/2023 04:37 PM

We recycle when your dump sargeant's will actually let us!

Screen Name Redacted

7/11/2023 04:47 PM

Recycling reusing etc

Screen Name Redacted

7/11/2023 06:26 PM

I am involved with the Creston Community Seed Bank Society, whose climate project is actively assessing vegetable varieties that tolerate heat and do well in our climate. I cycle to work every day and try to cycle as often for other trips (which is challenging due to the lack of protected bike lanes). I am in the process of purchasing a home and am making plans for energy-efficient upgrades and am finding grants that will help with the costs.

Screen Name Redacted

7/11/2023 06:56 PM

None.

Screen Name Redacted

7/11/2023 07:13 PM

I am co-owner of Big Tree Electrical and we offer many different ways to use renewable resources and green energy solutions.

Screen Name Redacted

7/11/2023 08:51 PM

Recycling and reusing everything possible. Zero waste has been my goal for as long as I can remember.

Screen Name Redacted

7/11/2023 08:54 PM

I clean up after myself, thank you.

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Screen Name Redacted 7/11/2023 09:30 PM	I recycle everything I can. I turn off my electricity when not using. I am very careful with my water consumption.
Screen Name Redacted 7/11/2023 09:37 PM	Green spaces and garden areas and waste reduction.
Screen Name Redacted 7/11/2023 09:45 PM	I have attendees many meetings and read a lot about what they believe about the climate cha
Screen Name Redacted 7/11/2023 10:00 PM	Recycling, composting, walking/biking, gardening & supporting local producers to stimulate the economy & save long distance transportation emissions.... But all of these things happen without the climate action plan.
Screen Name Redacted 7/11/2023 10:32 PM	I am very involved in my own personal initiatives because I choose to be. Composting, rain water harvesting, passive solar methods, natural house heating. I don't believe that electric vehicles are better than gas.
Screen Name Redacted 7/11/2023 11:06 PM	None
Screen Name Redacted 7/11/2023 11:31 PM	Everyone in this area is already involved and contributes towards a climate friendly life. To list a few... We hardly spend much time travelling in our fuel powered vehicles. Everything that we need is close by. To go to work, errands, school or for pleasure. We spend a small fraction of our time in our vehicles travelling in comparison to cities. We have an abundance of locally produced food to choose from and these foods were not transported great distances as they were produced locally. Lots of people already have wood stoves to heat their homes. There is hardly enough parking in this town so we already park and walk through town to get to where we need to go. We have been composting long before the town had the idea to collect food waste. If i had the time I'm sure I could go on and on.. We live in this valley because we want to live this lifestyle. We are already contentious. It's insulting to suggest otherwise. I feel like it's our government's that are behind. One example are these safe walking and biking trails you are purposing. These long distant trail systems like in Victoria would be such a benefit and should have been available years ago.
Screen Name Redacted	Stopping the geoengineering of our weather, which adversely affects

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/12/2023 12:20 AM	all organisms. A freedom of information request is very helpful in this situation.
Screen Name Redacted 7/12/2023 07:38 AM	No
Screen Name Redacted 7/12/2023 08:41 AM	Research
Screen Name Redacted 7/12/2023 08:54 AM	Biking
Screen Name Redacted 7/12/2023 10:24 AM	I have a forest on my farm
Screen Name Redacted 7/12/2023 11:24 AM	I buy properly sourced food and clothing. I recycle/upcycle religiously
Screen Name Redacted 7/12/2023 11:33 AM	None. Have not seen any programs seeking community members. So far, just Town Council and a select few.
Screen Name Redacted 7/12/2023 04:44 PM	None
Screen Name Redacted 7/12/2023 04:47 PM	No
Screen Name Redacted 7/12/2023 06:03 PM	Recycling everything we produce on the farm
Screen Name Redacted 7/12/2023 06:17 PM	I already recycle and reduce and have so for most of my life.
Screen Name Redacted 7/12/2023 07:16 PM	Step code 5 home, Water conservation, working towards self-sustaining lifestyle. (Less of an environmental footprint)
Screen Name Redacted 7/12/2023 07:18 PM	None
Screen Name Redacted	Biking instead of driving but it's difficult here without bike paths.

Creston Climate Action Plan Survey : Survey Report for 25 June 2021 to 13 July 2023

7/12/2023 07:19 PM

Creston is very far behind other municipalities. Had just been to Revelstoke and there are bike paths and walking paths everywhere

Screen Name Redacted

Reuse water garden

7/12/2023 08:33 PM

Screen Name Redacted

Grow my own food

7/12/2023 08:50 PM

Screen Name Redacted

I plan waste and energy reduction, planning and offsetting for many of the worlds largest corporations. We form partnerships with indigenous communities and find ways to build climate resiliency into decision making

7/12/2023 09:06 PM

Screen Name Redacted

Electrified the farm, walk/bike and EV everywhere that we can, don't fly, grow most of our food etc.

7/12/2023 09:24 PM

Screen Name Redacted

recycling everything, planting trees, growing seeds, making as little impact as possible

7/12/2023 10:07 PM

Screen Name Redacted

i composte. I recycle I reuse and repurpose

7/12/2023 10:32 PM

Screen Name Redacted

Composting. Keeping greenery trimmed to prevent buildup of fire fuel. Not littering

7/12/2023 10:34 PM

Screen Name Redacted

Walking everywhere, buying local foods

7/13/2023 06:03 AM

Screen Name Redacted

Self sufficient property

7/13/2023 07:08 AM

Screen Name Redacted

I live simply, grow much of my own produce and share with friends and family, and try to keep my expenses to those things that are necessary. I avoid things like trips to Cranbrook just to go shopping, or vacation trips.

7/13/2023 07:23 AM

Screen Name Redacted

I grow , process and cook from scratch. I buy local, I recycle and reuse, I buy in bulk , we have always had one vehicle. I do not use chemical pesticides, herbicides, or fertilisers,

7/13/2023 08:32 AM

Screen Name Redacted

7/13/2023 09:02 AM

We recycle

Screen Name Redacted

7/13/2023 09:04 AM

Composting and solar power

Screen Name Redacted

7/13/2023 09:20 AM

I am newer to this town and haven't found any opportunities yet.

Screen Name Redacted

7/13/2023 10:53 AM

I drive less.

Screen Name Redacted

7/13/2023 12:51 PM

Trying to get people educated to stop this nonsense

Screen Name Redacted

7/13/2023 05:18 PM

Good steward of my own resources. Will continue to do so.

Screen Name Redacted

7/13/2023 05:54 PM

I'm a member of Creston Climate Action Society, and working on the active transportation part a bit. I've written letters to MOTI to reduce speed limits along the highway because of safer biking.

Screen Name Redacted

7/13/2023 06:38 PM

We have been proactive in upgrading our home and business to be more energy efficient

Screen Name Redacted

7/13/2023 09:12 PM

biking, using electric car, combining errands try not to do extra trips

Screen Name Redacted

7/13/2023 09:27 PM

Recycling

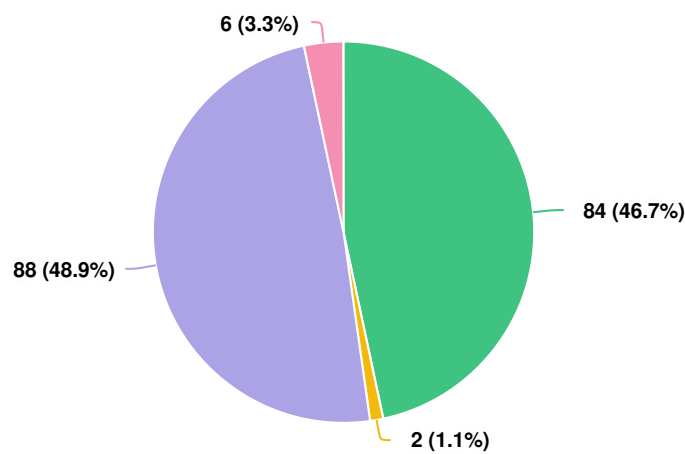
Screen Name Redacted

7/13/2023 09:47 PM

As I've said before I already recycle

Optional question (118 response(s), 79 skipped)**Question type:** Essay Question

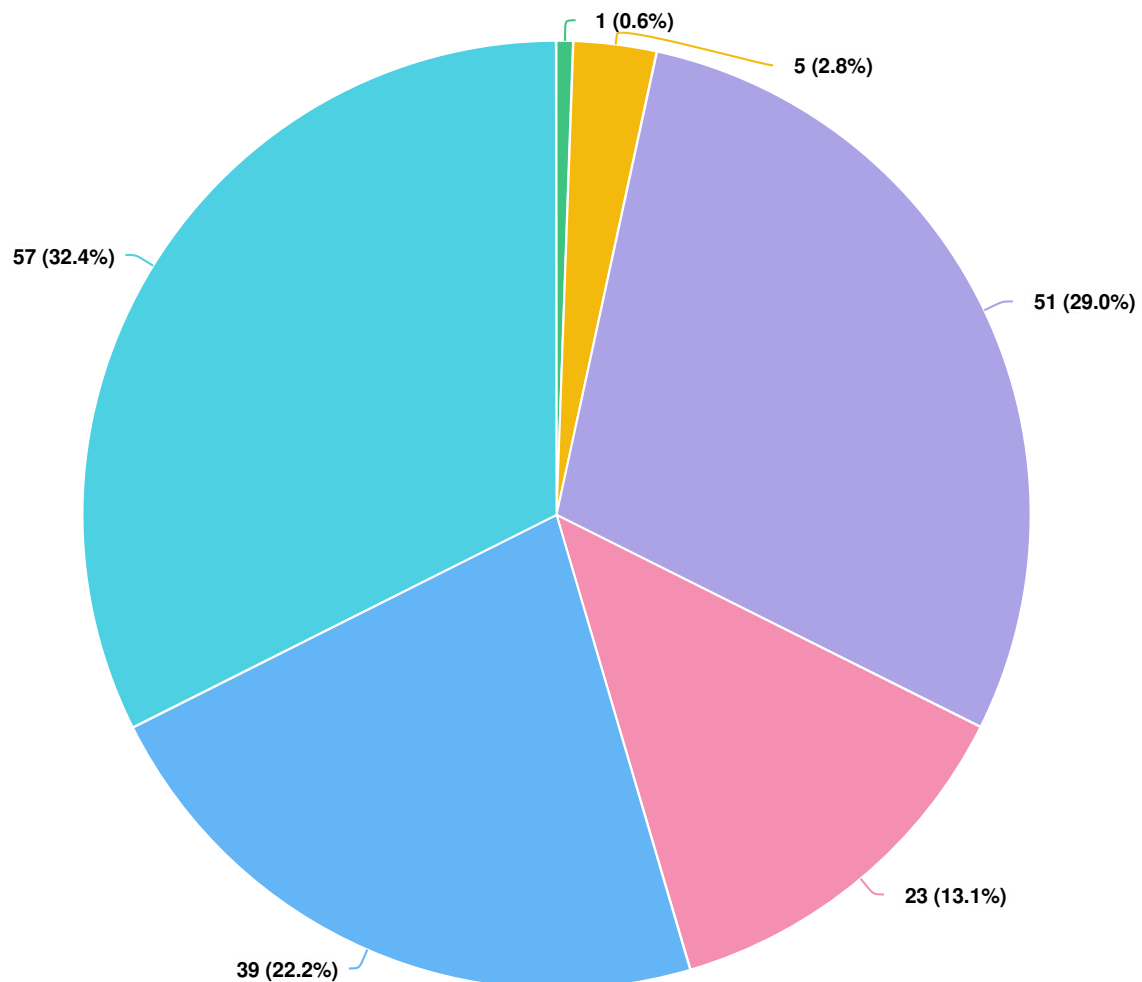
Q11 Are you a Town of Creston resident?



Question options

Yes No No, but I live in the Creston Valley No, but I own property in the Town of Creston

Optional question (180 response(s), 17 skipped)
Question type: Radio Button Question

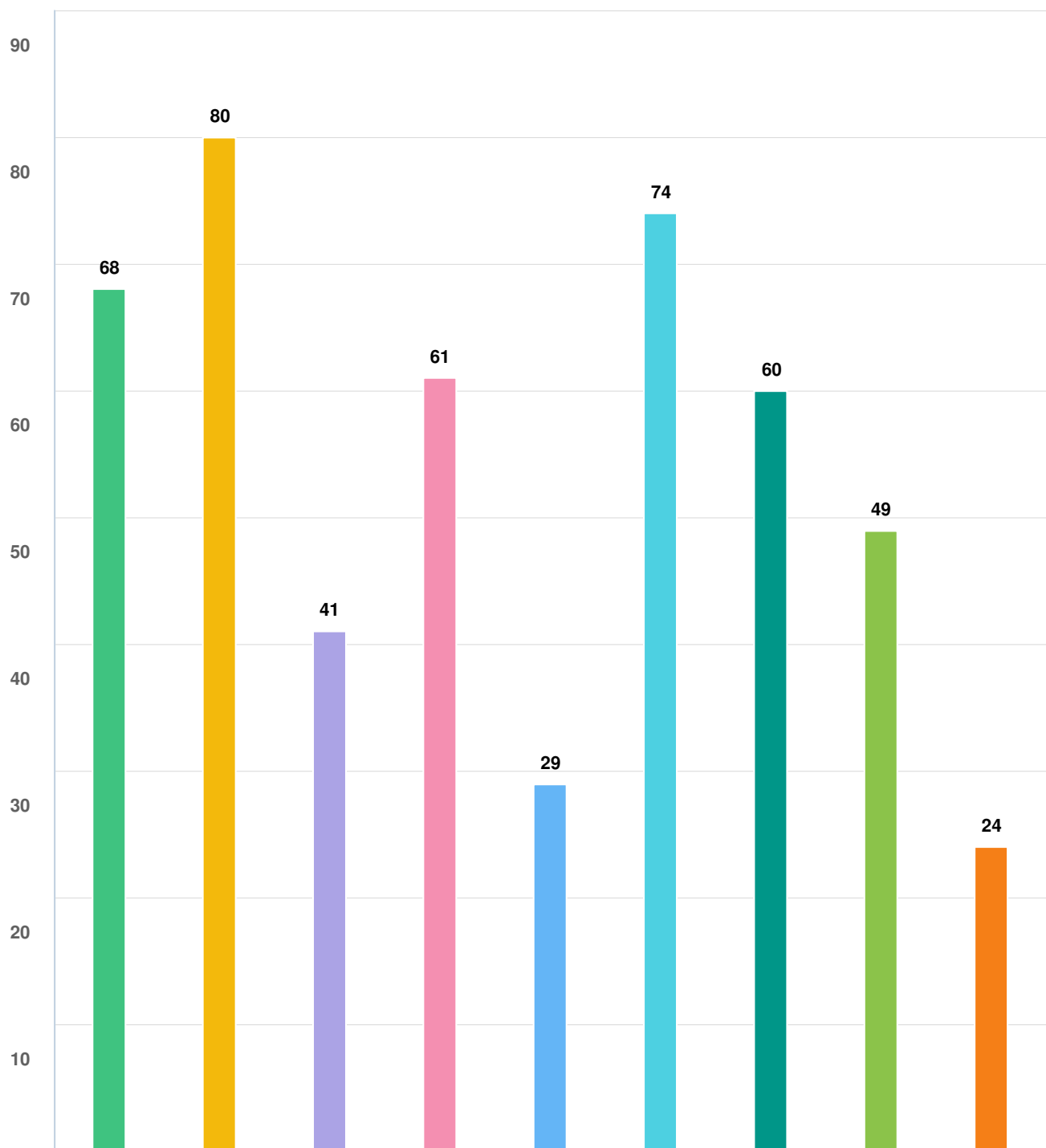
Q12 | How many years have you lived in the Creston Valley?**Question options**

- ☐ I have never lived in the Creston Valley ☐ Less than 1 year ☐ 1 - 5 years ☐ 5 - 10 years ☐ 10 - 20 years ☐ 20+ years

Optional question (176 response(s), 21 skipped)

Question type: Radio Button Question

Q13 | How would you like the Town to communicate future climate related updates and information to you? (Check all that apply)



Question options

- Lets Talk Creston
 ● Social Media
 ● Radio
 ● TownViews Newsletter
 ● Other Direct Mail
● Open House Events
 ● Email
 ● Newspaper
 ● Other (please specify)

Optional question (173 response(s), 24 skipped)

Question type: Checkbox Question

Appendix B – “Other” Survey Responses

1. How should the Town encourage energy efficient transportation such as walking, biking, and public transit? (check all that apply) (Other (please specify))

- Create more and safer bike crossings to cross the highway
- Make it more convenient to use these modes of transportation over cars.
- Improve access to sidewalks/trails on roads that lack safe pedestrian routes, e.g., Northwest BLVD (from A&W on to Tim Hortons), Canyon St (from 20th Ave S out through Erickson, beyond the orchards), along Highway 21 (from the reservation to Hood Road), and along Erickson Back Road. Consider an e-bus program with accessible routes and schedules to transport people to town from the surrounding communities, reducing their need to drive.
- Foster another chapter of the Kootenay Car Co-op so that community members can have access to a car share program. Many people don't need their own cars in Creston but need access occaisonly because we live in a rural area. Have different types of vehicles in the car co-op including a truck for moving items. Also bike lock areas that are under cover are very nice. And also close to the doors... not around the back and out of the way- otherwise cyclist will likely not use bike lock areas that are too far out of the way. Any new traffic lights should also have a place that cyclist can press a button to trigger the light without having to go on the sidewalk. More shade trees along pathways, sidewalks and streets to make them more suitable for active transportation in the summer months.
- "The practicality of biking needs to be considered or else people won't bike. Longer distances between hamlets means that a novice biker is vulnerable. Conditions such as traffic safety, adverse weather conditions, bathroom needs, fatigue (or injury), battery issues and weight of bags can prevent people from choosing to ride their bike. Having safe bike routes with motion sensor lighting and shelters equipped with emergency phone can relieve anxiety about commuting by bike. Address the real objections. "
- Bike lane on 3a east shore kootenay Lake!
- Address the primary carbon emissions sources now on the road. Internal combustion engine powered personal and/or 'work' trucks. Pathetically oversized, and the worst in terms of fuel efficiency. Encourage a shift to EV Trucks such as the Ford Lightning. Restrict old truck traffic on the main street through downtown.
- Safe streets, greenways, and multi-use paths must come first. E-bikes anc other modes of active transportation must be encouraged but we need safe streets to ride on, especially for those newer to cycling.
- "This area will have limited impact until national level infrastructure and markets are ready. These will not be used until electric options are economically viable. Better to support and promote national policies such as carbon taxes. Especially through education in schools and such."
- Promote commonsense "green" biking with pedal bikes = less pollution and less overweight people
- Have buses that pick up and drop off from other towns or districts surrounding the town and more within town.
- Safer, wider biking lanes alongside roads with signage and public awareness campaigns on how to drive respectively for biking individuals.

- Leave transportation the way it is.
- Tax incentives for businesses who provide bike parking? Tax rebate/user fee rebates?
- Need more "Bikes Only" lanes.
- I researched battery manufacturing sustainably both in resources, economic impact on producing countries, health impact on the the majority of children influenced and coerced to mining the 80% of the worlds cobalt and lithium and copper and cannot in good conscience support the devastation of mines the size of major cities of the world, with the research to show cobalt and lithium world resources are in no way sufficient to create this electrical battery driven new world that our council has signed us up for. Other solutions are already implemented in the world but not to mainstream due to it economic impact verses the environmental impact. Truth transparency and putting our energy and resources into truly sustainable if not regenerative practices and technology that serves nature over profit.
- Bike lanes in town, not just on long trips.
- "The town of Creston layout has developed over the years as farms and orchards were parceled out to create residential areas. The result is street sections having the same name (eg. 10th Ave. S and 10th Ave. N) are broken up into sections with sometimes long distances between sections. There is a lack of connectedness between streets and neighbourhoods with the result that the tendency is to jump in the car to go anywhere or in some cases pedestrians cutting through residential properties instead of going around the long way. The city bylaw should require new developments to set aside land for pedestrian/bike pathways between streets. These pathways ideally would connect streets and neighbourhoods and perhaps shopping. The town needs more safe crossings otherwise pedestrians or cyclists will avoid busy streets like Northwest Boulevard, Canyon St. which are treated as raceways with speed limits that many drivers see as a mere suggestion. "
- Advocate strongly for an electric train network to connect Kootenay communities. We have a woefully underused rail line already in place.
- "Initiative comes from within a person. Bike lanes and trails are great as opening & developing crown land for ALL ACTIVITIES is a positive step.Mandating change is counter productive."
- "More bike trails around Creston so commuters using bikes and stay off main streets. Canyon Lister road desperately needs a wider shoulder for bike lane, it's scary! The Galloping Goose trail in Victoria, the bike trails in Kelowna and up to Vernon and the Idaho rails are all great examples of what can be done. Great for tourism too. "
- Create safe walking trails in the community. For example Northwest Blvd is difficult and dangerous to walk on now.
- Re-route dangerous trucks from Canyon Street.
- Help provide courses on bicycling safely in traffic for both children and adults, because I think many people never learned this and are therefore afraid to bike more because they don't really have experience of biking in traffic
- Short social media promotional videos. BC Hydro does well in this department, I'd say. Also, transition all town of Creston operations to clean transportation by 2030 to set an example and learn.
- Let the mayor wack to work and take no more vacation.
- Nothing, stop wasting my money on this nonsense
- Public transit out to outlying areas like Canyon, Lister etc

- Development of bike lanes or bike routes for safety of cyclists.
- All citizens should have the option to participate with biking trails, etc. Some individuals may not be walkers or bikers and they should have their opinion considered as well.
- better bus system, more servicing to out of town areas - daily buses to west creston!
- It is not the towns business to manipulate the public to do things they do not care to do. You come up with ridiculous projects so you can charge more taxes.
- Put in sidewalks!!
- None of the options are doable for residents in rural areas
- we're a small town. we don't need to address this
- Our politicians have bought into the world economic forums lie regarding climate change - this is just a strategy to implement control. EVs are not sustainable. Remember you have not been elected to dictate to the people - you are the servants of the public.
- Invest in more public transit vehicles. EVs are a distraction. Get more buses of any kind (diesel, electric, whatever) on the road so people can actually use them conveniently.
- Creston has little to no public transport. The bus stops do not even have public info on when the bus is coming. There needs to be regular bus stops between areas such as Arrow Creek, Yahk, West Creston. However the taxes here are too high as it is, the tax payers have no money to pay for this. People have to get to work and get supplies they need their vehicles.
- more transit routes, more transit availability and flexibility, transit needs to be there for the people when required
- none of the above. these are all useless expenditures.
- "1. I would suggest we should ask individuals if they want to be part of our religious cult to begin with rather than saying ""here is our new collective religion, how would you like to accept it?""
- Develop a walking only path from Erickson to Creston that runs between Erickson Road and Hwy 3. Or ensure to increase personal security by installing sidewalks along roads. Make specific lanes on highways for bikes. Currently biking outside of Creston is quite dangerous as there are no shoulders on many roads. Many more country people would consider biking to town if there were safer routes."
- I suggest that our town govt lead by example. Starting with our town council, mayor and CAO. Throw out your gas burning cars immediately. IF you have a boat on the lake, scrap it.
- "Remember winter /long/ months snow and frost. E- bikes will not work."
- Remember long winter. E-bikes will not work in cold and snowy trails.
- Instead of wasting taxpayers dollars on the projects, why do you not focus on issues that matter today. Lobby the Government to get rid of the Carbon taxes, get our Finances in order and fight for residents burdened by Government taxation. High food, collapse of ALL Government services, inept military, high food prices, inflation. These are the issues that Canadians care about, not a Climate Action Plan.
- give your head a shake and follow the science
- Nothing, as I see better usage needs for our taxes, and I already see a large increase in EV's in the past 5 yrs on our community
- Emphasize that mode of transportation is up to the individual citizen according to their needs and preferences and no-one should be penalized for their choices.

- It should be up to each individual citizen to choose their mode of transportation according to their needs and preferences. No one should be penalized for their choices.
- There are many small communities around Creston that would possibly benefit from a bus program. It is simply not feasible that outlying communities rely on a bike.
- I can not ride a bike or ebike, etc, I need my car or truck to travel very far, even in the town of Creston. I say leave things alone. we have no CO2 or GHG problems period.
- Develop a bike lane along the highway in collaboration with the BC Ministry of Transportation. The Minister's Mandate letter states that Active, low-carbon transportation is a priority to help reach provincial targets. The RDCK, YRB and the Ministry of Transport are working together to widen the shoulder from the bridge to the Kootenay lake ferry.
- Climate change is just Government propaganda and another means to scare and tax Canadian citizens.
- I approve of making it easier and safer for people to get around Creston. The main street is not safe for cycling with huge semi trucks and delivery trucks driving through all day on a two lane road. side walk space on the side streets accommodate (wide enough for) 2 people walking at the most. Make some paths through the town for people to walk on . The walking/cycling paths by the lower area (RV sanidump station and Gated rose garden park) are very conducive to riding and walking.
- In order to enjoy our properties, what proposal do you have for those transporting agricultural goods needing the use of heavy loaded vehicles. This lifestyle is not supported with the use of any affordable EV's
- Build protected bike lanes. Designate car-free streets (the downtown core of Canyon Street). Provide frequent, affordable and useful bus and public transit options. Explore adding commuter light rail to run to Nelson and Cranbrook, reducing the need to drive and improving inter-regional connectivity (a long-term goal, short-term could be bus links). Use road calming strategies on busy roads. Build a connected trail system (bikes lanes, trails and sidewalks).
- Nobody wants electric smart cars. It's the end of freedom. Nobody can afford to replace \$25000 batteries every other year.
- Build a pathway that joins the one in town and have it go along Highway 21 and Lower Wynndel Road for walking/cycling/ safer access to downtown
- Absolutely impossible to achieve, too many seniors who do not live within walking distance to necessities. Hill side, up and down not conducive to walking especially with heart conditions, most seniors especially women do not ride bikes. Seniors need to be able to have immediate transportation, not waiting for buses, in the heat or the cold. Nature calls when it calls and does not wait for buses, etc . to take one home.
- The town of Creston should realize that working age people from a rural area may need to travel a significant amount of time to get to work. Electric vehicles are not the answer. Our rural area can not afford sustainable public transport to all the areas needed.
- Allow people to make their own choices
- None of the above
- Work on budgeting better. Offer taxes breaks to home owners and farms
- How is walking and biking any distance gonna work in winter time? EV technology is not advanced enough to be useful. What is energy efficient? EV is not even a consideration, with the radiation problem, fire issues, battery life issues and mostly the waste of resources that it

uses for the minimal amount of lifespan it has, and we won't begin to talk about the necessary increases in the electrical infrastructure that would be needed.

- Not necessary - leave things as they are. However, maps are always a good idea, esp for tourism
- Creston public transit is non-existent, and the small amount available is unknown to most. Let's try promoting and building upon the small infrastructure that already exists. Local transit as well as building on a transit system to Cranbrook as our demographic requires many to travel to Trail and Cranbrook for medical appointments, but no one wants to be there from 8 am to 6 pm waiting on a shuttle.
- This is not a feasible option coming from out of town
- Nothing
- Bicycles and riders should have to be registered and carry insurance if you want to road share with vehicles.
- Install more seating on walkways that face south and are on significant inclines
- "Creston is the least walkable town. We just redid hurl street near the rec center, no sidewalk was added. No sidewalk able way to get to the rec center either, the sidewalk just terminates into the parking lot on 19th street. Move the highway, close Mainstreet to vehicles, make it safe to get around downtown. "
- we need trails connecting parks, recreation areas, commercial areas, and surrounding communities.
- "lead by example. and show us that you are letting go of your RVs and boats, and you wont take vacations that you must use airplanes. You will bike or walk."
- plant more trees and avoid lithium batteries as they are way more detrimental to the earth that we are all trying to protect. I'm not sure why the research into this was not implemented. Harvesting lithium is more detrimental than oil. Please research this.
- "No public transportation please. One of the reasons we moved here was that there are no busses making noise driving around. "
- I feel this is leading question. Energy efficiency is wonderful, but you haven't yet asked anyone if the people wish the town to do this. I think you for enjoyment, is to make paths from wyndel, erickson, lakeview, lister/canyon would be pretty great . My concern is will you mandate and enforce this.
- Mow the shoulders and keep the white line over free of gravel and debris. Buy a street sweeper that works.
- give massive stacks of cash to people buying electric cars, like 20k each and give solar panels away for houses for cheaper charging
- Not sure
- none of the above. Are you folks parking your rvs, and boats?
- "work with rdck to allow inexpensive low speed electric vehicles to access creston from the surrounding valley, much of the local in valley commuting could be by low speed ev"
- Please find ways that do not include spending tax dollars, whether local, provincial or federal, as these are all making my costs of living so high that I am soon going to be unable to afford the electricity to charge anything much less a vehicle or bike, a home or rent much less extras for excessively priced ineffective for my uses e-vehicles. I would also encourage the review of the actual environmental costs of lithium for batteries and the materials that go into solar panel

construction and the environmental and financial cost of "recycling" these products which contain dangerous elements. Long term costs like that must be factored in.

- Educate and let the individual decide which ways one could use energy efficient transportation. That way no taxpayer money required to be spent on programs that may or may not be effective for certain or any individuals.
- Similar to the first one, create a pathway system in town to encourage pleasure riding and not having to be on the road. Examples of other small towns that have this are Fernie and Pincher Creek, AB.
- Nothing , this a scam we need to stand against this , be strong say we don't want it

2. How should the Town encourage energy efficient buildings and infrastructure? (check all that apply) (Other (please specify))

- Literally anything to do with updating a home is cost-prohibitive at this time, and the homes that need it most are often owned by people who cannot afford to improve them in energy-efficient ways. We need to tackle the problem of abject unaffordability, not just offer rebates and incentives.
- Offer rebates for retrofits of older houses. Have a local energy advisor to offer energy retrofit advice for older buildings. Offer workshops on design of buildings to maximize energy efficiency. Is there a training program that could happen at the college so we can have local energy advisors?
- First encourage more building by streamlining the permitting process. Clarifying expectations and permit granted in a timely manner
- Inform all citizens of the cost savings of removing their gas energy utility bill entirely. At our Beam Road place in Erickson, the gas bill is 25% for energy and 75% for other fees. Even with the higher cost per energy unit for electricity, the cost benefits of removing one entire utility bill are significant. This can be done with a heat pump installation which I understand has a \$5000 federal rebate associated. All gas (a carbon emitting fossil fuel) heating in any building structure need to go. Here's a video tour of a house in Calgary where just that procedure has been followed.
https://www.youtube.com/watch?v=Qa_OWDPxxel&t=7s&ab_channel=GreenEnergyFutures
- Plant those shade trees!! Wouldn't a community goal of *blank* number of shade trees be remarkable?! Let's work with nature first and foremost.
- We should take advantage of the unique geothermal opportunities provided by the flats for the heating a cooling of town buildings. This can be a community resource
- "Accompany altered woodstove exchange rebate program with ""Burn it Safe"" workshops so people learn best burning practises and how to use woodstove thermometers. Offer free chimney inspections as we have some unsafe chimney systems in town. I brought in the first woodstove exchange program to our valley and installers were frightened by some of the unsafe woodstove chimneys systems in use- i.e. soot and ash in attics due to improper or old stacks which can lose heat and be a fire hazard."
- First, we need to fix housing supply. Offer Development Cost Charge Reduction on all housing units first, THEN we can talk about energy efficiency. Don't you see that you're just going to put up more red tape and make the housing shortage worse?

- Support other alternative building / structure, that through its utilization ie hemp building materials, cob home buildings etc that from start to finish support a regenerative environment. Building into the geothermal energy where possible build into and under the ground that leaves the newly gained surface area for garden or grassland development to utilize its healthy food and carbon capture potential. Incentivize those building choices. They truly serve the better world we all want to create for our future generations.
- Set up a community solar panel array whereby individuals and businesses could purchase one or more panels and gain the equivalent amount of energy reduction on their bills.. Fortis or the town would maintain the panel array. Nelson has such a setup.
- Provide incentives to homeowners to increase energy efficiency with larger rebates going to those homes that are oldest and in need of more dollar resources to get them more efficient.
- Promote the use of heat pumps for high-efficiency heating and cooling. Bake retrofit upgrades accessible to low-income tenants or landlords of low-cost housing.
- I can't comment on many of the above options. Further on the 'plant more native species in unused grass spaces...' Native species or plants like micro clover can be planted in these areas reducing the need for regular mowing by gas powered mowers thus reducing the emissions. In addition, plants like micro clover only grow to a certain height, stabilize the soil and fix atmospheric nitrogen thereby fertilizing the soil.
- Government is not a business to force change on the populace. It is mandated to govern as set out by the will of a democratic society
- Stop cutting the "weeds" in back alley and boulevards and encourage tree and shrub planting on west and south sides of homes. More, more, more trees. Ban lawns, plant the front of town hall with a Xeriscape garden. NO LAWN, no ANNUALS, the garden around Kelowna's H2O pool in the Mission is a glorious example.
- Deincentivize natural gas (promote heat pumps) and develop district heating projects in town. Retrofit all town owned buildings by 2030 to set an example and learn.
- Offer wood stove with catalytic converters lots of cant afford electric box heaters this electric conversion is great bit no one can afford it get real heat pumps that dont produce heat below minus3 usless in creston winter great for van couver not here you promote something that costs big money and is crap
- Stay out of peoples homes. Do not act out of fear.
- Nothing
- Offer grants for farmers and hobby farmers who are growing food, using wood heat, having gardens, ...where we are contributing to the Carbon Foot print...not using it like the high flyers and the downtown city people
- Free blower test should be provided to any taxpayer or citizen who desires it not just certified home builders. This is the opportunity for discussion regarding all energy needs.
- allow and promote off grid building
- don't waist money manipulating the public so you can charge more taxes, wasting money for no good reason.
- do not add cost to the people. we are already struggling with carbon tax . don't do anything to make live more difficult
- "Please honor freedom. We don't need your personal management. This is not a dictatorship."

- Reduce fees and red tape. If energy gets expensive, people will find ways to save money all on their own. The building/renovating process right now is too bogged down with unnecessary bureaucracy. Streamline processes, and educate people on how money is saved with energy efficient construction.
- In the second suggestion, what permit fees? You do not need a permit to renovate your own house. Example new windows or more insulation. Also how will people heat their homes without wood stoves. Electricity is very expensive and we do not have the electricity to power all this. In Bc we will need 9 more site Site C dams if everyone gets an electric car and heats house with electricity.
- the federal gov't should offer grants and rebates for the extra costs
- Re-nationalize BC-Hydro. Take it back from the Americans. Stop buying back our electricity from America at 2-3-4x the price during our peak output season. Suddenly electricity is 4x more efficient, and people don't have to consume and work and bleed as hard to pay the bills.
- Investigate new insulating products/technologies and supporting home designs to ensure maximum efficiency. A Swiss architect developed and built a house in the coldest part of Switzerland with no heating as it was unnecessary. Cellulose insulation panels as well as the use of earth wells made this possible.
- Reduce the cost of electricity so that it is significantly cheaper than other options.
- The people who would benefit the most are those in the lowest income bracket, as they would save money on monthly bills, so some type of incentive for people in this bracket would be very helpful. Often they might not have the money to put in up front, so rebates might not work best for them.
- Lead by example. Turn off the gas meter on your house and change over to solar panels asap
- "Too many permits. Who is going to afford all this cost ?.... Why we need permit to improve our homes if we are not going to change the structure of the house.?....."
- Who is going to afford permits for everything?.... Why we need permits to change our windows without changing structure of the house ?.... Not everybody will be able to pay for this changes.
- Every one of these Climate Action proposals see the taxpayers being charged for these ideas. Why not stop over taxing residents and let us decide how we want to run our lives.
- What is already being done. Rebates on energy saving furnaces and appliances. Also, there should be programs available to financially assist home owners who can not afford major insulation projects on their own. Most people who can create more energy efficient homes will do so. No-one should be forced to pay for things that are beyond their financial capabilities.
- What is already being done. Rebates for energy efficient furnaces and appliances. There should be programs to assist home owners who can not afford large insulation renovations.. No-one should be forced to take on a project that is beyond their financial capabilities.
- Whatever is decided it should not become an extra burden and expense to the people. We all know there is nothing " free".
- Few of the steps you indicate will help and it will only cost thousands of dollars, which no one person can afford.
- "Offer rebates to people who add better insulation when they renovate their homes. "
- Climate change is just Government propaganda and another means to scare and tax Canadian citizens.

- "There are enough trees in the Kootenays to meet the dictated targets. I am concerned that these initiatives are being made to create jobs and get money from the government. Building cost are already high which discourages new building. Imposed tenancy rules by government has contributed to a reduced appetite for renting lodging. Solution..Municipal government to apply pressure on BC Govt to relax tenancy regulations which are presently weighted for the tenant, allowing some tenants to take advantage of landlords. This creates too many problems for the landlord and reduces the desire to rent."
- There are a significant amount of grants currently available for green homes. Providing more assistance to navigate the grants and offering a free energy assessment (required for federal grants). All new homes must install either a green roof and/or solar panels. Use only porous paving products for road repaving, for water management. Increased green space, planting of native trees (free native plant giveaway for residents).
- Hydro electric dams provide our electricity. Other than making everything way more expensive to build what would any of this really achieve?
- Once again unrealistic financial implications for the homeowners. Easy way for municipal government to confiscate homes from seniors who cannot afford the regular taxes let alone have all these other expenses thrown at them. Fixed incomes do not allow for such extravagance.
- Again the Town of Creston should realize that many of the houses built in Creston are outdated and would take a significant amount of money to upgrade. People are struggling enough right now just to have a roof over their heads. When did we start needing permits to change windows?
- Plant more trees
- None of the above
- Get out of people's wallets, so they can spend money on these things....
- Allow and promote more gardens and self sufficient homes in community. Chicken rabbit and low numbers. To reduce curb side pickup waste.
- no development charges for energy developments; no permit fees for retrofitting; no fees for anything that you have mentioned above. A little insulting to make people pay fees for retrofitting!
- "Again, Creston is an aging community. Both people and buildings. The building codes were recently all just upgraded and that is a partial solution. There are citizens and business owners that have been here for years, and this retrofit program is only a punishment to them for staying in the community. The above suggestions only punish existing businesses and homeowners that the community was built around and reward new builds and businesses coming to town. Retrofits work in larger communities. Creston does not have the contractor base that would be required for this type of construction, and no room or availability for contractors to come to Creston at an affordable rate."
- Nothing
- Offer home owners grants to upgrade efficiency of the principle residence.
- The town needs to remove barriers and administration cost for programs. We also live in such a beautiful valley but the town does not sufficiently tax derelict buildings to make them undesirable. There are too many ugly/inefficient buildings on mainstreet that are unused. There

is also a lot of ugly unused green space that could be used to capture carbon and bring a sense of pride to the town.

- "every home owner i know makes their home as efficient as possible. you will not regulate our choices. we are good stewards"
- We are missing the point here. People can't afford to buy houses as it is. Putting a bunch of energy requirements on houses is only going to drive up the price.
- I feel you should allow people to live freely on how they use energy in their homes. , and how they want to build thier homes or buildings. I strongly feel you will use this.. or plan to control more residents to give up more freedoms as a right to live.. a right to shelter and how they can afford, or be sovereign. Why do you feel you need to do this? Have the town residents asked you ?
- Provide free disposal of asbestos refuse. Encourage the dump to open beyond bankers hours. Have contractors build with flow rather than building each house higher than the one beside it. Cut carbon tax thereby reducing shipping costs and decreasing overall prices. Cut this emission free by 2050 idea that the public has not agreed to whatsoever.
- give massive stacks of cash to people buying solar panels for roofs, like 20k each person or more
- "every homeowner that I know does their best to make their home as efficient as possible. If you cant afford to renovate and upgrade, no grants or incentives are going to make it happen."
- Permaculture
- Again, most of these items are going to increase my tax dollars which for someone on a fixed income are becoming increasingly burdensome.
- Encourage the use of wood stoves as a heat source.
- Why more rules, people r capable of doing what is right. Stop all this nonsense

3. In 2022 the Town implemented the Curbside Collection Program to divert organic wastes and recycling from the landfill. How can the Town help further reduce waste and promote recycling and composting? (check all that apply) (Other (please specify))

- "Allow the small brown organic waste kitchen bins to be placed at the curbside or provide smaller organic waste bins that can be put at the curb side. The green containers are too big for one weeks compost and are difficult to move and clean. Make blue bin recycling easier. There are too many rules on things that can not be added in the blue bins. I am happy to see that the recycling stations are accepting a mix of plastic bags now which makes it easier. It would be nice if we could add a bag of bags into the blue bins. Asking people to bag all the loose bags into one bag would help prevent the bags from flying away. It would be good if styrofoam and squishy foam could be added the blue bins as well."
- "Encourage home composting especially for garden waste and leaves etc. Related — encourage less watering in town, have a golden lawn program "
- Increase the types of materials that can be recycled through the curbside program
- Work with the rdck to make it easier to recycle electronics, appliances and other devices here instead of having to go to Cranbrook or Nelson to do so. Look at items like this that are common place that are currently not available for recycling in Creston. Have more garden waste pick ups during the growing season (not just the spring or fall). This saves individual trips to the landfill and also people stockpiling flammable waste during summer months.

- ""-Wave the garbage dump fee for recycling businesses like the Gleaners. These types of businesses save the environment from waste, so they should not be penalized for doing good work. -Consider installing interactive waste and recycling bins that provide verbal responses. They can encourage proper use through educational positive reinforcement messages. -Increase pickup days so people aren't tempted to divert their waste (ie from a build up in home)."
- Offer composted food waste to citizens for use in their gardens
- Solid waste is a talking point at best when GHGs are measured. I've been an analyst with the City of Calgary for 30 years, and have quantification showing this to be true.
- Commercial businesses and industry should also be supported in reducing waste, recycling, and food waste initiatives.
- "Better advertise what services are in place and report on carbon impact. Educate in schools what the costs and benefits of the programs are. transparency on the weaknesses and problems that exist. Establish recycling requirements for local businesses, especially with respect to composting of organic materials. Support with a composting facility. Coordinate with regional for financial viability"
- "What a huge waste of money this recycling and food waste has been Just to check off a. Box I do not remember being asked for this Now with this and the emergency response building my taxes are crazy expensive STOP spending our money. When our roads are falling apart ... parks look like crap. Lower our taxes so we can afford to live here. We be pay more than Nelson "
- Reduce costs at landfill so people can afford proper disposal and choose to not dump illegally.
- Recycling depot for plastics and small electronics
- Expand free drop off at landfill of biodegradable yard waste to lessen burning and dumping. I brought in the first free drop off program of April and October but having free drop off extended to two months in the Spring and two months in the Fall would encourage more to use it and as climate change continues it offers people more time to take advantage of the program at optimal times for their yards.
- Incentivize businesses who recycle, and only offer the behaviour you're looking for. Get out of the way. Work with them, and reward them!
- I prefer nature's model of the cycle of life. Feed the hogs the bacon is better. Produce exceptional soil, for our valley in particular why is that not the regenerative upcycle lense we are not viewing our community into the future for the future generations? Less regulation use good energy to incentivize the actions and outcomes that serve the best and highest for all today and tomorrow.
- Encourage vermiculture for those interested, especially people who garden. It is a great way to reduce organic waste while providing top quality compost.
- Could we implement more frequent yard waste pickup? Big cities have an organic waste bin that can take grass clipping, tree trimming, etc every week.
- Remove the organics diversion fee at Creston landfill composting facility to encourage residents to bring in food waste. Instead, charge a fee on the back end for purchase of the finished compost which becomes a valuable material to the many residential and commercial gardens in the valley.
- Expand community gardens and use organic waste as compost.
- Quit spending tax dollars on "consultations, printing reams of useless information designed to control and do what officials are ELECTED to do: the will of the majority.

