

# Community Energy Plan

## Village of Burns Lake



One Sky - Canadian Institute of  
Sustainable Living

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**Village of Burns Lake**



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## About One Sky

One Sky's mission is to 'promote sustainable living globally'. We partner with organizations in Sierra Leone, Nigeria, Cameroon, Mali, Peru and here in Canada to implement "on the ground" practical solutions to sustainable living such as organic agriculture, renewable energy, and community-based natural resource management. One Sky works on energy-related issues at all levels and is promoting a global transition to energy conservation, efficiency and low-impact renewable energy. We are a small but growing organization that uses resources and networks strategically to affect positive change.

## About the Author

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# Abbreviations

\$	Canadian dollars
CO <sub>2</sub> e	Emissions with greenhouse properties equivalent to Carbon Dioxide
GJ	GigaJoules (1 GJ = 278 kiloWatt-hours)
GHG	Greenhouse gases
km	kilometre
kWh	kiloWatt-hour
MWh	MegaWatt-hour (1 MWh = 1,000 kWh)
t	tonne (1 tonne = 1,000 kilograms)



# Executive Summary

Climate change can be expected to have a significant impact on the lives of Canadians and their economies. In Northern British Columbia, we are likely to see changes in our ability to grow food and potential costly changes to the methods we use to process and transport it. The rising cost of fuel and other natural resources will create a need for more resilient communities.

According to the Federation of Canadian Municipalities, municipalities can directly influence close to 50% of GHG emissions in Canada through policies and actions on energy and transportation planning, land use decisions, infrastructure design, energy efficiency in homes and businesses and green procurement.

This Community Energy Plan aims to provide the first steps toward building on an already resilient community like the Village of Burns Lake. In order to do this, it looks to answer questions about Burns Lake's energy consumption and greenhouse gas (GHG) emissions as well as the community's views on energy issues.

## ENERGY BASELINE

The energy baseline tells us that 60% of emissions and energy consumption in Burns Lake comes from transportation, likely due to the passing traffic on Highway 16. Commercial buildings, in comparison to residential, consume almost twice the energy and produce 3 times more GHG emissions (See Section 2 for more details).

## COMMUNITY ENGAGEMENT

For this report, a questionnaire was circulated and answered to gauge Burns Lake residents' i) awareness of the technologies available around alternative sources of energy; ii) their opinions on energy issues like the price of gas and home heating and; iii) the feasibility of a shift in sources of energy in Burns Lake.

In total, 88% of respondents said they have never had their home audited for energy conservation. However, the same percentage agreed that they would have their home audited if offered free of charge. Such incentives are, in fact, offered through the LiveSmart BC Program; their Home Improvement Incentive Guide is available online ([www.livesmartbc.ca](http://www.livesmartbc.ca)) and at the Village municipal office.



## RECOMMENDATIONS

The following actions are recommended in the immediate future as first steps:

- 1) Adopt a target for GHG emissions reduction.
- 2) Include energy efficiency in Official Community Plan.
- 3) Join Partners for Climate Protection.
- 4) Join E3 Fleet for civic vehicles and obtain fleet rating by 2009.

In the long term, the Village of Burns Lake should consider the following actions:

- 5) Promote energy efficiency in residential and commercial buildings.
- 6) Consider adopting an anti-idling policy.
- 7) Consider adopting a green purchasing policy.
- 8) Support low-impact renewable energy projects.
- 9) Increase public education and awareness on energy and climate change issues.
- 10) Reduce transportation emissions.

## STRATEGY

One Sky believes that these recommendations should be configured in a strategic framework that will provide the Village of Burns Lake with a clear direction. The proposed strategy can be broken down in four steps:

- i) Target the low-bearing fruit immediately
- ii) Don't reinvent the wheel
- iii) Build internal capacity
- iv) Take a strong step forward

## NEXT STEPS

It is also recommended to either form an energy advisory committee or build on the already functional alternative energy discussion group with the Lakes Economic District Association (LEDA) with a focus on implementing recommended actions. One of its first orders should be to examine funding opportunities, some of which are listed in Section 6.

## CONCLUSION

The Village of Burns Lake is well positioned to face challenges around energy in the future. The community is looking to the municipality for support and leadership, which the latter are striving to deliver through active opportunities to reduce GHG emissions and conserve energy.



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# 1 INTRODUCTION

This report is intended to provide a baseline assessment of energy consumption and GHG emissions in Burns Lake, followed by recommendations on immediate and long term actions both at the municipal and community level.

The Village of Burns Lake commissioned this report after being awarded grants from the Fraser Basin Council as well as the B.C. Ministry of Community Services. From 2005 to 2007, the Ministry of Energy, Mines and Petroleum Resources (MEMPR) issued three separate calls to action to all municipalities and district councils in BC to invite participation in the Community Action on Energy and Emissions (CAEE) Program. Their participation would consist of hosting a number of energy efficiency policy and incentive programs aimed at different building sectors. The MEMPR added Energy, Greenhouse Gas (GHG) and Air Quality in Phase 3 of the CAEE Program, which looks to provide leadership in achieving energy efficiency in local governments and their communities through a partnership with the Fraser Basin Council and the Community Energy Association.

The Community Energy Plan for the Village of Burns Lake is organized in the following sections:

Section 1 consists of an overview;

Section 2 outlines the baseline assessment, undertaken in 2005, of energy consumption and GHG emissions by sector (transportation, buildings, landfill) within the municipal boundaries. The energy consumption and GHG emissions data was compiled by the Community Action on Energy and Emissions;

Section 3 outlines the community engagement and consultation phase of the planning process where it describes the questionnaire that was answered by residents and also the community workshop;

Section 4 presents the detailed recommendations for both municipal and community-wide actions;

Section 5 outlines One Sky's proposed strategy to carry through the recommendations;

Section 6 provides details for funding opportunities, mainly for local governments;

Section 7 presents a synthesis and conclusion to the report.



## 1.1. VILLAGE OF BURNS LAKE OVERVIEW

Burns Lake is an important service centre nestled in the heart of the Lakes District of B.C.. It's a region blessed with a multitude of lakes of all sizes scattered over 3,000 kms of stunning wilderness. Because of its surrounding landscape, its main industries are tourism and timber extraction. The origins of the name "Burns Lake" comes from the Borland Expedition who traveled the Cariboo-Cassiar Trail in 1869. The area had been blackened by a large brush fire - hence "Burnt Lake"<sup>1</sup>.

It began as a railway construction camp in 1911 and over the following years, became a centre and settlement area for prospectors, miners, loggers and farmers. Today, Highway 16 passes through the downtown core, connecting Burns Lake to Prince Rupert (to the West) and Prince George (to the East). Its location serves as an important transportation hub both for railway and road transportation.

Burns Lake is situated in the Interior Plateau of British Columbia and therefore endures cold winters (average of -10.5°C in January and 42cm of snowfall) and a relatively dry climate. One could arguably say that the Village of Burns Lake has been among the hardest hit by the spread of the mountain pine beetle (*Dendroctonus ponderosae*) in the region, linked to climate change. It is also feeling the impacts of climate change, as Natural Resources Canada's data show a significant increase in the number of pine beetle infestations occurring in areas that were historically climatically unsuitable for the beetle<sup>2</sup>. With two local sawmills providing employment for local residents, Burns Lake is vulnerable to the fluctuating supply and demand of timber on world markets.

The geography of Burns Lake covers approximately seven square kilometers. Both the Lake Babine Nation and Burns Lake Band are situated within the municipal boundaries and they make up approximately 15 percent of the total population of 2,700 residents. Including the surrounding catchment area, the population is closer to 10,000 residents.



1 Village of Burns Lake, *Official Community Plan*, p.4

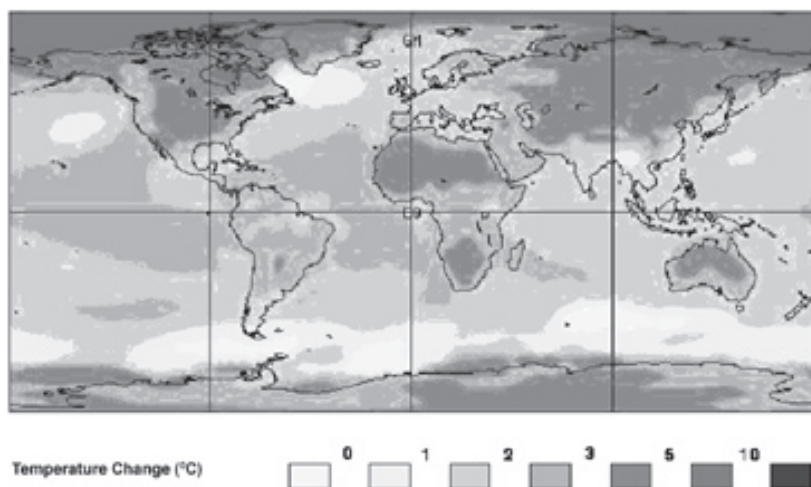
2 Information Forestry, *Climate change and mountain pine beetle range expansion in British Columbia*; August 2003.



## 1.2. CLIMATE CHANGE IN BURNS LAKE

According to Environment Canada, Climate change is a shift in the “average weather” that a given region experiences. This is measured by changes in all the features we associate with weather, such as temperature, wind patterns, precipitation, and storms. Global climate change means change in the climate of the Earth as a whole. The Earth’s natural climate has always been, and still is, constantly changing. The climate change we are seeing today differs from previous climate change in both its rate and its magnitude.

In Canada and, more specifically, Northern BC, we are likely to see changes in our ability to grow food and potential costly changes to the methods we use to process and transport it.



**Figure 1: Projected temperature change between 1910 and 2040 AD**

Climate change can be expected to have a significant impact on fisheries in Canada affecting both the productivity of fish populations and how they are distributed throughout lakes, streams, and oceans. Changes to water temperature, currents, water quality, food supply, and predators could all have effects on fish populations.

As for the forestry industry, the boreal forest, predominant in the Burns Lake region, is expected to undergo an extensive reduction in size, as grasslands and temperate deciduous species may invade from the south, and northern expansion is limited by poor soils and insufficient sunshine amounts. Forest fires and pest infestations are expected to

increase in frequency, area, and intensity due to warmer and drier conditions. Increased fire incidence will lead to loss of habitat for species that inhabit mature forests<sup>3</sup>.

3 Environment Canada, *The Science of Climate Change*; [http://www.ec.gc.ca/climate/overview\\_science-e.html](http://www.ec.gc.ca/climate/overview_science-e.html)



## 2 ENERGY BASELINE

The B.C. Community Energy & Emissions Inventory (CEEI) initiative, led by the B.C. Ministry of the Environment, is currently establishing a provincial database for community energy and greenhouse gas emissions information in order to provide annual inventories to all local governments in B.C.

The Village of Burns Lake was accepted as a pilot community and significant data has been provided to produce an “energy baseline” that can serve as a benchmark in the future when measuring progress toward the established targets recommended in this report.

### 2.1. ENERGY USE

The baseline data covers four energy sources for Burns Lake: electricity, natural gas, gasoline and diesel fuel. Figure 2 describes how much energy is used in Burns Lake by source and Figure 3, by sector, both measured by Tera Joule per year (TJ/year)<sup>4</sup>.

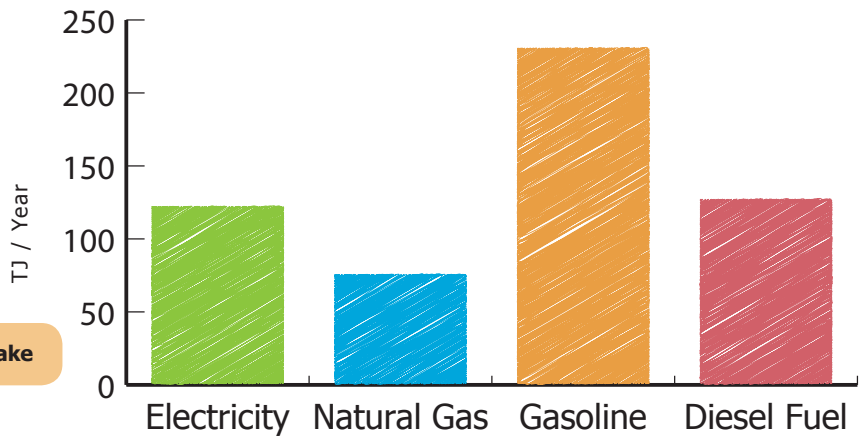


Figure 2: Energy Use by Source in Burns Lake

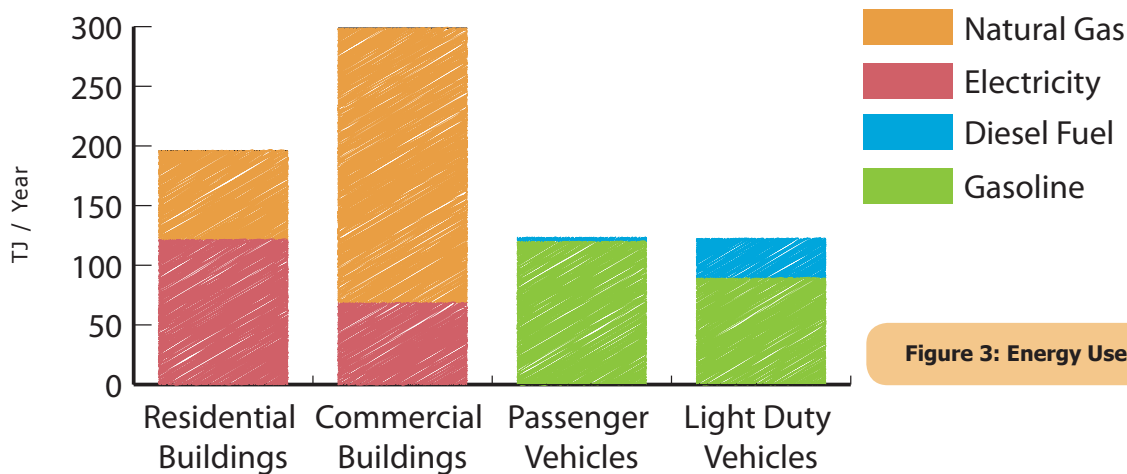


Figure 3: Energy Use by Sector in Burns Lake

<sup>4</sup> 1 Tera Joule can power about 23 homes in Burns Lake for a year.



## 2.2. GHG EMISSIONS

Figure 4 demonstrates the GHG emissions for each source of energy included in the study and Figure 5 shows the GHG emissions for each sector. In total, transportation accounts for 60% of GHG emissions and energy use. When comparing residential and commercial buildings, it is apparent that commercial buildings are responsible for about three times more GHG emissions.

Natural gas produces more emissions than electricity. Electricity measures a low rate of GHG emissions in B.C. because it is produced mainly from hydro power. Stationary uses account for about 60% of emissions. Landfill gases, emitted from decomposing solid waste, are responsible for approximately 1%.

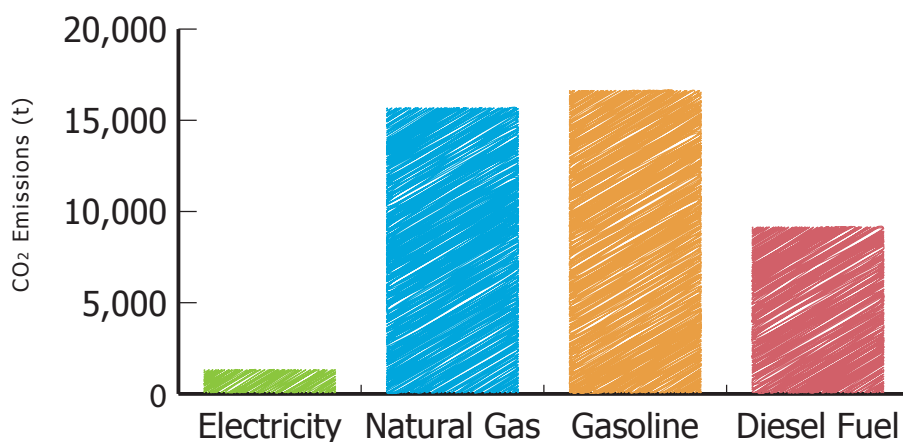


Figure 4: GHG Emissions by Source in Burns Lake

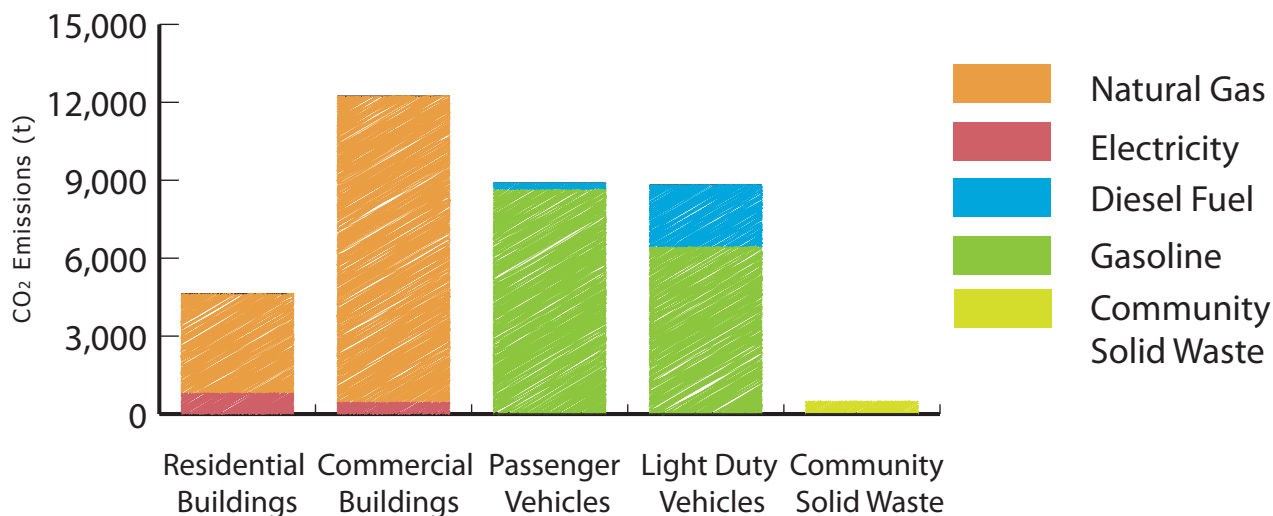


Figure 5: GHG Emissions by Sector in Burns Lake



# 3 COMMUNITY ENGAGEMENT

## 3.1. QUESTIONNAIRE

A questionnaire (See Appendix A) was circulated among residents and businesses within the Burns Lake boundaries, including local groups like the Rotary Club, from April 15, 2008 until May 2nd 2008. The total number of respondents was 48 (6 businesses and 42 residents). Statistically, to accurately represent the total population of Burns Lake, a sample of 300 respondents, with a nominal degree of accuracy of 2 percent, would be required. However, this was not financially feasible for this report. The questionnaire serves as a basic and initial tool regarding the community’s perception of energy issues in Burns Lake.

The questionnaire’s underlying purpose is to gauge Burns Lake residents’:

- i) awareness of the technologies available around alternative sources of energy;
- ii) their opinions on energy issues like the price of gas and home heating and;
- iii) the feasibility of a shift in sources of energy in Burns Lake.

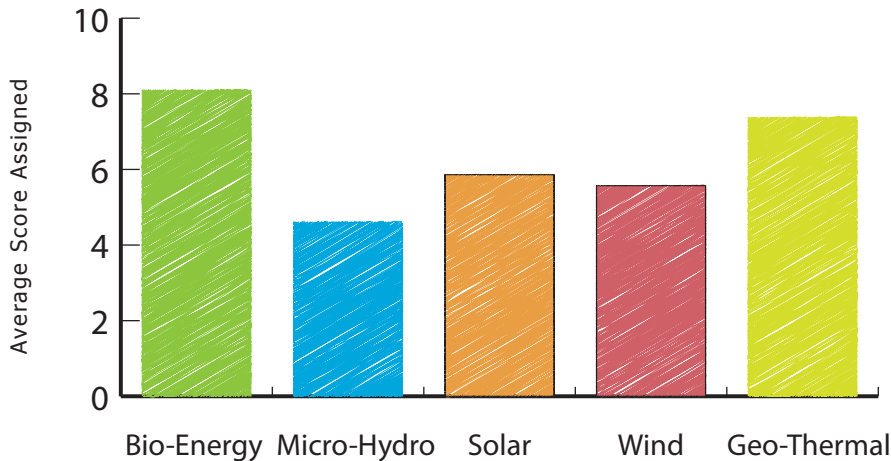


Figure 6: Public opinion towards sources of alternative energy in Burns Lake

### 3.1.1. FUEL PRICES IN BURNS LAKE

At the time of the questionnaire, the price of regular unleaded fuel was 1.26 \$/L and has since risen to 1.40 \$/L at the time this report was published.

The respondents predicted that the price of gas, on average, would be: 1.51 \$/L in 1 year, 1.80 \$/L in 2 years and 2.64 \$/L in 5 years. Gasoline prices, according to Chief Economist of CIBC Jeffrey Rubin, will rise to 2.25 \$/L by 2012, which demonstrates that the respondents have a generally accurate sense of future gasoline price projections.

As fuel prices continue to rise, people change behaviors and each one of us holds a threshold in terms of when we initiate changes. We may look to alter the way we travel, heat our homes or use electricity. For example, respondents, on average, said that if the price of gasoline was 2.45 \$/L, it would be too expensive to drive to Smithers or Prince George. They also said that they would reconsider traveling to Vancouver once the fuel price reached 2.17 \$/L.

### 3.1.2. HOMES IN BURNS LAKE

In total, 88% of respondents said they have never had their home audited for energy efficiency. However, the same percentage agreed that they would have their home



audited if offered free of charge. It should be noted that the energy audits can currently be subsidised in part, while the BC Budget 2008 offers free energy audits for homeowners through a rebate mechanism known as the LiveSmart BC Program (<http://www.gov.bc.ca/empr/down/livesmartbc.pdf>). The challenge lies in finding a trained and certified home energy auditor in the Burns Lake region.