- The recycle program is great, thank you
- I see the words "explore" and "investigate" a lot in this survey. How about the word "DO".
- Find a way to reduce the amount of produce from orchards that is considered unsellable and taken to the land fill due to size or other small defects that don't really impact the quality of the fruit. This is a major waste problem in the Creston Valley that really needs to be addressed!!
- Stop allowing burning leaves etc. in the spring and fall. Investigate ability to allow the composting of animal waste (cat and dog faeces), as well as pet hair.
- Our old community in AB composted cat litter and dog poop. I run a small dog grooming business and would love to see pet hair added to compostable items.
- Promote plant-rich diets (different than full vegetarian/vegan) through educational programs. This could be done through the college, the rec centre, local farms, and even the fire department or Thundercats.
- HAVe the metal recycling turned to a private company that takes it away and mwqqqqakes money from it theres alot of money in scrap metal
- The question is "how to we ensure that our waste is not being collected and dumped."
- You've done enough
- Provide compost to resident to promote self sustainable gardens.
- The town Council should always be leading by example, considering the opinions of all taxpayers, in our community not just guided by a few outsiders. This can be challenging, but it is the right thing to do.
- curbside pickup of recycling and compost to areas outside of creston proper
- make it easier for people to get rid of their waist, not more difficult, this is why they just dump in the ditch, you are making things far to difficult.
- provide compost bins to interested citizens
- i don't live in town limits but we have been composting for over 40 years
- Leave us alone.
- "Let every household in town have atleast 5 chickens. They will consume the food waste and turn it into eggs for food and beautiful soil.
- Let people upcycle things from the dump."
- "Relax regulations around compost piles at people's homes. Allow residents to have small animals such as chickens and rabbits to help break down and use up kitchen waste. Relax rules around property use so people can have large gardens (and thus use the compost they make). Provide free education on composting. Cut down on the bureaucracy surrounding all of this.
- Recycling is actually a sham except for aluminum and glass, and doesn't do much to reduce waste overall. It's a feel good project. Encouraging a reduction of consumption would be more useful."
- Creston already recycles clothes , books, and other objects through gleaners. The burning grass pollution comes from the US. Maybe you should talk to them.
- what business waste the most amount of food (rotting in the fields, resturaunts wasting good food). go after them.
- please dont ruin the garbage service anymore than you already have
- "1. Electronics, and metals recycling and or collection/transport.

- 2. 3D print repair shop for fixing almost anything that would be otherwise thrown away. Just print any missing or part for literally anything."
- This is incredibly NOT efficient! The fuel for the extra trucks running around overrides any benefit.
- Expand what is allowable in the curbside pick up ie:glass see
- "1) Make beer manufactures pay for wasted water. 2) To stop burning garden waste, let the city pick up leaves and cuttings and materials that go to home burn piles. Not just once a year but on a monthly basis. 3) Open a recycling depot for light bulbs, batteries, etc. at the moment majority goes to land fill."
- Facilities like Gleaners are amazing for people to share/exchange unwanted, but still good items. However, these items cost money and the facilities are only open specific days and times. If the landfill had some kind of waste diversion like this for people to take it would help all (like in Okotoks AB).
- reduce town involvement
- Encourage more Creston homeowners to plant small garden plots and reuse most of their compostable material.
- Offer free drop-off of organic waste one day per week throughout the year.
- Creston has made it so difficult to recycle that people just give up and put it all in the garbage.
- 1.Allow free dumping at the dump of compost and grass. free woodchipping and sell the woodchips. re: food waste.. this is already being done so this question is redundant (Lack of knowledge of the community shown here with this question) Have a compost bin that anyone can throw their compost in.. If you have any knowledge of the present imposed compost/garbage/recycling system, people are not going to waste electricity freezing their compost and garbage. (Is anybody thinking this through?) If the town wants to set the example. buy a freezer where people can dispose of their garbage until pickup. 2 week garbage pick up does not happen in other jurisdiction. (This too shows lack of knowledge and IMPOSED regulations that taxpayer is paying for.
- Clothing recycling is very needed! More education on backyard composting, and providing backyard composters.
- "The waste management program is already OVER KILL. Waste less money. "
- Once again it is the homeowner that the Town places the responsibility upon. Why is the Town not going after the manufacturers instead of homeowner. There is more plastic, cardboard, paper in the wrapping of an item purchased that the size of the article itself. This all becomes the responsibility of the homeowner to pay to have it collected and recycled, this the Town of Creston should be charging the manufacturers. How, well that is up to the Town Administration to research and administer, that is what they are being paid to do.
- None of the above
- Recycling bins (drink containers etc) alongside public waste bins
- The system that you wasted our tax dollars on, is not very user friendly or useful, with pickup every 2 weeks, so people travel to the dump in between. Those that choose to recycle, now have a set time they have to go, which for working people is not conducive to recycling. Why can't you people use regular language to discuss this stuff....'waster diversion bins'? Absolutely can't support anything that you present that suggests 'regulatory'.

- Allow public to recycle and repurposed materials. Instead of relying on the dump. Like school playgrounds and upgrades were offered to no one. Thousands of dollars in slides and wood simply dumped. Mandate all hard in stores be reusable like canning jars. Not plastic. The government refuses as it demands the tax base. Getting free reusable jars has no profits for them
- "Streamline the process of getting your milk jugs and bottles and cans recycled/ it is impossible to do as it is right now !!!!!
- You need to be able to bring your bags with material and it should be processed counted for you - allow cans to be crushed compressed for instance!!!"
- Kimberley has an amazing food program. We live in a community / climate where composting should be thriving. Why are there no vericompost programs/facilities. ANY composting facility with the ability to use the compost in local farms, gardens, orchards. In Alberta we were part of a program where every year we received 2 bags of compost each year based on the local recycling/compost program.
- Nothing
- Have single stream garbage and recycling picked up and sorted at a facility nearby
- I like the new system, though wish glass could go in with the rest
- "we already have the MESH program here in Creston, the grocery stores are participating in donating groceries to the food bank (through Gleaners)
- If you don't know about Gleaners, that tells me you buy everything new (which there is a place for that, of course) however, if you want us to recycle everything, I expect you too also."
- create electronic waste collection vs just throwing everything at the dump. That is a primary concern. We all live with electronics, old and new and there is no where to dispose of or recycle them
- I feel there was no issue before. I very much dislike the new system. I feel it was pushed upon us based on a survey LIKE this that was done at least a year prior. You can educate.. but STOP please. ... what you implemented has not helped. I feel its more government control over an issue that isn't as real as they lead the public to believe. So please let the Creston residents live. They have done well.
- Stop adding more regulation. Bring back an area like we had before to dump shrubbery and organics
- all of those are dumb and not going to work - the dump should have a salvage center maybe staffed by a few people where people can donate good workable items like bikes, dishwashers clothes etc... and then people can come take them home for a small fee.
- "Creston grocery stores already participate in the foodmesh program. Food that is close to date, being given to food bank, where farmers pick up too old of food for their farm animals. there also is harvest share program, where the volunteer picker gets a portion, the homeowner gets a portion, the community gets a portion. how many of the council members shop at Gleaners? Are you folks all buying used products? "
- Again, find ways to limit the tax dollar expenditure. Rather encourage the free market / entrepreneurs to look after these things and as a municipality don't take over the projects at my (a taxpayer) expense.
- Allow for curbside recycling only to be every week. Because even using the compost bin 100% of the time never fills it up. I can go two weeks even 3 weeks before it's full and I use it 100% for all

composting. But because I recycle everything 100%, it's overflowing before two weeks is up and NEED curbside soft plastics, glass and food styrofoam's. This is a way to encourage others who don't recycle because they don't have the space to wait two weeks. I have a house and I don't have the space!

- While the new curbside collection program is a good one, and it's great that they will take unlimited recycling and compost, the fact that they will only take 2 bags of garbage is a constant source of frustration to families of more than 2 people, and especially to those with young children in diapers. Because they have to pay to take their garbage to the dump (as the town won't pick it up) they then end up throwing away recycling and composting materials because it's easier to chuck it all in the garbage and take it to the dump than to do the work of sorting it. Pick up all garbage that is put out alongside the recycling and compost. The vast majority of people are happy to compost and recycle but for some more than 2 bags of garbage is an inevitable thing for them so don't punish them for that.
- More rules, stop the nonsense, we leadership not follow the green new deal,

4. In what ways should the Town exhibit leadership in addressing climate change? (check all that apply) (Other (please specify))

- It's important not just to inform people about the risks of climate change and to threaten them with the consequences, but to clearly describe to them what steps they can take at home, make those steps accessible and affordable, and to indicate what goals can be achieved by taking those steps (e.g., how will positive steps towards climate accountability directly benefit Creston and British Columbia?). When most of the information on climate change is "doom and gloom", it feels like an impossible problem to solve, one that people put out of mind immediately because they don't know what to do about it and they can't see the hope for the future.
- Bylaws around stormwater management in town. For commercial and residential buildings around the percentage of non permeable space as well as a requirement for stormwater to be treated on site before going into the storm drains through a rain garden. This could be modeled at the new firehall. In addition more information and incentives for planting of shade trees to reduce energy costs in buildings in the summer months. Also shade trees in parking areas. Model solar panels or renewable energy sources on town hall or other municipal buildings.
- The indigenous wouldn't be in this situation if they continued to live close to the land (nor would we if we followed their traditional ways). Their communities need solutions for the same issues. I believe they may have unique perspectives that can aid us in finding solutions, together. I think we need to be careful to not place responsibility on them for our collective mess by engaging in consultation and collaboration. We need to admit our stewardship is lacking and their stewardship is missing.
- Plant more shade trees in town. All the other ideas have cycled through
- Achieve the Town carbon target ... show annual updates on progress.
- Thank you for mentioning the protection of nature trees in Creston. We have plenty to celebrate and be grateful for right here, right now. Let's build on that.
- "Encourage local value added businesses for downstream forestry products through tax incentives. Find ways to keep forest products and jobs in our town and region - coordinate with regional. For example, manufactured homes Prepare to support EV trucks and cars when they become available. "

- "Stop creating climate action plans. They don't work. This is so you can tick off a box that you are doing something using tax payers hard earned money. Come up with something realistic and inexpensive "
- Focus on clean air, land and water. Not human induced climate change fraud.
- "Did you know that the name ""Creston"" is an acronym for ""Creating Renewable Environmentally Sound Technologies or Nature""??? "
- Creston does not need to address climate change.
- Reward the businesses.
- Instruction in school curriculum environmental restoration, soil building, carbon capture in the natural world as well as food growing to instil this regenerative skill sets in the hearts and minds of the coming generations. Reward and incentive won't be required because regeneration is instilled in coming generations to understand their responsibility to steward and protect these lands for their children. Banaid solutions no one can afford it requires our mindset change and instilling those values in our coming generations. Steward our natural world.
- Set up a solar panel array. See above.
- Perhaps educational resources for people to understand the national initiatives, such as the Small Modular Reactors and the Carbon Tax. These are effective programs, but people don't like them because they don't understand how they work.
- Plant trees and green spaces. Support and encourage local food production. Reduce the costs and barriers of owning backyard chickens. Encourage beekeeping and pollinators within town limits.
- "I agree with the idea of protecting mature trees unfortunately many mature trees were planted in the wrong place, especially under power lines, and are now subject to hydro crews trimming back branches to clear them from the lines. There's a saying that goes something like "" plant the right plant in the right place"". If it isn't already, there should be a requirement that new developments plant trees strategically to shade structures during the sunniest/hottest part of the day. The City has watering sprinklers in parks, dog parks, and other green spaces around town. More effort could be made to ensure that the green space is being watered and not the street, parking lot, sidewalk. Only then can the City work on encouraging residents to do the same on their lawns."
- See above comments.....plebiscits are the correct answer. "THE DIRECT VOTE OF ALL MEMBERS OF AN ELECTORATE ON AN IMPORTANT PUBLIC QUESTION "
- Put a list of ways a homeowner can do even small things to mitigate effects of climate change like the aforementioned planting trees on the south and west side of the house. Maybe some incentive to replace lawns with local and xeriscape plants and put up bug hotels and water sources for bees and bugs.
- Take major steps on climate action even if there is opposition from some community members!
- Encourage those (maybe a reduction on their property tax) who are replacing their lawns with bee friendly and drought resistant plants.
- Kinseed in Nelson should be a great resource for native species.
- You people are in dreamland all this crap will help to destroy alot of jobs not save the environment and create a exit of people from this town when people cant heat there home cant eat and cant drive anywhere your town will die

- They shouldn't. The town should leave people alone to determine for themselves if they think that there is something that they can and should do to address whatever issues they find important to them.
- Sounds like a lot of tax money will be going places that do not really have positive results.
- Stop addressing this fantasy or resign
- Community orchards for local food banks, and promote local food sharing.
- First step is to have a discussion amongst all citizens and taxpayers in regards to the term, climate change, and what it means. Most individuals realize that our climate or weather conditions are the same as the year before. All things go in cycles. Basically, give out the science of both sides of the debate and let individual citizens decide where they stand. This is an important part of a democracy and decision making for the future. Thank you for the opportunity for this questionnaire and future discussion. Just don't get sidetracked by the direction of those above you.
- "allow chickens within city limits - chickens GREATLY reduce the amount of food waste, <https://www.biocycle.net/feed-chickens-not-landfills/> promote boulevard gardens promote gardens, chickens, bicycling, create a more bike friendly city"
- There is no climate change, it is a fabrication, do your research and don't just drink the cool-aid!
- Recognize that we humans cannot control the climate!!!
- take a stand and don't support the climate change agenda....
- Please do not enslave us to the world economic forum. There is not a climate problem. Ask the true environmentalists and quit using tax dollars to enslave us. Politicians have lost credibility.
- The town should show leadership by not implementing anything without holding a vote with not just the residence of the town but the whole valley before anything is done.
- There is a lot of debate and controversy around climate change, so perhaps the town should instead focus on beautification and reduction of pollution. Encourage the planting of trees, low maintenance and low impact landscape design, keeping chemicals such as pesticides (i.e. glyphosate) out of storm drains, water systems, etc. We are literally poisoning ourselves with dangerous chemicals daily while throwing anxious fits about carbon, a necessary element for plant production, that may or may not be contributing to a changing climate.
- We need to protect our forests. Like stop clear cutting, put out fires when they start instead of letting them burn for months. We need our tree planting program back and it should be done within 2 years. Debris in forest should be cleaned up within the year after trees being harvested.
- investigate whether any of these measures will have any actual impact on climate change. the idea that anything we do municipally other than prepare for climate changes impact on local livability and food production is a waste of resources
- Be grateful for climate change, because you wouldn't exist without it. It was - The Neoproterozoic era, between 600 and 800 million years ago, one of the warmest times on Earth. The average global temperature may have been 10°C higher than today. Who you going to blame?
- Seriously? The climate has been changing since forever. It always has and always will. We have better equipment to detect subtle changes in the last several years than we have ever had. Things ALWAYS balance out... they don't keep climbing or dipping drastically... they level out ... CHECK THE REAL SCIENCE, not the 'belief system'. OUR EXISTENCE IS NOT THE PROBLEM,

NEITHER ARE ANIMALS. Yes, we have to be responsible with that which we are entrusted, but the earth is NOT dying!

- Climate change is all we hear about in the media, but in reality the focus should be on healthy environments and lifestyles. Most options involve raising taxes, regulating people and giving false praise to others. Protecting the environment is not new. Our focus is on reducing emissions, but what about planting more trees that absorb CO2 or offering rebates for that? Make seedlings free. Give people in the community rebates for planting more trees, shrubs or other...or what about benefits for organic farming? There are many people who are interested in growing their own food, so let's encourage that and lead the charge in supporting local Creston producers. What are 'green jobs' anyway? Look to local members of the community to be the leaders instead of creating new positions that may not have any impact.
- Lead by example. Buy used clothing and shoes only. Give up ALL meat and become vegetarian.
- Force the logging corporations to replant the empty slopes of our beautiful mountains.
- "Force logging corporations to cover our beautiful mountains with new growing trees and clean up the mess behind them. Stop forest fire at the beginning."
- The Green economy is a scam, especially given the small population of Canada. We do not have a pollution problem, we have a Bureaucratic over reach problem, where unelected officials are following the Globalist Agenda from the WEF.
- give your head a shake and follow the science
- No action needed
- Initiate common sense plans that take into consideration the freedoms of the Canadian citizen and which are not radical, fear based operations.
- Initiate common sense plans that take into account the freedoms of the Canadian citizen and which are not radical, fear based operations.
- We value and want proof of Science based evidence and not just "DATA" figures.
- Again, we do not have a climate problem! We have climate change which happens every year, and Canada's 40 million, are not going change the climate one iota.
- Provide residents with assistance in applying for rebates for heat pumps and air conditioners to help folks adapt to a warmer climate.
- Climate change is just Government propaganda and another means to scare and tax Canadian citizens.
- The town and RDCK should be setting the example by cycling to work. Buying ecars and storing their garbage and compost in their own freezers.
- Take big steps!! While the suggestions in this survey are nice, they are not the leaps and bounds that are required for our climate emergency. If the town wants to be a leader it requires big steps. building large trail networks, taking back street space from cars and reallocating it to multi-modal transport and greenspace. Not just encouraging, but requiring energy efficiency for all new buildings. The town could work to make their fleet and equipment fully electric, providing cargo bikes or small electric utility vehicles for small staff trips (instead of lots of pickup trucks). Install solar and green roofs on city-owned buildings.
- We're already doing quite a lot to protect the area and make a sustainable living here. We can't all work from home Sharon.
- The Town should exhibit leadership by standing up for their residents against BIG government instead of being YES persons in issues such as this. Letting the provincial government get

involved in the running of our Municipality. I have a letter from several Government Officials including the Ministry of Municipal Affairs claiming they DO NOT GET INVOLVED in Municipal matters. Guess the public needs to see copies of it.

- Most farmers already recycle. Our scraps to our animals and reuse many items. The question I have is does the town actually recycle or does our recycling end up in the landfill like I have seen the town do before
- None of the above
- Get educated on what Climate change really is.....both sides of the debate, so you are knowledgeable in what can be useful changes and what is not. If Carbon, according to the RDCK climate action plan is carbon dioxide, why do you want to decrease it? Do you truly comprehend what value it really has?
- Provide a public forum to review actual evidence regarding climate change. "Science" is never settled by definition, and most real research conclusively proves the human effect on climate change is negligible. The government and mainstream narrative is false, and the proposed solutions are actually tax grabs and control mechanisms. Buying into "Climate Action" is participating in a giant lie, thereby perpetuating and magnifying the problem. Pollution itself is another issue, and seriously needs to be addressed. The research is all available for anyone who has the courage to investigate., so there is no excuse for "not knowing".
- Places for repurposed materials for shared recycling not something that is taxed a drop-off place . A place where people can drop organic waste for animals food.
- "Encourage tree planting Listen to the input of local farmers Stop trying to tie in with anything "global" because local is what is important"
- What is the definition of 'climate change' you are referring to? That is the most important issue that is not being addressed. TELL us what you mean by this all encompassing verbiage. Definition is what is required. This verbiage is overused and undefined.
- Take a pay reduction and with that money goes into expanding the bio digesters and accommodate more organic materials to be taken in
- Nothing
- Climate change is proven over and over to be a world cycle that's happened numerous times before. Canada is NOT a contributor towards any climate change. However the town should make recycling easier to do for most people. Having limited hours and recycling nazis has forced many to no longer recycle
- Almost all of these ideas are meaningless. If you really want to be a leader in climate change, become a 0 waste, carbon neutral community. Develop a municipal carbon capture industry and sell credits to other municipalities. Hire an army of summer students using programs like student summer works or other wage subsidy programs to xeriscape the town gardens. Clean up the contaminated sites on main street. There should be no derelict buildings in town, the owners of those buildings should be taxed so heavily they are forced to do something.
- "you guys start. tiny house? Ditch you vacations, boats, trailers, motorhome, holiday homes ETC. ETC. in our grocery stores sell, vegetables and fruit locally. So easy in this valley !! Shameful that we are not doing this way more already!..... and wood. sell it local, instead of trucking it all over the country-side"
- Stop using big words that do nothing, like sustainability and resiliency. Talk to the people and see what they are already doing to protect their lands, environments and communities. This is a

farming community and by nature it is inclined to be aligned with the land, the laws of nature and understands what it means to care for the land and the environment. Talk to them about what they are already doing and work with them in a supportive way by encouraging and helping them to continue to implement their practices as well as new or creative practices that may enhance what is already there. These new or creative practices cannot be chosen for the financial gain they have with the government. If something new is implemented it's because it works not because it makes money and increases taxes. This is about the land and the environment and "saving the planet" not about money, politicians, or agendas. Always ask yourselves who is benefiting?

- Public should vote on any action items the city wishes to implement.
- Allow the public to speak and have engaging meetings often... not filter questions through your office ... I personally don't want ANY more leadership to the climate agenda.. why not let people do their own business? Why do you feel there's an issue that you need to find more leadership?
- Use taxes to provide basic services like road maintenance, road shoulder cleaning and clearing. Sewage and water systems. Snow removal so our seniors aren't wading through a foot of slush by sidewalks in the winter. Dump the Climate Change push
- Give money to people buying climate friendly things, rebates etc.... and make it easy. and also partner with local tree nurserys to custom grow plants for the town, the town should be planting 200+ caliper mature trees every year at least. 5startrees.com already doing it
- "Kids really want to do something to help. Please give kids an opportunity to meet, share ideas, create projects and volunteer."
- Need I repeat -most all these things are using my tax dollar to create further bureaucratic jobs which many of us tax payers can not afford to keep funding. Let the free market take it on.
- Leadership to stop this nonsense , and be a leader in this is wrong and not sustainable

5. Climate equity is the principle that each individual—regardless of gender, race, income, and other characteristics—should benefit from a clean environment and have access to the resources and opportunities they need to protect themselves from the impacts of climate change. How should the Town address equity when considering climate change? (check all that apply) (Other (please specify))

- Tax or some other way on the the top 5-10% of properties to pay for some of these equity incentives. Or increased levies on single use items in town to pay for some of these initiatives.
- "Equitable how? For example. If there was a place in Creston that had a flood risk would we make that area safe at the cost of those Living in areas with no flood risk. Also would apply to fire for example. "
- "For now, raising awareness of how the lower income folks are impacted is important - then policies and mechanisms can be put in place. This will reduce resistance. For example: Food costs, cooling, transportation costs, lack of access to electric vehicles, efficient housing."
- Identify the actual countries contributing to climate change and quit making us pay for it
- Canada already does more than the rest of the world. First tell China and India to catchup. They out pollute us exponentially.
- Leave Creston and area alone, we are doing fine.
- Identifying all that is vulnerable and taking steps to help protect should always be any communities first priority. Heats kills more than cold, isolation has been cured in other places by

solving living conditions of students and youth exchanging rent for commitment to helping adults/ seniors with weekly chores beyond their capacity. The social benefits were a great surprise and both youth and adults quality of life were greatly impacted. Looking to others who have resolved these many issues is a wise and beneficial for all , sustainable, and improved housing issues, quality of life / mental health issues plaguing our societies. One such idea already proven

- "Have more community garden spaces available. Provide instruction and/or seeds and/or plants to transplant for those with little gardening knowledge. Also, support the Creston Valley Seed Bank which is preserving a variety of vegetable seeds for future food security."
- Promote food security through local food production to those who need it. Some of our local producers and sellers are already addressing this. They could use the town's help.
- None of the above. A waste of tax dollars.
- None
- Emphasis on health effects of smoke from wood burning stoves and leaf/yard waste burning. These pollutants need to be eliminated. They create health issues and aggravate existing health conditions.
- Try to tax us rich folk more, if you can. Or use all the money you save from transitioning to green tech on lower income families. I think rebates and interest free loans are a really good idea. Maybe also those programs could be based on income for eligibility.
- You people seem to be missing the fact of cost to people you can only take so much money before we say no more
- They shouldn't. The government should stay out of people's lives, and should let them determine for themselves what is important for them.
- Prove there is climate change that is dangerous.
- Is this a joke? Not funny
- I can not understand the correlation between climate change and someone like my best girlfriend being in a wheelchair from cancer. I would like Creston to not go with the Global agenda which is trying to push this kind of thing, that doesn't even make any sense at all to me and many others
- As individuals, everyone should have their own opinion heard, and respectfully considered. Through discussions etc. Find common ground for all and work from there. Do not be dictated by a few to govern the masses.
- There is no climate change, just a catch phrase to manipulate the public and charge more taxes!
- Give up this crazy idea that we can actually do anything to change the climate.
- again, take a stand against the provincial, federal, and global climate movement....it helps the rich and hurts the poor!
- Stop believing the WEF that climate change is a problem. It is all about control.
- "Ironically, many of the proposed solutions in the climate action plan directly target poor and marginalized people in a bad way. EVs are exceptionally expensive, and forcing everyone to use them will just ensure the marginalized can't have personal transportation. Solar panels and electric heating are also very expensive. What might help the marginalized the most is banning people from owning more than one residence, freeing up housing so that those with less money could actually afford to own a home in Creston and the surrounding area. The poor couldn't care less about climate change. That's a rich person's concern. A poor person wants access to

reasonably priced housing, to live in a crime free neighbourhood, and have a decent job (for starters)."

- All communities will be effected by your upcoming policies but all the areas outside of town will be effected more. Many poor areas here which will be made poorer. Few can afford electric cars and they are too far away to bike.
- the idea of climate equity is an imaginary construct. equity is in general a term bandied about by those wishing to tax the citizen to oblivion in impossible attempts to achieve an imaginary ideal. Leave this divisive portion out of consideration entirely.
- "Carbon Equity. CO2 literally is the "food" that sustains essentially all plants (and animals who consume plants, including humans) on the face of the Earth. And when that food supply is diminished, nature begins to diminish. Decarbonization of the Earth is almost like a scene ripped right out of the film Oblivion, where giant ocean harvesting machines sucked the water off the planet, abandoning the remaining human survivors on a barren, dead world that was ransacked by aliens. But in this case, the planet's air is being stripped of carbon, the "God element" that is the very basis of life on Earth. Denying plant life, insect life, animal life, and human life of one of the fundamental and foundational building blocks of life on earth is anything but equitable. All beings deserve equal and fair access to clean and abundant Co2. <https://sputnikglobe.com/20230605/fungi-absorb-about-third-of-total-greenhouse-gas-emissions---study-1110935282.html>"
- STOP IT ALREADY! I am so tired of the inconsistency and this supposed 'dire' situation being pushed down my throat. BE RESPONSIBLE, treat others fairly- yes, absolutely! Every single time mankind tries to interfere with the natural order, we screw it up... many examples exist. This has NOTHING to do with treating others fairly. You are mixing two topics trying to make them interconnected when they are not. DO NOT PIT PEOPLE AGAINST ONE ANOTHER AND TRY TO MAKE US GOVERN ONE ANOTHER.
- "Stop burdening people with more taxes for climate change! This includes federal carbon taxes etc. Give those in need access to dirt, seeds, and the public garden. Find ways to connect people to the natural environment. People need to know that protecting our environment involves physical effort."
- Perhaps look at the overwhelming evidence that climate change has always been with us and having .04 % Co2 in the atmosphere poses no risk to anyone.
- "Provide truth information based on real scientific opinion, not political lies."
- Stop to repeat political lies about climate change. Give examples of real scientific research.
- Equity and Diversity to solve climate issues? These WOKE ideologies will do nothing to reduce the cost of living in Canada, will only add more more layers of bureaucratic overreach into our lives.
- give your head a shake and follow the science
- Many of us don't want MORE control, restrictions, that have already increased substantially
- Study what is needed. Work with people , be wary of over regulation, get consensus.
- Study what is needed. Engage with people. Get consensus.
- Please provide the Science documents proving that there is indeed a Climate Crisis. Without this is it is difficult to plan any positive measures. I see Pollution of this planet a huge problem....and definitely the major Chemtrail activity polluting our skies as detrimental to this planet.

- Any climate changes the TOWN OF CRESTON applies will only hurt the people on the lower end of the income spectrum. Try to bring some employment industries to the town to help these low income people. we have a clean country,CANADA!!
- Offer rebates to low-income households to purchase an air conditioner.
- Climate change is just Government propaganda and another means to scare and tax Canadian citizens.
- Waste less tax dollars on thinking about this. How many people are making a full time income off of this dribble. Who or where is it coming from. Ask more important questions. Follow the money?
- Get rid of the farce of the use of the term Climate Change to hide the true motive of the Climate Action Plan which is being imposed upon the Town of Creston by the Provincial and Federal Governments. Our Mayor and Town Council are nothing more than mouth piece and robots acting in their capacity on behalf of the Provincial and Federal Governments. Therefore, if you want to know how to obtain any of these objectives be more involved with your residents on a personal basis. Get hands on instead of having the internet as an excuse to do your surveys, especially when you are fully aware over the last surveys done in this manner that your response numbers are not even 1% of the populations and you make your decisions on that basis.
- It amazes me that the RDCK believes that the agenda handed down by the federal government is reasonable. There are many other priorities they should be working on. Tell me truthful Canada is going to change a global problem that hasn't even been truly shown to be a problem.
- None of the above
- none
- None of the above
- Work on making city buildings more green. Help farms by lowering taxes so more food can be grown locally and not be trucked in
- Keep out of peoples wallets.
- Provide a public forum to review actual evidence regarding climate change. "Science" is never settled by definition, and most real research conclusively proves the human effect on climate change is negligible. The government and mainstream narrative is false, and the proposed solutions are actually tax grabs and control mechanisms. Buying into "Climate Action" is participating in a giant lie, thereby perpetuating and magnifying the problem. Pollution itself is another issue, and seriously needs to be addressed. The research is all available for anyone who has the courage to investigate., so there is no excuse for "not knowing".
- "The data to support the whole notion of climate change is flawed !! So when you start with faulty information you end up with garbage! Garbage in garbage out!!! It is important to combat pollution yes - not carbon dioxide which is the basic building block for carbohydrates!! The more CO2 the faster photosynthesis the more food produced which uses up the CO2 and balances the equation . Deliberately ignoring that scientific fact lead to wrong conclusions and is used to drive another predetermined agenda which will not end well for our local community "
- Again, this term is way to broad. 'Climate change' is used to describe everything. Let's start out SUPER basic with very small goals and targets and develop a plan from there. Using this broad of a definition is setting the community up to fail. Nobody will buy in because there are no

definition or solid goals and it will always look like nothing is ever completed. Total loss of buy in from community with all this 'vague' terminology.

- All groups s/b treated "equally"
- "Often government programs like the federal greener homes grant just end up going to homes that already have money. They need money to complete the retrofit before they can get the loan or rebate. Could the town implement a PACE financing model to allow homeowners access to funds by leveraging their homes as collateral? "
- the biggest equity difference in town is income. Just look at the 2021 Canadian census data. We are also bursting with need for recreation ops for low and middle income families. It was such a bone headed idea to remove kinsmen park from the recreational lands pool and turn it into housing. Building more housing is promoting consumption and that will make it so we never meet any climate change goals. Build a contained social housing facility on marginal land, not prime recreational land.
- stop making crap up. this is stupid
- I can't answer this question because it makes no sense to me.
- Who has told you that there was an issue? Did creston residents speak out saying they felt excluded.....? I feel this is the same redirect... what the WEF has been pushing.. and our PM.. Im starting to feel our town is following an agenda and following a group think. Please STOP. The people don't want this.. and right now they are so UNaware of what is happening. .. maybe the town workers don't even know.
- Provide good basic services. Plant trees if you wish. Don't add red tape. Carbon tax and luxury taxes are already making life expensive.
- "climate change is a joke, get on the chemtrails they are nailing us with. Why is this being allowed? Its affecting all our health and crops. Just doing my job isnt going to cut it. You better stand up for whats right."
- Don't waste money on this. Do what makes sense and gets good return for our money and I don't mean profit. I mean outcomes



Creston Climate Action Plan

ON OUR WAY TO 100% RENEWABLES

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Executive Summary

The Creston Climate Action Plan (CCAP) is a commitment made by the Town of Creston to mitigate climate change, with the aim of creating an environmentally sustainable, resilient, and emissions-free future. This plan was created to aid in the transition to 100% renewable energy use by 2050, as outlined in the West Kootenay 100% Renewable Energy Plan.

The CCAP is primarily focused on reducing greenhouse gas emissions (GHGs), promoting equitable climate action, and generating environmental, economic, and health benefits for individuals, families, and businesses throughout the community.

The actions in the plan are meant to provide clear direction and help prioritize efforts and resource allocation. The CCAP reconciles past climate action documents and creates a practical path towards concrete action. The plan builds on current actions and leverages municipal resources to reduce emissions, while also seeking opportunities to collaborate with other levels of government and First Nations, and capitalize on resources from the Regional District, Province, Federal Government, and international organizations.

Tackling climate action at a municipal level means working towards community prosperity and resilience. Creston's Strategic Community Energy and Emissions Plan (2016) (SCEEP), Integrated Community Sustainability Plan (2013) (ICSP), Official Community Plan (2017) (OCP), and Multi-Modal Transportation Plan (2022) (MMTP), provide policy direction for many of the actions within this document. The CCAP provides an updated implementation plan for Creston's climate action goals and targets in keeping with the Town's Strategic Priorities.

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Introduction

Purpose

The Town of Creston acknowledges and accepts a commitment required to mitigate climate change. In 2021 the Town committed to the West Kootenay 100% Renewable Energy Plan, a roadmap outlining the opportunities and obstacles for the region to achieve 100% of energy used from renewable sources by 2050. This commitment requires that the Town of Creston aim to transition to 100% renewables in all energy use sectors in the community including heating and cooling, transportation, electricity, and waste management no later than 2050. The CCAP is our first step in making this transition. The adoption of the West Kootenay 100% Renewable Energy Plan provides the framework for the Town of Creston moving forward and is a foundational part of the Town's decision-making process.

The CCAP aims to develop a stepping stone towards a robust strategy that continues to evolve. It establishes key goals such as education and sourcing funding to develop a plan built on new climate data and building the Town of Creston's capacity to address climate change.

This plan aims to work towards equitable climate action that generates environmental, economic, and health benefits for individuals, families, and businesses throughout the community. This plan also fosters a culture of environmental sustainability within Town of Creston operations, where it becomes central to the decision-making process.

Territory Acknowledgment

The Town of Creston recognizes, acknowledges, and respects that the lands covered by this plan are located on the unceded traditional territory of the Yaqan Nukiy within the K'tunaxa Nations. Since time immemorial the Yaqan Nukiy stewarded this Valley. It is with gratitude that the Town of Creston plans on these lands.

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Scope

The CCAP focuses on mitigating the effects of climate change by reducing GHGs. While adaptation and resiliency are mostly outside the plan's scope, the plan includes some high-level adaptation and resiliency measures as supplementary guidance to the mitigation strategies.

The CCAP identifies five major action areas, or **"Big Moves"**, that the Town of Creston deems significant areas of need in terms of climate action. These areas include **transportation, buildings & infrastructure, waste, leadership & education, and adaptation & resiliency**. The "Big Moves" are further broken down into **objectives** that provide a clear direction and help prioritize efforts and resource allocation. Finally, the objectives are categorized into short-term, medium-term, and long-term **actions**. The goal to complete short-term actions is 0-2 years, medium-term actions is 2-5 years, and long-term actions is 5-15 years. By setting these goals, the Town of Creston is taking concrete steps towards achieving the targets outlined in the West Kootenay 100% Renewable Energy Plan. Although the CCAP's scope is limited to mitigation, it provides a vital framework for the community to work towards climate action.

Municipal Commitment

The Town of Creston supports the Province of British Columbia's goal to reduce overall GHGs in BC by 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. The Town of Creston is a signatory to the Province's Climate Action Charter, and Council has committed to reducing GHG emissions in the community. Provincial legislation requires municipal governments develop climate targets, plans, and actions to contribute to the climate action journey.

In 2021, the Town of Creston Council passed the following resolution to further advance Climate Action in Creston:

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THAT the Town of Creston aims to transition to 100% renewable in all energy use sectors in the community including heating and cooling, transportation, electricity, and waste management not later than 2050; AND FURTHER, THAT Mayor and Council DIRECTS

Town of Creston staff to collaborate with experts and residents, as well as consult the West Kootenay 100% Renewable Energy Plan, to develop a plan for the Town of Creston's transition by 2022.

The plan establishes practical steps for the Town of Creston so that we can continue to work in tandem with Provincial and Federal Governments, First Nations, Corporations, and our community towards climate action.

The following plans provide the policy direction and foundation for the listed actions within this document:

- RDCK's Strategic Community Energy and Emissions Plan (SCEEP)
- Creston's Integrated Community Sustainability Plan (ICSP)
- Creston's Official Community Plan (OCP)
- Creston's Multi-Modal Transportation Plan (MMTP)

The CCAP is cohesive with the Town's Strategic Plan priorities, which include community safety, liveability, economic health, and service excellence. The Strategic Plan emphasizes enhancing quality of life, demonstrating strong leadership, and fostering pride in arts, culture, heritage, and lifestyle amenities. In alignment with these strategic goals, the CCAP upholds principles such as environmental sustainability, innovation, equitable partnerships, and transparency. The strategic plan's emphasis on equitable partnerships and alliances highlights the importance of collaborative and inclusive approaches to address climate change impacts. Moreover, the principles of transparency and accountability within the strategic plan align with the need for effective governance, reporting, and community engagement during implementation of the CCAP.

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Current Situation

The International Panel on Climate Change states, “It is unequivocal that human influence has warmed the atmosphere, ocean, and land”. In general, we are seeing more extreme weather events, hotter average temperatures, and melting sea and land ice.

In Creston, we can observationally attest to these changes. Throughout the past few years, Creston experienced extreme heat events with temperatures surpassing 40°C, wildfires, and our neighbouring communities experiencing significant drought. In the future, Creston can expect higher average temperatures, more hot days, shifts in precipitation patterns, and likely an overall increase in precipitation, with less snowpack. These changes are predicted to have damaging impacts such as increased wildfire events, flooding, drought, and negative water quality impacts².

“The effects of climate change are not distributed equally, and certain populations are more vulnerable to its impacts. Extreme weather and climate-related disasters are expected to continue, and they will create new risks and worsen existing vulnerabilities in communities. Vulnerable populations include older adults, children, pregnant women, individuals experiencing homelessness, persons with behavioral health conditions, people with lower incomes, individuals with limited English proficiency, migrants or

¹ IPCC. (2021). AR6 Climate Change 2021: The Physical Science Basis. <https://www.ipcc.ch/report/ar6/wg1/>

² Pacific Climate Impacts Consortium. (2018). Climate Summary for the Kootenay Boundary Region. Retrieved from https://pacificclimate.org/sites/default/files/publications/Climate_Summary-Kootenay-Boundary.pdf

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refugees, racialized communities, and tribes and Indigenous peoples. Climate change disrupts many areas of life and may lead to increased violence and crime, decreased community unity, and increased social instability. Individuals who contemplate the magnitude of climate change may also experience anxiety and grief about climate change, general despair, or hopelessness”³.

Environmental damage, such as biodiversity loss, ecosystem degradation, and natural disasters like floods, droughts, and wildfires, can have far-reaching consequences on both humans and wildlife. In addition, climate change can affect human health by increasing the risk of heatstroke, respiratory and cardiovascular illnesses, and the spread of infectious diseases. Between 2030 and 2050, climate change is expected to cause approximately 250,000 additional deaths per year, from malnutrition, malaria, diarrhea and heat stress. Climate change can exacerbate social inequalities and trigger new ones, leading to the displacement of communities, loss of livelihoods, and social unrest. Areas with weak health infrastructure – mostly in developing countries – will be the least able to cope without assistance to prepare and respond. Furthermore, climate change can pose risks to global security by exacerbating conflicts over resources, migration, and territorial disputes. The costs of climate change are likely to be widespread, profound, and difficult to quantify, affecting various aspects of human society and the natural world⁴.

³ Substance Abuse and Mental Health Services Administration. (2022, March 28). Climate Change and Health Equity. Retrieved April 18, 2023, from <https://www.samhsa.gov/climate-change-health-equity>

⁴ World Health Organization. (2018). Climate change and health. Fact Sheet. <https://www.who.int/news-room/fact-sheets/detail/climate-change-and-health>

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Business as Usual (BAU)

To remain on track with the BC Climate Action Charter targets, which aims for reduced emissions of 40% below 2007 levels by 2030, 60% below 2007 levels by 2040, and 80% below 2007 levels by 2050, Creston's emissions should decrease to around 21,000 CO₂e tonnes by 2030. The Town of Creston would have had to reduce 2020 emissions by approximately 50% by 2030 to come close to this target⁵.