Also of interest, sixty-six percent of respondents answered that they are not in favor of the BC Government's proposed Carbon Tax, effective July 1st, 2008.

### **3.1.3. PUBLIC OPINION**

The language of environmentally responsible social paradigms, such as "Going Green", have never been as common as they are now. What do residents in Burns Lake think about the environmentally-friendly shift in both lifestyle and products/services?

First, when asked what source of energy is most feasible for Burns Lake, 81% said "alternative energy" - compared to fossil fuels (3%) and large-scale hydroelectric dams (16%).

Figure 5 illustrates the perception of each source of alternative energy in terms of its relevance and applicability to Burns Lake. Of the listed sources of alternative energy, bio-energy and geo-thermal are the ones residents supported the most. Some comments within the surveys pointed out that geo-thermal is the most feasible when building a new house (or addition).

Finally, some questions attempted to qualify certain values of residents and their community, in particular, whether they consider energy issues to be a local or a global issue. In this survey, 66% of respondents agreed that Burns Lake should contribute to a global GHG emissions reduction target, rather than a local target. Also, 88% said that their community should set a GHG emissions reduction target similar to that of the Federation of Canadian Municipalities. In other words, 88% supported the FCM's goal of a 20 percent reduction below 1990 levels of emissions, by 2010.

## **3.2. ALTERNATIVE ENERGY DISCUSSION GROUP**

The Alternative Energy Group was formed by the Lakes Economic Development Association (LEDA) to spark dialogue among residents with concerns about energy issues in Burns Lake. For the most part, they meet once a month to discuss the kinds of roles alternative sources of energy can play in their community. Their plans to turn the LEDA building on Highway 16 into a renewable energy demonstration centre is an example of the concrete and practical ideas this group has generated. The group also brings a great amount of technical expertise since about half of its members currently live "off the grid".



### 3.3. CONSULTATION/WORKSHOP

A Community Energy Workshop and Consultation was held on June 25, 2008 where Ben Gardiner from BC Hydro's Team Power Smart spoke about the importance of both energy conservation and environmental sustainability. Although the attendance was minimal, the interest from the participants led to some discussions regarding misperceptions about energy efficiency in the household.

Following the presentation, participants were asked to provide insight on what Burns Lake is already doing well in terms of energy conservation and environmental sustainability using a methodology called "appreciative inquiry". This led to a brainstorm about what opportunities exist in Burns Lake to be "easy wins" for projects to reduce the village's energy footprint. Some ideas included: i) a public transit system between the ferry and the downtown core; ii) bicycle lanes to decrease vehicle traffic in the downtown core and; iii) distribution of BC Hydro's Energy Saving Kits for low-income households.

The **LiveSmart BC Program** can help you save money, save energy and reduce your carbon footprint at home. To find out how it works, go to:  
[www.livesmartbc.ca/rebates/homes.html](http://www.livesmartbc.ca/rebates/homes.html)

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## 4 RECOMMENDED ACTIONS

The actions recommended in this section are divided into two sections: actions that should immediately be implemented (short term) in section 4.1 and actions to be undertaken in the next 1-3 years (medium-long term) in section 4.2. In some cases, the actions will require leadership from the Village administration to promote policy shifts and propose frameworks for those changes.

<b>1. Adopt a target for GHG emissions reduction</b>	The Federation of Canadian Municipalities suggests the following targets: i) A 20 per cent reduction below baseline year GHG emissions for municipal operations within 10 years, which translates into 12,146 tonnes of CO <sub>2</sub> for Burns Lake; and ii) A six per cent reduction below baseline year GHG emissions for the community within 10 years, which translates into 3,644 tonnes of CO <sub>2</sub> for Burns Lake.
Current Situation	The Village of Burns Lake does not have a target for a reduction in GHG emissions.
Rationale	<ul style="list-style-type: none"> <li>• forms the basis of a municipality's program objectives.</li> <li>• provides a starting point from which to track progress.</li> <li>• many municipalities have made similar pledges.</li> <li>• the provincial government has a target of reducing GHG emissions by at least 33 per cent below 2007 levels by 2020.</li> <li>• a set of targets will form a vision as a foundation for new projects and initiatives.</li> </ul>
Responsible Department	Village Council. All departments.
Suggested Timeframe	<ul style="list-style-type: none"> <li>• Have Council set a target and adopt a resolution supporting it by January 2009 (See Appendix B for examples).</li> <li>• Add the GHG target to the Official Community Plan (OCP).</li> <li>• 2009/2010 – Select specific actions that will contribute to achieving the set targets.</li> <li>• 2011 – Monitor progress from those actions.</li> <li>• Annually collect data from CAEE, BC Hydro and natural gas companies in order to compare to energy baseline from 2005.</li> </ul>
Greenhouse Gas Impact	Setting targets will provide motivation to take practical actions to reduce GHG emissions in a measurable way. The Federation of Canadian Municipalities estimates that close to 50 per cent of the country's GHG emissions can be influenced by decisions made by municipal governments. Municipalities can reduce GHG emissions through land use, energy and transportation planning, infrastructure design and policy regulations.





Financial Impact	<p>There is usually a direct link between reducing energy consumption and lower operating costs. For example, a 6 percent reduction in GHG emissions from the transportation sector would translate into savings of over \$1.4 million (Note: The transportation sector also includes highway traffic passing through Burns Lake, therefore inflating the data).</p> <p>Also, job opportunities will arise from new initiatives through funding opportunities (i.e. CAEE, LiveSmart BC, SolarBC).</p>
Air Quality Impact	<p>Many actions that reduce GHGs will also improve air quality, for example reducing car use and idling. However, it should be noted that some actions that will reduce GHGs may not improve air quality. An example of this type of action is switching from natural gas to woodstove heating. Care should be taken to ensure that actions taken to meet the GHG target do not compromise air quality.</p>

<b>2. Include energy efficiency in Official Community Plan</b>	<p>The Village should introduce new articles expressing a commitment to energy efficiency targets in both new and old buildings as well as transportation. By incorporating energy efficiency into the policy framework of the Village, it will be easier to implement and develop complimentary policies and programs.</p>
Current Situation	<p>The Village of Burns Lake does not have language in the OCP around energy efficiency.</p> <p>The OCP was updated in 2007.</p> <p>Many energy efficiency initiatives already exist within the Village of Burns Lake municipal operations.</p>
Rationale	<p>Without supportive language in the OCP, it is difficult to develop mechanisms to achieve and monitor the energy efficiency targets.</p> <ul style="list-style-type: none"> <li>• It is also difficult to secure further funding for energy efficient projects and programs if there is no supportive language in the OCP.</li> <li>• Energy efficiency is often a cost-effective climate change solution.</li> <li>• Energy efficiency should be considered in all new building developments and in retrofitting existing buildings. Incorporating a commitment to energy efficiency into the OCP will provide a framework in which specific decisions about energy efficiency policies can be considered.</li> <li>• Energy efficiency will save the Village of Burns Lake substantial resources and funds.</li> </ul>
Responsible Department	Development Services and Planning
Suggested Timeframe	Immediate
Greenhouse Gas Impact	See recommendation 1.
Financial Impact	Financial impacts of energy efficiency measures will vary, but significant cost savings can be achieved through reduced energy consumption.



Air Quality Impact	As energy costs climb, people will continue to turn to heating their homes with 'local, low cost' fuel: wood. Higher efficiency wood heating systems with lower emissions are available.
Background / References	When designing energy-related OCP objectives and policies it is important to be aware that the language chosen will guide staff and the community for the next 5 to 10 years. As such, language in the plan should be general enough to accommodate an evolving energy technology sector, yet specific enough to give staff the confidence to pursue robust energy-related measures and planning from day one. See Appendix B for examples from other communities.

<b>3. Join Partners for Climate Protection</b>	The Partners for Climate Protection is a network of 166 Canadian municipal governments – through the Federation of Canadian Municipalities – who have committed to reducing greenhouse gases and acting on climate change. PCP receives financial support from the Green Municipal Fund as part of the Capacity Building Program.
Current Situation	The Village of Burns Lake has not joined PCP.
Rationale	<ul style="list-style-type: none"> <li>• The PCP program has a five milestone framework, three of which will have informally been completed once this report is delivered.</li> <li>• Demonstrates valiant leadership in energy efficiency</li> <li>• PCP members have access to useful resources and information, including case studies, templates, technical assistance and newsletters.</li> <li>• PCP offers valuable opportunities to share experiences with more than 150 participating municipalities, and with an international network of municipal governments.</li> </ul>
Responsible Department	Village Council. All departments.
Suggested Timeframe	<p>Application to the PCP is done in five steps:</p> <p><b>Step one:</b> Contact FCM for a PCP orientation package.</p> <p><b>Step two:</b> Download a sample council resolution to participate in PCP from the website at <a href="http://www.sustainablecommunities.fcm.ca">www.sustainablecommunities.fcm.ca</a>, or contact FCM.</p> <p><b>Step three:</b> Appoint one staff member and one elected official to be your main contacts with FCM.</p> <p><b>Step four:</b> Fax, mail or e-mail your adopted council resolution, along with the staff member's and elected official's contact information, to FCM.</p> <p><b>Step five:</b> FCM will send a PCP information package, including a list of resources and the PCP Milestone Framework. Apply to GMF for a grant of up to 50 per cent of the costs of completing milestones 2 and 3.</p>
Greenhouse Gas Impact	See recommendation 1.
Financial Impact	There is no cost to join the program. However, there are potential savings through the implementation of actions in this report within the milestone framework.



Background / References	<p>The five milestones are:</p> <ol style="list-style-type: none"> <li>1. Creating a greenhouse gas emissions inventory and forecast;</li> <li>2. Setting an emissions reductions target;</li> <li>3. Developing a local action plan;</li> <li>4. Implementing the local action plan or a set of activities; and</li> <li>5. Monitoring progress and reporting results.</li> </ol> <p><a href="http://www.sustainablecommunities.fcm.ca/partners-for-climate-protection/">www.sustainablecommunities.fcm.ca/partners-for-climate-protection/</a></p>
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<b>4. Join E3 Fleet for civic/ First Nations vehicles and obtain fleet rating by 2009</b>	<p>E3 Fleet is a program initiative of the Fraser Basin Council (FBC), a non-profit organization with a mandate of bringing people together to advance sustainability.</p> <p>The Program consists of undertaking a Municipal Fleet Review, which uses data to conduct a detailed review of financial and emissions performance of E3 Fleet member vehicles, and identifies priority areas for improvement.</p> <p>The review is then followed by a Fleet Rating, designed to evaluate and recognize performance, and allow fleets to be rated at the Bronze, Silver or Gold level of performance.</p>
Current Situation	The Village of Burns Lake is not currently a member of E3 Fleet but has a fleet management framework/policy in development.
Rationale	<ul style="list-style-type: none"> <li>• Joining E3 Fleet ties in with the fleet replacement policy being developed.</li> <li>• E3 Fleet provides services to help reduce costs, reduce GHG emissions and be recognized for achieving concrete results.</li> <li>• Joining E3 Fleet also ties in with the Green Purchasing Policy as well as raising public and staff awareness, with the Village of Burns Lake leading by example.</li> </ul>
Responsible Department	Fleet Management
Suggested Timeframe	<p>According to the E3 Fleet, the timeframe depends in large part on the information available for the review process.</p> <p>Review – in general, 6 months should be allocated for this phase.</p> <p>Rating – approximately 1 year for the rating.</p>
Greenhouse Gas Impact	The E3 Fleet Program helps establish GHG reduction targets along with concrete actions for those reductions in the municipal fleet's GHG emissions. For example, a anti-idling policy/program and training will translate into lower GHG emissions along with reduced operating costs.



Financial Impact	<p>The financial impact will be observed in the long-term, through the vehicles' life-cycle analysis (to determine when it is most cost-efficient to replace it) and the savings on operating costs.</p> <p>The membership fee to join the E3 Fleet Program is \$500 for a fleet size below 49 vehicles.</p> <p>The fleet review, for the same size of fleet, costs \$2,500*.</p> <p>*There is a currently a reduced sign-up cost of \$1,250 for the Review and Rating combined.</p>
Background / References	<a href="http://www.e3fleet.com">www.e3fleet.com</a>

## 4.2 LONG-TERM RECOMMENDED ACTIONS

<b>5. Promote energy efficiency in residential and commercial buildings</b>	<p>In accordance with targets through the Community Action on Energy and Emissions Program, the Village of Burns Lake has agreed on the following targets:</p> <ul style="list-style-type: none"><li>• EnerGuide for New Houses rating of 80 for all new homes by 2010.</li><li>• For all homes, a 20% reduction in average energy demand per home by 2020, relative to 2007 levels.</li><li>• For all commercial, institutional and industrial buildings, reduce energy demand by a total of 9% per square metre by 2020, relative to 2007 levels.</li></ul> <p>The Village of Burns Lake should also set standards:</p> <ul style="list-style-type: none"><li>• For all new municipal buildings to meet the LEED certified standard.</li><li>• For all rezoning and development permits to require a sustainability checklist.</li></ul> <p>Finally, the Village of Burns Lake should engage both First Nations groups within municipal boundaries into discussions around energy efficiency in houses owned by the groups.</p>
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Current Situation	<p>According to the energy baseline data, residential and commercial buildings account for 45% of the energy consumed in Burns Lake. Although both sub-sectors – residential and commercial – need to reduce their energy consumption, the commercial buildings should have a greater focus. There are 3 times more GHG emissions from the commercial buildings and they consume 60% of the energy for buildings.</p> <p>There was an average of 2.5 homes per year built in the previous two years; a low number in comparison to the 12 homes per year built in Smithers. Therefore, existing homes should be the target for a reduction of energy consumption through retro-fitting and consequently, a reduction of GHG emissions.</p> <p>An evident challenge in promoting energy audits is the lack of certified energy auditors in the Burns Lake region. There may, however, be interest from certain community members to obtain the credentials necessary to carry out these audits. The Village Administration could provide incentives both in training and assuring a stable demand of home energy audits. For example, it could give a 1% discount on municipal taxes for houses that have carried out a home energy audit.</p>
Rationale	Reducing energy consumption in both the residential and commercial sector will reduce GHG emissions associated with natural gas and electricity use, offer cost savings and will improve the health and comfort of homes and businesses in Burns Lake. For businesses, these energy efficiency measures could significantly improve operational costs.
Responsible Department	Development Services
Suggested Timeframe	Each target has its respective timeframe. See above.
Greenhouse Gas Impact	As presented in the “Current Situation” rubric, buildings represent more than half the energy consumed in Burns Lake. Increasing energy efficiency can make a concrete reduction in GHG emissions.
Financial Impact	Energy efficiency measures offer cost savings from reduced energy consumption



Examples	<p>The <b>District of Saanich</b> has implemented a Green Building Policy. Key requirements of this policy are as follows:</p> <ul style="list-style-type: none"><li>• Meet a standard of LEED Silver certification for all new civic facilities or additions larger than 500 square metres.</li><li>• Undertake life cycle costing analysis for all projects over 500 square metres.</li><li>• Provide additional funding for design and capital cost where the life cycle costing shows a return on investment greater than 10%.</li></ul> <p>Other commitments under the policy relate to renovations, operations and building community awareness. The first new municipal building constructed under this policy is the Saanich Centennial Library, which opened in September 2007.</p> <p>The cities of <b>North Vancouver</b>, <b>Dawson Creek</b> and <b>Richmond</b> have also adopted similar policies around LEED certification for new municipal buildings.</p> <p>Municipalities like <b>Port Coquitlam</b> and <b>New Westminster</b> are requiring a sustainability checklist to be completed for rezoning and development permits.</p> <p>All applicants for rezoning and development permits in Port Coquitlam are required to complete a Sustainability Checklist that:</p> <ul style="list-style-type: none"><li>• is explicitly linked to the broader sustainability objectives identified in the Official Community Plan and Corporate Strategic Plan.</li><li>• is broader than energy efficiency (in scope).</li><li>• employs a scorecard approach rather than a pass/fail approach</li></ul> <p>Similar to Port Coquitlam, all applicants for rezoning and development permits in New Westminster are required to complete a Smart Growth Development Checklist that bring attention to Smart Growth principles when considering future development.</p>
Background / References	<p><b>BC Hydro Power Smart for Business</b> - <a href="http://www.bchydro.ca">www.bchydro.ca</a> <b>Green Buildings BC</b> - <a href="http://www.greenbuildingsbc.com">www.greenbuildingsbc.com</a> <b>City Green</b> - <a href="http://www.citygreen.ca">www.citygreen.ca</a> <b>Green Workplace</b> - <a href="http://www.greenworkplace.ca">www.greenworkplace.ca</a> <b>Smart Growth</b> - <a href="http://www.smartgrowth.org">www.smartgrowth.org</a> <b>Canada Green Building Council</b> - <a href="http://www.cagbc.org/leed/systems/index.htm">www.cagbc.org/leed/systems/index.htm</a></p>



<b>6. Consider adopting an anti-idling policy</b>	<p>A municipal policy would apply to all vehicles in the municipal fleet and potentially to all vehicles under the school board and other public services. In Dawson Creek, for example, the municipal limit on idling is 30 seconds.</p> <p>There is the potential for a community-wide anti-idling by-law that the Village of Burns Lake should consider. However, there are other voluntary methods (i.e. public education, incentive program) that can have a similar effect without the need and resources to enforce another by-law.</p> <p>Appendix D lists what other municipalities have done around anti-idling.</p>
Current Situation	The Village of Burns Lake does not have an anti-idling policy, either for its fleet or in the community. However, it is planning to join the E3 Fleet Program, which promotes anti-idling as an incentive to achieve a high Fleet Rating.
Rationale	<p>According to Idle-Free BC, if every driver of a light-duty vehicle avoided idling for just 5 minutes a day, we would:</p> <ul style="list-style-type: none"><li>• prevent more than 4,500 tonnes of CO<sub>2</sub> from entering the atmosphere.</li><li>• save 1.9 million litres of fuel.</li><li>• save \$1.7 million (at \$0.75/litre).</li></ul> <p>Unnecessary idling wastes fuel and results in emissions that degrade local air quality and influence climate change. Vehicle idling reduction programs can save municipal operations up to 20% on annual fuel budgets — not to mention the added air quality, health and environmental benefits.</p> <ul style="list-style-type: none"><li>• Idling wastes fuel and produces excessive emissions.</li><li>• Transportation accounts for 60% of all GHG emissions in Burns Lake.</li><li>• Idling for over 10 seconds uses more fuel than restarting your engine.</li></ul>
Responsible Department	Fleet Management
Suggested Timeframe	<p><b>January 2009</b> – Identify idling hotspots for targeted public education campaigns. Collaborate with the high school to get students to collect data at these hotspots as a science project. Contact Laurie Gallant at the Bulkley Valley Airshed Management Society at 250.847.1672.</p> <p><b>March 2009</b> – Public education campaign around the myths of idling, targeting hotspots (i.e. Southside ferry), local community groups (i.e. Rotary Club, Alternative Energy Discussion Group) and schools. The Regional District should be consulted for sites such as the ferry landings.</p> <p><b>April 2009</b> – The Village administration has considered an anti-idling policy for municipal fleets and school buses.</p>



Greenhouse Gas Impact	By selecting target sites, such as the Southside ferry, to launch an awareness campaign on the myths of idling, a measurable and significant impact could be made not only in GHG emission reductions but also in public education.
Financial Impact	The municipality will reduce fleet fuel and operating costs. Community members will also save on fuel and engine maintenance costs.
Air Quality Impact	Reducing car exhaust will improve air quality. Vehicle emissions deposit 200 million tons of pollutants into the air each year, accounting for 60% of BC's air pollution. These emissions, Particulate matter and Ground-level Ozone, pose serious health risks.
Examples	<p>The City of Dawson Creek has an anti-idling policy for its municipal vehicles. There are key guidelines such as:</p> <ul style="list-style-type: none"> <li>• Reduce warm-up idling (no more than 30 seconds as long as windows are clear).</li> <li>• It takes more gas to idle for more than 10 seconds than it does to restart your vehicle. If stopped for more than 10 seconds, vehicles should be turned off, except in traffic, in the course of performing a specific duty that requires that the vehicle be left running, if the temperature is below -10° C and if doing so would compromise human safety or the mechanical integrity of the vehicle.</li> <li>• Promotes fuel saving measures (i.e. proper tire inflation, warm up by driving)</li> </ul>
Background / References	<p>See <b>Appendix D</b> for a BC Municipality Anti-Idling Bylaw Summary</p> <p><b>BC Lung Association</b>  <a href="http://www.bc.lung.ca/pdf/transportation_and_yourhealth_eng.pdf">www.bc.lung.ca/pdf/transportation_and_yourhealth_eng.pdf</a></p> <p><b>Idle-Free BC</b> - <a href="http://www.idlefreebc.ca">www.idlefreebc.ca</a></p> <p><b>Natural Resources Canada on idling</b>  <a href="http://oee.nrcan.gc.ca/transportation/personal/idling.cfm">http://oee.nrcan.gc.ca/transportation/personal/idling.cfm</a></p>

<b>7. Consider adopting a green purchasing policy</b>	A green purchasing policy for municipal operations provides a set of guidelines by which municipal purchases will be made. The goal is for municipal staff to consider not only cost but also the product's environmental impact and energy consumption. It can vary in its extent and detail. It can be as simple as purchasing 100% post-consumer recycled paper or as extensive as purchasing only Energy Star appliances.
Current Situation	Village administration is already considering environmental impact and energy use but has no official policy and guidelines around green purchasing.