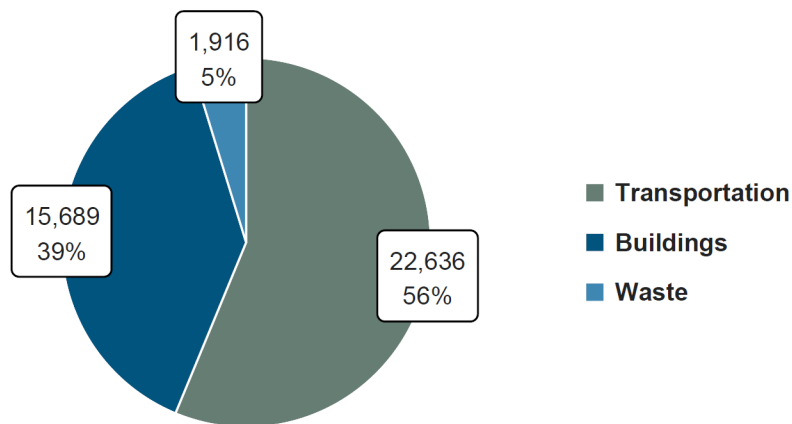


Town of Creston BAU (yellow) versus Target Emissions (50% reduction from 2020 levels) (green)⁵

⁵ Community Energy Association. (n.d.). Climate Action Planner. Retrieved April 18, 2023, from <https://www.communityenergy.ca/climate-action-planner/>

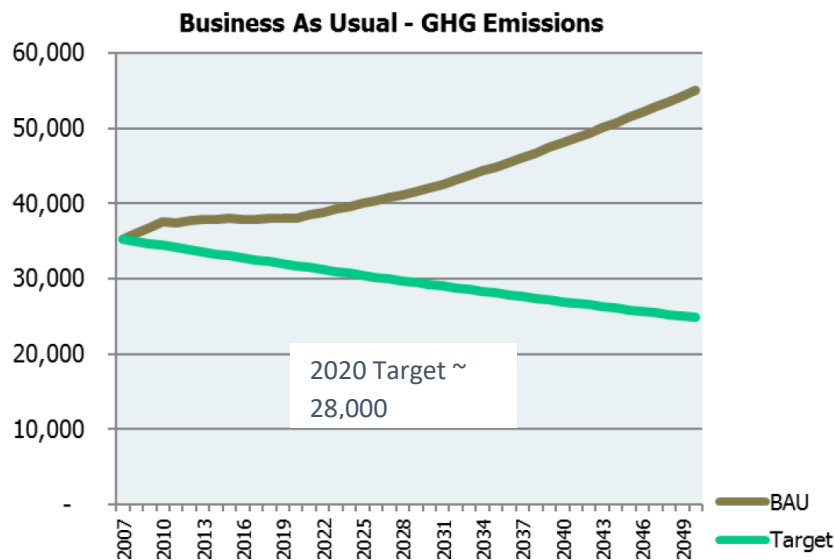
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Town of Creston 2020 Emissions Inventory (in tonnes CO₂e) by Sector⁵

Creston did not meet its emissions target for 2020, in fact, we surpassed our Business As Usual (BAU) scenario. The BAU scenario showcases the likely scenario if no behaviours were changed and takes growth and development into account. In 2020, the Town of Creston emitted approximately 39,000 tonnes of CO₂e (Carbon dioxide equivalent) indicating that we need more aggressive actions to meet our targets⁵.



OCP Greenhouse Gas Reduction Targets

Source: SCEEP (2016)

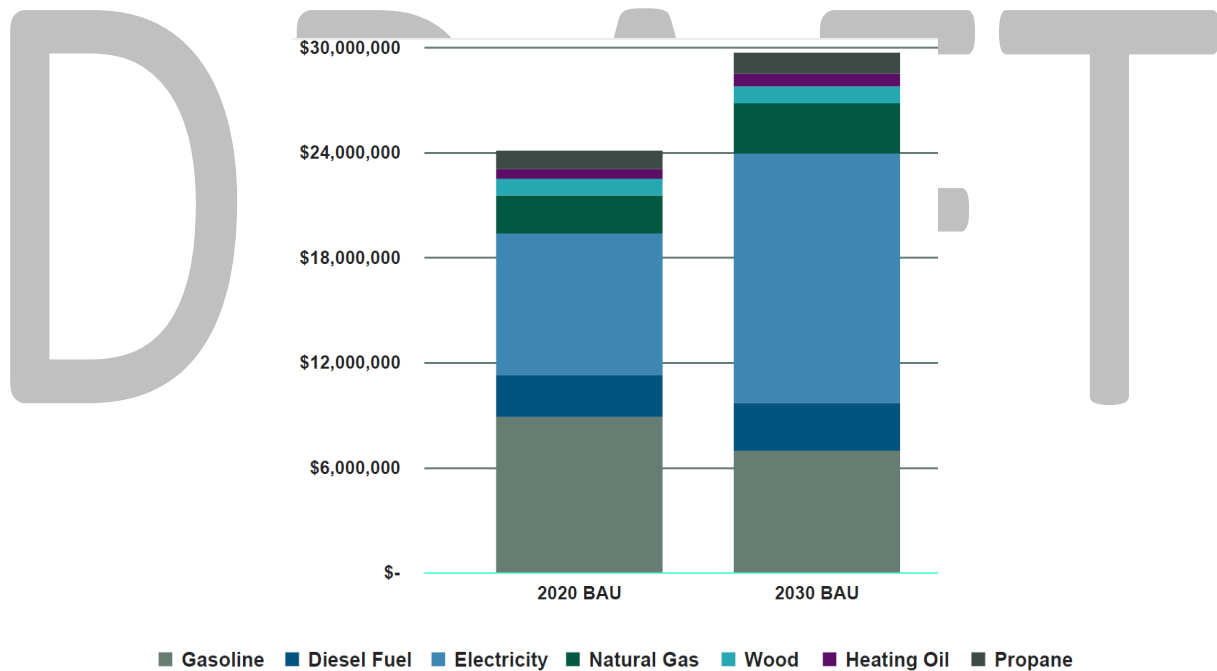
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In order to achieve climate action targets, it is necessary to allocate proportionate attention to the major polluters in the areas of transportation, buildings, and waste. Creston plays a significant role in this puzzle.

Emission Costs

The Town of Creston community spends a substantial amount on energy. In 2020, Creston's energy costs were approximately \$24,000,000. If business were to continue as usual, by 2030, Creston's energy costs would be roughly \$30,000,000⁵.



Estimated 2020 and 2030 Costs by Fuel Type⁵

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With a 2015 baseline, it is estimated that climate change will have cost Canadians \$25 billion of national GDP by 2025, \$35 billion by 2030, and between \$80 and \$103 billion by 2080 if continuing with business as usual. These figures represents the accumulation of impacts from each year of climate change since 2015, such as from storms, floods, and fires⁶.

A study published by the Institute for Sustainable Finance modelled the physical risk to Canada, and specifically how much capital output might be lost, over various warming scenarios between now and the end of the century. It was found that under a BAU scenario, with no new international GHG mitigation measures taken and allowing the climate to warm 5°C by 2100, the cumulative cost to Canada would be \$5.5 trillion⁷. These financial impacts could be incredibly detrimental to Canada, without yet considering the damages and costs to the rest of the world.

To help address this issue and meet Canada's climate targets, a shift from using fossil fuels to using clean electricity is necessary. This shift would involve generating more clean electricity in all regions, phasing out energy sources that emit GHGs, and using clean electricity to power homes, vehicles, businesses, and industries. This transition is fundamental to reducing GHG emissions and mitigating the impacts of climate change.

⁶ Climate Institute. (2018, October 2). The GDP Costs of Climate Change for Canada. Retrieved April 18, 2023, from <https://climateinstitute.ca/the-gdp-costs-of-climate-change-for-canada/>

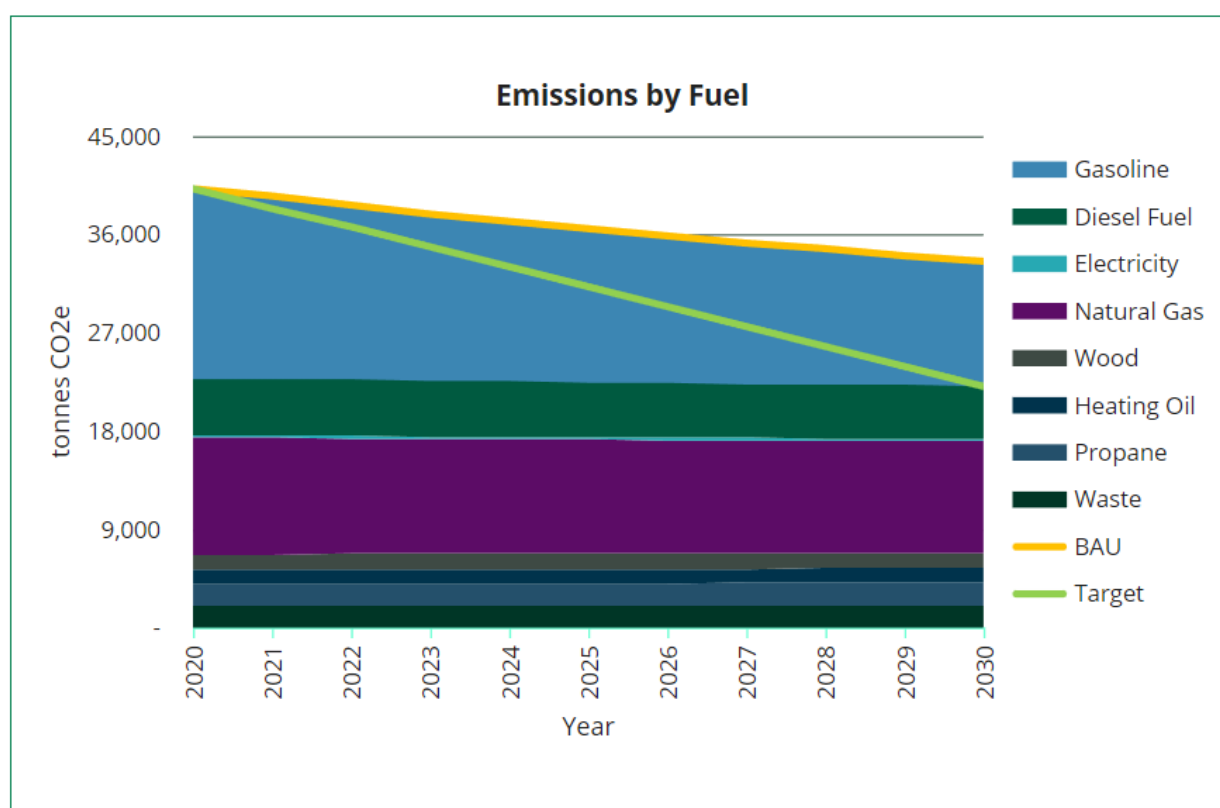
⁷ Institute for Sustainable Finance. (2021, February 25). Study Models Climate Change Damage to Canada's Economy. Retrieved April 18, 2023, from <https://smith.queensu.ca/centres/isf/news/climate-change-damage.php>

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Forecast Emissions

Creston's largest contributors to GHG emissions are gasoline, natural gas, and diesel fuel. As a result, they provide the biggest opportunities for reduction in carbon emissions. Some of these opportunities include electrification, retrofitting heat sources, and shifting towards active transportation.



Emissions by Fuel⁵

This graph predicts that if we reduce emissions to 45% below 2020 levels by 2030, our total emissions would be approximately 23,000 tonnes of CO₂e⁵. Though this estimate does not precisely align with our goals of reducing emissions 40% below 2007 levels by

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2030, it provides an idea as to what we aim to accomplish in a short time with the actions outlined in this plan.

Compounding Factors

Creston's population continues to grow, resulting in greater infrastructure needs. From 2006 to 2016, Creston's population grew 11%, reaching 5351 individuals, and from 2016-2021 Creston's population grew 4.1%, reaching 5583 people⁸. Overall, this represents an average annual increase of 1% from 2006 to 2021. In 2020, buildings accounted for approximately 39% of Creston's GHG emissions. Between 2010 and 2020, over 270 residential units were created, with development significantly increasing in the last four years. In addition, Creston's total emissions increased from approximately 37,500 CO₂e tonnes to about 40,000 CO₂e tonnes from 2010-2020⁵. This works out to approximately 7.5 CO₂e tonnes per capita in 2020.

A growing population translates to more paved roads and pathways, more vehicles on the road, and other services that contribute to emissions through their use, development, or both. Creston will continue to develop more resilient and energy efficient infrastructure to support environmentally sustainable habits, while searching for new avenues to decrease overall emissions.

⁸ Statistics Canada. (2017). Census Profile, 2016 Census: Creston [Population centre], British Columbia and British Columbia [Province]. Retrieved April 18, 2023, from <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=POPC&Code1=0212&Geo2=PR&Code2=62&Data=Count&SearchText=Creston&SearchType=Begin&SearchPR=01&B1=All>

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Lifecycle Costs

Our consumption choices have a significant impact on the environment, contributing to GHG emissions through the production of goods and services, our use of energy for heating, transportation, and food choices. Manufacturers respond to consumer demands and market pressures, often leading to the production of more environmentally damaging goods and practices, or as is increasingly the case, environmentally friendly options.

Applying a lifecycle cost lens is crucial when evaluating the environmental impact of products and services. This analysis considers a product's environmental impact throughout its entire lifecycle, from production to disposal, and provides a more accurate picture of its environmental impact. By including the environmental cost of manufacturing, transportation, use, and disposal, a lifecycle cost analysis enables decision-makers to make more informed choices that consider both the immediate and long-term environmental impact of a product or service.

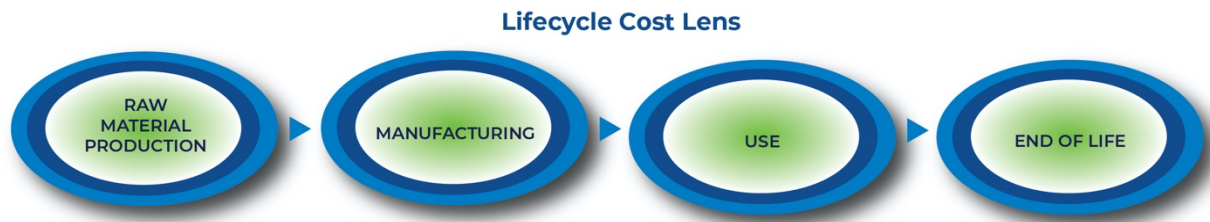
When adopting a lifecycle cost lens, it is essential to consider embodied carbon. Embodied carbon refers to the GHGs associated with the production, transportation, and disposal of a product or material, including both direct and indirect emissions. By considering embodied carbon in lifecycle costing, decision-makers can evaluate the environmental impact of different options, such as selecting materials with lower embodied carbon or investing in energy-efficient production processes.

In 2019, the Canadian government established a national minimum price on carbon pollution starting at \$20 per tonne, increasing at \$10 per tonne to \$50 in 2022. The federal government proposed to increase the price on carbon pollution annually at a rate of \$15 per tonne from 2023 to reach \$170 by 2030. The goal is to accelerate the market adoption of technologies and practices needed to reduce emissions and build a

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low carbon economy⁹. The federal carbon pollution pricing benchmark will impact Creston residents as it will increase the price of carbon pollution. This means that some goods and services may become more expensive as producers pass on the cost of the carbon price to consumers. By using a lifecycle cost lens, households and businesses can save money and reduce their carbon footprint.



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⁹ Government of Canada. (2018). Carbon Pollution Pricing: How it will work. Retrieved April 21, 2023, from <https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-pollution-how-it-will-work/carbon-pollution-pricing-federal-benchmark-information.html>

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Equitable Transition

In developing the CCAP, several factors have been taken into account to ensure its effectiveness and equity for all community members. The plan recognizes the distinct resource and economic challenges that confront our small, rural community, and the possible impact they may have on achieving GHG reductions in a relatively short period.

The geographical location of Creston, for example, is a crucial factor in determining the viability and efficiency of certain GHG reduction strategies. The rural setting and topography of the area may present challenges in implementing renewable energy technologies like solar and wind power.

An essential consideration in developing an equitable plan is the socioeconomic factors affecting the community. Barriers to accessing energy-efficient technologies with limited financial resources may be faced by low-income residents. While high-income residents may have greater resources and access to technology, they may also have higher GHG emission as they are financially able to consume more overall.

It is important to recognize that impacts of climate change may disproportionately affect certain groups, including Indigenous communities, who have a deep connection to the land and its resources. Cultural value and traditions will be considered, as applicable, when implementing individual actions in this plan.

We must also consider members of the community with specific needs, such as those who are elderly or have disabilities, and are particularly vulnerable to the impacts of climate change. Extreme weather events and other consequences of a changing climate can have a significant impact on these individuals, who may face greater challenges in adapting to these changes.

The CCAP has been designed with a focus on equity and effectiveness, considering the unique challenges and opportunities presented by the community's geography, electric

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grid, socioeconomics, history, and culture. The goal is to achieve meaningful GHG reductions while creating a more resilient, and equitable community.

Sustainability Objectives

The Town of Creston developed sustainability objectives in its ICSP, which provide a foundation for the CCAP to build upon. The current sustainability objectives are to reduce and eventually eliminate our contribution to:

1. The ongoing build-up of materials extracted from the earth's crust.
 - This means favouring activities that support energy efficiency, renewable energy, recycled materials, and reusing what we have.
2. The ongoing build-up of synthetic materials produced by society.
 - This means favouring activities that support natural materials, reusable and recyclable contents, and materials that are managed in tight technical cycles.
3. The ongoing physical degradation of nature.
 - This generally means favouring activities that support using materials and energy sources from well-managed ecosystems, fast growing crops without the use of chemicals, and using previously developed lands.
4. Socio-cultural and economic conditions that undermine people's ability to meet their basic needs.
 - This means favouring activities that support safe and vibrant living and working conditions, sufficient resources for livelihood, political freedoms, inclusive and transparent decision-making, and sourcing affordable products and services.

Looking Ahead

By signing on to the goal of 100% renewable energy by 2050, Creston recognizes that creating complete, compact, energy-efficient communities helps to

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reduce GHG emissions and supports healthy and equitable communities. Environmentally conscious communities help to support social, economic, and cultural sustainability.

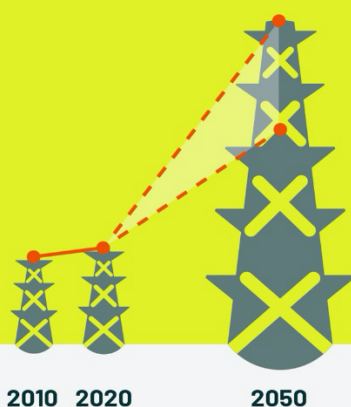
While commitment at the municipal level plays an important role in climate action, governments of all nations and at all levels need to make bold moves to create the necessary changes to have meaningful results. We acknowledge that while we will not solve the climate crisis on our own, we will be part of the solution. Reaching Canada's climate targets requires a big switch from fossil fuel to clean energy. This switch involves producing more clean electricity in every region, phasing out GHG-emitting sources, and using clean electricity to power more and more of our homes, vehicles, businesses, and industries.

Canada's electricity systems need to get ...



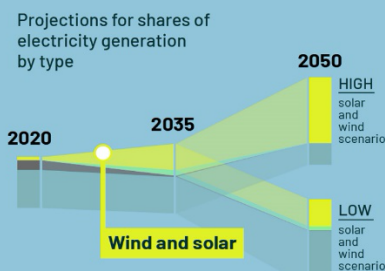
BIGGER

Electricity generation capacity needs to grow **2.2 to 3.4 times bigger** than today



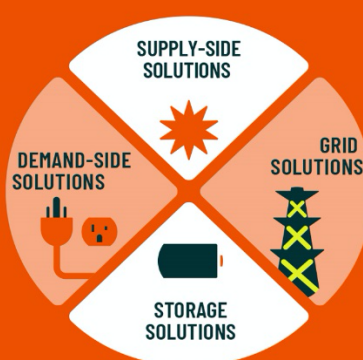
CLEANER

By 2050, wind and solar will make up **31-75%** of generation compared to only 6% today



SMARTER

Canada needs to deploy a range of solutions to build smarter, more flexible systems



Source: Climate Institute. (2018). Big Switch: How Canada can use renewables and energy efficiency to move from fossil fuels to a low-carbon future.

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The transition to 100% renewable energy by 2050 will require a concerted effort by individuals, communities, businesses, and governments across Canada. While it may seem daunting, this switch presents an opportunity to not only mitigate the impacts of climate change, but to become more resilient, learn from our lessons, grow our culture, and bond together for a common purpose. By investing in renewable energy infrastructure, promoting energy efficiency and conservation, and encouraging sustainable transportation, we can reduce our reliance on fossil fuels, improve air and water quality, and create new jobs and economic opportunities. With bold and decisive action, we can build a clean energy future that benefits both the environment and our community.

Impacts of the Climate Action Plan

The CCAP aims to significantly reduce GHG emissions in the Town of Creston. The CCAP recognizes that much of Creston's climate data is based on 2010 data and that reliable baseline data is necessary to inform future decision-making. The Town will be acquiring new climate data to support this plan to build the Town's capacity to address climate change. With the actions in this plan focusing in the areas of transportation, buildings & infrastructure, waste, and leadership & education, this plan presents actions targeted towards major reductions in GHG emissions in these areas. The CCAP is a stepping stone towards a robust strategy that continues to evolve, with the ultimate goal of mitigating the impacts of climate change in Creston.

We recognize that this is not a comprehensive solution. National and global actions are necessary to address the root causes of climate change and to achieve significant reductions in GHGs. The CCAP should be seen as a starting point for the Town to take meaningful action towards climate resiliency and environmental sustainability, with ongoing efforts required to adapt to changing circumstances and emerging best practices.

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Transportation

Transportation requires energy to move people and goods from one place to another. Cars, buses, trains, and planes are, in large part, all powered by fossil fuels, which contribute significantly to GHGs and air pollution.

Reducing transportation-related emissions is crucial to mitigating the impacts of climate change and improving air quality. Shifting towards more sustainable transportation options such as electric vehicles, public transportation, biking, and walking can help to reduce GHG emissions and promote healthier communities.

The Town of Creston will promote sustainable transportation by encouraging the development of walkable and bike-friendly infrastructure, public transit, and electric vehicles. These efforts will not only help to reduce emissions and improve air quality, but also support a more connected community.

Current Situation

In 2020, transportation accounted for 56% (22,636 CO₂e tonnes) of emissions generated in the Town of Creston; gasoline was the largest expense⁵.

Creston residents and businesses are primarily dependant on fossil fuel vehicles as their primary mode of transportation to support rural living. The Town of Creston recognizes there may be barriers in shifting from gas and diesel powered vehicles to electric vehicles. It remains a challenge for many residents and businesses as large electric vehicles remain cost-prohibitive, and smaller electric vehicles may not meet many individuals' or families' needs. Additionally, the supply of vehicles currently available is limited and unable to keep up with current demand.

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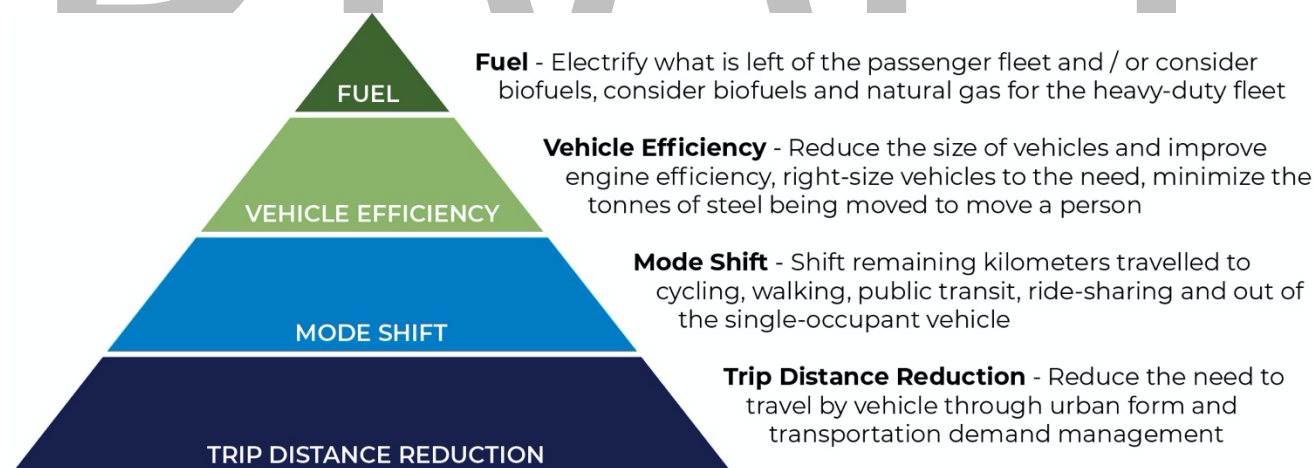
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While transitioning to electric vehicles in Creston may present challenges, it's worth noting that technological advancements are increasingly making them a more practical and attractive option for drivers. Improvements in battery technology have led to increased range, enabling drivers to travel longer distances before needing to recharge. Additionally, advances in cold resilience have made electric vehicles more reliable in cold weather conditions. Meanwhile, charging times continue to decrease, making it easier and more convenient for drivers to charge their vehicles on the go. These advancements can help make electric vehicles a more viable option for residents in Creston. By adopting cleaner modes of transportation, we can reduce harmful emissions and improve air quality, leading to a healthier, more vibrant Creston.

Transportation Objectives

The following transportation objectives encompass trip distance, mode shift, vehicle efficiency, and fuel considerations.

1. **Encourage the development of compact and walkable neighborhoods that provide access to essential services and amenities, reducing the reliance on automobiles**
2. **Increase vehicle sharing opportunities, expand public transportation options, and implement active transportation orientated planning**
3. **Shift towards vehicle electrification**



Source SCEEP 2016

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Getting There

Encourage the development of compact and walkable neighborhoods that provide access to essential services and amenities, reducing the reliance on automobiles

Creston spans 815 hectares, with about 30% of the land remaining undeveloped and lacking essential services. Overall, the Town's land use is reasonably well distributed, with residential, commercial, and industrial zones dispersed throughout the community. This approach to land use planning fosters a cohesive and interconnected community, with convenient access to employment opportunities, shopping centers, and other essential amenities within a reasonable proximity to residents' homes.

According to Statistics Canada's 2016 report, the majority of commute distances in Creston were relatively short. More specifically, over half of the trips taken for commuting purposes were between 1 and 3 kilometers, while approximately 30% were less than 1 kilometer¹⁰.

¹⁰ Statistics Canada. (2016). Commuter data. <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-eng.cfm?TABID=2&LANG=E&APATH=3&DETAIL=0&DIM=0&FL=A&FREE=0&GC=0&GID=1261913&GK=0&GRP=1&PID=111334&PRID=10&PTYPE=109445&S=0&SHOWALL=0&SUB=0&Temporal=2017&THEME=125&VID=0&VNAMEE=&VNAMEF=&D1=0&D2=0&D3=0&D4=0&D5=0&D6=0>

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Infill developments, which utilize existing municipal services such as water, sewer, roads, and trails, can result in financial savings and a smaller environmental footprint. In addition to these benefits, infill development can also increase the municipal tax base without expansion or infrastructure, while simultaneously reducing residents' reliance on gas-powered vehicles for commuting.

Creston is the service hub for Wynndel, Erickson, Canyon, Lister, the East Shore of Kootenay Lake, Kitchener, and Yahk. Many people commute to Creston for school, work, shopping, entertainment, and services. Creston must continue to support these individuals by providing a one-stop destination to limit the number of trips people must take to meet their needs.

The OCP, ICSP, MMTP, and SCEEP provide supportive policies and actions for reducing our transportation impact. Much of the focus is on creating a well-connected and walkable community that supplies the services community members depend on.

Increase vehicle sharing opportunities, expand public transportation options, and implement active transportation orientated planning

Based on the 2016 Commuter data from Statistics Canada, the vast majority of individuals (82%) who commute for work within Creston rely on driving as their mode of transportation. Of those who drive to work, the overwhelming majority (86%) are solo drivers. Less than 16% of those who drive to work use sustainable transportation options such as active transportation or public transit. Approximately 13% of residents regularly walk, while less than 1% of people regularly bike or use public transit, and around 2% use alternative modes of transportation, such as mobility aid scooters¹⁰.

The Town of Creston currently has over 20km of sidewalks and trails; however, due to the Town's topography, it can be challenging for many individuals to cycle or walk. Additionally, many of the trails are made of gravel, which makes them inaccessible or difficult for road cyclists and people using mobility aids. Most residential neighborhoods

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lack sidewalks or trails, and there is a lack of connectivity between neighborhoods and services. In 2016, during public engagement for the OCP at Town Hall, the public expressed that the Town's infrastructure does not meet the needs of youth or those with mobility challenges. Multi-modal transportation requires safety and accessibility to be effective.

To encourage a shift away from single-occupancy vehicles, the Town of Creston must create safe and accessible alternatives, such as multi-use pathways, low-barrier and well-maintained sidewalks, and alternative vehicle transport modes, including carpooling and transit. Additionally, the Town's MMTP identified locations where crossing lights should be added, such as the 18th Ave N/Canyon St intersection and NW Boulevard/Cavell Street, to improve pedestrian visibility and safety when crossing the highway.

During the OCP public engagement, Creston residents expressed a desire for a well-connected community that promotes physical activity. The Town's OCP contains several policies that support an integrated approach to active transportation planning, and the MMTP outlines strategies to meet Creston's active transportation goals for the next 30 years.

The Town is also developing a Trails Master Plan (TMP). The TMP provides a long-term strategy for creating a connected and walkable community that encourages active transportation and outdoor recreation. The TMP identifies key routes that align with Creston's cycling, public transit, and private vehicle networks and provides essential connections to activity hubs throughout the community.

Building multi-modal transportation infrastructure comes at a significant capital cost. Savings can be made by including active transportation infrastructure at times of road replacement and restoration. Secondly, active transportation tends to be a 'lighter' use of Town infrastructure compared to traditional vehicle traffic. Over time, general maintenance costs may decrease. The infrastructure projects required to achieve the commitments in the MMTP and TMP will require ongoing and multi-year construction, combined with working with the BC Ministry of Transportation and Infrastructure (MoTI) to create safe spaces for active transportation along provincially owned roads. In

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addition, the Town of Creston will work with the MoTI to evaluate BC Transit in Creston and advocate for a plan that better meets the community's needs.

Shift toward vehicle electrification

British Columbia (BC) had an annual per capita electricity consumption of 11.8 megawatt-hours (MWh) in 2019, which placed it seventh among all Canadian provinces.

However, the province consumed 21% less electricity than the national average. About 87% of electricity in B.C. is produced from hydroelectric sources, with the remainder coming from biomass, wind, natural gas, refined petroleum products, solar, and other sources¹¹.

BC has more than 2,500 public charging stations available for electric vehicles. Electrification of personal and fleet vehicles are a critical component of renewable transportation. The Province has set out several targets pressuring manufacturers to create a greater supply of electric vehicles. As part of the Roadmap to 2030¹², B.C. will require 10% of all new, light-duty vehicles sold to be zero-emission vehicles by 2025, rising to 30% by 2030 and 100% by 2040. B.C. already has the highest electric vehicle

¹¹ Canada Energy Regulator. (2021, March 3). British Columbia Energy Profile 2019. <https://www.cer-rec.gc.ca/en/data-analysis/energy-markets/provincial-territorial-energy-profiles/provincial-territorial-energy-profiles-british-columbia.html>

¹² Province of BC. (n.d.) Roadmap to 2030. https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc_roadmap_2030.pdf

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uptake in North America, with more than 10% of new light-duty vehicle sales being electric as of June 2021¹³.

The initial cost of electric vehicles remains high. While electric vehicles (EVs) are generally more expensive to purchase than traditional gasoline-powered vehicles, they can be more cost-friendly over time due to several factors. One of the main reasons is fuel cost savings. EVs also have significantly lower operating costs than gasoline-powered vehicles, require less maintenance, and have longer lifespans. The Province has several grant and rebate programs to support vehicle electrification for individuals and fleets.

When considering EVs, we also have to consider infrastructure and charger costs. There are a variety of EV chargers; the slowest charging type is the Level 1 charger, which uses a standard 120-volt household outlet and can provide up to 6-8 kms of range per hour of charging. The Level 2 charger is faster, using a 240-volt outlet and providing up to 40-55 kms of range per hour of charging. DC fast chargers (Level 3) are the fastest available and can provide up to 80% of a car's battery charge in as little as 20-30 minutes. They use a specialized connector and can be found at public charging stations or some dealership service centers. Wireless chargers are still relatively rare but are becoming more common in some markets. It's important to know your car's charging requirements before choosing a charging station, as different EVs may require different types of connectors. EV installation for level 2 and 3 chargers can cost anywhere between \$2000 and upwards of \$70,000, depending on the type of EV charger, power availability, and existing infrastructure. To date, all of Creston's EV charging stations were installed using grant money.

¹³ Government of British Columbia. (2022, February 7). B.C. to Build Canada's Largest Renewable Energy Battery Storage Project. <https://news.gov.bc.ca/releases/2022EMLI0018-000468>

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The OCP contains several policies related to vehicle electrification. Shifting to electric vehicles will have one of the greatest positive impacts on GHG reduction. Over time, the Town envisions shifting towards electric municipal fleet vehicles, purchasing used vehicles, and providing infrastructure to support personal electric vehicles.

Actions

In order to achieve the West Kootenay 100% Renewable Energy Plan's targets, the following short-term, medium-term, and long-term transportation actions have been established:

Current/ Ongoing

- Revise the OCP and related zoning bylaws to promote reduced reliance on cars by designing walkable neighborhoods with services in close proximity
- Collaborate with neighboring communities to initiate an inter-city ridesharing program.
- Focus on active transportation planning and include active transportation design standards in street restoration, replacement, and new projects.
- Continually explore new technologies for use as they advance, such as hydrogen-powered vehicles

Short-term (0-2 years)

- Decrease speed limits for safety – ensure people feel safer utilizing other active transportation methods
- Explore partnerships with other governments to create inter-community trails for walkable / bikeable long-distance trips
- Launch Town wide anti-idling initiative
- Conduct spatial analysis of amenities, healthcare, public transportation, and other essential services as they relate to locations of residential units and transportation network
- Adopt a policy for bike lock-ups in all new multi-family residential buildings
- Install public bike lock ups in the downtown commercial zone
- Implement an e-bike/ bike sharing program
- Expand the E-bike loan program to include Town residents
- Consider active transportation when developing Local Area Plans

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- Advocate for and educate the public on electric vehicle (EV) rebates and incentives for residential and commercial vehicles
- Identify and allocate locations for future EV charging stations for municipal and public use
- Adopt the Trails Master Plan

Medium-term (2-5 years)

- Develop an interactive map that highlights trails, multi-use paths, and low-traffic roads for those interested in active transportation
- Prioritize road and infrastructure design that is appealing and convenient for pedestrians, cyclists, and public transit users
- Install EV charging stations at pre-allocated locations
- Electrify the Town of Creston's fleet vehicles

Long-term (5-15 years)

- Implement the Trails Master Plan
- Invest annually in the design and construction of new walking and cycling infrastructure as set out in the Town's MMTP

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Buildings & Infrastructure

Buildings that serve as our homes, workplaces, and recreational spaces require energy to regulate indoor temperatures, light, and provide power for daily activities like cooking and laundry. Over the past few years, extreme temperatures have brought to light the importance of household temperature control for our comfort and our health, requiring large amounts of energy. It is imperative to find ways to reduce energy consumption, while maintaining safe living spaces for the community. Creating energy efficient buildings can also increase building resiliency in the face of climate change and result in long-term savings for residents and businesses. Increasing building efficiency is the second largest opportunity for transitioning to renewable energy.

The Town of Creston aims to shift towards more sustainable buildings by encouraging energy efficient, residential infill development and densification within currently serviced areas, and by encouraging the design and construction of energy efficient new buildings and retrofits in existing residential, commercial and institutional buildings and infrastructure.

Current Situation

By sector (Waste, Transportation, Buildings), Creston's buildings accounted for approximately 15,698 CO₂e (39%) tonnes of emissions in 2020. Under the BAU scenario, by 2030 it is estimated that buildings will contribute 15,373 CO₂e tonnes of emissions, as BC Building Code, BC Step Code, and other factors improve efficiency.

Increasing building efficiency and reducing building energy consumption are essential for reducing overall GHG emissions. In Creston, most buildings rely on electricity for heating and cooling needs. Because electricity is produced predominately in hydroelectric facilities, it contributes very little to Creston's GHG pollution. Approximately 10% of Creston's residential building heating energy is supplied by wood, another lower-carbon and renewable energy source⁵. The Town has implemented a Wood Stove Exchange Program in partnership with the RDCK that provides a rebate for residents to

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exchange their old (pre-1994), uncertified wood stove with a new, EPA- or CSA-certified wood, pellet, or gas heating appliance. Visit the website [HERE](#) for more information.

In 2020, natural gas in Creston contributed to approximately 8% of emissions⁵. Natural gas is a fossil fuel, which means that it is formed from the remains of dead plants and animals that have been buried for millions of years. The extraction, processing, and transportation of natural gas can lead to significant GHGs, contributing to climate change. Additionally, natural gas leaks during extraction, transportation, and distribution, can release methane - a potent GHG - into the atmosphere. Natural gas production can result in environmental harm such as water pollution, land degradation, and wildlife habitat destruction. Furthermore, the combustion of natural gas in power plants and buildings releases carbon dioxide, nitrogen oxides, and other air pollutants that contribute to smog, acid rain, and respiratory diseases. Finally, natural gas is a non-renewable resource, which means it will eventually be depleted, and its extraction can cause social, economic, and environmental issues in communities where it is produced¹⁴. Reducing energy waste through energy-efficient building designs, insulation, and weatherization can significantly reduce the need for natural gas heating.

Improving building efficiency would result in cost savings for businesses and residents. Creston has been observing an escalation in temperature extremes every year, and it is crucial to equip buildings for extreme weather events and increasing temperatures without exacerbating negative climate impacts.

As of May 1st, 2023 in accordance with the BC Building Code regulations, the Town of Creston is requiring builders comply with Step 3 of the BC Energy Step Code. The BC

¹⁴ Union of Concerned Scientists. (2021, March 30). The Environmental Impacts of Natural Gas. <https://www.ucsusa.org/resources/environmental-impacts-natural-gas>

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Building Code is a set of minimum requirements and standards for the construction, renovation, and occupancy of buildings in BC. It covers various aspects of building design, materials, safety, and energy efficiency, among others. The BC Energy Step Code provides a common pathway that local governments may use to ensure BC delivers on its energy goals. It does so by establishing a series of measurable, performance based energy-efficiency requirements for construction that communities may choose to adopt when ready. The BC Energy Step Code requires progressively greater levels of energy efficiency. In 2022 the base building code required 20% more energy efficient buildings. The final two steps are as follows:

- 2027 - Buildings are 40% more efficient than 2018 BC Building Code requirements (Step 4 – Part 9 buildings, Step 3 – Part 3 buildings); and,
- 2032 - Buildings are 80% more efficient than 2018 BC Building Code requirements (Step 5 – Part 9 buildings, Step 4 – Part 3 buildings).

Net-zero energy buildings produce as much or more clean energy as they consume. They are up to 80 percent more energy efficient than a typical new building, and use on-site (or near-site) renewable energy systems to produce the remaining energy they need¹⁵. A net-zero energy-ready building is one that has been designed and built to a level of performance such that it could, with the addition of solar panels or other renewable energy technologies, achieve net-zero energy performance. The [BC Energy Step Code](#) will be an important part of improving building efficiency in Creston.

¹⁵ Canadian Home Builders' Association. (n.d.). Net Zero Homes. Retrieved May 8, 2023, from <https://www.chba.ca/netzero#:~:text=Net%20Zero%20Homes,the%20remaining%20energy%20they%20need>.

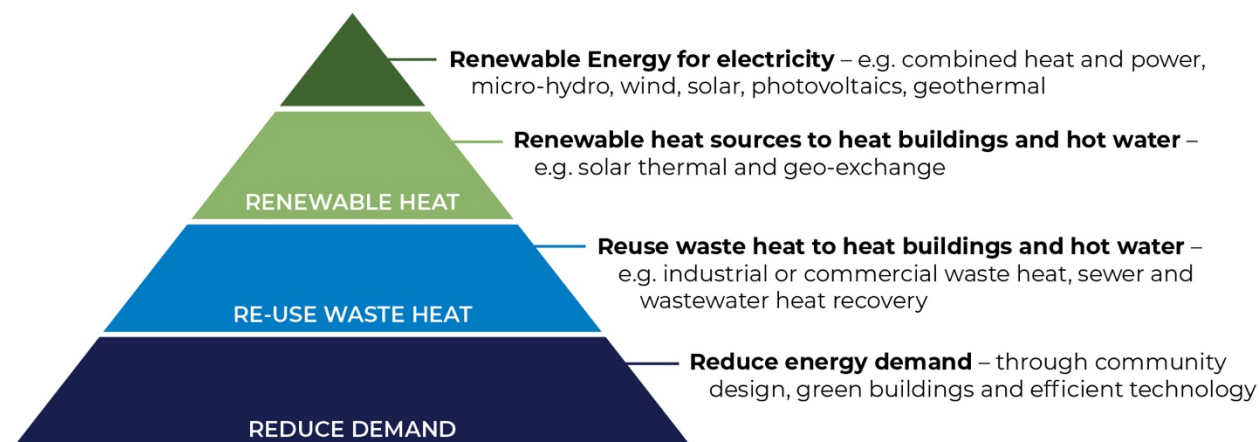
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Buildings & Infrastructure Objectives

The following buildings & infrastructure objectives encompass reduced energy demand, reusing waste heat, renewable heat sources, and renewable energy for electricity.

- 1. Increase the use of renewable energy sources in new and existing buildings and infrastructure**
- 2. Reduce energy demand in buildings and infrastructure through community design, green buildings, and energy efficient technology**
- 3. Increase heat recovery to heat buildings and water**



Source SCEEP 2016

Getting There

Increase the use of renewable energy sources in new and existing buildings and infrastructure

Creston is committed to increasing the use of renewable energy sources in new and existing buildings and infrastructure. We recognize the importance of incentivizing the

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adoption of renewable energy systems such as photovoltaic panels, geo-thermal systems, wind, and hydro-energy in buildings and infrastructure.

While many of our buildings and infrastructure are aging and may not have been designed with energy efficiency in mind, we believe that there are still opportunities to retrofit and upgrade these structures to incorporate renewable energy sources. To support this goal, we will support outreach and education programs to homeowners and businesses interested in energy-wise retrofit solutions. Additionally, we will explore regulatory measures that can incentivize the adoption of renewable energy systems, such as development cost charge decreases or zoning allowances for renewable energy installations.

Retrofitting existing buildings can come with a high price tag, and affordable housing is a growing challenge for many residents and newcomers. For these reasons, the Town will work to identify funding and financing options for the public to help make energy efficiency upgrades more accessible and affordable. Additionally, we will strive to ensure that these efforts are equitable and accessible to all members of our community, regardless of income or housing status.

To support our renewable energy goals, we will continue to promote the implementation of the BC Step Code and other policies to develop efficient buildings in new construction. By prioritizing energy efficient new development and promoting the adoption of renewable energy sources in existing buildings and infrastructure, we believe that we can reduce energy demand and increase our resiliency to climate change, while also supporting long-term cost savings for residents and businesses.

Reduce energy demand in buildings and infrastructure through community design, green buildings, and energy efficient technology

Creston is home to a mix of ageing buildings and new development. More than 1/4 of our residential buildings were constructed prior to 1960 and 1/3 of our homes were

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constructed between 1961 and 1980¹⁶. Supporting retrofits through outreach, education, and regulatory measures will assist homeowners who are interested in energy-wise retrofit solutions.

Housing costs are many individuals' greatest expenses. In addition, renters typically do not have control of energy efficiency within their homes, even though many renters would highly benefit from a reduced utility bill. Increasing home efficiency will decrease costs in the long term. However, often these savings remain inequitable. There are several incentive and rebate programs provided through Fortis, BC Hydro, and different levels of government for individuals looking to improve their building energy performance. Increased building efficiency will likely lessen the burden of heating and cooling costs, and other energy needs.

Smaller, energy-efficient buildings, or clustered developments with shared walls, can reduce the demand for (and cost of) space heating and cooling thereby increasing building efficiency. Supporting infill development in existing neighbourhoods, where existing services are provided, can help reduce our carbon pollution. Denser development also supports small home development or multi-family development, reducing the energy requirements per household. Encouraging small footprint home development supports low energy demand housing.

Creston's OCP and Building Bylaw support the implementation of the BC Step Code and contain several other policies to develop energy efficient buildings. The Town of Creston will continue to support sustainable new development; however, a particular focus will

¹⁶ RDCK Housing Needs Report: Town of Creston Community Summary (2020)
https://www.rdck.ca/assets/Government/Documents/01_Creston_Community_Summary.pdf

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be paid to our existing buildings by looking for avenues to support equitable energy upgrades.

Reducing building energy use will result in long-term savings for residents and businesses. In addition, creating efficient buildings will create resilient buildings in the face of extreme weather events and temperatures that are expected to increase due to climate change. Increasing building efficiency is the second largest opportunity for transitioning to renewable energy.

Increase heat recovery to heat buildings and water

Improving heat recovery to heat buildings and water will be a key strategy in the Town of Creston's efforts to increase energy efficiency and reduce GHG emissions.

Heat recovery is the process of capturing and reusing heat that would otherwise be lost, typically through exhaust gases or waste heat from industrial processes. When applied to buildings and water heating systems, heat recovery can offer significant benefits in terms of energy efficiency and cost savings.

In buildings, heat recovery can be achieved by installing a heat recovery ventilation (HRV) system, which recovers heat from exhaust air and uses it to preheat incoming fresh air. This can help to reduce the amount of energy needed to heat the building, leading to lower energy bills and reduced GHG emissions. Similarly, waste heat from industrial processes can be captured and used to heat water for use in the building or for other purposes such as washing or cleaning.

By implementing heat recovery systems, building owners and industrial operators can make their operations more environmentally sustainable while also enjoying the economic benefits of reduced energy costs.

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Actions

In order to achieve the West Kootenay 100% Renewable Energy Plan's targets, the following short-term, medium-term, and long-term building & infrastructure actions have been established:

Current/ Ongoing:

- Organize seminars on energy-efficient construction in Creston for builders and property owners
- Promote incentives and funding programs for energy-efficient building upgrades
- Offer technical assistance and resources to help building owners and operators understand the BC Energy Step Code requirements

Short-term (0-2 years):

- Encourage the use of renewable energy sources such as solar, wind, hydro, and geothermal through educational resources and incentive programs
- Offer Development Cost Charge reductions for energy efficient developments
- Assist educational endeavors to guarantee that the construction industry can meet Step 4 and 5 standards of the BC Energy Step code once it is completely implemented by the Province
- Increase the use of local, renewable resources such as utilizing solar power more, or accessing energy from Creston's excess biomass materials
- Expand community garden space and plant more native species in unused grass spaces such as boulevards
- Consider using voluntary financing methods, such as Local Improvement Charges, to offset the costs of installing solar energy systems
- Evaluate altering the rebate structure for the Woodstove Exchange Program
- Research ways to bring lower carbon footprint building materials to Creston

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- Conduct a Creston specific feasibility study for alternative energy sources, including district energy, micro-hydro on water supply, biomass, photovoltaics, geothermal, etc.
- Provide an energy advisor rebate for developments that meet Step 4 or 5 of the BC Energy Step Code
- Partner with an Energy advisor to develop a cost-effective energy-efficient housing checklist and preferred applications for the area
- Offer free blower door test to any home builder who receives a building permit for a detached house, duplex, or townhouse project that meets Step 4 or 5 of the BC Energy Step Code
- Amend zoning bylaw floor area ratio to exempt the area occupied by additional wall insulation for homes that achieve Step 4 or 5 of the BC Energy Step Code
- Relax maximum building heights to support deeper insulation in the roof assembly and foundation for homes that achieve Step 4 or 5 of the BC Energy Step Code
- Consider reducing permit fees for energy-efficient retrofit construction, such as improved envelopes, high-efficient windows, and solar panels
- Create an energy-labeling incentive for homes to specify it's new home performance
- Update zoning bylaws to promote infill development
- Adopt a high-efficiency accessory dwelling unit design to expedite infill development
- Investigate the use of land use planning tools to preserve and support multi-family development
- Explore policy options and procedures to detect water leaks within Town Infrastructure
- Examine the possibility of electrifying small-scale public works equipment such as mowers, weed-whackers, hedge trimmers, and leaf blowers
- Monitor energy usage at Town facilities through development of an energy dashboard

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- Work with the development community to encourage green building practices including deconstruction, reduced waste generation, and the energy efficient use of resources during construction for all buildings
- Consider a revitalization tax exemption program for buildings with improved energy efficiency

Medium-term (2-5 years):

- Implement energy benchmarking and reporting programs to monitor and reduce energy consumption in Town of Creston buildings
- Retrofit Town-owned Infrastructure to become more energy efficient based on results of feasibility study
- Complete a Town-wide retrofit needs assessment (residential and commercial), and develop a corresponding support program and implementation plan

Long-term (5-15 years):

- Incorporate green infrastructure, such as green roofs, rain gardens, and permeable pavements, into urban design
- Foster energy-efficient residential infill development and densification within serviced areas, focusing on the Residential Growth Containment Area (RCGA)
- Support the development of district energy systems that provide heating, cooling, and hot water for multiple buildings from a central source
- Identify opportunities for eco-industrial park development

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Waste

Waste is related to climate change in several ways. Firstly, when waste is sent to landfills, it decomposes and releases methane, a potent GHG, into the atmosphere. By diverting waste from landfills through reduction, reuse, and recycling, the amount of methane released into the atmosphere can be reduced.

Secondly, the embodied carbon of products and materials used in construction and other industries contributes to our overall carbon footprint. Actions such as waste reduction and diversion can help indirectly reduce the environmental impact associated with materials and products by minimizing the need for new production and reducing the demand for raw materials. These actions can help Creston achieve its climate action goals while also promoting a more circular economy.

Lastly, waste diversion can help recover valuable materials like organic waste (e.g. agricultural waste, food waste, yard waste, and forestry residues), which can be transformed into biofuels or other bio-based products through processes like anaerobic digestion or gasification. This provides renewable energy sources, reduces reliance on fossil fuels, and decreases GHGs. Overall, waste diversion is an important strategy in mitigating climate change and reducing our carbon footprint.

To move towards zero waste, the following 5R pollution prevention hierarchy is a useful planning tool, where opportunities for reduction and reuse of materials should be exhausted before exploring opportunities for recycling (reduce, reuse, recycle, recovery, residuals management).

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Photo by BC Provincial Government

“The pollution prevention hierarchy supports a circular economy approach which can create jobs, promote innovation that provides a competitive advantages and help to protect people and the environment. In a circular economy resources are never tossed, but instead are reused, recycled, and reintroduced as new products. All with a focus on clean technology and energy efficiency.”

<https://www2.gov.bc.ca/gov/content/environment/waste-management/zero-waste>

Current Situation

By sector (Waste, Transportation, Buildings), waste accounted for approximately 1916 CO₂e (5%) of emissions in 2020. Under the BAU scenario, by 2030, it is estimated that waste will contribute 1978 CO₂e tonnes of emissions⁵.

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BC has the second-lowest per capita municipal solid waste disposal rate in Canada¹⁷. However, we can always look for areas to improve. The Creston landfill (which supports the East sub-region) received approximately 6877 tonnes of solid waste in 2020¹⁸. Reducing the amount of waste generated has a positive business case, and in BC, there is a provincial waste disposal target to lower the municipal solid waste disposal rate to 350 kg per person to reduce waste on land and in the marine environment. In 2022 in the East Kootenays, the waste disposal rate was 590 kg per person of municipal solid waste¹⁹.

There are various approaches to waste reduction, including minimizing the amount of waste generated and maximizing the utilization of waste. In Creston, we collaborate with the RDCK and neighboring communities to develop innovative services and solutions for waste reduction in the greater Creston Valley. The RDCK Resource Recovery Plan is designed to prioritize the repurposing, reuse, or recycling of waste before resorting to landfilling.

The Creston landfill is expected to close in 2050 with an anticipated cumulative waste volume of 801,664 m³²⁰. Continued use of the site is dependent on receiving approval from the Province. The RDCK hopes to acquire additional land around the site to extend

¹⁷ Statistics Canada. (2016). Waste management industry survey: Business and government sectors, 2014. Retrieved April 21, 2023, from <https://www150.statcan.gc.ca/n1/pub/16-002-x/2016002/article/14672-eng.html>

¹⁸ RDCK Resource Recovery Plan DRAFT (2021). https://www.rdck.ca/assets/Services/Waste~and~Recycling/Documents/FINAL_RRP_26May2021.pdf

¹⁹ Government of British Columbia. (2022). Municipal Solid Waste: Sustainability Indicators. Retrieved from <https://www.env.gov.bc.ca/soe/indicators/sustainability/municipal-solid-waste.html>

²⁰ Regional District of Central Kootenay. (n.d.). Creston Landfill. Retrieved from <https://www.rdck.ca/EN/main/services/waste-recycling/waste-disposal/creston-landfill.html>

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the buffer between the landfill operation and surrounding land uses. It is important to keep our waste to a minimum, because once the landfill reaches capacity, Creston will likely have to divert waste to surrounding communities such as Castlegar. At 125km away, this is not only significant in terms of emissions output, but also in terms of cost.

Creston's newly implemented curbside collection program helps to reduce Creston's waste. Community compost and waste diversion can reduce GHG emissions while providing sources of compost for residential, commercial, and industrial uses. The Curbside Collection Service is designed to meet local needs better and divert waste from the landfill. The Town of Creston aims to reduce waste by:

1. Supporting yard waste diversion programs to reduce organics in the waste stream; and,
2. Finding ways to reduce waste within municipal operations.

In 2022, the year of program launch, total material diverted from the landfill was 46.3% and landfill cost savings resulting from curbside organic and recycling diversion options was approximately \$15,000. Creston's Diversion Goal is 60%. Let's keep working towards additional savings!

Waste Mitigation Objectives

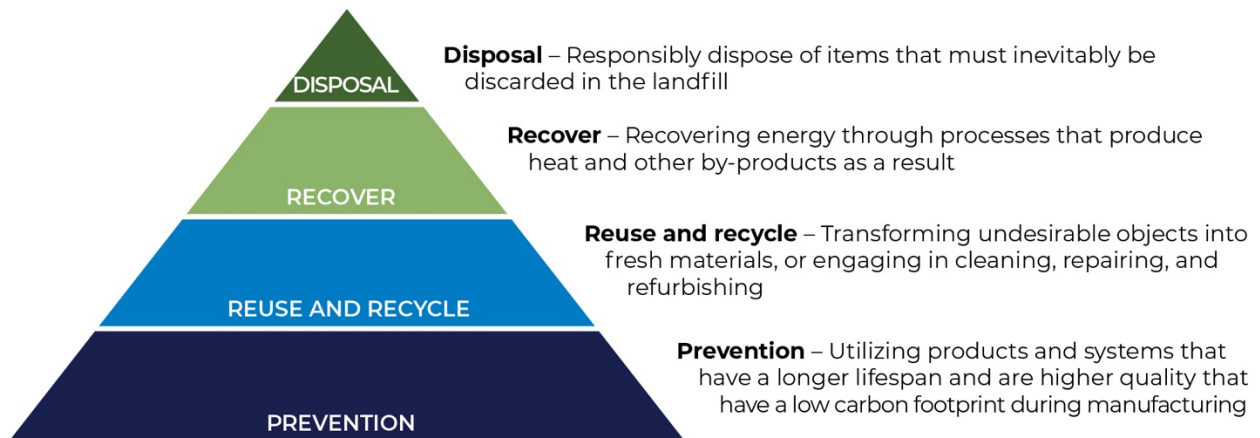
The following waste mitigation objectives encompass reduced energy demand, reusing waste heat, renewable heat sources, and renewable energy for electricity.

1. **Utilize products designed for a longer and higher quality of life and that have a lower carbon footprint through production processes**
2. **Promote a circular economy by supporting a system where resources are used for as long as possible, and waste is minimized through reuse and recycling**
3. **Recover energy from waste through processes that produce heat and other, harnessable by-products**

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

Getting There



Utilize products designed for a longer and higher quality of life and that have a lower carbon footprint through production processes

One way to reduce waste and GHG emissions is to promote the use of products that are designed to last longer and have a lower carbon footprint during production. By reducing the resources used during the production process, products can have less embodied carbon, helping to mitigate the environmental impacts associated with manufacturing. Manufacturers can achieve this by adopting practices such as reducing water usage in production, utilizing green energy sources such as solar or wind power, and incorporating recycled materials in their processes. Promoting the use of low carbon products can help to shift consumer behavior towards a more environmentally conscious mindset. By working with the community to support education and outreach efforts, we can raise awareness of the benefits of choosing low carbon products and encourage consumers to make more informed and eco-friendly purchasing decisions. Ultimately, by adopting a low carbon product design and consumption mindset, we can help reduce our impact on the environment and promote a more regenerative and sustainable way of living.

CRESTON CLIMATE ACTION PLAN

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Promote a circular economy by supporting a system where resources are used for as long as possible, and waste is minimized through reuse and recycling

The goal of a circular economy is to create a closed-loop system in which resources are continually cycled back into the economy, reducing waste and minimizing the need for new resources, thereby reducing emissions.

To promote a circular economy, it is important to support practices that prioritize reuse and recycling. This can be done at both an individual and institutional level. Individuals can support a circular economy by choosing to buy products that are made from recycled materials or that have a longer lifespan. They can also participate in recycling programs and support businesses that prioritize environmental sustainability. Institutions, such as governments and corporations, can support a circular economy by implementing policies and practices that prioritize resource efficiency and waste reduction, like the Town's Curbside Collection Program.

As waste management becomes more complex, the RDCK and the Town's capital and operating costs increase. The RDCK will continue to make significant capital investments in the Resource Recovery System to meet regulatory requirements and service expectations. It will take longer to fill the landfill if we continue to divert wastes where we are able.

While promoting a circular economy is vital, we recognize that not everyone has equal access to the resources and opportunities needed to achieve this goal. Achieving a circular economy may be particularly challenging for individuals and communities who face equity challenges, such as low-income households or those living in areas without access to recycling facilities. To address these challenges, we will adopt an inclusive approach to promoting a circular economy.

Recover energy from waste through processes that produce heat and other, harnessable by-products

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Recovering energy from waste through processes that produce heat and other, harnessable by-products is becoming an increasingly popular method for reducing waste and generating electricity. This process involves using various technologies to convert waste into usable energy, which can then be used to power homes, businesses, and other facilities.

The Town utilizes a process called anaerobic digestion to capture methane from the organic matter in wastewater. The methane gas is then used to heat the boilers at the treatment plant, which is one way to recover energy from waste. Methane is a potent GHG that is produced when organic matter breaks down in the absence of oxygen, such as in landfills and wastewater treatment plants. Instead of allowing this methane to escape into the atmosphere, it can be captured and used as a fuel source. It is important to ensure that the anaerobic digestion process is carefully managed to minimize emissions of other harmful gases, such as hydrogen sulfide.

Recovering energy from waste through processes that produce heat and other by-products has the potential to significantly reduce the amount of waste that goes to landfills while also generating renewable energy.

Actions

To ensure that the Town of Creston aligns with the West Kootenay 100% Renewable Energy Plan and meets municipal emissions targets, the following short-term, medium-term, and long-term waste mitigation actions have been established:

Current/ Ongoing

- Continue curbside collection program
- Collaborate with the RDCK to reduce contamination of organics so they don't end up in the landfill
- Educate on appropriate waste disposal practices
- Report annual statistics of the waste diversion program

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- Work toward paperless practices; digitize Town practices
- Practice hot-in-place asphalt recycling
- Recycle winter aggregate collected during spring street sweeping
- Land apply de-watered Class B bio-solids through an approved engineered Land Application Plan from the Ministry of Environment and explore other alternatives for disposal of this waste
- Continue utilizing bio-gas from the bulk volume fermenter to power the Town boiler and explore additional options for biogas capture and use
- Effectively utilize resources owned by the Town by maximizing their lifespan and ensuring their prolonged usage

Short-term (0-2 years)

- Limit the use of single-use items at staff and public events where possible
- Discourage burning grass and leaves and implement educational program to support this initiative
- Collaborate with the food services sector to explore the viability of a food waste prevention network of businesses and non-profit organizations
- Encourage and explore incentives for reuse of building supplies (e.g. restore non-profit business)
- Investigate alternative recycling options
- Investigate options for outdoor waste diversion bins in public spaces to reduce organics in municipal waste bins
- Explore waste heat utilization methods and technologies for integration into Town practices
- Endorse efforts that employ a lifecycle cost perspective to raise awareness and promote responsible behavior regarding the acquisition, consumption, and elimination of products
- Install heat recovery ventilation (HRV) units in Town buildings where appropriate
- Explore incentive options to assist Town residents to install HRVs

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

Medium-term (2-5 years)

- Conduct research on methods to capture freshet and reuse it for municipal operations that require non-potable water
- Explore regulatory options to encourage waste diversion from commercial sectors

Long-term (5-15 years)

- Foster a culture of waste reduction, where waste is seen as a valuable resource and efforts are made to minimize waste generation, promote resource recovery, and support sustainable waste management practices
- Create and execute a "Deconstruction Strategy" in collaboration with regional partners that promotes the reuse and recycling of construction and demolition waste
- Encourage and support the development of waste-to-energy facilities, such as incinerators that can safely and efficiently manage the community's waste stream

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

Leadership & Education

In addition to reducing our footprint by increasing our energy efficiency in transportation, buildings, and waste, Creston can take other measures to reduce GHG emissions and support 100% renewable energy. These actions include integrated sustainable development, carbon sequestration, and water conservation. These organizational moves demonstrate leadership and set precedence for future projects, community development, and place-based solutions.

The Town of Creston has a vision of a community that works together to enhance the quality of life, now and into the future, for the Creston Valley. The Town of Creston's mission is to exhibit strong leadership by providing excellent public service and value through good governance, continued improvement, and maintaining a strong sense of community. We can do this by embracing opportunities for growth that enhance our quality of life, and nurturing and preserving pride in our arts, culture, heritage and lifestyle amenities.

Current Situation

The Town of Creston and community is actively engaged in promoting climate awareness and education. With a focus on leadership, the Creston community is encouraged to take ownership of their individual and collective actions to reduce their carbon footprint. The CCAP includes a range of initiatives aimed at promoting low-carbon living, reducing waste, and increasing energy efficiency. The Town recognizes that climate action requires leadership and education at all levels, including local government, businesses, and individual residents.

Creston has taken a leading role with initiatives such as the Curbside Collection Program and Water Reduction Program, but there is still work to be done. To further advance the Town's climate action efforts, new strategies and partnerships to accelerate the transition to a low-carbon future will be explored. The Town is actively seeking funding opportunities to support innovative projects and initiatives that promote renewable

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

energy, energy efficiency, and zero to low emission transportation. The Town is also working closely with neighboring communities and the RDCK to develop regional solutions and strategies to reduce GHG emissions and promote energy efficient and low carbon development. Through collaborative efforts and a commitment to climate action, Creston is well-positioned to achieve its long-term sustainability goals.

Leadership & Education Objectives

The following leadership & education objectives encompass integrity, accountability, learning, and sharing.

- 1. Foster collaborative efforts with strong ethical behaviour and a culture of learning**
- 2. Promote truthful and reliable information while working to increase awareness among diverse community groups**
- 3. Demonstrate accountability by prioritizing long-term, environmentally-friendly practices that reduce GHG emissions and contribute to a healthier and more resilient community**



SHARING

Foster a culture of learning by encouraging conversation and developing platforms for sharing information and ideas



LEARNING

Problem solve through an informed understanding to arrive at optimal solutions



ACCOUNTABILITY

Lead by assuming ownership and accountability



INTEGRITY

Be an effective leader by demonstrating strong, ethical behavior

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

Getting There

Foster collaborative efforts with strong ethical behaviour and a culture of learning

Now more than ever, the Town's collaboration with other levels of government, First Nations, business community groups, and the public is crucial for addressing climate change as the sum of our coordinated efforts is greater than the input of any individual group. Climate change is a complex and multifaceted problem that requires action from governments, businesses, non-profit organizations, and individuals alike. By working together, resources, expertise, and ideas can be pooled to develop more effective and comprehensive solutions. The effects of climate change, including trauma from natural disasters, have far-reaching implications on economy, culture, health and well-being. This is not just an immediate concern, but a concern far into the future if nothing is done.

Municipalities, in particular, play a critical role in addressing climate change because they are responsible, in whole or in part, for managing many of the systems and services that contribute to GHG emissions, such as transportation, waste management, and energy production. However, municipalities often lack the resources and capacity to address these issues on their own. By collaborating with other organizations and individuals, the Town can leverage their strengths and expertise to develop more effective and innovative solutions.

Moreover, collaboration can help ensure that solutions are more equitable and inclusive including marginalized communities that are disproportionately impacted by climate change.

Promote truthful and reliable information while working to increase awareness among diverse community groups

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ON OUR WAY TO 100% RENEWABLES

The Town of Creston aims to prioritize transparency by making sure that all information concerning the CCAP is easily accessible to the public, and is both accurate and reliable. The Town will make this information publicly available through various mediums such as the Town's website, social media, and public forums. The Town can also collaborate with local community groups and organizations to reach out to underrepresented or marginalized groups and involve them in the implementation of this Plan.

Additionally, the Town can focus on communication strategies that are inclusive and accessible to a wide range of community members, including those who may have limited access to technology. This may include offering plain-language summaries of technical information, and using diverse communication channels to reach different audiences.

To build trust with organizations and individuals, the Town is open to feedback for incorporation into this plan and for ongoing implementation. The Town encourages participation from diverse voices in the community to ensure that the CCAP reflects the needs and priorities of all residents. Lastly, the Town partners with credible experts and organizations to validate the information and ensure that it is supported by scientific evidence.

Demonstrate accountability by prioritizing long-term, environmentally-friendly practices that reduce GHG emissions and contribute to a healthier and more resilient community

The Town of Creston aims to achieve ambitious targets for reducing GHG emissions and implement the policies needed to achieve them. To ensure accountability for actions taken, the Town plans to establish a clear framework for monitoring and reporting progress towards the targets and goals outlined in the CCAP. This will include setting up a regular reporting cycle to assess progress and evaluate the effectiveness of individual actions and strategies.

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

The Town will continue to engage with the community to solicit feedback and input on the Climate Action Plan, and its implementation, through community engagement events. This will help ensure that the plan reflects the community's needs and priorities and is being implemented in a way that is responsive to their concerns.

To track its progress towards climate goals and pinpoint areas for improvement, the Town can utilize available data on GHG emissions while also collecting new information. By examining both old and new data, the Town can identify emission patterns and assess the effectiveness of previous and future efforts towards mitigating climate change. This analysis can be valuable for devising new strategies and measures aimed at achieving further reductions in emissions.

Finally, the Town plans to work collaboratively with the community, including local businesses, non-profit organizations, First Nations, and educational institutions, to share information, resources, and best practices. By building partnerships, the Town aims to enhance the effectiveness of its actions and increase its capacity to achieve its goals and objectives outlined in the CCAP.

Actions

In order to achieve the West Kootenay 100% Renewable Energy Plan's targets, the following short-term, medium-term, and long-term leadership & education actions have been established:

Current/ Ongoing:

- Apply a climate lens to the Town's Strategic Priorities, which will subsequently inform the decisions made by Staff and Council
- Promote the use of renewable energy technologies

Short-term (0-2 years):

- Update applicable OCP policies to align with this plan

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

- Modify the procurement policy at the Town of Creston to consider a lifecycle cost lens when purchasing
- Display the CCAP on multiple platforms for accessibility
- Engage with youth in the community on climate change initiatives
- Encourage community involvement on climate action through public forums and workshops
- Monitor and evaluate progress towards climate action goals within the Town of Creston's annual report
- Consider developing a policy to protect mature trees in the Town of Creston
- Partner with local organizations for joint education, outreach initiatives, and climate action implementation
- Partner with a local organization to create a native and drought-resistant plant guide for use in a future tree planting initiative
- Foster a culture of environmental leadership and sustainability by recognizing and rewarding individuals and organizations who demonstrate leadership in climate action
- Develop and update policy while applying a climate lens
- Create a 'Climate Action Hub' that provides information on climate change data, ways to prevent climate change, and energy rebates
- Provide an annual climate workshop for municipal staff
- Advocate to the Province of BC to negotiate lifecycle costing into the New West Trade agreement
- Explore opportunities to divest municipal pension plans from fossil fuels
- Conduct a renewable energy feasibility study
- Engage with the public through printed and social media to build common knowledge base and promote climate initiatives and opportunities

Medium-term (2-5 years):

- Incorporate a Climate-guided Development Permit Area into the OCP

CRESTON CLIMATE ACTION PLAN

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Long-term (5-15 years):

- Engage with the RDCK to explore collaborative district energy options
- Create a supportive environment for the growth of green jobs and the development of a green economy

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CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

Adaptation & Resiliency

Resiliency refers to the ability of a system or community to cope with and recover from the impacts of climate change. This includes both natural and built systems, as well as social and economic systems. Resiliency efforts focus on preparing for and responding to the impacts of climate change in order to minimize damage, save lives, and maintain the functioning of critical systems. Adaptation, on the other hand, refers to the process of adjusting to the impacts of climate change that are already happening or are likely to occur in the future. Unlike resiliency, which is focused on preparedness and response, adaptation is about coping with the effects of climate change that cannot be avoided.

While resiliency and adaptation are related concepts, there are some key differences between them. One way to think about it is that resiliency is about being able to withstand and recover from impacts, while adaptation is about changing in response to those impacts. Both resiliency and adaptation are important components of climate action, and both are needed to create an environmentally sustainable and resilient future.

The purpose of the section is to provide a general idea of some measures that can be taken to build resilience to the impacts of climate change, but it is not intended to be a comprehensive guide. Resiliency and adaptation are significant measures to be considered in the face of the potential impacts of climate change which includes extreme weather events such as droughts and flooding, rising temperatures, and changes in ecosystems.

Current Situation

There are an abundance of examples that illustrate the necessity of incorporating resiliency planning at the community level. Listed below are a few recent events of note:

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ON OUR WAY TO 100% RENEWABLES

- In November 2021, an atmospheric river event brought two days of intense precipitation to southwestern BC. This event and associated antecedent conditions caused a number of landslides in the region, resulting in at least five fatalities, environmental damage, loss of property and livestock, and economic hardship.
- In June/July 2021, the Village of Lytton, BC was engulfed by a wildfire that destroyed nearly the entire Village and claimed two lives following record breaking temperatures and strong wind.
- In May 2016, a massive wildfire swept through Fort McMurray, Alberta, destroying more than 2,400 homes and buildings and forcing the evacuation of nearly 90,000 people. The wildfire was fueled by a combination of high temperatures, low humidity, and strong winds, all of which are expected to become more frequent and severe due to climate change.
- In June 2013, heavy rainfall caused severe flooding in Calgary, Alberta, damaging thousands of homes and businesses and causing billions of dollars in damages.
- In December 2013, a severe ice storm hit Toronto, Ontario, causing widespread power outages and damage to trees and infrastructure.
- Coastal erosion is an ongoing issue in Tuktoyaktuk, a community in the Northwest Territories that is facing the impacts of climate change, including sea level rise and melting permafrost. The community has been working to build resilient infrastructure, such as shoreline protection systems, and to adapt to the changing environment in order to protect their homes and way of life.
- In July 2010, a heat wave hit Montreal, Quebec, causing dozens of deaths and overwhelming emergency services.

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

- Drought has become an ongoing issue in Saskatchewan, where farmers and communities are facing the impacts of changing precipitation patterns and increasingly arid conditions.

The devastating impacts of natural disasters, such as wildfires, floods, and heat waves, are felt by communities across Canada and demonstrate the urgent need for action.

Collaboration with organizations and individuals is essential to leverage resources, expertise, and ideas to develop more effective and comprehensive solutions. By working together, the Town can implement innovative solutions that not only reduce GHG emissions but also address the impacts of climate change on the community, including marginalized communities that are disproportionately impacted.

Adaptation & Resiliency Objectives

1. **Develop adaptation strategies to prepare for the evolving impacts of climate change**
2. **Create and implement resiliency plans to withstand the impacts of climate change**

Getting There

Develop adaptation strategies to keep up with the evolving impacts of climate change

Adaptation strategies are measures that communities can take to adjust to the changes that are already happening or that are expected to occur as a result of climate change. Adaptive actions may include preserving and restoring natural ecosystems, engaging and educating the community, diversifying plantings, and developing systems to manage natural catastrophes.

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ON OUR WAY TO 100% RENEWABLES

As the impacts of climate change become increasingly severe, it is crucial for the Town to develop adaptation strategies that can help us cope with and respond to these changes. It is critical for us to have a deep understanding of our vulnerabilities. As the Town continues to gather more climate and emissions data and implement changes, we will gain a greater understanding of what is required to be adaptive and resilient to climate change.

Create and implement resiliency plans to withstand the impacts of climate change

Resiliency plans involve measures that can be taken to prepare for, withstand, and recover from the impacts of climate change. These measures can include changes to infrastructure, the development of emergency management plans, the implementation of land use policies, and other actions that can help build community resilience. For example, the Town of Creston may need to invest in more robust stormwater management infrastructure to better cope with the increased risk of flooding, or develop emergency response plans to deal with extreme weather events.

The Town of Creston's success in reducing water consumption is a great example of the importance of building resilience in the face of climate change. As the climate becomes more unpredictable, it is crucial for communities to take steps to prepare for the impacts of climate change and reduce their vulnerability.

The Town of Creston is surrounded by abundant water sources. A changing climate makes this finite resource far less predictable. During the summer months, water consumption increases by up to 50%, and during arid times, water can be used faster than the Arrow Creek system can refill it. The Town of Creston and the Regional District of the Central Kootenay, and Columbia Basin Trust, established a water conservation strategy. This program aims to reduce basin-wide water consumption by 20% based on 2009 water consumption. The Town of Creston was able to not only reach this target by

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ON OUR WAY TO 100% RENEWABLES

2018, but to exceed it by decreasing water consumption by 23% in 2018, and has been consistently exceeding the 20% target since. In 2022, water consumption was 27% less than the 2009 baseline. This is a tremendous success achieved by the Town of Creston and residents. In addition to reduction, the Town has ensured that we have back up ground water pumping capacity to completely replace our gravity system if Arrow Creek was ever unable to keep up with demand.

In the case of the Town of Creston, the water conservation strategy was a crucial step towards building resilience. By reducing water consumption, the Town delayed the need for costly infrastructure upgrades, minimized the impact on energy bills, and continues to ensure the sustainable use of this finite resource.

To become a resilient community, the Town will need to take a variety of measures, such as improving infrastructure, promoting environmentally sustainable practices, and enhancing emergency response plans. The ultimate objective is to ensure that the Town can continue to function and thrive in the face of climate change events.

Actions

To ensure that the Town of Creston aligns with the West Kootenay 100% Renewable Energy Plan and meet municipal emissions targets, the following short-term, medium-term, and long-term adaptation & resiliency actions have been established:

Current/ Ongoing:

- Implementation of the Wildfire Protection Plan

Short-term (0-2 years):

- Explore ways to motivate organizations and individuals to actively participate in the development of resilient infrastructure

CRESTON CLIMATE ACTION PLAN

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- Develop a stormwater plan to minimize the negative impacts of stormwater runoff and maximize benefits such as groundwater recharge and maintaining streamflow
- Develop a flood management plan to reduce the potential for flooding and to minimize the negative impacts of floods on people, property, and the environment
- Develop an extreme weather response plan to help the Town organize and respond to extreme weather events
- Develop a recovery plan to restore normal operations and recover from a disruptive event or crisis, such as a natural disaster caused by climate change

- Develop incentives or rebates to promote water use reduction (e.g. rain barrel rebates)

Medium-term (2-5 years):

- Implement stormwater, flood management, extreme heat, and recovery plans

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

What's Next?

Climate action is a vital and pressing matter that requires immediate attention and action. The future of our planet and generations to come depend on it. The good news is, it's not only a responsibility, but also an opportunity to drive positive change and improve the world we live in. From reducing energy consumption to adopting environmentally friendly practices, every small effort when combined can make a big impact. This is a time for bold and decisive actions to address the pressing challenge of climate change and create a lasting legacy of a cleaner and healthier planet.

It's crucial that we come together and work as a global community to drive progress and implement solutions that can help reduce GHG emissions and mitigate the effects of climate change. The impact of our actions today will shape the world we leave for tomorrow.

There are already many existing works of innovation and collaboration, locally and globally, that can inspire us to move forward toward climate action. Some of these initiatives include:

- The Great Bear Rainforest Carbon Project: A forest conservation and carbon offset project located in the Great Bear Rainforest in BC. The project is a collaboration between the Province of BC, First Nations, and environmental organizations, and aims to protect forest and wildlife while generating carbon offsets for sale in national and international markets.
- The Kimberley Solar Farm: A community-led project in Kimberley, BC that is helping to reduce GHGs. The solar farm was built through a partnership between the City of Kimberley, EcoSmart, and Teck Resources Ltd., and it generates enough clean energy to power approximately 250 homes.

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ON OUR WAY TO 100% RENEWABLES

- **The Ocean Cleanup:** A project that is developing advanced technologies to remove plastic pollution from the world's oceans. The project uses a passive drifting system that collects plastic debris using ocean currents. The Ocean Cleanup now has technologies to intercept plastic in rivers before it reaches the ocean, and technologies to remove the plastic that is already out there.
- **Vertical Farming:** Vertical farming is a method of growing crops in vertically stacked layers, using artificial lighting and climate control systems. This technology can significantly reduce land use and water consumption while increasing food production in urban areas.
- **The Great Green Wall:** The Great Green Wall is a project that aims to combat desertification in the Sahel region of Africa by planting an 8000 km green belt of trees and vegetation across the continent. The project has the potential to provide food security, create jobs, and combat climate change. The GGW initiative's ambition is to restore 100 million hectares of currently degraded land and sequester 250 million tons of carbon.
- **Solar-Powered Desalination:** Solar-powered desalination is a technology that uses solar energy to power the desalination of seawater, providing a sustainable source of freshwater in regions with limited access to water.
- **Carbon Farming:** Carbon farming involves using land management techniques to increase carbon sequestration in soils and vegetation. This can help to mitigate GHGs and improve soil health and productivity.
- **The Powerhouse Kjørbo:** The Powerhouse Kjørbo is a building in Norway that produces more energy than it consumes, using a combination of solar panels, geothermal energy, and energy-efficient design features.

CRESTON CLIMATE ACTION PLAN

ON OUR WAY TO 100% RENEWABLES

We can harness the power of innovation, collaboration, and determination to ensure protection of our environment and natural resources. The Town of Creston will begin working on actions within the “Big Moves”. We will also be engaging with experts to collect new climate data, develop indicators, and work to understand which actions are most impactful. We will continue to communicate our climate goals and action status equitably with the community and keep you informed on our progress, so you know where we are going next.

As we embark on the CCAP, it's important to acknowledge the flexibility of this plan. We understand that new information and technologies will emerge, and that circumstances may change. We must remain adaptable and open to modifying our strategies as needed to ensure that we stay on track to meet our climate goals. We will continue to monitor our progress, assess the effectiveness of our actions, and make changes accordingly. This fluidity and adaptability are crucial to the success of our plan and to achieving a cleaner and healthier planet for future generations. So, while we have a plan in place, we also recognize that it will evolve with us as we learn and grow.

COUNCIL DIRECTION REQUEST (CDR)

Town of Creston

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ACTION DATE: 2023-07-18

SUBJECT: Short-Term Rental consultation feedback and proposed regulation updates

SUGGESTED FOLLOW-UP ACTION: THAT the Committee of the Whole RECOMMENDS to Council that they RECEIVE FOR INFORMATION the Staff Briefing Note from the Manager of Community Planning and Development regarding the updated short-term rental regulations and community feedback; AND FURTHER, THAT Council DIRECTS Staff to draft the relevant bylaws for Council consideration of 1st and 2nd readings at an upcoming Regular Council Meeting.

CAO COMMENTS: No additional comment.

BACKGROUND

Staff Briefing Note:

Attached ☒

Available ☐

Nil ☐

1. DEFINE THE TOPIC

KEY INFORMATION: At a previous Regular Committee of the Whole meeting Council directed staff to proceed with public consultation regarding proposed Short Term Rental regulations as outlined in the April 18th, 2023 Staff report, in addition to simultaneously referring the report to the Affordable Housing and Development Committee (AHDC) for recommendation. This report outlines the feedback from the community and the AHDC and recommends updates to the proposed regulations. STRs are currently not permitted in Creston.

RELEVANT OBSERVATIONS: If STRs are not regulated and enforced it may become more difficult to do so in the future.

STRATEGIC QUESTIONS: Liveability, Economic Health

ESSENTIAL QUESTION: Does Council want to permit and regulate STRs in Creston?

2. DETERMINE DESIRED OUTCOMES if the essential question is addressed.

KEY RESULT: Legal and regulated STRs.

DESIRED BENEFITS OF KEY RESULT: STRs are available to promote tourism, while the long-term housing stock is protected.

REQUISITES: Staff to draft relevant bylaw amendments for Council consideration.

UNINTENDED OUTCOMES: Potential removal of employee housing or negative impacts on tourism.

3. EXPLORE RESPONSE OPTIONS to achieve the key result (Pros & Cons)

- | | |
|----|---|
| 1. | Council approve the proposed regulations and direct staff to draft amendments to relevant bylaws for consideration at an upcoming Regular Council meeting; |
| 2. | Council adjust the proposed regulations and direct staff to draft amendments to relevant bylaws for consideration at an upcoming Regular Council meeting, OR; |
| 3. | Council maintain status quo and direct staff to pursue enforcement of Zoning Bylaw on STR properties. |

Submitted by:


Joel Comer, MCPD

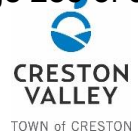
Reviewed by:

CAO


Michael Moore, CAO

STAFF BRIEFING NOTE

Town of Creston



2023-07-

DATE: 18

TO:	Michael Moore, Chief Administrative Officer
CC:	Asha DeLisle, Affordable Housing & Climate Change Coordinator
FROM:	Joel Comer, Manager of Community Planning & Development
DEPARTMENT:	Community Planning & Development
SUBJECT:	Short-Term Rental consultation feedback and proposed regulation updates
APPENDIX:	<input checked="" type="checkbox"/> ATTACHED <input type="checkbox"/> OTHER DOCUMENT <input type="checkbox"/> NOT APPLICABLE

PURPOSE / ISSUE:

Background information regarding proposed Short Term Rental regulations can be found in the April 18th, 2023 Staff Briefing Note. This report outlines the feedback from the Affordable Housing Development committee and the community. This report also provides updates to the proposed regulations.

BACKGROUND:

AHDC recommendations:

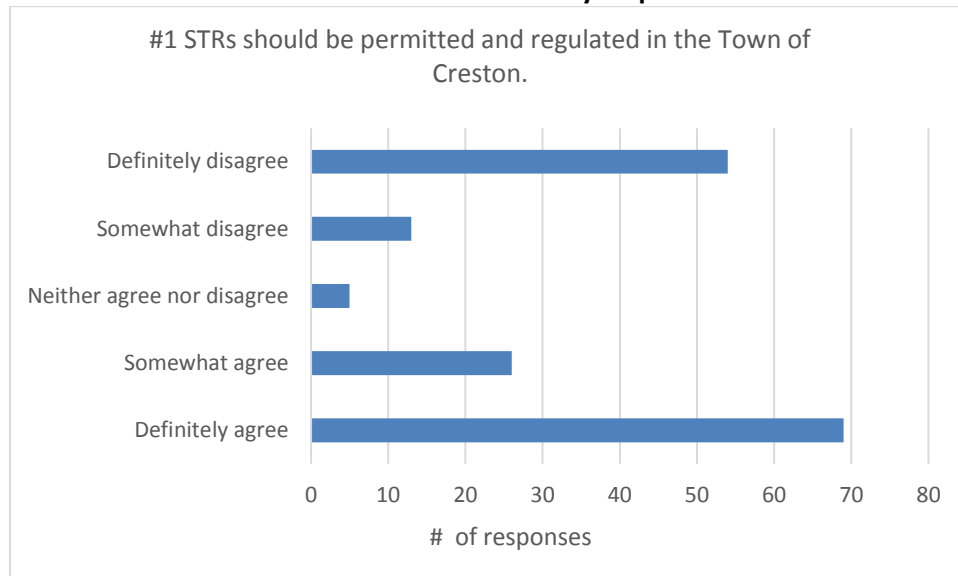
- A committee member suggested spot rezoning / tourist zoning be applied in certain areas as a fair way to approach STRs.
- There were concerns raised about who would regulate the safety of STRs once regulated.
- Concerns were expressed about the capacity of staff to enforce regulations.
- Some members of the committee expressed a desire to regulate STRs to keep long-term rentals protected, while aligning with the approach and goals of the City of Vancouver.
- It was suggested that Interior Health should be contacted regarding accommodation for nurses who are seeking short-term rentals.
- It was agreed that more research and public consultation needs to be done before a decision is made.