Rationale	<ul style="list-style-type: none"> <li>• Provides leadership within the community by leading by example and can serve as an education tool for local businesses</li> <li>• Reduces the Village's overall energy footprint</li> <li>• Applies pressure on suppliers to offer more green options in their products/services</li> </ul>
Responsible Department	Financial Services and all other departments
Suggested Timeframe	<p><b>May 2009</b> – Staff discussion around what areas of purchasing are feasible to examine environmentally friendly options.</p> <p><b>June 2009</b> – Policy drafted from staff discussion ideas and case studies of other municipal green purchasing policies across BC and Canada.</p> <p><b>July 2009</b> – Council adopts the policy.</p>
Greenhouse Gas Impact	<p>A green purchasing policy has the potential to facilitate moderate energy reductions over the long-term. For example, energy and therefore GHG reductions could be realized from:</p> <ul style="list-style-type: none"> <li>• More energy efficient lighting, appliances or equipment</li> <li>• Using supplies that require less energy in their production or transportation (i.e. locally produced goods)</li> </ul>
Financial Impact	Administration will require extra time and resources to properly assess life-cycle costs and environmental product choices.
Examples	<p>The <b>District of Houston</b> has an innovative purchasing policy which favours local suppliers.</p> <p>The <b>City of Vancouver</b> has enacted an energy efficiency purchasing policy. It keeps a list of applicable products based on Energy Star and NRCAN Office of Energy Efficiency guidelines (Source: City of Nelson CEP).</p>
Background / References	<p><b>Environmental Purchasing Guide:</b> Developed by the City of Richmond to assist staff in selecting products and services that promote a healthy environment. <a href="http://www.richmond.ca/services/environment/policies/purchasing.htm">www.richmond.ca/services/environment/policies/purchasing.htm</a></p> <p><b>Union of British Columbia Municipalities</b> - <a href="http://www.ubcm.ca">www.ubcm.ca</a> or 604.270.8226</p> <p><b>Federation of Canadian Municipalities</b> - <a href="http://www.fcm.ca">www.fcm.ca</a> or contact Catherine Marchand at 613.907.6263</p>



<b>8. Support low-impact renewable energy projects</b>	Adopt a target to generate 10% of energy needs from community-based, clean energy resources, as defined by the Province's BC Clean Electricity guidelines, or renewable heating systems or fuels (e.g. bioenergy) by 2020.
Current Situation	<p>Three proposals have been submitted to BC Hydro from private partnerships looking to build a Bio-Energy Cogeneration Plant of various capacity. The Lakes Economic Development Association (LEDA) has formed an Alternative Energy Discussion Group to explore ideas on increasing the use of renewable energy resources.</p> <p>There is currently talk of using the LEDA building on Highway 16 as a Renewable Energy Demonstration Center, where residents and passers-by can see for themselves how various systems (solar, wind, geo-thermal) function. There would be a strong education component with the intention to break certain myths and show the accessibility of such low-impact renewable energy systems.</p> <p>There is the potential to partner with the private sector to showcase these technologies. The City of Dawson Creek, for example, has a program offering incentives for residents to install a solar hot water heater in their home.</p>
Rationale	<ul style="list-style-type: none"><li>• Local energy production from low-impact renewable energy sources can help to insulate the town from fluctuating energy prices.</li><li>• Local production can increase revenues to the town and increase employment opportunities.</li><li>• Renewable energy projects have the potential to reduce GHGs and have less impact on the surrounding environment than conventional energy projects.</li><li>• Incentives for both homeowners and business owners, such as feed-in tariffs, will likely be enacted in the short term future.</li></ul>
Suggested Timeframe	Depending on the project.
Greenhouse Gas Impact	By increasing the use of low-impact renewables, current natural gas and electricity use can be displaced, lowering greenhouse gas emissions.
Financial Impact	Different low-impact renewable options will have different financial implications. Consulting other municipalities who have renewable energy projects can help to evaluate the financial impact of various projects.



Examples	<p>The <b>City of Dawson Creek</b> made public commitments to reduce the amount of natural gas the city uses by installing solar hot water systems wherever possible to demonstrate leadership, provide energy security and to provide visibility to solar hot water technology within their community. The City Hall and Fire Hall now have solar hot water systems and the RCMP, arenas, yards and the airport are scheduled next.</p> <p>This initiative was made possible through the SolarBC Program, a collaboration between all levels of government for a solar hot water strategy. (Source: SolarBC Website)</p>
Background / References	<p><b>Community Energy Association</b> <a href="http://www.communityenergy.bc.ca/sites/default/files/CEA_REG_Heating_Module_2008.pdf">www.communityenergy.bc.ca/sites/default/files/CEA_REG_Heating_Module_2008.pdf</a></p> <p><b>Canadian Renewable Energy Alliance</b> has a policy paper on the importance and policy measures needed for community power – <a href="http://www.canrea.ca/pdf/CANREA_Community_Power_July-06.pdf">www.canrea.ca/pdf/CANREA_Community_Power_July-06.pdf</a></p> <p><b>SolarBC</b> - <a href="http://www.solarbc.ca">www.solarbc.ca</a></p> <p><b>Pembina Institute</b> - Feed-in Tariffs Fact Sheet <a href="http://pubs.pembina.org/reports/FITariffs-factsheet.pdf">http://pubs.pembina.org/reports/FITariffs-factsheet.pdf</a></p> <p><b>Green City Awards</b> - <a href="http://www.greencityawards.gov.bc.ca">www.greencityawards.gov.bc.ca</a></p> <p><b>Energetic Olympics</b> – Community Contenders <a href="http://www.onesky.ca/energetic/community_contenders/">www.onesky.ca/energetic/community_contenders/</a></p>



<b>9. Increase public education and awareness on energy and climate change issues</b>	<p>Burns Lake can consider several options to increase public awareness on energy issues:</p> <ul style="list-style-type: none"><li>• Working in collaboration with the College of New Caledonia to offer courses training residents in energy efficiency and renewable energy options, including:<ul style="list-style-type: none"><li>◇ Winterizing homes</li><li>◇ Improving insulation</li><li>◇ Replacing windows/doors</li><li>◇ Solar Hot Water</li><li>◇ Biofuel research and production</li></ul></li><li>• The Village of Burns Lake Staff can start an “employee green team” to showcase energy efficiency and green purchasing policies/initiatives to showcase for local residents and businesses.</li><li>• Collaborate with the school board to offer education programs and initiatives (i.e. challenging classes to a “zero-waste lunch” once a week or month) (Also see Background &amp; References below).</li><li>• Having information available for local developers and builders about more energy efficient building programs and models for new buildings and renovations. This may include dispelling myths about higher costs by providing information on life cycle costs of different choices.</li><li>• Using a demonstration center to educate the public on both the technical aspects of renewable energy sources for the home as well as practical resources (i.e. funding programs, rebates, certified installers).</li><li>• Focusing on public awareness during an anti-idling campaign through community workshops and educational programs in schools.</li><li>• Increasing its presence in the Lakes District News newspaper through periodical ads on energy efficiency.</li><li>• Participating in theme days like the Commuter Challenge, Earth Day and Earth Hour; or initiating new ones.</li><li>• Actively participating in One Sky’s Energetic Olympics, for which Burns Lake has signed up.</li><li>• Support local groups and businesses that offer green building products and technologies through information and awareness packages (potentially at the Demonstration Center).</li></ul>
Current Situation	<p>Burns Lake is taking the initiative in areas like green purchasing and fleet management. There is enthusiasm among staff that will need to be shared with the community.</p> <p>Also, as was previously mentioned, BC Hydro’s Team Power Smart held a home energy workshop for the community.</p>
Rationale	<p>Education will increase public knowledge and awareness of opportunities to reduce energy use. It will also provide support for green initiatives undertaken by the municipality.</p>
Responsible Department	All departments



Suggested Timeframe	Varies for each initiative
Greenhouse Gas Impact	Varies for each initiative
Financial Impact	Education programming will require a financial investment from the town. There is potential for partnerships and organizations or schools to take leads. Funding is also available for education in some situations.
Background / References	<p>There are ways to engage non-governmental organizations (NGO) and educational institutions in partnerships, in order to minimize municipal resources employed for these initiatives. The following are examples of canadian initiatives around environmental education.</p> <p><b>Green Teacher</b> - <a href="http://www.greenteacher.com">www.greenteacher.com</a></p> <p><b>The Pembina Foundation's</b> Environmental Education Programs  <a href="http://www.greenlearning.ca">www.greenlearning.ca</a></p> <p><b>EarthCARE</b> provides behaviour management programs for school boards that:</p> <ul style="list-style-type: none"> <li>◇ Protect the planet</li> <li>◇ Promote environmental stewardship</li> <li>◇ Save thousands of dollars</li> </ul> <p><a href="http://www.earthcarecanada.com">www.earthcarecanada.com</a></p> <p><b>Sierra Club of BC</b> Environmental Education  <a href="http://www.sierraclub.ca/bc/programs/education/index.html">www.sierraclub.ca/bc/programs/education/index.html</a></p>





## 10. Reduce transportation emissions

Encourage active transportation options around emissions reduction and improved air quality through several options:

- Form a Public Transportation Committee to assemble the necessary partnerships in order to introduce a regional paratransit service, similar to the one between Smithers and Telkwa (see Resources below).
- Support commuting initiatives such as the Decker Lake Forest Products shuttle and provide incentives for other large employers.
- Promoting carpooling through ride boards posted at the gas stations and Lakeview Mall.
- Improve bike trails and provide bike lanes along Highway 16.
- Locate facilities where video-conferencing could be made available for rental. This will contribute to a larger scope in terms of transportation emissions reductions.
- Promote events like the Energetic Olympics and the Commuter Challenge, especially to the residents of Southside that commute to Burns Lake.
- Implement an Anti-Idling Education Program that focuses initially on raising awareness and could then progress into a by-law or policy.

In the long term, the municipality can explore initiatives such as:

- Promoting the local production of bio-fuel through workshops from existing small-scale producers.
- Considering the feasibility of a Waste Vegetable Oil Collection Program, where waste vegetable oil is collected from local restaurants for small-scale production of bio-fuel (i.e. for the Municipal Fleet, or local school buses).



Current Situation	<p>Decker Lake Forest Products has started a two-week pilot project to reduce carbon emissions by borrowing a 15-passenger van from Babine Forest Products and 12 to 15 workers are using it to get back and forth from work every day. Each person is saving \$12/day on fuel, and one vehicle is on the road instead of 15.</p> <p>-----</p> <p>A feasibility study was done in 2005 by BC Transit, which recommends a Regional Paratransit Service between Houston/Burns Lake/Southside/Granisle.</p> <p>-----</p> <p>Because of the many steep slopes and hard winters in Burns Lake, promoting cycling through, for example, a community bike program, proves to be challenging.</p> <p>-----</p> <p>There are presently no video tele-conferencing facilities available to the community.</p> <p>-----</p> <p>There are currently many hitchhikers along Highway 16 heading to Southside and the Cheslatta First Nation reserve and vice-versa. A public transportation service would provide a safer method of transportation and would be considered very useful by First Nation groups.</p>
Rationale	<p>Transportation accounts for 60% of total CO<sub>2</sub> emissions in Burns Lake. The recommendations listed above aim at reducing these emissions either through public awareness (hence, behavioral change), reducing single-occupancy vehicle trips, providing safer means of transportation and/or introducing public transportation to Burns Lake and its surrounding areas (i.e. Southside, Granisle)</p>
Responsible Department	Operational Services, Development Services and Planning
Suggested Timeframe	Varies for each initiative.
Greenhouse Gas Impact	All actions that reduce fossil fuel consumption in vehicles, either through reducing vehicle use, using smaller vehicles, or changing fuel sources, will reduce greenhouse gas emissions.
Financial Impact	Funding opportunities exist for public transportation (i.e. BC Transit) and other, more energy efficient transportation options.
Air Quality Impact	Car exhaust and road dust both impact local air quality, especially during seasonal periods. Efforts to manage and reduce emissions by improving transportation efficiencies will improve air quality accordingly.