STAFF BRIEFING NOTE

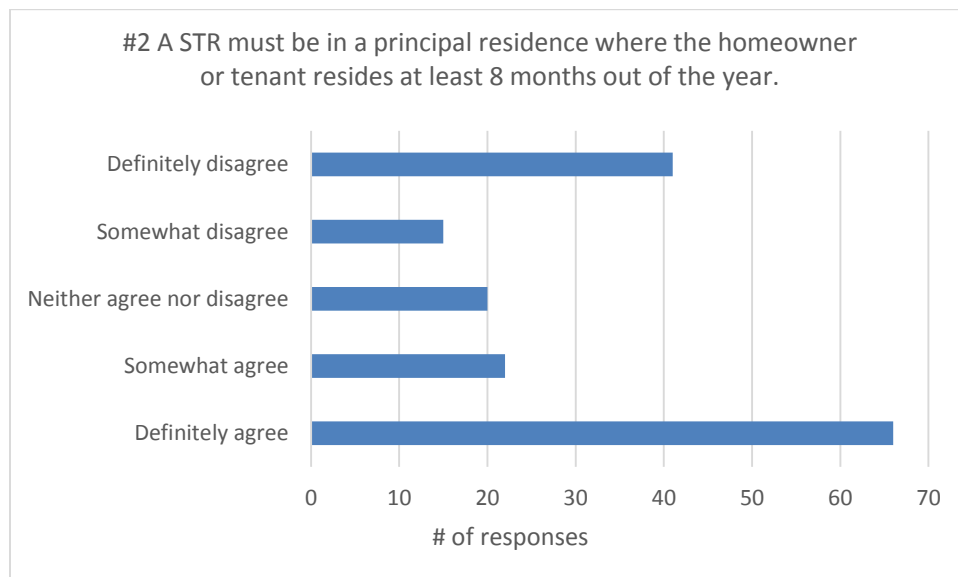
Town of Creston

Public Consultation:

Combined data from mail-out and online survey responses:



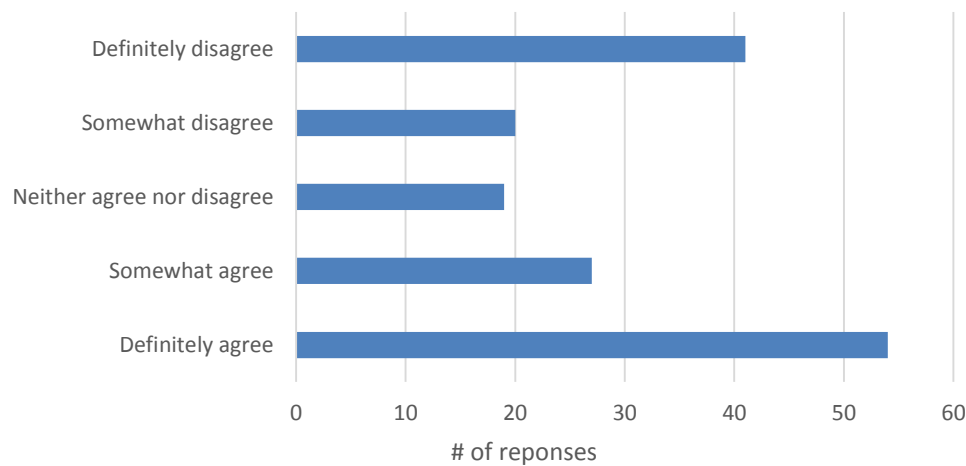
Note: Question #1 may have the same responses with different intentions. The issue of permitted STRs and regulated STRs are separate. People may have answered Strongly Disagree or Somewhat disagree for two different reasons: The respondent does not believe STRs should be permitted at all, or the respondent believes STRs should be permitted, but not regulated. Further discussion on responses to this question is provided on pages 6-7.



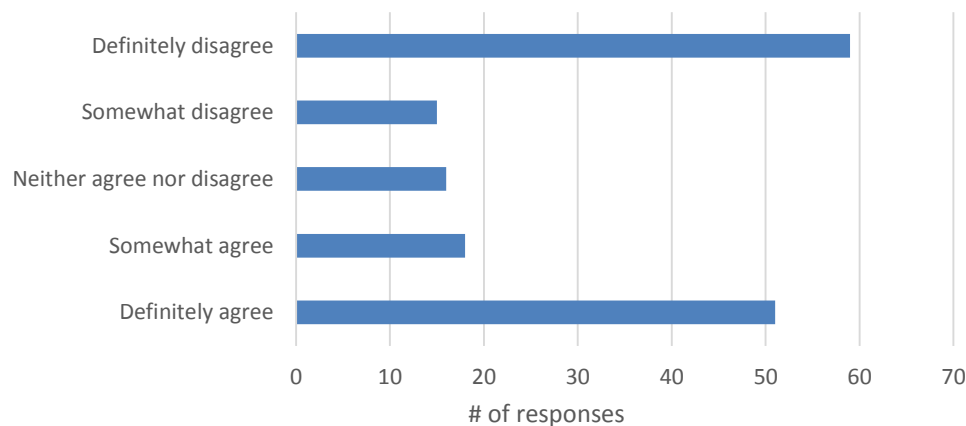
STAFF BRIEFING NOTE

Town of Creston

#3 There can be a maximum of 4 adult guests in up to 2 bedrooms.

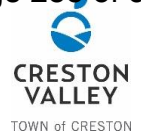


#4 A STR can only be in an accessory dwelling unit (including secondary suites and garden suites) when it is occupied by a tenant at least eight months out of the year. The tenant will require permission to host an STR and will be the beneficiary of the i

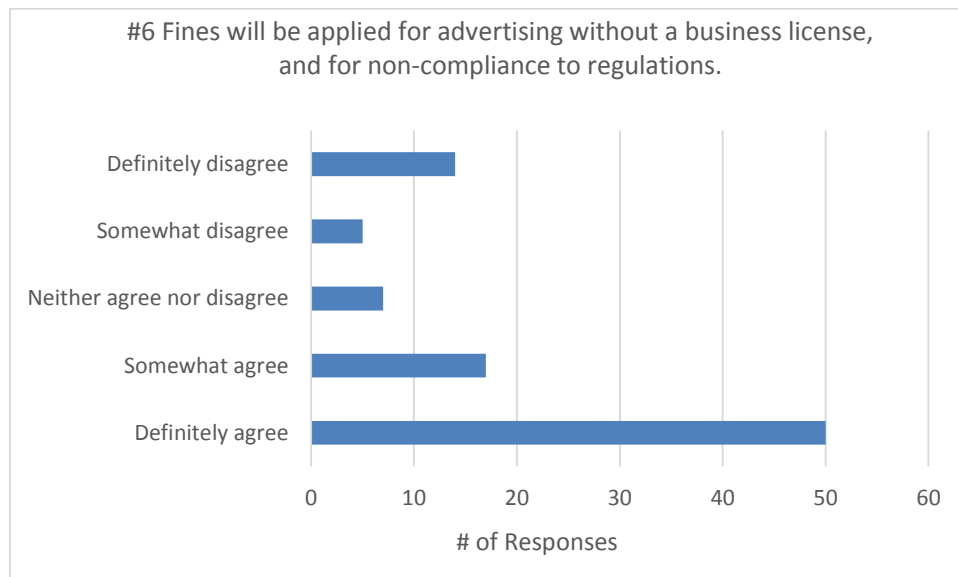
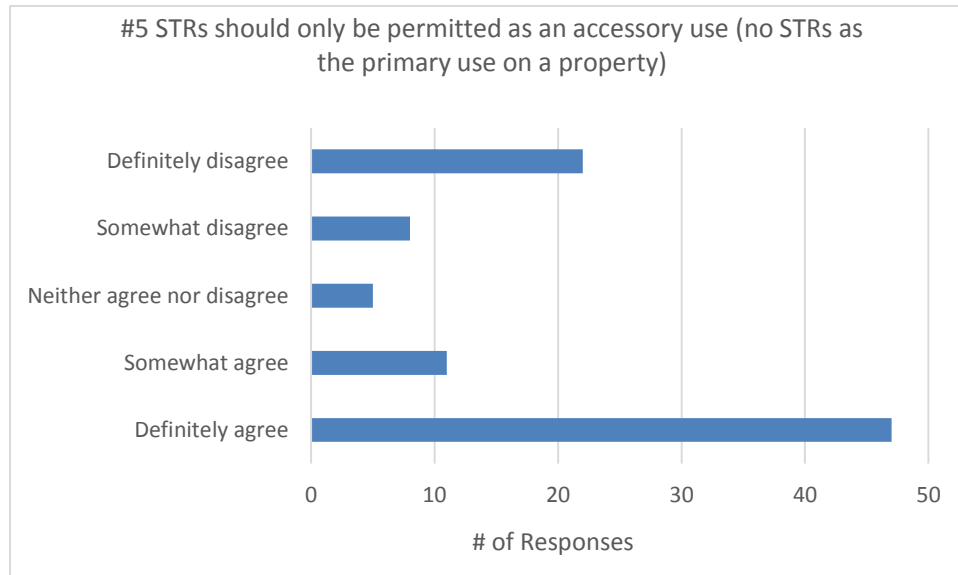


STAFF BRIEFING NOTE

Town of Creston



Online survey responses only (Note included in Mail-Out Survey):



STAFF BRIEFING NOTE

Town of Creston

Survey Results:

- 95 agreed and 67 disagreed with STRs being permitted and regulated in Creston.
- 88 agreed and 56 disagreed with STRs only being allowed in principal residences where the homeowner or tenant resides at least 8 months out of the year.
- 81 agreed and 61 disagreed with a maximum of 4 guests in up to 2 bedrooms.
- 69 agreed and 74 disagreed that STRs should only being allowed in an accessory dwelling unit (including secondary suites and garden suites) when it is occupied by a tenant at least eight months out of the year with the tenant requiring permission to host and STR.
- 58 agreed and 30 disagreed with STRs only being permitted as an accessory use (no STRs as the primary use).
- 67 agreed and 19 disagreed with fines being applied for advertising an STR without a business license, and for non-compliance to regulations.

Question 1 summary of written responses:

This summary is provided to provide additional insight from written responses on question 1 of the survey, which was interpreted multiple ways. Staff have grouped written responses in the following categories:

- 22 respondents - STRs should be permitted and regulated
- 26 respondents - STRs should be permitted and not regulated
- 24 respondents - STRs should not be permitted
- 12 comments fell in the 'other' field

Summary of Question 1 written responses (similar responses combined):

STRs should be permitted and regulated	STRs should be permitted and not regulated	STRs should not be permitted	Other
Fewer guest should be allowed	Poor tenancy agreement with lack of protection for landlords	Tenants should be held accountable for breaking the existing laws by hosting STRs currently	Confusion or frustration by the survey questions with a need for further clarification
More guests should be allowed	Owners should be able to do what they want with their properties	Safe, affordable housing should be prioritized over STRs	Would like to educate residents on the importance of community over profit
Limit the number of STRs allowed	Long-term rental is very difficult	People are being forced into homelessness due to STRs	
One STR per operator	AirBnb's benefit tourism and this Town	There are enough hotels in Creston, don't need STRs	
Minimal regulations to keep things clear	Some people couldn't afford taxes/ insurance without STR income	Shouldn't put this problem onto homeowners	
3 or more complains should be grounds for license revocation	Designate Town land for mobile/ tiny homes instead of regulating STRs	STRs are disruptive to neighbourhoods	

STAFF BRIEFING NOTE

Town of Creston

Fines should be substantial	Don't want more regulations	Don't want extra vehicles parking on the streets	
Keep STRs small with few appliances	STRs help with employee housing	The rules will be broken	
Increase property taxes to reflect the additional city costs, off-street parking should be made available	Poor use of staff resources		
	Change zoning bylaws to increase housing instead of regulating STRs		

Full comments attached as Appendix A.

Response from the Creston Valley Tourism Society (CVTS):

- Supportive of the proposed STR regulations
- Having more STRs may mean more MRDT tax contribution to the CVTS, however, since STRs are negatively affecting the housing market, STRs in general may give a negative light to tourism in the Creston Valley – should address STRs to maintain healthy long-term tourism
- Don't want existing businesses such as hotels, motels, and BnBs to be negatively influenced by unregulated STRs.
- Would like Council to advocate via the Valley Services Committee to the RDCK to adopt similar regulations and provide dedicated staff time to the issue

CURRENT SITUATION:

STRs are currently not permitted in Creston, but several are known to exist.

KEY CONSIDERATIONS:

Comments from the Fire Chief

- Full fire inspection should be required with every business license application. The Nelson business license has a good pre-inspection checklist that we should replicate. Example attached as Appendix B.

Comments from CAO

- The fees for fire inspection should remain separate from the business license fee.

Proposed regulations from the April 18 th Staff Report:	Recommended changes to proposed regulations:
Business License and Safety Standards <ul style="list-style-type: none"> • Short-term rental operators will require a short-term rental business license. • The operator must fulfill requirements set out by a safety standard checklist attached to the business license. 	
Tax Collection <ul style="list-style-type: none"> • The agency by which the STR is advertised must collect all appropriate taxes including MRDT and PST. 	

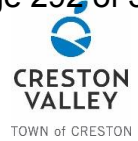
STAFF BRIEFING NOTE

Town of Creston

<p>Residence Requirements</p> <ul style="list-style-type: none"> The residence advertised must be the principal residence where the homeowner or tenant resides at least 8 months out of the year. The residence advertised must fall within zones AG, R1, R2, R3, R4, R5, R6, CDC, CG, CHS, CN, or CDNW and can only be considered as an accessory use. There may be no more than 2 guests per bedroom in up to 2 bedrooms. 	<ul style="list-style-type: none"> The residence advertised must be the principal residence where the homeowner or tenant resides at least 8 months out of the year <i>with the exception of an attached accessory dwelling unit (secondary suite) which may be used as an STR anytime during the year.</i> Remove: There may be no more than 2 guests per bedroom in up to 2 bedrooms. <i>Feedback was mixed with this proposed regulation, and it may be difficult to enforce.</i> Owner must provide a welcome book to short-term tenants with the following information: <ul style="list-style-type: none"> Business license Safety checklist including local emergency services contact information Parking information Contact information for the host Key regulations from noise control bylaw
<p>Fines for Non-Compliance</p> <ul style="list-style-type: none"> Fines of \$250 per day for advertising a short-term rental on any platform without a short-term rental business license. Fines of \$500 per day for non-compliance, including not acquiring the appropriate business license and having more than 2 guests per bedroom up to 2 bedrooms. 	<ul style="list-style-type: none"> Fines of \$500 per day for non-compliance, including not acquiring the appropriate business license. and having more than 2 guests per bedroom up to 2 bedrooms.
<p>Insurance and Approval</p> <ul style="list-style-type: none"> Operators must have insurance that allows for short-term rentals. Operators must gain approval from a landlord (if they are a tenant) or a strata/condo corporation (if the STR is located in a strata/condo building); a template letter of consent will be provided. 	
<p>Compliance with Bylaws and Regulations</p> <ul style="list-style-type: none"> Operators must comply with all existing Town of Creston bylaws including but not limited to the Rental Standards of 	<ul style="list-style-type: none"> Add: Immediate neighbours of an STR will be notified by the Town.

STAFF BRIEFING NOTE

Town of Creston



<p>Maintenance Bylaw, Noise Control Bylaw and Property Maintenance Bylaw.</p> <ul style="list-style-type: none"> Operators must comply with current parking regulations per zone for home occupations. 	
<p>Emergency Contact</p> <ul style="list-style-type: none"> An emergency contact must be available at all times during the rental and able to respond in person within 60 minutes of being contacted. 	

Next Steps

- Staff to draft amendments for zoning, fire prevention and hazard control, fees and charges, and notice enforcement bylaws for Council consideration 1st and 2nd readings.
- Staff to draft courtesy letter to Town residents with a 6-month grace-period for becoming compliant with proposed regulations for Council consideration.

OPTIONS FOR FOLLOW-UP ACTION:

- Council approve of the proposed regulations and direct staff to amend the relevant bylaws for consideration at a upcoming Regular Council meeting;
- Council adjust the proposed regulations and direct staff to amend the relevant bylaws for consideration at an upcoming Regular Council meeting, OR;
- Council maintains that STRs are illegal and the current bylaws be enforced.

Submitted by:

Joel Comer, MCPD

Reviewed by:

CAO

Michael Moore, CAO

Appendix A: Written Responses

Online Responses (categorized)

Permitted & regulated (19)

1. STRs are acceptable as long as they are not taking rental homes off the market. They need to be properly registered and licences. Parking must be available on site of each STR.
2. Up to 2 guests per bedroom up to 4bdrm
3. Regulations include that a maximum of 2 properties on any given town block can be STR's. (or ? radius) It's the increase in traffic, street activity, noise, etc that should also be considered. eg. hockey billets
4. With rental housing in such short supply, I think there should also be a limit of how many STRs are permitted. Also, would this include Bed & Breakfasts? I assume the suggested 8 month time period is based on people who are snowbirds and spend a few months in warmer climates, assuming they would rent their home as STR when they are gone.
5. What we do not want to do is turn away tourist revenue, so limit the number of units that will accommodate more than 4 adults.
6. Similar to other businesses within the Town, mandatory building and fire inspections should be required for life safety compliance. Are STR's a problem in Creston? I can only find 6 or 7 listed on Airbnb that are actually within the Town's jurisdiction.
7. I do not like the ambiguous questions leaving things very open ended! The tenant shall require permission from whom? to host. Question #5 you have decided the maximum will be 4 guests why were we not asked for a number. I would be comfortable with a maximum of 2.
8. Each host should only be allowed to operate at one house, not multiple units. Require guests to park in the driveway if space available.
9. Total guest limits should apply, not just a limit on adult guests.
10. I believe there needs to be less regulation on this. I would agree with a limit of short term rentals on a property, such as 4 maximum short term rentals per property.. and a maximum amount of people allowed per bedroom. Such as 3 people per bedroom etc. everything else should not be regulated.
11. Too many people are becoming Air BNB landlords because they a) want more \$\$ b) less regulations c) more ability to discriminate. If they want to be landlords and have others essentially paying for their investment, they should be subject to the Landlord Tenancy Act. Housing is a human right. If a person buys a home in the community but is not living in it or renting it to actual tenants they are just hoarding housing stock, driving up prices and not contributing to the overall health of our community. BC is in a housing crisis - in terms of both availability and affordability - and it's because of both hoarding and the profit motive. Housing shouldn't be a currency, or a place to park wealth and keep it from serving its purpose.
12. Access to affordable housing is a crisis in creston. Professionals and new families are having to leave because they can't find rentals. I live beside an airbnb. It means my quiet street and private parking lot, is busy with increased traffic. And that a beautiful unit in the house beside me will never have a family living there. It adds nothing to my neighborhood or community. Under no circumstances should an entire unit or home be solely used for STR's. Consideration could be given to a room within a home that is otherwise occupied, being rented out as an STR. But people require homes. We're desperate for rentals.
13. 3 or more complaints of any type regarding an STR is grounds for revocation of license. Off street parking should be required. Fines for offenders should be substantial as deterrent.

14. I feel that STR's are needed for visitors in the Creston Valley especially through high tourism seasons. Perhaps if STR's were kept to a certain size that work better for visitors and do not take away from longer term rental accommodations. For instance: no kitchen, but a small sink, microwave and small refrigerator.
15. Property taxes should be increased to reflect the additional costs of city services. Garbage pick up, increased sewer and water use. Parking will be an issue so additional off street parking should be made available....
16. After watching a panel on the CBC "National " on June 5, 2023, it was clear that STR 's are very harmful in reducing the potential number of LT rentals available, thus causing higher costs and a tighter market and contributes to social problems. In fairness to landlords however, some tenants have refused to pay rents particularly during COVID and the Tenancy Branch was under staffed and slow to provide resolutions so it's understandable why landlords see STR's as an attractive alternative.
17. While STRs may contribute to the current housing shortage, they are by no means the primary contributor to this crisis. The current tenancy agreement, which unfairly favours the tenant, de-incentivizes rentals. This agreement creates an unsustainable financial model for landlords.
18. I wish I understood more about this issue and how it is related to the affordable housing shortage.
19. Perhaps consider month to month for short term lease opportunities.

Permitted NOT regulated (18)

1. There is a huge lack of long-term rentals in the Creston Valley, however, implementing regulations on STR's is not the answer to that problem. It is an attempt at a red herring fallacy by placing the blame on landlords for lack of housing rather than where it should be, on the government.
2. Question 1 makes me agree to something I don't agree with. I believe in STR and don't think they need to be regulated. It's private property and the owners can do what they want as long as no existing bylaws are broken.
3. I believe people should be able to choose what to do with their own property. I would like the option to be able to rent for the short term so the other part of the time have a place for family to stay. Long term rentals are great for an income earner but there are so many issues that come with renting long term.
4. It is clear to me that you do not understand the rental needs of this town. Most renters are looking for 2-3 bedroom homes that allow pets. We own an apartment building that does not allow pets and have had a 1 bedroom advertised for 6 weeks. It is reasonably priced and in a prime location. Only 1 family bothered to fill out an application to date. There are adequate rentals available in this town for those that want them. Those who set up an Airbnb should be allowed to do this without hindrance from the town. These visitors go to wineries, restaurants, shops, etc. When we had an airbnb we hosted 3 couples who went on to buy property in this town. We've hosted First Nation Officials, nurses and doctors on 3 month work terms and visitors who wanted a more personal experience than a hotel. Airbnb's add to this town. This is an outrageous over reach by the Town of Creston.
5. STR rules are not easy to find out about in Creston Many Homeowners could not afford taxes/insurance in Creston without financial support of STR Many homeowners would Not convert STR into longer term rental units

6. People should be allowed to make the best decisions for themselves without the government stepping in to add red tape, regulations and taxes. If you want to regulate people then you will ask for a cut
7. STR are here to stay so adding too much red tape may discourage landlords from applying for necessary permits. Keep it simple, after all we are definitely a tourist destination . I am always amazed at the amenities already available to the public tourist: clean public access bathrooms right on Main Street!, potable water in town, beautiful parks and splash parks, great parking etc.. STR are just another way to encourage visitors to our gorgeous valley
8. We are entitled to do what we want if it does not hurt or affect anyone. There will always be a shortage of housing for middle class and lower class and the prices of housing is ridiculous.....I suggest this town designate town land for mobile tiny home living with water and sewer hook up for single mothers, young couples who can't afford a real home, and low income elderly. Thank you!
9. Is this a dictatorship? Why do we tell home owners how to rent out there own property?? We need more Long Term Rentals so let's focus on that! Hotels & airbnb's can do the STR's. Allow home owners to build more LTR's on there property. Help take off these ridiculous regulations that don't allow us to build more housing on our own properties please.
10. Please, the Town of Creston and its residents do not need any more regulations, as pertaining to rentals, SHORT TERM or LONG TERM, period
11. Home owners should be able to decide what they do with their own property.
12. With the tourism industry growing so quickly here in Creston, it is ridiculous that people only really have the option of staying at hotels. People expect to have alternative options, including air BnBs. Limiting local people's income potential by not allowing them to rent out all or part of their property at their discretion is grossly overstepping on the part of the town. These are the kinds of policies that keep Creston off the map.
13. Question number 1 not well worded, why does it have to be regulated if it is permitted, can it not be permitted without any regulations?
14. I believe STR's should be allowed but ONLY if they are single rooms, NOT an entire house or apartment or suite, WITHIN an existing home. I think to allow entire homes, apartments or suites to be utilized as STR's, it is further degrading the inventory of rental units in Creston. Without sufficient rental units, Creston cannot grow reasonably.
15. It is not the towns property. If the town wants a say what happens to property they need to buy or build their own houses. Private property is exactly that, private. You should not have a say or a right to "regulate" what is not yours. I think you should all mind your own business & stop trying to tell everyone what they can do on their own property. Too many regulations for everything already. Enough.
16. STRs are a much needed asset to our community, especially since tourism is on the rise and there is a need by doctors, nurses, and other vital short-term contract workers for a decent place to stay.
17. Maybe address the issue of how hard it is for landlords to find responsible tenants who pay their rent on time and look after the place like it was their own. I know from experience, this is why some people do STR's
18. It appears from the survey the Town of Creston has already decided on this issue.

Not-permitted (13)

1. This is a bad thing for the town with a shortage of rentals long-term. I believe tenants should be charged now for breaking this law in town.
2. We have a housing crisis. I work as an office admin at a local real estate agency, and every 1-2 weeks, people come in to fill out applications or ask about rental spaces that we do not have. In this past year, many of the rentals we offered have been sold, changed hands, and vanished from the rental market. We have tenants who struggle to make ends meet. We need to make sure that our town's citizens have access to safe and affordable housing before we allow people to rent their properties to strangers for a thousand dollars a week. We have plenty of hotels and campgrounds and RV sites for the tourists. What we don't have is homes for our community members. Homes first. Profit later.
3. I think we have such a shortage of rentals for people looking to rent in town that in my opinion should be addressed before we rent out to tourists
4. I don't think STRs should be allowed at all, so why require the additional questions? Notably most tenants have no real investment in a property and may not screen visitors properly. Put STRs in the unincorporated RDCK
5. Longer term rentals should have preference
6. Short term rentals can be disruptive to neighbouring properties if short term renters are not compliant with noise regulations. The owner of the house is the main benefactor of this supplemental income and how do we know if the proposed short term tenants have been vetted properly. Look at some of the problems AirBnB has had and they supposedly are experts at assisting in vetting out undesirable tenants. The bottom line in order to make a quick buck some people will turn a blind eye to who is going to stay in the house. Some people will skirt regulations and I doubt Creston has the manpower to effectively enforce violators. I vote NO to short term rentals.
7. Last November, the BC legislature vetoed the rights of Strata lot owners to hold to the principal of vested interest that lead many of us to buy in no-rental stratas. The Town should NOT compound the hurt by allowing STR's, which in essence, disavow the vested interest of neighbour against income-seeking neighbour. The commercial innkeepers whose livelihoods depend on short stay clientele need all STR \$'s to get past the Covid destruction of their business. I see that 617-16th Avenue, N. has a large Yurt beside tiny King Creek with no toilet facility evident. In reading of 2022 Town zoning plan, no mention is made of requiring toilets for accessory dwellings, or protecting aquifer or water courses?
8. I know personally at least 4 or so families with children being forced to homelessness due to this issue.
9. Creston should continue to not allow STRs. When people purchase homes in a neighborhood they don't expect or want to live beside a hotel. There are plenty of hotels in Creston that can serve the same need. We need more long-term rentals in Creston and STRs only make that problem worse.
10. I just wish landlords in creston would prioritize locals or LTRs
11. Creston needs no strts. except the kootenay lake way where travellers can do the strts. not in creston with so many people wanting long term rentals to live.
12. Long term rentals would be preferable to short term rentals. However the regulations in BC are set against homeowners and make it very hard for homeowners to manage renters who do not respect lease agreements. As such homeowners are being pushed to short term rentals and this has the impact of reducing the availability of long term rental options. We are not in favour of

tenants being able to offer their location as an STR. Currently the arbitration and settlement of landlord/lease holder issues is so challenging that we see tenant STRs as only creating more complex issues further decreasing rental availability. We have been witness to renters and sub lease holders having little respect for properties and causing much damage to units making them unusable and expensive for homeowners to repair. Of note is that homeowners had no recourse for recompense.

13. STR's shouldn't be our focus! We desperately need LONG TERM RENTALS. Allow us, Home Owners to put more than 1 or 2 residential dwellings on our properties. RDCK keeps our hands tied so we can't build more rentals to those without housing!!

Other (5)

1. In a town where long-term rentals are hard to find it seems silly to have STRs, but trying to control (and fine) people with what they do with their property also seems counter-productive. Is there a way to educate people on the importance of community over profit?
2. The information provided in the flyer is very broad and somewhat misleading. i.e. annual percentage growth of units Number of houses taken off the long term market (for how long? in what areas? any stats on our area?) Several of these questions are asking two things in the same statement. I may agree with part of the statement and not agree with the other. For example Item 5: I may disagree with up to 4 adults but agree with up to 2 bedrooms Item 3 A tenant would need permission from who? the owner, the Town, or both? How would the you be able to determine that the tenant receives all the funds? Why would the owner not receive a share? Quite a few of these items would need a lot of ongoing inspections to determine occupant compliance
3. I feel these questions were poorly written and thought out. Combining two outcomes as one, not leaving an option to answer yes to part and no to another. Makes me wonder if they were worded this way for a reason, to get the writers desired outcome.
4. The person who created the questions did a poor job. Or was mis-leading on purpose? For example the first question. If a person strongly disagrees, does that mean they disagree with STR's completely, or disagree with the Town's regulation?! Come on you guys, you can do better than this. Failure to create a survey that will provide meaningful data leads people to speculate you are only going through the motions to make people think you are interested in their views when in fact you aren't. Not the proper way to engage with stakeholders. Please share my comments with the Mayor. Thank you.
5. 1. Permitted - don't know what you mean by regulated... I don't see the regulations defined and what the terms would be to the regulations? Seems like a lot of power being signed over on an individual's personal investment. 6. What are the regulations? How will you determine non-compliance? Will this change over time? See above 1. If shelter/housing is a human right - what is the government - local, provincial, federal doing to provide that right? Again, individuals are being lorded over and punished while big business/REITs are operating and making record profits... are you making sure that REITs are not able to purchase apartment buildings in Creston? Where do the regulations start and stop?

Mail-Out Responses (Categorized)

Permitted & regulated (3)

1. Agree with "A short-term rental must be in the principal residence where the homeowner or tenant resides at least 8 months out of the year with exceptions: proof of employment contract that states otherwise.
2. I don't want party houses, but what about a family with 3 or 4 young kids?
3. Regulations imply licensing. Regulations shall be sufficient to prevent abuses and complaints from neighbour, but they should not be too onerous.

Permitted NOT regulated (8)

1. Tired of left-wing governments interfering in our lives.
2. STRs should be allowed and not regulated
3. STRs should be allowed and not regulated. If hosts of an STR are given fines, most will close their STRs resulting in no extra income for the town in terms of business licenses and fines and no additional rental units available. If you check, most STRs in Creston are suites, not independent apartments. The statement that STRs have taken 16000 rental units off the market is grossly misleading. A lot are not apartments or 2-3 bedroom homes. I would suggest at least half of them. Check! You cannot compare the STRs in Creston with larger centers. Give us a statistic of how many rental units will open up in Creston if STRs are not allowed and are going to be regulated. That would be helpful. If the town of Creston really wants to address the rental concerns in this town first they need to identify the problem. I would suggest that suites and one bedroom units are available. It is 2-4 bedroom homes that are not. Why in the world would you ask the home and business owners to solve this problem. It is the responsibility of the town. Build rental units and manage them. Do not tax the hard working citizens of this town to not only provide housing but also to endure fines and over regulation. This is too much. We've owned an eight unit building here for 10 years. Time to sell up and move.
4. To me, all I see is the Town of Creston wants more control of peoples investments. This is a free country, leave it alone. As long as the owner maintains the home and property, renters do not cause a problem such as noise, garbage, etc. I'd suggest the Town of Creston make some of these current owners clean up their property .The Town also need to do a better job cleaning streets, sidewalks, and cutting grass. I am a renter.
5. STRs should not be town's business
6. I can't see how this survey (the part in gold) will help the Town of Creston. What are the proposed regulation? What does dwelling unit mean? What does actively regulated and enforced mean? If the home owner rents for more than 30 days to the same person, the homeowner then becomes a landlord and those regulations come into effect. BnBs require a license, perhaps AirBnB is what accommodates tourists and travellers. Mobile trailers (R.V) sometimes are used to house people. More thought needs to go into the phraseology of the four statements that you would like to hear whether we agree or disagree on. STRs, you state can supplement income for home owners. Home owners pay too much in taxes as it is. There will be a cost to regulate and enforce STRs. Rather, I think the Town should educate its citizens. Tell them about the need for fire insurance and liability insurance. Citizens of Creston should be educated, not regulated.
7. The Town of Creston should not get involved at all with the rental market or with STRs.

- a) The Town of Creston has other pressing matters such as providing services in its jurisdictional authority (water, sewers, roads, parks, etc.). The rental market is largely determined by private market (landlords/tenants). This is an example of government getting involved with a market that now works well with heavy handed rules that backfire. The rental market runs on supply and demand.
 - b) The so called 'problems' that the Town's STR policies would 'fix' would in fact make things worse. Investors will cease to invest if the meddlesome Town is involved. Remember, interest rates are now 4% higher than a year ago. The rules on new construction have been changed to make new construction more expensive. Add on Provincial rent controls and the Town's new STR rules and you can forget about new rentals starts in Creston.
 - c) The Town would need new staff to implement its proposed 'watchdog' role on the housing market. Why was this not brought forward for the voters in a referendum? Who favours more Town employees to enforce new town rules? This is a poor use of staff resources.
 - d) The Town has no legal authority to enforce actions of a senior level of government. The BC Government sets most of the landlord/tenant rules in place. The Town has authority over zoning and the development permit at the time of construction.
 - e) The BC Government recently forced Strata Associations to allow rentals, overruling the Strata's own bylaws. The Town has no legal standing to meddle in Strata/ unit owner relations. Is the Town going to come onto Strata properties and demand to see individual rental agreements?
 - f) If the Town wanted to increase the supply of rental units it should look at its own zoning rules and make these more open to housing. For example, what about retail property on Canyon Street that cannot attract any buyers now because the retail business sucks. Allow retail properties to be converted into residential rental units.
 - g) The BC Government will soon be legislating the end to single family residential zoning throughout the province. Has the Town of Creston prepared for this?
I urge the Council not to go down the dark endless rabbit hole of trying to manage STRs in Creston.
8. STOP trying to control people. They have purchased the dwelling and pay taxes. Keep your nose out of the rest. Signed fed up with control.

Not permitted (11)

- 1. Not in favour of renters being allowed to host STRs.
- 2. We are totally against any STRs where the home owners are not on site to control the goings on. We do not think STRs benefit Creston in the long run.
- 3. The big problem has been the constant changing of the rules of society – Creston has a hard time stimulating a sense of pride in your home and community. When you allow chickens in your neighbourhood what motive does that give to maintain a respectable clean house. When you allow multi-housing in established attractive neighbourhoods, what incentive does a homeowner have to keep his house looking good especially as such allowances downgrade his neighbourhood. Did you ever wonder why Creston's road system is "unique" with short roads, bent roads, cul de sacs? It's because the past developers were given away around the general road layout. A 'pat on the back' and an easement is made. No one will want to invest in Creston if you keep changing the 'Rules'. If your plan is to build an attractive town, people have to have stable political will to stand up against changes such as these. Creston's motel business suffers as well. You open the door for all sorts of 'fludging' of the rules. I write this after wiping dog droppings off my shoes. SAY NO to STRs.

4. We have six or seven hotels/ motels, there is no need for STRs – That’s what hotels/ motels do. Also, people need a home & renting is the only option – STRs take that away. Why create another headache in Creston?
5. Don’t need extra vehicles parked all over the place. Had that once. Do not agree with any STRs.
6. Lot’s of motels in Creston, no need for STRs. Maybe in smaller towns where there are no motels.
7. Housing for people that live & work in Creston should come first before AirBnb stuff!!!
8. We feel that it would be a problem for City of Creston. The rules will be broken.
9. Worried it will change neighbourhood feeling if people are coming & going
10. I would like our community to strive for affordable home options for our citizens, not STRs.
11. Creston Valley has multiple motels that offer longer term kitchen suites. The Town could meet with the owners and work at supporting our existing small business owners who are a huge part of our community that need our support. What percentage of “tourists” come to our valley for an extended (over a week) stay? Basically, zero. The ones that do, have campers or family here so you are attracting who?

Other (7)

1. (Q1)We already have laws, enforce them. (Q2)On a case-by-case basis. (Q3) Depend. What about 2 parents & 3-4 kids? (Q4) Over-reach.
2. The last scenario (Q4) is not clear. Therefore I cannot give an evaluation.
3. I don’t think I understand enough about STRs to really get what this is about. I can see though that it could help some people experiencing short term lack of housing. Are we attempting to help here with the extreme housing shortages or will this actually make that situation worse?
4. Where any dwelling is not occupied by the homeowner for at least 8-months of the year, the owner should then make available his dwelling for the remaining 4 months and the unoccupied dwelling for long-term rental and NOT for STR. The homeowner that makes a room in his dwelling available for a night or two does not take away from any rental properties and/or rental opportunities.
5. Don’t allow Creston to become Kelowna! Use your official power to keep us from becoming just another congest, polluted city. Small & simple is healthy.
6. Would like more clarification on some of the definitions of the survey.
7. I feel this survey is poorly presented/ worded. We want tourism – so need accommodation for tourists but in some cases are less popular because poor standards, Maybe encourage more campgrounds for tourists for tenting, for RV’s, and maybe camping cabins: where the tourist uses their own gear, bedding, towels, cookware – with shared bathroom & showers. Maybe STRs are necessary for accommodation for tourists. We want affordable Housing/ rentals for families & individuals → I don’t have the answer! Encourage builders & investors to build more houses in Creston! Re: Q3 – Some families of 5 or 6 members may want to stay in an STR. Re: Q2&4: Didn’t know or understand the purpose of these questions.

SHORT-TERM RENTAL BUSINESS LICENCE APPLICATION – Residential Zones

Use this form for the R1, R2, R3, R4, R6, MU2, MU3, MU4, CD1, CD3, CD6, or CD9 zones. For commercial zones, use the regular business licence form.

Physical Address of the Short-Term Rental: _____
STREET CITY POSTAL CODE

Name of Property Owner(s) or Non-Owner Primary Resident at this address: _____

Mailing Address (if different from STR address): _____
STREET/PO BOX CITY POSTAL CODE

Phone #: _____ Cell #: _____ E-mail Address: _____

Applying for: ☐ year-round licence
☐ four-month licence (four periods of 31-consecutive days each) - Dates of validity: _____
☐ 31-day licence - Dates of validity: _____

What type of Short-Term Rental? (see definitions on page 3): ☐ Guest Rooms (how many? _____)
☐ Guest Home
☐ Guest Suite

Provide one or two local contacts: these must be individuals who will be available to respond to phone calls within 15 minutes, 24 hours a day during the duration of any guest stay, who live within 30 kilometres of the property, and who do not act as the local contact person for more than two short-term rentals. This person can be you, if you meet the above criteria. *This contact information will be made available to the public on the City's website, on the short-term rental map.*

1.	_____	_____	_____	_____
	LAST NAME	FIRST NAME	PHYSICAL ADDRESS	PHONE
2.	_____	_____	_____	_____
	LAST NAME	FIRST NAME	PHYSICAL ADDRESS	PHONE

On what platforms will you advertise your Short-Term Rental? _____

To the best of your knowledge, does the property meet the safety standards outlined in the attached checklist? YES ☐ NO ☐

How many legal off-street parking spaces does the property have? (If uncertain, round down) _____

Has any owner of the property been convicted of any criminal offence? NO ☐ YES ☐ - If so, provide particulars:

Name: _____ Offense: _____

I/We _____ hereby make application for a licence in accordance with the particulars as above stated and I declare the above statements are true and correct, and I undertake that if I am granted the licence applied for, I will comply with each and every obligation contained in all laws and bylaws, including but not limited to the Business Licence Bylaw and the Zoning Bylaw, now in force or which may hereafter come into force in the City of Nelson. I confirm that this property is my principal residence, unless I have been granted an exemption for a four-month licence. I agree that I shall not make any offer for rent or advertise space for rent outside of the duration for which the licence is applied for, nor while my licence application is being processed and has yet to be issued. If, prior to the licence being issued, I choose to withdraw or cancel my application, a refund of the business licence fee will be considered only if I have not operated a short-term rental without a licence in this calendar year. Any motor vehicles associated with guest stays shall be parked off-street or, if not possible, directly in front of the property, as per bylaw. I shall be committed to proactively cooperating with neighbours and the City in ensuring minimal impact on the neighbourhood as a result of Short-Term Rental operations. I understand that the City will contact me primarily by email, at the email address above.

PLEASE NOTE: This business licence and fee payment does not constitute a valid business licence. A business licence will be issued after all bylaw requirements have been completed. We may supply other agencies with the above information.

The City of Nelson is collecting your personal information in accordance with Section 26 of the Freedom of Information and Protection of Privacy Act, for the purposes of administering City of Nelson programs and services, including permits and licensing services. If you have any questions, please contact the Privacy Head at 310 Ward Street, Nelson, BC V1L 4P1 or FOI@nelson.ca or 250-352-8234.

DATE: _____ SIGNATURE: _____

OFFICE USE ONLY		
Account #: _____ Code and fee: see below <div style="text-align: center;">PAYMENT STAMP</div>	Zoning ____: permitted use <input type="checkbox"/>	APPROVAL: <div style="text-align: center;">_____ Inspector's signature</div>
	City/block quotas okay <input type="checkbox"/>	
	Conforming suite: Yes <input type="checkbox"/> or N/A <input type="checkbox"/>	
	Laneway House built before June 2018: Yes <input type="checkbox"/> or N/A <input type="checkbox"/>	
	Site Inspection passed in: _____ (month and year)	
	Parking confirmed <input type="checkbox"/>	Comments:
	Title: no applicable charge <input type="checkbox"/> confirmation of ownership <input type="checkbox"/>	
	Principal Residency: PHOG _____ (year) <input type="checkbox"/> Or long-term tenant agreement <input type="checkbox"/>	
	Strata approval provided: Yes <input type="checkbox"/> or N/A <input type="checkbox"/>	

SHORT-TERM RENTAL FEE SCHEDULE (payment can be made with cash, debit, credit card, or cheque)

No refunds will be considered if the applicant has operated a Short-Term Rental without a business licence.

Applications for an annual licence made on or after August 1st are prorated at 50%.

CODE	COST	ANNUAL LICENCES (valid for the calendar year)
SR1	\$200	One Guest Room
SR2	\$350	Two Guest Rooms
SR3	\$450	Three or more Guest Rooms
SR4	\$800	Guest Home
SR4 + SRS + SRW	\$1,634	Guest Suite
FOUR-MONTH LICENCES		
SR1A	\$110	One Guest Room
SR2A	\$150	Two Guest Rooms
SR4A	\$400	Guest Home or Guest Suite
31-DAY LICENCES		
SR4B	\$160	Guest Home or Guest Suite
EXEMPTION PROVISIONS FOR HOME OCCUPATION AND BED & BREAKFAST*		
SR2G	\$80	Two Guest Rooms
SR3G	\$160	Three or more Guest Rooms

* Any person or business that applied for or held a business licence prior to January 1, 2016 and held a valid licence in 2016 for a "Home Occupation" designated for up to two Guest Rooms or a "Bed and Breakfast" shall be exempt from the cancellation of the licence pursuant to a change in property ownership and the requirement to list the licence number, parking spaces and maximum guest occupancy in all advertising.