Background / References	<ul style="list-style-type: none"><li>• Mike Wyllie, Program Manager, Smithers Transit 1-888-355-6222</li><li>• Houston/Burns Lake/Southside/Granisle Transit Feasibility Study, BC Transit (2005)</li><li>• Better Environmentally Sound Transportation (BEST) - <a href="http://www.best.bc.ca">www.best.bc.ca</a></li><li>• Commuter Challenge - <a href="http://www.commuterchallenge.ca">www.commuterchallenge.ca</a></li><li>• Walking School Bus – <a href="http://www.walkschoolbus.org">www.walkschoolbus.org</a></li><li>• Car-free Day – <a href="http://www.carfreeday.ca">www.carfreeday.ca</a></li><li>• Idle-Free BC – <a href="http://www.idlefreebc.ca">www.idlefreebc.ca</a></li></ul>
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© Village of Burns Lake

Local residents celebrate Aboriginal Day in Burns Lake.





## 5 STRATEGY

One Sky believes that these recommendations should be configured in a strategic framework that will provide the Village of Burns Lake with a clear direction. The strategy is proposed in the following four steps:

### **i) Target the “easy wins” immediately**

Recommendations in section 4.1 (i.e. Setting a GHG reduction target, Updating OCP with energy efficiency, Joining the FCM’s Partners for Climate Protection Program) are intended to be easy first steps to build momentum. Policy discussions can also take place within the municipality and the community, even if commitments aren’t made immediately.

There is also existing momentum and initiatives, such as the CAEE Grant Application to undertake a feasibility study for bio-energy heating systems in municipal buildings as well as the private partnerships for the BC Hydro Bio-Energy Call.

### **ii) Don’t reinvent the wheel**

Rather than undertake energy efficiency initiatives internally, the municipality should look to other organisations and communities for support. Best practices are shared through networks like the Union of BC Municipalities and the Federation of Canadian Municipalities for this very purpose; to allow municipalities that have the will to innovate, to find a way.

For the municipality’s fleet operations, it can leverage a membership with the E3 Fleet Program to cut emissions and cost, while sharing experiences through their network. Participation in the E3 Fleet Program will also allow the municipality to do a similar kind of knowledge transfer to local businesses and community members.

In regards to education, the Village of Burns Lake should consult with existing environmental education programs (i.e. Pembina Foundation, Sierra Club of BC) and other post-secondary institutions in BC that have green building programs, like the Northern Lights College in Dawson Creek.

BC Hydro is a great resource for this phase because of the tools it provides to increase energy efficiency in homes and businesses (i.e. Power Smart, Energy Pack for low-income households, Energy audits for businesses).

### **iii) Build internal capacity**

The political will from both Burns Lake Council and the administration provides a great opportunity to carry out some of the recommendations listed in this report that may require more resources. Energy audits will be key to reducing energy consumption, especially for commercial buildings along Highway 16. There will be a need for a push from the inside to help train auditors, promote their services and implement the modifications the necessary retrofits.

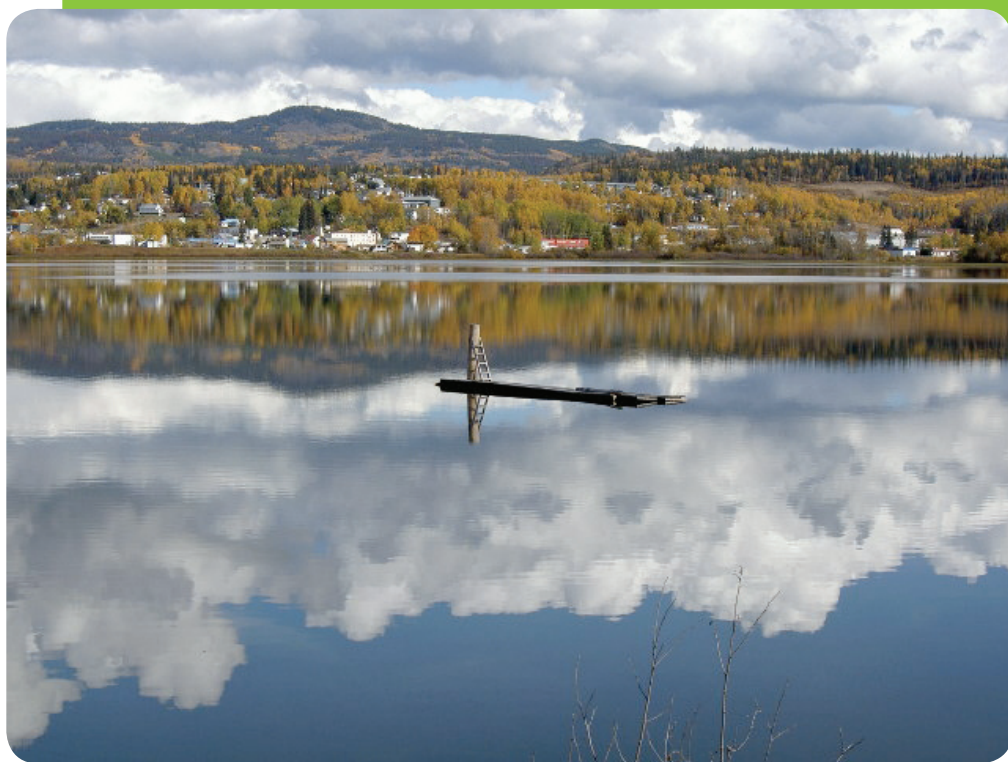


The Energy Advisory Committee, recommended in the next section, will require time and resources from its members in order to provide the proper direction and implement the various actions recommended above.

**iv) Take a strong step forward**

Select a program that has high support and a great chance for success in order to place Burns Lake at the leading edge, for example, of bio-energy cogeneration in British Columbia. The example of bio-energy is promising because of the already existing support from the local government, the private sector and the community.

Whatever program is selected, One Sky believes that it should be supported with various ongoing initiatives around transportation, energy efficiency in buildings and public awareness of energy conservation. The idea of selecting a specific larger program is to place the Village of Burns Lake as a leader in the future, after having already accomplished some of the “easy wins”.



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## 6 NEXT STEPS

There are certain actions listed above that can be undertaken in the very short term. Those actions include

- Adopt a target for GHG emissions reduction
- Include energy efficiency in Official Community Plan
- Join Partners for Climate Protection
- Join E3 Fleet for civic/First Nations vehicles and obtain fleet rating by 2009

Following these actions, the focus will turn to the more practical recommendations that could be carried out. It is recommended to either form an energy advisory committee or build on the already existing alternative energy discussion group with LEDA. It will be this committee's first mandate to select at least four recommended actions from this report and commit to move forward with them. The committee should consist of village staff, community members, business and industry representatives and staff from both Lake Babine Nation and Burns Lake Band staff.

### 6.1 FUNDING OPPORTUNITIES

In order for these actions to be undertaken, the committee should explore the following funding opportunities:

#### **Green Municipal Fund**

The Federation of Canadian Municipalities's Green Municipal Fund (GMF) provides loans and grants, builds capacity, and shares knowledge to support municipal governments and their partners in developing communities that are more environmentally, socially and economically sustainable.

The Government of Canada endowed FCM with \$550 million to establish GMF to provide a long-term, sustainable source of financing for municipal governments and their partners.

To ensure the greatest possible impact, FCM uses GMF to invest in plans, studies and projects that provide the best examples of municipal leadership in sustainable development and that can be replicated in other communities. FCM develops case studies and other tools to support municipal governments that are prepared to follow these examples.

For more information, visit their website: <http://www.sustainablecommunities.fcm.ca/GMF/>



### **Green Buildings BC for Local Governments**

A free service is now available to support BC local governments to retrofit existing buildings to use less energy, save money, and get closer to carbon neutrality.

The Green Buildings BC for Local Governments program is being launched by the Community Energy Association (CEA) on behalf of the Province of BC. This free program assists local governments in navigating through the building retrofit process, creating momentum and buy-in with staff and council, and providing guidance on the magnitude of the opportunity for your local government.

Michael Wilson from the CEA is happy to answer questions from local governments and the website also has plenty of information:

<http://www.greenbuildingsbc.com/Home/Retrofit.aspx>

### **LocalMotion**

The LocalMotion program has been established to assist local governments in creating vibrant and integrated communities.

The goals of the LocalMotion program are to:

- Reduce community greenhouse gas emissions, with an emphasis on getting people out of their cars;
- Advance the ActNow BC principle of being physically active; and
- Build seniors-friendly and disability-friendly communities.

More information can be found at [www.localmotion.gov.bc.ca](http://www.localmotion.gov.bc.ca)

### **Green City Awards**

The BC Government has initiated a \$2.5 million fund for the Green City Awards Program which will provide up to \$500,000 annually to municipalities and regional districts that encourage physical activity, energy conservation and environmental benefits. Judges will evaluate how initiatives support climate change mitigation and adaptation, raise awareness, and demonstrate innovation that is transferable to other communities.

[www.greencityawards.gov.bc.ca](http://www.greencityawards.gov.bc.ca)

### **Community Action on Energy and Emissions Initiative**

The Community Action on Energy and Emissions initiative (CAEE) provides financial and research support to BC local governments and First Nations to advance energy efficiency, energy conservation and emissions reductions measures through local government policy and planning tools.

The Village of Burns Lake has recently submitted an application for funding a feasibility study to switch municipal offices and buildings to a heating system that uses bio-energy.



## **Built Environment and Active Transportation (BEAT) – Community Planning Grants**

The Union of British Columbia Municipalities (UBCM) is working with the BC Recreation & Parks Association to manage the community planning grant portion of the Built Environment and Active Transportation (BEAT) Initiative.

Community planning grants are available to local governments to develop new plans or amend existing plans for active transportation infrastructure. The intent is to better position local governments to secure and more effectively utilize existing funding opportunities offered through provincial and federal government programs, and other funders, that require local governments to have a plan in place.

The second phase – 10 grants of \$15,000 to \$25,000 – of funding will be available to local governments in Spring 2009.

## **7 CONCLUSION**

The Village of Burns Lake is well positioned to face challenges around energy in the future. The community is looking to the municipality for support and leadership, which the latter are striving to deliver through active opportunities to reduce GHG emissions. Among those opportunities, there are significantly easier actions such as: i) Setting GHG reduction targets; ii) Joining the Federation of Canadian Municipalities' Partners for Climate Protection Program; iii) Updating the Official Community Plan to include a strategy around building capacity and being a more resilient community around energy issues; and iv) Joining the E3 Fleet Program to reduce GHG emissions in the municipal fleet and set an example for local residents and businesses.

There are also longer term options that require more commitment and should be discussed by the Committee. One Sky believes the following options would fit in its proposed strategy: i) Get help; ii) Build internal capacity; iii) Pick a step forward.

Options such as a bio-energy cogeneration plant require very detailed commitments and so, should be undertaken within a larger framework of energy efficiency.

These options, as they are carried through, will propel Burns Lake on its way to being a leader in energy efficiency in BC.



## Appendix A: Energy Awareness Questionnaire

Burns Lake Community Energy Plan Questionnaire

Please return to Village Administration Office by May 9, 2008

You can also fax it to 250-692-3059

1. Do you live within the boundaries of the Village of Burns Lake?

YES

NO

2. Are you a homeowner?

YES

NO

3. Do you own a car/truck?

YES

NO

If so, how many cars? \_\_\_\_\_ How many trucks? \_\_\_\_\_

4. If the price of gas 5 years ago was 69 c/L, 80c/L 2 years ago and 100 c/L 1 year ago, what will be the price of gas:

In 1 year?

In 2 years?

In 5 years?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. Have you had your home audited for energy consumption?

YES

NO

6. If you could get your home audited for free, would you do it?

YES

NO

7. What is preventing you from retro-fitting your home?

- a. Missing the upfront sum for the initial investment
- b. Don't know where to find information on grants and loans
- c. Not worth the investment (ex. Old building)
- d. Don't own the house

8. How could the Village of Burns Lake best assist you?

- a. By re-allocating resources (financial, physical)?
- b. By providing Burns Lake residents with financial incentives to buy your "green" products?
- c. By lobbying for free energy audits on homes and businesses?
- d. By hiring a Sustainability Officer?



Burns Lake

- Residential buildings
- Commercial buildings
- Industrial buildings

- a. Passenger vehicles
- b. Light duty vehicles
- c. Medium duty vehicles
- d. Heavy vehicle – Commercial Pickup
- e. Heavy vehicle – Commercial Truck
- f. Heavy vehicle – Long-haul carrier

- a. Fossil Fuels (gas, coal-bed methane)
- b. Electricity (Large-scale hydro power)
- c. Alternative Energy

a. Bio-energy (wood residue)

1      2      3      4      5      6      7      8      9      10

Not very effective very effective

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Not very effective very effective

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Not very effective very effective

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Not very effective very effective

1      2      3      4      5      6      7      8      9      10

(versus local).

YES NO



14. Smithers, in its Community Energy Plan, has pledged to reduce community wide GHG emissions by 6% by 2015. Should Burns Lake reduce its GHG emissions by:
- a. More than 6%
  - b. 6%, same as Smithers
  - c. Less than 6%
  - d. Don't care.

Energy – General questions

15. Should we conserve more energy or produce more energy?

Conserve more energy							Produce more energy		
1	2	3	4	5	6	7	8	9	10

16. Are you in favour of a carbon tax?

YES

NO

17. How much would you value a Burns Lake Energy Demonstration Center?  
As a one-time, \$1 per person donation? \$5 per person donation?

\$\_\_\_\_\_ per person donation?

18. Would it be a good idea to hold an open forum to discuss what energy issues means for Burns Lake?

YES

NO

19. Would you participate to this open forum if you were available to attend?

YES

NO





## Appendix B:

### Examples of other OCP's with energy efficiency language.

#### **City of Quesnel, OCP**

Quesnel's OCP does not try to take on everything at once. Instead, it illustrates how small, smart steps in the right direction can make a real difference to the energy performance and liveability of an established smaller community with a fair growth rate (3.2% between 1991 and 1996, according to Statistics Canada).

Over the past few years, the City has implemented a number of transport-impacting initiatives that can be broadly categorized the following groups:

- land use planning policies that create the conditions for a more energy-efficient urban transportation infrastructure in addition to fulfilling other objectives
- transportation-related initiatives relating to:
- reduced embodied-energy roads and road systems (i.e. that use less energy in their construction);
- bicycle trails and pathways;
- initiation of a study into public transportation possibilities.

#### **City of Surrey, OCP (1996)**

Contact: Mark Allison, Senior Planner, mballison@surrey.ca, 604.591.4594.

To establish the importance of energy to all aspects of the community's social, economic and environmental well-being, the City of Surrey established energy efficiency as a high-level policy in its Official Community Plan (1996). In an effort to Build Complete Communities (Section 2.2C), Surrey endeavours to build energy efficient communities by supporting:

Energy conscious community planning and building design that makes communities more energy efficient, and supports all efforts to promote energy conservation and alternative energy sources which are environmentally friendly and sustainable (Future Direction, C6)

#### **City of Abbotsford, OCP (2005)**

Contact: Peter Andzans, Community Sustainability Manager, pandzans@abbotsford.ca, 604.864.5529.

To establish and support an ongoing Energy Management Committee to advise council and the community on energy-related issues and work with other jurisdictions to explore options, the City of Abbotsford included a policy in its Official Community Plan intended to "provide advice to Council on environmental issues and opportunities" (Section 3, Objective 2.1). Although the Abbotsford example does not specify energy management, it could easily be included as part of a committee's mandate.



Though not a specific OCP objective, the City of New Westminster has established an Energy Management Committee. The committee is composed of a range of representatives from different City departments, plus an external stakeholder from BC Hydro. The committee generally pursues the goal of reducing the costs and environmental impacts associated with energy and resource consumption.

Source: Community Action on Energy and Emissions, Energy Efficiency & Buildings: A Resource for BC's Local Governments; 2007



## Appendix C: Green Municipal Fund - Grants for Sustainable Community Plans

Sample wording to meet the GMF requirement of a municipal council resolution (for sustainable community plan grant applications only).

1. Sample wording for municipal resolution to develop a sustainable community plan along with the financial commitment:

Be it therefore resolved that the Town/City of xxxx develop a sustainable community plan which will include a sustainable community vision and sustainability targets.

Be it further resolved that the Town/City of xxxx commit \$xxxx from its budget towards the costs of this initiative.

2. For municipalities applying for funding for a local action plan under the Partners for Climate Protection program, use the sample “PCP Council Resolution” which you can find towards the bottom of the following web page:

<http://sustainablecommunities.fcm.ca/Partners-for-Climate-Protection/>

3. Sample wording for municipal resolution regarding developing a community improvement plan for underused and/or contaminated properties:

Be it therefore resolved that the Town/City of xxxx develop a community improvement plan which will include a sustainable community vision and sustainability targets.

Be it further resolved that the Town/City of xxxx commit \$xxxx from its budget towards the costs of this initiative.



# Appendix D: BC Municipality Anti-Idling Bylaw Summary

BC Municipality Anti-Idling Bylaw Summary

Municipality	Bylaw or Regulations & Guidelines	Anti-Idling Terms	Restrictions
Merritt	Traffic Bylaw 1930. Adopted January 24, 2006.	Any vehicle (exceeding 16,000 kg) parked in a residential or public use zone must apply for a permit from the City. Term of this permit is: • No prolonged idling (in excess of 3 minutes) is permitted and a licensed driver must be in the vehicle during idling.	
Penticton	Nuisance and Noise Bylaw May 9436. Adopted June 6, 1994	No person shall make or cause any noise or sound on a highway or elsewhere within the corporate limits of the City which disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or of persons in the vicinity.  No person shall drive or operate a motor vehicle within the corporate limits of the City so as to cause, or in a manner causing loud noise from the tires, or engine or exhaust of such motor vehicle.	The provisions of this part shall not apply to or be enforced against: • Any construction, building, demolition, excavation, grading or other kind of construction or destruction work that has written permission from the Chief Building Official or Council. • Any business or industry carried on in those areas of the City designated as Light Industrial District or Heavy Industrial District, with respect to noise that is reasonably or necessarily incidental to the business or industry. • Any agriculture carried on in those areas of the City designated as Agricultural District, with respect to noise that is reasonably or necessarily incidental to agriculture. • The operation of emergency equipment or any emergency vehicle by an authorized person; or • Any act of maintenance or repair being carried out by employees or contractors of the Village, the Ministry of Highways or any public or private utility, or • Any repairs to property of an emergency nature; or • Snow removal/sanding or street washing/cleaning operations; or • Other work on property between the hours of 6:00 a.m. and 11:00 p.m. of the same day. • An operator of agricultural machinery and equipment and scare devices operated in accordance with generally accepted agricultural practices under the "Right to Farm Legislation". • The operation of a vehicle, from operating in a Commercial or Industrial Zone.
Keremeos	Noise Bylaw No. 636, 2003. Adopted September 15, 2003.	Between 11:00PM and 6:00AM, no person shall operate the engine of any vehicle, reefer, or refrigeration unit of any vehicle or trailer unless the vehicle or trailer is in motion.  A permit may be issued by the Chief Administrative Officer of the Village or designate for an exemption under this Bylaw.	
Ucluelet	Noise Control Bylaw No. 915, 2003. Adopted December 9, 2003.	The following are specifically prohibited within the Municipal limits of the District: • Idling or continuously running of a diesel engine, a truck or bus for more than 15 minutes at the same location, except where the truck or bus is located within a garage or depot intended to be used for the long term parking of that vehicle.	The provisions of this bylaw shall not apply to or be enforced against • A person performing works of an emergency nature for the preservation or protection of life, health or property but the onus shall be on the person performing the work to show cause that the work was of an emergency nature. • Any vehicle of the District of Ucluelet while engaged upon necessary public business. • Any work carried out during restricted hours with written permission of the Chief Administrative Officer, Director of Engineering or designate, specifying the time during such restricted hours when such work or event may be performed. • Any business or industry established in accordance with the District of Ucluelet Zoning Bylaw, in any area designated as approved for that type of operation provided that all precautions are taken according to criteria as defined by the District of Ucluelet for abating, controlling or limiting noise, odor, effluvia, smoke, vibration and nuisance arising from the industry conducted, so that the same may be free from neighborhood offence as possible.
Cumberland	Do not have bylaw text.	Idling is restricted to no more than 15 minutes during the winter months. This has never been enforced as there is not enough enforcement staff. There have been 2 complaints over the last two years about diesel from trucks idling in the morning. There is not a lot of awareness in the community about anti-idling.	