Information on Taxes:

As an accommodator in the [Nelson and Kootenay Lake region](#) (NKL) you are required to register to collect PST (Provincial Sales Tax) and MRDT (Municipal, Regional and District Tax). MRDT collectors are automatically NKL Tourism members, at no charge.

For information on how to complete your PST and MRDT returns see the online guides: [Completing the Provincial Sales Tax Return](#) and [Completing the Municipal and Regional District Tax Return](#). If you have not [registered for PST](#) you can register online using [eTaxBC](#).

MANDATORY INFORMATION REQUIREMENTS (your application will not be considered complete for the purposes of quota allocation until all information requirements are submitted)

- Proof of property ownership – This may include a copy of the land title or proof of a current mortgage or Homeowner Grant.
- For Non-Owner Primary Resident: please provide a letter of approval from Property Owner.
- Proof of principal residence of the property – If you have owned the home for longer than one year, this must be the provincial homeowners grant. In other cases, it may include documentation showing you received provincial or federal government benefits, or income tax documentation or receipts. A driver's licence or utility bill alone is not enough. In some cases, principal residence is not required for a four-month licence if it can be demonstrated that the dwelling is otherwise occupied at least 50% of the year. For Non-Owner Primary Resident, please contact our office for a list of acceptable documentation to provide.
- Title Search (no older than 30 days) for all lots and copies of all non-financial charges (i.e. Easements, Covenants, Right-of-ways, Building Schemes) listed on the Title(s) – You can obtain your Title Search online from the Land Title Office: visit www.ltsa.ca or, for a \$15 fee, the City of Nelson can obtain it for you.
- Is the dwelling unit in a multi-unit building? If so, and you are not the owner of the building, you must provide a letter from the Strata Council authorizing your application.

DEFINITIONS

- **“Short-Term Rental”** means a Guest Home, Guest Suite, Guest Rooms, or part thereof in a residential zone wherein accommodation is offered for rent, or rented, to the travelling public on a temporary basis (31 days or less), and is subject to section 1.1.10 of Schedule “A” of the Zoning Bylaw, 3199, 2013.
- **“Guest Room”** means a habitable room used for Short-Term Rental including, but not limited to, a bedroom, living room, or dining room advertised for the exclusive use by the Short-Term Rental guests, and that does not contain cooking facilities. If you will be advertising a bedroom with a living/dining room, for example, you need to apply for a Two Room Licence. Except for in the R6 zone, no more than two of the rooms may be bedrooms.
- **“Guest Suite”** means a Laneway House or Secondary Suite used for Short-Term Rental. A Guest Suite must be a legal, conforming secondary suite. Laneway houses built since June 2018 are not eligible.
- **“Guest Home”** means a Single-Detached Residential dwelling unit, a unit in a Duplex Residential dwelling or a dwelling unit in a Multi-Unit Residential dwelling where such dwelling is used in its entirety as one dwelling for Short-Term Rental. If it is the sole dwelling unit on the property, may not be advertised as available for rent for more than 182 days per year.

PARKING REQUIREMENTS*Each required space must be located entirely on your property, min. size 6m by 2.75m each*

Existing Dwelling Unit with 1 Short-Term Rental Guest Room	1 space/dwelling unit (DU)
Existing Dwelling Unit with 2 Short-Term Rental Guest Rooms	2 spaces/DU
Existing Dwelling Unit with 3 Short-Term Rental Guest Rooms or more (must be in R6 zone)	2 spaces/DU + 1 space/guest room
Secondary Suite or Detached Secondary Dwelling Unit used as a Short-Term Rental Guest Suite	1 space/DU
Existing Dwelling Unit used as a Short-Term Rental Guest Home	For a year-round Short-Term Rental Business License: 2 spaces/DU For Short-Term Rental Business License valid for fewer than six (6) months: 1 space/DU
Existing Dwelling Unit used as a Short-Term Rental Guest Home or Guest Suite located in the Downtown Residential Zone (R3) and Core Commercial Zone (C1)	1 space/DU

In addition to the above parking requirements: licensees shall ensure that vehicle parking for short-term rental guests shall be restricted to the property and, where on-street parking is permitted, the portion of the road immediately adjacent to the property.

If sufficient off-street parking spaces for a Short-Term Rental use cannot be provided on the same lot, up to one (1) required parking space may be located on another lot adjacent to or across the lane, or within 100 metres from the subject property, with approval of the Director of Development Services:

- Off-site parking shall be secured by an Agreement deemed satisfactory by the City between the owner of the off-site parking area and the owner of the building, structure, or use requiring an off-site parking space.
- The Agreement must include a site plan of the location of the parking space to be provided off-site.
- The Agreement shall be valid for the duration of the Business Licence. A new Agreement shall be provided at the time of each Licence renewal.
- If the Agreement is invalidated before its expiration date, the property owner must immediately cease operation of the Short-Term Rental use until its off-street parking requirements are fulfilled to the City’s satisfaction.
- The property on which the off-site parking space is located must meet the minimum parking requirements as specified in section 7.3 of the Off-Street Parking & Landscape Bylaw. The space provided for a Short-Term Rental shall be in addition to the minimum parking required.
- A property owner providing off-street parking shall only enter into one (1) agreement to provide one (1) parking space.

QUOTA

The maximum number of annual STR licences is 110 and the maximum number of four-month STR licences is 40. There is a maximum of three (3) permitted within one block (see definition of a block in Business Licence Bylaw 3347, 2016). There is no cap on the number of 31-day STR licences, however only two 31-day licences are permitted for a single property per year.

ADVERTISING

STR licensees must list their business licence number, the number of off-street parking spaces available to guests explicitly specifying that this number equals the maximum number of vehicles that paying guests of the property are permitted to bring, and maximum guest occupancy on all booking platforms. **Failure to provide this information could result in revocation of your business licence.**

DAILY GUEST REGISTRY

Short-term rental applicants must maintain a daily guest registry with the names, contact information, and any licence plate numbers associated with the overnight stay. If a complaint is received, the property owner, upon request from the City, shall provide the guest registry (which can include the booking records as produced directly from each online listing platform used to

advertise the licensed premises) for inspection. The City may request this at any time between the hours of 8:00 am and 8:00 pm. Failure to provide this could result in revocation of your licence.

INSURANCE

Short-Term Rental operators are strongly encouraged to disclose their short-term rental to their home insurance provider and to obtain adequate damage and liability insurance.

MAXIMUM GUEST OCCUPANCY

Not more than two (2) adult guests shall be accommodated per Guest Room, not more than four (4) adult guests shall be accommodated per Guest Suite, and not more than six (6) adult guests shall be accommodated per Guest Home.

GOOD NEIGHBOUR POLICY

Short-term rental applicants need to proactively cooperate with neighbours and the City in ensuring minimal impact on the neighbourhood as a result of short-term rental operations. **Complaints and/or violations could result in your licence being revoked and impact your ability to renew your licence in the future.** The City has the right to deny an application for renewal which may be based on but not limited to complaints and noncompliance. If your licence has been revoked, you will be barred from holding a short-term rental licence for a minimum of two years.

RENEWALS

Renewal applications must be received by December 15 in each calendar year. Any applications received after December 15 will be considered new applications and subject to the quotas.

CHANGE OF OWNERSHIP

In the case of change of ownership of the property or change of location of the business, the business licence becomes invalid effective immediately (unless you are one of the grandfathered business licences).

PRE-INSPECTION CHECKLIST

This checklist outlines some of the basic requirements that need to be met in order to be licensed under the City's Building Bylaw. Be advised that it is your responsibility to ensure all requirements under applicable bylaws are met.

- All smoke alarms, hard wired and interconnected, on every floor level and in every bedroom shall be in working order.
- Carbon monoxide detectors are present in every level of the residence and are in working order. Only applicable where there is a gas appliance in the house, such as forced air gas furnace or gas fire place, or an attached garage.
- Electrical cords are in good working condition.
- All escape routes are clear of obstructions and easily accessible. All bedroom windows are required to meet the egress requirements for life safety and have a minimum clear opening size of 3.77 square feet with no dimension less than 15 inches. Opening the window must not require special knowledge to release window hardware to get out.
- Clothes dryer lint trap and exhaust is clean and lint free and vented to the building exterior.
- No Portable Heaters.
- The furnace has been inspected and the filter replaced in the past year.
- The fire place chimney has been inspected and cleaned in the past year.
- All portable fire extinguishers with a minimum 2A-10BC rating shall be made available, visibly mounted on each floor area and shall be inspected and tagged annually.
- Address numbers are visible and easy to read from your fronting street. Exterior Lighting installed at each entrance into the building.
- All exit doors are free of obstructions. Sleeping area emergency escape and rescue openings are free.
- Sanitation standards are met (free of mold, mildew, or infestation) and all plumbing is in working order.
- All stairs with three or more risers are provided with approved handrails. Guard rails are required on all stairs and landings more than 600 mm (24 inches above grade). The height of the guards is 36" for decks and landings less than 1.8 meters (6 ft) above the ground and 42" for those higher than 1.8 meters (6 ft) above the ground. Guards on all stairs (inside and outside) are required to be 900 mm (35 ½" high).
- Cooking facilities are ventilated to the building exterior.
- Dwelling has no broken windows, doors, or other structural hazards.
- Approved covers are in place on all electrical switch and outlet boxes.
- All circuit breakers are labeled, in English, to show what they control and are accessible to guests.
- All water heaters have a pressure relief valve, with extension tubes installed to 1" above the floor or drain pan.
- All natural gas appliances have individual gas shut-off valves, located in an accessible location.
- Verification that your property meets the minimum parking requirements.

COUNCIL DIRECTION REQUEST (CDR)

Town of Creston

Page 305 of 351



ACTION DATE: July 18, 2023

SUBJECT: Electronic Message Board Policy

SUGGESTED FOLLOW-UP ACTION: THAT the Committee of the Whole RECOMMENDS that Council DIRECT Staff to present the Electronic Message Board Policy at an upcoming Council Meeting.

CAO COMMENTS: No additional comments.

BACKGROUND

Staff Briefing Note:

Attached ☐

Available ☐

Nil ☐

1. DEFINE THE TOPIC

KEY INFORMATION: The Town of Creston has a digital kiosk at Town Hall and an electronic message board installed at the public washrooms at 1130 Canyon Street. As the opportunity for electronic message boards increases a policy guiding the appropriate use is required. The proposed policy outlines roles and responsibilities, maximum number of message from local non-profit organizations, and an application process as well as stipulating allowable content and file format.

RELEVANT OBSERVATIONS: The Town does not regularly receive requests from other organizations; however, should our electronic message system grow requests may increase.

STRATEGIC RELEVANCE: Service Excellence

ESSENTIAL QUESTION: Does the attached Electronic Message Board Policy meet Council's expectations.

2. DETERMINE DESIRED OUTCOMES if the essential question is addressed.

KEY RESULT: Development of an Electronic Message Board Policy to guide it's use within the organization and facilitate requests from non-profit organizations to display community relevant information.

DESIRED BENEFITS OF KEY RESULT: Internal process and responsibilities assigned.

REQUISITES: Council Adoption of Policy

UNINTENDED OUTCOMES: N/A

3. EXPLORE RESPONSE OPTIONS to achieve the key result (Pros & Cons)

1.	Committee of the Whole Recommends the Electronic Message Board Policy be considered by Council at an upcoming Council Meeting.
2.	Committee of the Whole REFERS the Electronic Message Board policy to staff for further information.
3.	Other, as per Council Direction.

Submitted by:

Kirsten Dunbar, Corporate Officer

Reviewed by:

CAO


Michael Moore, CAO



Town of Creston

COUNCIL POLICY

DRAFT POLICY:

PUB-001-011

Electronic Message Board

PURPOSE To establish procedures and guidelines regarding the use of municipally owned electronic message boards.

SCOPE This policy applies to all electronic message boards owned and operated by the Town of Creston.

POLICY The electronic message board's primary use is to communicate messages from the Town of Creston, including; but not limited to, Town of Creston news, programs, events, public safety issues and emergency preparedness.

The electronic message board's secondary use is to communicate local non-profit community events (open to the general public) and local community relevant messages from non-profit organizations.

PROCEDURE

- 1.0 The Corporate Services and Finance department is responsible for managing the electronic message board, including the uploading and deletion of content.
- 2.0 The Corporate Services and Finance department will maintain the electronic message board application form and design template, ensuring it is available for download at www.creston.ca, and for pick-up at Town Hall.
- 3.0 Local non-profit organizations may request one message to be displayed at a time. Messages from non-profit organizations will be displayed on a first come first serve basis.
- 4.0 A maximum of five messages from local non-profit organizations shall be displayed at a time.
- 5.0 All local non-profit organizations will complete the Electronic Message Board Application form and design template and submit their message request by email to info@creston.ca, a minimum of two weeks prior to the desired posting date. Alternatively, the application package can be submit manually at Town Hall.
- 6.0 The Corporate Service and Finance Department will respond to the applicant via email indicating that the request was received, approved/rejected and the expected date of activation.
- 7.0 Receipt or acceptance of a message request does not guarantee the appearance of any message on the electronic message board.
- 8.0 The Town of Creston reserves the right to decline messages if they are not consistent with the content and criteria outlined in section Content and Criteria section of this policy.
- 9.0 The Town of Creston may, at their discretion, decline requests that are not submitted using the Town of Creston electronic message board design template.

Town of Creston

POLICY NO. PUB-001-011

COUNCIL POLICY

- 10.0 In the event that the Town of Creston declines a request, the Finance and Corporate Services Department will respond to the requestor indicating so, and if appropriate, provide policy guidance regarding the resubmission of their request.
- 11.0 Town of Creston staff will not create messages for non-profit organizations/community groups, except through the electronic message board design template.
- 12.0 Any notices or events shall be on the electronic message board for a period of one month (30 days). For an event, the month will be, where possible, accommodated one month prior the event being held.

CONTENT AND CRITERIA

- 13.0 Messages must be brief and concise, content messages should be easy to comprehend and include only essential information.
- 14.0 The Town of Creston strongly encourages the use of the Town of Creston electronic message board design template; however, if the available design template is not used the creative file must accompany the application form and meet the following format and specifications:
- File format (.png, .jpg, .ai)
 - Resolution (1920 x 1080 pixels)
- 15.0 Messages, other than those from the Town of Creston, shall not state or imply Town of Creston endorsement or approval.
- 16.0 The following messages will not be permitted:
- a. Commercial and classified advertising;
 - b. Promotion of political, factional or religious viewpoints;
 - c. False, discriminating or misleading messages; and
 - d. Events/ functions open only to members of an organization or contrary to any Town of Creston Policies or Bylaws.

POLICY RECORD

Date Approved by Council:

Resolution No.

Next Review Date:

Policy No: PUB-001-011

Last Review Date:

Replaces: N/A - New

Administrative Review:

Kirsten Dunbar

Subject: FW: Request for Deadline Extension to September 1 to Comment on Kootenay Lake Timber Supply Area (TSA) Discussion document

Attachments: Kootenay LakeTimber Supply AreaTimber Supply Analysis Discussion Paper.pdf; CCAS Letter to Ministry of Forests requesting extension.docx

From: Elizabeth Quinn >
Sent: Tuesday, May 30, 2023 1:33 PM
To: Paris Marshall Smith; Monique Ares
Cc: Jackie Moore; akleitsch
Subject: Request for Deadline Extension to September 1 to Comment on Kootenay Lake Timber Supply Area (TSA) Discussion document

CAUTION This email originated from outside the organization. Please proceed only if you trust the sender.

Hi Paris and Monique,
 The Creston Climate Action Society (CCAS) is organizing input into the Kootenay Lake Timber Supply Area (TSA) Discussion document and is asking the Ministry of Forests to extend the deadline for input **to September 1 from July 4.**

Could the RDCK and the Town of Creston make the same requests? The CCAS group was wondering if you could do this as Local Government; however, we thought we would ask.

Here's a link to an article about the process in the Creston Advance on May 4, 2023
<https://www.crestonvalleyadvance.ca/news/public-input-sought-on-allowable-annual-cut-for-kootenay-lake-timber-supply-area/>

I have attached a BC Ministry of Forests discussion paper about the process and a letter to the Ministry of Forests asking for an extension that you could take a look at.

Thank you very much for considering our request.

Sincerely,
 Elizabeth Quinn
 Creston Climate Action Society
 Board Member

Kootenay Lake Timber Supply Area Timber Supply Analysis Discussion Paper

May 2023

**Forest Analysis and Inventory Branch
Ministry of Forests**

**1520 Blanshard Street
Victoria, BC V8W 3K1**



Ministry of
Forests

Cover photograph: Kootenay Lake, Kootenay Lake TSA
contributed by Kristine Sacenieks, Kootenay Boundary Natural Resource Region

Kootenay Lake TSA Discussion Paper

May 2023

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Kootenay Lake TSA Discussion Paper

May 2023

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Kootenay Lake TSA Discussion Paper

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Introduction

The British Columbia Ministry of Forests (the Ministry) regularly reviews the timber supply^a for all timber supply areas^b (TSA) and tree farm licences^c (TFL) in the province. This review, the fourth for the Kootenay Lake TSA, examines the impacts of current legal requirements and demonstrated forest management practices on the timber supply, economy, environment and social conditions of the local area and province. Based on this review the chief forester will determine a new allowable annual cut^d (AAC) for the Kootenay Lake TSA.

According to Section 8 of the *Forest Act* the chief forester must regularly review and determine an AAC for each TSA and TFL in the Province of British Columbia (BC).

The objectives of the timber supply review (TSR) are to:

- examine relevant forest management practices, environmental and social factors, and input from First Nations, forest licensees, stakeholders and the public;
- set a new AAC; and,
- identify information to be improved for future timber supply reviews.

This discussion paper provides a summary of the timber supply analysis and harvest projections supporting the TSR for the Kootenay Lake TSA. Details about the data and assumptions used in the analysis were provided in the *Kootenay Lake Timber Supply Area Timber Supply Review Data Package* (November 2020)¹ (*Data Package*). Updates to the information used and technical details regarding the analysis are available on request from the Forest Analysis and Inventory Branch. Even though the results of the timber supply analysis are being presented here, this analysis should be viewed as a “work in progress” until the chief forester’s AAC determination. Prior to the chief forester’s AAC determination for the TSA, further analysis may need to be completed and existing analysis reassessed as a result of input received on this *Discussion Paper*.

Timber supply reviews undertaken in support of AAC determinations are based on the current resource management objectives established by government in legislation and by legal orders. Resource management objectives are provided by the *Forest and Range Practices Act* (FRPA), the Kootenay Boundary Higher Level Plan Order (KBHLPO), and subsequent order variances for specific objectives.

^aTimber supply

Timber supply is the amount of timber available for harvesting over a specified period of time.

^bTimber supply areas (TSAs)

Timber supply areas are integrated resource management units established in accordance with Section 7 of the Forest Act.

^cTree farm licences (TFLs)

Tree farm licences are tenures that grant exclusive rights to harvest timber and manage forests in a specific area; may include private land.

^dAllowable annual cut (AAC)

Allowable annual cut is the maximum volume of timber available for harvesting each year from a specified area of land, usually expressed as cubic metres of wood.

¹ The *Kootenay Lake Timber Supply Area Timber Supply Review Data Package* (November 2020) can be found on the BC Ministry of Forests Timber Supply Review and Allowable Annual Cut – Timber Supply Areas website: <https://www2.gov.bc.ca/gov/content/industry/forestry/managing-our-forest-resources/timber-supply-review-and-allowable-annual-cut/allowable-annual-cut-timber-supply-areas>

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The information compiled to support this TSR can be made available to support land use planning as required. However, land-use planning and land-use decisions are outside the scope of the chief forester's AAC determination. In the event that resource management objectives and practices change, these changes will be reflected in future timber supply reviews.

Public comments are encouraged and will be accepted until the end of the 60-day review period, on July 4, 2023.

Timber supply review in the Kootenay Lake TSA

The current AAC for the Kootenay Lake TSA, effective August 12, 2010, is 640 000 cubic metres per year. On May 5, 2016, the AAC was automatically reduced to 634 861 cubic metres in accordance with Section 11 of the AAC Administration Regulation to account for an area amendment to a Community Forest Agreement (CFA).

In November 2020, a *Data Package* documenting the data and forest management assumptions to be used in this timber supply analysis was released for public review and to assist with First Nations consultation. This *Discussion Paper* is released in order to provide an overview of the TSR analysis and to highlight the key findings for the Kootenay Lake TSA. Before setting a new AAC, the chief forester will review all relevant information, including the results of the timber supply analysis and input from government agencies, First Nations, the public, and licensees. Following this review, the chief forester's determination will be outlined in a rationale statement that will be publicly available.

The actual AAC that is determined by the chief forester during this TSR may differ from the harvest projections, including the base case, presented in this *Discussion Paper* as the chief forester must consider a wide range of information, some of which is not quantifiable. Ultimately, the chief forester's AAC determination is an independent, professional judgment based on the legal requirements set out in Section 8(8) of the *Forest Act*.

Once the chief forester has determined a new AAC and the TSR process is over, the Minister of Forests will apportion the AAC to the various licence types and programs as per Section 10 of the *Forest Act*. Based on the minister's apportionment, the regional executive director will establish a disposition plan that identifies how the available timber volume is assigned to the existing forest licences and, where possible, to new opportunities.

Description of the Kootenay Lake TSA

The Kootenay Lake TSA is located in south-eastern BC. The Kootenay Lake TSA is in the Selkirk and Purcell Mountain ranges and encompasses three major drainage systems, Kootenay Lake, Duncan River, and Lardeau River. To the north is Glacier National Park and to the south is the Canada-United States international border.

The Kootenay Lake TSA (Figure 1) is administered by the Selkirk Natural Resource district office in Nelson. It is one of seven TSAs lying within the Kootenay Boundary Natural Resource Region. Three community forests and several parks lie within the outer perimeter of the TSA. The total area of the Kootenay Lake TSA including the community forests and parks is approximately 1 240 878 hectares.

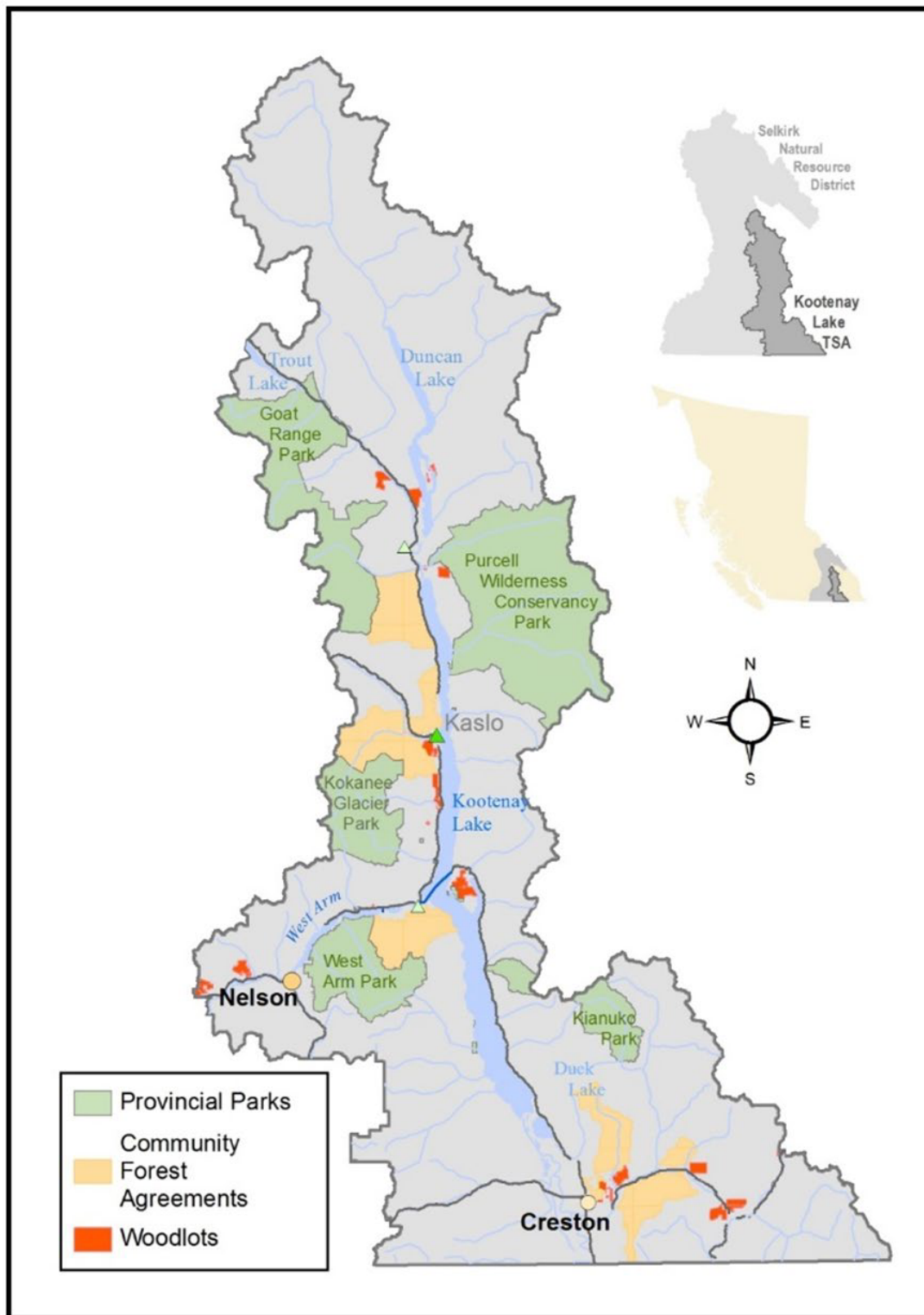


Figure 1. Kootenay Lake TSA.

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Environmental values

The Kootenay Lake TSA includes both moist and wet climatic regions and is commonly referred to as part of the Interior Wet Belt. The forests within the TSA are diverse. Tree species at lower elevations, within the Interior Cedar Hemlock (ICH) zone, include western redcedar, western hemlock, grand fir, Engelmann spruce, subalpine fir, western larch, Douglas-fir, western white pine, western yew, ponderosa pine and lodgepole pine. At higher elevations, within the Engelmann Spruce Subalpine Fir (ESSF) zone, Engelmann spruce and subalpine fir are the dominant climax tree species, while alpine larch and whitebark pine also occur.

The diverse forest of the Kootenay Lake TSA supports a wide variety of wildlife species. Large mammals include black bear, grizzly bear, moose, mule deer, white-tailed deer, elk, mountain goat, bighorn sheep, caribou, cougar, lynx, wolverine, badger, and bobcat. Bird species include year-long residents and migratory birds such as woodpeckers, songbirds, waterfowl, raptors and shorebirds. The Kootenays is part of a great migratory corridor, with Creston flats at the south end of Kootenay Lake being particularly rich in birdlife. The rivers and lakes of the TSA are home to numerous fish species including kokanee, Gerrard rainbow trout, westslope cutthroat, bull trout, whitefish, eastern brook trout, burbot and white sturgeon.

Protection and management of environmental values are addressed under provincial and federal legislation. The FRPA is the primary provincial legislation regulating forestry practices. Under FRPA, the Forest Planning and Practices Regulation identifies objectives set by government for environmental values including fish, wildlife, biodiversity, soils and water that are to be addressed within forest stewardship plans. Orders may be established under the Government Actions Regulation (GAR) or the Land Use Objectives Regulation for specific land uses such as ungulate winter ranges, wildlife habitat areas, critical habitat for fish, and old growth management areas (OGMA).

Approximately 48 percent of the forested land base within the Kootenay Lake TSA is reserved as parks to provide for conservation and wildlife habitat.

Natural resources

Numerous natural resources occur within the Kootenay Lake TSA. These include timber, fish and wildlife habitat, recreation and tourism resources, and abundant water resources. Approximately 30 percent of the TSA falls within watersheds providing water for consumptive uses.

Wildlife and their habitat are partially protected by OGMAs, the retention of deciduous stands, and those measures protecting riparian features. There are 220 128 hectares of provincial parks, protected areas and reserves within the TSA. A range of recreational activities such as hiking, canoeing, camping, fishing, hunting, snowmobiling, and downhill and cross-country skiing occur in the TSA.

First Nations

The AAC determination is a strategic-level decision for which the Crown maintains a duty to consult and accommodate, as necessary, those First Nations for whom it has knowledge of claimed or proven Aboriginal Interests that may be impacted by a proposed decision. The chief forester must consider the information provided by First Nations through engagement and the consultation process.

Three Nations have member First Nations/Bands whose territories overlap, in whole or in part, with the Kootenay Lake TSA: the Ktunaxa Nation Council, the Secwepemc Nation, and the Okanagan Nation (Sylix). Sinixt territory also overlaps with the TSA.

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Ktunaxa Nation Council

Ktunaxa have four First Nations communities represented by Ktunaxa Nation Council (Yaqa Nuʔkiy – Lower Kootenay; ʔakisqnuuk – Columbia Lake; Yaqit ʔa-knuqʔi'it – Tobacco Plains; ʔaqam – St. Mary's).

Yaqa Nuʔkiy is located in the TSA near Creston. The Ktunaxa Nation territory encompasses the entire TSA. Ktunaxa have multiple agreements with the Province of BC including a Strategic Engagement Agreement, ECDA Forestry Appendix, and Forest Tenure Opportunity Agreements (FTOAs). The Ktunaxa Nation holds one non-replaceable forest licence within the Kootenay Lake TSA. Ktunaxa Nation Council has been in treaty negotiations since 1993; these negotiations are currently in suspension as of the fall of 2021, initiated by Ktunaxa Nation Council.

An analysis will be conducted that incorporates Ktunaxa forestry stewardship principles (articulated in the *Ktunaxa Forestry Standards Document*; Ktunaxa Nation Council 2023), and key cultural conservation values. Ktunaxa Nation Council representatives shared these principles and values during discussions with FOR staff and the analysis was completed to meet them, given the limitations of the data and model. The *Ktunaxa Forestry Standards Document* continues to be refined and updated as part of an adaptive management approach. The values articulated in that document must be understood to be general, and work remains to identify and map them based on site-specific validation. The results of this analysis, which includes Ktunaxa data, will be provided to the chief forester in the AAC determination meeting.

Secwepemc Nation

Five of the Secwepemc Nation member bands have territories which overlap the Kootenay Lake TSA. Three of the five are signatories to the Secwepemc Letter of Agreement: Adams Lake Indian Band, Little Shuswap Lake Band (Skwl'ax te Secwepemcul'ecw), and Splitsin First Nation. The Secwepemc Letter of Commitment overlaps a significant portion of the TSA. Neskonlith Indian Band is not a signatory to that agreement and the Shuswap Indian Band withdrew in April of 2022. These member bands are not involved in the BC treaty process. Adams Lake Indian Band and Neskonlith Indian Band currently have FTOAs with the Ministry. None hold a timber tenure in the TSA. None of the Secwepemc member band reserves or main communities are situated within the Kootenay Lake TSA.

Okanagan Nation (Syilx)

The territory of the Okanagan Nation member bands, or Syilx, encompasses approximately the western half of the TSA. There are five member bands in Okanagan Nation whose territories are within a portion of the TSA. These include the: Okanagan Indian Band, Lower Similkameen Indian Band, Penticton Indian Band, Upper Nicola Band and Osoyoos Indian Band. The majority of these Okanagan Nation member bands have an affiliation with the Okanagan Nation Alliance (ONA). None of the bands in the ONA are actively involved in the BC treaty process; rather, Ministry staff work with non-treaty First Nations through engagement and economic agreements, working groups, and other non-treaty processes. Lower Similkameen Indian Band and Upper Nicola have FTOAs with the Ministry. All the Okanagan Nation member band reserves and main communities are situated outside of the TSA.

Lakes Tribe of the Colville Confederated Tribes (Sinixt)

The Lakes Tribe of the Colville Confederated Tribes (the Lakes Tribe), in Washington State, is being engaged because the Kootenay Lake TSA overlaps a small portion of the Sinixt Territory. On April 23, 2021, the Supreme Court of Canada (SCC) released its decision on the Desautel case. The SCC found that the Lakes Tribe of Colville Confederated Tribe (CCT) is a modern day successor of the Sinixt and are an "Aboriginal peoples of Canada" who have an Aboriginal right to hunt in Canada under s. 35 (1) of the *Constitution Act*, 1982. As a result, the Province has a duty to consult the Lakes Tribe when contemplating conduct that may adversely affect their Aboriginal rights.

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Regional economy

The three largest communities in Kootenay Lake TSA are Nelson, Creston and Kaslo, with numerous smaller communities across the TSA. The 2021 census estimates the population of the Kootenay Lake TSA at approximately 36,000. The economy of the area is diversified and includes tourism, retail trade, forestry, agriculture, education, health care and construction, with technology identified as an emerging sector.

Operating within the Kootenay Lake TSA are six forest licensees, three community forests, fourteen woodlots and British Columbia Timber Sales (BCTS). There are two sawmills located in Creston which are owned by major tenure holders, Canfor (previously Wynndel Box & Lumber sawmill), and J. H. Huscroft. Three other major tenure holders, Atco Wood Products Ltd., Kalesnikoff Lumber Company, and Porcupine Wood Products Ltd., own processing facilities in the adjacent Arrow TSA.

Nearly all these facilities are independently owned, and all have been in operation for decades; Atco (72 years, 1947), Kalesnikoff (79 years, 1940), J.H. Huscroft (92 years, 1927), Wynndel Box, now Canfor (106 years, 1913), and Porcupine Wood Products (40 years, 1983). Collectively, the diverse products these mills produce have been pivotal in maintaining a viable timber industry in the area. Since the last TSR was conducted, one mill facility in Meadow Creek has ceased operation.

There are also several small mill operations which process custom lumber located in Harrop-Proctor, Meadow Creek and Kaslo. Additionally, other businesses within the TSA make value added products such as timber frame homes, posts and rails, and products for musical instruments.

Supplemental volume required by these milling facilities is partially supplied by BCTS, TFLs, CFAs, Woodlots, Small Scale Salvage, non-replaceable Forest Licence agreements, and outside TSA purchases or trades.

Land use planning

The Kootenay Lake TSA lies within the area covered by the Kootenay Boundary Higher Level Plan Order (KBHLPO). Forest development in the TSA is required to be consistent with the legally established goals and objectives of this higher-level plan. This timber supply analysis assumes that forest management and timber harvesting will be consistent with the KBHLPO.

Land base and forest management changes since 2010

The last AAC determination for the Kootenay Lake TSA was made effective August 12, 2010. On May 5, 2016, an area amendment to a CFA within the TSA resulted in an adjustment to the AAC. Since the last AAC determination, several changes have occurred to the land base, forest management data and practices, including:

- a new Vegetation Resources Inventory;
- a new Provincial Site Productivity Layer (PSPL) map based on Predictive Ecosystem Mapping;
- a standardized approach to yield projections;
- provincial terrain data; and,
- riparian data informed by a provincial fish model.

Vegetation resources inventory

The current analysis uses a Vegetation Resources Inventory (VRI) that was completed (Phase I) between 2008 and 2011. The aerial photographs used for this inventory were acquired between 2005 and 2006. Once a VRI is completed, an annual updating process is run that projects the ages, heights, density and other attributes of the tree stands and updates those stands that were harvested or disturbed by fire.

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The previous TSR was completed using an inventory rolled over from the legacy forest cover Forest Inventory Planning (FIP) files based on aerial photography from 1968 to 1972, with tree growth projected to January 2007. Significant changes in the data structure exist between the two inventories, with a FIP roll over translating as closely as possible attributes in FIP to the new VRI attributes. However, with different definitions used to populate the attributes there are noticeable differences in results. For example, the alpine designation in FIP covered almost 300 000 hectares, and in VRI, the same definition covers less than 150 000 hectares. In the FIP inventory, large polygons were identified as alpine, and in the new VRI, these alpine polygons were further sub-divided to identify areas with very sparse forests.

Differences in these two inventories result in differences in the land classification tables. In the last TSR, there were 569 620 hectares classified as forested land within the TSA analysis area and 198 080 hectares of land available for timber harvesting. In this analysis, there are 675 024 hectares classified as forested land base within the TSA analysis area, of which 168 501 hectares of land is available for timber harvesting.

Site index

In the previous analysis, the PSPL was not yet in production and the site index values from the VRI were used to produce yield tables for both unmanaged stands (natural stands) using the Variable Density Yield Projection (VDYP) model, and managed stands, using the Table Interpolation Program for Stand Yields (TIPSY) model. The VRI site index is estimated based on a photo interpretation of existing stands, and VDYP is calibrated to use those values. For this analysis, the VRI site index was appropriately used again for unmanaged stands.

In contrast with the previous analysis, in this analysis the managed stand yield tables, both current and projected future stands, were generated using the PSPL site index. The PSPL site index is based on the Biogeoclimatic Ecosystem Classification (BEC) of the site which is estimated from ground measurements collected from stands growing in the same BEC site series. The TIPSY model provides more accurate yield projections when site index values from the PSPL are used. The tables generated by TIPSY for the current analysis were validated against tree growth observed in sample plots established under the Young Stand Monitoring Program (YSM). The following comparison of site index from a report summarizing YSM plots within the Kootenay Lake TSA (October 2020) shows there is no significant difference between the site index measured in the YSM ground samples and the PSPL site index used to generate the TIPSY tables in this analysis.

Table 1. Site index vs. PSPL (KL TSA YSM report, Oct. 2020)

Spc	#Pairs n	YSM BH Age (yr)			SI (m)		ROM	Sig (95%)
		Avg	Min	Max	YSM	PSPL		
BL	2	45	26	65	17.5	20.3	0.86	N
CW	3	38	17	61	19.6	19.8	0.99	N
FD	3	31	15	57	24.2	22.3	1.08	N
HW	2	51	42	60	23.4	21.2	1.11	N
SE	2	25	23	27	22.4	18.2	1.24	N

In the YSM report, the growth of the measured stands is projected using the Tree And Stand Simulator (TASS). The average of all YSM TASS projections and their upper and lower 95 percent confidence interval around the mean (red lines) are compared against the average of all spatially matched managed stand yield tables (MSYT) produced for this TSR (blue line). The average TSR MSYT projection overlaps within the 95 percent confidence interval of the average YSM TASS projection. This supports the assumption that the young stands in Kootenay Lake TSA will meet the timber supply expectations that are based on the TSR projections.

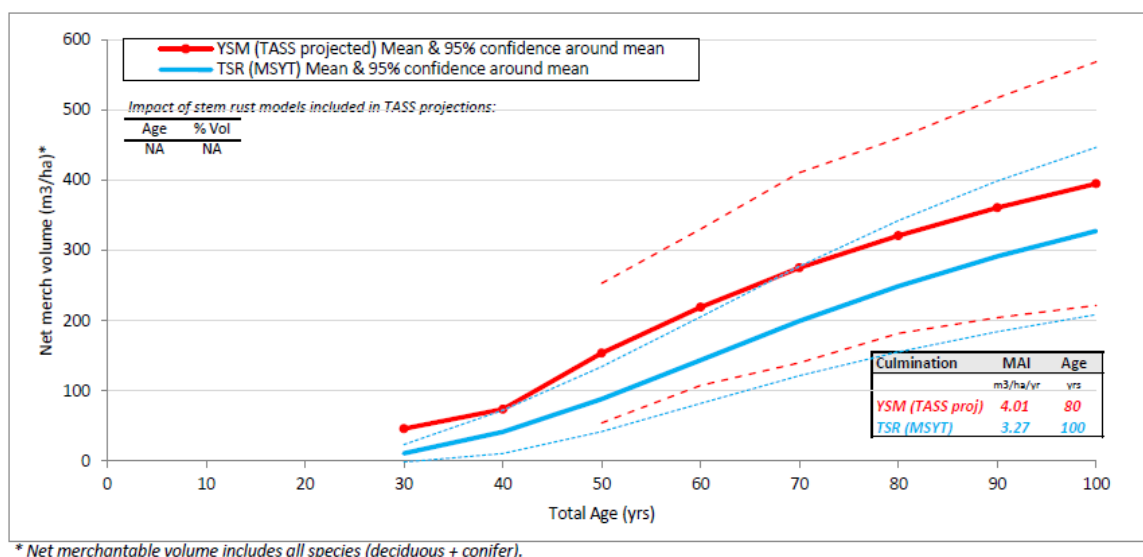


Figure 2. TASS vs spatially matched MSYT curves (KL TSA YSM report, Oct. 2020).

Yield projections

The yield projections used in this analysis were completed by Forest Analysis and Inventory Branch staff following a standardized approach. In the base case, all existing stands that have a history of harvesting with accompanying silviculture obligations, or stands harvested in the future, were modelled using TIPSYS generated yield tables where appropriate input information was available.

Species composition information for existing managed stands came from planting survey data, recorded in Reporting Silviculture Updates and Land Status Tracking System (RESULTS), taking into consideration fill plants and replants. This information was augmented with stand density from measured total stems in RESULTS free growing survey data. Species composition was adjusted by combining the two sets of survey data, thus allowing for changes in species composition from the time of planting until the time of free growing. As discussed previously, the site index was provided from the PSPL.

In the previous analysis, this standardized yield projection approach was not available for managed stands, and yield tables were produced for analysis units aggregated based on inventory composition (e.g., species, site index class, and biogeoclimatic zone), using TIPSYS inputs estimated from observational trends in regeneration silviculture.

History of the allowable annual cut

The allowable annual cut (AAC) for the Kootenay Lake TSA was first established on June 1, 1981, at 900 000 cubic metres. On June 1, 1995, that AAC was reduced to 700 000 cubic metres. On January 1, 2002, the AAC determination (TSR 1) reduced the AAC to 681 300, and on August 12, 2010, the AAC determination (TSR 2) reduced the AAC to 640 000 cubic metres. After an area amendment to a of a CFA on May 5, 2016, the AAC was reduced to 634 861 in accordance with the Allowable Annual Cut Administration Regulation. Table 2 summarizes the history of the AAC in Kootenay Lake TSA.

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Table 2. History of the AAC – Kootenay Lake TSA

TSR #	AAC effective date	Total AAC (m ³ /year)	THLB (ha)
Established	January 1, 1981	900,000	296,879
1	June 1, 1995	700,000	296,879
2	January 1, 2002	681,300	257,850
3	August 12, 2010	640,000	198,080
CFA adjustment	May 5, 2016	634,861	197,681

Forest management

Timber harvesting land base

As part of the process used to define the modelled timber harvesting land base^e (THLB) in the timber supply analysis, a series of deductions were made from the TSA land base. Table 3 shows categories of land that were considered not to contribute to the THLB. The table presents the area of the categories within the gross TSA boundary and the area for each factor that was uniquely (i.e., no overlaps with other factors) considered excluded from timber harvesting.

The total area within the TSA boundary covers 1 240 878 hectares, of which approximately 54 percent, or 675 024 hectares, is analysis forest land base^f (AFLB). About 25 percent of the AFLB, or 14 percent of the total TSA area, is included in the current THLB of 168 501 hectares.

^eTimber harvesting land base (THLB)

The THLB is an estimate of the land where timber harvesting is considered both acceptable and economically feasible, given the objectives for all relevant forest values, existing timber quality, market values and applicable technology. The THLB is derived from the data, forest management practices and assumptions described in the data package. It is a theoretical, strategic-level estimate used for timber supply analysis and could include areas that may never be harvested or may exclude areas that will be harvested.

^fAnalysis forest land base (AFLB)

The forested area of the TSA that the provincial government manages for a variety of natural resource values. This excludes non-forested areas (e.g., water, rock and ice), non-productive forest (e.g., alpine areas, areas with very low productivity), and non-commercial forest. Parks and other non-THLB forested areas contribute to the accounting for biodiversity targets and are therefore included in the AFLB. For the purpose of an AAC determination under Section 8 of the Forest Act, the AFLB also excludes area-based tenures such as woodlots, community forests, tree farm and First Nations woodland licences. The AFLB was referred to as the Crown Forest Land Base (CFLB) in the Data Package (November 2020).

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Table 3. Land base classification – Kootenay Lake TSA

Land classification	Gross area	AFLB area	Percentage of gross area	Percentage of AFLB area
TSA boundary	1 240 878			
Non-provincial Crown lands	141 667		11	
Not managed within TSA AAC	74 756		6	
Non-forest and non-productive forest	399 067		32	
Existing roads	18 293		2	
Analysis forest management land base	675 024	675 024	54	
Provincial Parks, Reserves, and PAS2 Areas	220 128	123,703	18	18
Caribou no harvest	212 547	134,155	17	20
Old growth management areas	264 791	151,286	21	22
Wildlife management areas	21 749	14,530	2	2
Conservation lands	921	374	<1	<1
Wildlife habitat areas	265	150	<1	<1
Wildlife Habitat - Partial	372	361	<1	<1
High recreation value area	70	46	<1	<1
Riparian	36 407	19,049	3	3
Legally harvestable land base	352 108	352,108	28	52
Research installation	153	124	<1	<1
Terrain stability areas	95 661	67,101	8	10
Inoperable	706 550	345,699	57	51
Deciduous leading	19 688	11,282	2	2
Low productivity site	166 685	103,867	13	15
Under-utilized site	606 332	295,015	49	44
THLB isolated small area removal	594	493	<1	<1
Wildlife Tree Retention	9 831	9,528	<1	1
Timber harvesting land base		168 501	14	25

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Figure 3 shows the age class distribution of the AFLB by THLB and non-THLB in Kootenay Lake TSA.

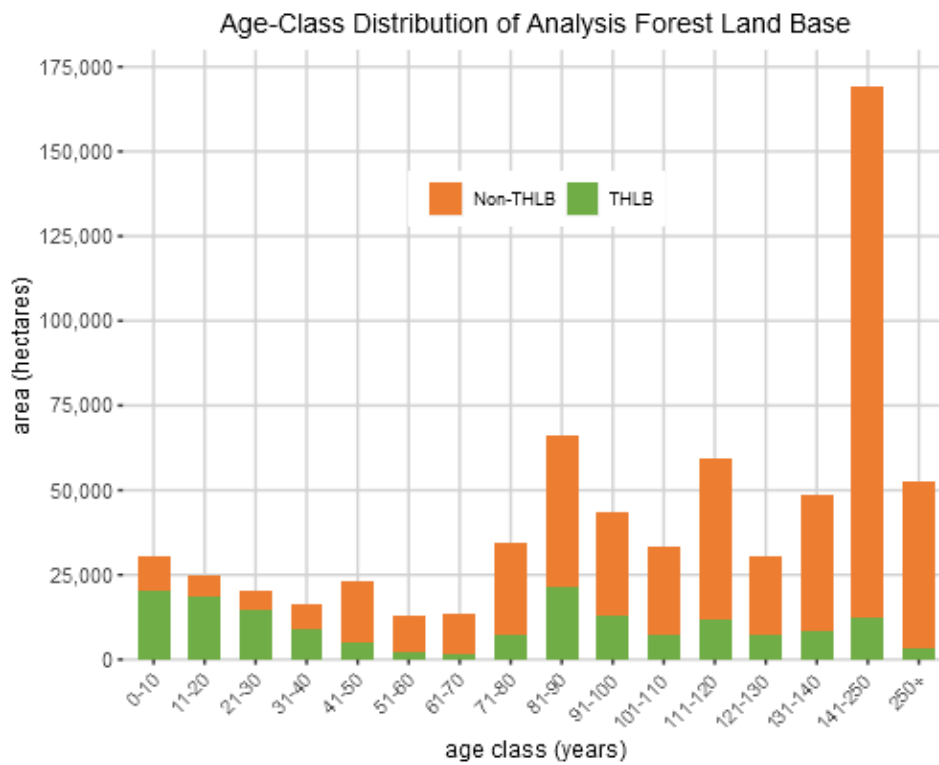


Figure 3. Age class distribution for the AFLB in Kootenay Lake TSA.

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Figure 4 summarizes the area and current volume of stands by major leading species on the THLB. Stands without assigned leading species, or with minor leading species, account for less than four percent of the THLB.

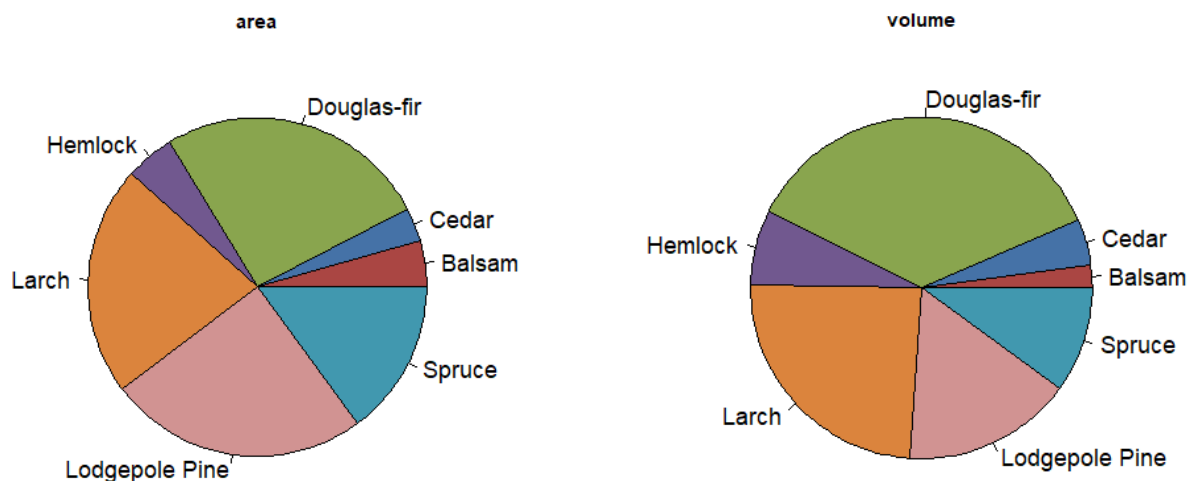


Figure 4. Leading species by area and volume within the Kootenay Lake TSA THLB.

Data package update summary

The *Data Package* was updated after being released for public review and comment. Based on the feedback received and updates to the provincial datasets, changes were made to the data and assumptions outlined in the data package. Notable changes include a modification to modelling biodiversity old-seral retention targets and newly established wildlife habitat areas.

The *Data Package* stated the area reserved in OGMA's would be considered sufficient to achieve old-seral retention targets for biodiversity. In the base case, where the KBHLPO old-seral targets are not met within the OGMA's, the timber supply model reserved additional area to meet the targets.

The THLB used in this analysis was updated to exclude additional WHAs, approved in the Fall of 2021 after the release of the *Data Package*. New WHAs were established for Rocky Mountain Tailed Frog, Western Screech Owl, and data sensitive species.

Timber supply projection

For most AAC determinations, a timber supply analysis is carried out using three categories of information: land base inventory, timber growth and yield, and management practices. Using this information and a computer model, a series of timber supply projections were produced to reflect different starting harvest levels, rates of decrease or increase in harvest levels, and potential trade-offs between short-term and long-term harvest levels.

From a range of possible projections, one was chosen which attempts to avoid both excessive changes from decade to decade and significant timber shortages in the future, while ensuring the long-term productivity of forest lands. This was known as the 'base case' projection and formed the basis for comparison when assessing the effects on timber supply of uncertainty of the information modelled in this analysis. The base case was designed to reflect current management practices and legal requirements.

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Because it represents only one in a number of possible projections, and because it incorporates information and modelling assumptions about which there may be some uncertainty, the base case is not an AAC recommendation. Rather, it is one possible timber supply projection, whose validity - as with all the other projections provided - depends on the validity of the data and assumptions incorporated into the computer model used to generate it.

The base case, alternative harvest projections and sensitivity analyses are prepared using a computer model that projects the future availability of timber for harvesting for the next 250 years based on the growth of the forest and the level of harvesting, while staying within the legal land use objectives established by the provincial government.

Due to the existence of uncertainty in the timber supply analysis, additional projections are prepared to test the effect of changing some of the assumptions or data used in the base case. These additional projections are either 'alternative harvest projections' or 'sensitivity analyses'. Alternative harvest projections test the feasible alternatives to the base case by changing the harvest flow, while the sensitivity analyses test the parameters used, such as the harvest priority queue, data uncertainties, and uncertainties that affect timber supply to varying degrees. The resulting level and duration of the harvest flow across the 250 years, referred to as the modelled time horizon, is compared to the base case and the difference is the timber supply impact of the alternative projection or the sensitivity analysis. The harvest flow levels are summarized and compared in the short term (0 to 45 years) and the long term (45 to 250 years).

The computer model used for the Kootenay Lake TSA was the Spatial Timber Supply Model (STSM1) which is run within the Spatially Explicit Landscape Event Simulator (SELES) application. Analysis was conducted using rasterized spatial data at a one-hectare grid resolution.

Harvest flow objectives

All scenario analyses, i.e., base case, alternative harvest projections, and sensitivity analyses, were established with the harvest flow objectives of balancing available timber supply, sustainability of the harvest, and forest management objectives. The following four harvest flow objectives were applied for all scenarios:

1. Start the harvest flow with the AAC from the last determination (640 000 cubic metres).
2. Never drop below the even-flow for the scenario.
3. Limit the change of harvest level between five-year steps to no more than 10 percent.
4. Maintain a stable long-term growing stock (defined below).

An even-flow harvest level, defined as the level of harvest that can be met each year of the time horizon, was identified for each scenario. A stable long-term growing stock was defined as a harvest level that maintains within the THLB a mean growing stock between the years 150 and 200 that is within one percent (to the ones place, or whole number), of the mean growing stock between the years 200 and 250. These objectives were used in the development of the base case, alternative harvest projections and sensitivity analyses unless otherwise stated.

The base case

In the base case an initial harvest level of 640 000 cubic metres per year can be maintained for 45 years before stepping down to the long-term harvest level of 586 000 cubic metres per year. In Figure 5 the base case harvest flow developed for the previous TSR in 2009 is labelled TSR 3. Year 0, seen at the start of the time horizon, is 2020.

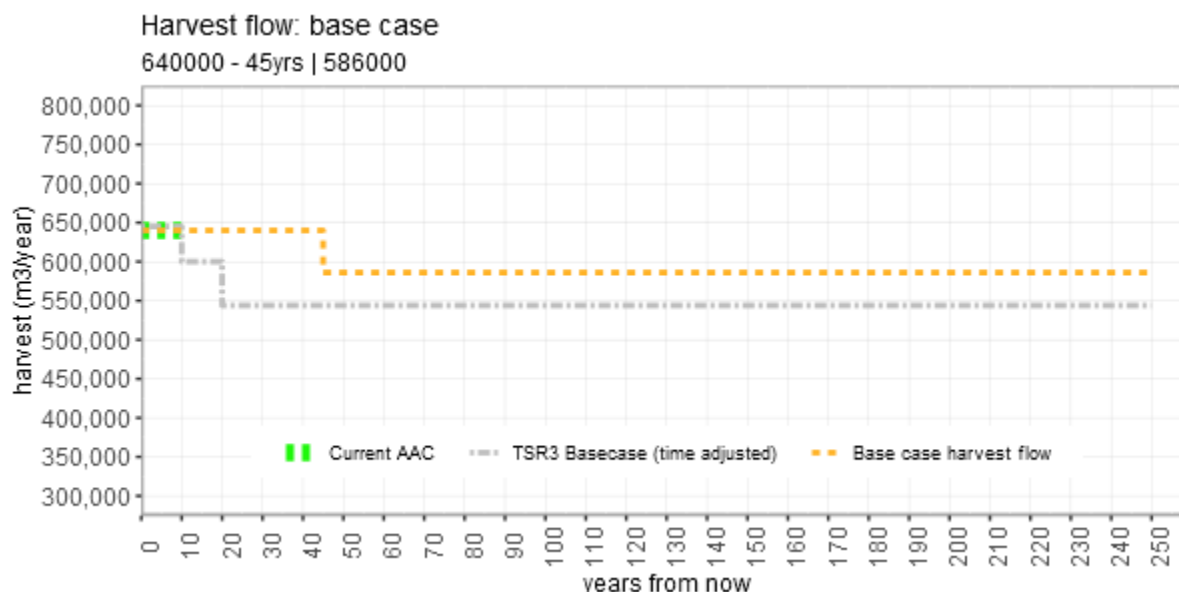


Figure 5. Base case harvest flow.

For comparison, the previous TSR base case proposed an initial harvest level of 645 000 cubic metres per year for two decades before declining to 600 000 cubic metres per year for one decade and then further declining to 544 000 cubic metres per year for the long-term stable harvest level. Note that the updated inventory and the use of the PSPL site index contribute to the higher harvest levels in the current base case even though the current THLB is smaller than the THLB used in 2009.

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Figure 6 shows the total growing stock within the THLB and the growing stock available for harvest at each step of the 250-year time horizon. The percentage difference are shown in parentheses in the growing stock graphs.

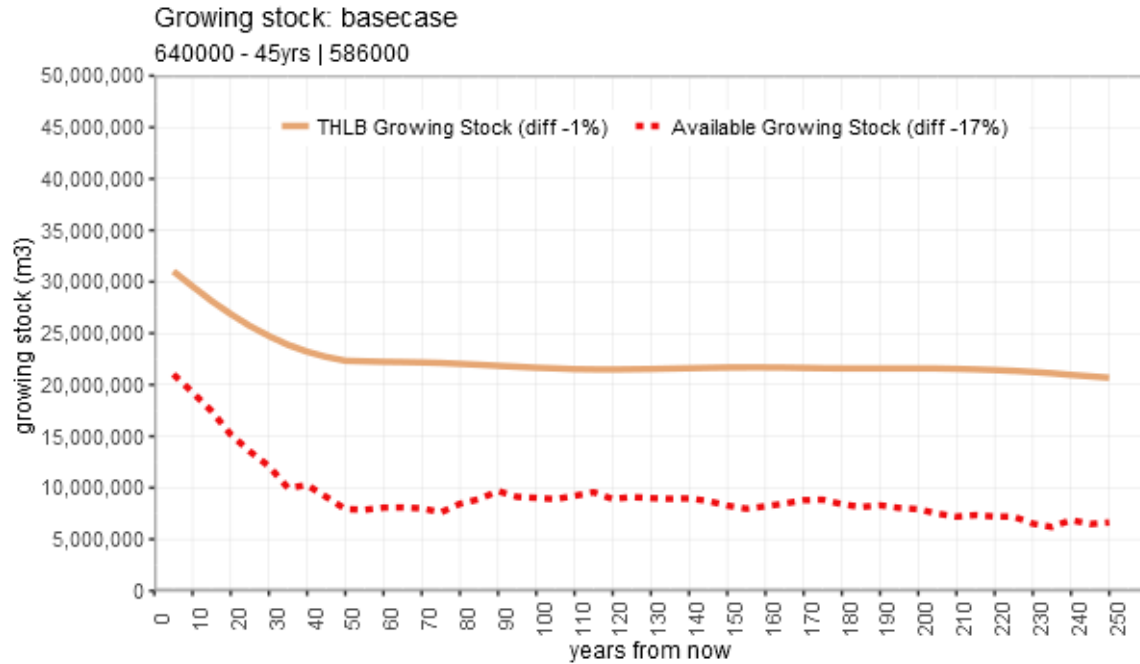


Figure 6. Growing stock for base case.

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Figure 7 presents the volume harvested from stand types over time as harvested by the model in the base case. ‘Managed volume’ is harvested from those stands currently on a TIPSy yield table, assumed to be managed, and ‘Old volume’ and ‘Thrifty volume’ is harvested from the VDYP yield tables. Old volume is defined as volume harvested from stands older than 140 years and thrifty volume is defined as volume harvested from stands younger than 140 years and without a silviculture record.

The harvest flow begins with volume predominantly from old stands. Within the first two decades, harvest volume is predominantly from thrifty stands. Managed volume begins contributing at decade five and quickly becomes the predominant contributor to harvest. The old and thrifty volumes continue to contribute up to decade twelve, with some periodic smaller contributions to the overall harvest in later decades.

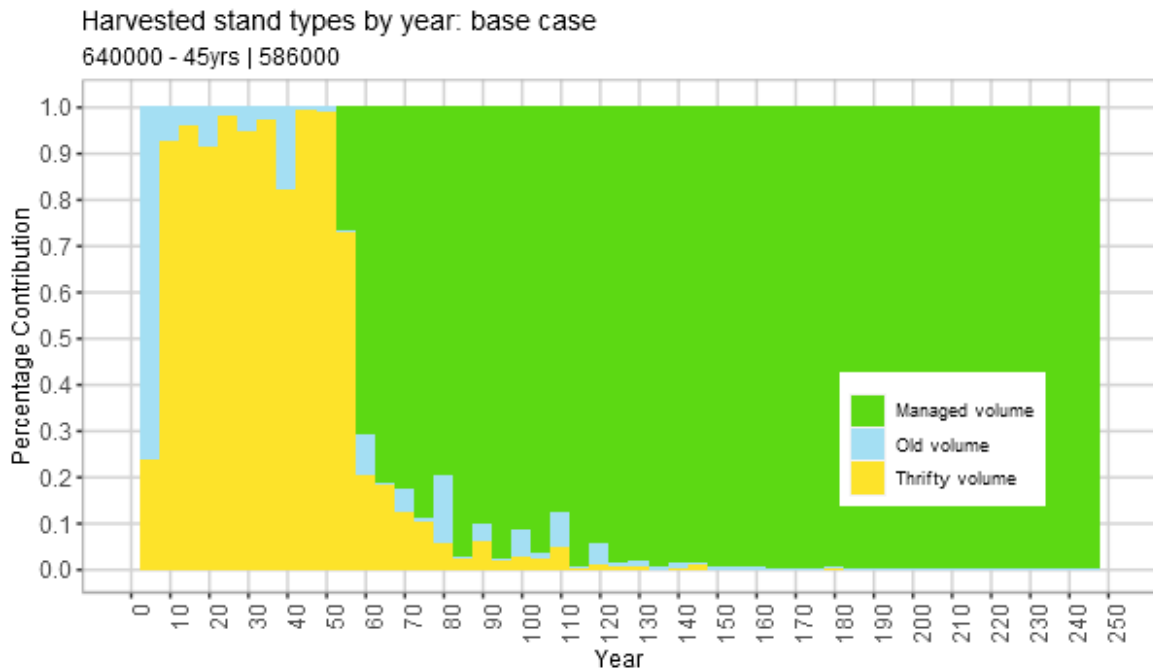


Figure 7. Stand types harvested by model in base case.

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Figure 8 presents the changes in mean annual harvest volume per hectare for each year of the projection. The average harvest volume per hectare for the 250-time horizon was 327 cubic metres per hectare. For the first 45 years, the average harvest volume per hectare was 361 cubic metres per hectare. From 45 to 250 years the average harvest volume per hectare was 319 cubic metres per hectare. The volume per hectare declines over time as the older, higher volume stands are harvested first, followed by the managed stands, which the model harvests at a younger age.

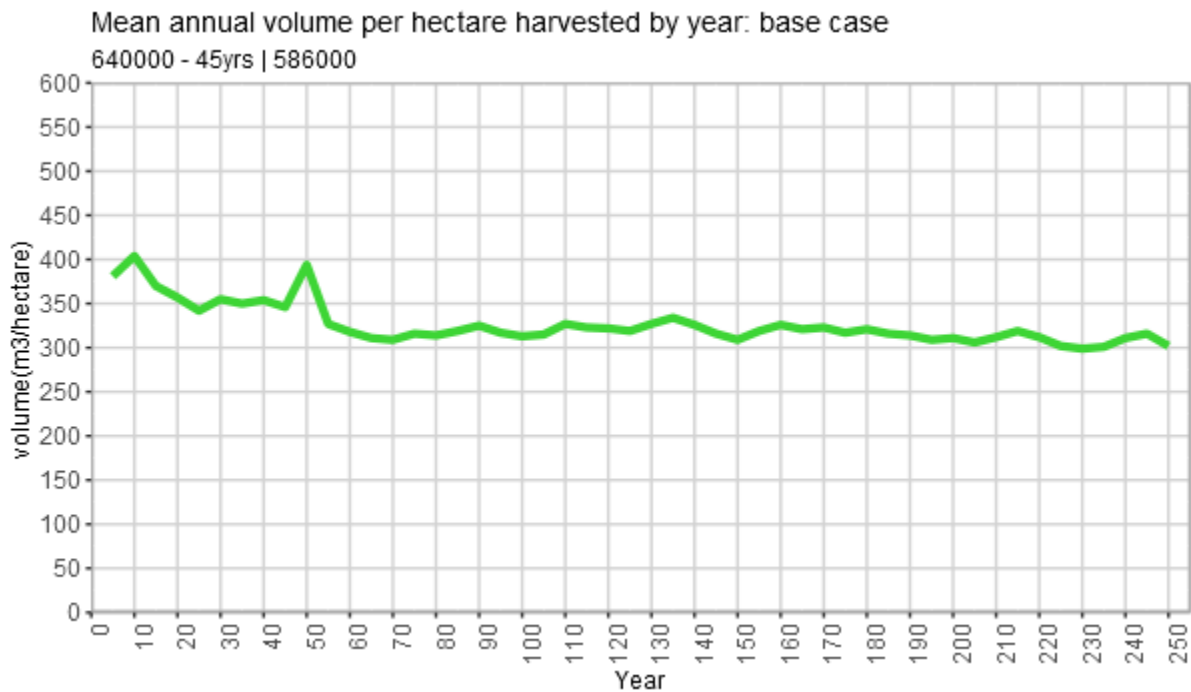


Figure 8. Mean volume per hectare per year harvested by the model in the base case.

Figure 9 presents the changes in the mean annual harvest age over time. The mean average age of harvested stands over the entire 250-year time horizon was 95 years. For the first 45 years, the mean average age of harvested stands was 134 and from 45 to 250 years the average age was 86 years.

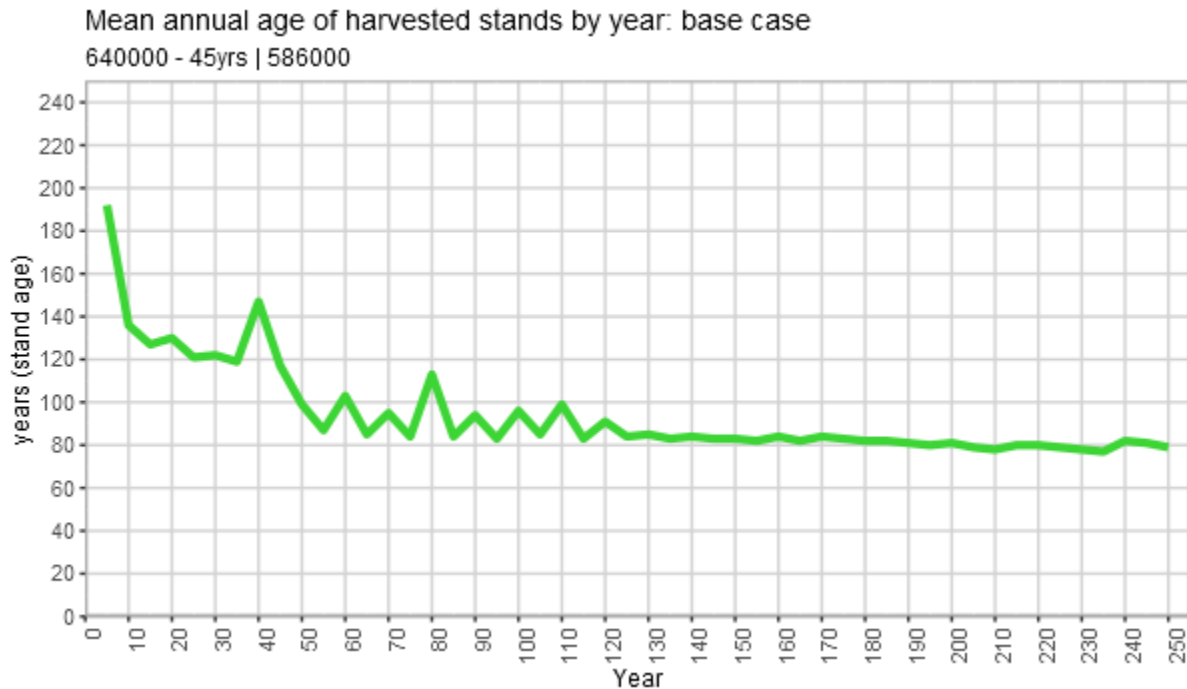


Figure 9. Mean age of stands harvested by the model in the base case.

Alternative harvest projections

The harvest flow selected for the base case is one of many alternative harvest flows possible. Presented below are three alternatives that demonstrate how changing the initial harvest level can affect the projected harvest levels across the entire time horizon. Three alternative harvest projections explore the implications of an even-harvest flow, an initial flow lower than the current AAC, and an initial flow higher than the current AAC.

Even harvest flow

The first alternative projection utilizes an even-harvest flow which sustains the same harvest level every year across the 250-year time horizon while maintaining all base case management objectives and modelling assumptions.

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An even-flow of 586 000 cubic metres per year can be sustained for 250 years. This harvest flow, shown in Figure 10, represents an 8.8 percent decrease in the short term and no change in the long term compared to the base case.

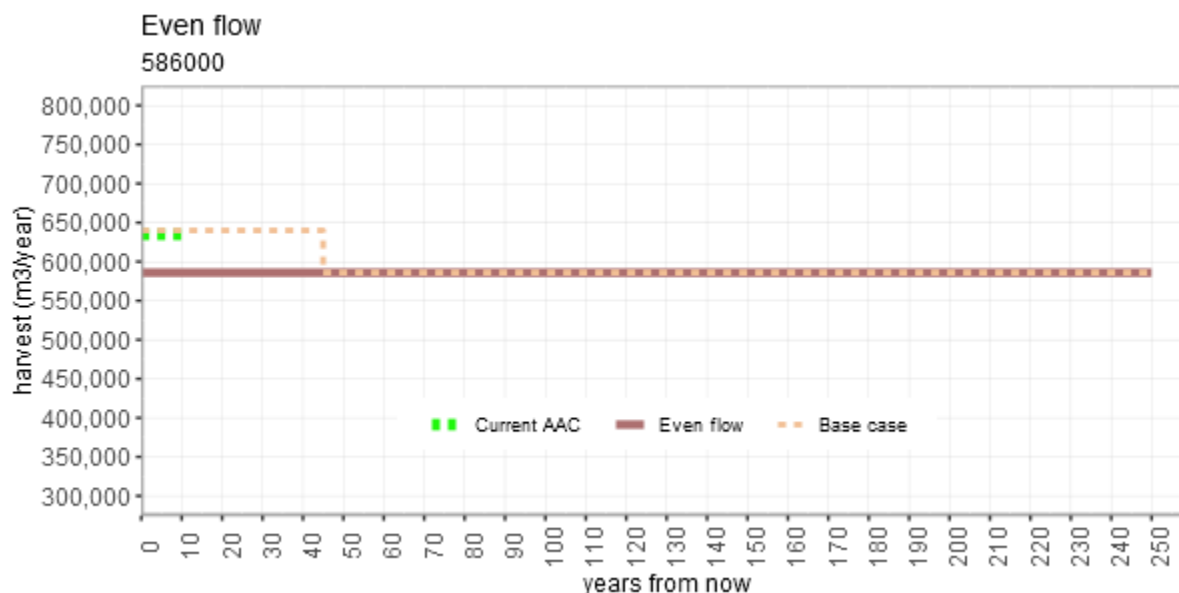


Figure 10. Even-harvest flow.

Lower initial harvest flow

In this alternative projection, the harvest flow starts with a lower initial harvest level of 600 000 cubic metres per year and is maintained for as long as possible.

The lower initial level can be maintained for 100 years before stepping down to the long-term harvest level of 588 000 cubic metres per year. This harvest flow, shown in Figure 11, represents a 6.5 percent decrease in the short term and a 0.9 percent increase in the long term compared to the base case.

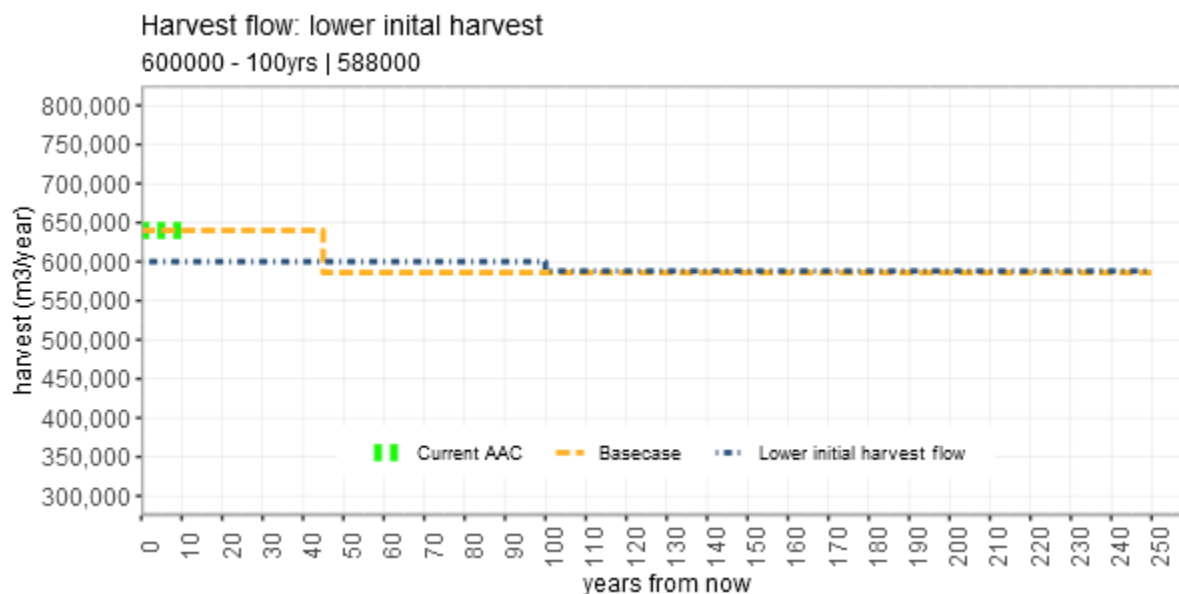


Figure 11. Decreased initial harvest flow.

Higher initial harvest flow

In this alternative projection, the harvest flow starts with an initial harvest level of 700 000 cubic metres per year and is maintained for as long as possible before decreasing in 10 percent steps to the long-term harvest level.

The increased initial level can be maintained for 20 years before stepping down to 631 000 cubic metres per year for 10 years, and then stepping down to the long-term harvest level of 586 000 cubic metres per year. Even though the initial harvest level is higher than the current AAC, this alternative harvest flow, shown in Figure 12, represents a decrease of 2.6 percent in the first 45 years (short term), and no change in the long term, compared to the base case.

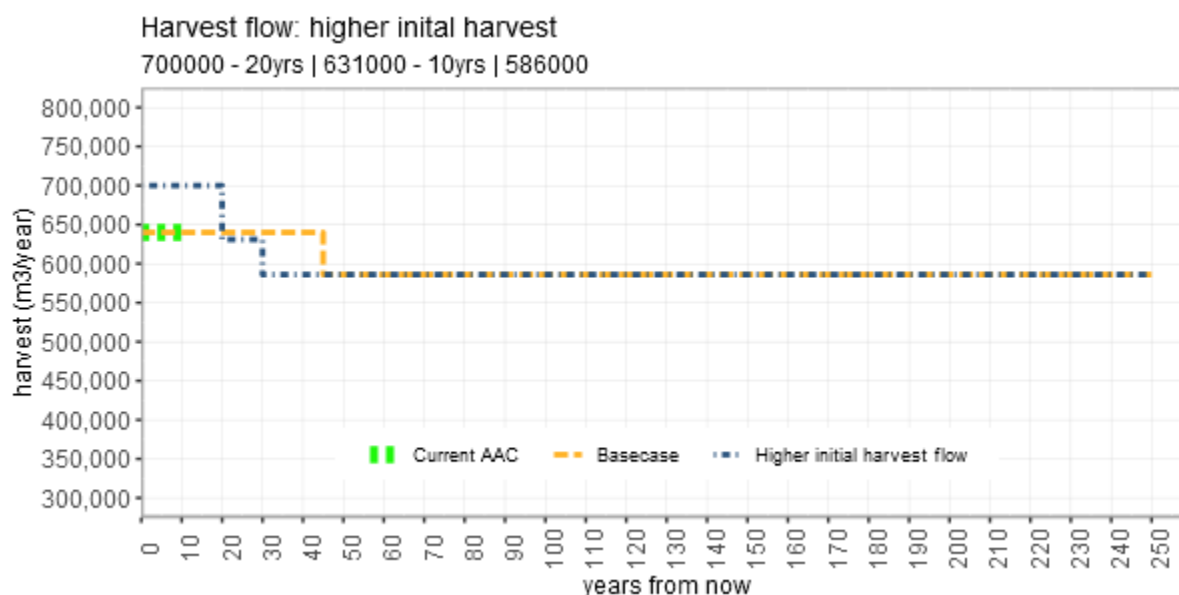


Figure 12. Increased initial harvest flow.

Sensitivity analyses

The base case used a specific set of data and assumptions to reflect forest composition and growth, legally established land use objectives and current forest management practices. While the base case was designed to reflect current management in the Kootenay Lake TSA, there is uncertainty about some management information and the modelling framework, i.e., factors that apply to the timber supply analysis. Therefore, sensitivity analyses are used to understand how manipulating one factor at a time affects the timber supply.

Table 4 shows the sensitivity analyses completed on the Kootenay Lake TSA and the average annual harvest volume impact of each in comparison to the base case, across the short term, the first 45 years, and across the long term, from 45 years to the end of the time horizon at 250 years.

The *harvest flow objectives* outlined above were used to establish the sensitivity analyses, unless otherwise stated. The first 45 years was used as a point of comparison as that is when the first harvest flow step down occurs in the base case, although in some sensitivity analyses a step down occurred earlier or later. An even-flow specific to each sensitivity analysis was identified, and the harvest flow for that analysis was not dropped below that even-flow harvest level. An increase in the short-term timber supply is not always reflected in the percentage impact in the short term. If there is higher timber supply, either the initial harvest can be increased, or the duration of that harvest can be lengthened. In general, the second option was implemented. When the duration exceeded the 45 years defined as the short term, the percentage impact in the short term is zero, shifting the percentage impact to the long term. The percent impact is the percentage difference between the average annual harvested volume in either the short term (first 45 years) or long term (45 – 250 years) between the sensitivity analysis and the base case.

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Table 4. Sensitivity analyses – Kootenay Lake TSA

Issue evaluated	Sensitivity levels	Percent impact (average annual harvested volume over short term)	Percent impact (average annual harvested volume over long term)
Timber harvesting land base	THLB + 10% by hectare	0.0	+ 8.1
	THLB - 10% by hectare	-11.8	-11.2
Harvest priority schedule	Stands with higher volume per hectare prioritized for harvest	0.0	-5.9
	Minimum age +10 years	-1.7	+0.8
Minimum harvestable criteria	Minimum age -10 years	0.0	-0.3
	Minimum volume 5 th percentile	-1.3	-1.9
	Minimum volume 0.1 percentile	-3.6	+0.5
Natural stand yields	+ 10%	0.0	+3.5
	- 10%	-9.5	-1.2
Managed stand yields	+ 10%	+0.8	+9.6
	- 10%	0.0	-10.5
Low site cutoffs	Minimum volume and SI 5 th percentile	-2.5	-5.4
		0.0	-0.1
	Site index < 8m		
Terrain stability mapping (unstable and potentially unstable)	Increase reduction 10%	-8.8	-1.2
	Decrease reduction 10%	-0.8	+1.4
	Exclude	-12.1	-7.2
Biodiversity old and mature targets	Aspatial targets	0.0	+5.7
	BEC V12	-2.0	-0.5
	Full seral targets (no draw-down)	-6.0	-0.3
Hydrological recovery minimums in community watersheds	Hydrological recovery 75%	0.0	+0.2
	Hydrological recovery 80%	-1.9	+0.2
Climate change	Dry sites	-0.8	-24.7
Domestic watersheds	Hydrological recovery 70%	-6.7	+0.2
Wildfire Urban Interface	See below		
Armillaria Root Disease	See below		
Caribou	See below under Additional Information		

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Timber harvesting land base

Two sensitivity analyses explored the effect on timber supply of changing the size of the THLB. The first increased the size of the THLB by adding 10 percent to the proportion of THLB within each one-hectare grid cell, to a maximum of one hundred percent. The second sensitivity analysis decreased the size of the THLB by subtracting 10 percent of the proportion of THLB within each one-hectare cell, to a minimum of zero percent. Overall, the THLB was increased by 6.7 percent, and decreased by 10.5 percent, respectively.

When the THLB was increased, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 170 years before stepping down to the long-term harvest level of 628 000 cubic metres per year. This harvest flow represents no change in the short term and an increase of 8.1 percent in the long term compared to the base case.

When the THLB was decreased, a stable harvest flow starting at 640 000 cubic metres could be maintained for 15 years before stepping down to 580 000 cubic metres for five years, and then stepping down to the long-term harvest level of 524 000 cubic metres per year. This harvest flow represents a decrease of 11.8 percent in the short term and a decrease of 11.2 percent in the long term, compared to the base case.

Harvest scheduling priority: higher volume per hectare

The model selects which stand to harvest next based on a schedule priority. In the base case, the priority is oldest first, with the oldest stands prioritized for harvest.

In this sensitivity analysis, a harvest order priority based on highest timber volume was used. Stands with the highest volume are prioritized for harvest over those with a lower volume.

When a highest volume harvest priority was used, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 55 years before stepping down to 580 000 cubic metres per year for five years, and then stepping down to the long-term harvest level of 547 000 cubic metres per year. This harvest flow, shown in Figure 13, represents no change in the short term and a decrease of 5.9 percent in the long term compared to the base case.

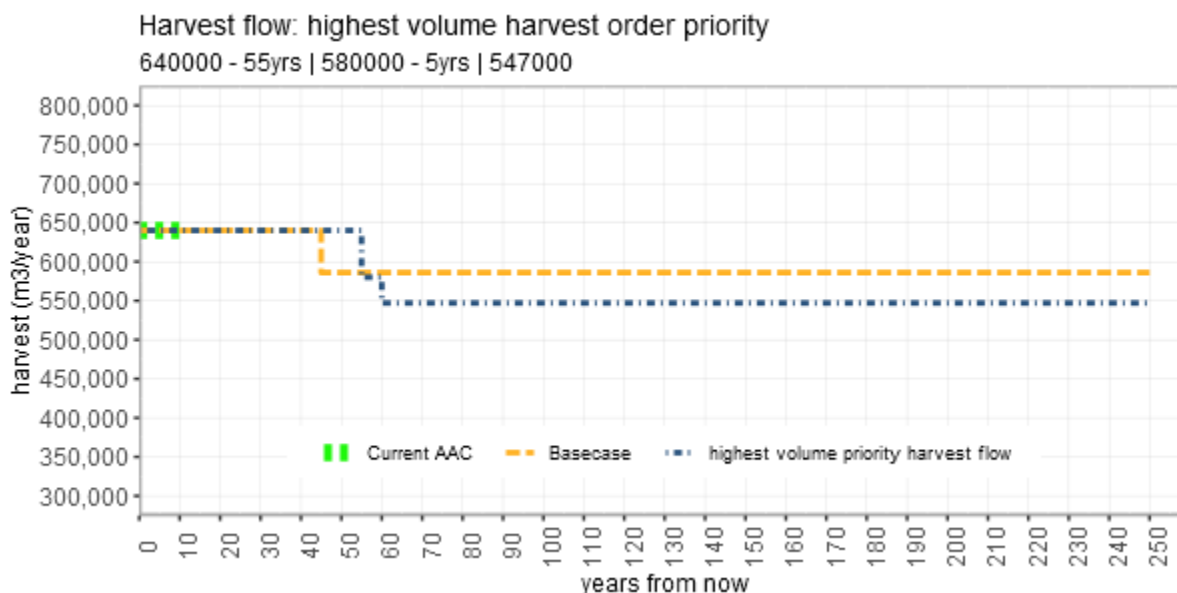


Figure 13. Harvest flow for highest volume harvest order priority.

When the model uses a highest volume harvest order priority, some older stands with a lower volume per hectare drop below younger stands with a higher volume in the harvest priority queue, resulting in more unharvested THLB at the end of the time horizon. For highest volume priority, there were 4444 hectares of unlogged THLB, compared to 2954 hectares in the base case. Figure 14 compares the age class distribution at the end of the 250-year time horizon for the model output from the base case, using oldest first harvest order priority, and the highest volume harvest order priority scenario.