Tumbler Ridge	Noise Control Bylaw No. 457, 2002. Adopted December 16, 2002	<ul style="list-style-type: none"> <li>Any noise from an engine operating on private property that is audible in a public place or outside the parcel where it originates between 11:00 pm and 8:00 pm</li> <li>The noise of a stationary motor vehicle with its motor running that is audible in a public place or outside the parcel where it originates for 15 minutes or more</li> </ul>	<p>The following noises are permitted:</p> <ul style="list-style-type: none"> <li>Noise from police, fire, ambulance or other emergency vehicles;</li> <li>Noise from snow removal or highway cleaning operations</li> </ul>
Whistler	Parking and Traffic Bylaw No. 1512, 2001. Adopted June 4, 2001	Vehicles exceeding 5,000 kilograms cannot idly for longer than 5 minutes	<p>except if:</p> <ul style="list-style-type: none"> <li>The motor vehicles is in lanes of traffic</li> <li>The motor vehicle is undergoing emergency repairs along a roadside</li> <li>The motor vehicle is an emergency vehicle, or</li> <li>If the operation of the motor vehicle engine is necessary to power equipment ancillary to the motor vehicle</li> </ul>
West Vancouver	Good Neighbour Bylaw No. 4380, 2004. Adopted July 29, 2004	No person may cause or permit a Motor Vehicle engine to be left in operation for more than five minutes in a 60 minute period while the vehicle is stationary	<p>Except:</p> <ul style="list-style-type: none"> <li>Motor vehicles undergoing repairs at a service garage licensed under a bylaw emergency vehicles, or</li> <li>If the operation of the motor vehicle engine is necessary to power equipment by way of a power take-off to operate utility equipment such as a lift, mower, or similar equipment;</li> </ul>
Victoria	No 03-12 A bylaw of the City of Victoria	<ul style="list-style-type: none"> <li>The operation of any automobile, truck, motorcycle, bus or other motorized vehicle which by reason of disrepair, the use of a muffler that fails to cool &amp; expel exhaust gases from the engine without excessive noise, mode of operation of the vehicle (squealing of tires except during emergency braking to avoid accidents, over-revving of engine or excessive acceleration of vehicle) or any other cause, create noise or sound which disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort or convenience of individuals or the public.</li> <li>The idling or other continuous running of the engine of a truck or bus for more than three minutes at the same location, except where the truck or bus is located within a garage or depot intended to be used for the long term parking of that vehicle.</li> </ul>	<p>This bylaw does not apply to:</p> <ul style="list-style-type: none"> <li>A vehicle of the Police or Fire Department of the City, or an ambulance or other public service or emergency vehicle while engaged in a service of the public convenience or necessity;</li> <li>The sounding of a horn or other signalling device upon any vehicle, boat or train where such sounding is properly and necessarily used as a danger or warning signal</li> <li>A parade, procession, performance, concert, ceremony, event, gathering or meeting in or on a street or public space, if that is permitted in the City under a bylaw or statute.</li> <li>Garbage collection vehicles</li> <li>Municipal works vehicles</li> <li>City Parks Division maintenance work</li> <li>Lightly cleaning of streets &amp; sidewalks &amp; collection of garbage from sidewalk refuse bins</li> <li>Emergency repairs to buildings which cannot be delayed until normal working hours.</li> </ul>
Vancouver	Motor Vehicle Noise And Emission Abatement By-Law No. 9344	<p>A person must not cause or permit a motor vehicle to idle:</p> <ul style="list-style-type: none"> <li>For more than three consecutive minutes in a 60 minute period; or</li> <li>While unattended and unlocked.</li> </ul>	<p>Does not apply to a:</p> <ul style="list-style-type: none"> <li>Motor vehicle that contains or has attached to it equipment requiring power from the engine to operate in the course of the operation of such equipment for a commercial or public purpose;</li> <li>Police, fire, ambulance, or other emergency motor vehicle in the course of the performance of police, fire, ambulance, or other emergency duties including training activities;</li> <li>Motor vehicle in the course of assistance in an emergency;</li> <li>Armoured motor vehicle, used to transport money or valuables, in which a person remains to guard the contents, in the course of the loading or unloading of such money or valuables;</li> <li>Motor vehicle in the course of a race or parade Council has approved; or</li> <li>Bus while its passengers are in the course of embarking or disembarking.</li> </ul>

Port McNeill	Nuisance Bylaw No. 571.1, 2006. Adopted December 4, 2006.	Any noise longer than 15 minutes caused or emanating from the operation of a parked or stopped vehicle or reefer between 10:00 p.m. and 7:00 a.m.	<p>This bylaw does not apply to:</p> <ul style="list-style-type: none"> <li>• Police, fire or other emergency vehicles proceeding upon an emergency;</li> <li>• The excavation, construction, or infrastructure work, or repairing of bridges, streets, highways, or lands by the Town or agents acting on its behalf; iii) The operation of maintenance equipment by the Town or agents acting on its behalf;</li> <li>• Snow removal or highway cleaning operations;</li> <li>• The erection, demolition, construction, reconstruction, alteration or repair of any building or structure between the hours of 7:00 a.m. and 10:00 p.m.;</li> <li>• The operation of a public address system or communications system required under a building code, fire code or Worksafe BC requirement;</li> <li>• A lawnmower, power gardening equipment or chainsaw operated between the hours of 7:00 a.m. to 10:00 p.m.;</li> <li>• A horn from a motor vehicle, boat or train where it is necessary to warn of danger or a hazard;</li> <li>• An event approved by resolution of Council provided it is within the terms of that approval – i.e.: hours of operation.</li> </ul>
Pemberton	Parking and Traffic Control Bylaw No. 586, 2006. Adopted January 9, 2007.	No vehicle engine should idle for a period longer than 10 minutes	<p>Except:</p> <ul style="list-style-type: none"> <li>• The motor vehicle is in lanes of traffic,</li> <li>• The motor vehicle is undergoing emergency repairs along a roadside, or</li> <li>• The motor vehicle is an emergency vehicle.</li> </ul>
North Vancouver District	Street and Traffic Bylaw No. 7125 (2004). Adopted November 15, 2004	No person shall permit a motor vehicle engine to be left in operation more than 3 minutes in a 60-minute period while the vehicle is stationary	<p>Does not apply to:</p> <ul style="list-style-type: none"> <li>• The engine of an emergency vehicle,</li> <li>• Where the motor vehicle is in traffic,</li> <li>• Undergoing repairs at a motor vehicle service garage,</li> <li>• Undergoing emergency repairs along a roadside,</li> <li>• Is an armoured vehicle,</li> <li>• Is participating in a parade authorized by the District, or</li> <li>• Used to power equipment ancillary to the motor vehicle.</li> </ul>



North Vancouver City	Street and Traffic Bylaw No 6234, 1991. Adopted April 13, 1992.	No person shall permit a motor vehicle engine to idle on a street for more than 3 minutes in a 60-minute period.	<p>This section does not apply to:</p> <ul style="list-style-type: none"> <li>• A mobile workshop while such a vehicle is being used as a mobile workshop.</li> <li>• Police, fire or ambulance vehicles while engaged in operational activities, including training activities, except where idling is substantially for the convenience of the operator of the vehicle.</li> <li>• Vehicles assisting in an emergency activity.</li> <li>• Vehicles for which idling is required as part of a repair or regular pre-check maintenance process.</li> <li>• Mounted vehicles in which a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.</li> <li>• Vehicles required to remain motionless because of an emergency, traffic, or mechanical difficulties over which the driver has no control.</li> <li>• Vehicles engaged in a parade or race or any other event authorized by the City of North Vancouver.</li> <li>• Vehicles required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo.</li> <li>• Vehicles when the ambient temperature inside the vehicle is: <ul style="list-style-type: none"> <li>◦ More than twenty-seven degrees Celsius (27°C); or</li> <li>◦ Less than five degrees Celsius (5°C)</li> </ul> </li> </ul>
Kamloops	Noise Control Bylaw 24-42 No. 24-42. Adopted 2007.	No person shall cause or permit a commercial motor vehicle to idle in a residential area for more than 3 consecutive minutes.	<p>Does not apply to:</p> <ul style="list-style-type: none"> <li>• Buses, fire apparatus, police, or emergency medical service vehicles while engaged in operational activities, including training and patient transfer activities.</li> <li>• Commercial motor vehicles participating in an emergency activity</li> <li>• Commercial motor vehicles that remain motionless because of an emergency, traffic conditions (including congestion and signals), weather conditions, or mechanical difficulties over which the driver has no control.</li> <li>• Commercial motor vehicles where idling is required as part of the repair process or to prepare the vehicle for service</li> <li>• Mounted vehicles where a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded</li> <li>• Commercial motor vehicles engaged in a parade or race or any other such event authorized by Council, or</li> <li>• Mobile workshops</li> </ul>
Gibsons	Anti-Idling Bylaw No. 1010, 2005. Adopted October 4, 2005.	No person shall cause or permit a vehicle to idle for more than 3 consecutive minutes. D	<p>Does not apply to:</p> <ul style="list-style-type: none"> <li>• Vehicles idling while passengers are embarking or disembarking;</li> <li>• Vehicles idling because of traffic, an emergency, or mechanical difficulties;</li> <li>• Mounted vehicles involved in the secure delivery and pick up of goods;</li> <li>• Emergency vehicles, as that term is defined in the Motor Vehicle Act;</li> <li>• Vehicles engaged in a parade or a race;</li> <li>• Vehicles engaged in a mechanical test or maintenance procedure for which idling is required;</li> <li>• Vehicles that must remain idling so as to power a heating or a refrigeration system for the preservation of perishable cargo; and,</li> <li>• Vehicles that must remain idling so as to power any tools or equipment necessary for or incidental to the provision of services by a municipality or a public utility.</li> </ul>

Abbotsford	Good Neighbour Bylaw, 2003. Bylaw No. 1256-2003. Adopted August 25, 2003.	The following Noises are unnecessary, objectionable or liable to disturb the quiet, peace, rest, enjoyment, comfort or convenience of individuals or the public: • The sound of the diesel engine of a bus, truck or other vehicle which has been idling or otherwise running continuously for more than three minutes at the same location	Does not apply: • Where the bus is located within a garage or depot intended for its long-term parking
Richmond	Policy	Richmond has been working on various anti-idling initiatives for the past few years and has undertaken the following specific actions: • Anti-idling awareness campaign for City staff • Council adopted GreenFleet policy for guiding corporate fleet practices - this policy includes a specific restriction prohibiting unnecessary idling of City vehicles • Partnership initiative with the Richmond School Board, Vancouver Airport Authority & private business to undertake a 1-Tonne Richmond Community Challenge. A key initiative of this program was to increase awareness of idling through the school system. (The federal program which funded this work was cancelled but there remains an active student leadership body which is continuing to raise awareness and work to reduce unnecessary idling as a result of the work that was initiated.) • The City is currently reviewing next steps with respect to the unnecessary idling of vehicles and is evaluating alternative options, including a restrictive bylaw and/or continued public awareness campaign. We anticipate that a report will be going forward for Council consideration in early May.	
Vernon		The city has also undertaken various other initiatives aimed at reducing greenhouse gas emissions. Examples of these can be provided if you desire.	
Elkford		No Bylaw - Policy for municipal vehicles.	
Chilliwack		No Bylaw - Policy for municipal vehicles.	
Chetwynd		No Bylaw - Policy for municipal vehicles.	
Salmon Arm N		No Bylaw - Policy for municipal vehicles saying that cannot leave vehicle running if left unattended.	
Colwood		No Bylaw - policy for city vehicles.	









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