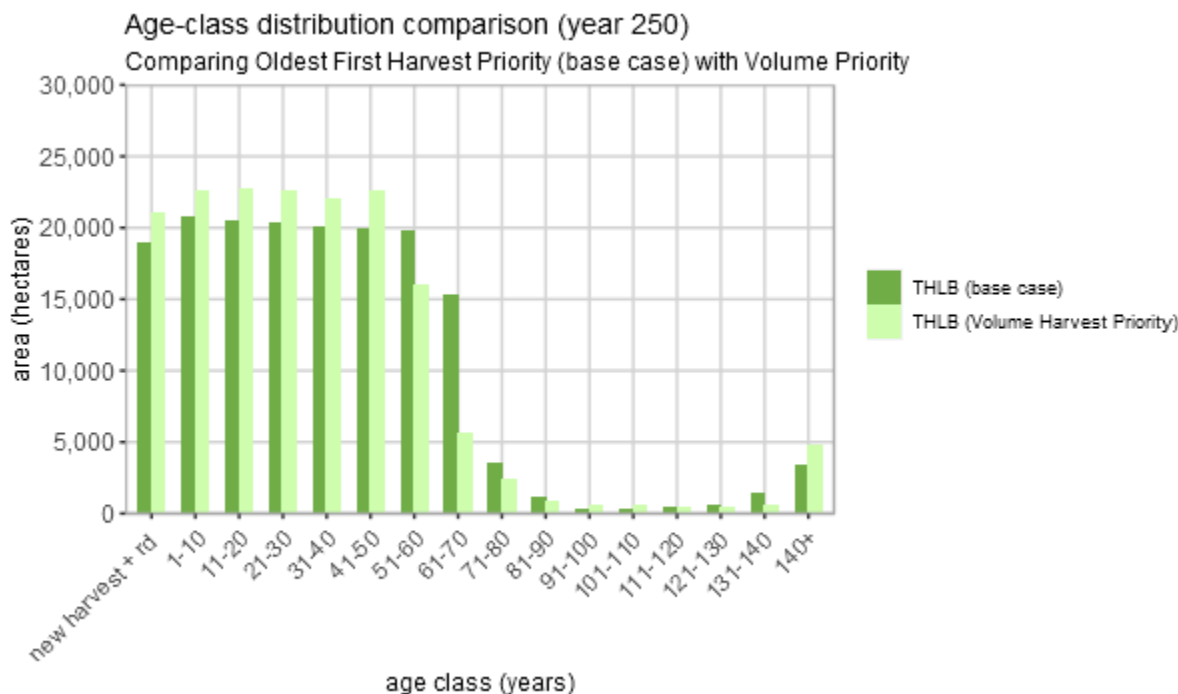


Figure 14. Stand age class comparison between base case and highest volume harvest priority.

Minimum harvestable criteria

The model uses minimum harvestable criteria to determine if a stand meets the minimum threshold to be harvested. In the base case, a minimum age and volume threshold were used, described below.

Minimum harvestable age

In the base case, the minimum harvestable age (MHA) was assigned based on the mean annual increment (MAI), or the average yearly volume of growth. Over the life of a stand, the MAI changes, first increasing, then reaching a peak, and then declining. The peak of the curve is known as the culmination of mean annual increment (CMAI). In the base case, the MHA of a stand was defined as the age at which the MAI of the stand was 95 percent of the CMAI. A stand was not considered for harvest unless it met the MHA threshold. Figure 15 shows the distribution of the MHA threshold for all stands in the THLB. In the base case, most stands are considered harvestable when they are between 60 – 70 years.

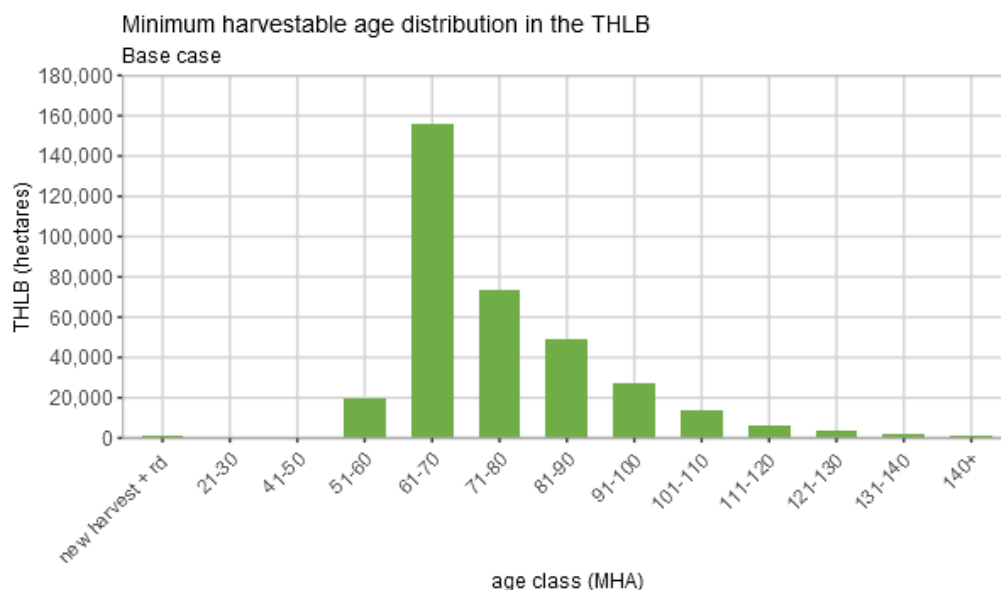


Figure 15. Minimum harvestable age distribution in THLB.

Two sensitivity analyses explored the effect on timber supply of altering the MHA. The first increased the MHA by 10 years, the second decreased the MHA by 10 years.

When the MHA was increased by 10 years a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to the long-term harvest level of 591 000 cubic metres per year. This harvest flow represents a 1.7 percent decrease in the short term and a 0.8 percent increase in the long term compared to the base case.

When the MHA was decreased by 10 years a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 45 years before stepping down to the long-term harvest level of 584 000 cubic metres per year. This harvest flow represents no change in the short term and a 0.3 percent decrease in the long term compared to the base case.

Increasing the MHA delays the point at which harvesting transitions to predominately managed stands which results in a corresponding decrease in the short-term timber supply. Decreasing the MHA allows stands to be harvested before they achieve their full growth potential resulting in a small reduction in harvest volume in both the short- and long-term.

Minimum harvestable volume

The second harvestable criteria used in the base case was minimum harvestable volume (MHV). In the base case, a stand was not considered for harvest unless it met a minimum volume threshold. This threshold was established by reviewing historic cruise data from the Electronic Commerce Appraisal System (ECAS) database and harvesting and silviculture data from the RESULTS database. The distribution of historic harvest volume per hectare within the Kootenay Lake TSA was used to establish minimum harvestable volumes. In the base case, the MHV threshold was set at the first percentile of this distribution, 146 cubic metres per hectare.

Two sensitivity analyses explored the effect on timber supply of changing the MHV. The first increased the MHV threshold to 196 cubic metres per hectare, the fifth percentile in the distribution of volume per hectare in historic harvest. The second decreased the MHV to 111 cubic metres per hectare, the 0.1 percentile in the distribution.

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When the MHV threshold was increased to 196 cubic metres per hectare a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to 628 000 cubic metres per year for five years, and then stepping down to the long-term harvest level of 575 000 cubic metres per year. This harvest flow represents a decrease of 1.3 percent in the short term, and a 1.9 percent decrease in the long term, compared to the base case.

When the MHV threshold was decreased to 111 cubic metres per hectare a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 25 years before stepping down to the long-term harvest level of 589 000 cubic metres per year. This harvest flow represents a decrease of 3.6 percent in the short term and an increase of 0.5 percent in the long term, compared to the base case.

Increasing and decreasing the MHV threshold both reduced the timber supply. Increasing the MHV limits the initial growing stock available for harvest and excludes some stands from the THLB that will never achieve the threshold, which reduced the even-flow and the duration of the short term. Decreasing the MHV increased the even-flow but doing so reduced the duration of the short term to ensure harvest flow never dropped below the even-flow. Although decreasing the MHV increased the available volume, as seen in the increased even-flow, this volume is distributed across the 250-year time horizon. Ensuring the harvest flow does not drop below this elevated even-flow required that the short term was shortened to 25 years, contrasting with the base case duration of 45 years, reducing short-term harvest flow and resulting in the short-term impact.

Natural stand yield

Two sensitivity analyses explored the effect on timber supply of changing the yield projections in the natural stand yield tables. Natural stand yield projections are generated by the VDYP program specifically developed to project mature forest inventory. The first natural stand yield sensitivity analysis increased the natural stand yield table volumes by 10 percent. The second decreased the yield table volumes by 10 percent. The managed stands yield tables remained unchanged.

When the natural stand yield was increased by 10 percent, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 130 years before stepping down to the long-term harvest level of 583 000 cubic metres per year. This harvest flow represents no change in the short term and a 3.5 percent increase in the long term, compared to the base case.

When the natural stand yield was decreased by 10 percent, a stable harvest flow starting at 640 000 cubic metres per year could not be maintained. A stable harvest flow starting at 607 000 cubic metres per year could be maintained for five years before stepping down to the long-term harvest level of 579 000 cubic metres per year. This harvest flow represents a 9.5 percent decrease in the short term and a 1.2 percent decrease in the long term, compared to the base case.

Increasing the natural stand yields increases the volume available in the first rotation, before harvesting transitions to managed stands. This can either increase the initial harvest level or increase the number of years the model is able to maintain the initial harvest level. The harvest flow above represents this second option, therefore the increase in timber supply compared to the base case is seen in the long-term harvest level, not the short term. Decreasing the natural stand yields decreases the volume available in the first rotation. The base case timber supply is sensitive to this decrease as seen by the reduced initial harvest level with a reduced duration at that lower level.

Managed stand yield

Two sensitivity analyses explored the effect on timber supply of changing the managed stand yield tables. Managed stand yield projections are generated by TIPSYS, which uses information based on stand initiation characteristics from RESULTS. The first managed stand yield sensitivity analysis increased all managed stand yield table volumes by 10 percent. The second decreased all managed stand yield table volumes by 10 percent. The natural stand yield tables remained unchanged.

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When the managed stand yield was increased by 10 percent, a stable harvest flow starting at 645 000 cubic metres per year could be maintained for the 250-year time horizon, without stepping down. This harvest flow represents a 0.8 percent increase in the short term and a 9.6 percent increase in the long term, compared to the base case.

When the managed stand yield was decreased by 10 percent, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 45 years before stepping down to 581 000 cubic metres a year for 10 years, and then stepping down to the long-term harvest level of 525 000 cubic metres per year. This harvest flow represents no change in the short term and a 10.5 percent decrease in the long term, compared to the base case.

Increasing the managed stand yields increases the volume available for harvest after the transition to harvesting managed stands (see Figure 7), which results in an increase in timber supply in the long term. Decreasing managed stand yields proportionally decreases the timber supply in the long term.

Low site productivity

In the base case, low productivity sites were excluded from the THLB. The threshold for low site productivity in the base case used both a minimum site index and minimum volume criteria. Stands were identified as low site productivity stands if they had a site index less than 6.7 metres or they did not meet a minimum volume of 146 cubic metres per hectare. Both threshold values were identified by reviewing the distribution of those values in the ECAS / RESULTS historical harvest data (discussed above under minimum harvestable volume). In the base case, the threshold for low site productivity was set at the first percentile for both site index and volume per hectare.

Two sensitivity analyses were completed for low site productivity. In the first scenario, instead of using the first percentile, the fifth percentile from the distribution of the historical harvest data was used, for both site index and volume per hectare minimum thresholds. In the second sensitivity analysis, the definition of minimum harvestable volume used in the previous TSR was applied: all stands with a site index less than eight metres were excluded from the THLB and the minimum volume criteria was not used.

When all stands below the fifth percentile of the historical harvest distribution for site index and volume per hectare, classified as low productivity sites, were removed from the THLB, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to 582 000 cubic metres a year for five years, and then stepping down to the long-term harvest of 555 000 cubic metres per year. This harvest flow represents a 2.5 percent decrease in the short term and a 5.4 percent decrease in the long term, compared to the base case.

When all stands with a site index less than eight, classified as low productivity sites, were removed from the THLB, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 50 years before stepping down to the long-term harvest level of 584 000 cubic metres per year. This harvest flow represents no change in the short term and a 0.1 percent decrease in the long term, compared to the base case.

Increasing the percentile threshold from the historical harvest data distribution to identify low site productivity stands results in more area excluded from the THLB and a resulting lower timber supply.

There is very little difference in timber supply between defining low site productivity as a combination of low site index and low volume per hectare, with the thresholds coming from the harvest data distribution, as was done in the current analysis, or by defining low site productivity solely with site index, using site index of less than eight metres, as was done in the last two TSRs using an historic estimate.

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Terrain stability mapping

Within the Kootenay Lake TSA, seven percent of the THLB is within an area identified as unstable or potentially unstable in the terrain stability mapping (TSM).

In the base case, unstable terrain classes U and V in TSM data are modelled as 90 percent exclusions from the THLB and potentially unstable classes P and IV are modelled as 30 percent exclusions from the THLB. Areas outside TSM project boundaries that are classified as Environmentally Sensitive Areas (ESA) level 1 were completely excluded from the THLB.

The historical harvest data for the years between 2010 and 2019 indicate that 0.1 percent of the harvest occurred within areas classified as unstable or potentially unstable in the TSM. Within the first 10 years of the base case, 14 percent of the area harvested was within areas classified as unstable or potentially unstable and the volume harvested from these areas was 35 296 cubic metres per year, six percent of the projected harvest.

The base case projects a disproportionate amount of harvesting, relative to the proportion of the THLB area, within terrain classified as unstable or potentially unstable for the first 10 years. This suggests that the base case short-term harvest level will be sensitive to changes in the terrain stability assumptions.

Two sensitivity analyses explored the effect of changing terrain stability assumptions on timber supply by changing the proportion of area excluded within the terrain stability classifications of unstable and potentially unstable. One sensitivity analysis explored the effect of completely removing the unstable and potentially unstable areas from the THLB.

TSM unstable and potentially unstable percentage removal

When the exclusion percentage applied was increased by 10 percent within areas classified as unstable or potentially unstable terrain in the TSM, the resulting THLB was 1.2 percent smaller than the base case THLB. A stable harvest flow starting at 640 000 cubic metres per year could be maintained for five years before stepping down to the long-term harvest level of 579 000 cubic metres per year. This harvest flow represents an 8.8 percent decrease in the short term and a 1.2 percent decrease in the long term, compared to the base case.

When the exclusion percentage applied was decreased by 10 percent within areas classified as unstable or potentially unstable terrain, the resulting THLB was 1.2 percent larger than the base case THLB. A stable harvest flow starting at 640 000 cubic metres per year could be maintained for 40 years before stepping down to the long-term harvest level of 594 000 cubic metres per year. This harvest flow represents a 0.8 percent decrease in the short term and a 1.4 percent increase in the long term, compared to the base case.

When a greater percentage of the unstable and potentially unstable area was removed from the THLB, the short-term impact was an 8.8 percent reduction, a much bigger impact than can be explained by the THLB area reduction of 1.2 percent. The base case projected harvest showed a disproportionate reliance on this area, and the impact of removing those areas suggests that harvesting within this area was necessary to support timber supply through a period of low growing stock availability. With the availability of this area reduced, it was necessary to decrease the harvest flow across a longer time horizon, resulting in a disproportionately large timber supply impact.

TSM exclusion

When a sensitivity was conducted that completely excluded the unstable and potentially unstable areas from the THLB, the resulting THLB was 7.4 percent smaller than the base case THLB. A stable harvest flow starting at 640 000 cubic metres per year could not be maintained while limiting the change of harvest level between five-year steps to no more than 10 percent. A stable harvest flow starting at 635 000 cubic metres per year could be maintained for five years before stepping down to 599 000 cubic metres per year for 10 years and then stepping down to the long-term harvest level of 545 000 cubic metres per year. This harvest flow represents a 12.1 percent decrease in the short term and a 7.2 percent decrease in the long term, compared to the base case.

As slope and unstable terrain are overlapping factors, it is useful to show the slope distribution of historic harvest compared to the projected harvest from the base case and this scenario. The graph below shows the slope distribution from the historic harvest between 2010 and 2019, the projected harvest in the base case, and the projected harvest in this sensitivity analysis for TSM unstable and potentially unstable area exclusion, against the slope distribution of the THLB.

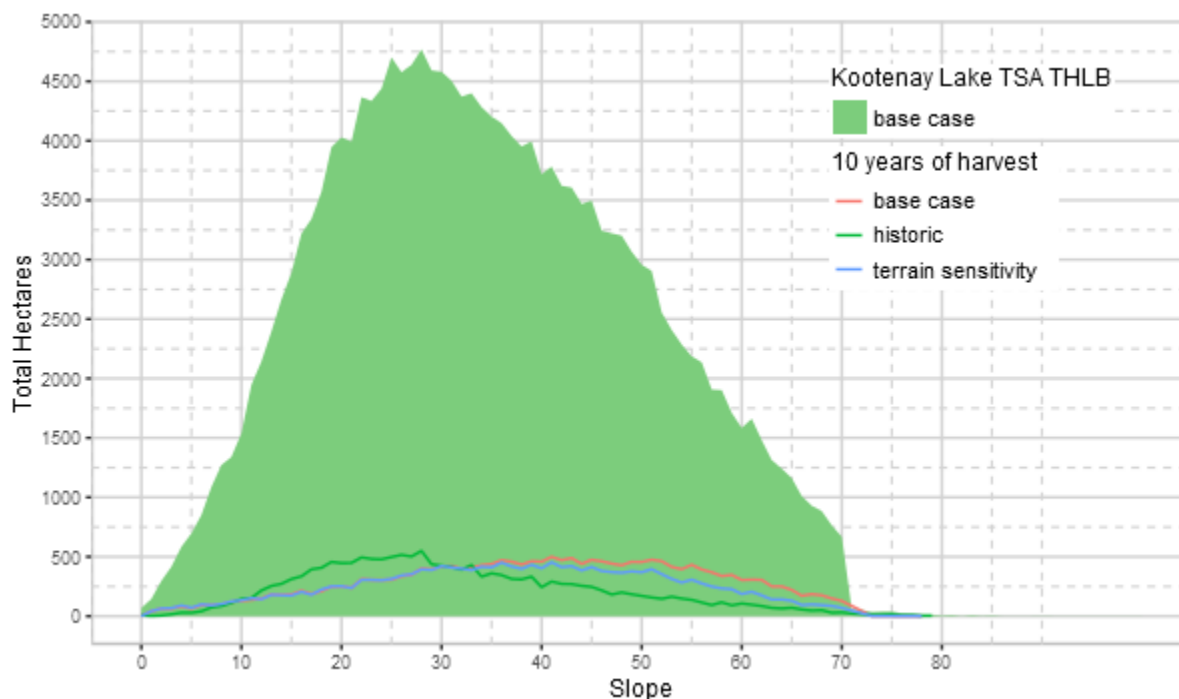


Figure 16. Slope distribution of THLB, harvest, and projected harvest.

Removing the unstable and potentially unstable terrain results in a slope distribution of the area harvested in the first 10 years of the model that is slightly closer to that of the historic harvest. However, the difference between the base case and the sensitivity analysis is not as pronounced as the difference between the outputs of both scenarios and historic harvest. In the 10 years of historic harvest, 26 percent of the harvested area had a slope over 40 percent, compared with 50 percent of the first 10 years of harvest in the base case and 44 percent in the sensitivity analysis removing all unstable and potentially unstable areas. Thirty-five percent of the THLB defined in the base case has a slope over 40 percent. This sensitivity analysis shows the same pattern as the sensitivity analysis above, where the exclusion percentage applied was increased by 10 percent. The base case projected harvest showed a disproportionate reliance on this area, and the impact of removing those areas suggests that harvesting within this area was necessary to support timber supply through a period of low growing stock availability.

Old Growth

Old growth is of high ecological value at the tree, stand and landscape scale. In 2019, the Government of BC appointed an independent, two-person panel as part of an Old Growth Strategic Review to engage the public in a conversation about old growth. On September 11, 2020, the Province released the panel's report, *A New Future for Old Forests*, and announced it was embarking on a new, holistic approach to protecting old growth forests. The Old Growth Strategic Review includes an important recommendation related to the implementation of temporary deferrals to protect areas of old growth at immediate risk of irreversible biodiversity loss (recommendation #6). On June 24, 2021, the Province announced it had brought together an independent Old Growth Technical Advisory Panel (TAP) to ensure the best science and data available were used to identify at-risk old growth ecosystems and prioritize areas for temporary deferral. The panel provided recommendations

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on priority areas for implementation of deferrals, consistent with recommendation #6 from the Old Growth Strategic Review. On February 15, 2023, the Province announced it is launching new measures to protect more old growth by fast tracking innovation and co-developing new local plans with First Nations to better care for BC's forests.

As engagement and the old growth strategic action plan are developed, sensitivity analyses, designed to reflect the current state of the ongoing work, will be completed and presented for the chief forester's consideration at the AAC determination meeting.

The KBHLPO has legal requirements for old and mature forests that must be retained on the landscape. These targets are expressed as the amount of area (percent of AFLB) that must retain old- and mature-seral stage characteristics within the AFLB for each BEC variant for specific landscape units.

In the base case, KBHLPO targets were evaluated using BEC version 3, and the non-legal OGMA's were excluded from the THLB. The model evaluated if the KBHLPO targets were met using stand age, and where those targets were not met, additional area was reserved from harvest to meet those targets.

Three sensitivity analyses explored the effect on the timber supply of using different datasets and assumptions when modelling the KBHLPO old growth and mature seral targets in the base case.

Old growth management non-spatial

In the Kootenay Lake TSA, draft OGMA's were established to meet the old- and mature-targets but were not legalized. Forest licensees have incorporated commitments to manage the non-legal draft OGMA's in their respective Forest Stewardship Plans (FSPs). The FSPs also specify allowances to harvest within the draft OGMA's and the associated process to replace harvested areas when incursions are necessary.

In this sensitivity analysis the non-legal draft OGMA's were not excluded from the THLB. A management objective was set in the timber supply model that maintained the KBHLPO targets by dynamically reserving older and mature stands from harvest.

When the timber supply model was used to account for the KBHLPO mature- and old-seral targets, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 80 years before stepping down to the long-term harvest level of 616 000 cubic metres per year. This harvest flow represents no change in the short term and a 5.7 percent increase in the long term, compared to the base case.

In the base case, the non-legal draft OGMA's were excluded from the THLB and the management objective maintaining the KBHLPO targets was also implemented to ensure the targets were met where the OGMA's did not reserve sufficient old- and mature-stands to meet those targets. Therefore, this sensitivity analysis differs from the base case only in that it does not exclude the OGMA's from the THLB. The resulting increased timber supply can be attributed to providing the model with additional flexibility to dynamically reserve or harvest old- and mature-stands within the draft OGMA's or outside them as needed, as well as the additional area available to harvest within the OGMA's that do not contribute to meeting the KBHLPO old- and mature-targets. Together, this allows for increased timber supply in the long term.

Mature and old higher level plan seral targets using BEC V12

In the base case, KBHLPO targets were evaluated using BEC version 3, the version in place when the KBHLPO targets were established, and the version currently used to manage mature and old growth targets as specified in the legal order.

A sensitivity analysis was completed to evaluate the effect on timber supply of using BEC version 12, the most current version of BEC available, to evaluate KBHLPO mature- and old-seral targets, while leaving all other parameters the same, including using the non-legal OGMA's.

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When BEC version 12 was used a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to the long-term harvest level of 583 000 cubic metres per year. This harvest flow represents a two percent decrease in the short term and a 0.5 percent decrease in the long term, compared to the base case.

BEC version 12 results in more area in the THLB being reserved to meet old and mature KBHLPO targets, and this occurs in the short term to ensure the needed age class distribution is achieved further out in the time horizon.

Old growth management full old-seral targets

In the KBHLPO, as a measure to address impacts to timber supply, old-seral target percentages in low Biodiversity Emphasis Option (BEO) areas are reduced to one-third of the full target percentage (referred to as “drawdown by two-thirds”). In Kootenay Lake TSA, there are 84 462 hectares of THLB in low BEO areas. The low BEO target comes with the requirement that, in accordance with the *Landscape Unit Planning Guide* (1999), the full targets are to be met by the end of the third rotation. Within that guide, a rotation is defined as equaling 80 years, and therefore the end of the third rotation is 240 years from the release of the guide.

A sensitivity analysis was completed to evaluate the effect on timber supply of implementing the full old-seral targets in all areas, including low BEO areas. No other parameters were changed. and this sensitivity analysis, like the base case, excluded the draft OGMA's from the THLB.

When full old-seral targets were implemented, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 15 years before stepping down to the long-term harvest level of 584 000 cubic metres per year. This harvest flow represents a 6.0 percent decrease in the short term and a 0.3 percent decrease in the long term, compared to the base case.

Immediately implementing the full old-seral targets limits timber supply in the short term. The allowance to use reduced targets in low BEO areas comes with a condition that a timber supply analysis, carried out in association with the TSR process, must demonstrate that conserving more than one-third of the target will cause timber supply impacts. The results of this sensitivity analysis demonstrate that the reduced targets were appropriately applied in the base case.

Hydrological recovery in community watersheds

In the *Data Package*, the management objective for community watersheds described the modelling of snow accumulation and melt hydrological recovery as follows: a maximum of 30 percent of the watershed will be less than six metres in height at any one time during the projection period. This objective was based on hydrological recovery estimates from the *1995 Interior Watershed Assessment Procedure*. Since the release of the *Data Package*, the approach to modelling snow recovery processes in this timber supply analysis has been updated, more closely following those found in more recent sources of information (see snow recovery estimates reported in *Extension Note 116*).²

In the base case, the hydrological recovery of a stand is modelled to progress incrementally over time from completely disturbed to fully recovered. The recovery progress tracks along a curve that indicates that a stand has achieved 70 percent recovery when it reaches a height of 17.4 metres. The management objective described above restricts harvesting within community watersheds that fall below a minimum threshold of 70 percent hydrologically functional. This objective is assessed by summing the hydrological recovery progress of all stands within each community watershed.

²Winkler R. and S. Boon. 2015. Revised snow recovery estimates for pine-dominated forests in interior British Columbia. Prov. B.C., Victoria, B.C. Exten. Note 116. <https://www.for.gov.bc.ca/hfd/pubs/Docs/En/EN116.pdf>

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Two sensitivity analyses explored the effect on timber supply of changing the minimum hydrological recovery threshold of 70 percent applied to each community watershed used in the model. The first scenario used a threshold percentage of 75, the second used a threshold percentage of 80.

When a hydrological recovery percentage of 75 was used, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 50 years before stepping down to the long-term harvest level of 586 000 cubic metres per year. This harvest flow represents no change in the short term, and a 0.2 percent increase in the long term, compared to the base case.

When a hydrological recovery percentage of 80 was used, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to the long-term harvest level of 587 000 cubic metres per year. This harvest flow represents a 1.9 percent decrease in the short term and a 0.2 percent increase in the long term, compared to the base case.

The impact on timber supply for both a hydrological recovery of 75 percent and 80 percent can be better understood in terms of the duration of the short-term higher harvest flow rather than the impact on the long-term timber supply. Increasing the hydrological recovery percentage reduces the duration the higher harvest flow in the short term can be maintained. The higher short-term duration for a 75 percent hydrological recovery, compared to the 70 percent used in the base case, is likely due to a small shift in harvesting pattern in the simulation model, rather than a higher timber supply.

Climate change

Climate change represents a key area of uncertainty. There is substantial scientific agreement that climate is changing and that the changes will affect forest ecosystems. Forest management practices will need to be adapted to the changes and can contribute to climate change mitigation by promoting carbon uptake and storage. Nevertheless, the potential rate, amount, and specific characteristics of climate change in different parts of the province are uncertain. This uncertainty means that it is not possible to confidently predict the specific, quantitative impacts on timber supply.

Climate change is predicted to impact forest ecosystems due to increases in temperatures, change in precipitation patterns, and an increase in the frequency and severity of natural disturbances including wildfires, floods, landslides, and occurrences of insects and disease. Change to precipitation, temperature and natural disturbance will lead to impacts to hydrology, shifting ecosystems and climate envelopes, biodiversity, tree species distribution and productivity. This will result in ecosystems undergoing both predictable and unpredictable ecological shifts.

Even with better information on climate change, in many cases there will be a range of reasonable management responses. For example, it is not clear if either increases or decreases to current harvest levels would be appropriate in addressing potential future increases in natural disturbance due to climate change, which appear to be likely in some areas. Hypothetically, focused harvests in at risk forests could forestall losses of timber and allow for planting of stands better adapted to future conditions. Conversely, lower harvest levels could provide buffers against uncertainty. The appropriate mix of timber supply management approaches is ultimately a social decision.

In general, the requirement for regular AAC reviews will allow for the incorporation of new information on climate change, on its effects on forests and timber supply, and on social decisions about appropriate responses as it emerges.

In an attempt to quantify, to some degree, the impact of climate change on timber supply, a sensitivity analysis was proposed in the data package that increased the non-recoverable losses (NRLs) of timber volumes destroyed or damaged on the THLB by natural causes such as fire, wind, and disease and that are not recovered through salvage operations.

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Since the release of the *Data Package*, and in response to feedback, an alternative sensitivity analysis was designed. To explore the potential impacts of climate change on timber supply, natural stands in the driest BEC units, and the south and southwest facing second driest BEC units, were removed from the THLB once harvested. The driest BEC unit in the Kootenay Lake TSA is the ICHxw, and the second driest BEC unit is the ICHdw1.

In this scenario, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 35 years before stepping down to 617 000 cubic metres per year for 10 years, then next stepping down to 556 000 cubic metres per year for five years, then next stepping down to 501 000 cubic metres per year for 10 years, before finally stepping down to the long-term harvest level of 452 000 cubic metres per year. This harvest flow represents a 0.8 percent decrease in the short term and a 24.7 percent decrease in the long term, compared to the base case.

The total area of dry sites within Kootenay Lake TSA is 26 166 hectares, of which 11 323 hectares are THLB. Of those, 8114 hectares are natural stands within the THLB. This scenario assumes that over the time horizon, 72 percent of the dry sites will stop contributing to the harvest supply, while the remainder will continue to contribute.

Domestic watersheds

Domestic watersheds were modelled in a sensitivity analysis based on maintaining a 70 percent hydrological recovery threshold for each domestic watershed, the same approach taken for community watersheds.

When a hydrological recovery percentage of 70 was used for domestic watersheds, a stable harvest flow starting at 640 000 cubic metres per year could be maintained for 10 years before stepping down to the long-term harvest level of 587 000 cubic metres per year. This harvest flow represents a 6.7 percent decrease in the short term and a 0.2 percent increase in the long term, compared to the base case.

There are 48 609 hectares of THLB within domestic watersheds in Kootenay Lake TSA, which is 29.8 percent of the THLB. In the 10 years of harvest between 2010 and 2019, a smaller percentage of harvest, 25.5 percent, was within domestic watersheds. Of the projected harvest in the base case, for the first 10 years, 37.7 percent was in domestic watersheds. The timber supply impact from maintaining a hydrological recovery of 70 percent reflects not only the constraint on harvesting within domestic watersheds, but also that the base case relies on that harvest disproportionately to its representation in the THLB.

Wildfire urban interface

Wildfire urban interface (WUI) are areas where combustible forest fuel is found within a buffer adjacent to homes, farm structures or other outbuildings. In Kootenay Lake TSA, these areas have been mapped and work has begun developing operational fuel treatments, primarily oriented to reduce fuel loads in these areas. However, there are insufficient data to establish a clear impact to the timber supply resulting from these treatments and a high degree of uncertainty given that impacts to timber supply will differ depending on the treatment type and frequency. Prescriptions could result in a permanent or temporary reduction in stand densities and volumes. Many of these treatments are expensive to implement and require secured funding before they take place. Therefore, it is difficult to predict how many projects will be implemented in the short- or long-term. Stocking standards have been approved for reforesting areas within the WUI and mainly consists of planting seedlings at lower densities and with more fire-resistant tree species. These standards have not been used to date and are not part of the base case. When used, the silviculture data will be available in the next timber supply review and incorporated into that analysis.

There are 26 895 hectares of THLB within the WUIs in Kootenay Lake TSA, 16 percent of the total THLB. Of that 25 031 hectares, or 93 percent, are within risk class 1, the highest risk class.

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Armillaria root disease

The timber supply review will include sensitivity analyses investigating armillaria root disease that have not been completed at the time of publication. The analyses will provide projections of timber supply that could be sustained under three varying levels of Armillaria infection severity. The results of these analyses will be presented to the chief forester at the AAC determination meeting.

Additional information

In addition to the analyses presented above, the chief forester will be presented with information at the AAC determination meeting that will focus on non-timber forest values within the TSA.

Resource values assessment - wildlife habitat supply

The potential implications of the chief forester's decision on First Nations rights and interests (e.g., hunting, trapping) will be explored through additional analyses on two species, grizzly bear and goshawk.

An analysis will be conducted that incorporates Ktunaxa forestry stewardship principles (articulated in the *Ktunaxa Forestry Standards Document*; Ktunaxa Nation Council 2023), and key cultural conservation values. Ktunaxa Nation Council representatives shared these principles and values during discussions with FOR staff and the analysis was completed to meet them, given the limitations of the data and model. The *Ktunaxa Forestry Standards Document* continues to be refined and updated as part of an adaptive management approach. The values articulated in that document must be understood to be general, and work remains to identify and map them based on site-specific validation. The results of this analysis, which includes Ktunaxa data, will be provided to the chief forester in the AAC determination meeting.

Caribou

Herds of caribou have roamed across the lands now known as BC for thousands of years contributing to the province's rich biodiversity and ecosystems. They depend on large, undisturbed areas for food resources, reproductive success, and protection from predators and the weather. The Provincial Caribou Recovery Program³ develops, implements, and monitors management actions and provincial strategies to ensure the BC government is meeting or exceeding provincial and federal population and habitat objectives. A summary of the current state of caribou in Kootenay Lake TSA is attached to this document as Appendix A.

The provincial Caribou Recovery Program intends to release guidance for forest operations occurring in Caribou Core and Matrix habitat. If this guidance is released before the determination meeting for the Kootenay Lake TSA, an analysis will be conducted based on that guidance, and the results will be presented to the chief forester at the AAC determination meeting.

Carbon modelling

Forest carbon is of emerging importance in forest management in BC. The implementation of projects under the Forest Carbon Initiative should directly consider the impacts of management practices on forest carbon. The timber supply review process includes a carbon modelling analysis and the results of that analysis will be reported out to the chief forester at the AAC determination meeting. More information on the carbon modelling can be found in the *Data Package*.

³Provincial Caribou Recovery Program - Province of British Columbia (gov.bc.ca) <https://www2.gov.bc.ca/gov/content/environment/plants-animals-ecosystems/wildlife/wildlife-conservation/caribou/recovery-program>

Conclusion

The base case projects an initial harvest level of 640 000 cubic metres per year that can be maintained for 45 years. The harvest flow then steps down to 586 000 cubic metres per year for the long term. Three alternative harvest projections explored the implications of an even-flow harvest level, an increased initial harvest level, and a lowered initial harvest level.

The THLB is 16 percent smaller than the THLB in the previous TSR. However, this smaller land base is projected to support a higher timber supply. This increased timber supply reflects the updated managed stand yield tables used in this analysis, and those tables reflect updated site index values. The current analysis used the PSPL site index values, and further analysis found that to be conservative when compared with results from the young stand monitoring program.

Of the 23 sensitivities completed 11 showed a short-term timber supply impact of less than one percent. Another six showed a short-term timber supply impact of less than four percent. Decreasing the size of the THLB and decreasing the yield projections in the natural stand yield tables both had an expected proportional impact to timber supply. Implementing full targets in low biodiversity emphasis areas reduced the timber supply in the short term, required to ensure an adequate age class distribution later in the time horizon.

The remaining three sensitivity analyses, one for domestic watersheds, and two for terrain stability mapping, are better understood by looking at the proportion of these areas in the base case, THLB, and historic harvest. In all three sensitivity analyses there is a disproportionate amount of projected harvest in the base case compared to the proportion of those same areas in the THLB and historic harvest. This disproportionate contribution increased the timber supply impact of these three sensitivity analyses.

Although the above timber supply analysis is a significant source of information provided to the chief forester for consideration, the chief forester's AAC is not a calculation solely based on this strategic-level analysis. The AAC determination of the chief forester is an independent judgment based on professional experience and consideration of the broad range of social, economic, and environmental factors required under Section 8 of the *Forest Act* in addition to the timber supply analysis.

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Your input is needed

Public input is a vital part of establishing the allowable annual cut. Feedback is welcomed on any aspect of this *Discussion Paper*, the *Data Package* or any other issue related to the timber supply review and the allowable annual cut determination for the Kootenay Lake TSA.

Ministry staff would be pleased to answer questions to help you prepare your response. Please send your comments to the Stewardship Officer at the address below.

Your comments will be accepted until July 4, 2023.

You may identify yourself on the response if you wish. If you do, you are reminded that responses will be subject to the *Freedom of Information and Protection of Privacy Act* and may be made public. If the responses are made public, personal identifiers will be removed before the responses are released.

For more information or to send your comments, contact:

Selkirk Natural Resource District
Ministry of Forests
1907 Ridgewood Road,
Nelson, BC V1L 6K1
Telephone: (250) 825-1100

If you have any comments or questions, contact:

Ian Wiles, Stewardship Officer
Selkirk Natural Resource District
Ministry of Forests
Electronic mail: Ian.Wiles@gov.bc.ca

For information on the Timber Supply Review visit the Timber Supply Review & Allowable Annual Cut web site at <https://www2.gov.bc.ca/gov/content/industry/forestry/managing-our-forest-resources/timber-supply-review-and-allowable-annual-cut>

Further information regarding the technical details of the timber supply analysis is available on request by contacting Forests.ForestAnalysisBranchOffice@gov.bc.ca

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Appendix A

Caribou

The provincial Caribou Recovery Program intends to release guidance for forest operations occurring in Caribou Core and Matrix habitat. While that work is ongoing, a summary of the state of caribou in Kootenay Lake TSA is provided below.

Woodland caribou are a species of great ecological importance and have significant cultural and ecological value for people that call BC home. Once abundant, many caribou herds have declined steeply over the past several decades. The overall population in BC has gone from approximately 40 000 animals to 15 500 currently. Caribou recovery is a key priority of the Government of BC, and a wide range of recovery actions have been implemented in caribou ranges.

Caribou are adapted to live in mature coniferous forests, mountainous terrain, peatlands, and areas with deep persistent snowpack. However, habitat disturbance has severely altered the condition of the landscape in caribou ranges.

When forests are harvested the regrowth is initially dominated by leafy shrubs, herbs, and grasses. This surplus of food leads to more moose, elk, and deer, all of which are the primary prey for wolves. In addition, industrial roads and other linear features facilitate the efficient movement of predators such as wolves into caribou habitat. These result in greater abundance and distribution of wolves within and near caribou habitat, and reduced separation between wolves and caribou. Ultimately this leads to more caribou being predated on by wolves.

Scientific evidence indicates that habitat change resulting from the extraction of natural resources is the main factor leading to unsustainable predation rates on caribou, and the leading proximate cause of woodland caribou declines.

Caribou are a significant wildlife species for Indigenous peoples throughout BC. Caribou have been an important source of food and culture to Indigenous peoples since time immemorial, Indigenous peoples have utilized caribou for food, clothing, and jewelry, and historically Indigenous peoples would follow caribou on their yearly rounds. Currently, Indigenous peoples are unable to meaningfully practice their Constitutional Aboriginal Right to hunt caribou in most parts of BC.

Table 5 summarizes the amount of overlap between caribou herds and Kootenay Lake TSA boundary.

Table 5. Amount of overlap between caribou herd and Kootenay Lake TSA boundary

Caribou herd	Hectares	Percent of TSA	Percent of herd boundary
Central Selkirks	321,255	25.9	38.8
Purcell Central	128,267	10.3	20.9
Purcell South	226,657	18.3	54.2
South Selkirks	217,663	17.5	69.2

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Table 6 summarizes the amount of overlap between caribou habitat types and Kootenay Lake TSA boundary.

Table 6. Amount of overlap between caribou habitat types and Kootenay Lake TSA boundary

Caribou herd	Habitat code	Hectares	Percent of TSA	Percent of herd habitat type
Central Selkirks	Core	164,400	13.2	41.8
	Matrix	155,637	12.5	36.1
Purcell Central	Core	49,440	4.0	21.4
	Matrix	78,827	6.4	20.5
Purcell South	Core	102,436	8.3	50.4
	Matrix	123,013	9.9	57.7
South Selkirks	Core	132,718	10.7	82.7
	Matrix	84,628	6.8	55.1

Table 7 summarizes the amount of overlap between caribou GAR orders and Kootenay Lake TSA boundary.

Table 7. Amount of overlap between caribou GAR orders and Kootenay Lake TSA boundary

Caribou herd	Harvest code	Hectares	Percent of TSA	Percent of herd boundary
Central Selkirks	CONDITIONAL HARVEST ZONE	20,090	1.6	2.4
	NO HARVEST ZONE	82,595	6.7	10.0
Purcell Central	NO HARVEST ZONE	2,570	0.2	0.4
Purcell South	CONDITIONAL HARVEST ZONE	513	0.0	0.1
	NO HARVEST ZONE	67,265	5.4	16.1
South Selkirks	CONDITIONAL HARVEST ZONE	282	0.0	0.1
	NO HARVEST ZONE	42,572	3.4	13.5

Caribou GAR orders were implemented in this analysis, as described in the *Data Package* with the THLB implications of the no harvest zones shown in Table 9 above, and conditional harvesting areas modelled in the base case. The chief forester will be presented with the latest information from the BC Caribou Recovery program at the AAC determination meeting, and results from additional caribou sensitivity analyses.



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May 30, 2023

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Dear Ian,

Request for Deadline Extension to September 1 to Comment on Kootenay Lake Timber Supply Area (TSA) Discussion document.

I am requesting an extension of the deadline to **September 1** to comment on the proposed TSA discussion document. Unfortunately, the current timeframe provided for public input is insufficient, considering both the complexity and significance of this policy.

The complexity of the policy requires stakeholders to gather expert opinions and analyze and understand its intricacies to provide meaningful feedback. Moreover, the significance of this policy warrants a robust and inclusive public engagement process that allows stakeholders sufficient time to deliberate on its potential implications and offer well-considered perspectives.

By granting an extension, you would enable individuals and organizations to delve deeper into the policy, consult with their respective communities, and provide comprehensive and informed commentary.

So, I would like to request an extension of the deadline to comment on the policy **until September 1, 2023**. This additional time will allow us to review the policy document thoroughly, seek expert opinions if necessary, and provide comprehensive feedback that

aligns with the intended goals and objectives of the policy. It would also allow your office to discuss with stakeholder groups such as ours directly.

Thank you for your attention to this matter and your commitment to fostering public participation. I appreciate your consideration and am excited to hear from you and get more engagement.

Yours sincerely,

Elizabeth Quinn
Creston Climate Action Society
Board Member

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